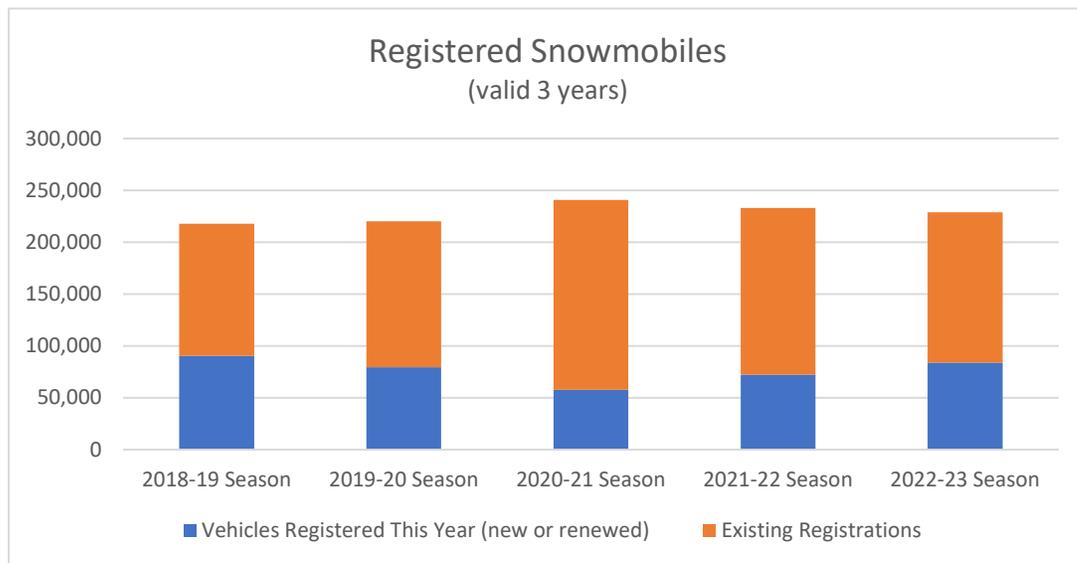


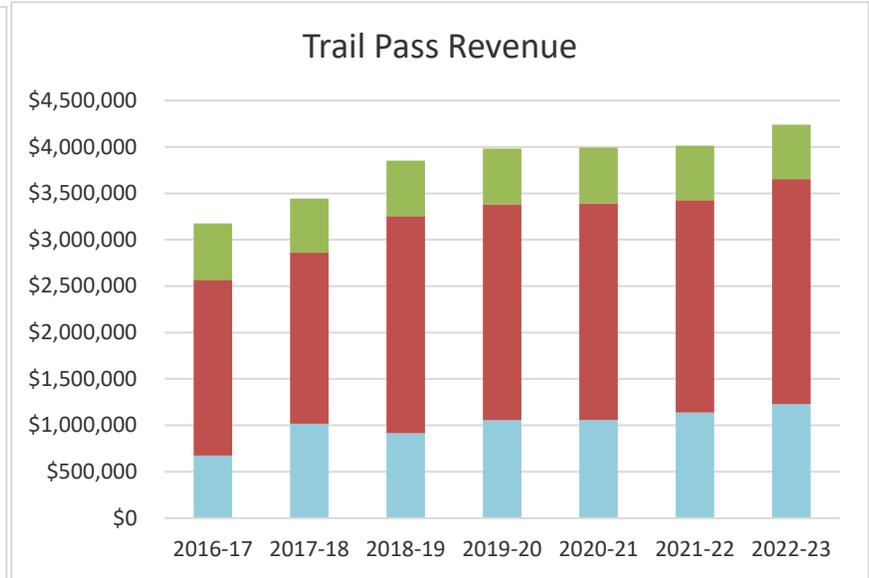
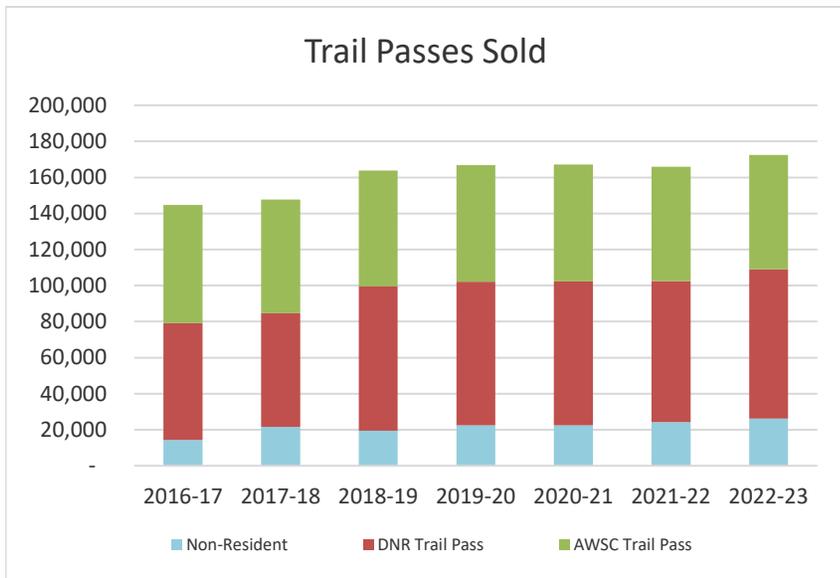
# Snowmobile Vehicle Registrations

	Registered Snowmobiles in Wisconsin				
	2018-19 Season	2019-20 Season	2020-21 Season	2021-22 Season	2022-23 Season
Vehicles Registered This Year (new or renewed)	90,415	79,379	57,679	72,254	83,784
Existing Registrations	127,565	140,969	183,002	160,870	145,159
<b>Total Active Registrations</b>	<b>217,980</b>	<b>220,348</b>	<b>240,681</b>	<b>233,124</b>	<b>228,943</b>

Registrations expire June 30th annually.



Season	Total Snowmobile Trail Passes Sold						Total
	Non-Resident	Revenue (approximate)	DNR Trail Pass	Revenue (approximate)	AWSC Trail Pass	Revenue (approximate)	
2016-17	14,349	\$674,403	64,743	\$1,893,733	65,581	\$606,624	\$3,174,760
2017-18	21,634	\$1,016,798	62,988	\$1,842,399	63,024	\$582,972	\$3,442,169
2018-19	19,477	\$915,419	79,991	\$2,339,737	64,366	\$595,386	\$3,850,541
2019-20	22,438	\$1,054,586	79,619	\$2,328,856	64,757	\$599,002	\$3,982,444
2020-21	22,532	\$1,059,004	79,786	\$2,333,741	64,906	\$600,381	\$3,993,125
2021-22	24,226	\$1,138,622	78,251	\$2,288,842	63,406	\$586,506	\$4,013,969
2022-23	26,202	\$1,231,494	82,762	\$2,420,789	63,443	\$586,848	\$4,239,130



# Preliminary Supplemental Requests for 2022-23

DNR REG	Project	Miles	County/State	Total Claim Requested =Reg + Supp	Contract Maint.	Storm Damage Rcvd	Supp. Per Request	Expenses above Cap	9/15 Paymt 50% Advance
NE	S-5727	548.4	MARINETTE COUN	\$184,015.16	\$164,520		\$ 19,495.16		\$9,747.58
NE	S-5729	447.0	OCONTO COUNTY	\$275,580.37	\$134,100	\$21,768	\$ 141,480.37		\$70,740.19
WC	S-5737	425.5	CHIPPEWA COUNTY	\$219,000.71	\$127,650	\$79,920	\$ 91,350.71		\$45,675.36
WC	S-5738	376.2	CLARK COUNTY	\$165,217.91	\$112,860	\$33,622	\$ 52,357.91		\$26,178.96
WC	S-5740	318.1	DUNN COUNTY	\$161,628.00	\$95,430		\$ 66,198.00		\$33,099.00
WC	S-5744	146.4	LA CROSSE COUN	\$66,783.20	\$43,920	\$7,111	\$ 22,863.20		\$11,431.60
WC	S-5745	770.8	MARATHON COUN	\$469,290.66	\$231,240	\$113,507	\$ 238,050.66		\$119,025.33
WC	S-5748	237.9	PIERCE COUNTY	\$139,631.38	\$71,370		\$ 68,261.38		\$34,130.69
WC	S-5750	247.6	ST. CROIX COUNTY	\$138,204.50	\$74,280		\$ 63,924.50		\$31,962.25
NOR	S-5754	175.2	FLORENCE COUNTY	\$52,982.00	\$52,560	\$0	\$ 422.00		\$211.00
NOR	S-5755	406.2	FOREST COUNTY	\$370,352.09	\$121,860	\$22,050	\$ 243,720.00	\$4,772.09	\$121,860.00
NOR	S-5756	308.2	IRON COUNTY	\$277,380.00	\$92,460	\$0	\$ 184,920.00	\$25,895.02	\$92,460.00
NOR	S-5757	539.1	LANGLADE COUNTY	\$453,278.01	\$161,730	\$53,884	\$ 291,548.01		\$145,774.01
NOR	S-5758	334.7	LINCOLN COUNTY	\$142,011.52	\$100,410	\$29,993	\$ 41,601.52		\$20,800.76
NOR	S-5759	431.6	ONEIDA COUNTY	\$457,495.51	\$129,480	\$16,980	\$ 258,960.00	\$69,055.51	\$129,480.00
NOR	S-5760	493.0	PRICE COUNTY	\$416,842.36	\$147,900	\$59,997	\$ 268,942.36		\$134,471.18
NOR	S-5762	499.6	VILAS COUNTY	\$449,640.00	\$149,880	\$0	\$ 299,760.00	\$219,274.84	\$149,880.00
NOS	S-5763	207.7	ASHLAND COUNTY	\$142,880.70	\$62,310	\$0	\$ 80,570.70		\$40,285.35
NOS	S-5764	337.6	BARRON COUNTY	\$177,345.25	\$101,280	\$0	\$ 76,065.25		\$38,032.63
NOS	S-5765	462.5	BAYFIELD COUNTY	\$343,363.39	\$138,750	\$0	\$ 204,613.39		\$102,306.70
NOS	S-5766	262.4	BURNETT COUNTY	\$156,512.90	\$78,720	\$36,137	\$ 77,792.90		\$38,896.45
NOS	S-5767	354.3	DOUGLAS COUNTY	\$266,033.58	\$106,290	\$38,429	\$ 159,743.58		\$79,871.79
NOS	S-5768	388.6	POLK COUNTY	\$340,363.21	\$116,580	\$0	\$ 223,783.21		\$111,891.61
NOS	S-5769	318.7	RUSK COUNTY	\$203,006.45	\$95,610	\$166,297	\$ 107,396.45		\$53,698.23
NOS	S-5770	391.68	SAWYER COUNTY	\$252,544.02	\$117,504	\$0	\$ 135,040.02		\$67,520.01
NOS	S-5771	244.3	WASHBURN COUN	\$159,562.00	\$73,290		\$ 86,272.00		\$43,136.00
NOS	S-5772	61.2	TRI-COUNTY RECF	\$48,973.00	\$18,360		\$ 30,613.00		\$15,306.50
		9,734.5	<b>TOTAL</b>	6,529,917.9	\$2,920,344		<b>\$ 3,535,746.28</b>	<b>\$318,997.46</b>	\$1,767,873.18

## State Property

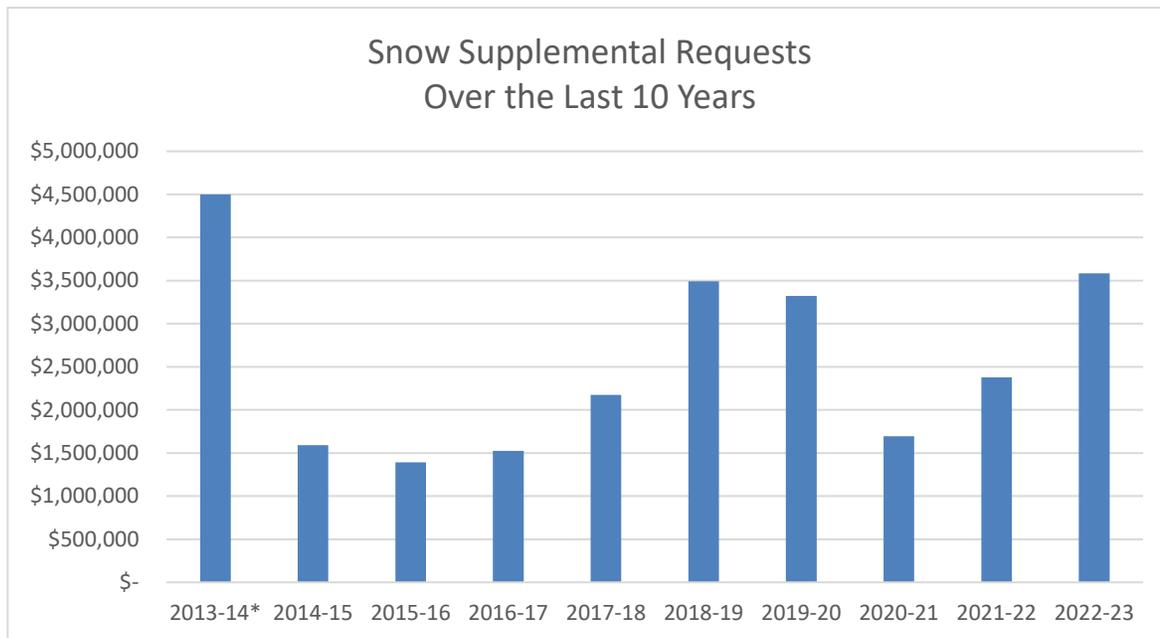
					Supp Req	
\$300/mi	18.2	Cross Co Cruisers	\$19,170.00	\$5,460	\$ 10,920.00	2,790.00
		<b>Brule River SF</b>				
300/mi	32.0	Brule River Riders	\$25,301.80	\$9,600	\$ 15,701.80	
		<b>NH-AL SF</b>				
\$300/mi	28.5	New Tom	\$26,409.75	\$8,550	\$ 17,100.00	759.75
		<b>Tuscolbia Trail</b>				
\$300/mi	2.1	Birchwood Bobcat	\$2,404.00	\$630	\$ 1,260.00	514.00
		<b>Flambeau SF</b>				
\$300/mi	55.0	Sawyer Co Allianc	\$21,844.00	\$16,500	\$ 5,344.00	
	135.8	<b>Subtotal</b>	\$73,285.55		<b>\$50,325.80</b>	<b>\$4,063.75</b>
	9,870.3	<b>Grand Total</b>	<b>\$6,603,203.43</b>		<b>\$3,586,072.08</b>	<b>\$323,061.21</b>

## Snowmobile Supplemental Maintenance 10 Year Seasonal History

Snowmobile Season	Fiscal Year	Total Request	Total Payment	% of Req Paid	Basic Maint @ \$300/Mi	Per Mile Maint w/ Supp (Statewide Average) *	Total Maintenance
2013-14*	2015	\$ 4,498,600	\$ 3,016,500	67.2%	\$ 5,658,033	\$ 460 per mile	\$ 8,674,533
2014-15	2016	\$ 1,591,493	\$ 1,563,000	100.0%	\$ 5,656,725	\$ 383 per mile	\$ 7,219,725
2015-16	2017	\$ 1,393,585	\$ 1,337,771	100.0%	\$ 5,641,215	\$ 371 per mile	\$ 6,978,986
2016-17	2018	\$ 1,523,565	\$ 1,255,154	100.0%	\$ 5,684,592	\$ 366 per mile	\$ 6,939,746
2017-18	2019	\$ 2,174,711	\$ 2,145,475	100.0%	\$ 5,672,850	\$ 413 per mile	\$ 7,818,325
2018-19	2020	\$ 3,492,658	\$ 3,438,074	100.0%	\$ 5,676,180	\$ 482 per mile	\$ 9,114,254
2019-20	2021	\$ 3,322,696	\$ 3,303,768	100.0%	\$ 5,823,444	\$ 481 per mile	\$ 9,127,212
2020-21	2022	\$ 1,693,563	\$ 1,666,258	100.0%	\$ 5,949,585	\$ 395 per mile	\$ 7,615,843
2021-22	2023	\$ 2,378,701	\$ 2,370,353	100.0%	\$ 5,980,785	\$ 432 per mile	\$ 8,351,138
2022-23	2024	\$ 3,586,072	TBD		\$ 6,076,905	\$ 478 per mile	\$ 9,660,000
10 Year Average		\$ 2,565,564	\$ 2,232,928			\$ 420 per mile	\$ 7,982,196

\*Includes \$301,200 from snowmobile registration revenues.

\* Statewide Average includes all base maintenance payments + supplemental across the state, divided by the total number of funded miles in the state



**10 Year Average = \$2,560,000 / year**

**WISCONSIN SNOWMOBILE PROGRAM  
PRELIMINARY FISCAL YEAR END REPORT JUNE 30, 2023 (FY2023)**

**REGISTRATION REVENUES & EXPENDITURES**

<u>Continuing Balance</u>		
June 30, 2022:		
1	Unobligated Balance	\$4,501,994
2	Encumbered-Unpaid Grant Obligations	\$6,014,271
3	Adjustment from FY 2022 preliminary to FY 2022 Actuals	(\$238,633)
<b>Total Continuing Balance into FY2023</b>		<b><u>\$10,277,632</u></b>

<u>FY 2023 Revenues<sup>2</sup></u>		
4	Snowmobile Public Registration <sup>3</sup>	\$2,433,913
5	Snowmobile Dealer Registrations	\$7,020
6	Snowmobile Municipal Registration	\$165
7	Snowmobile Dealer Decal	\$15,570
8	Snowmobile Dealer Replacement Decal	\$135
9	Snowmobile Replacement Decal	\$13,645
10	Snowmobile Replacement Certificate	\$9,750
11	Antique Registrations	\$28,656
12	Antique Renewals	\$10,634
13	Snowmobile Resident Pass	\$2,451,511
14	Non-Resident Stickers	\$1,306,237
15	Snowmobile Club Pass	\$634,430
16	Ownership Transfer Fees	\$116,318
17	Interest Distribution	\$10,040
18	Refund of Prior Year Expenditures	\$1,428
19	Snowmobile Pending	(\$508)
20	Transaction Fees <sup>4</sup>	(\$70,036)
21	Agency 855 Revenue	\$1,274
22	NR Trail Pass transfer to Supplement	(\$1,138,575)
<b>TOTAL REVENUES COLLECTED</b>		<b><u>\$5,831,606</u></b>
<b>TOTAL FY2023 CONTINUING BALANCE AND REVENUES</b>		<b><u>\$16,109,238</u></b>

<u>FY 2023 Expenditures<sup>2</sup></u>		
23	County Trail Maintenance	\$1,932,733
24	County Projects	\$4,049,442
25	County Supplemental	\$0
26	State Trail Maintenance	\$176,094
27	State Projects	\$34,906
28	Snowmobile Enforcement Operations	\$0
29	Snowmobile Enforcement/Training <sup>5</sup>	\$119,700
30	County Law Enforcement Aids	\$396,000
31	Aids Admin-Snow Admin	\$9,254
32	Aids Admin-Council	\$0
33	Registration Admin	\$552,956
34	Administrative Services	\$37,651
35	DOA Charges	\$1,274
<b>TOTAL EXPENDITURES</b>		<b><u>\$7,310,010</u></b>
36	Encumbered-Unpaid Grant Obligations	\$5,791,586
37	Adjustment - DOA Prior Year Adjustment	\$0
<b>TOTAL OBLIGATIONS</b>		<b><u>\$5,791,586</u></b>
<b>TOTAL EXPENDITURES AND OBLIGATIONS</b>		<b><u>\$13,101,596</u></b>
<b>38 PRELIMINARY BALANCE AS OF JUNE 30, 2023</b>		<b><u>\$3,007,643</u></b>
PENDING GRANTS APPROVED BY COUNCIL		\$0
<b>***PRELIMINARY ADJUSTED PROGRAM BALANCE</b>		<b><u>\$3,007,643</u></b>

**ASSIGNED SEGREGATED REVENUE & EXPENDITURES**

<u>Continuing Balance</u>		
June 30, 2022:		
39	Unobligated Balance	\$2,827,215
40	Encumbered-Unpaid Grant Obligations	\$2,358,509
41	Adjustment from FY 2022 preliminary to FY 2022 Actuals	\$23,451
<b>Total Continuing Balance into FY2023</b>		<b><u>\$5,209,175</u></b>

<u>FY 2023 Revenues<sup>2</sup></u>		
42	Gas Tax Formula	\$3,499,533
43	Gas Tax Supplement (.55 Multiplier)	\$1,924,743
44	Snowmobile Safety Course Fees	\$38,210
45	NR Trail Pass transfer to Supplement	\$1,138,575
<b>TOTAL REVENUES COLLECTED</b>		<b><u>\$6,601,061</u></b>
<b>TOTAL FY 2023 CONTINUING BALANCE AND REVENUES</b>		<b><u>\$11,810,236</u></b>

<u>FY 2023 Expenditures<sup>2</sup></u>		
46	County Trail Maintenance - Gas Tax	\$4,018,494
47	County Project - Gas Tax	\$0
48	County Supplemental - Gas Tax	\$868,434
49	County Supplemental - Trail Passes	\$1,351,869
50	Law Enforcement and Safety	\$24,899
<b>TOTAL EXPENDITURES</b>		<b><u>\$6,263,697</u></b>
51	Encumbered-Unpaid Grant Obligations	\$ 2,830,618
52	Adjustment	\$0
<b>TOTAL OBLIGATIONS</b>		<b><u>\$2,830,618</u></b>
<b>TOTAL EXPENDITURES AND OBLIGATIONS</b>		<b><u>\$9,094,315</u></b>
<b>53 PRELIMINARY BALANCE AS OF JUNE 30, 2023</b>		<b><u>\$2,715,921</u></b>
PENDING GRANTS APPROVED BY COUNCIL		
<b>***PRELIMINARY ADJUSTED PROGRAM BALANCE</b>		<b><u>\$2,715,921</u></b>
<b>PRELIMINARY ADJUSTED REGISTRATION &amp; ASSIGNED PROGRAM BALANCE</b>		<b><u>\$5,723,564</u></b>

March 31, 2022 Registrations (Gas Tax FY23 Revenue)	226,507
Active Vehicles as of June 30, 2023	228,943
Vehicles registered during FY23	83,784
WI Resident Trail Passes Sold during FY23	81,851
Discount Trail Passes Sold during FY23	63,443
NR Trail Passes Sold during FY23	26,202

Reference #	Description of Line Item
<b>Revenues (unassigned)</b>	
1	Prior year unused balance from Preliminary Fiscal Year End Report June 30, 2022 (FY2022)
2	Carryover encumbrances from FY2022
3	The report from FY2022 used preliminary information. This line adjusts the preliminary information to the actual balance per the final condition statement.
4	#C x \$30 less expenses (C = Active registrations during FY)
5	\$30 x dealer registrations less transaction expenses
6	Municipal registrations
7	\$30 x dealer registrations less transaction expenses
8	Snomobile Dealer Replacement Decals
9	Snowmobile Replacement Decals
10	Snowmobile Replacement Certificates
11	Antique Registrations
12	Antique Renewals
13	# x \$30 less transaction expense
14	# x \$50 less transaction expense
15	# X \$10 less transaction expense
16	\$5 per less transaction expense
17	Interest distribution for snowmobile accounts
18	Grant from a prior year that were either cancelled or cost less than the advance, so money was returned to the snowmobile fund.
19	Pending financial transactions
20	Finance/accounting item for licensing agents
21	Revenue from other sources.
22	Moves to segregated side because must be used for supplemental maintenance first.
<b>Expenses</b>	
23	Appropriation 574 Maintenance
24	Appropriation 574 Development
25	Appropriation 574 supplemental
26	Maintenance on DNR-managed trails
27	Development project expenditures on DNR-managed trails
28	Appropriation 361 law enforcement operations.
29	Snowmobile Enforcement and Training Costs are moved onto this appn (370) if necessary. There are other appns within DNR that can pay for these costs. Those other appns do not appear on this financial statement. In a low snow year, we may not see any charges here. That is not because there were no snowmobile enforcement and training costs, but rather a different appn covered those costs. The decision of how much cost to transfer here is made by the Law Enforcement Management Accountant.
30	Appropriation 552
31	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
32	Council expenditures during FY (Council's budget)
33	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
34	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
35	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
36	Amount committed to grants that haven't been completed at fiscal year end (maintenance and/or development)
37	For miscellaneous Adjustments
38	Preliminary adjusted program balance
<b>Assigned Revenue (must be used for certain purposes)</b>	
39	We spend gas tax funds first, the carryover here is due to the NR trail pass supplemental surplus we're maintaining for a big snow year. This balance is close to \$0.00 after a big snow year when supplemental is pro-rated.
40	Carryover encumbrances from FY2022
41	The report from FY2022 used preliminary information. This line adjusts the preliminary information to the actual balance per the final condition statement.
42	Registrations from prior year x 50 x .309 = Gas Tax Transfer amount
43	#41 x .55 = Gas Tax Supplement amount
44	Snowmobile Safety Education Revenue
45	#22 moved to the assigned revenue side for supplemental use
<b>Expenses</b>	
46	Appropriation 575 Maintenance
47	Appropriation 575 Development
48	Appropriation 575 Supplemental
49	Appropriation 569 Supplemental
50	Safety and Training expenses - can vary based on Law Enforcement accountant's discretion and lapse requirements
51	Amount committed to grants that haven't been completed at fiscal year end (maintenance and/or development) - funds have been reserved on the accounting system
52	Miscellaneous adjustments.
53	Used to determine available funds for development grants (August funding meeting)

# Snowmobile Funding August 2023

## Snowmobile Grant Funding for '23-24 season

### Registration and Trail Pass

Snowmobile Account (June 30, 2023)	\$ 3,007,643	Registration, Trail Pass
Less: Maintenance at \$300/mile	\$ (6,076,281)	
<b>Total Reg/Trail Pass Funds Available</b>	<b>\$ (3,068,638)</b>	Funds In Hand. (does not include any incoming revenue)

### Supplemental Accounts

Supp. Beginning Balance (569/575)	\$ 2,715,921	Gas Tax, NR Trail Pass
<i>NR Trail Pass Revenue coming in future</i>	<i>\$ 1,231,494</i>	Known Incoming Revenue
Less: '23-24 Supplemental requests	\$ (3,586,072)	
<b>Total Supplemental Funds Available</b>	<b>\$ 361,343</b>	Funds In Hand. (does not include any incoming revenue)

From Reg/Trail Pass Snowmobile Account Funds	\$ (3,068,638)	
From Supp. (575/569) Funds	\$ 361,343	
<b>Available Grant Funding Amount</b>	<b>\$ (2,707,295)</b>	Funds In Hand After Maint/Supp
<i>Gas Tax for 3/22 Reg Paid coming in future</i>	<i>\$ 5,306,814</i>	Known Incoming Revenue
<b>Adjusted to Account For Known Revenue</b>	<b>\$ 2,599,519</b>	<b>Available for Development</b>

**Annual Maintenance**

<b>23-24 Miles</b>	<b>22-23 Miles</b>	<b>County/State</b>	<b>Contract Maintenance</b>	<b>Suppl. Max</b>
<b>Northeast Region</b>				
198.5	198.5	BROWN	\$59,550	\$178,650
146.3	146.3	CALUMET	\$43,890	\$131,670
241.9	240.7	DOOR	\$72,570	\$217,710
333.8	320.6	FOND DU LAC	\$100,140	\$300,420
143.8	139.0	GREEN LAKE	\$43,140	\$129,420
187.3	187.3	KEWAUNEE	\$56,190	\$168,570
240.4	240.4	MANITOWOC	\$72,120	\$216,360
548.4	548.1	MARINETTE	\$164,520	\$493,560
154.6	154.6	MARQUETTE	\$46,380	\$139,140
448.8	447.0	OCONTO	\$134,640	\$403,920
302.0	302.0	OUTAGAMIE	\$90,600	\$271,800
480.4	478.7	SHAWANO	\$144,120	\$432,360
401.1	399.9	WAUPACA	\$120,330	\$360,990
299.7	294.6	WAUSHARA	\$89,910	\$269,730
144.1	144.1	WINNEBAGO	\$43,230	\$129,690
<b>West Central Region</b>				
213.6	207.1	ADAMS	\$64,092	\$192,276
239.1	239.1	BUFFALO	\$71,730	\$215,190
425.5	420.7	CHIPPEWA	\$127,650	\$382,950
376.2	376.2	CLARK	\$112,860	\$338,580
115.9	115.9	CRAWFORD	\$34,770	\$104,310
312.7	310.5	DUNN	\$93,810	\$281,430
181.2	181.2	EAU CLAIRE	\$54,360	\$163,080
332.7	316.2	JACKSON	\$99,810	\$299,430
282.1	262.2	JUNEAU	\$84,630	\$253,890
146.4	144.6	LA CROSSE	\$43,920	\$131,760
770.8	770.8	MARATHON	\$231,240	\$693,720
323.5	308.7	MONROE	\$97,050	\$291,150
119.3	119.3	PEPIN	\$35,790	\$107,370
237.9	237.9	PIERCE	\$71,370	\$214,110
304.2	291.1	PORTAGE	\$91,260	\$273,780
247.6	237.7	ST. CROIX	\$74,280	\$222,840
256.1	244.6	TREMPEALEAU	\$76,830	\$230,490
246.5	246.5	VERNON	\$73,950	\$221,850
277.8	276.3	WOOD	\$83,349	\$250,047
<b>Northern Region - East</b>				
175.7	175.2	FLORENCE	\$52,710	\$158,130
406.6	406.6	FOREST	\$121,980	\$365,940
305.9	308.2	IRON	\$91,776	\$275,328
539.1	534.5	LANGLADE	\$161,730	\$485,190
334.7	318.2	LINCOLN	\$100,410	\$301,230
431.6	427.9	ONEIDA	\$129,480	\$388,440
493.0	486.8	PRICE	\$147,900	\$443,700
348.8	347.1	TAYLOR	\$104,640	\$313,920
499.6	501.0	VILAS	\$149,880	\$449,640

**Annual Maintenance**

<b>23-24 Miles</b>	<b>22-23 Miles</b>	<b>County/State</b>	<b>Contract Maintenance</b>	<b>Suppl. Max</b>
<b>Northern Region - West</b>				
207.7	203.0	ASHLAND	\$62,310	\$186,930
337.6	337.6	BARRON	\$101,280	\$303,840
462.5	455.4	BAYFIELD	\$138,750	\$416,250
262.4	256.7	BURNETT	\$78,720	\$236,160
355.0	345.1	DOUGLAS	\$106,500	\$319,500
388.6	380.9	POLK	\$116,580	\$349,740
318.7	318.7	RUSK	\$95,610	\$286,830
389.8	383.2	SAWYER	\$116,934	\$350,802
244.3	244.3	WASHBURN	\$73,290	\$219,870
61.2	61.2	TRI CO COMM	\$18,360	\$55,080
<b>South Central Region</b>				
292.6	284.7	COLUMBIA	\$87,780	\$263,340
407.8	407.8	DANE	\$122,340	\$367,020
379.9	376.5	DODGE	\$113,970	\$341,910
419.8	408.9	GRANT	\$125,940	\$377,820
114.7	98.0	GREEN	\$34,410	\$103,230
167.8	152.3	IOWA	\$50,340	\$151,020
229.4	224.4	JEFFERSON	\$68,820	\$206,460
177.4	177.4	LAFAYETTE	\$53,220	\$159,660
141.3	141.3	RICHLAND	\$42,390	\$127,170
226.2	221.8	ROCK	\$67,860	\$203,580
238.3	215.5	SAUK	\$71,490	\$214,470
57.5	57.5	CHEESE COUNTRY(Tri-C	\$17,250	\$51,750
<b>South East Region</b>				
80.6	80.6	KENOSHA	\$24,180	\$72,540
9.3	9.3	MILWAUKEE	\$2,790	\$8,370
113.8	113.8	OZAUKEE	\$34,140	\$102,420
168.9	168.9	RACINE	\$50,670	\$152,010
251.5	247.5	SHEBOYGAN	\$75,450	\$226,350
217.7	217.7	WALWORTH	\$65,310	\$195,930
212.4	208.2	WASHINGTON	\$63,720	\$191,160
104.4	99.2	WAUKESHA	\$31,320	\$93,960
<b>20,254.37</b>	<b>19,951.28</b>		<b>\$6,076,311</b>	<b>\$18,228,933.00</b>

### 2023-24 Snowmobile Funding Summary

<u>Category</u>	<u>Funds Available</u>	<u>Amount Requested</u>	<u>Amount Funded</u>	<u>Balance</u>
Funds Available	\$ 12,261,872			\$ 12,261,872
Supplemental 22-23 (prelim est)		\$ 3,586,072	\$ 3,586,072	\$ 8,675,800
Maintenance		\$ 6,076,281	\$ 6,076,281	\$ 2,599,519
GPS Units		\$ 200,000	\$ 200,000	\$ 2,399,519
<u>Funds For Development, etc</u>	\$ 2,399,519			\$ 2,399,519
Storm Damage		\$ 13,173	\$ -	\$ 2,399,519
Cost Increase Requests		\$ 98,000	\$ -	\$ 2,399,519
Snow Bridge Rehab		\$ 2,195,352	\$ -	\$ 2,399,519
Snow Trail Rehab		\$ 281,470	\$ -	\$ 2,399,519
Snow Relocation Mandatory		\$ 1,352,960	\$ -	\$ 2,399,519
Snow Relocation Discretionary		\$ 405,928	\$ -	\$ 2,399,519
Snow Bridge New		\$ 529,692	\$ -	\$ 2,399,519
New Miles (336 @ \$300/mile)		\$ 100,656	\$ -	\$ 2,399,519
Snow Acquisition		\$ -	\$ -	\$ 2,399,519
Snow Non-Trail Development		\$ 31,296	\$ -	\$ 2,399,519
				\$ 2,399,519
Development Total		\$ 11,284,808	\$ 6,276,281	

## 2023-24 SNOWMOBILE STORM DAMAGE REQUESTS

Region	County		Component	Costs	Total	Approved	Comments
#80	Tri-Co Corridor	The Tri-County Corridor is requesting funds to replace a culvert that was damaged/washed out during the Spring thaw and rain events in early Summer. The culvert is 48" x 30' contractor estimate includes 675cy Clay, 60cy Sand, 43 tons rip rap and fabric. Costs would be shared with Snow. Total project cost is \$26,345.16 split with ATV. There was an emergency order by the Governor in April for flooding statewide.	Contractor	\$13,173	\$13,173		
		Gov Declared Emergency? <b>Yes</b>					
		FEMA Eligible?                      FEMA Applied For?					
TOTAL					\$13,173	\$0	

## 2023-24 SNOWMOBILE COST INCREASE REQUESTS

Region	County		New/Increase Component	New Costs	Total	Approved	Comments
#79	Oconto	Oconto County is requesting a cost increase to the Chase Bridge rehab project. Project has increased in scope and scale because of an increase in load weight rating. Original project was approved in 2022. 12,000 lb bridge will be demolished and hauled off, replaced with 25,000 lb bridge.	<b>COSTS</b>		\$98,000	After Cost Share: <b>\$98,000</b>	
			bridge R&R	\$87,500			
			H&H Study	\$5,000			
			Wetland delin	\$1,500			
			Fencing admin	\$3,500 \$500			
Other funds received, requested, or committed? Yes or No: <input type="text" value="no"/> Amount: <input type="text"/>							
<b>Original Grant #</b> S-5822 <b>Funding Cat.</b> Bridge Replace							
<b>Previous Grant Amt</b> \$40,000 <b>New Grant Amt (After)</b> \$98,000				\$98,000			
			<b>COSTS</b>		\$0	After Cost Share: <b>\$0</b>	
Other funds received, requested, or committed? Yes or No: <input type="text"/> Amount: <input type="text"/>							
<b>Original Grant #</b> <input type="text"/> <b>Funding Cat.</b> <input type="text"/>							
<b>Previous Grant Amt</b> <input type="text"/> <b>New Grant Amt (After)</b> <input type="text"/>				\$0			
<b>TOTAL</b>						\$98,000	\$0

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A
<b>#1</b>	WCR Monroe	<p>Bridge is a 12' x 70' tubular steel bridge crossing <b>Mill Pond</b>/Rathbone Creek in Little Falls. Club would like to repair some damage to the bridge and add supports for decking. Decking would also be replaced with two bi-directional layers of decking. Current supports are 4' apart which is a large span to carry the weight of a wheeled grooming unit. No RTP requested</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/></p> <p>Public or Private: <b>Public</b> Bridge Inventory #: <b>11</b>                      Old Bridge Size: 12' x 70' New Bridge Size: 12' x 70'                      Water Body: Mill Pond Labor Source:                      Years in System: 25+ Design Weight Load: 25,000</p>	<p>*Structure \$2,800                      Engineer                      Permits                      Site prep                      Materials \$17,600                      Abutments                      Pilings/Piers                      Approaches                      Culverts                      Riprap                      Labor                      Equip Rental                      Other</p>	<p>\$20,400                      After Cost Share:  <b>\$20,400</b></p>		<p><i>Will an engineer certify this to 25,000 lbs with the proposed improvements? Who manufactured the original and is it certified at 25,000 lbs? Need updated bridge inventory. - See project description</i></p>
		Variance or Exception?				
<b>#2</b>	WCR Monroe	<p>Replace the ties, decking and railing on an old railroad bridge located (<b>Farmers Valley</b>) on property owned by the WDNR. Estimated age of the deck is 50 years.  No RTP requested</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/></p> <p>Public or Private: <b>Public</b> Bridge Inventory #: <b>WDNR Bridge</b>                      Old Bridge Size: 12' x 123' New Bridge Size: 12' x 123'                      Water Body: Farmers Valley Labor Source:                      Years in System: 50+ Design Weight Load: 25,000</p>	<p>*Structure                      Engineer                      Permits                      Site prep                      Materials \$48,000                      Abutments                      Pilings/Piers                      Approaches                      Culverts                      Riprap                      Labor \$20,000                      Equip Rental                      Other</p>	<p>\$68,000                      After Cost Share:  <b>\$68,000</b></p>		<p><i>What is the width of the snowmobile use surface - 9' or 12'? Since project is doing more than just decking/railing, needs 2 quotes (structural work involved). - 2nd quote attached, full 12' width will be useable after redecking</i></p>
		Variance or Exception?				
<b>#3</b>	SCR Tri-County Cheese Country	<p>Rehabilitation of <b>Bridge #48</b> on the Cheese Country Trail over the Pecatonica River in Calamine WI. To include removal of existing deteriorated deck and sub standard railing (also deteriorated). Construction of a new Wheeler wood deck system including new railing, wear surface , approach work and landscaping.  Split 50/50 with Snow</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input checked="" type="checkbox"/> <b>Amount:</b> <b>83581</b></p> <p>Public or Private: <b>Private</b> Bridge Inventory #: <b>48</b>                      Old Bridge Size: New Bridge Size:                      Water Body: Labor Source:                      Years in System: Design Weight Load: 40,000</p>	<p>*Structure                      Engineer                      Permits                      Site prep                      Materials \$98,350                      Abutments                      Pilings/Piers                      Approaches                      Culverts                      Riprap                      Labor \$68,812                      Equip Rental                      Other</p>	<p>\$167,162                      After Cost Share:  <b>\$83,581</b></p>		<p><i>Need to remove contingency (2x) KB Who is the first estimate from? Jewel. Please get a 2nd estimate. Requested Why is a 40k bridge needed? It's not, that's the current load capacity est from the Engineer Confirm public vs private property - Private with use agreement</i></p>
		Variance or Exception?				

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A		
<b>#4</b>	SCR	Tri-County Cheese Country	Rehabilitation of <b>Bridge #18</b> on the Cheese Country Trail SE of Darlington WI. To include removal of existing deteriorated deck and sub standard railing (also deteriorated). Construction of a new Wheeler wood deck system including new railing, wear surface , approach work and landscaping.  Split 50/50 with Snow	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$83,652 After Cost Share: <b>\$41,826</b>  \$68,428       \$15,224		<i>Need to remove contingency (2x) KB Who is the first estimate from? Jewel. Please get a 2nd estimate. Requested Why is a 40k bridge needed? It's not, that's the current load capacity est from the Engineer Confirm public vs private property - Private with use agreement</i>	
			<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> Yes <input type="checkbox"/> No      Amount: <b>41826</b>					
		Variance or Exception?	Public or Private: Private Old Bridge Size: Water Body: Years in System:	Bridge Inventory #: <b>18</b> New Bridge Size: Labor Source: Design Weight Load: 40,000				
				# of New Mi: <b>0</b>	\$41,826			
<b>#6</b>	SCR	Jefferson	Redeck the <b>Hubbleton</b> bridge to replace curling boards and deteriorated hardware	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$91,500          \$1,000		<i>Application form was corrupt, waiting for replacement (Rcvd, update PDF). What is age of the original bridge/last update? 2009. Can other users chip in, and/or apply for RTP? 45 degree angle is beneficial for bicycle use but not snowmobile. - response added to packet last page</i>	
			<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> Yes <input type="checkbox"/> No      Amount:					
		Variance or Exception?	Public or Private: Old Bridge Size: Water Body: Years in System: 14	Bridge Inventory #: New Bridge Size: Labor Source: Design Weight Load:				
				# of New Mi: <b>0</b>	\$92,500			
<b>#7</b>	SCR	Richland	Existing <b>East Branch Bridge</b> is deteriorating and is a flat bridge and has a tendency to float during high water conditions. New bridge would be built so that the high water would flow under the bridge.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$82,800 \$3,000  \$8,000       \$1,800 \$1,700 \$900		<i>Please submit the detailed cost estimate from the contractors - Added. Wheeler and Anderson declined to quote this one when asked to quote all 3 Richland bridges</i>	
			<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> Yes <input type="checkbox"/> No      Amount:					
		Variance or Exception?	Public or Private: Private Old Bridge Size: 12' x 45' Water Body: East Branch Years in System: 15	Bridge Inventory #: <b>Davton Ridge</b> New Bridge Size: 12' x 70' Labor Source: Design Weight Load: 25,000				
				# of New Mi: <b>0</b>	\$98,200			

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#8</b>	SCR	Richland	<b>Bridge #10</b> - This trail is used for snowmobiles in the winter and biking and hiking the rest of the year. It is part of the old railroad corridor. the decking and rails need to be replace because of 20 years of wear from snowmobiles.		*Structure \$132,400 Engineer \$2,500 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor \$41,000 Equip Rental \$6,000 Other \$2,000	\$183,900 After Cost Share: <b>\$183,900</b>		Please submit the detailed cost estimate from the contractors. <i>Added</i> Why the discrepancy with the length of the bridge? <i>Typo, bridge is 232'</i>
	<b>Other funds received, requested, or committed?</b>		<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>					
	Public or Private:		Bridge Inventory #: <b>Pine River 10</b>					
	Variance or Exception?	Old Bridge Size: 12' x 232'	New Bridge Size: 12' x 232'					
	Water Body: Pine River	Labor Source:						
	Years in System: 20	Design Weight Load: 25,000	# of New Mi	0	\$183,900			
<b>#9</b>	SCR	Richland	<b>Bridge #9</b> - This trail is used for snowmobiles in the winter and biking and hiking the rest of the year. It is part of the old railroad corridor. the decking and rails need to be replace because of 20 years of wear from snowmobiles.		*Structure \$84,200 Engineer \$2,500 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor \$26,700 Equip Rental \$5,000 Other \$1,000	\$119,400 After Cost Share: <b>\$119,400</b>		Please submit the detailed cost estimate from the contractors <i>Added</i>
	<b>Other funds received, requested, or committed?</b>		<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>					
	Public or Private:		Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size: 12' x 138'	New Bridge Size: 12' x 138'					
	Water Body: Pne River	Labor Source:						
	Years in System: 20	Design Weight Load: 25,000	# of New Mi	0	\$119,400			
<b>#10</b>	WCR	Chippewa	The existing <b>Paint Creek</b> bridge was constructed prior to 1991 and has begun to deteriorate requiring replacement for safe passage of users. The bridge was constructed by local club funds for use by snowmobiles.		*Structure \$32,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other \$5,000	\$65,000 After Cost Share: <b>\$65,000</b>		Is this eligible? <i>Yes</i> Last funded in 2019. What was that grant for and why didn't they replace the bridge at that time? - <i>Previous grant was a mandatory relocate, approx 6.2 miles away - map added to packet</i>
	<b>Other funds received, requested, or committed?</b>		<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>					
	Public or Private: Pubic		Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size: 12' x 40'	New Bridge Size: 12' x 40'					
	Water Body: Paint Creek	Labor Source:						
	Years in System: 32+	Design Weight Load: 25,000	# of New Mi	0	\$65,000			

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#11</b>	WCR Chippewa	The existing <b>Tealey Creek</b> bridge was constructed prior to 1991 and has begun to deteriorate requiring replacement for safe passage of users. The bridge was constructed by Anderson Bridges for use by snowmobiles and now also serves the ATV trail. The existing 40' x 12' bridge which is deteriorating due to age and corrosion will be replaced with a bridge of the same dimensions.		*Structure	\$32,000	\$65,000 After Cost Share: <b>\$32,500</b>	
				Engineer	\$4,000		
				Permits			
				Site prep	\$5,000		
				Materials			
				Abutments	\$12,000		
				Pilings/Piers			
				Approaches			
				Culverts			
				Riprap	\$2,000		
				Labor	\$5,000		
				Equip Rental			
				Other	\$5,000		
				# of New Mi	0	\$32,500	
				<b>Other funds received, requested, or committed?</b>			
		<b>Yes or No:</b>		<b>Amount:</b>			
		Yes		32500			
		Public or Private: Public		Bridge Inventory #: 15			
Variance or Exception?		Old Bridge Size: 12' x 40'		New Bridge Size: 12' x 40'			
		Water Body: Tealy Creek		Labor Source:			
		Years in System: 32+		Design Weight Load: 25,000			
<b>#12</b>	WCR Eau Claire	Eau Claire Co proposes to replace a 56' bridge with a new 60' bridge. Existing bridge was installed with club funds in the late 1980s. There are concerns with the structural integrity/strength of the current bridge being able to withstand continued traffic and grooming equipment. The pilings that the bridge deck sets on are rotting and the bridge is beginning to settle and has several inches of deflection on both sides without a load. In addition to the decking and structural concerns, the railing system is also very weakened and needing replacement.		*Structure	\$63,000	\$89,000 After Cost Share: <b>\$89,000</b>	<i>Is 60' an adequate length for this bridge? - Yes, verified with County that length is correct for this location. See last page of packet</i>
				Engineer	\$4,000		
				Permits			
				Site prep	\$5,000		
				Materials			
				Abutments	\$10,000		
				Pilings/Piers			
				Approaches			
				Culverts			
				Riprap	\$2,000		
				Labor	\$5,000		
				Equip Rental			
				Other			
				# of New Mi	0	\$89,000	
				<b>Other funds received, requested, or committed?</b>			
		<b>Yes or No:</b>		<b>Amount:</b>			
		Private		15			
Variance or Exception?		Old Bridge Size: 12 x 56		New Bridge Size: 12 x 60			
		Water Body: Fall Creek		Labor Source:			
		Years in System: 34		Design Weight Load: 25,000			
<b>#13</b>	WCR Eau Claire	Eau Claire Co proposes to replace the 43' <b>Saint Bridget</b> bridge with a new 50' bridge with a 15' ramp. Existing bridge was installed with club funds and has reached its useful life span. The decking and railing materials are extremely fragile and weak. The abutments are beginning to rot and flex, showing several areas of decay in the wood. A new structure will be lengthened by 7' to allow for easier transition with the groomer. This is in a forested wetland and will require a 15' ramp be added to the north end to avoid filling in the wetlands.		*Structure	\$68,000	\$94,000 After Cost Share: <b>\$94,000</b>	<i>Is a 65' clear span preferable? - Please see last page of packet for explanation from County</i>
				Engineer	\$4,000		
				Permits			
				Site prep	\$5,000		
				Materials			
				Abutments	\$10,000		
				Pilings/Piers			
				Approaches			
				Culverts			
				Riprap	\$2,000		
				Labor	\$5,000		
				Equip Rental			
				Other			
				# of New Mi	0	\$94,000	
				<b>Other funds received, requested, or committed?</b>			
		<b>Yes or No:</b>		<b>Amount:</b>			
		Private		16			
Variance or Exception?		Old Bridge Size: 12 x 43		New Bridge Size: 12 x 50			
		Water Body: Unnamed		Labor Source:			
		Years in System: 32		Design Weight Load: 25,000			

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#14</b>	WCR	Marathon	Marathon County and the Rib Knights is seeking funding for the resurfacing/redecking of their <b>Little Rib River Bridge</b> . Bridge is roughly 1 O' x 60' and is steel construction with wooden deck. Has been in place for decades and is in sound condition. Serves a high traffic route for Wausau City Proper.			\$8,678	<i>Why not put a wear deck on? How long is the landowner easement?</i>
			<b>Other funds received, requested, or committed?</b>			After Cost Share:	
			<b>Yes or No:</b>	<b>Amount:</b>		<b>\$8,678</b>	
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size: 10 x 60				
		Water Body: Little Rib River	Labor Source:				
		Years in System: 33	Design Weight Load: 20,000	# of New Mi	0	\$8,678	
<b>#15</b>	WCR	Marathon	Marathon County and the Rozellville Wilderness Riders are seeking funding for the <b>Wild Creek Bridge</b> Resurfacing/Redecking. This bridge provides access to Rozellville Trails and is high volume.			\$0	<i>Incomplete application. No estimates. Needs trail maps.</i>
			<b>Other funds received, requested, or committed?</b>			After Cost Share:	
			<b>Yes or No:</b>	<b>Amount:</b>		<b>\$0</b>	
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body: Wid Creek	Labor Source:				
		Years in System:	Design Weight Load: 25,000	# of New Mi	0	\$0	
<b>#17</b>	WCR	Marathon	Marathon County and the Rib Knights is seeking funding for the resurfacing/redecking of their <b>Four Mile Creek</b> Bridge. Bridge is roughly 10' x 50' and is steel construction with wood deck. Has been in place for decades. Serves a high traffic route coming from Rib Mountain and the 9-Mile County Forest			\$7,343	<i>Do they have an LUA?  Year to year agreement</i>
			<b>Other funds received, requested, or committed?</b>			After Cost Share:	
			<b>Yes or No:</b>	<b>Amount:</b>		<b>\$7,343</b>	
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size: 10 x 50				
		Water Body: Four Mile Creek	Labor Source:				
		Years in System: 30	Design Weight Load: 20,000	# of New Mi	0	\$7,343	

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A	
<b>#77</b>	WCR Monroe	Replace the snowmobile bridge between Leon and Melvina across the Little La Crosse River. The existing bridge's abutments are washing out at the south end of the bridge. Additionally, the bridge is too narrow and placed at a corner on the trail. The project proposal is to rebuild the abutments, widen the bridge and add railings to make a safer crossing.		*Structure	\$27,000	\$40,000 After Cost Share: <b>\$40,000</b>	<i>Is there a need to replace this structure for anything other than groomer accomodation? <b>Yes, bridge is in need of replacment. See photos</b></i>
				Engineer	\$1,000		
		Permits					
		Site prep	\$2,500				
		Materials					
		Abutments					
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor	\$9,000				
		Equip Rental	\$500				
		Other					
		# of New Mi	0	\$40,000			
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
Variance or Exception?		Public or Private:	Private	Bridge Inventory #:	<b>Wells Bridge</b>		
		Old Bridge Size:	10 x 27	New Bridge Size:	12 x 27		
		Water Body:	unnamed	Labor Source:			
		Years in System:	25	Design Weight Load:	25,000		
<b>#18</b>	WCR Portage	Replace decking and handrails on the <b>Shantytown</b> bridge		*Structure	\$844	\$844 After Cost Share: <b>\$844</b>	<i>No estimates. <b>attached</b> When did they last receive funding? <b>2003</b> When was the trail funded? <b>Prior to 2003</b> Length of LUA? <b>Year 2 year since '88</b> IS this structure going to be sound for 10 more years? <b>Yes</b> Or can you do this with maintenance. <b>Rarely have unspent \$</b></i>
				Engineer			
		Permits					
		Site prep					
		Materials	\$844				
		Abutments					
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor					
		Equip Rental					
		Other					
		# of New Mi	0	\$844			
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
Variance or Exception?		Public or Private:	Private	Bridge Inventory #:	<b>25</b>		
		Old Bridge Size:		New Bridge Size:	12 x 25		
		Water Body:	Marsh	Labor Source:			
		Years in System:	20+	Design Weight Load:	12,000		
<b>#19</b>	WCR Pierce	Pierce County proposes to replace the deck on a 12 ft X 99 ft steel I-beam bridge with a wooden deck. The project will include the removal of the old decking and replacing it with new treated lumber. The railing will also be straightened where required. The project also includes replacing some the original riprap that has washed away. The work will be performed by snowmobile club members and a local contractor.		*Structure	\$14,000	\$14,000 After Cost Share: <b>\$14,000</b>	<i>Appendix A indicates \$23k in grant funding - when and for what? - <b>S-2629</b> was for the original bridge installation in 2001. \$ value was <b>\$30,129</b></i>
				Engineer			
		Permits					
		Site prep					
		Materials	\$6,415				
		Abutments					
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap	\$5,300				
		Labor	\$2,285				
		Equip Rental					
		Other					
		# of New Mi	0	\$14,000			
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
Variance or Exception?		Public or Private:	Private	Bridge Inventory #:	<b>6</b>		
		Old Bridge Size:		New Bridge Size:	12 x 99		
		Water Body:	Plum Creek	Labor Source:			
		Years in System:	24	Design Weight Load:	12,000		

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
WCR	Trempealeau	<p>Trempealeau is applying for a new culvert grant. The current culvert (near <b>Paradise Lane</b>) is beginning to have erosion problems and will potentially not be passable after more heavy rain events. This trail will continue to be funded for the foreseeable future, and is the only trail connecting two municipalities in Trempealeau County (Galesville and Ettrick)</p>	*Structure		\$24,060		<p>Got a grant in 2016, is this &lt;10 years? LUA? Can this be solved with better maintenance and addition of end walls? Why not go with the \$4,130 estimate for REPAIR rather than replacement? (\$24k doesn't jive, adding repair of old to estimate for new)</p>
			Engineer		After Cost Share:		
			Permits		<b>\$24,060</b>		
			Site prep				
		<p><b>Other funds received, requested, or committed?</b></p> <p><b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/></p>		\$24,060			
	Variance or Exception?	<p>Public or Private: <b>Private</b></p> <p>Old Culvert Size: <input type="text"/></p> <p>Water Body: <input type="text"/></p> <p>Years in System: <input type="text"/></p>	<p>Bridge Inventory #: <input type="text"/></p> <p>New Culvert Size: <input type="text"/></p> <p>Labor Source: <input type="text"/></p> <p>Design Weight Load: <input type="text"/></p>	<p>Riprap</p> <p>Labor</p> <p>Equip Rental</p> <p>Other</p>			
			# of New Mi	0	\$24,060		
NOR-R	Langlade	<p>Langlade County proposes to replace the existing <b>Bridge #1</b> crossing the West Branch of the Red River on Snow Trail Phlox 6 with a new 12'x40' bridge. This trail is used by Winter ATV and Snowmobiles. The current bridge is about 30 years old and in poor condition. The county is also applying for ATV grant funds (50/50).</p>	*Structure	\$45,000	\$111,608		<p>Would like to see breakdown on estimates. Also, neither of those companies install, who will do the install and for how much? What is being done with the old bridge, still looks good. Can Co keep the old bridge for future use? Pictures don't really show the need. -- County has updated their application with the requested info.</p>
			Engineer	\$4,000	After Cost Share:		
			Permits/Erosion	\$150	<b>\$55,804</b>		
			Site prep				
		<p><b>Other funds received, requested, or committed?</b></p> <p><b>Yes or No:</b> <input type="checkbox"/> <b>Yes</b> <b>Amount:</b> <b>\$ 55,804.00</b></p>					
	Variance or Exception?	<p>Public or Private: <b>Private</b></p> <p>Old Bridge Size: <b>12' x 38'</b></p> <p>Water Body: <b>W Br Red River</b></p> <p>Years in System: <b>30</b></p>	<p>Bridge Inventory #: <b>Langlade 1</b></p> <p>New Bridge Size: <b>12' x 40'</b></p> <p>Labor Source: <b>Contract</b></p> <p>Design Weight Load: <b>25,000</b></p>	<p>Riprap</p> <p>Labor</p> <p>Equip Rental</p> <p>Disposal</p>			
			# of New Mi	0	\$55,804		
NOR-R	Langlade	<p>Langlade County proposes to replace the existing <b>Bridge #4</b> crossing McCloud Creek on Snow County Line Trail with a new 12'x45' bridge. This trail is used by Winter ATV and Snowmobiles. The current bridge is about 30 years old and in poor condition. The county is also applying for ATV grant funds (50/50). □</p>	*Structure	\$50,000	\$144,608		<p>Would like to see breakdown on estimates. Also, neither of those companies install, who will do the install and for how much? What is being done with the old bridge, still looks good. Can Co keep the old bridge for future use? Pictures don't really show the need. -- County has updated their application with the requested info.</p>
			Engineer	\$4,000	After Cost Share:		
			Permits/Erosion	\$150	<b>\$72,304</b>		
			Site prep				
		<p><b>Other funds received, requested, or committed?</b></p> <p><b>Yes or No:</b> <input type="checkbox"/> <b>Yes</b> <b>Amount:</b> <b>\$ 72,304.00</b></p>					
	Variance or Exception?	<p>Public or Private: <b>Private</b></p> <p>Old Bridge Size: <b>12' x 45'</b></p> <p>Water Body: <b>McCloud Creek</b></p> <p>Years in System: <b>30</b></p>	<p>Bridge Inventory #: <b>Langlade 4</b></p> <p>New Bridge Size: <b>12' x 45'</b></p> <p>Labor Source: <b>Contract</b></p> <p>Design Weight Load: <b>25,000</b></p>	<p>Riprap</p> <p>Labor</p> <p>Equip Rental</p> <p>Disposal</p>			
			# of New Mi	0	\$72,304		

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A	
<b>#25</b>	Langlade	Langlade County proposes to replace the existing <b>Bridge #5</b> crossing the West Branch of the Eau Claire River on Snow County Line Trail with a new 12'x35' bridge. This trail is used by Winter ATV and Snowmobiles. The current bridge is about 30 years old and in poor condition. The county is also applying for ATV grant funds (50/50).		*Structure	\$40,000	\$106,608 After Cost Share: <b>\$53,304</b>	<i>Would like to see breakdown on estimates. Also, neither of those companies install, who will do the install and for how much? What is being done with the old bridge, still looks good. Can Co keep the old bridge for future use? Pictures don't really show the need. -- County has updated their application with the requested info.</i>
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <b>Yes</b> <b>Amount:</b> <b>\$ 53,304.00</b>		Engineer	\$4,000		
		Public or Private: <b>Private</b> Bridge Inventory #: <b>Langlade 5</b>		Permits/Erosion	\$150		
		Variance or Exception? Old Bridge Size:      12' x 35'      New Bridge Size:      12' x 35'		Site prep			
		Water Body:      W Br Eau Claire      Labor Source:      Contract		Materials	\$48		
		Abutments	\$15,000				
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor	\$46,000				
		Equip Rental	\$160				
		Disposal	\$1,250				
		# of New Mi	0	\$53,304			
<b>#26</b>	Langlade	Langlade County proposes to replace the existing <b>Bridge #19</b> crossing Spring Brook on Snow Trail Antigo Loop with a new 12'x35' bridge. This trail is used by Winter ATV and Snowmobiles. The current bridge is about 30 years old and in poor condition. The county is also applying for ATV grant funds (50/50).		*Structure	\$40,000	\$105,108 After Cost Share: <b>\$52,554</b>	<i>Would like to see breakdown on estimates. Also, neither of those companies install, who will do the install and for how much? What is being done with the old bridge, still looks good. Can Co keep the old bridge for future use? Pictures don't really show the need. -- County has updated their application with the requested info.</i>
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <b>Yes</b> <b>Amount:</b> <b>\$ 52,554.00</b>		Engineer	\$4,000		
		Public or Private: <b>Private</b> Bridge Inventory #: <b>Langlade 19</b>		Permits/Erosion	\$150		
		Variance or Exception? Old Bridge Size:      12' x 35'      New Bridge Size:      12' x 35'		Site prep			
		Water Body:      Spring Brook      Labor Source:      Contract		Materials	\$48		
		Abutments	\$15,000				
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor	\$44,750				
		Equip Rental	\$160				
		Disposal	\$1,000				
		# of New Mi	0	\$52,554			
<b>#27</b>	Vilas	Vilas County proposes to replace the existing <b>Bridge #11 crossing Plum Creek</b> on Snow Trail 70 with a new clear-span 12'x74' bridge. The old bridge and in-stream pilings will be removed. This trail is used only by Snowmobiles. The current bridge is about 23 years old and the support pilings are failing. The County is tentatively approved for RTP funds.		*Structure	\$110,800	\$168,300 After Cost Share: <b>\$68,300</b>	<i>Need contractor breakdown. -- County has provided this in the application</i>
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <b>Yes</b> <b>Amount:</b> <b>\$ 100,000</b>		Engineer	\$3,800		
		Public or Private: <b>Public</b> Bridge Inventory #: <b>Vilas #11</b>		Permits	\$6,000		
		Variance or Exception? Old Bridge Size:      12' x 68'      New Bridge Size:      12' x 74'		Site prep	\$8,000		
		Water Body:      Plum Creek      Labor Source:      Contract		Materials			
		Abutments	\$10,500				
		Pilings/Piers					
		Approaches	\$4,000				
		Culverts					
		Riprap	\$5,000				
		Labor	\$14,200				
		Equip Rental	\$6,000				
		Other					
		# of New Mi	0	\$68,300			

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A	
<b>#28</b>	Iron	Iron County proposes to replace the existing bridge crossing <b>4-Mile Creek</b> on Snow Trail 12 with a new clear-span 12'x30' bridge. The old bridge was constructed without grant funding is in poor condition. It was damaged during the last snow season. This trail is used only by Snowmobiles.	*Structure	\$18,727	\$28,030		
			Engineer		After Cost Share:		
			Permits		<b>\$28,030</b>		
			Site prep				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -		
Variance or Exception?		Public or Private:	Public	Bridge Inventory #:			
		Old Bridge Size:	12' x 20'	New Bridge Size:	12' x 30'		
		Water Body:	4-mile Creek	Labor Source:	Force		
		Years in System:		Design Weight Load:	25,000		
				# of New Mi	0		
					\$28,030		
<b>#29</b>	Iron	Iron County proposes to replace the existing bridge crossing <b>Freberg Creek</b> on Snow Trail 12 with a new clear-span 12'x16' bridge. The old bridge was constructed without grant funding is in poor condition. This trail is used only by Snowmobiles.	*Structure	\$7,948	\$18,531		
			Engineer		After Cost Share:		
			Permits		<b>\$18,531</b>		
			Site prep				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -		
Variance or Exception?		Public or Private:	Public	Bridge Inventory #:	<b>Iron #35</b>		
		Old Bridge Size:	12' x 14'	New Bridge Size:	12' x 16'		
		Water Body:	Feberg Creek	Labor Source:	Force		
		Years in System:		Design Weight Load:	25,000		
				# of New Mi	0		
					\$18,531		
<b>#30</b>	Oneida	Oneida County proposes to replace four existing elevated boardwalks on Trail 8 in the Town of Little Rice. Boardwalks range from 70 to 115 ft in length for a total distance of 330 feet. The current boardwalks were installed in 2012 through ATV Trail funds and are in poor condition. This trail is used by ATVs and Snowmobiles. The county proposes the following grant funds: RTP: \$100,000; Snow: \$96,325; ATV: \$96,325	*Structure	\$181,400	\$292,650		County has tried to get 2nd estimate, without luck. Council - keep trying. -- County has updated application with 2nd estimate (4 bridges) and other requested info.
			Engineer		After Cost Share:		
			Permits		<b>\$96,325</b>		
			Site prep				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$ 196,325</b>		
Variance or Exception?		Public or Private:	Public	Bridge Inventory #:	<b>Oneida #1</b>		
		Old Bridge Size:	12' x 330'	New Bridge Size:	12' x 330'		
		Water Body:	Wetland	Labor Source:	Contract		
		Years in System:	11	Design Weight Load:	19,000		
				# of New Mi	0		
					\$96,325		

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A					
<b>#31</b>	NOR-R	Price	Price County proposes to replace the existing bridge crossing <b>Hay Creek</b> on Snow Trail 181 with a new bridge. Based on estimates, the new dimensions will be a 60'x12' clear span bridge. The old bridge was constructed about 30 years ago and is in poor condition. This trail is used only by Snowmobiles.		*Structure \$63,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$10,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$89,000 After Cost Share: <b>\$89,000</b>	<i>Incomplete application - need photos of existing bridge that show the need. -- County has provided an updated application with pictures.</i>					
			<b>Other funds received, requested, or committed?</b>									
			<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -						
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:	Price #2	Old Bridge Size: 12' x 24'	New Bridge Size: 12' x 60'		Water Body: Hay Creek	Labor Source: Contract	Years in System: 30	Design Weight Load: 25,000	# of New Mi
<b>#32</b>	NOR-R	Price	Price County proposes to replace the existing bridge crossing <b>North Fork of the Jump River</b> on Snow Trail 80 with a new 12'x65' bridge. The current bridge is in poor condition. This trail is used only by Snowmobiles.		*Structure \$68,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$10,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$94,000 After Cost Share: <b>\$94,000</b>						
			<b>Other funds received, requested, or committed?</b>									
			<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -						
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:	Price #36	Old Bridge Size: 12' x 65'	New Bridge Size: 12' x 65'		Water Body: N Fk Jump Rvr	Labor Source: Contract	Years in System: More than 10	Design Weight Load: 25,000	# of New Mi
<b>#33</b>	NOR-R	Price	Price County proposes to repair the existing bridge crossing <b>Deer Creek</b> on Snow Trail 112. The current bridge is 12'x50' and was installed 15 years ago with grant funds. This project will replace the pilings and some of the other boards. This trail is used only by Snowmobiles.		*Structure \$44,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$7,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$67,000 After Cost Share: <b>\$67,000</b>	<i>Why not totally replace it? Underrated? Should get 2nd estimate. -- County revised project to replace the bridge with 25,000 lb structure. Application is updated and has estimates</i>					
			<b>Other funds received, requested, or committed?</b>									
			<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -						
	Variance or Exception?	Public or Private: Public	Bridge Inventory #:	Price #31	Old Bridge Size: 12' x 50'	New Bridge Size: 12' x 50'		Water Body: Deer Creek	Labor Source: Contract	Years in System: 15	Design Weight Load: 25,000	# of New Mi

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#34</b>	Taylor	Taylor County proposes to rehab the existing bridge crossing the <b>Big Rib River</b> on Snow Trail M, replacing the structural decking and sacrificial wear course. The bridge is 12' x 92'. This trail is used by Winter ATV and Snowmobiles. The current bridge is about 20 years old and in need of repair, though the bridge frame and steel rails are still in excellent condition. The county is also applying for ATV grant funds (75 snow/25 ATV).	*Structure		\$29,958		<i>Photos don't look that bad. County response - the boards are so soft, you can push your finger into it.</i>
			Engineer		After Cost Share:		
			Permits		<b>\$22,468</b>		
			Site prep	\$15,158			
			Materials				
		Abutments					
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor	\$12,000				
		Equip Rental	\$2,800				
		Other					
		Years in System: 20	Design Weight Load: 19,000	# of New Mi	0	\$22,468	
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$ 7,490.00</b>		
	Variance or Exception?	Public or Private: Private	Bridge Inventory #: <b>River Dr</b>				
		Old Bridge Size: 12' x 92'	New Bridge Size: 12' x 92'				
		Water Body: Big Rib River	Labor Source: Contract				
<b>#35</b>	Oconto	Oconto County wishes to replace the Oconto River State Trail Bridge, an old wood piling bridge that is in need of substructure repair and prone to log jams. Replacing it with a clear span bridge will eliminate the need for removing the log jams to keep the trail open for users year-round as this is the only bridge that crosses the river within this trail system.	*Structure	\$270,000	\$400,000		<i>Is this an ATV trail?</i>
			Engineer	\$20,000	After Cost Share:		
			Permits		<b>\$341,000</b>		
			Site prep	\$10,000			
			Abutments	\$40,000			
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap	\$10,000				
		Labor	\$20,000				
		Equip Rental					
		Other	\$30,000				
		Years in System:	Design Weight Load: 25000 lbs	# of New Mi	0	\$341,000	
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$59,000</b>		
	Variance or Exception?	Public or Private: Public	Bridge Inventory #: <b>Oconto #08</b>				
		Old Culvert Size:	New Culvert Size:				
		Water Body: Little River	Labor Source:				
<b>#36</b>	Burnett	Burnett County proposes to replace a bridge on Corridor Trail 45 in western Burnett County. The existing bridge was installed in 2004. Bridge abutments are failing and in need of repair.	*Structure	\$64,600	\$82,000		<i>Need Eby's estimate referenced in his 4/12/23 email.</i>  <i>Eby's added to documents</i>
			Engineer	\$2,000	After Cost Share:		
			Bridge Remov	\$2,000	<b>\$41,000</b>		
			Site prep	\$3,000			
			Materials				
		Abutments	\$3,000				
		Pilings/Piers					
		Approaches					
		Culverts					
		Riprap					
		Labor	\$7,400				
		Equip Rental					
		Other					
		Years in System: 19+	Design Weight Load: 25,000	# of New Mi	0	\$41,000	
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>41000</b>		
	Variance or Exception?	Public or Private: Public	Bridge Inventory #: <b>BURNETT-13</b>				
		Old Bridge Size: 40' x 12'	New Bridge Size: 60' x 12'				
		Water Body: N Fork Flowage	Labor Source: Contractor				

## 2023-24 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#37</b>	Burnett	Burnett County proposes to replace a bridge on Corridor Trail 45 in western Burnett County on Whiskey Creek. The existing bridge was installed in 2003. Bridge Deck is failing and in need of repair. Cost split with ATV. <span style="color: red;">Bridge abutments are a DNR dam, bridge would be removed and a new bridge placed on top of the dam.</span>	*Structure	\$8,000	\$25,000 After Cost Share: <b>\$12,500</b>		<i>Need Eby's estimate.                      Would like more abutment photos.   <span style="color: red;">Eby's added to documents</span></i>
			Engineer	\$3,000			
			Permits				
			Site prep	\$2,000			
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap	\$2,000			
Labor	\$10,000						
Equip Rental							
Other							
# of New Mi	0		\$12,500				
<b>TOTAL</b>					<b>\$2,195,352</b>		\$0 E

## 2023-24 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#38</b>	SCR Tri-County Cheese Country	This project will replace surface gravel that has been lost over the past several years due to heavy traffic and in some areas occasional flooding. This project will be from <b>Slough Lane</b> (42 deg. 37'41 "N)) (90 deg. 02'38"W) to <b>Gratiot</b> (42 deg. 35'07"N) (90deg.01 '30"W) or 4.50 miles.  Split 50/50 with ATV	*Structure	\$54,000	\$67,500 After Cost Share: <b>\$33,750</b>		Snow unlikely to pay for gravel, will ATV pay 100%?
			Engineer				
			Permits				
			Site prep				
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ <b>33,750.00</b>			Riprap	\$13,500	\$33,750		
Public or Private:			Labor				
Old Bridge Size:			Equip Rental				
Water Body:			Other				
Variance or Exception?		Years in System:	Design Weight Load:	# of New Mi	0		
No							
<b>#39</b>	SCR Tri-County Cheese Country	This project will replace surface gravel that has been lost over the past several years due to heavy traffic and in some areas occasional flooding. This project will be from <b>Calamine</b> ( 42 deg. 44'29"N) ) (90 deg. 09'53 "W) to <b>Crist Lane</b> ( 42 deg. 41'50"N) (90deg.08'52"W) or 3.69 miles.  Split 50/50 with ATV	*Structure	\$44,280	\$55,350 After Cost Share: <b>\$27,675</b>		Snow unlikely to pay for gravel, will ATV pay 100%?
			Engineer				
			Permits				
			Site prep				
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ <b>27,675.00</b>			Riprap	\$11,070	\$27,675		
Public or Private:			Labor				
Old Bridge Size:			Equip Rental				
Water Body:			Other				
Variance or Exception?		Years in System:	Design Weight Load:	# of New Mi	0		
No							
<b>#40</b>	SCR Tri-County Cheese Country	This project will replace surface gravel that has been lost over the past several years due to heavy traffic and in some areas occasional flooding. This project will be from <b>Browntown</b> (42deg.34'44"N)(89deg.47'38"W) to <b>Allen Road</b> (42deg.34'41 "N)(89deg.45'35"W) or 1.75 miles.  Split 50/50 with ATV	*Structure	\$21,000	\$26,250 After Cost Share: <b>\$13,125</b>		Snow unlikely to pay for gravel, will ATV pay 100%?
			Engineer				
			Permits				
			Site prep				
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ <b>13,125.00</b>			Riprap	\$5,250	\$13,125		
Public or Private:			Labor				
Old Bridge Size:			Equip Rental				
Water Body:			Other				
Variance or Exception?		Years in System:	Design Weight Load:	# of New Mi	0		
No							



## 2023-24 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments	
<b>#44</b>	WCR Vernon	Vernon Co proposes to widen and repatch a dangerous hill road. Trail section is a connection to neighboring counties, and is both extremely steep and narrow with numerous washouts. Grooming is very difficult do to slope and ice buildup. Rehab will widen, facilitate better water run oof, and reduce erosion & washouts. Work will include tree & stump removal, new fence & gate, and reseedng	*Structure	\$2,225	\$6,825		<i>Can this be done under maintenance? - hard to determine as ending balances have been all over theplace for the past 7 years</i>	
			Engineer					
			Permits					
			Site prep					
<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> Amount: <input type="text"/>			Culverts	\$4,600	\$6,825			
Public or Private:	Bridge Inventory #:	Riprap						
Old Bridge Size:	New Bridge Size:	Labor						
Water Body:	Labor Source:	Equip Rental						
Variance or Exception?	No	Years in System:	Design Weight Load:	# of New Mi	0			
<b>#70</b>	WCR Portage	Install culverts on both sides of the road to improve crossing safety. This trail connects Marathon and Portage County and links Waupaca County through zone 7 of Portage County.	Bridge 1	\$5,000	\$5,000		Summer pictures? <b>Added</b> When was this trail funded (recently added?) - funded prior to 2019 - KB	
			Bridge 2					
			Permits					
			Site prep					
<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> Amount: <input type="text"/>			Culverts	\$5,000	\$5,000			
Public or Private:	Bridge Inventory #:	Riprap						
Old Bridge Size:	New Bridge Size:	Labor						
Water Body:	Labor Source:	Equip Rental						
Variance or Exception?		Years in System:	Design Weight Load:	# of New Mi	0			
<b>#45</b>	NOR-R Taylor	Taylor County is requesting funds to continue trail rehab efforts from the December 2022 storm event. This grant would be used to further clear/repair about 155 miles of trail to restore them to pre-storm condition.	*Structure	\$1,165	\$8,512			
			Engineer					
			Permits					
			Site prep					
<b>Other funds received, requested, or committed?</b> Yes or No: <input type="checkbox"/> No Amount: \$ -			Culverts	\$7,347	\$8,512			
Public or Private:	Both	Bridge Inventory #:	N/A					Labor
Old Bridge Size:	N/A	New Bridge Size:	N/A					Equip Rental
Water Body:	N/A	Labor Source:	Contract					Other
Variance or Exception?	Yes	Years in System:	Design Weight Load:	# of New Mi	0			

## 2023-24 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments	
<b>#46</b>	Vilas	Vilas County proposes to rehab about 10 miles of funded snowmobile trail, including <b>Trail 8, Trail 7, and Trail 6</b> . The project will consist of improving tight corners with limited sight distances and improving slopes on hills. There are no bridges for this trail segment.	*Structure		\$64,563		<i>May need SW permits. Get an engineering breakdown.</i>	
			Engineer					After Cost Share:
			Permits/Erosion	\$16,000	<b>\$64,563</b>			
			Site prep					
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <span style="margin-left: 100px;">No</span> <b>Amount:</b> <span style="margin-left: 100px;">\$ -</span>			Culverts					
Public or Private: <span style="margin-left: 100px;">Public</span> Bridge Inventory #: <span style="margin-left: 100px;">N/A</span>			Riprap					
Old Bridge Size: <span style="margin-left: 100px;">N/A</span> New Bridge Size: <span style="margin-left: 100px;">N/A</span>			Labor					
Water Body: <span style="margin-left: 100px;">N/A</span> Labor Source: <span style="margin-left: 100px;">Contract</span>			Equip Rental	\$7,355				
Years in System: _____ Design Weight Load: <span style="margin-left: 100px;">N/A</span>			Other					
Variance or Exception? <span style="margin-left: 100px;">No</span>			# of New Mi	0	\$64,563			
<b>#47</b>	Vilas	Vilas County proposes to rehab about 4 miles of funded snowmobile trail known as <b>Sayner Trail G</b> . The project will consist of improving tight corners with limited sight distances and improving slopes on hills. There is one bridge for this trail segment, but it is in good condition and does not require rehab at this time.	*Structure		\$25,297			
			Engineer					After Cost Share:
			Permits/Erosion	\$16,000	<b>\$25,297</b>			
			Site prep					
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <span style="margin-left: 100px;">No</span> <b>Amount:</b> <span style="margin-left: 100px;">\$ -</span>			Materials	\$1,050				
Public or Private: <span style="margin-left: 100px;">Public</span> Bridge Inventory #: <span style="margin-left: 100px;">N/A</span>			Abutments					
Old Bridge Size: <span style="margin-left: 100px;">N/A</span> New Bridge Size: <span style="margin-left: 100px;">N/A</span>			Pit run	\$2,579				
Water Body: <span style="margin-left: 100px;">N/A</span> Labor Source: <span style="margin-left: 100px;">Contract</span>			Breaker	\$2,913				
Years in System: _____ Design Weight Load: <span style="margin-left: 100px;">N/A</span>			Culverts					
Variance or Exception? <span style="margin-left: 100px;">No</span>			Riprap					
			Labor					
			Equip Rental	\$2,755				
			Other					
			# of New Mi	0	\$25,297			
<b>#48</b>	Vilas	Vilas County proposes to rehab about 2.4 miles of funded snowmobile trail known as the <b>Sayner Firefly Trail</b> . The project will consist of improving tight corners with limited sight distances and improving slopes on hills. There are no bridges for this trail segment. Vilas is requesting a variance due to distance less than 3 miles.	*Structure		\$29,396			
			Engineer					After Cost Share:
			Permits/Erosion	\$16,000	<b>\$29,396</b>			
			Site prep					
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <span style="margin-left: 100px;">No</span> <b>Amount:</b> <span style="margin-left: 100px;">\$ -</span>			Materials					
Public or Private: <span style="margin-left: 100px;">Public</span> Bridge Inventory #: <span style="margin-left: 100px;">N/A</span>			Abutments					
Old Bridge Size: <span style="margin-left: 100px;">N/A</span> New Bridge Size: <span style="margin-left: 100px;">N/A</span>			Pit run	\$2,865				
Water Body: <span style="margin-left: 100px;">N/A</span> Labor Source: <span style="margin-left: 100px;">Contract</span>			Breaker	\$4,370				
Years in System: _____ Design Weight Load: <span style="margin-left: 100px;">N/A</span>			Culverts					
Variance or Exception? <span style="margin-left: 100px;">Yes</span>			Riprap					
			Labor					
			Equip Rental	\$6,161				
			Other					
			# of New Mi	0	\$29,396			

## 2023-24 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#49</b>	Vilas	Vilas County proposes to rehab about 1.2 miles of funded snowmobile trail known as the <b>Sayner West Plum Trail</b> . The project will consist of improving tight corners with limited sight distances and improving slopes on hills. There are no bridges for this trail segment. Vilas is requesting a variance due to distance less than 3 miles.	*Structure		\$23,887		
			Engineer		After Cost Share:		
			Permits/Erosion	\$16,000	<b>\$23,887</b>		
			Site prep				
			Materials	\$525			
Abutments							
Pit run	\$1,576						
Breaker	\$1,262						
Culverts							
Riprap							
Labor							
Equip Rental	\$4,524						
Other							
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <span style="margin-left: 100px;">No</span> <b>Amount:</b> <span style="margin-left: 100px;">\$ -</span>							
	Public or Private:	Public	Bridge Inventory #:	N/A			
	Old Bridge Size:	N/A	New Bridge Size:	N/A			
	Water Body:	N/A	Labor Source:	Contract			
Variance or Exception?			Design Weight Load:	N/A			
Yes	Years in System:		# of New Mi	0	\$23,887		
<b>#51</b>	Rusk	Rusk County is seeking additional financial assistance to help pay for snowmobile trail clean-up costs associated with the December snowstorm event of 2022. Trail portion is located in Sawyer County but Rusk is responsible for the maintenance. County lowered cost estimate.	Skid Loader	\$1,440	\$7,630		<i>Need better estimates (# of hours, equipment, etc), photos of work yet to be done. Any ATV component?</i>
			Truck/Trailer	\$1,330	After Cost Share:		
			Dozer	\$3,720	<b>\$7,630</b>		
			Excavator	\$1,140			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <span style="margin-left: 100px;">No</span> <b>Amount:</b> <span style="margin-left: 100px;"></span>							
	Public or Private:	Public	Bridge Inventory #:				
	Old Bridge Size:		New Bridge Size:				
	Water Body:		Labor Source:				
Variance or Exception?			Design Weight Load:				
No	Years in System:		# of New Mi	0	\$7,630		

## 2023-24 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
WCR	Marathon	Shantytown Snowmobile Club is seeking funding for Trail Rehab on their Y Trail. Drainage problems have persisted every season and the club feels adding culverts to three separate spots along the trail would improve drainage. As it stands the water/drainage issue on the trail does pose a safety concern. This is a high traffic trail providing North-South access for trail users going to and from Portage County and Marathon County.	Total cost		\$4,500		<i>needs photos. - Added</i>
			Engineer		After Cost Share:		
	<b>#76</b>		Permits		<b>\$4,500</b>		
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts	\$4,500			
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$4,500		
				TOTAL		<b>\$281,470</b>	\$0

## 2023-24 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments	
<b>#53</b>	SCR	Richland	The trail needs to be re-routed because several new landowners on the existing trail do not want snowmobiles to cross their property. This is a mandatory re-route. The Richland County Snowmobile Alliance members have found a way to re-route the trail. There is no cost for the re-route because the Alliance is re-using existing signs. No bridges or culverts are needed New trail distance = 14.3 miles per GIS, net increase of 5.65 miles		*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$0 After Cost Share: <b>\$0</b>	<p><i>When was this trail funded, is this a new trail? (10 year limitation may not apply to relocation) . - funded prior to 2019 - KB</i></p> <p><i>Can we get an LUA - requested, waiting on club to provide</i></p>	
	<b>Other funds received, requested, or committed?</b>		<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>					
	Public or Private:		Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size:	New Bridge Size:					
	Water Body:	Labor Source:						
	Years in System:	Design Weight Load:		# of New Mi	6	\$1,695		
<b>#69</b>	SCR	Sauk	Sauk County is requesting \$1,000,000 to help fund a snowmobile and pedestrian bridge over the Wisconsin River to connect Dane County's snowmobile and pedestrian trails to Sauk County's snowmobile and pedestrian trails. This bridge would connect the Great Sauk State Trail and Walking Iron Trail, but also connect snowmobile trails from Sauk, Dane, Columbia and Iowa counties.		Bridge 1 Engineering Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$3,000,485 \$1,234,525  \$1,261,250 \$1,734,610 \$2,433,425  \$75,040	\$9,739,335 After Cost Share: <b>\$1,000,465</b>	<p><i>Timeline? On target for completion date of 2024. Can we get a letter of commitment for future snowmobile use? Can we get a letter of commitment of the other \$8.7 million? Commitment letters added</i></p>
	<b>Other funds received, requested, or committed?</b>		<b>Yes</b>		<b>Amount: 8738870</b>			
	Public or Private:		Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size:	New Bridge Size: 504' x 16'					
	Water Body:	Labor Source:		# of New Mi	0	\$1,000,465		
	Years in System:	Design Weight Load: <b>25,000</b>						
<b>#54</b>	WCR	Marathon	Reroute due to landowner access being pulled. New route takes advantage of old logging roads. According to club, not much cutting/clearing was needed to make trail ready. Was in use for this season. Trail is on GIS. On GTS it is labeled as Trail C East, coming off of Trail Y and connecting to Trail 13. Trail 13 provides access to Portage County.		*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$0 After Cost Share: <b>\$0</b>	<p><i>Need distances, and need to know location of the OLD trail. attached What are they asking for? Approval and funding of an additional 1.1 miles</i></p>	
	<b>Other funds received, requested, or committed?</b>		<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>					
	Public or Private:		Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size:	New Bridge Size:					
	Water Body:	Labor Source:		# of New Mi	0	\$0		
	Years in System:	Design Weight Load:						

## 2023-24 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#55</b>	WCR Chippewa	Dev along the existing trail between HWY 29 & Canadian National Railroad is forcing a reroute. Chippewa Co proposes to build a new snowmo bridge over an unnamed stream which has received a Jurisdictional Determination allowing the stream to be ditched for agricultural drainage, creating a safety hazard from the steep banks & making a bridge necessary for the reroute. Co is seeking a waiver of the 5' clearance requirement for bridges on navigable streams. The 20' X 12' bridge with two 10' approaches.	*Structure	\$32,000	\$67,975 After Cost Share: <b>\$67,975</b>		<i>Could this be solved with a culvert?</i> <b>COMMENTS -</b> <i>Concern has been voiced that this area experiences high storm flow and a culvert may not be sufficient.</i> <b>UPDATES -</b> Land bridge is on has 20 LUA, other landowners have 10 yr LUA.
			Engineer	\$4,000			
			Permits	\$5,000			
			Site prep				
			Materials				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		<b>Amount:</b>					
Public or Private: Private		Bridge Inventory #:					
Variance or Exception? Old Bridge Size:		New Bridge Size: 12' x 20'					
Water Body:		Labor Source:					
Years in System:		Design Weight Load: 25,000					
			TRAIL	\$7,975			
			Labor	\$5,000			
			Equip Rental				
			Other	\$2,000			
			# of New Mi	0	\$67,975		
<b>#61</b>	WCR Chippewa	Reroute would move Trail14 off 290th avenue for approximately 1.5 miles	*Structure		\$6,145 After Cost Share: <b>\$6,145</b>		<b>Appendix B - Fixed .</b>  <i>Can this be done with maintenance? - No, County uses all funds annually</i>
			Engineer				
			Permits				
			Site prep				
			Materials	\$2,570			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		<b>Amount:</b>					
Public or Private:		Bridge Inventory #:					
Variance or Exception? Old Bridge Size:		New Bridge Size:					
Water Body:		Labor Source:					
Years in System:		Design Weight Load:					
			Riprap				
			Labor	\$3,575			
			Equip Rental				
			Other				
			# of New Mi	0	\$6,145		
<b>#56</b>	NOR- R Langlade	Langlade County proposes to reroute a portion of the <b>Polar</b> Winter ATV Trail, due to loss of easement from a private landowner. The former trail was about 0.6 mile in length. The new proposed trail will be about 0.8 mile in length, following fields and farm roads. The request includes development costs and is shared with Winter ATV 50/50. Work will include brushing, mowing, tree and stump removal, grading, and shaping the trail base.	*Structure		\$2,986 After Cost Share: <b>\$1,493</b>		<i>Could this be done under maintenance? -- Per the County, it might be possible, but maintenance has been tight for this area lately. They prefer a funded project.</i>
			Engineer				
			Permits				
			Site prep				
			Materials	\$455			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		<b>Amount:</b>					
Public or Private: Private		Bridge Inventory #: N/A					
Variance or Exception? Old Bridge Size: N/A		New Bridge Size: N/A					
Water Body: N/A		Labor Source: Contract					
Years in System: N/A		Design Weight Load: N/A					
			Riprap				
			Labor	\$450			
			Equip Rental	\$2,081			
			Other				
			# of New Mi	0.2	\$1,553		

## 2023-24 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#57</b>	Vilas	Vilas County proposes to reroute a portion of <b>Trail 45</b> due to change in management of a Town Road, which had been previously unplowed. The former trail and proposed trail are about the same length, requiring no additional miles. The new proposed trail will follow existing woods roads. The work will include brushing, mowing, tree and stump removal, grading, some fill of pit run, and shaping the trail base. There are no bridges on the new trail.	*Structure		\$12,011		
			Engineer		After Cost Share:		
			Permits		<b>\$12,011</b>		
			Site prep				
			Materials				
Abutments							
Pilings/Piers							
Approaches							
Culverts							
Pit run	\$1,003						
Labor	\$7,500						
Equip Rental	\$3,508						
Other							
# of New Mi	0		\$12,011				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -		
Variance or Exception?		Public or Private:	Public	Bridge Inventory #:	N/A		
Variance or Exception?		Old Bridge Size:	N/A	New Bridge Size:	N/A		
Variance or Exception?		Water Body:	N/A	Labor Source:	Contract		
Variance or Exception?		Years in System:	N/A	Design Weight Load:	N/A		
<b>#58</b>	Iron	Iron County proposes to reroute a portion of <b>Trail 8</b> due to change in management of a Town Road, which had been previously unplowed. The new trail will be about 2 miles and use an additional 1 mile of road route (Net Loss = 1 mile). The new trail will follow existing woods roads for a portion. Work will include brushing, mowing, tree and stump removal, grading, installing culverts for drainage, and shaping the trail base. County applied for but did not receive RTP funds. This is a snowmobile only trail.	*Structure		\$25,054		
			Engineer		After Cost Share:		
			Permits		<b>\$25,054</b>		
			Site prep				
			Materials				
Abutments							
Pilings/Piers							
Approaches							
Culverts	\$1,650						
Riprap							
Labor	\$9,248						
Equip Rental	\$14,156						
Other							
# of New Mi	-1		\$24,754				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -		
Variance or Exception?		Public or Private:	Public	Bridge Inventory #:	N/A		
Variance or Exception?		Old Bridge Size:	N/A	New Bridge Size:	N/A		
Variance or Exception?		Water Body:	N/A	Labor Source:	Force		
Variance or Exception?		Years in System:		Design Weight Load:	N/A		
<b>#59</b>	Vilas	Vilas County proposes to reroute a portion of Snow <b>Trail 13</b> , due to loss of easement from a private landowner. The former trail and new trail are about the same distance in length. The new proposed trail will be placed in the road right-of-way for Loon Lake Rd. Work will include brushing, mowing, tree and stump removal, installing culverts, grading, and shaping the trail base. There are no bridges for this segment.	*Structure		\$10,293		
			Engineer		After Cost Share:		
			Permits		<b>\$10,293</b>		
			Site prep				
			Materials				
Abutments							
Pilings/Piers							
Approaches							
Culverts	\$960						
Riprap							
Labor	\$4,000						
Equip Rental	\$2,124						
Pit run	\$3,209						
# of New Mi	0		\$10,293				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	\$ -		
Variance or Exception?		Public or Private:	Both	Bridge Inventory #:	N/A		
Variance or Exception?		Old Bridge Size:	N/A	New Bridge Size:	N/A		
Variance or Exception?		Water Body:	N/A	Labor Source:	Contract		
Variance or Exception?		Years in System:		Design Weight Load:	N/A		

## 2023-24 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#60</b>	Iron	Iron County has relocated a portion of <b>Trail 3</b> near Hwy 122 due to private landowner preference. The new trail was operational for the 2022-23 season but requires a culvert in the Hwy 122 right-of-way for future use. Work will include installing the culvert to allow appropriate drainage. This is a snowmobile only trail.	*Structure		\$6,169		
			Engineer		After Cost Share:		
			Permits		<b>\$6,169</b>		
			Site prep				
			Materials				
Gravel	\$1,125						
Breaker Rock	\$210						
Approaches							
Culverts	\$3,080						
Riprap							
Labor	\$787						
Equip Rental	\$967						
Other							
# of New Mi	0		\$6,169				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	No	<b>Amount:</b>	0		
Variance or Exception?		Public or Private:	Private	Bridge Inventory #:	N/A		
		Old Bridge Size:	N/A	New Bridge Size:	N/A		
		Water Body:	Hwy 122 ditch	Labor Source:	Force		
		Years in System:		Design Weight Load:	N/A		
<b>#5</b>	Dane	Dane Co purchased this property in 2020. Dane Co is planning a streambank restoration project & conversion of croplands to prairie to reduce the amount of runoff into the <b>Badger Mill Creek &amp; Sugar River</b> , providing groundwater protection and improved water quality. As part of the streambank restoration project, the culverts will be removed. New snowmobile bridge is needed to maintain this critical snowmobile trail crossing over of the Badger Mill Creek	*Structure	\$74,000	\$100,000 After Cost <b>\$100,000</b>		
			Engineer	\$4,000			
			Permits				
			Site prep	\$5,000			
			Materials				
Abutments	\$10,000						
Pilings/Piers							
Approaches							
Culverts							
Riprap	\$2,000						
Labor	\$5,000						
Equip Rental							
Other							
# of New Mi	0		\$100,000				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
Variance Exception		Public or Private:	Public	Bridge Inventory #:	Dane 40		
		Old Bridge Size:		New Bridge Size:	70' x12'		
		Water Body:	Badger Mill	Labor Source:			
		Years in System:		Design Weight Load:	25,000		
<b>#21</b>	Jackson	Jackson Co proposes to re-locate the Clipper Bridge to a different land owner 300 yards down stream. The current land owner is demanding that this structure and trail be removed from his property. The trail has already been moved off the landowners property. It is a Custom Manufactured bridge and they are willing to move the bridge. The cost will be mostly labor with possibly a few new boards and new fasteners.	*Structure		\$21,900		
			Engineer		After Cost		
			Permits		<b>\$21,900</b>		
			Site prep				
			Materials				
Abutments							
Pilings/Piers							
Approaches							
Culverts							
Riprap							
Labor							
Equip Rental							
Other	\$21,900						
# of New Mi	0		\$21,900				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
Variance Exception		Public or Private:	Private	Bridge Inventory #:			
		Old Bridge Size:		New Bridge Size:	12 x 20		
		Water Body:	Sands creek	Labor Source:			
		Years in System:	10+	Design Weight Load:			
<b>TOTAL</b>					<b>\$1,352,960</b>	<b>\$0</b>	

## 2023-24 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Q&A

Reg	County	Description	Component	Costs	Total	Approved
<b>#62</b>	Clark	This trail move is for the Neilsville-Granton Trail Busters which groom trails on Clark Co. forest land. The current trail leaves the county forest heading south and travels down Division Ave in Sherwood township. Then the trail turns to the west onto Ballard Rd for several thousand feet before turning back to the south to the county forest. The club would like to move the trail from the town roads to the county forest land. There should be no change in funded miles	*Structure		\$7,800	
			Engineer		After Cost Share:	
			Permits		<b>\$7,800</b>	
			Site prep			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>			Materials			
Public or Private: <input type="checkbox"/> Bridge Inventory #: <input type="text"/>			Abutments			
Old Bridge Size: <input type="text"/> New Bridge Size: <input type="text"/>			Pilings/Piers			
Water Body: <input type="text"/> Labor Source: <input type="text"/>			Approaches			
Years in System: <input type="text"/> Design Weight Load: <input type="text"/>			Culverts			
Variance or Exception? <input type="checkbox"/>			Riprap			
Yes			Labor			
			Equip Rental	\$7,800		
			Other			
			<b># of New Mi</b>	<b>0</b>	<b>\$7,800</b>	
<b>#63</b>	Vilas	Vilas County proposes to relocate a 0.5-mile funded trail segment along State Hwy 45 from McKinley Blvd to Chain O'Lakes Rd. The new trail will be shared by summer ATV/UTVs. The trail will be built up along the Hwy, using riprap and pit run, with a 6" gravel base. The trail will be 14ft wide as required by the DOT, and set 10 feet off the Hwy. There are 2 storm sewer drains that will be extended. Asphalt aprons will be installed at all road and driveway crossings per DOT. Costs will be split as follows: RTP: \$98,226; Snow: \$22,405; ATV: \$52,280	*Structure		\$174,685	
			Engineer	\$22,000	After Cost Share:	
			Permits/Erosi	\$25,420	<b>\$24,179</b>	
			Site prep			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input checked="" type="checkbox"/> <b>Amount:</b> <b>\$150,506</b>			Materials			
Public or Private: <input checked="" type="checkbox"/> Public Bridge Inventory #: <b>N/A</b>			Asphalt	\$52,000		
Old Bridge Size: <input type="text"/> N/A New Bridge Size: <input type="text"/> N/A			Gravel	\$26,250		
Water Body: <input type="text"/> N/A Labor Source: <b>Contract</b>			Approaches			
Years in System: <input type="text"/> Design Weight Load: <b>N/A</b>			Culverts	\$2,140		
Variance or Exception? <input type="checkbox"/>			Riprap	\$17,500		
Yes			Labor	\$29,375		
			Equip Rental			
			Other			
			<b># of New Mi</b>	<b>0</b>	<b>\$24,179</b>	
<b>#64</b>	Iron	Iron County proposes to relocate a road route portion of Trail 8 by creating a parallel trail (1mi) and opening a county forest road to snowmobiles that is only plowed during forest management (4.4mi). This new trail would eliminate 1.4 miles of road route and 1 mile of trail (Net Add = 4.5mi). Work will include brushing, mowing, tree and stump removal, grading, installing culverts for drainage, and shaping the trail base. County applied for but did not receive RTP funds. This would be a snowmobile only trail.	*Structure		\$15,001	
			Engineer		After Cost Share:	
			Permits		<b>\$15,001</b>	
			Site prep			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <b>\$ -</b>			Materials			
Public or Private: <input type="checkbox"/> No Bridge Inventory #: <b>N/A</b>			Abutments			
Old Bridge Size: <input type="text"/> N/A New Bridge Size: <input type="text"/> N/A			Pilings/Piers			
Water Body: <input type="text"/> N/A Labor Source: <b>Force</b>			Approaches			
Years in System: <input type="text"/> Design Weight Load: <b>N/A</b>			Culverts	\$1,100		
Variance or Exception? <input type="checkbox"/>			Riprap			
Yes			Labor	\$5,312		
			Equip Rental	\$8,589		
			Other			
			<b># of New Mi</b>	<b>4.5</b>	<b>\$16,351</b>	

Are they asking for money? Are they adding miles by getting off the road?

Asking for \$7,800 - attached to packet  
No additional miles

Put the letter from DOT back in the materials -- Letter has been added to application

## 2023-24 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Q&A

Reg	County	Description	Component	Costs	Total	Approved	
<b>#65</b>	Vilas	Vilas County proposes to relocate a portion of Trail 10 near Boot Lake Rd. This relocation is due to a landowner's request. The trail also needs to be repaired about 100 feet south of the relocation due to spring run-off. Work will include tree removal, stump clearing, leveling, installation of culverts, fill and repair of the washout hole, trail base installation, and seeding. This trail is only open to snowmobiles.	*Structure		\$38,249		Need photos -- photos hav
			Engineer		After Cost Share:		
			Permits/Erosi	\$336	<b>\$38,249</b>		
			Site prep	\$3,500			
			Materials	\$1,960			
			Pit Run	\$16,044			
			Gravel	\$963			
			Approaches				
			Culverts	\$12,650			
			Riprap	\$2,796			
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$38,249		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	No	<b>Amount:</b>	0	
			Public or Private:	Private	Bridge Inventory #:	N/A	
Variance or Exception?			Old Bridge Size:	N/A	New Bridge Size:	N/A	
			Water Body:	N/A	Labor Source:	Contract	
			Years in System:		Design Weight Load:	N/A	
<b>#66</b>	Barron	Barron County proposes a new rec wing ATV/UTV bridge lane separate from regular vehicle traffic on US Hwy 63 in the City of Cumberland. Currently, riders utilize the highway bridge with vehicle traffic - this would re-route riders onto a dedicated rec wing. WI DOT is replacing the bridge and permits are being handle by SEH. Cost estimated on 1050 sq ft @ ~\$257/sq ft City proposed 10' for 1-way traffic per DOT widening the lane would greatly impact the cost. The project costs would be split with ATV/UTV.	*Structure	\$269,669	\$269,669		Can you obtain a document from DOT that quotes the price? Specs on the rec wing (width/length). Is this a 10'? Would ORV entertain a 60/40 split?
			Engineer		After Cost		
			Permits		<b>\$134,824</b>		
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$134,824		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	Yes	<b>Amount:</b>	\$134,844	
			Public or Private:		Bridge Inventory #:		
Variance or Exception?			Old Culvert Size:		New Culvert Size:		
			Water Body:		Labor Source:		
			Years in System:		Design Weight Load:		
<b>#67</b>	Langlade	Langlade County proposes to construct a new recreation wing on the CTH H Bridge that spans the Prairie River. This bridge is part of Trail 12 and supports snowmobiles and winter ATV recreators, who currently use the driving lane of the highway bridge to cross the river. Construction is anticipated to begin in 2023, and end in 2026. The County is also applying for ATV grant funds for this project (50/50).	Bridge 1	\$98,948	\$155,750		
			Engineering	\$11,576	After Cost Share:		
			Permits		<b>\$77,875</b>		
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers	\$6,945			
			Approaches	\$19,643			
			Culverts				
			Riprap	\$4,341			
			Labor				
			Equip Rental				
			Polymer	\$14,297			
			# of New Mi	0	\$77,875		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	Yes	<b>Amount:</b>	77875	
			Public or Private:	Public	Bridge Inventory #:	New	
Variance or Exception?			Old Bridge Size:	N/A	New Bridge Size:	12 x 72	
			Water Body:	Prairie River	Labor Source:	Contract	
			Years in System:	N/A	Design Weight Load:		

## 2023-24 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Q&A

Reg	County	Description	Component	Costs	Total	Approved
NOR-S	#68	Douglas County proposes to install a new bridge on trail 2 over the Pokegama River adjacent to the Hwy 105 bridge. It would eliminate the use of the Highway bridge for recreation and keep recreation vehicles off the highway. Construction would be a steel bridge with wood decking and concrete abutments. The project would be split with ATV/UTV. Difference in abutments Anderson Bridges did not make a site visit and Northwoods did. <b>RTP tentatively awarded for max \$100,000</b>	Bridge 1	\$205,000	\$313,300	
			Bridge 2		After Cost Share:	
			Permits	\$9,500	<b>\$106,650</b>	
			Site prep	\$10,000		
			Engineering	\$62,000		
			Abutments	\$9,800		
			Pilings/Piers			
			Approaches	\$5,250		
			Culverts			
			Riprap	\$3,750		
Labor						
Equip Rental	\$4,000					
Trucking	\$4,000					
# of New Mi	0	\$106,650				
<b>TOTAL</b>					<b>\$405,928</b>	<b>\$0</b>

*Need 2nd estimate detail in PDF*

*Added to Documents*

**Other funds received, requested, or committed?**  
**Yes or No:**  Yes  No **Amount:**

Public or Private:  Public  Private  
 Old Bridge Size:  New Bridge Size:   
 Water Body:  Labor Source:   
 Years in System:  Design Weight Load:

## 2023-24 SNOWMOBILE NEW BRIDGE REQUESTS

Q & A

Region	County		Component	Costs	Total	Approved	
<b>#71</b>	WCR	Clark	Clark County is applying for a culvert installation project on a funded Chippewa County trail that runs into Clark Co. on <b>Corridor 27</b> in the town of Worden, Clark Co. The old crossing was navigable as an ice crossing in the past but with more water running now that is now longer the case. The named stream Roger creek runs year round now.			\$14,796	
			<b>Other funds received, requested, or committed?</b>			After Cost Share:	
			<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>			<b>\$14,796</b>	
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size: 66" x 40'				
	Water Body: Roger Creek	Labor Source:					
	Years in System:	Design Weight					
			Culverts	\$14,796			
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$14,796		
<b>#72</b>	WCR	Marathon	Marathon Co and <b>Kelly</b> Snowshoe is seeking funding for the construction of a bridge to cross the Little Eau Claire River in Marathon County. This crossing has proven to be difficult to maintain in the past and causes safety concerns. Without knowing the DNR's regulations on bridges versus culvert crossings, Marathon County is applying for both a bridge and culvert crossing.		\$74,000	\$100,000	
			<b>Other funds received, requested, or committed?</b>			After Cost Share:	
			<b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b> <input type="text"/>			<b>\$100,000</b>	
	Variance or Exception?	Public or Private:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
	Water Body:	Labor Source:					
	Years in System:	Design Weight <b>25,000</b>					
			Culverts				
			Riprap	\$2,000			
			Labor				
			Equip Rental	\$5,000			
			Other	\$4,000			
			# of New Mi	0	\$100,000		

Need estimates - *attached*, need decision on culvert or *bridge* (work with WMS), better map. *attached*

## 2023-24 SNOWMOBILE NEW BRIDGE REQUESTS

Q & A

Region	County		Component	Costs	Total	Approved		
<b>#74</b>	WCR Eau Claire	Eau Claire County proposes to add 7.36 miles of new winter snowmobile trails. Trail would start east of Altoona at a park and ride, then traverse east to connect to Corridor 31. Will serve as the quickest location for riders from Eau Claire and Altoona to ride from to access the county snowmobile trails. Trail was open in 2022/23 & received very high volumes of traffic. There is one water crossing where a bridge is needed. In the future, the club will work on making this trail connection to the W & S to loop back into the network in Brackett.	Bridge 1	\$43,000	\$71,000		Also on new mile list,  More info needed on connections in the trail system.	
		<b>Other funds received, requested, or committed?</b>	Engineering	\$4,000	After Cost Share: <b>\$71,000</b>			
		<b>Yes or No:</b>		<b>Amount:</b>				
		Public or Private: Private	Bridge Inventory #:					
	Variance or Exception?	Old Bridge Size:	New Bridge Size: 12' x 50'					
		Water Body: unnamed	Labor Source:					
		Years in System:	Design Weight <b>25,000</b>					
			Riprap	\$2,000				
			Labor	\$5,000				
			Equip Rental					
			Other					
			<b># of New Mi</b>	<b>0</b>	<b>\$71,000</b>			
<b>#16</b>	WCR Marathon	Marathon County and the Athens Sno-Pak seeks funding for a Bridge to cross <b>Black Creek</b> in Marathon County on their M Trail. This is a high volume trail and provides access to Athens	*Structure	\$148,000	\$192,900		Land use agreement? Club obtaining Need 2nd estimate. Attached When was this trail funded. - Prior to 2019	
		<b>Other funds received, requested, or committed?</b>	Engineer	\$4,500	After Cost <b>\$192,900</b>			
		<b>Yes or No:</b>	No	<b>Amount:</b>				
		Public or Private: Private	Bridge Inventory #: n/a					
	Variance or Exception	Old Bridge Size: n/a	New Bridge Size: 90 x 12					
		Water Body: Black Creek	Labor Source:					
		Years in System: n/a	Design Weight <b>25,000</b>					
			Riprap					
			Labor					
			Equip Rental	\$6,000				
			Other	\$2,400				
			<b># of New Mi</b>	<b>0</b>	<b>\$192,900</b>			
<b>#78</b>	NOR-S Barron	Barron County proposes to install a bridge on Corr 12 on co forest land to cross an intermittent stream. The stream has higher water flow than in the past and is not freezing down. The bridge was purchased with Co funds, but requesting grant funds for the installation as well as decking and railing. Railings not installed when purchases as the final use of bridges was unknown. Cost estimate was based off of bridge installed in Dec 22 utilizing County funds.	*Structure		\$44,716		Need breakdown on install estimate. 2 estimates would be better. How did they end up with this bridge without railings, etc (is this just steel structure?)	
		<b>Other funds received, requested, or committed?</b>	Engineer	\$1,000	After Cost <b>\$44,716</b>			
		<b>Yes or No:</b>	No	<b>Amount:</b>				
		Public or Private: Public	Bridge Inventory #:					
	Variance or Exception	Old Bridge Size:	New Bridge Size:					
		Water Body:	Labor Source:					
		Years in System:	Design Weight 30,000					
			Riprap					
			Labor					
			Equip Rental					
			Other					
			<b># of New Mi</b>	<b>0</b>	<b>\$44,716</b>			

## 2023-24 SNOWMOBILE NEW BRIDGE REQUESTS

Q & A

Region	County		Component	Costs	Total	Approved	
NOR-S	Rusk	Rusk County proposes to install 2 42" x 30' HDPE culverts on Trl 12 at an unnamed tributary to the Flambeau River. The banks continue to erode making grooming difficult and years with minimal snow the water levels can become high. Placing culverts will increase rider safety and reduce wear on grooming equipment.	*Structure		\$6,280		
#50	Variance Exception No		<b>Other funds received, requested, or committed?</b>	Engineer		After Cost Share:	
		<b>Yes or No:</b> <input type="text"/>	Permits		<b>\$6,280</b>		
			Earth Fill	\$760			
			Installation	\$1,100			
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts	\$4,200			
			Riprap	\$220			
		Public or Private:	Labor				
		Old Bridge Size:	Equip Rental				
		Water Body:	Other				
		Years in System:	# of New Mi	0	\$6,280		
				<b>TOTAL</b>	<b>\$529,692</b>	<b>\$0</b>	

2023-24 NEW MILES

1. Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible.
2. Column H indicates if the required map was submitted.
3. Column I indicates if the certification statement was signed.
4. Columns J through R are the actual ratings and rankings with point value.
5. Column P thru R should be entered as negative numbers. "-1"

**Parallel Type**  
 A - Nearest parallel trail 5+ miles away  
 B - Nearest parallel trail <5 miles away  
 C - Spur trail to services or population center  
 D - Through trail that connects to services otherwise not connected

PROJ #	REGION	COUNTY	TRAIL NAME	MILES	Gateway Access										TOT	\$ DEV	\$ TOTAL	FUNDED	Dr	Dr	
					1	2	3	4	5	6	7	7	7	7							
	SCR	Columbia	Trail 48	6.0												0	\$0	\$1,800			0
	SCR	Columbia	Trail 68	4.0												0	\$0	\$1,197			
	SCR	Columbia	Trail 70	4.0												0	\$0	\$1,197			
	SCR	Dane	Trail 31	1.5												0	\$0	\$438			
	SCR	Dodge	Brownsville	0.7												0	\$0	\$210			
	SCR	Dodge	Leroy	0.4												0	\$0	\$120			
	SCR	Iowa	Arthur	1.0												0	\$0	\$300			
	SCR	Jefferson	Helenville Concord	13.3												0	\$0	\$3,990			
	SCR	Jefferson	Hubbleton	2.5												0	\$0	\$750			
	SCR	Jefferson	Rome	5.2												0	\$0	\$1,560			
	SCR	Richland	Booaz Muscooda	5.0												0	\$0	\$1,500			
	SCR	Rock	Sundowner	4.9												0	\$0	\$1,470			
	WCR	Buffalo	Trail 10	4.5												0	\$0	\$1,350			
	WCR	Buffalo	Trail 95	7.0												0	\$0	\$2,100			
	WCR	Clark	Midnight Riders	1.3												0	\$0	\$390			
	WCR	Eau Claire	Brushes	2.4												0	\$0	\$720			
	WCR	Eau Claire	Trail 20A	1.9												0	\$0	\$570			
	WCR	Eau Claire	Washington	7.4												0	\$0	\$2,208			
	WCR	Juneau	Refuge Trail	8.2												0	\$0	\$2,460			
	WCR	La Crosse	Holman 153	6.0												0	\$0	\$1,800			
	WCR	Marathon	Abby	3.5												0	\$0	\$1,050			
	WCR	Marathon	DD Access	0.5												0	\$0	\$150			
	WCR	Marathon	DD C Store	0.5												0	\$0	\$150			
	WCR	Marathon	DD Short Cut	0.5												0	\$0	\$150			
	WCR	Marathon	Eau Pleine Lake Trail	3.5												0	\$0	\$1,050			
	WCR	Marathon	Elderon 49	3.0												0	\$0	\$900			
	WCR	Marathon	Kelly 419 to 416	0.8												0	\$0	\$240			
	WCR	Marathon	Kelly 419 to 420	1.2												0	\$0	\$360			
	WCR	Marathon	Kelly 451 to 419	2.5												0	\$0	\$750			
	WCR	Marathon	Krejci Fairview West	6.6												0	\$0	\$1,980			
	WCR	Marathon	Krejci R Store	1.0												0	\$0	\$300			
	WCR	Marathon	Peplin club trail	1.1												0	\$0	\$330			
	WCR	Marathon	Rib Riders Burma	3.0												0	\$0	\$900			
	WCR	Marathon	Rib Riders N Marathon	4.1												0	\$0	\$1,230			
	WCR	Marathon	Rib Riders S Marathon	2.9												0	\$0	\$870			
	WCR	Marathon	Sno Jets Club trail	1.0												0	\$0	\$300			
	WCR	Marathon	Spencer North trail	1.0												0	\$0	\$300			
	WCR	Monroe	Trail 60	3.1												0	\$0	\$930			
	WCR	Portage	Corridor 13	1.6												0	\$0	\$480			
	WCR	Portage	Trail 413	3.9												0	\$0	\$1,170			
	WCR	Portage	Trail 505	10.5												0	\$0	\$3,150			
	WCR	St Croix	Trail 4A	3.6												0	\$0	\$1,080			
	WCR	St Croix	Trail 9C	1.5												0	\$0	\$450			
	WCR	St Croix	Trail 12A	1.9												0	\$0	\$570			

DNR Proj Manager Notes | Parallel Type | Bridges?

2023-24 NEW MILES

1. Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible.
2. Column H indicates if the required map was submitted.
3. Column I indicates if the certification statement was signed.
4. Columns J through R are the actual ratings and rankings with point value.
5. Column P thru R should be entered as negative numbers. "-1"

**Parallel Type**  
**A - Nearest parallel trail 5+ miles away**  
**B - Nearest parallel trail <5 miles away**  
**C - Spur trail to services or population center**  
**D - Through trail that connects to services otherwise not connected**

PROJ #	REGION	COUNTY	TRAIL NAME	MILES	Gateway Access										TOT	\$ DEV	\$ TOTAL	FUNDED	Dr	Dr		
					1	2	3	4	5	6	7	7	7	7								
	WCR	St Croix	Trail 12B	2.6													0	\$0	\$780			
	NER	Door	Ahnapee to Stage Rd	1.3													0	\$0	\$390			
	NER	Door	Institute Connection	0.9													0	\$0	\$270			
	NER	Fond du Lac	Winnebago to Corr 30	6.1													0	\$0	\$1,830			
	NER	Manitowoc	E-2 #4 and 1-2	6.3													0	\$0	\$1,890			
	NER	Oconto	BandB Marinette 1	2.9													0	\$0	\$870			
	NER	Oconto	Bone Yard Bar	3.6													0	\$0	\$1,080			
	NER	Oconto	HWY 32	1.7													0	\$0	\$510			
	NER	Oconto	Steel Moose Park and Ride	3.1													0	\$0	\$930			
	NER	Oconto	PBR Wheeler Lake	2.3													0	\$0	\$690			
	NER	Racine	Beaumont-Jacobs Rd	2.9													0	\$0	\$870			
	NER	Racine	Browns Lake S / White River T	0.7													0	\$0	\$210			
	NER	Racine	S Hanson Rd / Goose Lake	2.8													0	\$0	\$840			
	NER	Racine	STH 38 / N of 4Mi Rd	1.9													0	\$0	\$570			
	NER	Sheboygan	BHG Club 2	2.2													0	\$0	\$660			
	NER	Sheboygan	AY Club-2/RL Club 6	4.9													0	\$0	\$1,470			
	NER	Waupaca	Trail DR	1.9													0	\$0	\$570			
	NER	Waupaca	Trail AA	2.1													0	\$0	\$630			
	NER	Waupaca	Trail QQ	2.5													0	\$0	\$750			
	NER	Waupaca	Trail O/1	6.7													0	\$0	\$2,010			
	NER	Waupaca	Trail O/2	4.5													0	\$0	\$1,350			
	NER	Waupaca	Trail AC	6.7													0	\$0	\$2,010			
	NER	Waushara	Almond Trail	6.8													0	\$0	\$2,040			
	NER	Waushara	Silver Lake Trailhead	2.0													0	\$0	\$600			
	NER	Winnebago	C11	6.9													0	\$0	\$2,070			
	NOR-S	Polk	Trail 47	8.9	Y		Y	Y	Y	2	1	2	1	2	1	-3	6	\$0	\$2,670			0
	NOR-S	Polk	Trail 44	4	Y	Y	Y	Y	Y	2	1	2	1	2	1	-3	6	\$0	\$1,200			
	NOR-S	Washburn	Tri 7 McKenzie Lake Connecto	2.3			Y	Y	Y	3	1	2	2	2	0	-2	8	\$0	\$690			
	NOR-S	Washburn	Tri 26 Spider Lake Connector	1.7			Y	Y	Y	3	1	2	2	2	1	-2	9	\$0	\$510			
	NOR-S	Washburn	Tri 25 Long Lake Connector	2.1			Y	Y	Y	3	1	2	2	2	1	-2	9	\$0	\$630			
	NOR-R	Forest	LMT new Trail	0.6													0	\$0	\$168			
	NOR-R	Iron	Midland Spur	0.5													0	\$0	\$150			
	NOR-R	Iron	Schomberg Spur	0.3													0	\$0	\$90			
	NOR-R	Lincoln	10A Trail	1.5													0	\$0	\$450			
	NOR-R	Oneida	MFR Trail 9	7.0													0	\$0	\$2,100			
	NOR-R	Oneida	NWP Trail 51C	9.1													0	\$0	\$2,730			
	NOR-R	Oneida	3L Trail 8 East	3.4													0	\$0	\$1,020			
	NOR-R	Oneida	3L Trail 8 West	3.0													0	\$0	\$900			
	NOR-R	Price	Trail 90	2.1													0	\$0	\$630			
	NOR-R	Price	Trail 101	1.2													0	\$0	\$354			
	NOR-R	Price	Trail 103	1.8													0	\$0	\$540			
	NOR-R	Price	Trail 110	2.6													0	\$0	\$780			
	NOR-R	Price	Trail 112	0.5													0	\$0	\$138			
	NOR-R	Price	Trail 117	3.0													0	\$0	\$906			

DNR Proj Manager Notes Parallel Type Bridges?



## 2023-24 SNOWMOBILE NON-TRAIL REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NOR-R	#75	Langlade County proposes to enhance the Jack Lake North Trailhead to provide more parking, restrooms, and trail access. This facility supports snowmobile riders, as well as ATV/UTV and non-motorized recreators. The County is also applying for ATV (50%)	*Structure	\$31,911	\$62,592 After Cost Share: <b>\$31,296</b>		Will this be maintained four seasons? YES
			Engineer				
			Permits				
			Site work	\$2,722			
			Materials	\$9,930			
			Gravel	\$7,979			
			Electrical/light	\$2,750			
			Approaches				
			Culverts				
			Riprap				
Labor	\$1,300						
Equip Rental	\$6,000						
Other							
# of New Mi	0	\$31,296					
					<b>\$31,296.00</b>	<b>\$0.00</b>	
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	<b>Yes</b>	<b>Amount:</b>	<b>31296</b>		
Public or Private:		Public	Bridge Inventory #:	N/A			
Variance or Exception?		Old Bridge Size: N/A	New Bridge Size:	N/A			
		Water Body: N/A	Labor Source:	Contract			
		Years in System: N/A	Design Weight Load:	N/A			

Equipment and Labor Rates for 2022-23 Season  
Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

**I. SNOW TRAIL GROOMING EQUIPMENT RATES - All rates include power unit, grooming drag & operator(s).**

<u>Class</u>	<u>Description</u>	<u>Rate/Hour</u>
AAA	All heavy duty <b>tracked</b> units constructed specifically for snow grooming with a minimum of 150 horsepower and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width.  OR All <b>fully tracked agricultural tractors</b> with a minimum of 125 horsepower.  OR Trucks: minimum 1-ton (4-wheel drive), minimum payload of 3,500 lbs., fully-tracked with a minimum manufactured 15,000 GWV track system.	<i>\$5 more than AA</i> AAA1 - \$100 AAA2 - \$90 AAA3 - \$80 AAA4 - \$70
AA	All heavy duty <b>tracked</b> units constructed specifically for snow grooming <b>having between 149 - 106 horsepower</b> and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width.  OR All <b>fully tracked agricultural tractors</b> with 106 – 124 horsepower.	<i>\$5 more than A</i> AA1 - \$95 AA2 - \$85 AA3 - \$75 AA4 - \$65
A	All wheeled or half-track agricultural tractors with all-wheel drive, minimum of <b>105 horsepower</b> and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width.	A1 - \$90 A2 - \$80 A3 - \$70 A4 - \$60
1	Drag is a minimum of 11'6" (138 inches) frame width with a minimum weight of 4,000 pounds and a length of at least 20 feet <b>including snow packing pan but excluding the tongue.</b>	Wings that fold down outside the main frame do not increase the drag width for funding purposes. Class is based on static frame dimensions.
2	Drag is a minimum of 9'6" (114 inches) frame width with a minimum weight of 3,000 pounds and a length of at least 18 feet <b>including snow packing pan but excluding the tongue.</b>	
3	Drag is a minimum of 7'6" (90 inches) frame width with a minimum weight of 2,000 pounds and a length of at least 18 feet <b>including snow packing pan but excluding the tongue.</b>	
4	Drag is a minimum of 7'6" (90 inches) frame width.	
B	All medium duty (including pick-up trucks) <b>tracked</b> units constructed or adapted specially for snow grooming and capable of pulling on a sustained basis a grooming drag 5'10" to 7'5" (70-89 inches) frame width.  OR All <b>wheel type</b> agricultural tractors with all-wheel drive or four-wheel drive assist with a range of 65-104 horsepower.	\$50.00
C	All light duty power units constructed or adapted for snowmobile trail grooming and capable of pulling on a sustained basis a grooming drag 4' to 5'9" (48-69 inches) frame width. Examples of the class of power units would include: ATVs/UTVs and snowmobiles. This class also includes all equipment not addressed in other classes.	\$35.00

**Notes regarding correct rates for grooming equipment:**

1. A Class A power unit pulling either an 11'6" or 9'6" grooming drag that does **not** meet the specifications for either 1, 2 or 3 drags will be placed at level 4 for rate purposes.
2. A Class A power unit **not** pulling a 7'6" grooming drag will be placed in Class B for rate purposes.
3. A Class B power unit **not** pulling a 5'10" grooming drag will be placed in Class C for rate purposes.
4. A power unit will **not** be placed in a higher class if it pulls a larger grooming drag than specified for the class.
5. Modifications to the drag must maintain original cutting and packing function as designed. Modifications made outside the main frame will not increase the funding class.
6. Those winged drags that were previously funded and met the specifications as stated prior 2022-23 season may continue to be funded at their previous classification (drag dimensions included) for a period of 10 years (through 2031-32)
7. Groomer time spent traveling on a route that is an integral part of a single funded trail may be funded at a rate of 50% of the assigned groomer rate, as non-grooming transport time. DNR will determine if route is integral to the funded trail.

Equipment and Labor Rates for 2022-23 Season  
Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

**II NON-GROOMING MAINTENANCE LABOR AND EQUIPMENT RATES A**

**MAINTENANCE LABOR (For other than trail grooming)**

A labor rate of \$9.00 per hour maximum is established for all non-grooming labor performed under the maintenance agreement by snowmobile clubs and or other similar organizations with the sponsoring county. Maintenance will generally include mowing and brushing, sign and post replacement, plowing of parking lots and roads, shelter and toilet maintenance and normal repair and replacement of structures and facilities.

The allowable labor rate for county employees and others included in labor contracts will be as specified by contract.

**B EQUIPMENT RATES (For other than trail grooming)**

The following schedule is based on frequently used pieces of equipment for non-grooming maintenance. The Department of Transportation rates are considered when these rates are reviewed each year.

Equipment rates for pieces of equipment not found on this list will be found in the DOT rates. Unless specified otherwise, these rates for equipment are based on hourly use. These rates do **not** include the operator. Where the Department of Transportation issues rates that reflect an adjustment due to fuel rates, these rates shall be the rates utilized for the season.

Class	Description	Rate
101	All trucks pickups	\$16.00
105	All trucks single axle dual-tire over 26,000 lbs.	\$56.00
128	All Trucks, tandem, tri, quad axle	\$60.00
203	All Tired tractors & All skid-steers up to 49 hp	\$28.00
205	All Tired tractors & All skid-steers 50-99 hp	\$33.00
206	All Tired tractors & All skid-steers 100-149 hp	\$43.00
207	All Tired tractors & All skid-steers 150 hp and up	\$52.00
215	All Fully Tracked tractors & dozers up to 99 hp	\$48.00
217	All Fully Tracked tractors & dozers 100 - 149 hp	\$53.00
218	All Fully Tracked tractors & dozers 150 hp and up	\$82.00
401	Air compressor all types	\$14.00
410	Motorized mower over 23" (self-contained or pull behind)	\$15.00
413	Mower—tractor mounted	\$16.00
414	Sickle attached to power unit	\$16.00
490	Trailer less than 1 ton (use mfr. rated capacity)	\$11.00
491	Trailer 1-4 tons (use mfr. rated capacity)	\$15.00
493	All Trailers over 4 ton	\$26.00
550	Rubber tired Backhoe (80 HP and over) was # 250	\$55.00
555	Excavator Track type (less than 100 HP)	\$48.00
558	Excavator Track type ( 100 - 149HP)	\$52.00
559	Excavator Track type (150HP and over)	\$65.00
802	Portable electric generator (all types)	\$18.00
902	Chipper self-contained (minimum 25 hp)	\$33.00
914	Chain Saw, pole saw, power pruner, brush saw, weed eaters	\$6.50
914T	Trailblazer brush cutter (attachment)	\$10.50
915	Auger (attachment for tractor/ skid steer), Post pounder-hydraulic	\$32.00

Equipment and Labor Rates for 2022-23 Season  
 Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

916	Hand-held motorized post-hole digger	\$13.00
919	Disc/spring tooth harrow/cultimulcher/cultipacker/rototiller	\$11.00
922	Welder	\$4.00
932	Brush Cutter - hydraulic driven/Fecon head	\$30.00
940	Brush Cutter—PTO driven	\$23.00
953	Boom for brush cutter	\$15.50
9042	Gas drill	\$5.00
9145	Snowmobile/ATV/UTV	\$19.00
9152	Stump grinder (all) hydraulic/self powered	\$36.00
9205	Rear blade/box scraper/pull behind grader/packing pan/rollers	\$8.00
9406	Chipper, PTO driven	\$25.00

**ATV Summer Supplement**  
 Adopted by the Off Road Vehicle Advisory Council

**Spring/Summer/Fall Trail Grooming Drags**

<b>Class</b>	<b>Description</b>	<b>Rate Per Hour</b>
Class 1	Drag is a minimum of 7'6" in frame width with a minimum length of at least 16' excluding the tongue. Drag contains at least 2 sets of replaceable cutting blades	\$11.00
Class 2	Drag is a minimum of 7'6" in frame width	\$9.00

Example of Class 1 Drag

