

SUBJECT: MASTER PLANNING - Approval of master plan for the Chippewa Valley State Trail System, including an acreage goal increase of 297 acres to 1,464 acres.

FOR: SEPTEMBER BOARD MEETING

TO BE PRESENTED BY: Bill Moorman

SUMMARY: The master plan proposes to establish a 70-mile long Chippewa Valley State Trail System by combining four existing state rail-trail corridors, namely, the Old Abe Recreation Trail, Urban State Park Trail, Chippewa River State Recreation Trail, and Red Cedar State Park Trail. The Department proposes to acquire an additional 235 acres for the Old Abe Trail to protect and preserve the Chippewa River shoreline and avoid possible future conflicts from occurring on the land between the trail and the river. The plan also incorporates 62 acres of Department-owned land located along the Red Cedar Trail. These are lands that had reverted to private landowners when the rail was abandoned, and a few other scattered tracts, such as access sites. In total, the changes will increase the project acreage goal for the 70-mile, Chippewa Valley Trail System from 1,167 acres to 1,464 acres. The estimated acquisition costs for the Old Abe Trail expansion is \$82,250 with property taxes estimated at under \$1000 per year.

The Chippewa Valley State Trail System will be a cooperative effort between the Department and its partners for development and operations. Primary trail developments include decking bridges, trail surfacing, parking and rest area development. One major development project is replacement of a bridge trestle (estimated cost of \$450,000). Total Department development costs are estimated at \$876,000. Local government's development costs are estimated at \$575,000. The Department will assume operational costs for the Red Cedar and Chippewa River Trails at an estimated \$65,000 annually. Operational costs for the Urban and Old Abe Trail segments will be borne by the local partners at an estimated \$65,000, although this amount could vary depending on the level of service and development they provide.

Public review of the master plan indicated an overwhelming interest for this 70-mile long trail. The only controversies dealt with horse trails, and hunting along the Old Abe Trail. To resolve these issues, additional horse trails are being planned on other state properties in the area, and hunting will be allowed on a portion of the trail (from Jim Falls to Cornell).

RECOMMENDATION:

Approve the Chippewa Valley State Trail System Master Plan, and a new acreage goal of 1464 acres.

LIST OF ATTACHED MATERIALS:

- | | |
|---|--|
| No <input checked="" type="checkbox"/> Fiscal Estimate Required | Yes <input type="checkbox"/> Attached |
| No <input type="checkbox"/> Environmental Assessment or Impact Statement Required | Yes <input checked="" type="checkbox"/> Attached |
| No <input type="checkbox"/> Background Memo | Yes <input checked="" type="checkbox"/> Attached |

APPROVED:

Dave Weizenicker
Bureau Director, Dave Weizenicker

5/23/96
Date

Stan Druckenmiller
Administrator, Stan Druckenmiller *SWM*

5/27/96
Date

George E. Meyer
Secretary, George E. Meyer

8/28/96
Date

c: Bob Roden - LF/4, Carl Evert - LF/4, Doug Fendry - LF/4, Dave Weizenicker - PR/1, **Bill Moorman - PR/1**, Don Winter - WD, Mike Ries - WD

*approved by NRB
9-25-96*

CORRESPONDENCE/MEMORANDUM

DATE: August 20, 1996

TO: Natural Resources Board Members

FROM: George E. Meyer *George*

SUBJECT: Chippewa Valley State Trail System Master Plan

The Department of Natural Resources proposes to establish the 70-mile long Chippewa Valley State Trail System by combining four existing state rail-to-trail corridors: the Old Abe State Recreation Trail, Urban State Park Trail, Chippewa River Recreation Trail, and the Red Cedar State Park Trail. These trails are located in west central Wisconsin in Eau Claire, Chippewa and Dunn Counties. All four trail segments were individually authorized by the Natural Resources Board over the past 20 years. While all the trails are part of the Chippewa Valley State Trail System, each trail will retain its individual identity to allow for citizen, government, tourism, commercial interests, and friends groups to promote "their trail."

The plan proposes to increase the current 375 acre goal of the Red Cedar Trail by 62 acres, for a new goal of 437 acres. These lands are already owned by the Department, and were acquired after portions of the railroad corridor reverted to private ownership when the railroad abandoned the corridor. Acquisition of these reversionary gaps occurred over a 10-year period following completion of the original master plan. There were also some small tracts acquired, including landlocked parcels, lowland river frontage, and upland sites used for an interpretive site and points of access for maintenance. The new acreage goal corresponds to the Department's ownership.

The plan also calls for a 235 acre boundary change and acreage goal increase to the Old Abe Trail (from 320 acres to 555 acres). This will allow the Department to purchase the land located between the trail and that portion of the Chippewa River known as the Old Abe Flowage, from just north of Jim Falls to near Cobban. This acquisition will protect and preserve the Chippewa River shoreline and avoid possible future conflicts from development occurring between the trail and the river.

In total, the changes will increase the project acreage goal for the 70-mile, Chippewa Valley Trail System from 1,167 acres to 1,464 acres. The estimated acquisition costs for the Old Abe Trail expansion is \$82,250 with property taxes estimated at under \$1000 per year.

The Chippewa Valley State Trail System will be a cooperative effort between the Department of Natural Resources and its partners for development and operations. These partners will include the cities of Cornell, Chippewa Falls, Eau Claire, and Menomonie as well as the communities, townships, and counties transected by the trail. The Department's role is to acquire most of the abandoned rail corridor for the Chippewa Valley Trail System and to develop and operate the Red Cedar and Chippewa River Trails. Local governments are expected to develop and maintain their trail segments

Primary trail developments include decking bridges, trail surfacing, parking and rest area development. A major development project is replacement of a bridge trestle (estimated cost of \$450,000). Total Department development costs are estimated at \$876,000. Local government's estimated development costs are estimated at \$575,000, although they will undoubtedly apply to the Department for community assistance grants and other funding sources.

The Department will assume operational costs for the Red Cedar and Chippewa River Trails at an estimated \$65,000 annually. Operational costs for the Urban and Old Abe Trail segments will be borne by the local partners at an estimated \$65,000, although this amount could vary depending on the level of service and development they provide.

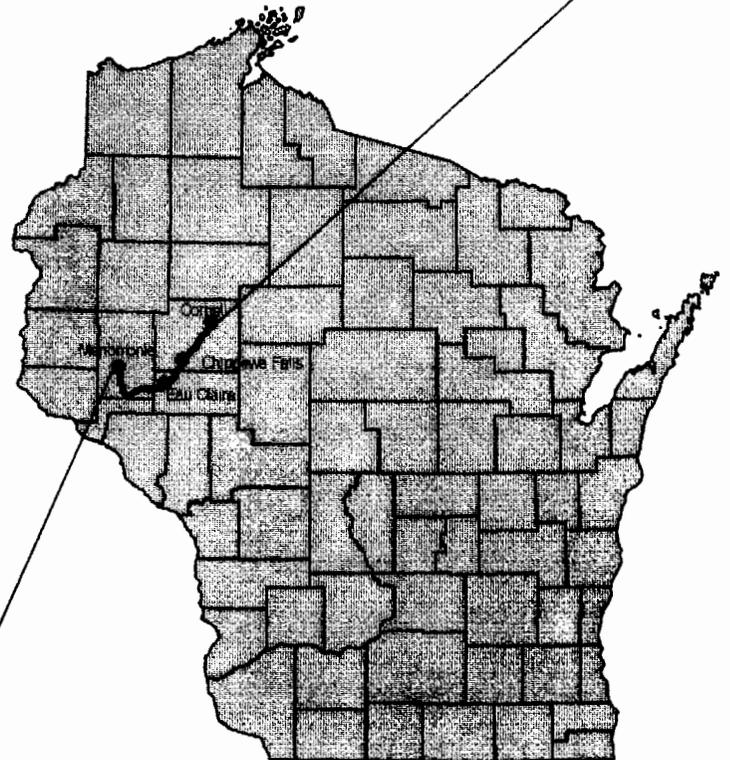
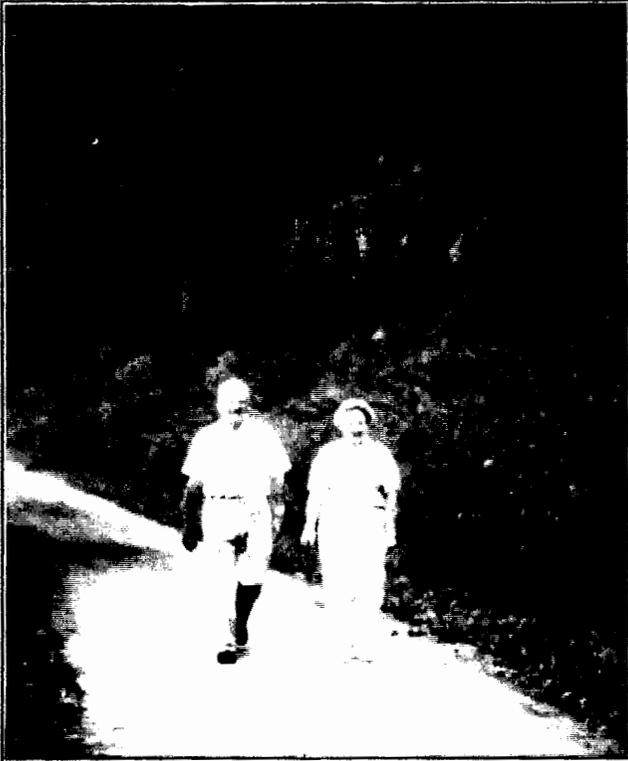
The plan was developed over a four-year period with input from an adhoc committee comprised of local government officials, community planners, user groups, a multi-disciplinary Department Master Planning Task Force and individual community members. Open House public meetings were held to identify issues, uses and solicit public opinion. Individuals and organized groups attended the meetings to offer suggestions for the plan.

When a draft plan was completed, the Department placed copies of the plan for public review in all the communities along the entire system. In addition, the Department public noticed and sponsored a listening session for comments on the proposed plan. Fifty-four people attended the listening session. Also, written comments include about 100 letters in support of the draft master plan, 17 letters for multi-use including horse trails, and a petition signed by over 890 residents from neighboring communities specifically expressing interest in developing the Old Abe Trail as a bike trail to be consistent with other segments of the Chippewa Valley State Trail System.

The only significant controversies for the plan involves horse trails and hunting along the Old Abe Trail. Nine of the fifty-four people attending the listening session were local horseback riders that feel the entire Old Abe Trail should be open for horseback riding. As written, the plan proposes 6 miles of new horse trails parallel to the existing trail. This segment of the corridor is not in a wetland and will support the parallel trail concept. North of Jim Falls to Cornell there are numerous wetlands which would not support the horse trails. To resolve this issue, Department staff met frequently with horse trail enthusiasts, and additional horse trails are being planned on other Department properties in the area.

In addition, representatives from local sportsmen's clubs and the Conservation Congress expressed strong support for hunting on the Old Abe Trail. We believe hunting and trapping should be provided on that portion of the trail between Jim Falls and Cornell, and this is shown in the final draft of the plan.

CHIPPEWA VALLEY TRAIL SYSTEM MASTER PLAN



Master Planning Task Force

OLD ABE AND URBAN TRAILS

John Dunn	Wildlife
Dean Gullickson	Warden
Tom Harris	Warden
Bill Krochmalski	Real Estate
Joe Kurz	Fisheries
Brian Marinello	Forestry
Mike Ries*	Landscape Architect/Planner
Jean Rygiel	Trails Coordinator
Jack Tritt	Solid Waste
Jake VanderVoort	Community Services
Dave Weitz	Information Officer
Dennis Kulhanek	Parks Planner

CHIPPEWA RIVER TRAIL

John Cole	Wildlife
Jim Janowak	Trail Manager
Mark Brann	Warden
Jay Jordan	Forestry
Mike Ries*	Landscape Architect/Planner
Jean Rygiel	Trails Coordinator

RED CEDAR TRAIL

John Cole	Wildlife
Jim Holzer	Fisheries
Jim Janowak	Trail Manager
Jay Jordan	Forestry
Mike Ries*	Landscape Architect/Planner
Jean Rygiel	Trails Coordinator
Rob Strand	Environmental Impact Coordinator

* Task Force Team Leader

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I. INTRODUCTION AND EXECUTIVE SUMMARY

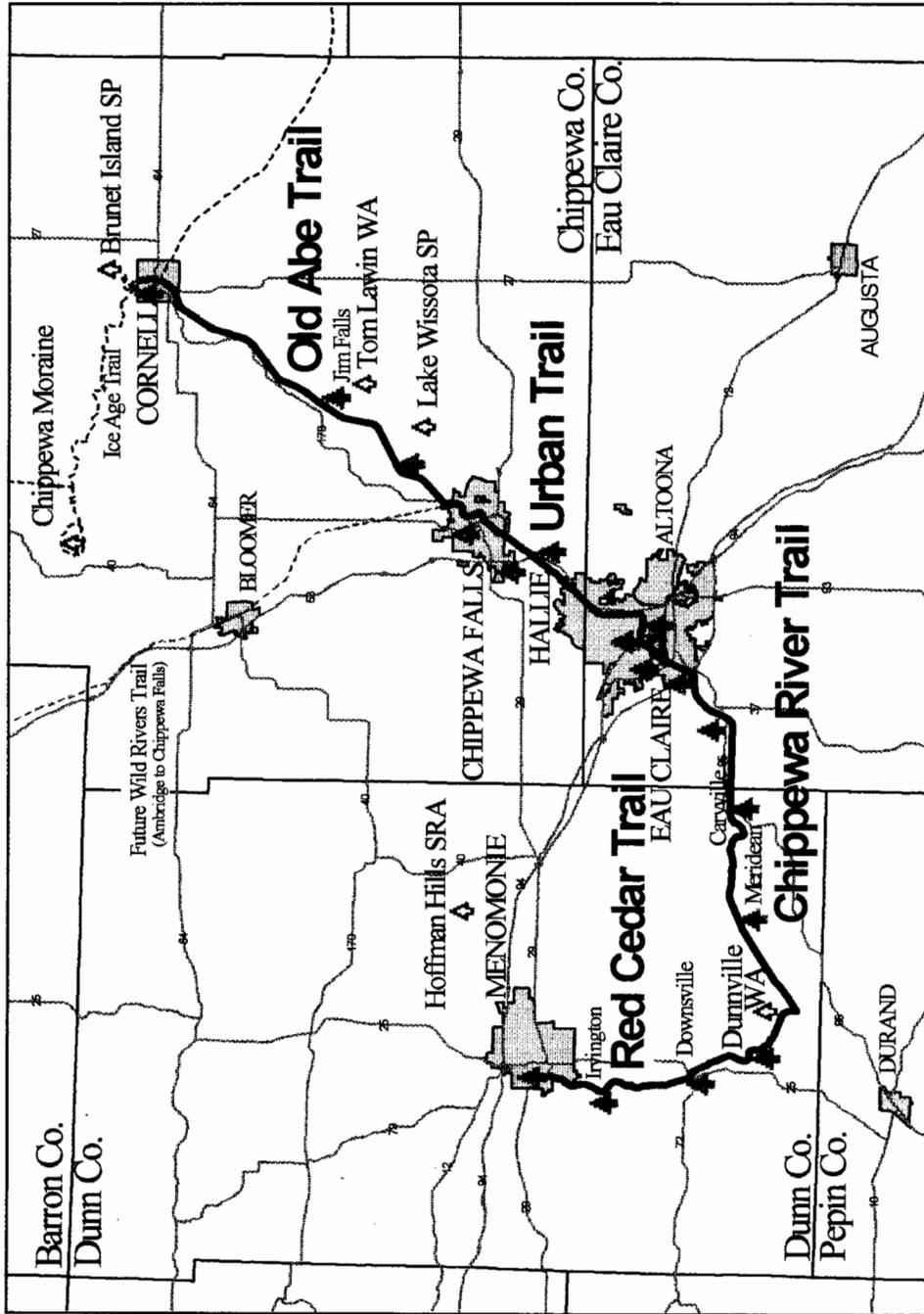
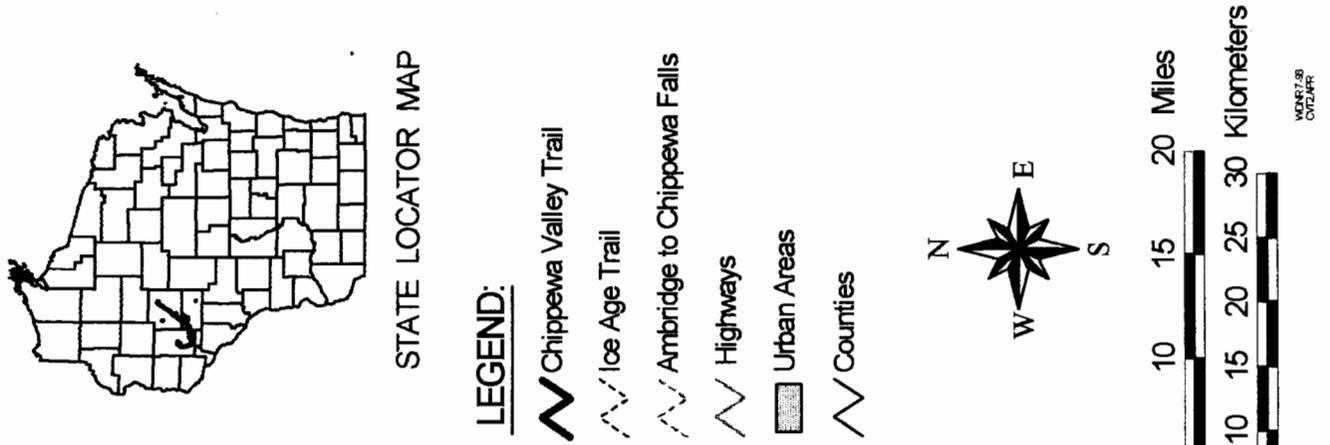
The Department proposes to establish the 70-mile-long Chippewa Valley State Trail System by combining four existing state rail-trail corridors, namely, the Old Abe State Recreation Trail, Urban State Park Trail, Chippewa River State Recreation Trail, and Red Cedar State Park Trail (Figure 1). All four state trail segments (hereafter referred to as Trail) were individually authorized for acquisition by the Natural Resources Board (NRB) over the past 20 years.

Specifically, the Old Abe Trail, which runs from Cornell to Chippewa Falls, was authorized in 1990. This nearly 20-mile-long corridor has an acreage goal of 320 acres. A proposed addition of 235 acres would result in a new acreage goal of 555 acres. The Urban Trail corridor, which runs 15 miles from the northeast corner of Chippewa Falls to the southwest corner of Eau Claire, was authorized by the Board in May 1994 with a project acreage goal of 122 acres. The Chippewa River Trail, which proceeds from the southwest corner of Eau Claire westerly to the Red Cedar junction, is approximately 20 miles long and has an acreage goal of 350 acres. It was authorized in May 1985 with the initial master plan being approved in July 1990. The Red Cedar Trail is approximately 15 miles long, has a goal of 375 acres, and runs from the Red Cedar junction north to Menomonie. The NRB authorized this trail project in December 1973, and the master plan was approved in 1976. Portions of the railroad corridor reverted to private ownership when the railroad abandoned the corridor. Acquisition of these reversionary gaps occurred over a 10-year period following completion of the Master Plan. There were also some small tracts acquired, including landlocked, lowland river frontage, and upland sites used for an interpretive site and points of access for maintenance. These totalled 62 acres, and it is proposed to increase the acreage goal by this amount so the acreage goal corresponds to the Department's ownership. The new goal would be 437 acres. The proposed total project acreage goal for the 70-mile-long Chippewa Valley State Trail System is 1,464 acres.

The master plan will consolidate, integrate, and promote better coordination of the planning, development, budgeting, operations, and management of these four trails by addressing common issues as one regionally significant state trail system. Each trail will, however, retain its individual name/identity, thus allowing historical recognition and operations (i.e., Red Cedar Trail and Chippewa River Trail), local partnerships taking the lead role in development, operations, and maintenance (i.e., Urban Trail), or a combination of partnership lead role and geographic identifier (i.e., Old Abe Trail). Individualized trail segment names also allow for citizen, government, tourism, and commercial interests, as well as friends groups and users, to more closely identify with and promote "their trail."

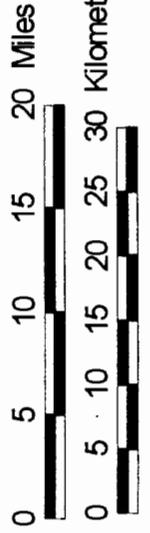
The Chippewa Valley State Trail System will be a cooperative effort among the Department of Natural Resources and its partners, including the cities of Cornell, Chippewa Falls, Eau Claire, and Menomonie, as well as other communities, townships, and counties transected by the trail route. The DNR's role is to acquire most of the abandoned rail corridor for the Chippewa Valley Trail System and to develop and operate the Red Cedar and Chippewa River Trails. Local governments are expected to develop and maintain their trail segments including the Urban and Old Abe Trails. Local units of government have signed resolutions in support of the trail system and are in various stages of trail planning, construction, operations, and maintenance.

CHIPPEWA VALLEY TRAIL SYSTEM



LEGEND:

- Chippewa Valley Trail
- Ice Age Trail
- Ambridge to Chippewa Falls
- Highways
- Urban Areas
- Counties



WNS 7-89
C/2/L/AR

APPROXIMATE TRAIL DISTANCES:

Red Cedar Trail	15 miles
Chippewa River Trail	20 miles
Urban Trail	15 miles
Old Abe Trail	20 miles
Total	70 miles

KEY:

- REST AREAS & PARKING LOTS
- STATE PROPERTIES

Chippewa Valley Trail System

Figure 1

The Old Abe Trail and portions of the Urban Trail have been, or will be, purchased by the Department and will be developed, managed, and operated by local units of government or other partners in cooperation with the Department. Those portions of the trail that have been acquired by the Department before formulation and adoption of cooperative agreements will be held in an undeveloped condition until agreements are reached. Some segments of the overall trail system will be purchased directly by local units of government. For instance, the City of Eau Claire purchased and is operating a 2.5-mile section of the Urban Trail within its corporate limits and has acquired 1.9 miles of additional right-of-way. In the near future, they are expected to acquire an additional six miles of right-of-way from the Department of Transportation (DOT) which currently holds title to the abandoned Wisconsin Central Railroad rail line located between Eau Claire's Seymour Road and Peterson Road in the Town of Hallie. The City of Eau Claire will also develop a two-plus-mile length of the Urban Trail from Birch Street to Eddy Lane in the near future.

All lands have been purchased for the Red Cedar and Chippewa River Trails. For the Old Abe Trail, the Department proposes to increase the acreage goal by 235 acres (for a new goal of 555 acres). This will allow the Department to purchase the land located between the trail and that portion of the Chippewa River known as the Old Abe Flowage from just north of Jim Falls to near Cobban to protect and preserve the Chippewa River shoreline and avoid possible future conflicts from development occurring between the trail and the river. Up to 10.9 miles of rail corridor remain to be acquired to complete the Urban Trail. The estimated DNR acquisition costs could range from \$532,000 for acquiring the entire 10.9 miles of trail corridor down to \$219,000 for acquiring 4.4 miles of corridor. The latter is the most likely scenario because the cities of Chippewa Falls and Eau Claire may purchase part of the Urban Trail themselves.

The Department of Natural Resources has been responsible for the development of the Red Cedar and Chippewa River Trails. To date, over \$1 million has been spent on these two trails connecting Menomonie to Eau Claire. Primary trail developments include decking bridges, trail surfacing, parking and rest area development. Generally, development costs are estimated to range from \$10,000-25,000 per mile. Future development costs for the DNR are estimated at \$876,000. Local government's estimated development costs are \$575,000, although they will undoubtedly apply to the Department for community assistance grants and other funding sources.

Operational costs associated with the Red Cedar and Chippewa River Trails are assigned to the Department of Natural Resources. Operational costs for the Urban and Old Abe Trail segments will be borne by the local partners. Based on past experience, operations costs range on average from \$1,500 to \$2,000 per mile per year. Therefore, DNR operation costs are estimated at \$65,000. Local government's trail operations and maintenance costs could be higher or lower than \$65,000 based on the level of service and development they provide.

Extensive public involvement has been solicited and obtained in preparation of this master plan. DNR staff have met numerous times with local officials and concerned citizens and have held public comment forums. The feedback indicates there is strong local support for the regional trail concept. Because of the many units of government involved, the complexity of this trail associated with use, development, and operations, and the fact that the Chippewa Valley State Trail system is composed of four state trails, the Department is taking the lead in preparing this master plan with the cooperation and assistance of those involved.

This state trail system will help to promote tourism and economic development in the cities, villages, and counties in the region. It will also provide a significant resource for local commuting and recreation.

Beginning with the Elroy-Sparta Trail in 1965, the Natural Resources Board created the State Trail Program to help meet a statutory mission for a balanced system of state park areas. Wisconsin is a national leader in converting abandoned railroads into recreational trails. Today there are 62 "rails-to-trails" in Wisconsin. Increasingly, we are providing these trails through partnerships with local units of government and other entities.

II. GOAL AND OBJECTIVES

GOAL

To provide 70 continuous miles of designated state trail, alone and with partners, promoting activities that are in harmony with the resources and purposes of the property and which protect and conserve those resources for present and future generations.

OBJECTIVES

1. Provide necessary trail improvements to accommodate 145,000 bicyclists.
2. Provide necessary improvements to accommodate 80,000 hikers. This includes walking, jogging, and in-line skating.
3. Provide winter use opportunities for 21,000 snowmobilers.
4. Provide winter use opportunities for 7,500 cross-country skiers.
5. Provide a secondary trail within the corridor to accommodate 1,000 horseback riding participant days.
6. Permit 4,500 participant days for small game hunting, trapping, and deer hunting.

Additional Benefits

1. Provide a connecting link to the metropolitan bike/pedestrian ways within Menomonie, Eau Claire, Chippewa Falls, and Cornell.
2. Provide for activities such as berry picking, bird watching, general nature study, and fishing in streams, rivers, and other waterways that adjoin the trail.
3. Provide a connecting link to state trails, parks, wildlife areas, county and municipal recreation facilities, and bike routes as appropriate.

The Chippewa Valley State Trail System will have multiple uses: primary activities associated with biking and hiking, wintertime uses including snowmobiling and cross country skiing. Secondary uses include horseback riding, hunting and trapping, as well as other compatible non-motorized uses. An estimated 260,000 people will use the 70-mile-long trail annually (see Table 1).

TABLE 1**RECREATIONAL ACTIVITIES - ANNUAL USE ESTIMATES**

<u>Activity</u>	<u>Participants per Year per Trail Segment</u>			
	<u>Red Cedar</u>	<u>Chippewa River</u>	<u>Urban</u>	<u>Old Abe</u>
Biking	30,000	35,000	50,000	30,000
Hiking (including pleasure walking, jogging, in-line skating, pedestrian activities)	5,000	10,000	50,000	15,000
Snowmobiling	1,000	10,000	0	10,000
Cross-country skiing	4,000	2,500	0	1,000
Horseback Riding	0	0	0	1,000
Trapping & Hunting	<u>1,000</u>	<u>2,500</u>	<u>0</u>	<u>1,000</u>
Totals	41,000	60,000	100,000	58,000

Total estimated annual users: 259,000

III. PROPOSED MANAGEMENT AND DEVELOPMENT PLANS

A. Land Acquisition and Ownership Goal

Four trails, including the Red Cedar, Chippewa River, Urban, and Old Abe, make up the 70-mile-long Chippewa Valley State Trail System. The proposed total project acreage goal is 1464 acres. A review of the individual trail segments shows the following:

1. **Old Abe Trail** - The Old Abe Trail, which runs from Cornell to Chippewa Falls, presently has an acreage goal of 320 acres (Figure 2). The trail is about 20 miles long. It is proposed to enlarge this trail by 235 acres to a new goal of 555 acres. The additional acreage is being acquired to protect river frontage lands located from Jim Falls to Cobban between the trail right-of-way and that portion of the Chippewa River known as the Old Abe flowage. This land will be purchased to prevent development of rural residential sites along the scenic Chippewa River and for auxiliary trail uses such as fishing, picnicking, and scenic viewing. Acquisition will also protect and preserve habitat along the Old Abe flowage. The estimated acquisition costs are \$82,250 with property taxes estimated at under \$1000 per year.

The Department assumed responsibility for two privately held leases upon acquiring the 20-mile-long Old Abe Trail corridor. One lease is for industrial use and the second is for commercial agricultural uses. Each of these leases will be evaluated and acted upon on an individual basis. In one instance, a land exchange will take place; in the other, the Department may sell the leased land or continue the lease as appropriate.

A land-use plan has been prepared for the Chippewa County-owned farmland located on the northeast side of Chippewa Falls in preparation for sale of that real estate. Since the rail-trail corridor traverses approximately one mile of that property, the Department will work with the county to review alternatives and determine the best alignment for routing the trail through that parcel. These discussions are continuing.

2. **Urban Trail** - The Natural Resources Board authorized the Urban Trail in May 1994 (Figure 3). It also approved formation of partnerships for the development, operation, and maintenance of the Urban Trail. This trail is about 15 miles long, encompassing 122 acres. The trail runs from Chippewa Falls to Eau Claire. The majority of this proposed trail is located on former railroad right-of-way that is currently owned by the Department of Transportation and the Wisconsin Central Railroad.

The Wisconsin Central Railroad has prepared a "Super Trail Plan" promoting the exchange of trackage rights for that portion of track between Peterson Road and the rail line in Chippewa Falls. That track would be exchanged with the Union Pacific, formerly Chicago-Northwestern. Either one of those lines would provide a trail corridor (upon abandonment) which is in keeping with the Urban Trail Feasibility Study approved by the Natural Resources Board in May 1994. However, the existing Wisconsin Central rail line provides the best linkage potential for connecting to existing and proposed local recreation facilities and, therefore, is the most desirable route. The "Super Trail Plan" also addresses the potential future Wild River Trail which runs from Ambridge to Chippewa Falls. This trail would link the Chippewa Valley Trail System to the northwest region of the state.

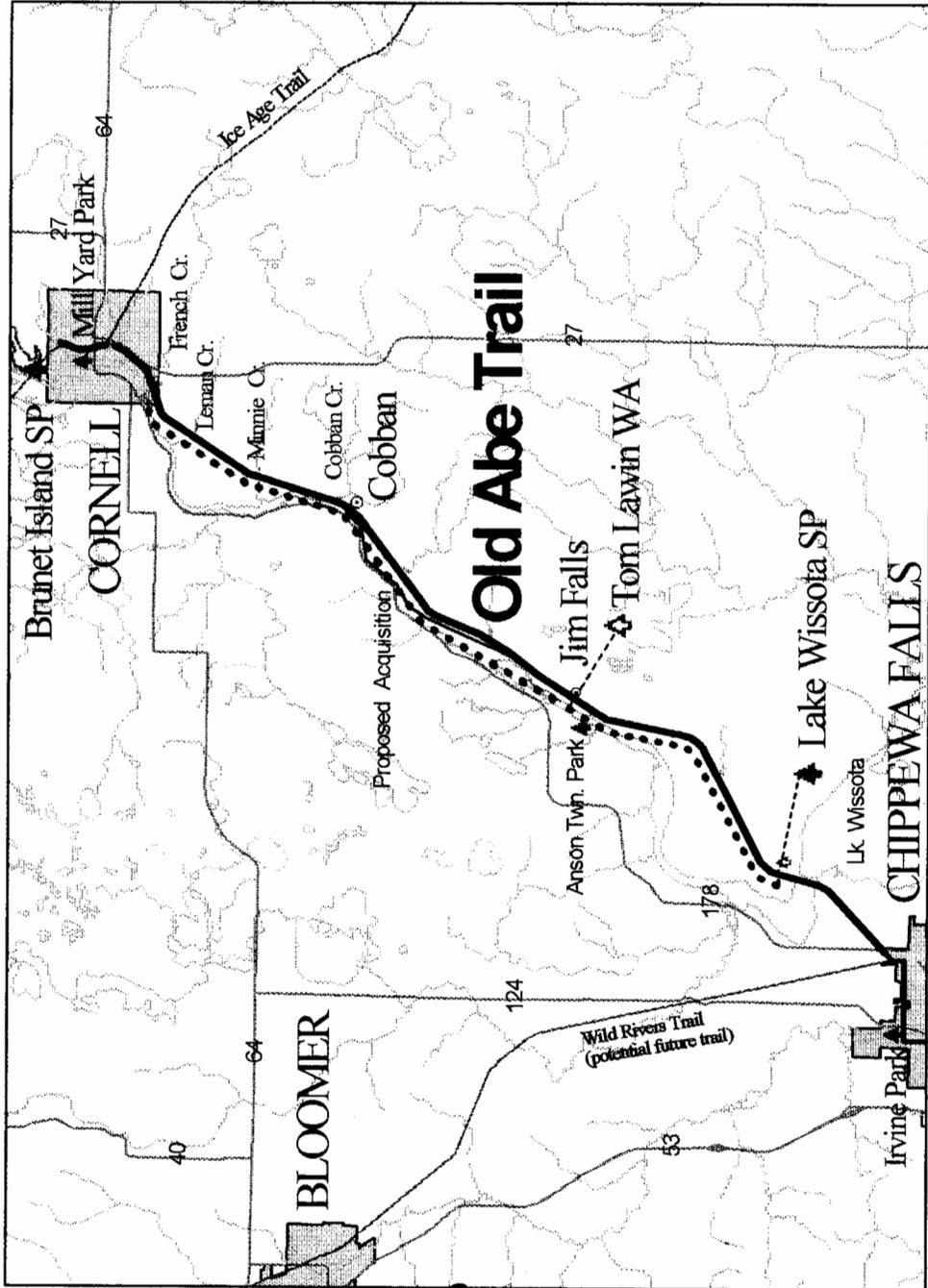
The Department does not anticipate actually acquiring all portions of the Urban Trail, as the cities of Chippewa Falls and Eau Claire plan to purchase those segments of the right-of-way within their jurisdiction. The Department will likely purchase only 4.4 miles of trail. The Department does, however, have authority to acquire all 10.9 miles necessary to complete the 15-mile link as a "failsafe" measure. The estimated remaining acquisition costs range from \$219,000 (4.4 miles) - \$532,000 (all 10.9 miles of trail).

3. Chippewa River Trail - Acquisition of the Chippewa River Trail was authorized by the Natural Resources Board in May 1985 (Figure 4). The 20-mile-long corridor extends from the southwest city limits of Eau Claire near Short Street, to the Red Cedar junction at the southern end of the Red Cedar Trail near the confluence of the Chippewa and Red Cedar Rivers. Seventeen miles are owned in fee title. The Department has obtained an easement on the remaining three miles of the corridor which transects Northern States Power Company lands within the Dunn County Energy Park near the Red Cedar junction. The trail has an acreage goal of 350 acres, and all the railroad lands have been acquired.

In addition to the land acquisition in fee and easement, the Department has obtained a deed for the Chippewa River bridge located within the City of Eau Claire near Clairemont Avenue. Presently, the state is responsible for developing, operating, and maintaining that section of city-owned trail corridor from the Chippewa River bridge south to Short Street. The details of this city-state agreement are included in the Memorandum of Understanding (MOU) between the Department of Transportation, Department of Natural Resources, and the City of Eau Claire (see appendix A for the MOU).

Northern States Power Company (NSP) holds a perpetual easement on the entire trail corridor from Red Cedar junction to Eau Claire. NSP has rights to place utilities (overhead and underground) within the trail right-of-way. The Department is subject to the provisions contained in that agreement (see Appendix A).

Chippewa Valley State Trail System



OLD ABE TRAIL

KEY:

- ▲ STATE PARKS WITH FACILITIES
- ◊ STATE PROPERTIES
- ◆ LOCAL PARKS



STATE LOCATOR MAP

LEGEND :

- ▲ Old Abe Trail
- Horse Trail
- ▲ Connector Trail
- Open to Hunting and Trapping
- Proposed Acquisition
- ∩ Wild Rivers Trail
- ∩ Ice Age Trail
- ∩ Highways
- ∩ Surface Waters
- Cities

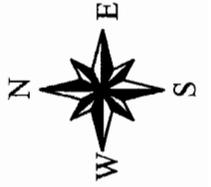
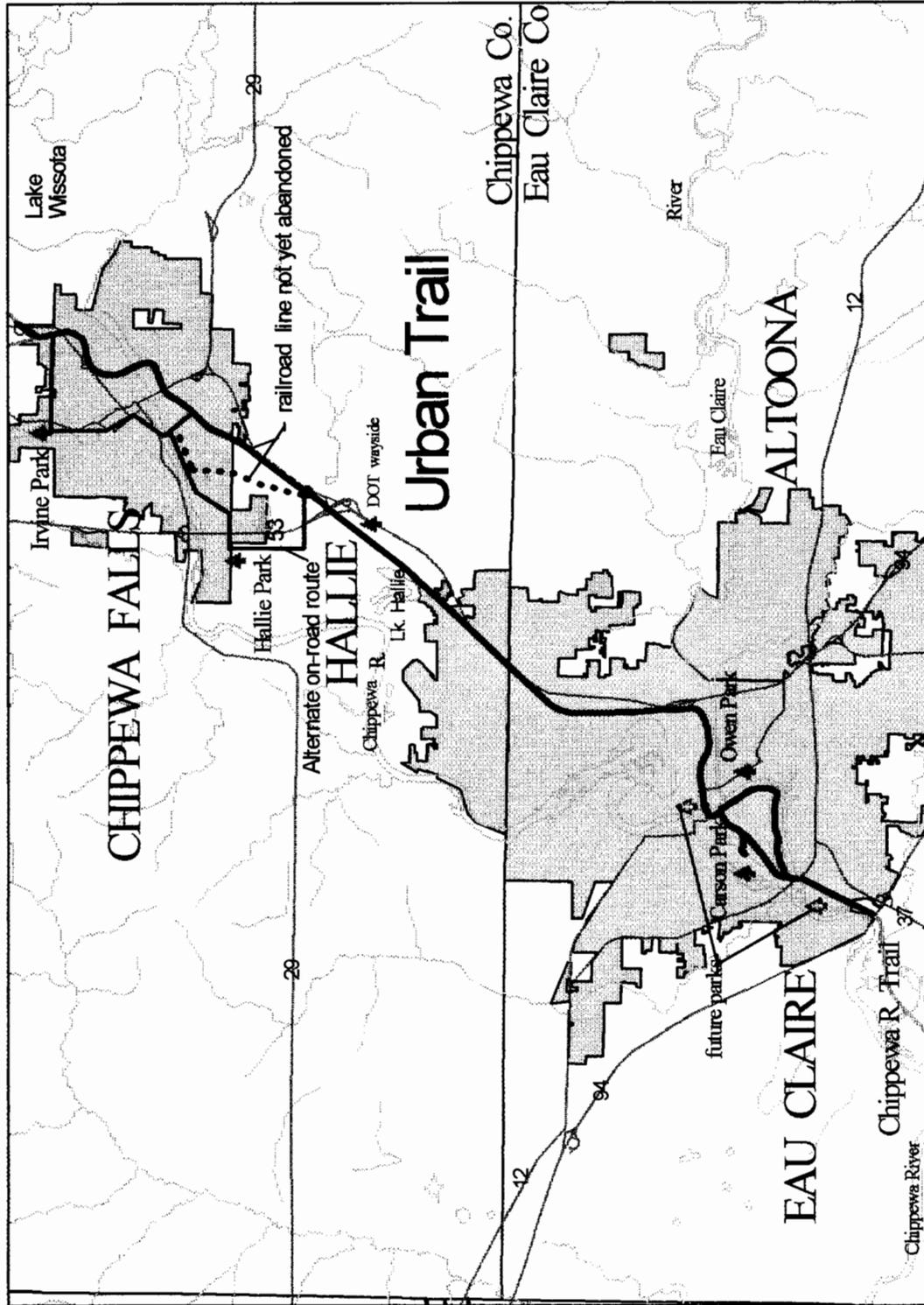


FIGURE 2

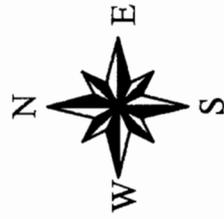
Chippewa Valley State Trail System



STATE LOCATOR MAP

LEGEND :

- Urban Trail
- Chippewa Valley Trail continues
- Highways
- Surface Water
- Cities
- County Lines



0 1 2 3 4 5 Miles

0 1 2 3 4 5 6 7 8 Kilometers

KEY:

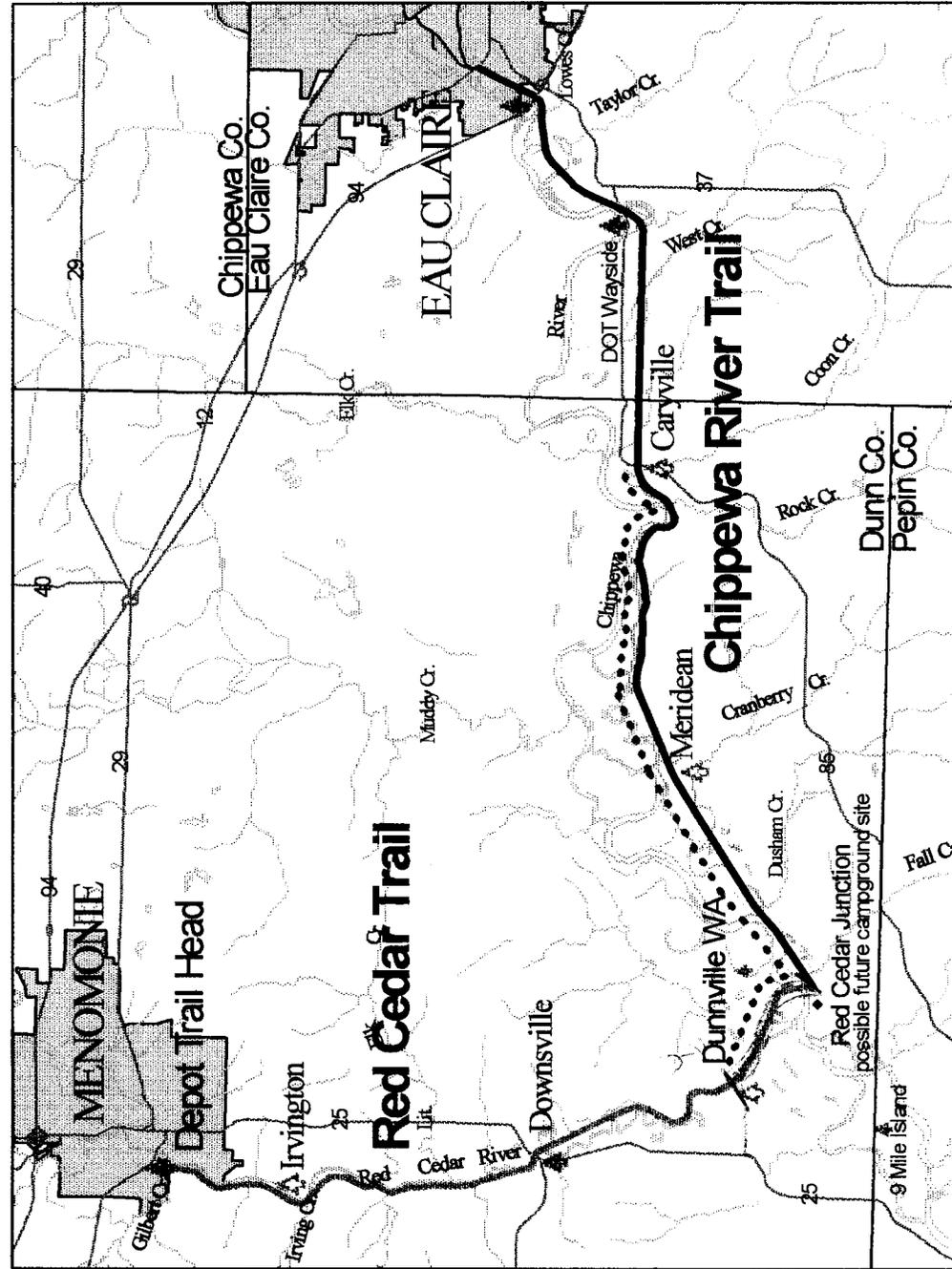
- REST AREAS and PARKING LOTS
- PROPOSED REST AREA & PARKING

URBAN TRAIL

FIGURE 3

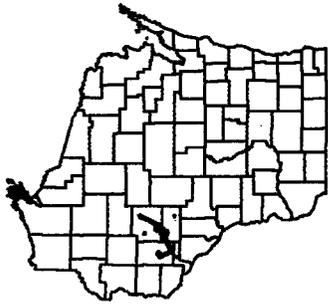
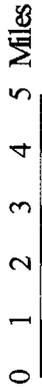
Chippewa Valley State Trail System

RED CEDAR & CHIPPEWA R. TRAILS



KEY:

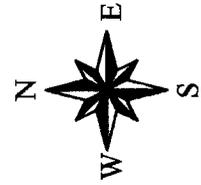
- Rest Areas & Parking Lots
- Proposed Rest Area & Parking Lot
- State Properties



STATE LOCATOR MAP

LEGEND:

- Red Cedar Trail
- Chippewa River Trail
- Chippewa Valley Trail System
- Small Game Gun
- County Line
- Highways
- Surface Waters
- Cities



MOORE
GRAPHICS
M.R.

16

FIGURE 4

4. **Red Cedar Trail** - Acquisition of the Red Cedar Trail (436.93 acres) was completed in the early 1980's. Since then, the nearly 15-mile-long trail has been operational from the Red Cedar Junction north to the Red Cedar depot on Highway 29 (Figure 4). The City of Menomonie and the Department have entered into a use agreement whereby the trail north of Highway 29 has been developed and operated by the City of Menomonie. This trail section provides a major connector route to Menomonie's trail system.

Portions of the railroad corridor reverted to private ownership when the railroad abandoned the corridor. Acquisition of these reversionary gaps occurred over a 10-year period following completion of the Master Plan. There were also some small tracts acquired, including landlocked, lowland river frontage, and upland sites used for an interpretive site and points of access for maintenance. These totalled 62 acres, and it is proposed to increase the acreage goal by this amount so the acreage goal corresponds to the Department's ownership. The new goal would be 437 acres.

B. Designation and Use

It is recommended that the Chippewa Valley State Trail System be designated as a state recreation area in some areas and a state park in others. The reason for the separate designations is that small game hunting and trapping can occur in recreation areas, but is normally not allowed in state parks. Primary recreational activities would include biking, hiking, snowmobiling, cross-country skiing, and in one section horseback riding. Hunting and trapping will also be allowed in designated locations. Specifically, the section of the Red Cedar Trail south of County Trunk Highway Y through the Dunnville Wildlife Area, the portion of the Chippewa River Trail from its junction with the Red Cedar Trail to the Village of Caryville and the section of Old Abe Trail from Jim Falls north to Cornell are state recreation area trails and are open for small game and deer-gun hunting and trapping. If the provision for hunting and trapping generates conflicts with any other use activity, the recreation area designation allows specific geographic and time zones to be established to regulate use as described in section 23.091 of the Wisconsin State Statutes. Hunting will not be allowed in areas within the Chippewa River Trail east from Caryville to Eau Claire, the Red Cedar State Park Trail north of County Highway Y, nor within the Urban State Park Trail or from Chippewa Falls north to Jim Falls on the Old Abe Trail sections of the Chippewa Valley State Trail System.

C. Development

Overall development of the Chippewa Valley State Trail System will include decking and railing of trestles, as well as surfacing the trail tread with a 10-foot-wide layer of either finely crushed limestone, asphalt slurry seal and stone, hotmix blacktop, or comparable surfacing material. Parking lots, rest areas, and other associated facilities will be developed by the DNR or in cooperation with local partners (Figure 1).

Specifically, city park facilities in Cornell will be used in conjunction with the Old Abe Trail (Figure 2). Camping and day-use facilities are available in Brunet Island State Park. Proceeding south along the Old Abe Trail, development and use of joint parking and rest area facilities will be pursued with the Village of Jim Falls and the Town of Anson. Some parking and rest area facilities may be needed by the Water's Edge (near CTH O) and Highway 178 near Chippewa Falls. Such facilities would be developed on Department lands as available and maintained by the operating entity. Facilities for camping and day-use are available at Lake Wissota State Park, located within two miles of the Old Abe Trail. Some form of trail linkage will be developed. Department personnel have asked the Chippewa County Highway Commissioner to consider including bike lanes on any future County Trunk Highway O renovation between the Old Abe Trail and Lake Wissota State Park. An off-road trail segment will be surfaced within Lake Wissota State Park to link the Old Abe Trail to park facilities associated with the day-use/beach areas and the campground.

As the trail enters Chippewa Falls, the local city parks, especially those facilities in Irvine Park, will be used in conjunction with the Urban Trail (Figure 3). South of Chippewa Falls, a Department of Transportation (DOT) wayside and a township park are available for trail visitors as these facilities are relatively close in proximity to the Urban Trail. A major trail head for the entire Chippewa Valley Trail System is under consideration by the City of Eau Claire. Two sites are presently being evaluated; one is at a park adjacent to the Chippewa River in the downtown business district and the other is on Short Street. Proceeding west/southwest through the city, park facilities and commercial establishments can be utilized by those on the Urban Trail.

To the south and west of Eau Claire along the Chippewa River Trail (Figure 4), a DOT wayside on Highway 85 provides water, parking, picnicking, and restroom facilities. The Department of Natural Resources will initially develop a 50-stall parking lot/rest area facility with future expansion providing up to 100 vehicle parking in the Village of Caryville which is about 10 miles west of Eau Claire. West of Caryville, a small parking lot will also be developed by the DNR, possibly in conjunction with a Dunn County boat launch site near Meridean. From there the trail proceeds west and finally turns north onto the Red Cedar Trail (Figure 4). Rustic camping, including 20 mowed sites each with a fire ring and picnic table and one vault toilet, well, and information board, could be provided near the Red Cedar junction for about \$50,000. However, it is the Department's intent to work with the private sector and have private business develop a campground to meet the needs of visitors to this segment of the regional trail system. If the private sector does not meet this need, then and only then would the DNR consider providing trail user camping facilities. A boat launch with parking lot is located just west of the County Trunk Highway Y bridge on Dunnville Wildlife Area lands. A toilet and drinking water will be added to the area. Further north, the Department has constructed a rest area with parking lot, restroom, and drinking water in the Village of Downsville. A small wayside with parking at Irvington will be built by the DNR. Finally, a trailhead facility is located at the Red Cedar depot within the City of Menomonie along Highway 29. From here the city trail system begins utilizing part of the Red Cedar Trail corridor which eventually links to other city trails.

As can be seen by this brief description, partnerships and joint use and development of facilities has been and will continue to be a major factor in developing the Chippewa Valley State Trail System.

Areas proposed for major development will be reviewed for the presence of endangered and/or threatened wild animal and plant species. If any endangered/threatened species or rare habitats are found to occur in these areas, the Department will consider and implement appropriate protection and preservation measures. Prior to any major ground disturbing activities within the trail right-of-way, the Department will consult with the State Historical Society to determine whether archaeological and/or historical testing is warranted.

Total development cost to date for constructing facilities on the Red Cedar and Chippewa River Trails is over \$1 million. No state park and trail development funds have been expended for the Old Abe or Urban sections of the Chippewa Valley State Trail System. See Table 2 for a summary of DNR Future Trail Development and Cost Estimates.

TABLE 2
Future DNR Trail Development Summary

	<u>Estimated Cost (in \$)</u>
Old Abe Trail	
Replace Chippewa River Trestle	\$ <u>450,000</u>
TOTAL	\$450,000
Urban Trail	
No direct costs	
TOTAL	- 0 -
Chippewa R. Trail	
Caryville and Meridean rest areas	\$110,000
Caryville future parking lot expansion as needed	30,000
Signage, landscaping, furnishings	40,000
Fencing	50,000
Rustic camping (if needed)	<u>50,000</u>
TOTAL	\$200,000 - \$280,000
Red Cedar Trail	
Dunnville rest area	\$67,200
Irvington rest area	58,800
Fencing, signing, furnishings and landscaping	<u>20,000</u>
TOTAL	\$ <u>146,000</u>
TOTAL ALL TRAILS	\$796,000 - \$876,000

1. **Old Abe Trail** - Presently, the Old Abe Trail has a partnership with the Chippewa County. The County obtained DNR snowmobile grant program funds and arranged to have the Chippewa County Conservation Corps deck and rail the trestles in 1994. The Chippewa Valley Snowmobile Association, in cooperation with the County, has also completed other trail maintenance and development projects so that the corridor could be opened to snowmobiling starting in the winter of 1994. Further good relations with partners are anticipated in developing and operating the Old Abe Trail in accordance with the overall mission of the Chippewa Valley State Trail System.

2. **Urban Trail** - It is expected that the Urban Trail will be developed by the cities of Chippewa Falls, Eau Claire, and the Town of Hallie. To date, the City of Eau Claire has spent over \$1 million to acquire land and develop their rail-to-trail system. The trail has urban amenities including: asphalt surfacing, lighting, shelters, rest areas, and extensive landscaping. The city will soon expend an additional \$200,000 of Intermodal Surface Transportation Enhancement Act (ISTEA) grant funds to expand the trail by two miles. Future funding will be obtained by the city for trail expansion and trailhead facilities.

The City of Chippewa Falls recently finished their Bicycle and Pedestrian Plan (1995). They identified routes through the city utilizing on-street and off-street corridors to connect the Old Abe and Urban Trail segments. Cost estimates for implementing this plan have been prepared and funds for construction will be pursued by the City of Chippewa Falls.

The two to four-mile segment of trail that runs through the Town of Hallie will have to be a joint venture between the Department and Hallie. Trail development funding will be sought by the township for the two to four miles of trail within their jurisdiction. Once the trail is developed, it is anticipated the Town of Hallie will operate it.

The expense for completing development on Old Abe and Urban Trail sections of the Chippewa Valley Trail is unknown, as the type and number of amenities to be provided by each of the partners has not yet been determined. Local units of government have a variety of funding sources available to them for trail projects through programs such as DNR stewardship acquisition and development of local parks grants and the Department of Transportation.

3. **Chippewa River Trail** - The trail was officially opened for use from the City of Eau Claire to the Red Cedar Junction (south end of Red Cedar Trail) in June 1996. The Department has expended about \$750,000 to develop this 20-mile trail to date. Additional funds will be spent to construct parking lots and rest areas at Caryville and Meridean.

4. **Red Cedar Trail** - Most of the major developments including decking and railing trestles, surfacing, rest area, and trail head facilities, have been completed on the Red Cedar Trail. The trail has been open to the public since the mid-1980's and is receiving 40,000+ users per year. The depot in Menomonie (operated by the Menomonie Chamber of Commerce) has been remodeled and serves as a trailhead and tourist information center.

D. Management and Operations

The Urban and Old Abe Trail segments of the Chippewa Valley State Trail System will be managed by local units of government, either directly on the portions they own, or under the provisions of a cooperative agreement for the portions owned by the Department. Local managing agency ordinances and laws will be enforced on the trail. Provisions of Code 45 could also be adopted by local governments through their own local ordinances.

A portion of Old Abe Trail from Jim Falls south to County Trunk Highway O (near the Chippewa River) will be open to horse riding. The riding surface will be on a separate tread located off the main trail. This horse riding trail will either be developed by the operating agency with a user fee charged or by the horse interests through an agreement whereby they develop and maintain the trail to Department standards as an in-kind payment in lieu of a user fee.

The Department has a number of other partners working closely with them on this regional trail system. Besides the many governmental units that surround the trail corridor, there are also close working relationships with friends groups, service clubs, and others who support the trail concept. We anticipate additional revenue for the trail coming from monies raised by these friends groups. Civic groups have been involved with "Adopt-a-Trail," clean up, and other projects to beautify and provide amenities along the trail. Similarly, efforts have been coordinated with adjacent businesses and the Department of Transportation to provide highway underpasses and trail alignments that increase safety for those utilizing the trail system.

The Chippewa River Trail and Red Cedar Trail are operated and maintained by the Department of Natural Resources. Currently, personnel, equipment, and operation funds from the Red Cedar Trail budget are being used to run these two trails. They are managed by the Chippewa River Trail Work Unit. Primary maintenance and law enforcement is the responsibility of the property superintendent and the work unit leader.

Additional staff needed to manage these two trails when they become fully operational will include one Park Ranger II and one seven-month seasonal Park Ranger II.

Approximately \$65,000 per year will be needed by the DNR to operate and maintain the Chippewa River and Red Cedar Trail portions of the Chippewa Valley State Trail System. This includes Limited Term Employee salaries, maintenance, vehicles, travel, services, and supplies. It does not include major trail surface repair costs or erosion control which will need to be covered through major facility maintenance funding. Once the trail becomes operational, a user fee will be charged as applicable. Sale outlets for the bicyclist's trail pass will be located in communities along or near the trail. Snowmobile registration fees will be used as appropriate to fund winter use and maintenance costs on those portions open to snowmobiling.

There will be no direct operational cost to the Department for the Urban and Old Abe sections of the Chippewa Valley State Trail System. The local units of government and managing agencies will be the operators and managers of the trail. Based on experience for other Western District trails, annual operations costs to local governments are estimated at approximately \$1,500 to \$2,000 per mile, for a total of \$65,000.

Besides actively managing the Red Cedar and Chippewa River Trails, the DNR also oversees a coordinated effort of work done by partners on the Old Abe Trail and is involved in joint planning ventures on the Urban Trail. Regardless of future responsibilities for trail management and operation, Department staff will continue to communicate with other trail and outdoor recreation providers about statewide and regional trail system needs and priorities. Regular meetings will be held with the local trail planners and local government and friends groups to share information on facilities planning, development, and operations. The Department will continue its role of acquiring corridors, but jointly developing, operating, and maintaining new state trails through a mutual agreement among the Department, counties, municipalities, and other trail providers. It will also communicate and promote these trail systems in conjunction with the Department of Tourism, local operating units, and other interests for the economic development and recreation they provide. For example, the Department is currently working with the Menomonie Chamber of Commerce, which is operating the Red Cedar depot as a tourist information center during the summer months, to promote the trail and surrounding area. We are also actively working with the Chamber of Commerce Convention and Visitor's Bureau and friends groups in the cities of Eau Claire and Chippewa Falls to promote the local and regional trail concept.

The trail system will be routinely inspected by Department staff in conjunction with our partners. Standard maintenance procedures will insure that the trail tread, signage, and other related facilities are kept uniform and in good condition.

E. Vegetation

Various methods, including cutting, mowing, and limited use of herbicides, will be used to manage the trail corridor's vegetation. Most of the tree and shrub growth will go unmanaged; however, some selective cutting will be necessary to provide vistas of the surrounding landscape and to keep the corridor from becoming an enclosed green tunnel. A narrow strip of vegetation on either side of the surfaced trail tread will be mowed to control woody vegetation and maintain turf.

Remnant prairies will be maintained and enhanced as the trail's grassland and prairie areas provide wildlife habitat and visual appeal. Controlled burning and/or cutting will be used to control woody vegetation and to maintain the prairie species. The Department will also plant native tree and shrub species within the trail right-of-way where necessary for shade, screening, and general landscape beautification. The extent to which these actions are carried out will depend on available personnel and funding, as well as the use of volunteers and contributions.

A detailed biological inventory for the entire trail network has not been completed. However, a review of the Natural Heritage Inventory has been conducted. A list of flora that generally can be found within the region surrounding the trail or that have been specifically identified within the trail corridor can be found in Appendix B of this report.

F. Wildlife

A variety of wildlife management techniques will be used throughout the trail corridor as personnel, funding, volunteers, and contributions allow. For instance, artificial nesting boxes could be erected and maintained within the trail corridor near wetlands, streams, and rivers for use by woodducks, hooded mergansers, screech owls, great crested fly catchers, and other birds. Bluebird houses will also be erected along more open areas such as in the stretches of grassland. Most of the snags at the edges of the trail corridor, which are leaning away from the trail, will be maintained for a variety of species including woodpeckers, raccoons, raptors, flying squirrels, and chickadees. Snags that must be cut down for safety reasons will be moved to the edge of the trail to provide habitat for reptiles and amphibians. Wind breaks or other shrub areas will be planted to serviceberry, nannyberry, highbush cranberry, mixed crab, and/or grey dogwood. These shrubs are heavily used by a variety of wildlife species for food and cover.

Dams built by beaver which plug culverts and creeks or drainageways running under the trail will be removed. This will reduce and/or eliminate flooding of adjacent farm fields and trail washouts. Beaver culverts will be inserted in the dams as needed to allow passage of water. If this is not successful, other beaver management efforts including trapping may have to be initiated.

Substantial hunting pressure exists in the Dunnville Wildlife Area for ducks, pheasants, squirrels, rabbits, raccoon, fox, and whitetail deer. Of lesser importance is the hunting of geese. Small and large game hunting pressure is also quite high between the Red Cedar junction and Caryville (Figure 4). Fur trapping in the wildlife area centers on muskrats, mink, and occasionally beaver. The Dunnville Wildlife Area, which surrounds the southern two miles of the Red Cedar Trail, is used for hunting, and nature study. Most of the 3,649-acre wildlife area is presently in state ownership and located east of the trail right-of-way. Small and large game gun hunting and trapping also occur on the Old Abe Trail.

G. Fisheries

There are many streams located near or crossed by the Chippewa Valley State Trail System. While not part of the trail system, the streams provide recreation for some trail users. The primary species of interest to anglers in the Chippewa River are walleye, muskellunge, smallmouth bass, channel catfish, flathead catfish, and black crappie. There is a special six-week angling season for lake sturgeon from early September to mid-October. Fish populations in the Chippewa River are affected by the operation of the six hydropower dams on the lower Chippewa River. The primary concerns with hydropower are flowage water level fluctuations, downstream flow fluctuations, downstream fish movement through the dams or powerhouses, and the inability of fish to move upstream through the dams. These issues and more are currently being dealt with through the federal relicensing of the hydropower facilities.

The greatest threat to small streams which cross the entire trail system is from nonpoint source pollution. Cropland erosion, livestock grazing, and urban runoff degrade the habitat and water quality of small stream tributaries along the Chippewa River. Trout streams suffer greatly, since trout and other associated coldwater fish species are intolerant of severe changes to their environment. In the Duncan Creek and Lowes Creek watersheds, lands adjacent to the streams in the watershed are being purchased in fee, and easements by the DNR and local units of government provide a stream bank buffer from nonpoint source elements.

In the Red Cedar River, the American eel, blue sucker, and paddlefish are classified as special concern species in Wisconsin, meaning that they are being monitored to insure continuing viable populations. The upper reaches of Gilbert and Irving Creeks have been stocked with brook and/or brown trout in the past. There has been no stocking within two miles of the Red Cedar Trail. Popular fishing spots in the locale include the Red Cedar River at the mouth of Gilbert, Irving, and Varney creeks, and also at the Highway D bridge at Irvington. Catfish, walleye, and smallmouth bass are the species most sought after by anglers.

H. Education and Interpretation

Development along the trail corridor will include interpretive signs and displays to explain the cultural, historical, and natural features found within and adjacent to the trail corridor. Major points of interest are to be found in the cities of Cornell, Chippewa Falls, Eau Claire, and Menomonie. Many of the historical and cultural interests relate to the logging industry. For instance, the stacker in Cornell's Mill Yard Park is a one-of-a-kind derek that was used for log processing during the lumbering era. The City of Cornell is restoring the stacker and will include historical displays covering the logging era. The estimated DNR costs are \$2,000.

I. Public Involvement in the Planning Process

Historically, master planning for segments of the Chippewa Valley State Trail System began in August 1975 with the first public meeting regarding the Red Cedar State Trail. Subsequent meetings were held prior to the project being approved by the Natural Resources Board in 1976. Following that, the Department formed a partnership with the City of Menomonie to open a tourist information center in the Red Cedar depot facility and has also formed a Friends group. Most recently, Department trail and planning personnel met with public officials and citizens at an open house listening session to gather trail concerns. These actions have kept the Red Cedar Trail in the public's eye through the present time.

The Chippewa River Trail was first conceived in the early 1980's. Public involvement for that master planning effort began in 1985 and continued until the draft master plan was approved by the Natural Resources Board in July 1990. There was and is great support for this trail as it links Menomonie to Eau Claire.

Considerable public involvement has been solicited and obtained in preparation of the feasibility studies and preliminary master plan for the Urban and Old Abe sections of the Chippewa Valley State Trail System. DNR staff have met numerous times with all involved local officials and have held public comment forums. The response has been one of very strong local support. For these reasons, as well as the numerous complex issues associated with this trail system, the need for consistency of use, and the number of units of government involved, the Department has taken the lead in preparing the master plan.

J. Interagency Cooperation

There are currently six DOT-sponsored highway/bridge improvement projects which have significant impact on the Chippewa Valley State Trail System.

- In Cornell, the Department is working with the Department of Transportation, City of Cornell, Chippewa County, and other interests to raise the trail trestle thus providing greater vehicular clearance on Highway 64. This will eliminate the need to detour heavy truck traffic through Cornell's central business district.
- The City of Chippewa Falls will construct an east crossing of the Chippewa River to connect the city's southeastern and northeastern sections. The Department is working with DOT and the city to not only identify feasible linkage routes, but also to provide sufficient space on the bridge and within the road corridor to provide a trail connector.
- Just south of Chippewa Falls, over the Urban Trail section of the Chippewa Valley State Trail System, is the proposed Highway 29 realignment. DOT, DNR, and other interests are working together to ensure that an off-grade crossing is provided for the trail.
- Near the Village of Dunnville, Dunn County is proposing to replace the County Trunk Highway Y bridge over the Red Cedar River. Department personnel are working with the county to ensure that bicycle/pedestrian and snowmobile interests are addressed in the bridge plan.
- The Department is nearing completion of a trail underpass for the Highway 25 bridge located in the Village of Downsville. This will increase user safety on the Red Cedar Trail.
- The Department is working with the City of Eau Claire, DOT, and American Materials on the Short Street bridge project. This project will include an underpass associated with rerouting the city portion of the Chippewa River Trail. The development will result in eliminating an on-grade road crossing and conflicts and safety concerns for trail users as they pass through the American Materials aggregate operation.

K. Access and Use by Persons with Disabilities

All trail facilities including drinking fountains, rest rooms, parking, telephones, etc., will be accessible to people with disabilities. The trail, because of its nearly level grade, will be very accessible to and usable by those who use wheelchairs and other mobility aids. The use of motorized conveyances (other than wheelchairs) for people with severe mobility impairments will be evaluated on an individual basis. Nature interpretation labels and/or brochures will have large print to insure readability by those with visual impairments. The Department's Design Standards and federal Americans with Disabilities Act Accessibility Guidelines (ADAAG) will be followed in facility construction and trail programs and services.

IV. BACKGROUND INFORMATION

A. Location

The Chippewa Valley State Trail system is a 70-mile off-road rail-to-trail corridor situated on a northeast to southwest axis in west central Wisconsin within Chippewa, Dunn, and Eau Claire counties (see Figure 1).

Beginning at the entrance to Brunet Island State Park in Cornell, the trail proceeds in a southwesterly direction through Cobban, Jim Falls, Chippewa Falls, and the Town of Hallie to Eau Claire. It then proceeds in a west/southwesterly direction through the communities of Caryville and Meridean to a point known as the Red Cedar junction (a point near the confluence of the Red Cedar and Chippewa Rivers). At this junction, the trail turns north and runs upstream along the Red Cedar River as it passes through the communities of Dunnville, Downsville, and Irvington, before reaching its terminus in the City of Menomonie.

Total population within a 1-1/2 hour drive of the trail exceeds 2 million people. Immediately adjacent to the trail are the cities of Cornell, Chippewa Falls, Eau Claire, and Menomonie. The Eau Claire, Chippewa Falls, Menomonie area has well over 150,000 residents.

Major access to the trail is provided by Interstate 94. Other major highways in the region from north to south include: Highways 64 and 27 running through Cornell, Highway 29 running east/west through Chippewa Falls, Highway 53 from Interstate 94 to Chippewa Falls, Highways 12 and 85 south of Eau Claire, and Highways 29 and 25 near the Red Cedar segment of the trail. Secondary access is provided by a variety of more lightly traveled county and township roads.

Potential linkage with the Chippewa Valley State Trail System is provided by urban pedestrian bikeways in the cities of Menomonie, Eau Claire, Altoona, and Chippewa Falls. Good linkage potential also exists for connector routes to Lake Wissota State Park and Brunet Island State Park. Connector routes utilizing local roads may be evaluated and, if found feasible, link the trail to the Tom Lawin Wildlife Management Area near Jim Falls and to the Dunnville Wildlife Management Area on the south end of the Red Cedar Trail.

A marked bike route on Highway 85 and local roads could connect Durand to the trail at the Red Cedar Junction. Pepin County and the City of Durand are extremely interested in linking their community to the trail system for recreation, tourism, and economic development. Other long-term trail opportunities to link this system to the other major state trail systems are being studied at this time as part of a Wisconsin State Trails Action Plan.

B. History of the Area

All of the railroad lines that make up the Chippewa Valley State Trail System were constructed in the mid to late 1800's. The purpose of the railroad was to connect various communities such as Menomonie, Eau Claire, Chippewa Falls, and Cornell, with the Chippewa and Mississippi rivers that were used for shipping lumber. As the lumber market diminished, the use of the railroad grade was directed more towards general freight hauling. When this activity diminished, the railroad petitioned the Interstate Commerce Commission for abandonment.

The State Historical Society, as well as local county historical societies, indicate that due to the devastating effect of constructing the railroad in the mid 1880's, and the fact that most of the entire length of the trail is subject to flooding at one time or another, it seems unlikely that there would be much historic or prehistoric material found within the rail right-of-way.

C. Chronology of Property's Establishment and Development

The Chippewa Valley State Trail System is composed of four segments. Each has its own individual history and background. Beginning with the Red Cedar Trail, the Department acquired the grade in the early 1970's and began development in the early 1980's. The trail has been open and in use since the mid-1980's. The Chippewa River Trail segment is under development at the present time. It was acquired in the mid-1980's, master planned in the early 90's, and had the initial ten miles of trail open for the public use in 1994. Development from Caryville to Red Cedar junction was completed in June 1996 and opened shortly after. This completes the first two segments of the Chippewa Valley Trail System and provides a 35-mile-long off-grade trail connecting the cities of Menomonie and Eau Claire. Each of these communities will extend that state trail system by linking it to their individual community bike/pedestrian system.

The Old Abe Trail was acquired by the Department in the early 1990, and during subsequent years the Department has been working in cooperation with various partners to plan and open segments of the trail for a variety of uses. At the present time, Chippewa County, in conjunction with the Chippewa Valley Snowmobile Association, is operating the trail in winter from the Chippewa River just north of Chippewa Falls to the City of Cornell. They have used snowmobile funds to deck and rail the trestles and complete initial trail preparation for wintertime use.

The Urban Trail segment of the system was approved by the Natural Resources Board in May 1994. The cities of Eau Claire and Chippewa Falls both have prepared Bicycle Pedestrian Plans which identify routes for the Urban Trail segment of the Chippewa Valley State Trail System. Eau Claire has developed 2.5 miles of the trail to date, and will develop another two miles in the next year or so. The City of Chippewa Falls completed their Bicycle Pedestrian Plan in 1995. It will have a major impact on the alignment and development of the Urban Trail segment of the Chippewa Valley State Trail System through their community.

D. Past and Present Management Activities

Presently, the Red Cedar Trail is an active segment of the Chippewa Valley State Trail System. Similarly, twenty miles of Chippewa River Trail from Eau Claire to Red Cedar Junction were open to the public in June 1996.

The Old Abe Trail was closed to the public upon its acquisition in the early 1990's. Since that time, Chippewa County, in partnership with the Chippewa Valley Snowmobile Club and County WCC crew, constructed decking and railing, as well as initial trail clearing so that snowmobiles could be used beginning with the 1994-95 use season. The trail is officially closed to other uses at this time.

Currently, the Urban Trail is in transition, with portions of it being open in the City of Eau Claire, portions of it being owned by DOT in an undeveloped state in Eau Claire and the Town of Hallie, and portions of it in the City of Chippewa Falls being planned.

V. RESOURCE CAPABILITIES AND INVENTORY

A. Soils, Geology, and Hydrology

Due to the length and location of the Chippewa Valley State Trail System, the physical features vary noticeably. To begin with, the Wisconsin Glacier, the most recent glacier to reach Chippewa County, did not completely cover the county. Upon retreating, it deposited drift or till in large quantities in the form of terminal moraines across the northeast portion of the county and, more notably, from the northwest corner southeast to Jim Falls and then east to the county line. The terminal moraine is distinct in having a typically hilly appearance, a large number of kettle holes, bogs, irregularly shaped lakes, and large swamps. The geological formation which underlies this area is Pre-Cambrian (Igneous) crystalline rocks in the northeast part, beginning near Long Lake and extending south of Chippewa Falls and eastward to the county line. The bed of the Chippewa River upstream from Chippewa Falls has exposed portions of this bedrock. Soils in the Chippewa River valley adjacent to the trail are alluvial in origin, and are generally sandy, sandy loams, or silt loams. The railroad grade, however, is covered by a ballast of crushed rock and sand, as well as cinders and other mineral materials.

Unlike Chippewa County and the Old Abe Trail, the Red Cedar Trail in Dunn County is located at the northern edge of the 13,300-square-mile "driftless" area of the state that escaped the Wisconsin stages of glaciation. This area is unique because it was completely surrounded, yet untouched by the Wisconsin Glacier. The area is characterized by an eroded landscape featuring pronounced castellated rock formations, prominent hilltops, numerous rock outcrops, and broad sandy river valleys.

The central section of the trail system, primarily in Eau Claire County, lies within the western upland region of Wisconsin and is on the northern edge of the driftless area. The oldest underlying rock formation is Pre-Cambrian granite, overlaid by younger sedimentary formations formed in a marine environment. These include Pre-Cambrian sandstones and Prairie du Chien dolomite.

Eau Claire and Chippewa counties are in the transitional area between the glaciated area to the north and unglaciated area to the south. The topography of the area around the Urban Trail and Chippewa River Trail is generally level and quite flat. However, hills and ridges can be seen in the distance. The Chippewa and Eau Claire Rivers and their tributaries have extensive floodplains flanked by post-glacial terraces. Most of the Urban and Chippewa River Trails are located on these terraces.

There are scattered wetlands located within or adjacent to the entire trail system corridor. The majority of these wetlands are associated with the Jim Falls/Cornell area, and the Dunnville Wildlife Management Area. There are also small marsh areas on either side of the trail system scattered throughout its length. These wetlands range from floodplain forests and northern wet forests to riparian marshes and ponds.

Groundwater supplies are recharged in the spring by melting snow and rainfall when evaporation and transpiration is low. Groundwater aquifers can also be replenished by water seepage from lakes, ponds, and streams. Groundwater depth along the corridor just west of Eau Claire appears to be directly affected by the level of the Chippewa River. It can be assumed this would also be the case in other areas along the trail because of the light sandy soil conditions which exist.

The climate of this area is continental, with a large annual temperature range. Average annual precipitation is 30 inches, coming mostly during the May to September growing season.

B. Aquatic Resources

The Chippewa and Red Cedar Rivers are the major rivers associated with the trail system. The Chippewa River flows through the center of Chippewa County in a southwesterly direction. Six flowages were created by hydropower dams on the Chippewa River in Chippewa and Eau Claire counties. They include Holcombe Flowage, Cornell Flowage, Old Abe Lake, Lake Wissota, Chippewa Falls Flowage, and Dells Pond. Below the Dells Dam in Eau Claire, the Chippewa River flows freely for approximately 60 miles to the Mississippi River.

Tributary streams to the Chippewa River which transect the Old Abe Trail include Clark Creek, French Creek, Leman Creek, Minnie Creek, Cobban Creek, and Cushing Creek. The streams which cross the Old Abe Trail have fish populations consisting primarily of forage species. No streams transect the Urban Trail, however, the trail corridor lies just east of Lake Hallie. Chippewa River tributaries which are crossed by the Chippewa River Trail include Lowes Creek, Taylor Creek, and West Creek in Eau Claire County, and Coon Creek, Rock Creek, Cranberry Creek, and Fall Creek in Dunn County. The trail also lies within sight distance of Cooley Lake, an old oxbow lake of the Chippewa River in Eau Claire County.

The Chippewa River and its associated flowages contain a variety of fish species. They include muskellunge, northern pike, walleye, smallmouth bass, largemouth bass, lake sturgeon, channel catfish, flathead catfish, black crappie, yellow perch, bluegill, white sucker, carp, silver redhorse, golden redhorse, shorthead redhorse, quillback carpsucker, highfin carpsucker, emerald shiner, trout, perch, and several less numerous species. Lake sturgeon is on the state's watch status list. The greater redhorse, which is on the state's threatened species list, has been found in Lake Wissota. Below the Dells Dam, additional fish species are found which are not found upstream of the Dells Dam. These are generally species which also are found in the Mississippi River. They include shovelnose sturgeon, sauger, white bass, mooneye and buffalo. Paddlefish, river redhorse, blue sucker and greater redhorse are found below the Dells Dam, and are included on the state's threatened species list. The crystal darter, a state endangered species, also is found below the Dells Dam.

In Eau Claire County, Lowes Creek, which flows under the Chippewa River Trail, is a class II trout stream. It is stocked annually with brown trout about two weeks prior to opening day of fishing season. In Dunn County, Coon Creek is a class III trout stream, and Fall Creek is classified as class II. Fingerling brook trout are stocked annually in the upstream portion of Fall Creek. Cooley Lake is a winterkill lake. No surveys have been conducted in the lake to determine its fish population status.

The Red Cedar River is a gently winding river which originates about 55 miles north of Menomonie in Washburn County. The river is clearly visible along much of the Red Cedar Trail segment. Near the confluence of the Red Cedar and Chippewa Rivers (Red Cedar Junction), the trail crosses over the Chippewa River on a 890-foot-long trestle. This structure affords an excellent view of both the river valleys and Dunnville Wildlife Management Area.

The Red Cedar Trail segment of the Chippewa Valley State Trail System also passes over or near Gilbert Creek, Irving Creek, Red Cedar River, and seven unnamed streams. Major fish species found in the river include northern pike, sauger, walleye, white bass, yellow perch, shovelnose sturgeon, smallmouth bass, crappie, bluegill, etc. The initial research done in the 1970's indicated that the American eel, blue sucker, and paddlefish were found. These fish are a species of special concern in Wisconsin.

Boat access sites are located all along the river system from Cornell to Menomonie. These are located at Cornell, Jim Falls, Chippewa Falls, Eau Claire, Caryville, Dunnville, Downsville, Meridean, and Menomonie. There also are very good fishing access sites located at various points along the trail.

C. Vegetative and Wildlife Resources

The 70-mile-long trail corridor goes through a mix of rural and urban lands. The cover type within the corridor is typically a mix of grassland, brush, and scattered trees along its entire length. Most of the corridor is 100 feet wide. The railroad right-of-way supports a relatively large variety of species, including elm, ash, river birch, and silver maple which are common in the lower lying areas. White oak, aspen, boxelder, and cottonwood are also abundant. Sumac and dogwood are typical shrubs, and canary grass, big bluestem, Virginia creeper, poison ivy, dewberry and other forbs are common in the more open portions. In the drier upland stretches, oak, cherry, maple, elm, and aspen can be found. Many sections contain dense shrub growth of sumac, dogwood, hazelnut, and crab.

Wildlife commonly found along the railroad corridor include cottontail rabbit, red and grey fox, skunk, raccoon, woodchuck, pheasants, and various songbirds and raptors. Whitetail deer are found wherever there are sizeable wooded areas adjacent to the grade. Endangered, threatened, or special concern species observed near the corridor include the bald eagle, osprey, Blanding's turtle, wood turtle, red shouldered hawk, Cooper's hawk, Dickcissel, and great egret. There are many other wildlife species that live within or near the trail corridor. If funds or volunteer labor become available, an indepth survey of mammals and birds on the property may be undertaken. A list of species that are common to the region is included in Appendix C.

D. Historical and Archaeological Features

The State Historical Society of Wisconsin, Chippewa Valley Museum, Dunn, Eau Claire, and Chippewa Historical Societies, and UW-Eau Claire archaeologists were contacted regarding historical and archaeological concerns. Their comments indicate that the trail development poses no threat to historical or archaeological sites. However, there are a number of historical sites within the cities of Menomonie, Eau Claire, Chippewa Falls, and Cornell which may be of interest to trail users. There are other sites near the trail between Eau Claire and the trail's Red Cedar junction that the local historical society would like to see available to visitors for historic appreciation. No impacts on archaeological sites are anticipated since the trail will be developed on the old railroad bed. If any historical and/or archaeological discoveries are made during development, The State Historical Society of Wisconsin will be contacted to insure protection of artifacts.

E. Proposed Land Use Classification

There are 786 acres of land within the Red Cedar and Chippewa River Trails. Of these, approximately 90 acres are located within the central 14-foot-wide trail tread, rest areas, and parking lots. These lands are classified for Intensive Recreation Development (IRD). They will be managed with primary emphasis placed on user enjoyment, health, and safety. Lands within the trail corridor, but outside of the intensive zone, are classified as Extensive Recreation Area (ERA). There are 696 acres of land in this classification. Management in this zone will be limited and include such things as vegetation manipulation for habitat, aesthetics, and interpretation.

The Urban and Old Abe Trails encompass 574 acres of which approximately 60 acres are located within the central trail tread. These lands could be classified Intensive Recreation Development (IRD). However, as local governments or other partners will develop and operate these two trails, they will specify acreages devoted to either Intensive Recreation Development (IRD) or Extensive Recreation Area (ERA).

F. Adjacent Land Use

Land within and adjacent to the corridor includes upland brush, lowland brush, grass, remnant prairie, marsh, open water, and woodlot. In addition, the trail passes through lands devoted to sand and gravel mining, agriculture fields, woodlots, and urban area (including commercial, industrial, residential, and business developments). The cities of Cornell, Chippewa Falls, Eau Claire, and Menomonie provide shopping and service centers. Additionally, Cornell, Jim Falls, Chippewa Falls, Eau Claire, and Menomonie have a variety of manufacturing plants adjacent to the grade. The City of Eau Claire provides regional commercial, educational, medical, and convention center services and facilities for west central Wisconsin. Lake Menomin, Lake Wissota, Old Abe Lake, Cornell flowage, and Holcombe Flowage provide major water-based recreation for the region.

G. Management and Development Problems

A portion of the Chippewa Valley State Trail System lies within flood fringe and in some areas the floodway of the Chippewa and Red Cedar rivers. This causes concern as there is a possibility for erosion due to flooding of the surfacing materials, stream bank washout and restrictions on locating facilities such as toilets, wells, and other site amenities for trail users. In some areas, bank riprap projects will need to be undertaken. In other areas, resurfacing of washouts will need to be included in the major maintenance projects funded through trail operations. These sites are primarily located on the Chippewa River Trail and Red Cedar Trail. Currently, the Department is working with the Natural Resource Conservation Service (formerly Soil Conservation Service - SCS), Department engineers, other experts, and adjacent landowners to determine how best to guard against or repair erosion after major flooding occurrences.

Similarly, there is flooding of the Chippewa River Trail associated with Cranberry Creek near the Village of Meridean. As mentioned earlier, there is very little opportunity to stop or prevent the flooding, and therefore the Department will need to operate and maintain the trail by correcting flood damage as it occurs. In the past, the Natural Resource Conservation Service (formerly SCS), Resource Conservation and Development Council (RC&D), and others, as well as the Department, studied alternatives to determine if there was a feasible course of action to control or eliminate the flooding. No practical course of action was found to be cost effective. Therefore, continuing flooding problems will occur and they will need to be addressed as they happen.

There is quite a bit of encroachment (i.e., storage of business and farm machinery, materials, vehicles, animal pens, sheds, etc.) along the trail in both the rural and urban areas. Each one of these encroachment cases will be taken care of on an individual basis. Corrective actions will include the DNR granting of leases, easements, or removing the encroachments by the DNR.

The Chicago-Northwestern Transportation Company (CNW) retained rights to remove the 800-foot-long trestle over the Chippewa River just north of Chippewa Falls. The CNW chose to exercise that right in the summer of 1994. Rerouting the trail on the County Trunk S highway bridge is not desirable due to a number of factors, including the width of the bridge, volume, and speed of the highway traffic, and width of the road right-of-way north of the bridge where the trail would pass by a number of businesses, parking lots, and private drives. Approximately \$450,000 will need to be spent to replace the 800-foot trestle with one that would also be decked and railed. ISTEA and other grant monies could be pursued to replace the trestle.

The next concern relates to use of the trail corridor by NSP and cable television for utility right-of-ways. In the past, NSP has requested, and been permitted, to realign their high voltage line within the Eau Claire Urban Trail corridor. For this, NSP has paid the Department of Transportation \$20,000 to be used for landscaping that portion of the trail corridor. It is anticipated that the City of Eau Claire will take over that portion of trail and therefore the \$20,000 will be transferred to the city. Similarly, when a cable television company put in an underground fiberoptic line, they caused some damage to vegetation and they have given the Department of Transportation \$7,000 for damages and restoration costs. This money would also go to the operating partner for site restoration.

H. Recreational Needs and Justification

The following reasons support and serve to help generate the Department's interest in the Chippewa Valley State Trail System.

1. This trail system is a vital resource for the Chippewa Valley region. The cities of Menomonie, Eau Claire, Chippewa Falls, and Cornell are very interested in seeing the trail extended through their cities for economic development, tourism, expanding recreational opportunities, and to tie into their city's bicycle/pedestrian systems. This, city officials feel, will benefit local and statewide interests by using a cooperative approach to trail development and operations.
2. The 1991-96 Wisconsin State Comprehensive Outdoor Recreation Plan (SCORP) listed hiking, walking, and running as high priorities and bicycling, horseback riding, cross-country skiing, and nature study as medium priorities for the DNR's Western District, which includes this trail system.
3. The Eau Claire County Outdoor Recreation Plan indicated a need for additional bicycling, cross-country skiing, snowmobiling, and hiking/walking trails. The Eau Claire County plan also specified a need to safeguard resources and provide amenities for the people with disabilities. The plan further expressed a need to coordinate county efforts with other public agencies, private businesses and service clubs in providing recreational facilities.
4. The Bicycle Transportation Plan for the Chippewa Falls - Eau Claire Metropolitan Planning Organization, for 1995-2020, indicated a high priority need for this regional trail to serve as the backbone for other bike/pedestrian ways within the metropolitan planning area encompassing Eau Claire, Altoona, and Chippewa Falls.
5. The City of Eau Claire is eager to integrate the proposed Urban Trail with other public and private facilities nearby. City officials stress the opportunity to utilize corridors such as this rail right-of-way to link the city-wide trail system with various activity centers and parks. They also consider bicycling an integral component of their transportation system. The city is promoting its trails as a non-motorized transportation system connecting various recreational facilities, neighborhoods, places of employments, and activity centers.
6. The City of Eau Claire has already acquired, developed, and is operating a 2.5-mile portion of this trail. Further, the City plans on developing an additional two miles of trail within this corridor in 1997. The City will continue to develop the trail as monies become available. Eau Claire has expressed an interest in developing all of the trail corridor within their corporate limits. Therefore, the Department intends to pass on its second right of refusal to acquire the section of rail line that is presently owned by the Department of Transportation located between Seymour Road and Peterson Road in the Town of Hallie. Joint trail planning and development efforts are ongoing at this time.

7. The Town of Hallie has shown interest in the trail and has submitted a resolution of support. The town council, planning department, and parks & recreation department are discussing possible future operations and maintenance for the proposed trail in partnership with the Department of Natural Resources.
8. The Chippewa County Recreation Plan for 1991-96 indicated a high priority need for cross-country skiing and a medium priority for biking, hiking, backpacking, walking, and jogging.
9. The City of Chippewa Falls has completed a Bike and Pedestrian Plan (1995) which will lead them into the 21st Century. Officials, too, feel the Chippewa Valley State Trail will serve as a backbone for their city-wide pedestrian/bike network. The plan identifies corridors linking the Urban Trail through the City of Chippewa Falls to the Old Abe Trail which begins on the northeast corner of the city.
10. The Chippewa County Farm Land Use Plan is also looking favorably at accommodating trail users by identifying a greenway corridor for the proposed east river crossing and for linking the Urban and Old Abe Trails. This is being done in conjunction with the Department while addressing the future use of the Chippewa County farmland.
11. A regional adhoc committee made up of the West Central Wisconsin Regional Planning Commission, officials from Chippewa County, the City of Chippewa Falls, University Extension, Chippewa County Farms, Department of Transportation, Department of Natural Resources, and the cities of Eau Claire, Cornell, Menomonie, and Town of Hallie, as well as other interest groups and friends groups, support and promote the Chippewa Valley State Trail System.
12. The Chippewa Falls-Eau Claire Metropolitan Planning Organization and West Central Wisconsin Regional Planning Commission have adopted resolutions supporting the Urban Trail corridor and the Chippewa Valley State Trail system between Menomonie and Cornell.
13. The City of Menomonie, its tourism group, and Chamber of Commerce promote the Red Cedar Trail as a portion of the Chippewa Valley State Trail System, as does the friends group which is very active with the Red Cedar Trail.
14. Use of the Red Cedar Trail segment topped 40,000 in 1994. This type of use on a 14-mile segment of trail speaks for itself regarding trail user enthusiasm.
15. Local users have circulated and signed petitions, as well as testified at past Chippewa River Trail and Old Abe Trail master plan meetings, in favor of this regional trail network.

16. The Chippewa Valley State Trail System joins to the future potential Wild Rivers State Trail and thereby links western and northern Wisconsin.
17. The Chippewa Valley Trail system intersects the Ice Age Trail in Cornell.

It is quite evident from the preceding that there is very strong support for the Chippewa Valley State Trail System. Individual entities are working together to create this regional trail network, which not only accommodates the recreational user, but also promotes regional tourism and economic development.

VI. ENVIRONMENTAL IMPACT OF THE PROPOSED PLAN

An Environmental Impact Statement and assessments have been written and approved for all four sections of the Chippewa Valley State Trail System. The Red Cedar Trail Environmental Impact Statement was approved January 1976. The Chippewa River Trail segment Environmental Assessment was approved December 1984. The Old Abe section of trail had its Environmental Assessment approved May 1990, and the Urban section was approved May 1994. All of these environmental reviews have had public review periods and have been certified as being in compliance with Wisconsin Environmental Policy Act (WEPA). No substantial changes, except the proposed boundary expansion of the Old Abe Trail, have occurred in the scope of the individual projects warranting an update or revision of the environmental assessments and statement. A copy of each can be reviewed in the DNR's central office or Western District office.

An addendum to the environmental assessment for the 235-acre addition to the Old Abe Trail is attached to this document and was available for review and comment during the master plan review period. The assessment was approved July 9, 1996.

VII. OTHER ALTERNATIVES CONSIDERED IN THE PLANNING PROCESS AND THEIR IMPACTS

A. No change - Status Quo

Under this alternative, the Department would continue to operate the Red Cedar and Chippewa River Trails and retain ownership of the Old Abe Trail. The Department of Transportation would remain the owners of the Urban section and would not convert it to public recreation trail. Adjacent encroaching land uses would continue and could increase. In all probability, DOT would sell the land to interested parties and the corridor would be lost for recreational trail purposes.

B. State Trail Owned, Developed, Maintained, and Operated by the Department of Natural Resources

The Department could own the entire Chippewa Valley Trail corridor and independently develop, maintain, and operate it as a state trail. It would be directly responsible for the development, operations, and maintenance of the Red Cedar, Chippewa River, Urban, and Old Abe segments. This would insure retention of the resource. However, because of the fiscal constraints and the philosophy that most of the benefits of lineal trails occur locally, it is the Department's policy to develop and operate rail-trails through partnership arrangements with local units of government.

C. Cooperative State Trail Project

Under this alternative, the Urban and Old Abe corridors would be preserved, developed, and operated through a cooperative venture with the Department, county, municipal and private sector partners. The section within the City of Eau Claire would be developed and managed by the city, as would the sections within Chippewa Falls. Any extension of the Red Cedar Trail segment in Menomonie would be the responsibility of the city. The state would continue to develop, operate, and maintain the Red Cedar and Chippewa River trails until such time as a partnership could be developed. Portions of the regional trail that have been acquired by the Department before successful drafting of cooperative agreements will be held in an undeveloped condition until agreements are reached.

D. Final Recommendation

It is recommended that the Department of Natural Resources continue to maintain and operate the Red Cedar and Chippewa River Trail segments of the Chippewa Valley State Trail System. The Department of Natural Resources will also acquire the portion of rail corridor between Eau Claire and Chippewa Falls as necessary to complete that linkage, and will maintain ownership of the Old Abe Trail from the northeast corner of Chippewa Falls to Cornell. The Department will enter into cooperative agreement with partners including the cities of Eau Claire, Chippewa Falls, and Town of Hallie, as well as Chippewa County and other entities for the development, maintenance, and operation of the trail on sections within their jurisdiction. If, in the future, other entities can be identified to take over the operations and maintenance of the Chippewa River and Red Cedar Trails, the Department may enter into negotiations with them for such a transfer of responsibility.

SECTION VIII - COMPLIANCE WITH WISCONSIN ENVIRONMENTAL POLICY ACT

ENVIRONMENTAL ANALYSIS AND DECISION ON THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT (EIS)

Form 1600-8 Rev. 6-90

Department of Natural Resources (DNR)

District or Bureau Western District
Type List Designation

NOTE TO REVIEWERS: This document is a DNR environmental analysis that evaluates probable environmental effects and decides on the need for an EIS. The attached analysis includes a description of the proposal and the affected environment. The DNR has reviewed the attachments and, upon certification, accepts responsibility for their scope and content to fulfill requirements in s. NR 150.22, Wis. Adm. Code. Your comments should address completeness, accuracy or the EIS decision. For your comments to be considered, they must be received by the contact person before 4:30 p.m., _____ (date)

Contact Person Michael Ries
Title Senior Landscape Architect
Address 1300 W. Clairemont Avenue, Eau Claire, WI 54701
Telephone Number: 715/839-3743

Applicant: Wisconsin Department of Natural Resources - Western District

Address: 1300 W. Clairemont Avenue, Eau Claire, WI 54701

Title of Proposal: Acquisition Development of Land between Jim Falls and Cobban, adjacent to the Old Abe Trail, supplemental acquisition.

Location: County Chippewa City/Town/Village Township - Anson and Arthur
Township 30 North, Range 7W Section(s) 29, 20, 16, 10, 3

PROJECT SUMMARY - DNR Review Information Based on:

List documents, plans, studies or memos referred to and provide a brief overview

The proposed acquisition involves 235 acres of land located along Chippewa river in Anson and Arthur Townships in central Chippewa County approximately 10 miles northeast of Chippewa Falls, Wisconsin. Specifically, the area extends north from NSP Jim Falls hydro plant, upstream to the first railroad trestle south of the CTH T bridge at Cobban. See attached map. All lands between the east shore of the Chippewa River and the western boundary of the Old Abe Trail right-of-way are considered. The acquisition of these lands is being pursued to protect the lands from shoreline development, provide additional public recreation land along the river, and to alleviate trail management concerns associated with private crossings that would be necessary to access the affected parcels. This document is an addendum to the original Old Abe Trail environmental assessment

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certified on May 9, 1990. This environmental assessment is also a part of the master plan for the Chippewa Valley State Trail system.

Six landowners have title to the area being considered. Presently these lands are used for private recreational/forestry purposes. These lands are landlocked by the Old Abe Trail, with no town road access. Several agricultural/woodland access points are located along the segment of trail, primarily for private hunting or wood harvesting purposes. There are no improvements or structures presently existing on the lands. The Department has no plans for development of the properties other than siting an occasional picnic spot, scenic view area, etc.

Comprehensive township zoning exists in Anson Township. Lands along the river are zoned Residential B, which would allow for single or multi-family housing developments. Lands in Arthur Township are not under any comprehensive zoning laws. County shoreland zoning would apply throughout with the main restriction of a 75-foot setback on any development from the ordinary high water mark of the Chippewa River. Of the approximately 235 acres, 150 plus or minus acres, have Department of Transportation scenic easements. These easements restrict the landowners' use of these lands to protect the scenic qualities as viewed from Highway 178 located on the west shore of the Chippewa River (Old Abe Flowage). The six easements, with the considered area vary slightly in content, however, the owner still retains the right to develop a single-family residence with a minimum lot width of 200 feet. These easements are in perpetuity. Costs were estimated by reviewing similar riverfront land sales within the last three years. Indicated market values range from \$263 to \$406 per acre for undeveloped, remote river sales. A selected cost per acre from this range is \$350 per acre. Thus, 235 acres at \$350 per acre would result in an estimated market value of \$82,250. Severance damages may result in additional cost. Individual parcels would be appraised for market value, and the land would be acquired from willing sellers only.

DNR EVALUATION OF PROJECT SIGNIFICANCE (complete each item)

1. Environmental Effects and Their Significance

Discuss the short-term and long-term environmental effects of the proposed project, including secondary effects, particularly to geographically scarce resources such as historic or cultural resources, scenic and recreational resources, prime agricultural lands, threatened or endangered species or ecologically sensitive areas, and the significance of these effects. (The reversibility of an action affects the extent or degree of impact.)

No major physical alterations of the property are planned, thus, there should be no adverse environmental impacts. Minor manipulation may involve siting of picnic tables, view and vista openings, and minor trails leading to overview sites. These activities should not involve any adverse environmental effects.

The project would prevent residential development along approximately four miles of currently undeveloped river/flowage shoreline. Acquisition would also prevent development or manipulation of associated riparian wetlands and woodlands. Acquisition will provide additional public access opportunities along the Old Abe Flowage.

Acquisition by Department would preserve scenic qualities of the entire 235 acres as viewed from the Old Abe Trail, as well as State Trunk Highway 178.

The proposed acquisition area has been reviewed by the DNR Bureau of Endangered Resources. No endangered/threatened resource elements are known to occur within the

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proposed acquisition area. Three species of state special concern do occur in the Chippewa River near the project. They are the Rapids Clubtail - a rare dragonfly, the green-faced clubtail - another rare dragonfly, and the Lake Sturgeon - a rare fish. These species may benefit from the proposed project as plus or minus miles of choice river flowage would be preserved.

According to the State Historical Society (SHS), there are no historic or archaeological resources located in the project area. There are no agricultural lands located within the acquisition area, thus, there would be no impact to prime agricultural lands. A possible secondary benefit is the retention and preservation of the transportation corridor if it would be needed in the future.

2. Significance of Cumulative Effects.

Discuss the significance of reasonably anticipated cumulative effects on the environment (and energy usage, if applicable). Consider cumulative effects from repeated projects of the same type. Would the cumulative effects be more severe or substantially change the quality of the environment? Include other activities planned or proposed in the area that would compound effects on the environment.

There are no adverse cumulative effects anticipated. This acquisition would fit nicely with other public recreation resources along the Old Abe Flowage and in the general area such as Brunet Island State Park, Anson Township Park, Northern States Power facilities on the Old Abe Flowage, Lake Wissota State Park, and Tom Lawin Wildlife Area, as well as the remainder of the trail system. The cumulative benefit of these facilities combined is to provide a wide variety of public open space and recreation opportunities in central Chippewa County.

3. Significance of Risk

- a. Explain the significance of any unknowns which create substantial uncertainty in predicting effects on the quality of the environment. What additional studies or analysis would eliminate or reduce these unknowns?

Since the property would become public land, it is possible that incompatible public uses could develop (for example, camping which would degrade the property and user experience). To address such potential, these uses would be prohibited on the property.

- b. Explain the environmental significance of reasonably anticipated operating problems such as malfunctions, spills, fires or other hazards (particularly those relating to health or safety). Consider reasonable detection and emergency response, and discuss the potential for these hazards.

Does not apply.

4. Significance of Precedent

Would a decision on this proposal influence future decisions or foreclose options that may additionally affect the quality of the environment? Describe any conflicts the proposal has with plans or policy of local, state or federal agencies. Explain the significance of each.

The decision to proceed with Department acquisition of the parcels would preclude current options for private residential development. However, protecting these parcels from private development will benefit the viability of the trail system and the riparian ecosystem of the river. Department acquisition of the properties in the general area is not a precedent-setting action. Acquisition is currently taking place on the nearby Tom Lawin Wildlife Area. The Department acquired the trail corridor in 1990, and this additional acquisition would be consistent with the Chippewa Valley Trail System Master Plan.

5. Significance of Controversy Over Environmental Effects

Discuss the effects on the quality of the environment, including socio-economic effects, that are (or are likely to be) highly controversial, and summarize the controversy.

The primary potential for controversy is associated with the converting of private lands to public open space. This proposal, if full acquisition is achieved, would eliminate 235 acres of potentially developable land along the Old Abe Flowage. There is also a common perception that public lands will be taken off the tax rolls. In this case, protection of the lands from development will benefit the trail and river, and aides-in-lieu of taxes will be paid annually to the local government units.

ALTERNATIVES

Briefly describe the impacts of no action and of alternatives that would decrease or eliminate adverse environmental effects. (Refer to any appropriate alternatives from the applicant or anyone else.)

No action: Don't acquire, leaves as is. This is not desired by the Department as residential development and associated accesses could begin to segment the trail and create safety problems. Such development may also lead to adverse aesthetic impacts.

Modify boundaries: No other modified acquisition boundaries have been examined. The proposed acquisition area consists of an obvious, somewhat lineal area which is essentially landlocked by the trail and river.

SUMMARY OF ISSUE IDENTIFICATION ACTIVITIES

List agencies, citizen groups and individuals contacted regarding the project (include DNR personnel and title) and summarize public contacts, completed or proposed.

<u>Date</u>	<u>Contact</u>	<u>Comment Summary</u>
October 18, 1995	Brian Marinello - Chippewa County DNR Forester	Cover type and management prescription
November 6, 1995	Bill Krochmalski - Western District Real Estate Agent	Comments on acquisition proposal and area conditions
November 16, 1995	Rich Dexter - State Historical Society	No historic or archaeological sites within the acquisition area.
October 24, 1995	Law Enforcement Wardens Dean Gullickson and Tom Harris and Mark Brann	Discussed hunting issues and practices on the subject property.
September 18, 1995	Masterplanning Task Force members	Discussed review of draft Master Plan.

October, 1995	Property Manager Jean Rygiel, Mike Warden, District Parks Supervisor, Bob Michelson, District Property Management Supervisor	Discussed the pros and cons of acquiring subject property.
November 6, 1995	Bill Krochmalski - Western District Real Estate Agent	Contact with Chippewa County Zoning to determine applicable zoning for the subject parcel.
January 1996	Property owners by Jean Rygiel, Trail Manager	Notification of potential Department interest in their lands.

On-site inspection or past experience with site by evaluator.
The evaluator has been familiar with the subject grade and potential acquisition site
since the mid 1980's.

Project Name: Supplemental acquisition for Old Abe Trail

County: Chippewa

PK/Chiptrail.sz

DECISION (This decision is not final until certified by the appropriate authority)

In accordance with s. 1.11, Stats., and Ch. NR 150, Wis. Adm. Code, the Department is authorized and required to determine whether it has complied with s. 1.11, Stats., and Ch. NR 150, Wis. Adm. Code.

Complete either A or B below.

- A. EIS Process Not Required

Analysis of the expected impacts of this proposal is of sufficient scope and detail to conclude that this is not a major action which would significantly affect the quality of the human environment. In my opinion therefore, an environmental impact statement is not required prior to final action by the Department on this project.

- B. Major Action Requiring the Full EIS Process.

The proposal is of such magnitude and complexity with such considerable and important impacts on the quality of the human environment that it constitutes a major action significantly affecting the quality of the human environment.

Signature of Evaluator

Date Signed

Michael J. Ries

7/9/96

Noted:

Date Signed

Number of responses to news release or other notice none received

CERTIFIED TO BE IN COMPLIANCE WITH NEPA
District Director or Director of BEAR (or designee)

District Director or Director of BEAR (or designee)

Date Signed

Robert Strand

7/9/96

NOTICE OF APPEAL RIGHTS

If you believe that you have a right to challenge this decision, you should know that Wisconsin statutes and administrative rules establish time periods within which requests to review Department decisions must be filed.

For judicial review of a decision pursuant to sections 227.52 and 227.53, Stats., you have 30 days after the decision is mailed, or otherwise served by the Department, to file your petition with the appropriate circuit court and serve the petition on the Department. Such a petition for judicial review shall name the Department of Natural Resources as the respondent.

To request a contested case hearing pursuant to section 227.42, Stats., you have 30 days after the decision is mailed, or otherwise served by the Department, to serve a petition for hearing on the Secretary of the Department of Natural Resources. The filing of a request for a contested case hearing is not a prerequisite for judicial review and does not extend the 30-day period for filing a petition for judicial review.

Note: Not all Department decisions respecting environmental impact, such as those involving solid waste or hazardous waste facilities under sections 144.43 to 144.47 and 144.60 to 144.74, Stats., are subject to the contested case hearing provisions of section 227.42, Stats.

This notice is provided pursuant to section 227.48(2), Stats.

IX. APPENDICES

Appendix A

Memorandum of Understanding

among

Northern States Power Company (Wisconsin)

and

State of Wisconsin Department of Transportation

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 Northern States Power Company (Wisconsin) (NSP), the State of Wisconsin Department of Transportation (DOT) and the State of Wisconsin Department of Natural Resources (DNR) regarding the disposition of approximately 28 miles of abandoned rail property ("property") in Pepin, Dunn, and Eau Claire Counties. The DOT acquired the property from the Milwaukee Road by condemnation in 1980 and has now determined that it may be conveyed to the DNR for recreational purposes on terms which are not inconsistent with the potential use of the property for transportation purposes. The DOT has notified state agencies and local governmental units that it intends to dispose of the property. NSP and the DNR have an interest in acquiring portions of the property. NSP desires to establish rail access to its power plant site in Dunn County (formerly known as the "Tyrone" site) in order to preserve that site for possible future installation of a power plant. The DNR desires to establish a trail from the outskirts of the City of Eau Claire to the point where the existing DNR Red Cedar Trail intersects the property in Dunn County. NSP, the DOT, and the DNR agree to work together to achieve their mutual goals as set forth below.

II. Description of the Property to be Conveyed.

The property begins at railroad mile post 18 in Pepin County and runs approximately 28 miles into Eau Claire County. The exact legal description of the property will be agreed upon prior to the conveyance. The property does not include that segment, approximately 4 miles in length, in the City of Eau Claire.

III. Consideration.

The amount to be paid for the property will consist of the sum of \$136,975, the investment which the DOT has previously made in the 28 miles of property and the additional amount which the DOT may be required to pay the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor in Reorganization ("Debtor"), as a result of the pending proceeding in Federal Court in Chicago on the valuation of the property. This additional amount shall be defined as fifty-eight percent (58%) of any future payment by the DOT to the Debtor for the approximately 32 miles of rail line between Durand and Eau Claire. The consideration to be paid for the property will be provided by NSP in the form of a donation to the DNR.

IV. Obligations of the DOT.

1. Within 90 days after the execution of this memorandum the DOT, the DNR and NSP shall hold a closing (the initial closing) at which the DOT shall convey to the DNR the fee title to the property, to the extent that the DOT owns the fee interest.
2. Within thirty (30) days after the initial closing, the DOT will commence the process to acquire the fee interest, by condemnation if necessary,

to all parcels which are part of the property and on which railroad operating rights exist only by easement.

3. Within thirty (30) days after the DOT has completed the acquisition of fee interests, the DOT, the DNR and NSP shall hold a closing (second closing) at which the DOT shall convey to the DNR the fee interests acquired after the initial closing.

V. Obligations of the DNR.

1. After the execution of this memorandum, the DNR shall commence the process necessary for it to accept the conveyances from the DOT.

2. At the initial closing, the DNR shall convey the following segment of the property (the NSP segment) to NSP:

Beginning at railroad milepost 18 in Pepin County and running approximately 11.1 miles in a northeasterly direction to the north line of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$, Section 22, Township 26 N, Range 12 W, Dunn County, Wisconsin.

This conveyance shall include all rail property acquired from the DOT within the NSP segment.

3. At the second closing, the DNR shall convey to NSP all fee additional fee interests located within the NSP segment subsequently received from the DOT as part of the second conveyance.

4. As part of its conveyance to NSP at the initial closing, the DNR shall grant NSP at no cost transmission line easements which will enable NSP to continue its existing use or to expand its use of the segment of the property to which the DNR retains ownership (the DNR segment). Under these ease-

ments NSP shall have the right to construct, operate and maintain its existing transmission lines and to install such additional transmission facilities as it may deem necessary including, but not limited to, additional electric circuits, higher voltage conductors and all necessary supporting facilities. However, the additional transmission facilities shall not interfere with or obstruct the operation or use of the trail. NSP and the DNR shall cooperate to determine the design and location of the additional facilities. NSP shall reimburse the DNR for or repair any damage to the DNR segment caused by NSP during the construction or maintenance of NSP's facilities. It is understood between the DNR and NSP that the DNR may not receive the fee interest from the DOT for the entire DNR segment at the initial closing. Accordingly, it is agreed that at the second closing the DNR shall grant NSP such additional easements as may be necessary to provide NSP with the foregoing easement rights over the entire DNR segment.

5. If NSP decides that it needs rail access to the Dunn County site from the north, the DNR shall convey to NSP that part of the DNR segment which NSP needs for such rail access. The DNR conveyance to NSP shall include a reversionary interest for the DNR. If NSP desires to exercise this right to obtain rail access from the north, it must do so by January 1, 1988, after which date this right shall be extinguished. It is understood and agreed that if NSP desires to extend the January 1, 1988 deadline, it may do so upon reaching an agreement with the DNR as to the consideration necessary for such extension.

VI. NSP's Obligations.

1. NSP shall provide the consideration as described in III above for the initial conveyance from the DOT to the DNR. This consideration shall be submitted to the DNR or its nominee at the time of the initial closing. At the time of the second closing, NSP shall pay to the DOT an amount, not to exceed \$106,325, which will reimburse the DOT for the following costs:

- a. Cost of monumenting the R/W;
- b. Cost of Abstracting;
- c. Cost of producing R/W plat;
- d. Cost of manpower to acquire R/W;
- e. Cost to acquire reversionary rights and extinguish existing leases.

When the valuation of property has been completed by the Federal District Court in Chicago, or at the time of any settlement of this valuation litigation by the DOT and the Debtor, the DOT shall notify the DNR and NSP. The DOT shall inform the DNR and NSP of any change in the value of the property. NSP shall make a donation to the DNR in the amount of the difference between any changed value of the property and \$136,975. The DNR shall immediately pay this amount to the DOT.

2. NSP will permit the DNR to use that part of the NSP segment which is located northeasterly of the junction of the Red Cedar Trail and the NSP segment for trail purposes if the DNR installs a trail on the DNR segment.

3. If the DNR conveys part or all of the DNR segment to NSP after the DNR has installed a trail on or made any expenditures for the development of the DNR segment, NSP will compensate the DNR for the costs incurred in

installing that portion of the trail which will have to be removed in order to enable NSP to use the DNR segment for rail transportation. The amount of the compensation will be the depreciated cost of the materials of which the trail was constructed.

4. If the DNR conveys part or all of the DNR segment to NSP, NSP will convey to the DNR that portion of the NSP segment which it does not need for access to the Dunn County site, and give the DNR the right of first refusal on the terms and conditions under which it would sell the rail property which it owns from railroad milepost 3.9 in Buffalo County to railroad milepost 18.0 in Buffalo County, Wisconsin.

VII. General.

1. No party shall be obligated to remove or salvage any trackage prior to conveyance to another party. However, each party reserves the right to remove or salvage any trackage if it so desires prior to conveyance to another party.
2. The DNR shall be free to use and develop the property conveyed to the DNR as soon as it desires after the conveyance by the DOT to the DNR.
3. All conveyances shall be made by quit claim deed.
4. NSP shall be responsible for the payment of all taxes and/or the removal of all mortgages or liens on the NSP segment prior to any conveyance of that segment by NSP to the DNR.
5. 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.

6. NSP, the DOT and the DNR shall hold two closings to accomplish the conveyances provided for in this memorandum. Each closing shall be held at a mutually agreeable time, date, and location, except as provided in IV.1. and IV.3.

7. It is understood and agreed between the DNR and NSP that the exclusive consideration from the DNR to NSP under the terms of this memorandum is that set forth herein. It is further understood and agreed between the DNR and NSP that the execution and implementation of this memorandum shall in no way bind, restrict, or commit the DNR with respect to any permit or other regulatory authorization which NSP shall be required to obtain from the DNR or any other regulatory body for the construction of an electric generating plant at the Dunn County site.

8. This Memorandum of Understanding may be revised by mutual written agreement of NSP, the DNR, and the DOT.

9. Any notice, proposed amendment, or mutual written agreement shall be served upon NSP by mailing the document to Mr. John Moore, 100 North Barstow Street, P. O. Box 8, Eau Claire, WI 54702, upon DNR by mailing the document to Mr. Richard W. Henneger, P. O. Box 7921, Madison, WI 53707-7921, and upon DOT by mailing the document to Mr. James S. Thiel, P. O. Box 7910, Madison, WI 53707-7910, or to such other addressee as any party may give notice to the others pursuant to this paragraph.

IN WITNESS WHEREOF, NSP, the DOT and the DNR have caused this Memorandum to be executed in their respective names by their respective duly authorized representatives on the date shown below.

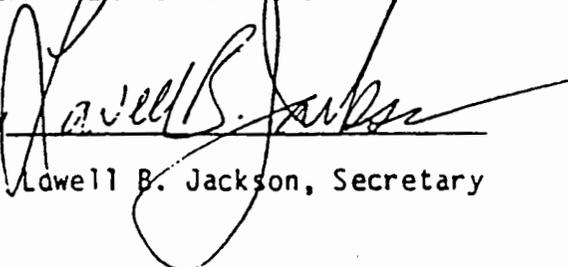
NORTHERN STATES POWER COMPANY

By 

E. M. Theisen, President

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

By 

Lowell B. Jackson, Secretary

STATE OF WISCONSIN

DEPARTMENT OF NATURAL RESOURCES

By 

Carrol D. Besadny, Secretary

Dated: April 29, 1985

TRANSMISSION EASEMENT

1. For and in consideration of the sum of One Dollar (\$1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the STATE OF WISCONSIN, DEPARTMENT OF NATURAL RESOURCES, hereinafter referred to as "DNR", does hereby warrant and convey unto NORTHERN STATES POWER COMPANY, a Wisconsin Corporation, hereinafter referred to as NSP its successors and assigns, a perpetual easement to enter upon the hereinafter described property of the DNR to survey, construct, operate, maintain, use, rebuild, add, or remove electric power or communications lines, cables, or circuits consisting of poles, towers, structures, crossarms, guys, braces, anchors, wires, cables, conduits, counterpoises, fixtures, and other devices used or useful in the operation, maintenance, and use of said lines or cables together with the right to locate, relocate, construct, or reconstruct same at various voltages and dimensions at any time hereafter as NSP shall deem useful or necessary, across, over, under, or through the following described lands situated in Dunn and Eau Claire Counties, Wisconsin; to wit:

The property described in Exhibit A attached hereto and made a part hereof.

2. NSP is further granted the right, privilege, and authority to construct, operate, and maintain its pipes for the transmission of natural gas including necessary associated piping over, across, and upon and in the following described real estate in the County of Eau Claire, Wisconsin to wit:

The property described in Exhibit B attached hereto being a part of the property described in Exhibit A.

3. DNR expressly reserves the right to use said property in any manner that is not inconsistent with the rights granted herein. However, the DNR shall provide NSP thirty (30) days written notice prior to commencing construction of any structures upon said property. All structures constructed by the DNR shall comply with the then existing Wisconsin State Electrical Code, Volume 1 (Chapter PSC 114, Wis. Adm. Code). In constructing such structures, DNR shall provide NSP with continued access to its transmission facilities.

4. The grant of easement herein contained shall also include the right of NSP to have reasonable access upon said property and shall include the right to enter upon the property to remove and dispose of trees (including the branches of trees overhanging the property) or objects which in the opinion of NSP will interfere with its facilities.

5. NSP agrees that any additional transmission facilities which may be installed on said strip shall be constructed in such a manner as to not interfere with or obstruct the operation or use of any trail system previously installed upon said strip by the DNR.

6. NSP further agrees to cooperate with the DNR in determining the design and location of any additional electric or communication transmission facilities or any natural gas facilities.

7. NSP agrees to reimburse the DNR for or repair any damage to DNR's property caused by NSP during any construction or maintenance of its electric or gas facilities.

8. NSP assumes and agrees to protect, indemnify and save harmless the DNR, agents, officers and employes from and against any and all claims, demands, suits, liability and expense by reason of loss or damage to any property or injury or death to my person, arising directly or indirectly:

- a. Out of the construction, installation, maintenance, operation, replacement and removal of the transmission facilities;
- b. Out of any defect in the sewer or water line or failure thereof; and
- c. Out of any negligent act or omission of the Grantee, agents or employes.

9. The rights herein granted are subject to existing rights of way for highways, roads, railroads, pipelines, canals, laterals, ditches, or other electric transmission lines and telegraph and telephone lines heretofore granted across any part of the lands affected by this instrument.

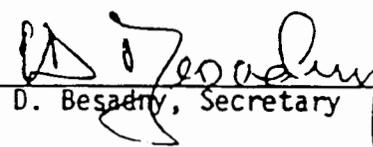
10. It is mutually understood and agreed that this instrument covers all the agreements and stipulations between the parties and that no representation or statements, verbal or written, have been made modifying, adding to or changing the terms hereof.

11. This agreement shall be binding upon the parties hereto, their heirs, personal representatives, successors and assigns.

IN WITNESS WHEREOF, the DNR and NSP have caused this instrument to be duly executed, acknowledged and delivered this 14th day of August, 1985.

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

By:


C. D. Besadny, Secretary

44761

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CHIPPEWA RIVER TRAIL

Appendix B

This species list is for grasslands which comprise approximately 50% of the trail right of way from Eau Claire to the Red Cedar confluence. Those listed here crossed at least one of eighty randomly placed (May thru October 1989) fifty-foot transects. Many more species will likely be found.

- Kristine M. Johnson, Field Botanist

Aceraceae

Acer negundo box elder

Amaranthaceae

Amaranthus albus tumbleweed
*Amaranthus retroflexus** pigweed

Anacardiaceae

Rhus glabra smooth sumac
*Rhus radicans** poison ivy
Rhus typhina staghorn sumac

Apocynaceae

Apocynum cannabinum dogbane

Asclepiadaceae

*Asclepias syriaca** common milkweed
Asclepias tuberosa butterfly weed

Boraginaceae

Lithospermum carolinense puccoon
Lithospermum canescens hoary puccoon

Brassicaceae

Arabis lyrata rock cress
*Barbarea vulgaris** yellow rocket
*Berteroa incana**
Capsella bursa-pastoris shepards-purse
Lepidium virginicum peppergrass
Thlapsi arvense penny cress

Campanulaceae

Campanula rotundifolia harebell
Triodanis perfoliata Venus'looking glass

Caprifoliaceae

Lonicera tatarica*
Sambucus canadensis elderberry

Caryophyllaceae

Arenaria stricta sandwort
Lychnis alba* campion
Saponaria officinalis* bouncing bet
Silene antirrhina catchfly
Silene Cucubalis bladderwort
Stellaria graminea chickweed

Celastraceae

Celastrus scandens bittersweet

Chenopodiaceae

Chenopodium album* lambs-quarters
Salsola kali* russian thistle

Cistaceae

Helianthemum canadense frostweed
Hudsonia tomentosa false heather

Commelinaceae

Tradescantia ohiensis spiderwort

Compositae

Achillea millefolium* yarrow
Ambrosia artemesiaefolia* common ragweed
Ambrosia psilostachya perennial ragweed
Ambrosia trifida* giant ragweed
Anaphalis margaritacea pearly everlasting
Antennaria neglecta pussytoes
Arctium minus* burdock
Artemesia campestris wormwood
Artemesia caudata prairie sage
Artemesia ludoviciana purple prairie aster
Aster azureus white prairie aster
Aster ericoides knapweed
Centaurea maculosa bull thistle
Cirsium vulgare crowfoot
Coreopsis palmata horseweed
Conyza canadensis daisy fleabane
Erigeron annuus* fleabane
Erigeron philadelphicus boneset
Eupatorium rugosum

<i>Helianthus annuus</i>	sunflower
<i>Helianthus giganteus</i>	sunflower
<i>Helianthus helianthoides</i>	
<i>Helianthus laetiflorus</i>	prairie sunflower
<i>Helianthus occidentalis</i>	sunflower
<i>Heliopsis helianthoides</i>	oxeye daisy
<i>Hieracium aurantiacum*</i>	hawkweed
<i>Hieracium canadense*</i>	yellow hawkweed
<i>Hieracium longipilum</i>	orange hawkweed
<i>Grindelia squarrosa</i>	rosin-weed
<i>Krigia biflora</i>	dwarf dandelion
<i>Lactuca canadensis</i>	wild lettuce
<i>Lactuca Serriola</i>	prickly lettuce
<i>Liatris aspera</i>	blazing star
<i>Liatris pycnostachya</i>	blazing star
<i>Matricaria matricarioides*</i>	pineapple weed
<i>Ratibida pinnata</i>	coneflower
<i>Rudbeckia hirta</i>	black-eyed susan
<i>Solidago altissima</i>	goldenrod
<i>Solidago canadensis</i>	goldenrod
<i>Solidago gigantea</i>	goldenrod
<i>Solidago graminifolia</i>	goldenrod
<i>Solidago missouriensis</i>	goldenrod
<i>Solidago nemoralis</i>	goldenrod
<i>Solidago rigida</i>	prairie goldenrod
<i>Tanacetum vulgare</i>	tansy
<i>Taraxacum officinale*</i>	dandelion
<i>Tragopogon dubius</i>	goats-beard
Convolvulaceae	
<i>Convolvulus sepium</i>	morning glory
<i>Convolvulus arvense</i>	hedge-bindweed
Cupressaceae	
<i>Juniperus virginiana</i>	red cedar
Cyperaceae	
<i>Carex haydenii</i>	
<i>Cyperus filiculmus</i>	
<i>Cyperus schweinitzii</i>	sedge
Equisetaceae	
<i>Equisetum arvense</i>	common horsetail
<i>Equisetum hyemale</i>	scouring rush
Euphorbiaceae	
<i>Euphorbia corollata</i>	flowering spurge
Fagaceae	

<i>Fraxinus pensylvanica</i>	green ash
<i>Quercus ellipsoidalis</i>	hill's oak
<i>Quercus borealis</i>	northern red oak
<i>Quercus macrocarpa</i>	bur-oak

Gentianaceae

<i>Gentiana andrewsii</i>	bottle gentian
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Gramineae

<i>Agropyron repens*</i>	quackgrass
<i>Andropogon gerardi</i>	big bluestem
<i>Andropogon scoparius</i>	little bluestem
<i>Aristida basiramea</i>	triple-awn grass
<i>Avena sativa</i>	cultivated oats
<i>Bouteloua curtipendula</i>	side-oats grama
<i>Bouteloua hirsuta</i>	grama grass
<i>Bromus inermis*</i>	smooth brome grass
<i>Bromus kalmii</i>	brome grass
<i>Bromus tectorum*</i>	brome grass
<i>Cenchrus longispinus*</i>	sandbur
<i>Dactylis glomerata*</i>	orchard grass
<i>Digitaria sanguinalis*</i>	crabgrass
<i>Elymus canadensis</i>	wild rye
<i>Eragrostis spectabilis</i>	purple lovegrass
<i>Festuca octoflora</i>	fescue
<i>Hordeum jubatum</i>	squirrel tail
<i>Koeleria cristata</i>	junegrass
<i>Leptoloma cognatum</i>	fall witch grass
<i>Panicum boreale</i>	panic grass
<i>Panicum cappilare</i>	witchgrass
<i>Panicum depauperatum</i>	panic grass
<i>Panicum dichotomoflorum*</i>	
<i>Panicum oligosanthos</i>	panic grass
<i>Panicum virgatum</i>	switchgrass
<i>Phalaris arundinaceae</i>	reed canary grass
<i>Phleum pratense*</i>	timothy
<i>Poa annua*</i>	annual bluegrass
<i>Poa compressa*</i>	Canada bluegrass
<i>Poa pratensis*</i>	Kentucky bluegrass
<i>Secale cereale*</i>	rye
<i>Setaria lutescens*</i>	foxtail
<i>Setaria viridis*</i>	green foxtail
<i>Sorghastrum nutans</i>	Indian grass
<i>Spartina pectinaceae</i>	prairie cord grass
<i>Stipa spartea</i>	porcupine grass

Hypericaceae

<i>Hypericum pyramidum</i>	great St. John's wort
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Iridaceae

<i>Sisyrinchrium campestre</i>	blue-eyed grass
Lamiaceae	
<i>Hedeoma hispida</i>	mock pennyroyal
<i>Leonurus cardiaca</i> *	motherwort
<i>Monarda punctata</i>	dotted horsemint
<i>Monarda fistulosa</i>	bergamot mint
<i>Nepeta cataria</i>	catnip
<i>Teucrium canadense</i>	wood-sage
Leguminosae	
<i>Amorpha canescens</i>	lead plant
<i>Baptisia leucantha</i>	wild indigo
<i>Baptisia leucophaea</i>	wild indigo
<i>Lathyrus palustris</i>	wild pea
<i>Lathyrus venosus</i>	wild pea
<i>Lespedeza capitata</i>	prairie bush clover
<i>Lotus corniculatus</i>	bird's-foot trefoil
<i>Medicago sativa</i> *	alfalfa
<i>Melilotus alba</i> *	white sweet clover
<i>Melilotus officinalis</i> *	yellow sweet clover
<i>Petalostemum candidum</i>	white prairie clover
<i>Petalostemum prupureum</i>	purple prairie clover
<i>Trifolium arvense</i> *	rabbitfoot clover
<i>Trifolium repens</i> *	white clover
<i>Vicia americana</i>	vetch
<i>Vicia villosa</i> *	vetch
Liliaceae	
<i>Asparagus officinalis</i> *	asparagus
<i>Hemerocallis fulva</i> *	day lily
<i>Lilium michiganense</i>	Michigan lily
<i>Polygonatum biflorum</i>	solomon's seal
Malvaceae	
<i>Malva neglecta</i> *	common mallow
Moraceae	
<i>Humulus Lupulus</i>	wild hops
Nyctaginaceae	
<i>Oxybaphus hirsutus</i>	umbrella-wort
<i>Mirabilis nyctaginea</i>	wild four-o'clock
Onagraceae	
<i>Oenothera biennis</i>	

Oenothera fruticosa	
Oenothera parviflora	evening primrose
Oenothera perennis	evening primrose
Oxalidaceae	
Oxalis montana	
Pinaceae	
Pinus banksiana	jack pine
Pinus resinosa	red pine
Pinus strobus	white pine
Plantaginaceae	
Plantago major*	plantain
Plantago purshii	plantain
Plantago rugelii*	plantain
Polemoniaceae	
Phlox pilosa	prairie phlox
Polygalaceae	
Polygala polygama	milkwort
Polygonaceae	
Polygonum aviculare*	knotweed
Polygonum convolvulus*	bindweed
Rumex acetosella*	red/sheep sorrel
Rumex crispus*	sourdock
Ranunculaceae	
Anemone canadense	
Anemone cylindrica	prairie anemone
Anemone patens	pasque flower
Thalictrum dasycarpum	meadow rue
Rhamnaceae	
Rhamnus cathartica*	buckthorn
Rosaceae	
Amelanchier spp.	serviceberries
Crataegus spp.	thornapples
Fragaria vesca	wild strawberry
Fragaria virginiana	wild strawberry
Geum allepicum	
Geum triflorum	prairie smoke

Potentilla arguta	prairie cinquefoil
Potentilla argentea*	silvery cinquefoil
Potentilla norvegica	cinquefoil
Potentilla recta	cinquefoil
Potentilla simplex	old field cinquefoil
Prunus spp.	cherries, plums
Rosa carolina	wild rose
Rosa suffulta	
Rubus allegheniensis	blackberry
Rubus flagellaris	dewberry
Rubus occidentalis	black raspberry

Rubiaceae

Galium boreale	northern bedstraw
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Salicaceae

Populus tremuloides	trembling aspen
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Saxifragaceae

Heuchera richardsonii	alumroot
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Scrophulariaceae

Linaria canadensis	toadflax
Linaria vulgaris*	butter and eggs
Penstemon gracilis	beard tongue
Penstemon bradburrii	beard tongue
Scrophularia lanceolata*	
Verbascum thapsis*	mullein

Solanaceae

Physalis heterophylla	ground cherry
Physalis virginiana	ground cherry

Ulmaceae

Ulmus pumila*	Siberian elm
Ulmus rubra	slippery elm

Urticaceae

Laportea canadensis	
Urtica procera(dioica)*	common nettle

Verbenaceae

Verbena stricta	vervain
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Violaceae

Viola adunca
Viola pedata
Viola pedatifida
Viola sagittata

sand violet
bird-foot violet
prairie-violet

Vitaceae

Parthenocissus quinquefolia
Vitis riparia

Virginia creeper
riverbank grape

* Non-native species

APPENDIX B

Preliminary Vascular Plant Species List

This preliminary vascular plant species list was prepared on the basis of a one day investigation on September 10, 1975, of portions of the proposed Red Cedar State Park Trail, Dunn County. Species were included as field identified, and no vouchering was attempted. Compilation of a complete checklist requires numerous inspections of the same area at different seasons in order to see spring ephemerals before they disintegrate and to check particular plants in diagnostic conditions, etc. Thus, this list should be taken as preliminary in scope.

Entries in this list are organized alphabetically by genus and species, with family names and commonly used vernacular names also given. Nonnative species are marked with an asterisk (*).

Nomenclature, in general, follows Fernald, M. L. 1950. Gray's Manual of Botany. Eighth Ed. Amer. Book Co., NY. 1632 pp.

- Acalypha rhomboidea (Euphorbiaceae) - Three seeded mercury
- Acer negundo (Aceraceae) - Box elder
- Acer saccharinum (Aceraceae) - Silver maple
- Acer saccharum (Aceraceae) - Sugar maple
- Acer spicatum (Aceraceae) - Mountain maple
- Achillea millefolium (Asteraceae) - Yarrow
- Adiantum pedatum (Polypodiaceae) - Maidenhair fern
- Agastache scrophulariaefolia (Labiatae) - Purple giant hyssop
- *Agropyron repens (Poaceae) - Quack grass
- Agrostis alba (Poaceae) - Redtop
- Alnus rugosa (Betulaceae) - Alder
- *Amaranthus retroflexus (Amaranthaceae) - Amaranth
- Ambrosia artemisiifolia (Asteraceae) - Common ragweed
- Ambrosia trifida (Asteraceae) - Giant ragweed
- Amorpha canescens (Leguminosae) - Lead plant
- Andropogon gerardi (Poaceae) - Big blue-stem
- Andropogon scoparius (Poaceae) - Little blue-stem
- Anemone cylindrica (Ranunculaceae) - Thimbleweed
- Angelica atropurpurea (Umbelliferae) - Great angelica
- Antennaria neglecta (Asteraceae) - Cat's foot
- Apios americana (Leguminosae) - Ground nut
- Apocynum androsaemifolium (Apocynaceae) - Spreading dog bane
- Aquilegia canadensis (Ranunculaceae) - Wild columbine
- Arabis glabra (Brassicaceae) - Tower mustard
- Arabis lyrata (Brassicaceae) - Sand cress
- Aralia nudicaulis (Araliaceae) - Wild sarsaparilla
- Aralia racemosa (Araliaceae) - Spikenard
- Arisaema triphyllum (Araceae) - Jack-in-the-pulpit
- Aristida tuberculosa (Poaceae) - Three-awn grass
- Artemisia caudata (Asteraceae) - Beach wormwood
- Artemisia ludoviciana (Asteraceae) - White sage
- Artemisia serrata (Asteraceae) - Saw-tooth sagebrush
- Asarum canadense (Aristolochiaceae) - Wild ginger
- Asclepias syriaca (Asclepiadaceae) - Common milkweed
- Aster azureus (Asteraceae) - Sky-blue aster
- Aster lateriflorus (Asteraceae) - Side-flowering aster
- Aster macrophyllus (Asteraceae) - Big-leaved aster
- Aster prenanthoides (Asteraceae) - Crooked aster
- Aster puniceus (Asteraceae) - Swamp aster
- Aster sagittifolius (Asteraceae) - Arrow-leaved aster
- Aster simplex (Asteraceae) - Paniced aster
- Aster umbellatus (Asteraceae) - Flat-top aster
- Athyrium filix-femina (Polypodiaceae) - Lady fern
- Atriplex natula (Chenopodiaceae) - Orach
- *Berteroa incana (Brassicaceae) - Hoary alyssum
- Betula alleghaniensis (Betulaceae) - Yellow birch
- Betula nira (Betulaceae) - River birch
- Betula papyrifera (Betulaceae) - Paper birch
- Bidens cernua (Asteraceae) - Bur marigold
- Bidens coronata (Asteraceae) - Swamp marigold
- Bromus ciliatus (Poaceae) - Fringed brome
- *Bromus inermis (Poaceae) - Ludmanian brome
- Calamagrostis canadensis (Poaceae) - Blue joint
- Calluna vulgaris (Ericaceae) - Heath

Carex spp. (Cyperaceae) - sedge (many species in this genus occur along the trail and river corridor, but the late inspection date makes identification difficult)

Carpinus caroliniana (Betulaceae) - Blue beech
 Cassia fasciculata (Leguminosae) - Partridge pea
 Caulophyllum thalictroides (Berberidaceae) - Blue cohosh
 Ceanothus americanus (Rhamnaceae) - New Jersey tea
 Celastrus scandens (Celastraceae) - Climbing bittersweet
 Celtis occidentalis (Ulmaceae) - Hackberry
 Cenchrus longispinus (Poaceae) - Sandbur
 *Chenopodium album (Chenopodiaceae) - Lamb's quarters
 Chrysosplenium americanum (Saxifragaceae) - Golden saxifrage
 *Cichorium intybus (Asteraceae) - Chicory
 Cicuta maculata (Umbelliferae) - Water hemlock
 Circaea quadrifida (Onagraceae) - Enchanter's nightshade
 Cirsium altissimum (Asteraceae) - Tall thistle
 Cirsium discolor (Asteraceae) - Pasture thistle
 Cirsium muticum (Asteraceae) - Swamp thistle
 *Cirsium vulgare (Asteraceae) - Bull thistle
 Clematis virginiana (Ranunculaceae) - Virgin's bower
 Convolvulus sepium (Convolvulaceae) - Hedge bindweed
 Cornus alternifolia (Cornaceae) - Alternate-leaved dogwood
 Cornus obliqua (Cornaceae) - Blue-fruited dogwood
 Cornus racemosa (Cornaceae) - Gray dogwood
 Cornus stolonifera (Cornaceae) - Red-osier dogwood
 Corylus americana (Betulaceae) - American hazel-nut
 Crataegus sp. (Rosaceae) - a Hawthorn
 Cryptotaenia canadensis (Umbelliferae) - Honewort
 Cyperus filiculmis (Cyperaceae) - a Nut-grass
 Cyperus schweinitzii (Cyperaceae) - a Nut-grass
 Cystopteris bulbifera (Polypodiaceae) - Bulbet fern
 Cystopteris fragilis (Polypodiaceae) - Fragile fern
 Danthonia spicata (Poaceae) - Poverty oat grass
 *Daucus carota (Umbelliferae) - Queen Anne's lace
 Desmodium canadense (Leguminosae) - Showy tick trefoil
 Desmodium glutinosum (Leguminosae) - Pointed tick trefoil
 Diervilla lonicera (Caprifoliaceae) - Bush honeysuckle
 *Digitaria sanguinalis (Poaceae) - Crab grass
 Dioscorea villosa (Dioscoreaceae) - Wild yam
 Dirca palustris (Thymelaeaceae) - Leather-wood
 Dryopteris spinulosa (Polypodiaceae) - Florist's fern
 *Echinochloa crusgalli (Poaceae) - Barnyard grass
 Echinocystis lobata (Cucurbitaceae) - Wild cucumber
 Elymus canadensis (Poaceae) - Canada wild rye
 Elymus virginicus (Poaceae) - Virginia wild rye
 Equisetum arvense (Equisetaceae) - Horsetail
 Equisetum hyemale (Equisetaceae) - Scouring-rush
 Eragrostis spp. (Poaceae) - Love grass
 Erigeron annuus (Asteraceae) - Annual fleabane
 Erigeron canadensis (Asteraceae) - Horseweed
 Eupatorium maculatum (Asteraceae) - Spotted Joe Pye Weed
 Eupatorium perfoliatum (Asteraceae) - Common boneset
 Eupatorium rugosum (Asteraceae) - white snakeroot
 Euphorbia corollata (Euphorbiaceae) - Flowering spurge
 Euphorbia maculata (Euphorbiaceae) - Nodding spurge
 Euphorbia sp. (Euphorbiaceae) - a spurge
 Fragaria virginiana (Rosaceae) - Strawberry
 Fraxinus pennsylvanica var. subintegerrima (Oleaceae) - Green ash
 Galium asprellum (Rubiaceae) - Rough bedstraw
 Galium concinnum (Rubiaceae) - Shining bedstraw
 Gentiana andrewsii (Gentianaceae) - Bottle gentian
 Geum canadense (Rosaceae) - Wood avens
 *Glechoma hederacea (Labiatae) - Creeping Charlie
 Glyceria striata (Poaceae) - Fowl ranna grass
 Gnaphalium obtusifolium (Asteraceae) - Old-field balsam
 Hamamelis virginiana (Hamamelidaceae) - Witch Hazel

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Hedeoma hispida (Labiatae) - Rough pennyroyal
Helenium autumnale (Asteraceae) - Sneezeweed
Helianthus grosseserratus (Asteraceae) - Sawtooth sunflower
Helianthus occidentalis (Asteraceae) - Western sunflower
Helianthus cf. strumosus (Asteraceae) - Pale-leaved sunflower
Helianthus tuberosus (Asteraceae) - Jerusalem artichoke
Heliopsis helianthoides (Asteraceae) - False sunflower
Hepatica americana (Ranunculaceae) - Round-lobed hepatica
Hieracium cf. canadense (Asteraceae) - Canada hawkweed
 **Hypericum perforatum* (Hypericaceae) - Common St. John's wort
Hystrix patula (Poaceae) - Bottlebrush grass
Impatiens capensis (Balsaminaceae) - Orange jewelweed
Impatiens pallida (Balsaminaceae) - Yellow jewelweed
Juglans cinerea (Juglandaceae) - Butternut
Juglans nigra (Juglandaceae) - Black walnut
Juncus tenuis (Juncaceae) - Roadside rush
Juncus spp. (Juncaceae) - a Rush
Juniperus virginiana (Pinaceae) - Red cedar
Lactuca sp. (Asteraceae) - a wild lettuce
Laportea canadensis (Urticaceae) - Wood nettle
Lathyrus sp. (Leguminosae) - a vetchling
Lechea intermedia (Cistaceae) - a pinweed
Leersia oryzoides (Poaceae) - Rice-cut grass
Leersia virginica (Poaceae) - white grass
Lemna minor (Lemnaceae) - small duckweed
 **Leonurus cardiaca* (Labiatae) - Motherwort
 **Lepidium* sp. (Brassicaceae) - Peppergrass
Lespedeza capitata (Leguminosae) - Round-headed bush clover
Liatris aspera (Asteraceae) - Rough blazing star
Lilium michiganense (Liliaceae) - Turk's cap lily
 **Linaria vulgaris* (Scrophulariaceae) - Butter-and-eggs
Lindernia dubia (Scrophulariaceae) - False pimpernel
Lobelia cardinalis (Lobeliaceae) - Cardinal flower
Lobelia inflata (Lobeliaceae) - Indian tobacco
Lobelia siphilitica (Lobeliaceae) - Great blue lobelia
 **Lychnis alba* (Caryophyllaceae) - White campion
Lycopus uniflorus (Labiatae) - Northern bugle weed
Maianthemum canadense (Liliaceae) - Canada mayflower
Matteuccia struthiopteris (Polypodiaceae) - Ostrich fern
 **Medicago lupulina* (Leguminosae) - Black medick
 **Melilotus alba* (Leguminosae) - White sweet clover
 **Melilotus officinalis* (Leguminosae) - Yellow sweet clover
Menispermum canadense (Liliaceae) - Moonseed
Mirabilis nyctaginea (Nyctaginaceae) - Wild four o'clock
Mitella diphylla (Saxifragaceae) - Bishops's cap
Mollugo verticillata (Aizoaceae) - Carpet weed
Monarda fistulosa (Labiatae) - Wild bergamot
Muhlenbergii schreberi (Poaceae) - Nibblewill
 **Myosoton aquaticum* (Caryophyllaceae) - Water chickweed
Oenothera biennis (Onagraceae) - Common evening primrose
Onoclea sensibilis (Polypodiaceae) - Sensitive fern
Osmunda claytoniana (Osmundaceae) - Interrupted fern
Osmorhiza claytoni (Umbelliferae) - Hairy sweet cicely
Ostrya virginiana (Betulaceae) - Ironwood
Oxalis stricta (Oxalidaceae) - Common wood sorrel
Panicum capillare (Poaceae) - Old witch grass
Panicum virgatum (Poaceae) - Switch grass
Panicum sp. (Poaceae) - a panic grass
Parthenocissus inserta (Vitaceae) - Thicket creeper
Parthenocissus quinquefolia (Vitaceae) - Virginia creeper
Pedicularis lanceolata (Scrophulariaceae) - Swamp betony
Petalostemum purpureum (Leguminosae) - Purple prairie clover
Phalaris arundinacea (Poaceae) - Reed canary grass
Physalis heterophylla (Solanaceae) - Clammy ground cherry
Pilea pumila (Urticaceae) - Clearweed
Pinus resinosa (Pinaceae) - Red pine
Pinus strobus (Pinaceae) - White pine
Plantago major (Plantaginaceae) - Common plantain
 **Poa annua* (Poaceae) - Annual blue grass

Polanisia graveolens (Capparidaceae) - Clammy weed
Polygonatum canaliculatum (Liliaceae) - Smooth Solomon's seal
 **Polygonum aviculare* (Polygonaceae) - Common knotweed
Polygonum convolvulus (Polygonaceae) - Black bindweed
Polygonum pensylvanicum (Polygonaceae) - Pennsylvania knotweed
Polygonum sagittatum (Polygonaceae) - Arrow-leaved tear-thumb
Polygonum tenue (Polygonaceae) - Slender knotweed
Populus deltoides (Salicaceae) - Cottonwood
Populus grandidentata (Salicaceae) - Large-toothed aspen
Populus tremuloides (Salicaceae) - Quaking aspen
 **Potentilla argentea* (Rosaceae) - Silvery cinquefoil
Potentilla arguta (Rosaceae) - Prairie cinquefoil
Potentilla norvegica (Rosaceae) - Rough cinquefoil
 **Potentilla recta* (Rosaceae) - Sulfur cinquefoil
Potentilla simplex (Rosaceae) - Common cinquefoil
Prenanthes alba (Asteraceae) - White lettuce
Prunella vulgaris (Labiatae) - Carpenter's weed
Prunus americana (Rosaceae) - Wild plum
Prunus serotina (Rosaceae) - Wild black cherry
Prunus virginiana (Rosaceae) - Choke cherry
Pteridium aquilinum (Polypodiaceae) - Bracken fern
Quercus alba (Fagaceae) - White oak
Quercus macrocarpa (Fagaceae) - Bur oak
Quercus rubra (Fagaceae) - Red oak
Quercus velutina (Fagaceae) - Black oak
Ranunculus abortivus (Ranunculaceae) - Small-flowered
 buttercup
Ranunculus septentrionalis (Ranunculaceae) -
 Swamp buttercup
 **Rhamnus frangula* (Rhamnaceae) - Glossy buckthorn
Rhus glabra (Anacardiaceae) - Smooth sumac
Rhus radicans (Anacardiaceae) - Poison ivy
Ribes americanum (Saxifragaceae) - Wild black currant
Ribes cynosbati (Saxifragaceae) - Prickly wild gooseberry
Ribes missouriense (Saxifragaceae) - Wild gooseberry
Rosa sp. (Rosaceae) - a wild rose
Rubus allegheniensis (Rosaceae) - Common blackberry
Rubus idaeus var. *strigosus* (Rosaceae) - Red raspberry
Rubus occidentalis (Rosaceae) - Black raspberry
Rudbeckia laciniata (Asteraceae) - Wild golden glow
 **Rumex acetosella* (Polygonaceae) - Field sorrel
Sagittaria latifolia (Alismaceae) - Common arrowhead
Salix spp. (Salicaceae) - willows
 **Salsola kali* (Chenopodiaceae) - Russian thistle
Sambucus canadensis (Caprifoliaceae) Elderberry
Sambucus pubens (Caprifoliaceae) - Red-berried elder
Sanguinaria canadensis (Papaveraceae) - Bloodroot
Sanicula gregaria (Umbelliferae) - Clustered black snakeroot
 **Saponaria officinalis* (Caryophyllaceae) - Soapwort
Scirpus cyperinus (Cyperaceae) - Wool grass
Scirpus sp. (Cyperaceae) - a bulrush
Scrophularia sp. (Scrophulariaceae) - a figwort
 **Setaria faberii* (Poaceae) - Giant foxtail
 **Setaria glauca* (Poaceae) - Yellow foxtail
 **Setaria viridis* (Poaceae) - Green foxtail
 **Silene cserei* (Caryophyllaceae) - Glaucous campion
Silphium perfoliatum (Asteraceae) - Cup plant
Smilacina racemosa (Liliaceae) - Feathery false Solomon's
 seal
Smilax lasioneura (Liliaceae) - Common carrion flower
Solanum americanum (Solanaceae) - Black nightshade
Solidago altissima (Asteraceae) - Tall goldenrod
Solidago flexicaulis (Asteraceae) - Broad-leaved goldenrod
Solidago gigantea (Asteraceae) - Late goldenrod
Solidago nemoralis (Asteraceae) - Old-field goldenrod
Solidago rigida (Asteraceae) - Stiff goldenrod
Solidago speciosa (Asteraceae) - Showy goldenrod
Solidago ulmifolia (Asteraceae) - Elm-leaved goldenrod
Sorghastrum nutans (Poaceae) - Indian grass

Sparganium eurycarpum (Sparganiaceae) - Common bur-reed
 Spartina pectinata (Poaceae) - Slough grass
 Spiraea alba (Rosaceae) - Meadowsweet
 Sporobolus cryptandrus (Poaceae) - Sand dropseed
 Stachys palustris (Labiatae) - Woundwort
 *Taraxacum officinale (Asteraceae) - Common dandelion
 Thalictum dasycarpum (Ranunculaceae) - Meadow rue
 Thalictum dioicum (Ranunculaceae) - Early meadow rue
 Tilia americana (Tiliaceae) - Basswood
 Tovara virginiana (Polygonaceae) - Woodland knotweed
 Tradescantia ohiensis (Commelinaceae) - Common spiderwort
 *Trifolium pratense (Leguminosae) - Red clover
 Typha latifolia (Typhaceae) - Common cattail
 Ulmus americana (Ulmaceae) - American elm
 Ulmus rubra (Ulmaceae) - Slippery elm
 Urtica procera (Urticaceae) - Tall nettle
 Vaccinium angustifolium (Ericaceae) - Blueberry
 *Verbascum thapsus (Scrophulariaceae) - Common mullein
 Verbena hastata (Verbenaceae) - Blue vervain
 Verbena urticifolia (Verbenaceae) - White vervain
 Veronicastrum virginicum (Scrophulariaceae) - Culver's root
 Viola riparia (Vitaceae) - Riverbank grape
 Vitis riparia (Vitaceae) - Riverbank grape
 Xanthoxylum americanum (Rutaceae) - Prickly ash
 *Zea mays (Poaceae) - corn

CHIPPEWA RIVER TRAIL

Appendix C

1. Wildlife Species List

Game species found along or near the trail corridor include:

white-tailed deer	red fox	black bear
ruffed grouse	coyote	woodcock
gray squirrel	muskrat	common snipe
fox squirrel	mink	mallard
cottontail rabbit	raccoon	wood duck
common merganser	hooded merganser	red-breasted merganser
blue-winged teal	ringneck duck	Canada goose
tundra swan	lesser scaup	green-winged teal
bobwhite quail	ringneck pheasant	American coot
common goldeneye	bufflehead	pintail
gadwall	black duck	wigeon
gray fox	beaver	

Endangered, threatened or changing status species observed or likely to occur* on or near the corridor include:

bald eagle	red shouldered hawk	diskcissel
osprey	loggerhead shrike*	great egret
Blanding's turtle	Cooper's hawk	

Nongame wildlife species are organized by groups with an example or two listed afterwards.

Waterbirds
Herring gull

Wading Birds
great blue heron

Shorebirds
killdeer
sora rail

Raptors
broad-winged hawk
great horned owl
turkey vulture

Nonpasserine Land Birds
mourning dove
ruby-throated hummingbird
belted kingfisher

Bats

Woodpeckers
Yellow-billed sapsucker
Pileated woodpecker

Passerine Birds
Eastern phoebe
common crow
black-capped chickadee
warblers
blackbirds
sparrows

Mustelids
striped skunk
badger

Opossum

Moles

Shrews

Bats

Rodents

woodchuck
flying squirrel
meadow vole
deer mouse

Reptiles

snapping turtle
eastern milk snake

Amphibians

spring peeper
leopard frog

RED CEDAR TRAIL

APPENDIX c Birds

KEY

SN - Summer Nester YR - Year-round
 SV - Summer Visitor T - Transient
 WV - Winter Visitor

These species are:

Pied-billed Grebe - T	Barn Swallow - SN
Green Heron - SN	Purple Martin - SN
Black-crowned Night Heron - T	Crow - YR
Canada Goose - T	White-breasted Nuthatch - YR
Black Duck - T	Catbird - SN
Pintail - T	Robin - SN
Blue-winged Teal - SN	Golden-crowned Kinglet - T
Shoveler - T	Cedar Waxwing - SN
Ring-necked Duck - T	Starling - SN
Goldeneye - T	Red-eyed Vireo - SN
Hooded Merganser - SN	Parula Warbler - SN
Goshawk - T	Myrtle Warbler - T
Cooper's Hawk - SV	Ovenbird - SN
Rough-legged Hawk - WV	Bobolink - SN
Marsh Hawk - SV	Red-winged Blackbird - SN
Sparrow Hawk - SN	Brewer's Blackbird - SN
Ring-necked Pheasant - YR	Brown-headed Cowbird - SN
Coot - SN	Rose-breasted Grosbeak - YR
Woodcock - SN	Purple Finch - YR
Spotted Sandpiper - SV	American Goldfinch - SN
Lesser Yellowlegs - T	Vesper Sparrow - SN
Herring Gull - T	Tree Sparrow - SN
Common Tern - T	Field Sparrow - SN
Mourning Dove - YR	Fox Sparrow - T
Great Horned Owl - YR	Snow Bunting - WV
Common Nighthawk - SV	Redpoll - WV
Great Blue Heron - SV	Flicker - SN
Common Egret - T	Red-headed Woodpecker - SN
American Bittern - SN	Hairy Woodpecker - YR
Mallard - SN	Eastern Kingbird - SN
Gadwall - T	Least Flycatcher - SN
Green-winged Teal - T	Tree Swallow - SN
Widgeon - T	Rough-winged Swallow - SN
Wood Duck - SN	Cliff Swallow - SN
Lesser Scaup - T	Blue Jay - YR
Bufflehead - T	Black-capped Chickadee - YR
Common Merganser - T	House Wren - SN
Sharp-shinned Hawk - SV	Brown Thrasher - SN
Red-tailed Hawk - SN	Eastern Bluebird - SN
Bald Eagle - YR	Ruby-crowned Kinglet - T
Osprey - T	Northern Shrike - WV
Ruffed Grouse - YR	Yellow-throated Vireo - SN
Sora - SV	Yellow Warbler - SN
Killdeer - SN	Black-throated Blue Warbler - SN
Snipe - T	Pine Warbler - T
Solitary Sandpiper - SV	House Sparrow - YR
Pectoral Sandpiper - T	Eastern Meadowlark - SN
Black Tern - SV	Baltimore Oriole - SN
Rock Dove - YR	Common Grackle - SN
Black-billed Cuckoo - SN	Cardinal - YR
Barred Owl - YR	Indigo Bunting - SN
Chimney Swift - SN	Pine Siskin - YR
Kingfisher - SN	Towhee - SN
Pileated Woodpecker - YR	Slate-colored Junco - YR
Yellow-bellied Sapsucker - SV	Chipping Sparrow - SN
Downy Woodpecker - YR	Song Sparrow - SN
Eastern Phoebe - SN	White-throated Sparrow - T
Wood Pewee - SN	Horned Lark - WV
Bank Swallow - SN	

RED CEDAR TRAIL

APPENDIX C - MAMMALS

Masked Shrew	Short-tailed Shrew
Little Brown Myotis (Bat)	Cottontail Rabbit
Woodchuck	Thirteen-lined Ground Squirrel
Eastern Chipmunk	Gray Squirrel
Fox Squirrel	Red Squirrel
Pocket Gopher	Beaver
Deer Mouse	White-footed Deer Mouse
Meadow Vole	Muskrat
Norway Rat	House Mouse
Red Fox	Raccoon
Least Weasel	Striped Skunk
Otter	White-tailed Deer

APPENDIX C - Fish

Northern pike	Mimic shiner
Sauger	River shiner
Walleye	Rosyface shiner
White bass	Sand shiner
Yellow perch	Spotfin shiner
Shovelnose sturgeon	Blacknose dace
Smallmouth bass	Longnose dace
Rock bass	Pearl dace
Black crappie	Brook stickleback
Bluegill	Burbot
American eel	Bigmouth buffalo
Paddlefish	Smallmouth buffalo
Longnose gar	Trout-perch
Shortnose gar	Pirate perch
Gizzard shad	Bluntnose minnow
Mooneye	Bullhead minnow
Stoneroller	Logperch
Bowfin	Crystal darter
Freshwater drum	Fantail darter
Stonecat	Johnny darter
Channel catfish	River darter
Flathead catfish	Western sand darter
Black bullhead	Creek chub
Mottled sculpin	Hornyhead chub
Carp	Quillback
American brook lamprey	River carpsucker
Chestnut lamprey	Golden redhorse
Silver lamprey	Shorthead redhorse
Fathead minnow	Silver redhorse
Pugnose minnow	Blue sucker
Suckermouth minnow	Northern hog sucker
Bigmouth shiner	Spotted sucker
Common shiner	White sucker
Emerald shiner	

Appendix D

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 multiple recreational uses, or are so located to provide regional or urban recreational opportunities or for preservation.

(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. 1.11 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 promulgate 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).

History: 1977 c. 29; 1985 a. 332 s. 251 (1); 1987 a. 298.