Master Plan
Pecatonica State Park Trail

Date Conceptual Plan Approved:
# Master Plan
Peon Canyon State Park Trail

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I. Background

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

Platteville is a picturesque historic town of 9,599 population. It is the home of the University of Wisconsin-Platteville which includes the Platteville School of Mines. Calamine has a population of 35. Belmont, the only other town on the trail, is located approximately midway and has a population of 668. All population figures are from the 1970 census.

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

1. Relationship to Major Highways

The main access to the trail from population centers both east and west of it is by U.S. Highway 151. State Highways 81 and 60 also feed into Platteville, the western terminus of the trail and State Highway 23 plus three miles on CT. "D" give access to its eastern terminus, Calamine, from both north and south.

2. Relationship to Population Centers

<table>
<thead>
<tr>
<th>From</th>
<th>To Trail</th>
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</thead>
<tbody>
<tr>
<td>Milwaukee</td>
<td>16 miles</td>
</tr>
<tr>
<td>Madison</td>
<td>70 miles</td>
</tr>
<tr>
<td>Beloit-Janesville</td>
<td>104 miles</td>
</tr>
<tr>
<td>Rockford</td>
<td>116 miles</td>
</tr>
<tr>
<td>Milwaukee</td>
<td>147 miles</td>
</tr>
<tr>
<td>Chicago</td>
<td>213 miles</td>
</tr>
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B. Record of Trail Establishment

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

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

July 31, 1974 The ICC approves abandonment.

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

October 2, 1974 The NRRA learns that the railroad has solicited bids for bridge salvage with bids due October 17.

October 15, 1974 NRRA finally receives ownership plats and title information from railroad after repeated unsuccessful tries.

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

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

February 18, 1975 Public information meeting held in Platteville.

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

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

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

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

C. Current Management

To date trail management has consisted of procuring fencing agreements with adjacent landowners, implementing these agreements, policing the trail, raking up of the shores of Bannerm Branch (a stream paralleling the eastern part of the grade) where needed and the repair of a partially dismantled bridge crossing this stream. The manager of Yellowstone Lake work unit is responsible for managing the trail.

D. Description of Trail Area

1. Geology - The area of the grade lies on the backside of the Galena-Blackriver Coulee. Its name is derived from the resistant dolomite limestones that were instrumental in forming this coulee. It is in the Galena Limestone formation that contain the lead ore area of which led to the settlement of this region. This resistant dolomite has restricted the meandering of streams and so retained broad valleys. Typically the valleys are narrow with powr shoulders, side slopes and ridges. Cliffing is rare. Elevation differences between ridges and valleys range only between 100 and 250 feet.

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

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

3. Soils - The main soils of the area in which the grade lies are the Tama-Ashale, Dodgeville-Sogn, Fayette-Paligrove, and Dubuque-Sogn associations on the upland and side slopes, and the Arenaville-Huntville Sable Bench associations in the valley's bottoms. These are all good to excellent agricultural soils. They are silt loams with a generous proportion of wind laid silt in their composition. The Tama-Ashale and Dodgeville-Sogn are dark colored upland soils formed under prairie grasses and are found mostly in the western part of the trail area. The Fayette-Paligrove and Dubuque-Sogn were formed under hard wood cover and predominates in the eastern part of the trail area. The Arenaville-Huntville Sable Benches are soils of the stream and river bottom lands. Historically the distribution of these soil associations conforms well with old maps of the area outlining the distribution of prairie and woodlands in settlement days.

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

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

Upland shrubs are grey dogwood, American hazelnut, nannyberry, the various rubus, wild plum and hazelnut. In short the vegetation cover of land bordering the trail are typical southern hardwood plant communities.

The trail mount itself has extensive areas of box elder, swase, willow, and aspen thickets with some bur oak scattered along it. Tall weeds are present such as cloverwisp and nettle. The old relined right-of-way, now DNR ownership, for the most part was in much of its length became a dense unconstructive area of weed trees, shrubs and heretaceous plants. No rare or exotic species are known to exist within the trail ownership.

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

Upland birds such as quail and pheasant use it for cover and nesting. A host of song sparrow and other interesting birds feed and nest in its cover. Mammals found along the grade are raccoon, fox, woodchuck, skunks, bobcat and muskrat. (A list of animals and birds not to be found along the trail is found in Appendix B).

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

Southwark Branch which the grade follows in its western portion for 3 miles is a small stream and does not contain a significant fishery. Some smallmouth bass, white suckers and creek chubs are present plus interesting small fish such as brook, stickleback and darters.
Bonners Branch which the trail follows for approximately 98 miles is a sizzle stream and has good fishery potential. Smallmouth bass, largemouth bass, northern pike, channel catfish, bluegill, white crappie are present in the stream plus many interesting small fish such as the larcers, stoneperch and hornedhead chub. The slender muscoon is also found here and is considered a "threatened species".

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

E. History of Trail Region

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

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

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

Although Wisconsin was originally under control of the French it passed to British rule in 1760 at the cessation of the French-Indian War and remained so until 1818 when the
peace farms of the war of 1812 was enforced by the American culture of the British fort at Prairie du Chien. In this year construction and surrouding of forts Crawford and Howard made southern Wisconsin fairly secure against Indian attack, and in 1819 lead mining started in southern Wisconsin. Most of these early miners migrated up from lead mining areas in Missouri and were of Yankee stock. In the 1850-60 there was an influx of Irish and Welsh immigrants. In 1830-1850 German miners came to southwestern Wisconsin and settled mostly in the Mineral Point area.

In 1832 the defeat of Blackhawk and his band eliminated the last major Indian threat to the area and the rate of settlement increased so that in 1855 Wisconsin qualified for and attained territorial status.

With settlement agriculture became more important; in fact it rapidly assumed economic dominance over mining. This process was much aided by government lands being brought into the market in 1846. In 1844 Wisconsin became the twenty-eighth state.

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

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

II. Resource Capability and Potential Use

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

A. Recreation

During the Snow-free Season

bicycling
hiking
horseback riding
off-road recreational vehicles
fisherman access to Banner’s Branch
trailside picnic
trailside camping

When Snow Is Present

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

Some uses would exclude all or some of the other potential uses because of the conflicts they create. Particularly, horseback riding, off-road vehicles and snowmobiling are in conflict with any other trail use in the season they take place. For example, horseback riding and snowmobiling and hiking when snow creates a hazard to all involved. So would off-road vehicles share with other users in bicycling, horseback riding, and hiking. Snow

mobiling would be both hazardous and incompatible with cross-country skiing.

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

III. Recreational Needs of Dayton

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

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<tbody>
<tr>
<td>Bicycling</td>
<td>43.4 km (27 mi)</td>
<td>864</td>
<td>60 km (37 mi)</td>
<td>3,400</td>
</tr>
<tr>
<td>Hiking</td>
<td>37.3 km (23 mi)</td>
<td>1,763</td>
<td>80 km (50 mi)</td>
<td>2,100</td>
</tr>
<tr>
<td>Snowshoeing</td>
<td>13.8 km (122 mi)</td>
<td>2,455</td>
<td>94 km (59 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Ski Touring</td>
<td>29.4 km (24.5 mi)</td>
<td>40</td>
<td>60 km (37 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Horseriding</td>
<td>66.4 km (41.3 mi)</td>
<td>60</td>
<td>60 km (37 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Pleasure Walking</td>
<td>211 km (133 mi)</td>
<td>17,200</td>
<td>420 km (270 mi)</td>
<td>17,200</td>
</tr>
</tbody>
</table>

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

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

IV. Management Problems

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

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

V. Management and Development Alternatives

A. Management

1. Designate as a state park trail.
   As a state park, the entire 16.5 mile trail could be managed to allow a wide variety of recreational activities. However, hunting and trapping would be prohibited in conformance with section 29.07(4) of the Wisconsin Statutes.

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

B. Development and Acquisition

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

2. Limited trail development.
   By acquiring the remaining land within the grade right-of-way, the department could provide a 16.8 mile corridor for limited recreational use. Such activities as hiking and snowshoeing in winter could be enjoyed with trail surfacing.

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

a. Trail facilities

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

b. Campground development

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

c. Other development and use

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

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

A final trail use consideration is that of hunting and trapping. As stated earlier, section 25.57(4) of the Wisconsin Statutes prohibits small game hunting and trapping on state park lands. Deer hunting could be permitted if NR 10.27, Wisconsin Administrative Code, was amended. Because the trail could be classified as a recreation trail and because of potential use and safety conflicts between the hikers, bikers, snowmobilers, and the hunters along certain segments of the trail, appropriate measures should be made to reduce or eliminate conflicts if they develop. Such measures might include closing the trail to bicycling, hiking and snowmobiling during the hunting season such as is done on the Sugar River Trail.

II. Recommended Alternatives

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

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

A. Goal

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

B. Objectives

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

2. Provide the necessary support facilities for an average peak season weekend day use of approximately 500 persons. This figure is predicated on attendance characteristics of other state trails and an estimated annual use of 40,000-45,000. Support facilities will include parking, water, toilets, and picnic areas located at trail start facilities and along trail.

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

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

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

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

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

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

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

VIII. Proposed Action

A. Land Control

1. Acquisition

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

2. Acquisition costs

Land acquisition costs to date have totalled $147,625.00. Of this expenditure $85,905 has been financed through Wisconsin’s Outdoor Recreation Aid Program (ORAP) and $61,720 through the Federal Land and Water Conservation Fund (LAWCOM). Application for 50% of the remaining acquisition costs will be made to the federal government through the LAWCOM program.

B. Development

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

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

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

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

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

1. Development schedule

   a. Phase I

      (1) Trail clean up                  $10,000
      (2) Brushing (1.5 miles @ $4000/mi)  7,000
      (3) Planing and rolling (771 LF. @ 25/LF.)  60,000
      (4) Fencing (50% of trail or 24 miles @ $2,000/mi)  48,000
      (5) Stippling                               5,000
                                       $118,000

   b. Phase II

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

   c. Phase III

      (1) Trail start rest areas                  $42,000
      (2) Trail side rest areas                    $48,000
The total cost of Phase I, II & III development is $296,000 plus 15% percent for engineering and contingencies. For a grand total of $330,000.

C. Management

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

1. Facility Management

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

2. Vegetative Management

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

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

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

1. 1977-79 Biennium

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

2. 1979-81 Biennium

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

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

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<tr>
<td></td>
<td>$ 8,400</td>
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<tr>
<td>LTE Salaries</td>
<td>6,000</td>
<td>2,700</td>
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<tr>
<td>2-3000 - Supplies &amp; Services</td>
<td>2,000</td>
<td>2,200</td>
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<tr>
<td>4,000 - Capital Purchase</td>
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(1) One time purchase of vehicle.
Pecatonica Master Plan
Appendix A
Prior Natural Resources Board Discussion and Actions
Authorization to conduct feasibility study on 17-mile Glendale to Platteville railroad right-of-way for possible consideration as state park trail - Credit and Lafayette Counties.

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

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

The motion was seconded by Mr. Dahl.

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

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

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

Mr. Wetzencker said that normally, over the last few years, the cost for surfacing has been from $1,500 to $2,000 per mile in the southern part of the state where transportation for materials poses no difficulties. He said Mr. Dahl was referring to a discussion indicating that the cost for surfacing the Viroqua-Pike Falls trail may run as high as $8,000 per mile.

Mr. Wetzencker said this matter is being carefully reviewed by the staff at this time.

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

When put to a vote, motion was carried unanimously.

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

Mr. Wetzencker, Att. Director, Bureau of Parks and Recreation stated that the Department, as ordered by the Board at its meeting on August 23, 1974, conducted a feasibility study of the 16.8-mile Galena-Platteville abandoned railroad grade and found that it qualifies for an addition to the state park trail system. He said the grade was authorized for abandonment by the Interstate Commerce Commission in July of 1974.

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

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

Mr. Fox inquired as to the number of bridges and their titles and their salvage value. He was informed by Mr. Wetzencker that the value of the steel bridges and the rails is very high as is the value of the large timbers in the trestle bridges as the railroad company plans to park them on their other grades. It was decided by Mr. Wetzencker and Mr. Dahl that the site is abandoned and the site caps are removed, the Department would have second thoughts about recommending the area as a state park trail because of the expense involved in bridging the crossings.
Establishment of Calumet-Platteville State Park Trail. Grant and Lafayette Counties.

Mr. Neva stated it is recommended that the Board consider proceeding with eminent domain action to acquire the Chicago, Milwaukee, St. Paul and Pacific railroad Company's 16.60 mile Calumet-Platteville branch line for addition to Wisconsin's State Park Trail System.

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

Mr. Neva stated: The railroad filed a petition for abandonment of the grade on December 21, 1971; final abandonment was held up due to an objection against the ICC concerning environmental impact statement on abandoned railroad grades. The Department learned of the final abandonment decision by the ICC on August 6, 1974. The effective date of abandonment was September 4, 1974. The Natural Resources Board, at its meeting on August 23, authorized the Department to conduct a feasibility study on the trail. A report was made on October 18, 1974, the feasibility study was approved, and the Department was authorized to secure a grant. Initiate the title search and negotiate with the Milwaukee Road for the acquisition.

The feasibility study showed that it contains excellent qualities for state park trail purposes and has tremendous potential. Also, the DOT's September 1974 trail plan identified a need in this particular region of the state for additional trail of this nature. The grade can be tied in with the Vilasville Algokee-Lancaster railroad right-of-

way scheduled for abandonment in February 1975. This trail would eventually link Blue Mound, Governor Dodge and First Capital State Parks.

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

The Department initially contacted the railroad on December 21, 1971, and expressed interest in the grade. On August 15, 1974, the Department requested by telephone the aerial photo plats and the microfilm and title information. There was no response. The request was again made by letter dated September 3. Again there was no response.

On October 1, 1974, the Department learned that the railroad had advertised for bids for a subdivision data back to the railroad by October 11 for a ready contractor to remove all rails, bridges, ties and culverts from the Calumet-Platteville grade. The contractor, in this instance, was obligated to return all of the bridge timbers to the Milwaukee Road. He was merely removing them from the railroad and retaining the right to the timbers. Removal work was started within 10 days of the date the contract was signed according to the information provided to the Department. With this knowledge, Mr. Neva contacted the railroad by phone and also by letter dated October 4 with a request that negotiations be carried on.

20/04/74

11:00 A.M.

- 21 -
with the Department for the purchase of not only the real estate but the bridges and trestles in place as well. Mr. Minahan requested a firm commitment by October 11 from the railroad that they would accept the removal of the trestles and bridges, otherwise the Board would have little alternative but to consider eminent domain proceedings. Mr. Minahan reiterated his comments in a second letter in the railroad dated October 22, 1974.

On October 12, Department representatives met and negotiated with Mr. E. R. Bobbit, who said he was acting with the full consent of the Company President for the Milwaukee Road. He stated that the railroad would not tell the wooden trestles and bridges in place, nor would they stop the salvage contract. Mr. Bobbit indicated the department could deal with the salvage contractor relating to the purchase of the steel bridges which were his property.

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

By telephone, on Friday, October 11, Mr. Bobbit advised the Department that the railroad had awarded the salvage contract to the high bidder; but it had been signed and returned to the railroad. While he would not reveal the name of the contractor, he stated he was confident that the state could negotiate with him for the steel bridges. Mr. Ratliff stated there were 8 steel bridges and 26 wooden bridges in place if they wished to. He further stated he did not expect salvage operations to start until possibly July of 1975.

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

Mr. Henneger distributed the revised resolution of necessity, the men change being the dates. He said the Department wishes to purchase the real estate with the bridge, trestles and culverts in place as otherwise the development of the trail is questionable. He said that by condemning the property the Department will achieve a viable interest to secure an injunction to stop any action by the railroad or the salvage company to destroy the integrity of the trail.

Mr. Stearn asked if there has been an estimate of the cost of the trail. Mr. Ratliff answered that in the feasibility study, based upon experiences with previous trails, the cost estimate was $500,000 or approximately $55,000 for the entire grade. An appraisal will be made as the ownership title received recently.

Mr. Stearn said he was particularly concerned about maintenance of the steel bridges. He was told by Mr. Minahan that the Bureau of Engineering has suggested painting the steel bridges, but has not provided a cost estimate.

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

Mr. Helling questioned why Mr. Bobbit would try to sell the land without the bridges. Mr. Ratliff said big trestles are very scarce at this time and undoubtedly the railroad has need for the change.

Mr. Helling mentioned that he did not like resolutions of necessity and referred to Mr. Dahl's and Mr. Minahan's reaction to proposed condemnation proceedings. Mr. Jorah stated that Mr. Dahl is a lawyer at site, indicated he would support the resolution of necessity. Mr. Volz said he had a number of telephone conversations with Mr. Minahan since he (Mr. Minahan) was serving as negotiator for the Department and he has indicated his strong support for the resolution of necessity because he felt without it, the Department's interest would be threatened.
Mr. Sturm moved that the Board establish the Calamosa-Platteville State Trail as a State Park and approve the introduction of pecan trees in a manner consistent with the trails.

The motion was seconded by Mrs. McCormick.

Mr. Holland asked that the record show that he does not like vaccinations of pecan trees. Mrs. McCormick asked if Mr. Fox had been contacted for his reaction. Mr. Jondahl said he visited with Mr. Fox on a series of times but that he would be reluctant to attempt to paraphrase the conversation as it related to the trail.

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

The vote: Affirmative: Mrs. McCormick, Jondahl and Sturm
Negative: Mr. Holland
The motion was carried.

11/26/74
6-C-13
Status report - Calamosa-Platteville State Park Trail.

(Item 6-C-13, Minutes of October 17-18, 1974.
Item 6, Minutes of Interim Meeting, October 24, 1974.)

In presenting these items Mr. Minahan stated that the Department is requesting authorization to conduct a feasibility study of the 9.0-mile Calamosa-Platteville State Trail railroad of way located in south central Iowa County and north central Lafayette County, for possible conversion as a state park trail. He said this line will tie in with the Calamosa-Platteville grade which was recently established as a state park trail, and which the Department is in the process of attempting to acquire from the Milwaukee Road. Mr. Minahan said it is expected that the problem with respect to the trusses and bridges will be negotiated in December.

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

The motion was seconded by Mr. Dahl.

Mr. Dahl said that the rail is being removed on the Calamosa-Platteville grade. Mr. Minahan concurred but added that the bridges and trusses are not being removed. He held the Department was mostly concerned about the wooden bridges because the rail company is desirable of taking the timbers from them. Mr. Minahan said the trusses have supporting members that far exceed requirements for the trail. Therefore, the Department may negotiate with the railroads to permit them to take out those support members and replace them with less support members. This matter will be negotiated.

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

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

Negative: Mr. Fox.

The motion was carried.

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

12/19-20/74
6.C-9
Land Use and Business Matters.

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


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

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

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

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


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

Mr. Minahan stated that the proposed trail runs from Platteville to Calamine through Balmont. There are 201.8 acres involved and the railroad has no title to 52.2 acres. There are no reversions of easement — just a lack of deed or record title.

Mr. Minahan said the Department has had two appraisals made. One involves land and improvements without the rail and without the people’s property and is in the amount of $115,250; and one is of the land with the bridges and the salage of the bridges at $29,500. The property along the trail line has generated some interest by adjoining landowners who are offering to buy the abandoned right-of-way from the railroad.

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

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

The motion was seconded by Mr. Gall.

The motion, as required by the rules of the railroad, was held the line has been abandoned and the rail have been taken out.

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

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

Mr. Minahen reported there are now 32 acres on which there are title problems rather than the 35 acres originally thought to be involved. With respect to the 32 acres, there are eight owners. All of the eight owners here indicated they are ready to negotiate with the department so that the OHE will have clear title to the whole trail area.

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

5/11-22/75
3.(a) Progress report - Calamine-Plattsville State Park Trail

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

Mr. Veigt said the Department kept the property under surveillance by AT and noted that the Railroad Company had commenced dismantling one of the bridges. He commented Mr. Evans, Deputy Secretary, and Mr. Eliy, Director, Southern District, for the speed with which they secured approval of the legislative committees and the Governor, as required, to stop the removal operation.

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

6/25-26/75
6.C.12 Progress Report - Calamine-Plattsville State Park Trail


Mr. Nelson reported that on May 20, 1975, Mr. Veigt sent to the Board a summary of activities concerning the Calamine-Plattsville grade. On May 22 a hearing was scheduled for the purpose of the Department's requesting an injunction to prevent the salvage company from removing steel bridges from the railroad grade; however, the hearing was postponed until June 1 at which time the injunction was continued. Not having been debated by the railroad company or the salvage company, since that time specifications have been made on two bridges of and where site title has been sold to the railroad company, and just compensation set. Six owners were contacted and offers were made to purchase seven parcels of land. One owner was contacted by telephone, and two owners of very small parcels remain to be contacted.

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

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

Mr. Nelson concluded his report by stating that the Department has taken every possible step, including offers to individuals with reversionary titles. Board action on this informational item is not required.

7/23/75
6.C.13 Calamine-Plattsville State Park Trail

Mr. Nelson reported that the first meeting of the condemnation commission in Grant County in connection with the small portion of the Calamine-Plattsville grade is being held today. He said the lawyer seems to be interested in further negotiations but so far has not made an offer to the Department.

Mr. Nelson said it is expected next meetings will be held in Lafayette County next week which involves the portion of the trail from which the bridges were removed.
Calamine-Plattville State Park Trail

Mr. Dahl states that on Friday, August 18, 1975, the Attorney General notified the Department of the Lafayette County Compensation Commission's decision to award $132,460 for that portion of the Calamine-Plattville railroad grade in Lafayette County.

The Land and Business Committee recommended and Mr. Dahl moved confirmation of the tender of the Board for the sum of $132,460 payable to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and other property owners, which is in excess of any jurisdictional offer and, secondly, to appeal the case to Circuit Court.

The motion was seconded by Mr. Messinger.

When put to a vote, motion was carried unanimously.

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

Maintenance of Any Potential Liabilities in Connection with State Park Trails

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

Mr. Weizenboener stated that the general opinion is that the trails are so massive and so well constructed with timber timbers that in the foreseeable future no structural deficiency problems are anticipated. It has been indicated that these trails have at least a 25 to 30-year life span in their present condition. Mr. Weizenboener emphasized that the trails are constructed far beyond the needs for purposes of state trails; therefore, when the time comes for maintenance the Department will not propose that they be replaced with similar structures. Mr. Brogan’s concerns relate to normal weathering and deterioration and ice backs-up in the survey.

Mr. Weizenboener noted that on the Tuscola-Farm Falls Trail where trees were removed, the Department received them with smaller bridges and in some instances with large cuts out. The State Trail the Department has been doing the work with force account and county crews. These smaller structures, Mr. Weizenboener said, will fill the needs of snowmobiles and maintenance vehicles.

Mr. Brogan pointed out that financially weak railroad companies may have deferred maintenance work and consequently the Department may be faced with problems of repairs in the future. Mr. Weizenboener suggested that the railroad companies have scoured the tracks and ties, most of which are not salvageable, but the trails have been inspected by Engineers and are not of concern at this time.

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

Board action on this item is not required.

Progress Report - Calamine-Plattville State Park Trail

(Item 6.C-140, Minutes of August 20-21, 1975.)

Mr. Dahl stated that the Department was unable to report on this matter as information relative to the condemnation award on the portion of the Calamine-Plattville State Park Trail in Grant County has not been released as yet.

10/22-23/75

Confirmation

(a) Calamine-Plattville State Trail and acquisition - Grant County, Under No. 1299, 7.180 acres, 1975, status update.

Mr. Volpe stated that the Board was polled by telephone on September 30, 1975, and gave informal approval for the Department to submit a request for Governor’s approval to deed the 7.8 acres to the Grant County Clerk of Courts with the option
June 28-29, 1978

6.2-5 Approval to rename the Tuscola-Park Falls State Trail to "Tuscola State Park Trail" and the Calamus-Platteville State Trail to the "Prospecta State Park Trail."

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

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

With regard to the Calamus-Platteville State Park Trail, Mr. Neice's memorandum stated that "The Southern District has been talking with local luminaries regarding the recommended name "Prospecta State Park Trail." The unique sounding name appears to be well accepted by the residents of Calamus and Lafayette Counties. The Prospecta River runs adjacent to the community of Calamus. The name Prospecta is an Indian name meaning "green river."

The Land and Business Committee recommended and Mr. Loven moved that (a) the Park Falls-Tuscola Trail be renamed the "Tuscola State Park Trail," and (b) the Calamus-Platteville Trail be renamed the "Prospecta State Park Trail."

The motion was seconded by Mr. Conroy. When put to a vote, motion was carried unanimously.
Pecatonica Master Plan
Appendix B
Flora Likely to be Found on Trail
Wildlife List

A complete field survey of the fauna present in the vicinity of this railroad grade has not been made. Species lists based on information contained in A Field Guide to the Fauna by William H. and Richard P. Anderson (1964), A Field Guide to Mammals and Amphibians by Roger T. and James H. (1999), Wildlife of Wisconsin by Walter C. and the Land, Wisconsin Conservation Department Publication No. 99 (1981), and wildlife distribution and numbers will vary according to these differences.
Qoosum
Cinerous Shrew
Giant Mole Shrew
Indiana Little Short-tailed Shrew
Prairie Mole
Little Brown Bat
Georgian Bat
Big Brown Bat
Red Bat
White-tailed Jackrabbit
Marsh's Cottontail
Southern Woodchuck
Striped Ground Squirrel
Ohio Chipmunk
Gray Squirrel
Fox Squirrel
Southern Flying Squirrel
Hanson's Harvest Mouse
Prairie Deer Mouse
Northern White-footed Mouse
Meadow Vole
Prairie Vole
Northern Pine Mouse
Common Muskrat
Intermediate Meadow Jumping Mouse
Eastern Red Fox
Wisconsin Gray Fox
Raccoon
Least Weasel
New York Long-Tailed Weasel
Mink
Jackson's Badger
Prairie Spotted Skunk
Northern Plains Skunk
Marsh Hawk
Cooper's Hawk
Red-tailed Hawk
Red-shouldered Hawk
Sparrow Hawk
Ruffed Grouse
Ring-necked Pheasant
Bonin Quail
Mourning Dove
Yeled Kingfisher
Screech Owl
Barred Owl
Great Horned Owl
Red-headed Woodpecker
Red-bellied Woodpecker
Yellow-shafted Flicker
Downy Woodpecker
Hairy Woodpecker
Yellow-bellied Sapsucker

Blue Jay
Common Crow
Tufted Titmouse
Black-capped Chickadee
White-breasted Nuthatch
Robin
Geez Warbling
House Sparrow
Western Meadowlark
Eastern Meadowlark
Red-winged Blackbird
Brown-headed Cowbird
Sialing
Common Grackle
Cardinal
American Goldfinch
Field Sparrow
Song Sparrow
Swamp Sparrow
Black-crowned Night Heron
Green Heron
American Bittern
Lesser Bittern
Black Duck
Gallete
Blue-winged teal
Woodpecker
Turkey Vulture
Broad-winged Hawk
King Rail
Sora
Virginia Rail
American Coot
Kildeer
Upland Plover
American Woodcock
Common Snipe
Spotted Sandpiper
Black Tern
Yellow-billed Cuckoo
Black-billed Cuckoo
Chimney Swift
Whippoorwill
Common Nighthawk
Ruby-throated Hummingbird
Great Crested Flycatcher
Eastern Kingbird
Least Flycatcher
Trail's Flycatcher
Eastern Phoebe
Eastern Wood Peewee
Acadian Flycatcher
Bank Swallow
Rough-winged Swallow
Tree Swallow
Cliff Swallow
Barn Swallow
Purple Martin
Bewick's Wren
House Wren
Short-billed Marsh Wren
Long-billed Marsh Wren
Carolina Wren
Brown Thrasher
Catbird
Hockingbird
Eastern Bluebird
Wood Thrush
Vireo
Blue-gray Gnatcatcher
Loggerhead Shrike
Bell's Vireo
Red-eyed Vireo
Yellow-throated Vireo
Blue-winged Warbler
Golden-winged Warbler
Yellow Warbler
Nashville Warbler
Chesnut-sided Warbler
Carolina Warbler
Northern Waterthrush
Owlet
Yellow-breasted Chat
Yellowthroat
American Redstart
Narcissus Flycatcher
Robolink
Orchard Oriole
Baltimore Oriole
Brewer's Blackbird
Scarlet Tanager
Rose-breasted Grosbeak
Rufous-sided Towhee
Indigo Bunting
vesper Sparrow
Henslow's Sparrow
Grasshopper Sparrow
Savannah Sparrow
Chipping Sparrow
Clay-colored Sparrow
Lark Sparrow
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Turtles:

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

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

Lizards:

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

Snakes:

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

Mudpuppy Salamander
Central Newt
Spotted Salamander
Eastern Tiger Salamander
Red-backed Salamander
American Toad
Northern Spring Peeper
Eastern Gray Treefrog
Blanchard's Cricket Frog
Western Chorus Frog
Natterjack Frog
Leopard Frog
Green Frog
Wood Frog
Will Frog
Patapsco Master Plan

Appendix C

Fish Species of Barnes- and Roundtree Branch
<table>
<thead>
<tr>
<th>Fish Species</th>
<th>Relative Abundance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smallmouth Bass</td>
<td>Present to Abundant depending on the year</td>
</tr>
<tr>
<td>Largemouth Bass</td>
<td>As above</td>
</tr>
<tr>
<td>Rock Bass</td>
<td>Present</td>
</tr>
<tr>
<td>Northern Pike</td>
<td>Present</td>
</tr>
<tr>
<td>Bluegill</td>
<td>Present</td>
</tr>
<tr>
<td>Channel Catfish</td>
<td>Present</td>
</tr>
<tr>
<td>White Crappie</td>
<td>Present</td>
</tr>
<tr>
<td>Black Bullhead</td>
<td>Present</td>
</tr>
<tr>
<td>Green Sunfish</td>
<td>Present</td>
</tr>
<tr>
<td>Orange Spotted Sunfish</td>
<td>Present</td>
</tr>
<tr>
<td>Redbelly Dace</td>
<td>Common</td>
</tr>
<tr>
<td>Quillback Carp-sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Common Shiner</td>
<td>Abundant</td>
</tr>
<tr>
<td>White Sucker</td>
<td>Abundant</td>
</tr>
<tr>
<td>Carp</td>
<td>Common</td>
</tr>
<tr>
<td>Stonecat</td>
<td>Common</td>
</tr>
<tr>
<td>Barred Fantail Darter</td>
<td>Common</td>
</tr>
<tr>
<td>Suckermouth Minnow</td>
<td>Common</td>
</tr>
<tr>
<td>Bigeye Shiner</td>
<td>Present</td>
</tr>
<tr>
<td>Black Rainbow Sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Hog Sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Blackside Darter</td>
<td>Present</td>
</tr>
<tr>
<td>Hornyhead Chub</td>
<td>Common</td>
</tr>
</tbody>
</table>
Creek Chub
Stonecatfish
Bignose Buffalo
Slender Madtom
Bluntnose Minnow
Johnny Darter

Boontree Branch

Fish Species | Relative Abundance
-------------|------------------
Smallmouth Bass | Common
Johnny Darter | Common
Redbelly Dace | Abundant
Stonecatfish | Abundant
White Sucker | Abundant
Creek Chub | Common
Bluntnose Minnow | Present
Blacknose Dace | Present
Common Shiner | Common
Brook Stickleback | Present
Hornhead Chub | Common

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

Largemouth bass were very abundant in Bonner Branch in 1973, but only a few were found in two surveys of this stream in 1976. The reverse was true for smallmouth bass.

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

Thank you for considering the Wild Resources Advisory Council as a review authority for this plan.
Date: November 13, 1978

To: D. J. Mackie - 8

From: C. Kabat

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

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

With
cc: F. Stearns
    N. Rolka
    C. Germain

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