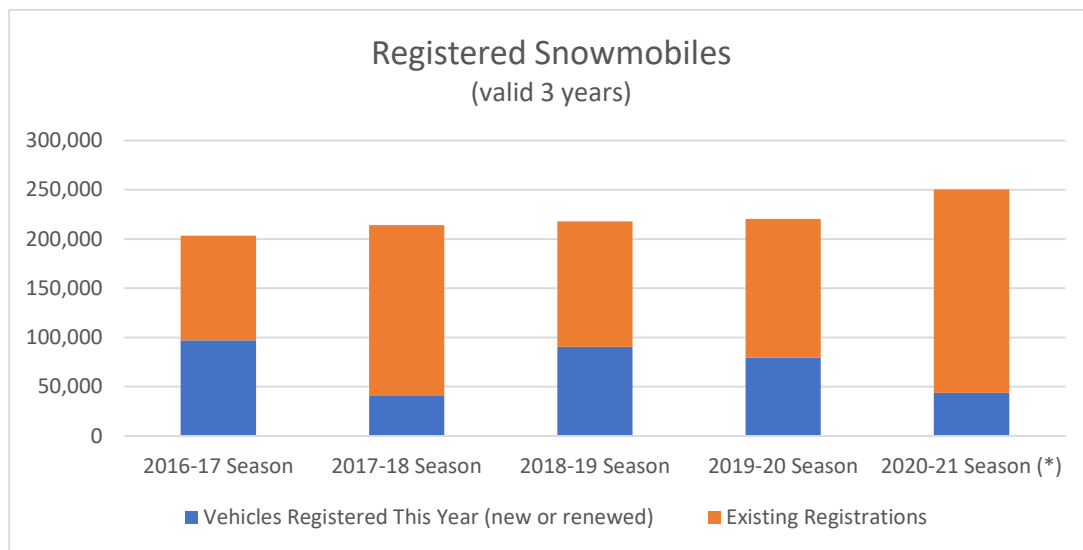


## Snowmobile Vehicle Registrations

	Registered Snowmobiles in Wisconsin				
	2016-17 Season	2017-18 Season	2018-19 Season	2019-20 Season	2020-21 Season (*)
Vehicles Registered This Year (new or renewed)	96,980	41,217	90,415	79,379	43,837
Existing Registrations	106,454	172,952	127,565	140,969	206,730
<b>Total Active Registrations</b>	<b>203,434</b>	<b>214,169</b>	<b>217,980</b>	<b>220,348</b>	<b>250,567</b>

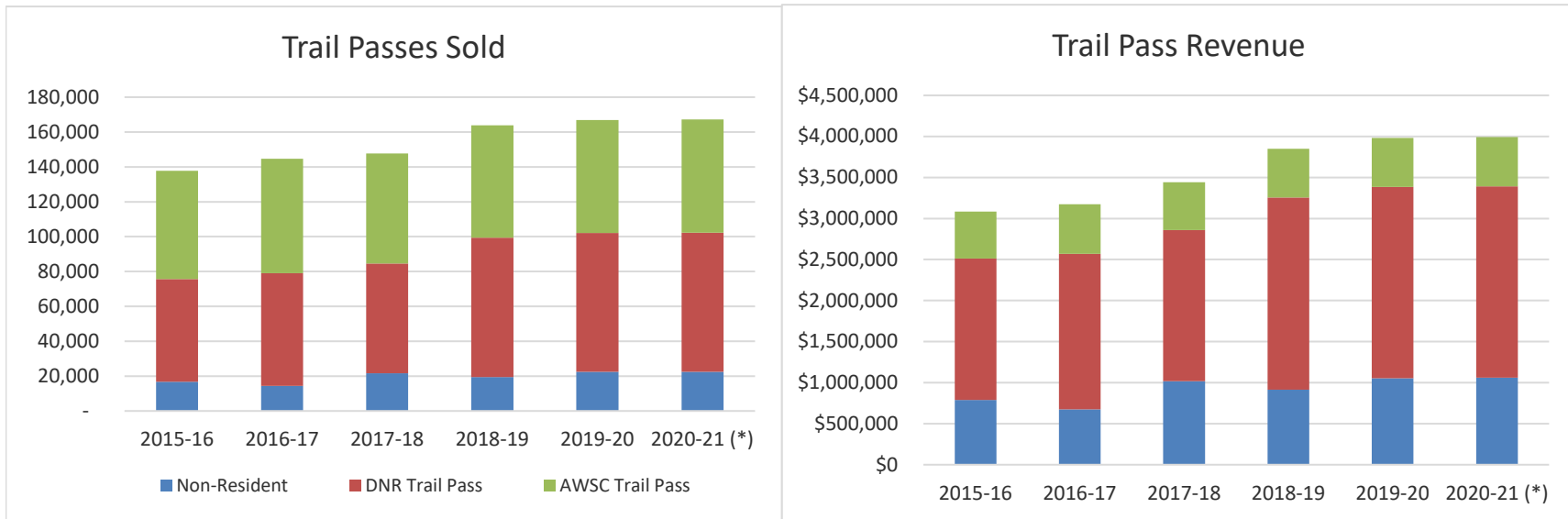
(\*) as of 06/14/21

Registrations expire June 30th annually. Numbers for 20-21 represent partial year summary



Season	Total Snowmobile Trail Passes Sold						Total
	Non-Resident	Revenue (approximate)	DNR Trail Pass	Revenue (approximate)	AWSC Trail Pass	Revenue (approximate)	
2015-16	16,766	\$788,002	58,970	\$1,724,873	61,979	\$573,306	\$3,086,180
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	79,780	\$2,333,565	64,906	\$600,381	\$3,992,950

(\*) 2020-21 Totals as of June 14, 2021. Non-Resident and DNR Trail Pass may include some duplicate entries that are rolled back after June 30.



### 2021-22 Snowmobile Funding Summary

<u>Category</u>	<u>Funds Available</u>	<u>Amount Requested</u>	<u>Amount Funded</u>	<u>Balance</u>
Funds Available	\$ -			\$ -
Maintenance (est)	(19,500 @ \$300/mile)	\$ 5,850,000	\$ 5,850,000	\$ (5,850,000)
<u>Funds For Development, etc</u>	\$ -			\$ -
Storm Damage		\$ -	\$ -	\$ -
Cost Increase Requests		\$ 169,354	\$ -	\$ -
Snow Bridge Rehab		\$ 2,329,157	\$ -	\$ -
Snow Trail Rehab		\$ 268,363	\$ -	\$ -
Snow Relocation Mandatory		\$ 28,159	\$ -	\$ -
Snow Relocation Discretionary		\$ 156,728	\$ -	\$ -
Snow Bridge New		\$ 1,045,145	\$ -	\$ -
New Miles	(607 @ \$300/mile)	\$ 345,879	\$ -	\$ -
Snow Acquisition		\$ -	\$ -	\$ -
Snow Non-Trail Development		\$ 42,463	\$ -	\$ -
				\$ -
Financial Aids Total		\$ 10,235,247	\$ 5,850,000	
Prelim. Supplemental (20-21):	\$ -			

### 2021-22 Snowmobile Funding Summary

<u>Category</u>	<u>Funds Available</u>	<u>Amount Requested</u>	<u>Amount Funded</u>	<u>Balance</u>
Funds Available	\$ -			\$ -
Maintenance (est)	(19,500 @ \$300/mile)	\$ 5,850,000	\$ 5,850,000	\$ (5,850,000)
<u>Funds For Development, etc</u>	\$ -			\$ -
Storm Damage		\$ -	\$ -	\$ -
Cost Increase Requests		\$ 196,922	\$ -	\$ -
Snow Bridge Rehab		\$ 2,259,062	\$ -	\$ -
Snow Trail Rehab		\$ 289,988	\$ -	\$ -
Snow Relocation Mandatory		\$ 28,159	\$ -	\$ -
Snow Relocation Discretionary		\$ 770,728	\$ -	\$ -
Snow Bridge New		\$ 431,145	\$ -	\$ -
New Miles	(607 @ \$300/mile)	\$ 342,079	\$ -	\$ -
Snow Acquisition		\$ -	\$ -	\$ -
Snow Non-Trail Development		\$ 42,463	\$ -	\$ -
				\$ -
Financial Aids Total		\$ 10,210,545	\$ 5,850,000	
Prelim. Supplemental (20-21):	\$ -			

## 2021-22 SNOWMOBILE COST INCREASE REQUESTS

Region	County		New/Increase Component	New Costs	Total	Approved	Comments
<b>#90</b>	Calumet	Calumet County is requesting a cost amendment due to the increase in lumber and steel prices.	<b>Increase Request</b>		\$5,100	After Cost Share: <b>\$5,100</b>	
			materials	\$5,100			
		Other funds received, requested, or committed? Yes or No: <input type="text" value="no"/> Amount: <input type="text"/>					
		<b>Original Grant # S-5543</b>	<b>Funding Cat. bridge rehab</b>				
		<b>Previous Grant Amt \$32,600</b>	<b>New Grant Amt (After) \$37,700</b>	\$5,100			
<b>#91</b>	Green Lake	Green Lake County is requesting a cost amendment due to the increase in materials cost.	<b>Increase Request</b>		\$11,529	After Cost Share: <b>\$11,529</b>	
			materials	\$11,529			
		Other funds received, requested, or committed? Yes or No: <input type="text" value="No"/> Amount: <input type="text"/>					
		<b>Original Grant # S-5540</b>	<b>Funding Cat. bridge rehab</b>				
		<b>Previous Grant Amt \$28,058</b>	<b>New Grant Amt (After) \$39,587</b>	\$11,529			
<b>#92</b>	Polk	AMENDMENT REQUEST. Polk Co is requesting an amendment to grant S-5585 Lorain Snowmobile Bridge due to the 35 percent increase in wooden timber costs. Abutments and pillars need to be added to the bridge approaches to secure the bridge. Total cost will now be \$53,992.48	<b>Increase Request</b>		\$26,123	After Cost Share: <b>\$26,123</b>	<i>Why was this not anticipated? Does county have a permit?</i>
			Materials	\$26,123			
		Other funds received, requested, or committed? Yes or No: <input type="text" value="No"/> Amount: <input type="text"/>					
		<b>Original Grant # S-5585</b>	<b>Funding Cat. bridge rehab</b>				
		<b>Previous Grant Amt \$27,869</b>	<b>New Grant Amt (After) \$53,992</b>	\$26,123			

## 2021-22 SNOWMOBILE COST INCREASE REQUESTS

Region	County		New/Increase Component	New Costs	Total	Approved	Comments
<b>#93</b>	Langlade	AMENDMENT REQUEST. Langlade County is requesting additional funds to cover the increased cost of materials and labor on the Neva Knight Culvert Replacement project. The cost of the culvert, labor and other materials have increased since the project's approval last year. The project is split between ATV, Snowmobile and RTP.	<b>Increase Request</b>		\$3,205	After Cost Share: <b>\$1,602</b>	
			Materials & Lab	\$3,205			
		Other funds received, requested, or committed? Yes or No: <input type="checkbox"/> Yes <input type="checkbox"/> No      Amount: <b>\$ 1,603</b>					
		<b>Original Grant # S-5546</b>	<b>Funding Cat. bridge rehab</b>				
		<b>Previous Grant Amt \$10,849</b>	<b>New Grant Amt (After) \$12,451</b>	\$1,602			
<b>#94</b>	Price	AMENDMENT REQUEST. Price County is requesting additional funds to cover the change in project costs due to a highway realignment. This has changed the length and location of the bridge to be installed. The county is requesting additional funds to complete the project. This project uses only snowmobile funds.	<b>Increase Request</b>		\$90,000	After Cost Share: <b>\$90,000</b>	<i>Need 2nd estimate. Why 14k, consider more substantial bridge? Is the timeframe in conjunction with the road project?</i>
			Materials & Lab	\$90,000			
		Other funds received, requested, or committed? Yes or No: <input type="checkbox"/> no <input type="checkbox"/> Yes      Amount: <b>\$</b>					
		<b>Original Grant # S-5306</b>	<b>Funding Cat. bridge rehab</b>				
		<b>Previous Grant Amt \$35,000</b>	<b>New Grant Amt (After) \$125,000</b>	\$90,000			
<b>#95</b>	Chippewa	AMENDMENT REQUEST: Chippewa County is requesting additional funds to rehab a 12' x 40' bridge on Corridor 27. The original proposal (last year) was rehab only to stabilize the upstream banks and protect pilings. It has since been determined that this will be insufficient, and that the bridge has further deteriorated and requires replaced with a 12' x 50' bridge..	<b>Increase Request</b>		\$62,568	After Cost Share: <b>\$62,568</b>	
			Bridge Structure	\$24,000			
			Engineering	\$2,000			
			Site Prep	\$2,000			
			Pilings	\$6,000			
	Approaches	\$2,000					
	Riprap	2000					
	Install Labor	\$30,000					
	Trail Rehab	\$7,350					
	Existing Grant	-\$12,782					
	Other funds received, requested, or committed? Yes or No: <input type="checkbox"/> <input type="checkbox"/> Amount: <b>\$</b>						
<b>Original Grant # S-5413</b>	<b>Funding Cat. bridge rehab</b>						
<b>Previous Grant Amt \$12,782</b>	<b>New Grant Amt (After) \$75,350</b>	\$62,568					
<b>TOTAL</b>					<b>\$196,922</b>	<b>\$0</b>	

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#1</b>	Iron	Iron County proposes to replace the wear surface, deck, and railings on the Trail 2 bridge over Vaughn Creek, near Townline Rd. The trail is also open to ATVs and UTVs. The project is proposed for 50/50 split with ATV/UTV grant funds.	*Structure		\$14,940		
			Engineer		After Cost Share:		
			Permits		<b>\$7,470</b>		
			Site prep	\$9,160			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> Y <input type="checkbox"/> N <b>Amount:</b> <input type="text" value="7470"/>			Riprap				
Variance or Exception?		Public or Private: Public	Bridge Inventory #: <b>Iron Co 34</b>	Labor	\$5,780		
		Old Bridge Size: 40 ft	New Bridge Size: N/A	Equip Rental			
		Water Body: Vaughn Creek	Labor Source: Force	Other			
		Years in System: 20+	Design Weight Load: 25,000	<b># of New Mi</b>	0	\$7,470	
<b>#2</b>	Iron	Iron County proposes to replace the wear surface, deck, and railings on the Trail 8 bridge over Layman's Creek. The trail is only used for snowmobiles.	*Structure		\$26,043		<i>-- landowner agreement and waiver?</i>
			Engineer		After Cost Share:		
			Permits		<b>\$26,043</b>		
			Site prep	\$15,664			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> No <input type="checkbox"/> Y <b>Amount:</b> <input type="text"/>			Riprap				
Variance or Exception?		Public or Private: Private	Bridge Inventory #: <b>Iron Co 28</b>	Labor	\$10,379		
		Old Bridge Size: 60 ft	New Culvert Size: N/A	Equip Rental			
		Water Body: Layman's Creek	Labor Source: Force	Other			
		Years in System: 10+	Design Weight Load: 25,000	<b># of New Mi</b>	0	\$26,043	
<b>#3</b>	Iron	Iron County proposes to replace the existing bridge over Cominski Creek on Trail 2a with a new 12'x40' bridge. The current bridge consists of timber mats and is considerably undersized and in poor shape. The trail is only used for snowmobiles.	*Structure	\$16,140	\$23,900		<i>-- landowner agreement and waiver?</i>
			Engineer		After Cost Share:		
			Permits		<b>\$23,900</b>		
			Site prep	\$1,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> No <input type="checkbox"/> Y <b>Amount:</b> <input type="text"/>			Riprap				
Variance or Exception?		Public or Private: Private	Bridge Inventory #: <b>Iron Co 37</b>	Labor	\$4,070		
		Old Bridge Size: 23' x 14'	New Bridge Size: 40' x 12'	Equip Rental	\$1,440		
		Water Body: Cominski Creek	Labor Source: Force	Other			
		Years in System: 10+	Design Weight Load: 25,000	<b># of New Mi</b>	0	\$23,900	

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#4</b>	Forest	Forest County proposes to replace the existing Mill Pond Bridge on the Nicolet State Trail with a new 12'x85' bridge. The current bridge is over 60 years old and in very poor condition. The county is also applying for RTP and ATV grant funds for this project.	*Structure	\$121,200	\$242,150 After Cost Share: <b>\$121,075</b>		If RTP funds awarded, will they be able to honor the Buy America requirement?
			Engineer	\$33,000			
			Permits	\$19,750			
			Site prep	\$5,500			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> Yes			<b>Amount:</b>	<b>121075</b>			
Variance or Exception?		Public or Private: Public	Bridge Inventory #: <b>DNR 21-014</b>	Riprap	\$1,200		
		Old Bridge Size: 12' x 85'	New Bridge Size: 12' x 85'	Labor	\$18,500		
		Water Body: Mill Pond	Labor Source: Contract	Equip Rental	\$25,500		
		Years in System: 20+	Design Weight Load: 25,000	Remove/dispc	\$8,000		
			# of New Mi	0	\$121,075		
<b>#5</b>	Forest	Forest County proposes to replace the existing Little Popple River North Bridge on the Nicolet State Trail with a new 12'x90' bridge. The current bridge is over 60 years old and in poor condition. The county is also applying for RTP and ATV grant funds for this project.	*Structure	\$121,200	\$246,650 After Cost Share: <b>\$123,325</b>		If RTP funds awarded, will they be able to honor the Buy America requirement?
			Engineer	\$33,000			
			Permits	\$19,750			
			Site prep	\$6,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> Yes			<b>Amount:</b>	<b>123325</b>			
Variance or Exception?		Public or Private: Public	Bridge Inventory #: <b>DNR 21-011</b>	Riprap	\$1,200		
		Old Bridge Size: 12' x 90'	New Bridge Size: 12' x 90'	Labor	\$20,000		
		Water Body: Little Popple Rvr	Labor Source: Contract	Equip Rental	\$27,000		
		Years in System: 20+	Design Weight Load: 25,000	Remove/dispc	\$8,000		
			# of New Mi	0	\$123,325		
<b>#6</b>	Forest	Forest County proposes to replace the existing Little Popple River Center Bridge on the Nicolet State Trail with a new 12'x90' bridge. The current bridge is over 60 years old and in poor condition. The county is also applying for RTP and ATV grant funds	*Structure	\$103,100	\$218,550 After Cost Share: <b>\$109,275</b>		Better pictures of sill plates, etc would show the need. What's wrong with the superstructure?
			Engineer	\$33,000			
			Permits	\$19,750			
			Site prep	\$5,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> Yes			<b>Amount:</b>	<b>109275</b>			
Variance or Exception?		Public or Private: Public	Bridge Inventory #: <b>DNR 21-010</b>	Riprap	\$1,200		
		Old Bridge Size: 12' x 80'	New Bridge Size: 12' x 80'	Labor	\$18,000		
		Water Body: Little Popple Rvr	Labor Source: Contract	Equip Rental	\$22,500		
		Years in System: 20+	Design Weight Load: 25,000	Remove/dispc	\$7,000		
			# of New Mi	0	\$109,275		



## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#7</b>	Vilas	Vilas County proposes to replace the existing bridge over Verna Creek on Corridor Trail 10 with a new 12'x30' bridge. The current bridge is over 30 years old and not in good condition. The trail is only used for snowmobiles.	*Structure	\$33,000	\$209,000 After Cost Share: <b>\$209,000</b>		<i>Why so expensive? Price seems high for a 30' bridge. Why is labor so high? Project Management?</i>
			Engineer	\$30,000			
			Permits	\$1,000			
			Site prep	\$1,000			
			Materials				
Abutments	\$30,000						
Pilings/Piers	\$5,000						
Approaches	\$30,000						
Culverts							
Riprap							
Labor	\$79,000						
Equip Rental							
Other							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		No	<b>Amount:</b>				
Public or Private:		Public	Bridge Inventory #:		<b>Vilas 4</b>		
Old Bridge Size:		12' x 30'	New Bridge Size:		12' x 30'		
Water Body:		Verna Creek	Labor Source:		Contract		
Years in System:		30+	Design Weight Load:		25,000		
Variance or Exception?			# of New Mi		0	\$209,000	
<b>#8</b>	Door	Door County proposes to replace the Krueger Creek Bridge, on Corridor 3, with a 26' X 12' bridge. Temporary repairs were made for the 20-21 season after a partial failure, but a replacement is needed.	*Structure	\$25,000	\$37,200 After Cost Share: <b>\$37,200</b>		
			Engineer	\$4,000			
			Permits				
			Site prep	\$900			
			Materials				
Abutments							
Pilings/Piers							
Approaches							
Culverts							
Riprap							
Labor							
Equip Rental	\$5,500						
Other	\$1,800						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		No	<b>Amount:</b>				
Public or Private:		Private	Bridge Inventory #:		<b>Door-2</b>		
Old Bridge Size:		26' X 12'	New BridgeSize:		26' X 12'		
Water Body:		Krueger Creek	Labor Source:		contractor		
Years in System:		33	Design Weight Load:		25,000		
Variance or Exception?			# of New Mi		0	\$37,200	
<b>#9</b>	Shawano	Shawano County proposes to replace decking and railings on the Corridor 9 North bridge over the Red River. Split with ATV.	*Structure		\$9,745 After Cost Share: <b>\$4,873</b>		<i>Who will do the work?</i>
			Engineer				
			Permits				
			Site prep				
			Materials	\$9,745			
Abutments							
Pilings/Piers							
Approaches							
Culverts							
Riprap							
Labor							
Equip Rental							
Other							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		Yes	<b>Amount:</b>		<b>\$ 4,872</b>		
Public or Private:		Private	Bridge Inventory #:				
Old Bridge Size:		12' X 48'	New Culvert Size:		same		
Water Body:		Red River	Labor Source:		club		
Years in System:		21	Design Weight Load:		30K		
Variance or Exception?			# of New Mi		0	\$4,873	

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#10</b>	Barron	Barron County proposes to replace an existing bridge over Lower Pine Creek known as Corridor 37 Bridge. The bridge has significant deterioration and structural loss. Inspection determined unsafe and bridge was closed.	*Structure	\$16,900	\$51,675 After Cost Share: <b>\$51,675</b>		When was this bridge last rehabed with grant funds? Length of trail use agreement? Deeded?
			Engineer	\$1,000			
			Permits				
			Site prep	\$2,175			
			Materials				
Abutments	\$4,500						
Pilings/Piers							
Approaches	\$4,500						
Culverts							
Riprap	\$2,000						
Labor	\$18,100						
Equip Rental							
Other	\$2,500						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> N			<b>Amount:</b>				
Public or Private: Private		Bridge Inventory #: 12413					
Old Bridge Size: 42' x 14.5'		New Bridge Size: 50' x 12'					
Water Body: Lwr Pine Crk		Labor Source:					
Years in System: 32		Design Weight Load: 30,000	# of New Mi	0	\$51,675		
<b>#11</b>	Barron	Barron County proposes to rehabilitate a bridge across Pokegama Creek on Corridor 12. The bridge deck has failed and needs replacing.	*Structure		\$10,050 After Cost Share: <b>\$10,050</b>		
			Engineer				
			Permits				
			Site prep				
			Materials	\$8,550			
Abutments							
Pilings/Piers							
Approaches							
Culverts							
Riprap							
Labor	\$1,500						
Equip Rental							
Other							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> N			<b>Amount:</b>				
Public or Private: Private		Bridge Inventory #: 12399					
Old Bridge Size:		New Bridge Size:					
Water Body: Pokegama		Labor Source:					
Years in System: 38		Design Weight Load: 30,000	# of New Mi	0	\$10,050		
<b>#12</b>	Rusk	Rusk Co proposes to replace an aging snowmobile bridge over Potato Creek known as Trail 131 bridge. The bridge is too short for the site and is positioned too low to provide the proper clearance.	*Structure	\$54,000	\$80,000 After Cost Share: <b>\$80,000</b>		
			Engineer	\$3,000			
			Permits				
			Site prep	\$1,000			
			Materials				
Abutments							
Pilings/Piers	\$12,000						
Approaches							
Culverts							
Riprap							
Labor	\$2,000						
Equip Rental	\$5,000						
Other	\$3,000						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> No			<b>Amount:</b>				
Public or Private: Public		Bridge Inventory #: 31					
Old Bridge Size: 12' x 52'		New Bridge Size: 12' x 60'					
Water Body: Potatoe Crk		Labor Source:					
Years in System: 24		Design Weight Load: 25,000	# of New Mi	0	\$80,000		

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#13</b>	Tri Co Rec	Tri- County Recreation Trail Comm proposes to replace the culvert for Miller Creek which has failed. Project would include removing and replacing the culvert and building the trail back up to the original 6" gravel base. Total Project \$76,075.00 Snow \$38,037.52 ATV \$38,037.52	*Structure	\$35,366	\$76,075 After Cost Share: <b>\$38,038</b>		
			Engineer				
			Permits				
			Site prep				
			Materials	\$10,924			
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor	\$29,785			
			Equip Rental				
			Other				
			# of New Mi	0	\$38,038		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$ 38,037.50</b>	
			Public or Private:	Public	Bridge Inventory #:		
			Old Bridge Size:		New Bridge Size:	9' x 110'	
			Water Body:	Miller Creek	Labor Source:		
			Years in System:		Design Weight Load:		
<b>Variance or Exception?</b>							
<b>#14</b>	Chippewa	Chippewa Co proposes to replace a deteriorating bridge over Little Drywood Creek known as Hagar with a new bridge	*Structure	\$26,640	\$54,800 After Cost Share: <b>\$54,800</b>		
			Engineer	\$7,800			
			Permits				
			Site prep				
			Materials				
			Abutments	\$6,500			
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor	\$13,860			
			Equip Rental				
			Other				
			# of New Mi	0	\$54,800		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	No	<b>Amount:</b>		
			Public or Private:	Private	Bridge Inventory #:	11	
			Old Bridge Size:	44' x 12'	New Bridge Size:	44' x 12'	
			Water Body:	Little Drywood	Labor Source:	Contract	
			Years in System:	20	Design Weight Load:	25,000	
<b>Variance or Exception?</b>							
<b>#15</b>	Dunn	Dunn Co proposes to replace a deteriorated bridge over Knights Creek known as Pax with a new bridge. This is a heavily used trail.	*Structure	\$44,000	\$68,000 After Cost Share: <b>\$68,000</b>		
			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	\$1,000			
			# of New Mi	0	\$68,000		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	No	<b>Amount:</b>		
			Public or Private:	Private	Bridge Inventory #:	Dunn-10	
			Old Bridge Size:	42' x 12'	New Bridge Size:	50' x 12'	
			Water Body:	Knights Creek	Labor Source:	Contract	
			Years in System:	50+	Design Weight Load:	25,000	
<b>Variance or Exception?</b>							

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#16</b>	Dunn	Dunn Co proposes to replace a bridge over the Eau Galle River. The approaches and deck are rotting. This bridge is part of a mandatory reroute which will remove a portion of trail located in the floodplain. No development costs are being requested for the reroute.	*Structure	\$85,000	\$120,513 After Cost Share: <b>\$120,513</b>		
			Engineer	\$8,000			
			Permits				
			Site prep	\$5,000			
			Materials				
Abutments	\$10,000						
Pilings/Piers							
Approaches							
Culverts							
Riprap	\$2,000						
Labor	\$10,000						
Equip Rental							
Other	\$513						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		No	<b>Amount:</b>				
Public or Private:		Private	Bridge Inventory #:		<b>Dunn-25</b>		
Old Bridge Size:		47' x 12'	New Bridge Size:		90' x 12'		
Water Body:		Eau Galle River	Labor Source:		Contract		
Years in System:		40+	Design Weight Load:		25,000		
Variance or Exception?			# of New Mi		0	\$120,513	
<b>#17</b>	Dunn	Dunn Co proposes to replace a bridge over Gilbert Creek known as Holte Bridge. Due to heavy rains, flooding and erosion, the bridge is no longer located on top of the bank. The bridge was closed and the trail rerouted, but the reroute is dangerous.	*Structure	\$44,000	\$68,000 After Cost Share: <b>\$68,000</b>		
			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	\$1,000						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		No	<b>Amount:</b>				
Public or Private:		Private	Bridge Inventory #:		<b>Dunn-22</b>		
Old Bridge Size:		40' x 12'	New Bridge Size:		50' x 12'		
Water Body:		Gilbert Creek	Labor Source:		Contract		
Years in System:		20+	Design Weight Load:		25,000		
Variance or Exception?			# of New Mi		0	\$68,000	
<b>#18</b>	Eau Claire	Eau Claire Co proposes to rehabilitate a bridge over the Eau Claire River known as Troubled Waters Bridge. This bridge is approx. 16' X 202' and was previously an old highway bridge. Inspection determined the bridge to be in need of repair. Piles are completely rusted through and will need to be repaired or replaced. Application is split with ATV.	*Structure		\$140,190 After Cost Share: <b>\$70,095</b>		Redo cost estimate without contingency.
			Engineer	\$1,600			
			Permits				
			Site prep	\$8,000			
			Materials				
Abutments							
Pilings/Piers	\$83,181						
Approaches	\$24,044						
Culverts							
Riprap							
Labor							
Equip Rental							
Other	\$23,365						
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		Yes	<b>Amount:</b>		<b>70095</b>		
Public or Private:		Public	Bridge Inventory #:		<b>16</b>		
Old Bridge Size:		16' x 202'	New Bridge Size:		16' x 202'		
Water Body:		Eau Claire River	Labor Source:		Contract		
Years in System:		70+	Design Weight Load:		25,000		
Variance or Exception?			# of New Mi		0	\$70,095	

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#19</b>	Eau Claire	Eau Claire Co proposes to replace a bridge over Otter Creek known as Foster. The existing bridge was club built bridge. A more permanent type structure is necessary.	*Structure	\$63,700	\$80,500 After Cost Share: <b>\$80,500</b>		
			Engineer	\$3,800			
			Permits				
			Site prep	\$10,000			
<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 #: 22				
		Old Bridge Size: 10' x 20'	New Bridge Size: 12' x 34' w appr	Equip Rental	\$2,000		
		Water Body: Otter Creek	Labor Source: Contract	Other	\$1,000		
		Years in System: 4	Design Weight Load: 25,000	# of New Mi	0	\$80,500	
<b>#20</b>	Eau Claire	Eau Claire Co proposes to replace a bridge over Beaver Creek known as Brackett Bridge. The existing club built bridge was built over 30 years ago and needs to be replaced. Significant amounts of high water and flooding have eroded the bank and weakened the structure making it unsafe.	*Structure	\$63,700	\$82,500 After Cost Share: <b>\$82,500</b>		
			Engineer	\$3,800			
			Permits				
			Site prep	\$10,000			
<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 #: 7				
		Old Bridge Size: 10' x 30'	New Bridge Size: 12' x 34' w appr	Equip Rental	\$2,000		
		Water Body: Beaver Creek	Labor Source: Contract	Other	\$3,000		
		Years in System: 30 +	Design Weight Load: 25,000	# of New Mi	0	\$82,500	
<b>#21</b>	Jackson	Jackson Co proposes to replace a bridge over Douglas Creek known as Douglas Creek Bridge. Several storm events have caused the banks to widen and weakened the bridge structure. Has Chapter 30 permit.	*Structure	\$54,000	\$109,000 After Cost Share: <b>\$109,000</b>		
			Engineer	\$3,000			
			Permits				
			Site prep	\$1,000			
<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 #: 341865				
		Old Bridge Size:	New Bridge Size: 12' x 105'	Equip Rental			
		Water Body: Douglas Creek	Labor Source: Contract	Other			
		Years in System: 23	Design Weight Load: 25,000	# of New Mi	0	\$109,000	

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#22</b>	Pierce	Pierce Co proposes to replace a bridge over Mines Creek known as Spring Valley Bridge. The bridge is on an old railroad grade and the concrete deck is cracked and bowed.	*Structure	\$32,000	\$56,165 After Cost Share: <b>\$56,165</b>		
			Engineer	\$6,500			
			Permits				
			Site prep	\$1,000			
			Materials				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> No <input type="checkbox"/> Amount:							
Variance or Exception?	Public or Private:	Private	Bridge Inventory #:	<b>8</b>			
	Old Bridge Size:		New Bridge Size:	12' x 35.5'			
	Water Body:	Mines Creek	Labor Source:				
	Years in System:	35	Design Weight Load:	25,000			
			Riprap	\$2,000			
			Labor	\$7,665			
			Equip Rental				
			Other	\$7,000			
			# of New Mi	0	\$56,165		
<b>#23</b>	Pierce	Pierce Co proposes to rehabilitate a bridge over Trimble River known as Gas Lite Bridge. The deck will be replaced.	*Structure		\$6,000 After Cost Share: <b>\$6,000</b>		
			Engineer				
			Permits				
			Site prep				
			Materials	\$4,631			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> No <input type="checkbox"/> Amount:							
Variance or Exception?	Public or Private:	Private	Bridge Inventory #:	<b>1</b>			
	Old Bridge Size:	12' x 96'	New Bridge Size:				
	Water Body:	Trimble River	Labor Source:	Club			
	Years in System:	19	Design Weight Load:	12,000			
			Riprap				
			Labor	\$1,369			
			Equip Rental				
			Other				
			# of New Mi	0	\$6,000		
<b>#24</b>	Pierce	Pierce Co proposes to rehabilitate a bridge over Trimble River known as Pechacek Co W Bridge. The deck will be replaced.	*Structure	\$6,352	\$6,700 After Cost Share: <b>\$6,700</b>		
			Engineer				
			Permits				
			Site prep				
			Materials				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b> <input type="checkbox"/> No <input type="checkbox"/> Amount:							
Variance or Exception?	Public or Private:	Private	Bridge Inventory #:	<b>19</b>			
	Old Bridge Size:		New Bridge Size:				
	Water Body:	Trimble River	Labor Source:	Club			
	Years in System:	25	Design Weight Load:	12,000			
			Riprap				
			Labor	\$349			
			Equip Rental				
			Other				
			# of New Mi	0	\$6,700		

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#25</b>		Trempealeau Co proposes to replace a bridge over Chimney Rock Creek known as Elk Creek Bridge. The bridge originally built to move farm equipment is rotting away and for safety concerns need to be replaced.	*Structure	\$44,000	\$67,000 After Cost Share: <b>\$67,000</b>		<i>Need detailed cost estimate.</i>
			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				
			<b># of New Mi</b>	<b>0</b>	\$67,000		
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	<b>No</b>	<b>Amount:</b>			
		Public or Private:	Private	Bridge Inventory #:			
		Variance or Exception?	Old Bridge Size: 12' x 48'	New Bridge Size: 12' x 50'			
			Water Body: Chimney Rock	Labor Source: Contract			
			Years in System: 40+	Design Weight Load: 25,000			
<b>#26</b>		Trempealeau Co proposes to replace a bridge over Lakes Coulee Creek known as Blair Bridge.	*Structure	\$58,000	\$81,000 After Cost Share: <b>\$81,000</b>		<i>Need detailed cost estimate. Double check length of LUA going forward.</i>
			Engineer	\$3,000			
			Permits				
			Site prep	\$1,000			
			Materials				
Abutments	\$12,000						
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap	\$2,000			
			Labor	\$5,000			
			Equip Rental				
			Other				
			<b># of New Mi</b>	<b>0</b>	\$81,000		
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	<b>No</b>	<b>Amount:</b>			
		Public or Private:	Private	Bridge Inventory #:			
		Variance or Exception?	Old Bridge Size: 12' x 50'	New Bridge Size: 12' x 65'			
			Water Body: Lakes Coulee Cr	Labor Source: Contract			
			Years in System: 40+	Design Weight Load: 25,000			
<b>#27</b>		Juneau Co requests funding to retrofit an existing railroad bridge in Elroy that serves as a link to the Omaha, 400, and Elroy-Sparta trails. The existing decking is no longer safe for snowmobiles or groomers and failure to repair would result in significant reroutes - County is working on obtaining a 2nd quote (05/18/21)	*Structure	\$82,000	\$82,000 After Cost Share: <b>\$82,000</b>		<i>Need 2nd estimate. Original estimate is structure only, who is doing the install? How much?</i>
			Engineer				
			Permits				
			Site prep				
			Materials				
Abutments							
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other				
			<b># of New Mi</b>	<b>0</b>	\$82,000		
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
		Public or Private:	Public	Bridge Inventory #:			
		Variance or Exception?	Old Culvert Size:	New Culvert Size:			
			Water Body:	Labor Source:			
			Years in System:	Design Weight Load: 25,000			

## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#28</b>	Wood	Replacement of wood decking on bridge over the Little Hemlock creek. Groomer has gone thru the deck and bridge is now unuseable.	*Structure	\$40,000	\$40,000 After Cost Share: <b>\$40,000</b>			
			Engineer					
			Permits					
			Site prep					
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b>			<b>Amount:</b>					
Public or Private:		Private	Bridge Inventory #:					
Old Culvert Size:			New Culvert Size:					
Water Body:		Little Hemlock	Labor Source:					
Years in System:		17	Design Weight Load: 14,000					
Variance or Exception?			# of New Mi	0	\$40,000			
<b>#29</b>	Wood	Replace the existing Auburndale Nite Owl bridge with a 60' clear span self weathering steel structure.	Bridge 1	\$56,900	\$182,900 After Cost Share: <b>\$182,900</b>		Appendix A incomplete. Length of agreement? Load? #'s don't line up with the quote from Anderson in application.	
			Bridge 2					
			Permits					
			Site prep	\$20,000				
Materials								
Abutments	\$35,000							
Pilings/Piers	\$15,000							
Approaches	\$15,000							
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b>			<b>Amount:</b>					
Public or Private:		Private	Bridge Inventory #:					
Old Bridge Size:			New Bridge Size: 12x60					
Water Body:		N Fork Hemlock	Labor Source:					
Years in System:			Design Weight Load: <b>25,000</b>					
Variance or Exception?			# of New Mi	0	\$182,900			
<b>#30</b>	Monroe	Replacement of the Trail 27 Norwalk Trail Riders bridge. Existing structure is 25+ years old and in disrepair due to floating off during high water events. New bridge will be anchored on 1 side and free on the other to allow it to move but not float off. Actual contract to be open bid, 2 estimates provided.	Bridge 1	\$36,000	\$37,300 After Cost Share: <b>\$37,300</b>		Length of easement going FWD?  <i>No LUA – Landowner won't sign out of concern over being able to shut trail if damages occur, but trail has approx.. 50 year history with landowner. Will sign LUA to provide access to bridge for removal if needed</i>	
			Bridge 2					
			Permits					
			Site prep					
Materials								
Abutments								
Pilings/Piers								
Approaches	\$1,000							
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b>			<b>Amount:</b>					
Public or Private:		Private	Bridge Inventory #:					
Old Bridge Size:		12x40	New Bridge Size: 12x40					
Water Body:		Moore Creek	Labor Source:					
Years in System:		25	Design Weight Load: <b>25,000</b>					
Variance or Exception?			# of New Mi	0	\$37,300			



## 2021-22 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A		
<b>#31</b>	SCR	Columbia	HWY 146 Bridge - Request to replace existing bridge which is in poor condition. Bridge over an unnamed creek is failing, unusable, and does not comply with the new bridge guidelines. By replacing, snowmobiles can safely cross the creek by the bridge instead of having to route the snowmobile trail onto State Hwy 146 to go around the old bridge. Trail has been established on this land for the last 20+ years		Bridge 1 Bridge 2 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$42,200	\$51,600 After Cost Share: <b>\$51,600</b>		Is this a funded trail? What is the length of the easement going FWD?
	<b>Other funds received, requested, or committed?</b>								
	<b>Yes or No:</b>		<b>No</b>		<b>Amount:</b>				
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:						
	Old Bridge Size: 7x40	New Bridge Size: 12x40							
	Water Body: unnamed	Labor Source:							
	Years in System:	Design Weight Load: <b>25,000</b>	# of New Mi	0	\$51,600				
<b>#33</b>	SCR	Dane	Request to replace Dane6/MSD2 bridge in the Village of Marshal on State Corridor #36. Current bridge is 18 years old, of aging wood pole construction and unknown weight capacity. The new bridge would conform to all state waterway regulations and DNR load requirements.		Bridge 1 Bridge 2 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Install/Remove	\$57,815	\$95,065 After Cost Share: <b>\$95,065</b>		Is the LUA really 20 years?  <i>20 year LUA is in the application packet</i>
	<b>Other funds received, requested, or committed?</b>								
	<b>Yes or No:</b>		<b>No</b>		<b>Amount:</b>				
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:						
	Old Bridge Size: 14x20	New Bridge Size: 12x38							
	Water Body: unnamed	Labor Source:							
	Years in System:	Design Weight Load: <b>25,000</b>	# of New Mi	0	\$95,065				
<b>#34</b>	SCR	Richland	The Muscoda Trail Corridor 27 bridge is deteriorating and in need of replacement. New bridge will also place the structure above the ordinary high water line		Bridge 1 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$44,000	\$58,000 After Cost Share: <b>\$58,000</b>		
	<b>Other funds received, requested, or committed?</b>								
	<b>Yes or No:</b>		<b>No</b>		<b>Amount:</b>				
	Variance or Exception?	Public or Private: Private	Bridge Inventory #:						
	Old Bridge Size: 29x12	New Bridge Size: 45x12							
	Water Body: Indian Creek	Labor Source:							
	Years in System: 18	Design Weight Load: <b>25,000</b>							
<b>TOTAL</b>					<b>\$2,259,062</b>	\$0	\$0		

## 2021-22 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#35</b>	Vilas	Vilas County proposes to rehab about 0.5 mile of funded snowmobile trail from CTH E to Tower Rd. Work will repair the trail from significant erosion and modify grades to help reduce future issues. This trail is also open to ATVs. The project is proposed to be split with ATV funds.	*Structure	\$4,303	\$7,163		
			Engineer		\$3,581		
			Permits				
			Site prep				
Materials							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		Yes	<b>Amount:</b>		<b>\$ 3.582</b>		
Variance or Exception?	Public or Private: Private		Bridge Inventory #:	N/A			
	Old Bridge Size: N/A		New Bridge Size:	N/A			
Yes	Water Body: N/A		Labor Source:	Contract	\$2,860		
	Years in System:		Design Weight Load:	N/A			
			# of New Mi	0	\$3,581		
<b>#36</b>	Vilas	Vilas County proposes to rehab about 3.5 miles of Snow Trail 13 in the Town of Conover, from CTH K to Big Portage Lake Rd. Work will include adding material to raise low sections, spot treating problem areas with large material, installing diversion ditches and culverts for water control, and installing 6 inches of gravel over the top of the full section. There is one bridge on this section, but no rehab funds are requested for it at this time. The County has also applied for ATV and RTP grant funds.	*Structure	\$169,500	\$188,950		<i>Consider moving gravel to ATV Program, not Snow.</i>
			Engineer		\$94,475		
			Permits				
			Site prep				
Materials							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		Yes	<b>Amount:</b>		<b>\$ 94.475</b>		
Variance or Exception?	Public or Private: Public		Bridge Inventory #:	N/A			
	Old Bridge Size: N/A		New Bridge Size:	N/A			
No	Water Body: N/A		Labor Source:	Contract	\$250		
	Years in System:		Design Weight Load:	N/A			
			# of New Mi	0	\$94,475		
<b>#37</b>	Florence	Florence County proposes to rehab a portion of Corridor Trail 6, west of Sand Lake Road. The project will address about 3.5 miles of trail and will consist of spot placement of larger ore to repair hills, turns, and low areas. The county will also place additional gravel to portions of the trail (6 inches). Then, the entire trail will be regraded, with gravel reclaimed as much as possible, to shape and re-crown the full distance. The county is has also applied for ATV and RTP funds for this project.	*Structure	\$10,580	\$34,358		
			Engineer		\$17,179		
			Permits				
			Site prep				
Materials							
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>		Yes	<b>Amount:</b>		<b>\$ 17.179</b>		
Variance or Exception?	Public or Private: Public		Bridge Inventory #:	N/A	\$1,280		
	Old Bridge Size: N/A		New Bridge Size:	N/A	\$7,637		
No	Water Body: N/A		Labor Source:	Contract	\$14,862		
	Years in System:		Design Weight Load:	N/A			
			# of New Mi	0	\$17,179		

## 2021-22 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NER	Oconto	Oconto County proposes to rehab the entrance of Location 657, USFS trail 2237A, to make safe riding conditions by covering boulders with gravel. The county will also add gates to prevent further damage by off road 4x4 vehicles illegally riding the snowmobile trail. These vehicles have wrecked the trail base leaving large boulders exposed. Gravel is needed to fill back in the ruts and build the base back over the boulders to allow for safe travel by snowmobilers. These boulders can be the size of a Lincoln Town Car, so easier to cover up with gravel than to remove them. RTP applied for. *County interprets the 7 mile length of the trail segment qualify this request.	*Structure		\$16,780		
			Engineer		After Cost Share:		
			Permits		<b>\$8,390</b>		
			Site prep				
				\$13,180			
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Gates	\$3,600			
			# of New Mi	0	\$8,390		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	YES	<b>Amount:</b>	\$	<b>8.390</b>
		Public or Private:	Public	Bridge Inventory #:			
		Old Bridge Size:	#	New Bridge Size:			
		Water Body:		Labor Source:			
		Years in System:		Design Weight Load:			
		Variance or Exception?					
		Yes*					
NER	Oconto	Oconto County proposes to rehab the entrance of Location 675, USFS East side 617,677,650 Loop Trail 1, to make safe riding conditions by covering boulders with gravel. The county will also add gates to prevent further damage by off road 4x4 vehicles illegally riding the snowmobile trail. These vehicles have wrecked the trail base leaving large boulders exposed. Gravel is needed to fill back in the ruts and build the base back over the boulders to allow for safe travel by snowmobilers. These boulders can be the size of a Lincoln Town Car, so easier to cover up with gravel than to remove them. RTP applied for. *County interprets the 5 mile length of the trail segment qualify this request.	*Structure		\$34,264		
			Engineer		After Cost Share:		
			Permits		<b>\$17,132</b>		
			Site prep				
			Materials	\$30,664			
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Gates	\$3,600			
			# of New Mi	0	\$17,132		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	YES	<b>Amount:</b>	\$	<b>17.132</b>
		Public or Private:	Public	Bridge Inventory #:			
		Old Bridge Size:		New Bridge Size:			
		Water Body:		Labor Source:			
		Years in System:		Design Weight Load:			
		Variance or Exception?					
		Yes*					
NER	Marinette	Marinette County proposes to rehab 1320ft section of Near North West 11 mile trail to repair eroded banks that are washing into the wetland. 50% ATV requested. Option 2 is rehab only the worst 300ft for a cost of \$24,500.	Excavate/Hau	\$42,000	\$86,500		<i>This seems more of an ORV problem. How are snowmobiles responsible for the damage?</i>
			Fabric	\$3,200	After Cost Share:		
			Tree Removal	\$3,500	<b>\$43,250</b>		
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap	\$10,500			
			Labor	\$3,000			
			Equip Rental	\$24,300			
			Other				
			# of New Mi	0	\$43,250		
			<b>Other funds received, requested, or committed?</b>				
			<b>Yes or No:</b>	Yes	<b>Amount:</b>	\$	<b>43.250</b>
		Public or Private:	Public	Bridge Inventory #:			
		Old Bridge Size:		New Bridge Size:			
		Water Body:		Labor Source:			
		Years in System:		Design Weight Load:			
		Variance or Exception?					
		Yes					

## 2021-22 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#41</b>	Burnett	Burnett County proposes to rehabilitate 6.5 miles of snowmobile/Winter ATV trail known as Trail 151. The repair work will include filling in water holes and re-establishing a crown to promote water run-off from the trail surface; addressing areas prone to washouts; repairing ruts; and adding rock or gravel where necessary. Work will only be done on areas of the trail in need of repair. Requesting, Snowmobile, ATV & RTP	*Structure		\$76,923 After Cost <b>\$19,231</b>		
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other	\$76,923			
			# of New Mi	0	\$19,231		
<b>Yes or No:</b>			Yes	<b>Amount:</b>		<b>\$57,692</b>	
Variance or Exception?		Public or Private:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				
<b>#42</b>	Vernon	Trail 27 is in need to rehab work to widen the trail and alter the pitch to facilitate better runoff. Currently the groomer is unable to make it up the hill and must go around. Proposed work would include widening the trail, establish proper pitch and removal of some trees and stumps	*Structure		\$6,500 After Cost Share: <b>\$6,500</b>		<i>Need photos, cost break down</i>
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other	\$6,500			
			# of New Mi	0	\$6,500		
<b>Other funds received, requested, or committed?</b>			<b>Yes or No:</b>		<b>Amount:</b>		
Variance or Exception?		Public or Private:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				
<b>#43</b>	Richland	Pine River Corridor #32 within the city limits of Richland Center has experienced significant erosion due to recent flooding. The streambank is destabilizing and the trail is in danger of becoming too narrow to accommodate the groomer. If not addressed, the trail will need to be rerouted, which will possibly include bridge work. Length of trail needing work is approximately 400'	*Structure		\$14,000 After Cost Share: <b>\$14,000</b>		<i>Photos don't show the need, need better photos.</i>
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other	\$14,000			
			# 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:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				

## 2021-22 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments	
<b>#44</b>	SCR	Richland	Pine River Corridor #32 on the Schreibers property has experienced significant erosion due to recent flooding. The streembank is destabilizing and the trail is in danger of becoming too narrow to accommodate the groomer. If not addressed, the trail will mneed to be rerouted, which will possibly include bridge work. Lenght of trail needing work is approximately 750'			\$26,250		<i>Better photos?</i>
						After Cost Share:		
						<b>\$26,250</b>		
		<b>Other funds received, requested, or committed?</b>						
		<b>Yes or No:</b>	no	<b>Amount:</b>				
		Public or Private:	Private	Bridge Inventory #:				
		Old Bridge Size:		New Bridge Size:				
		Water Body:		Labor Source:				
		Years in System:		Design Weight Load:				
		Variance or Exception?						
		Yes						
				# of New Mi	0	\$26,250		
<b>#45</b>	SCR	Sauk	Trail NC7N in White Mount County Park is in need to erision repair & control. Due to severe erosion, the groomer is unable to make it up the hill, and the condition of the trail presents a safety concern for the snowmobilers. No alternative route is available as it would present the same issues on another hill. Lenght of trail is approximately 1,400.			\$40,000		
						After Cost Share:		
						<b>\$40,000</b>		
		<b>Other funds received, requested, or committed?</b>						
		<b>Yes or No:</b>	No	<b>Amount:</b>				
		Public or Private:	Public	Bridge Inventory #:				
		Old Bridge Size:		New Bridge Size:				
		Water Body:		Labor Source:				
		Years in System:		Design Weight Load:				
		Variance or Exception?						
		Yes						
				# of New Mi	0	\$40,000		
				<b>TOTAL</b>		<b>\$289,988</b>	<b>\$0</b>	

## 2021-22 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#46</b>	Price	Price County proposes to reroute a portion of Trail 80, due to loss of easement from a private landowner. The former trail was about 2.5 miles in length. The new proposed trail will be about 2.2 miles in length and run along an overhead power line. The new trail will require some grading, culverts, spot fill, and signage.	*Structure		\$23,159		
			Engineer		After Cost Share:		
			Permits		<b>\$23,159</b>		
			Site prep				
			Materials	\$4,694			
			Abutments				
Pilings/Piers							
Approaches							
Culverts	\$2,255						
Riprap							
Labor	\$16,210						
Equip Rental							
Other							
# of New Mi	-0.3		\$23,159				
		<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 #:	N/A		
		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>#47</b>	Waupaca	Waupaca County proposes to reroute a section of funded snowmobile trail due to lost landowner permission. The development cost is for equipment to clear the trail.	*Structure		\$5,000		
			Engineer		After Cost Share:		
			Permits		<b>\$5,000</b>		
			Site prep				
			Materials				
			Abutments				
Pilings/Piers							
Approaches							
Culverts							
Riprap							
Labor							
Equip Rental	\$5,000						
Other							
# of New Mi	-0.3		\$5,000				
		<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 #:			
		Old Bridge Size:		New Bridge Size:			
		Water Body:		Labor Source:			
		Years in System:		Design Weight Load:			
<b>TOTAL</b>					<b>\$28,159</b>	<b>\$0</b>	

## 2021-22 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Reg	County	Description	Component	Costs	Total	Approved	Reason	LUA Length	Safety	Trail Type	Miles Lost	Other Funds	Snowfall	County Pts.	Deduct: Multi-gr	Ded: RR King	Incomplete App.	TOTAL	Q&A					
NOR-R	Vilas	Vilas County proposes to reroute a portion of Corridor Trail 10/17 to move it off of an existing town road route. The proposed reroute will follow an existing woods trail, but will require a new bridge be installed.	*Structure	\$22,500	\$37,397		5	15	5	10	10	10	5	10*	-10	-10	-10	40						
			Engineer	\$900	After Cost Share:																			
			Permits	\$1,000	<b>\$37,397</b>																			
			Site prep	\$1,000																				
			Materials																					
			Abutments	\$2,250																				
			Pilings/Piers																					
			Approaches	\$2,000																				
			Culverts																					
			Riprap																					
			Labor	\$7,747																				
			Equip Rental																					
			Other																					
			# of New Mi	2.9	\$38,267																			
		<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 #: New																					
		Old Bridge Size: N/A	New Bridge Size: 12' x 20'																					
		Water Body: Ila	Labor Source: Contract																					
		Years in System: 0	Design Weight Load: 25,000																					
NOR-S	Burnett	Burnett Co requests funding to reroute three sections of Trail 8 in the Town of Swiss. These reroutes are being requested for safety reasons and to alleviate damage being caused to town roads. Total Project Cost: \$72,522. RTP = \$36,261. ATV = \$32,852. Snow \$3,409.00	*Structure		\$72,522																			
			Engineer		After Cost Share:																			
			Permits		<b>\$3,409</b>																			
			Site prep																					
			Materials	\$58,748																				
			Abutments																					
			Pilings/Piers																					
			Approaches																					
			Culverts																					
			Riprap																					
			Labor																					
			Equip Rental	\$13,634																				
			Other	\$140																				
			# of New Mi	0	\$3,409																			
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 69,113																						
	Variance or Exception?	Public or Private: Public	Bridge Inventory #:																					
		Old Bridge Size:	New Bridge Size:																					
		Water Body:	Labor Source:																					
		Years in System:	Design Weight Load:																					
NOR-S	Burnett	Burnett Co requests funding to reroute a portion of Trail 7 in order to eliminate a town road for safety reasons. Eliminating this town road will be safer and make the ride much more enjoyable for snowmobiles in the winter. Total Project Cost: \$30,844. RTP: \$15,422 ATV = \$13,415. Snow \$2,007 plus maintenance	*Structure		\$30,844																			
			Engineer		After Cost Share:																			
			Permits		<b>\$2,007</b>																			
			Site prep																					
			Materials	\$26,831																				
			Abutments																					
			Pilings/Piers																					
			Approaches																					
			Culverts																					
			Riprap																					
			Labor																					
			Equip Rental	\$3,873																				
			Other	\$140																				
			# of New Mi	1	\$2,232																			
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 28,837																						
	Variance or Exception?	Public or Private: Public	Bridge Inventory #:																					
		Old Bridge Size:	New Bridge Size:																					
		Water Body:	Labor Source:																					
		Years in System:	Design Weight Load:																					

## 2021-22 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Reg	County	Description	Component	Costs	Total	Approved	Reason	LUA Length	Safety	Trail Type	Miles Lost	Other Funds	Snowfall	County Pts.	Deduct: Multi-gr	Ded: RR King	Incomplete App.	TOTAL	Q&A				
							5	15	5	10	10	10	5	10*	-10	-10	-10						
NOR-S	Burnett	Burnett Co requests funding to reroute a portion of Snowmobile/ATV trail 41 in order to remove recreational vehicle traffic from a town road for safety reasons and also to move the winter trail off a portion of the Namekagon Barrens Wildlife Area, which was requested by DNR in the past. This reroute will connect users to snowmobile and ATV/UTV routes in Washburn County. Total Project Cost: \$60,522 (Development) ATV \$27,778. Snow \$2,483. RTP \$30,261. \$360. (New Snow Maintenance)  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <b>Amount:</b> <b>\$ 58,039</b>	*Structure		\$60,522														0				
			Engineer																		After Cost Share:		
			Permits																		<b>\$2,483</b>		
			Site prep																				
			Materials	\$55,415																			
			Abutments																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental	\$4,967																			
			Other	\$140																			
			# of New Mi		1	\$2,843																	
SCR	Columbia	Hwy P Bridge - Request to construct a new bridge over an unnamed creek. This would allow snowmobiles to safely cross the creek by the bridge instead of having to route the snowmobile trail onto CTY P to go around the creek. Trail has been established on this land for the last 20+ years with the land owner being a member of our club. Trail reroute would only be minimal.  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <b>Amount:</b>	Bridge 1	\$53,000	\$65,400															0	30 year LUA?		
			Bridge 2																			After Cost Share:	
			Permits																			<b>\$65,400</b>	
			Site prep																				
			Materials																				
			Abutments																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental																				
			Other	\$12,400																			
			# of New Mi		0	\$65,400																	
WCR-N	Clark	This project is a DOT project for a new highway bridge. They are proposing a recreational wing and looking for funding support.  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <b>Amount:</b>	Bridge 1	\$614,000	\$614,000																0		
			Bridge 2																				After Cost Share:
			Permits																				<b>\$614,000</b>
			Site prep																				
			Materials																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental																				
			Other																				
			# of New Mi		0	\$614,000																	



## 2021-22 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Reg	County	Description	Component	Costs	Total	Approved	Reason	LUA Length	Safety	Trail Type	Miles Lost	Other Funds	Snowfall	County Pts.	Deduct: Multi-gr	Ded: RR King	Incomplete App.	TOTAL	Q&A
NOR- S	Douglas	Douglas County proposes to relocate a snowmobile/winter-ATV trail crossing at Hwy 53 and B. The trail crossing would move 660 feet to the south, and reduce the number of lanes crossed from 6 (on 130' of pavement) to 4 (on 60' of pavement). Project is split with ATV	*Structure		\$89,154														
	<b>#58</b>		Engineer	\$12,900	After Cost Share: <b>\$44,577</b>														
			Permits																
			Site prep	\$17,775															
			Materials	\$28,579															
			Abutments																
			Culverts	\$4,460															
		<b>Other funds received, requested, or committed?</b>																	
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$ 44,577</b>														
		Public or Private:	Bridge Inventory #:	Riprap															
	Variance or Exception?	Old Bridge Size:	New Bridge Size:	Labor															
		Water Body:	Labor Source:	Equip Rental	\$25,440														
		Years in System:	Design Weight Load:	Other															
				# of New Mi	0	\$44,577													
				<b>TOTAL</b>	<b>\$770,728</b>														
						\$0													

## 2021-22 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Component	Costs	Total	Approved	5	#	5	17	10	#	25	-10	-10	10	72	Q & A	
NOR-R	Vilas	Vilas County proposes to install a new bridge on Trail 17 in Eagle River. The area is swampy and there have been times the ground did not freeze, causing groomers to get stuck or the trail to be unusable. The new bridge would be 12' x 460' made up of 23 x 20-ft sections. This trail is also open to ATVs and the County has applied for ATV funds as well.	Structure	\$379,000	\$847,500 After Cost Share: <b>\$423,750</b>	5	5	0	5	8	5	-5			10	33		
			Engineering	\$37,000														
			Permits	\$5,000														
			Site prep															
		Materials																
		Abutments	\$101,500															
		Pilings/Piers																
		Approaches	\$20,000															
		Culverts																
		Riprap																
		Labor	\$305,000															
		Equip Rental																
		Other																
		<b># of New Mi</b>		0	\$423,750													
		<b>Other funds received, requested, or committed?</b>																
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	423750													
		Public or Private:	Private	Bridge Inventory #:	New													
		Old Bridge Size:	N/A	New Bridge Size:	12' x 460'													
		Water Body:	Unnamed	Labor Source:	Contract													
		Years in System:	10+	Design Weight	25,000													
NER	Door	Door County proposes to add a culvert over an unnamed creek. The past 3 years have required snowmobilers to reroute onto the shoulder of Poplar Lane due to running water year-round.	Structure		\$7,395 After Cost Share: <b>\$7,395</b>													
			Engineering															
			Permits															
			Site prep															
		Materials																
		Abutments																
		Pilings/Piers																
		Approaches																
		Culverts	\$5,000															
		Riprap																
		Labor	\$2,395															
		Equip Rental																
		Other																
		<b># of New Mi</b>		0	\$7,395													
		<b>Other funds received, requested, or committed?</b>																
		<b>Yes or No:</b>	no	<b>Amount:</b>														
		Public or Private:	private	Bridge Inventory #:	TBD													
		Old Bridge Size:	N/A	New Culvert Size:	60" by 18'?													
		Water Body:	Unnamed	Labor Source:	contractor													
		Years in System:	N/A	Design Weight	25,000													
				<b>TOTAL</b>	<b>\$431,145</b>													

## 2021-22 SNOWMOBILE NON-TRAIL REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#56</b>	Door	Door County proposes to repave the snowmobile parking at Forestville Dam park. Parking lot is shared with horse, boat, and bike users. RTP has been applied for.	Parking Lot	\$29,150	\$29,150 After Cost Share: <b>\$14,575</b>		
			Engineer				
			Permits				
			Site prep				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			Yes	<b>Amount:</b>	<b>\$ 14,575</b>		
Variance or Exception?		Public or Private:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				
			# of New Mi	0	\$14,575		
<b>#57</b>	Douglas	Douglas County proposes to build a 20' x 40' pavilion / warming house at the junction of trail 43 and 4. Half of the structure would be open and the other would be a warming house. A privy is also available on site. Split with ATV. Applicant is also willing to consider Motorized Stewardship at 80%.	Materials	\$55,775	\$55,775 After Cost Share: <b>\$27,888</b>		
			Engineer				
			Permits				
			Site prep				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			Yes	<b>Amount:</b>	<b>\$ 27,888</b>		
Variance or Exception?		Public or Private:	Bridge Inventory #:				
		Old Bridge Size:	New Bridge Size:				
		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				
			# of New Mi	0	\$27,888		
<b>TOTAL</b>					<b>\$42,462.50</b>	<b>\$0.00</b>	


 Check out  
 the video

 Project Construction and Contract Administration  
 Contract Administration  
**Buy America Field Compliance**
[www.fhwa.dot.gov/federal-aidessentials](http://www.fhwa.dot.gov/federal-aidessentials)


*All steel and iron products permanently incorporated into your project must be domestically produced*

When construction has begun on your Federal-aid project, it is critical to ensure the contractor complies with the Buy America contract provisions. All steel and iron products permanently incorporated into your project must be domestically produced and have appropriate certification statements provided by the contractor.

Domestically produced means that manufacturing and fabrication of steel or iron products and the application of coatings are performed within the United States or its territories. Products used temporarily during construction are not subject to this requirement.



Manufacturing or fabrication performed outside of the United States on a domestic iron or steel product makes the entire product a foreign source material that does not conform to the Buy America provisions. For example, 100 pieces of steel guardrail that are rolled to shape in Detroit, and then hot-dip galvanized in the Canadian city of Toronto, does not constitute conformance with the Buy America requirements.

Such products should not be installed on a Federal-aid project.

As the local public agency, or LPA, you must confirm that all steel and iron products meet the Buy America requirements before the contractor installs the products into your Federal-aid project.

**Contractors must provide a signed certification statement regarding the manufacture of the iron and steel products to meet Buy America requirements.**

Although there is no standard format, the intent of requiring a Buy America certification statement is to make the contractor liable for meeting contract requirements for steel or iron materials installed.

As such, having traceable records for the products installed is a critical component of any Buy America certification.



The Federal Highway Administration (FHWA) endorses a concept called “step certification” to meet the Buy America requirements. This type of certification creates a paper trail that documents the location of each manufacturing step for every piece of steel or iron material used on a project. For instance, in the case of a shipment of reinforcing steel, each bundle of steel that is delivered is accompanied by a series of certification statements including:

- A description that identifies the location of the rebar manufacturing plant
- A separate statement that addresses where the rebar is cut to length and bent to final dimension

A third certification may be needed if an epoxy coating has been applied to the reinforcing steel.

The company responsible for each separate process that changes the steel or iron product certifies that each step was completed domestically, not the contractor who installs the product.

There are many ways to prepare acceptable certification statements. The prime contractor may certify all materials for the entire project at once, or suppliers can certify each individual step or separate production process. A variation that uses elements of these two extremes is commonly used.

The most common method of tracing steel or iron material is by the “heat number.” A heat number is an identification stamped on a steel piece or iron casting at the production location. It identifies a specific amount of material produced and the

associated quality testing performed.

Every certification should clearly reference the heat number. When reviewing certifications, compare the heat numbers or other tracing methods on delivered material to the certification document to ensure that the information is the same.

One piece of documentation you should expect to receive for all steel and iron is the mill certification. The steel producer prepares the mill certification to prove that the raw steel or iron was smelted and formed in the United States. The certification can be a signed letter or merely included as a signed statement on delivery tickets.



Fabricated, structural steel shapes must have a certification statement showing the location of the fabrication plant and information about the originating mill work. Fabrication includes cutting, welding and even drilling holes. Bolts, nuts, and washers used as connectors require separate certification statements since these are produced at different locations and use different manufacturing methods than the structural elements.

The location of the final step where a product was coated with paint, or galvanized, must also conform to the Buy America provisions. However, Buy America material requirements do not apply to the coating material because it is neither steel nor iron.

Verify certification statements at the time of material delivery to the project site. Certification statements are usually printed directly on the shipment bill of lading and must be signed. Documentation supporting the certification statements should include enough detail to trace the steel or iron from the mill producing the raw

material through all manufacturing processes and coating activities.

The Buy America provisions specifically address pre-assembled manufactured products that contain steel or iron components. Your contractor should identify steel or iron components of any pre-assembled, manufactured product. When this is the case, the company who completed the assembly should provide the appropriate certification statement of conformance with the Buy America regulation. You need to track the value of those components in contract administration records if certification statements are not provided to avoid exceeding the minimum use threshold.

Steel or iron products without certification statements confirming domestic manufacturing are non-conforming to the Buy America requirements. Obvious evidence of foreign manufacturing might include foreign language script on products and foreign country names stamped on an item or on invoices. Non-conforming materials also include items with improper, or incomplete, certification statements.



Confirm that the cumulative value of non-conforming material does not exceed 0.1 percent of the total contract amount, or \$2,500, whichever is greater. If this cumulative value exceeds the minimum threshold limit, then additional installed material must be of domestic origin.

Many State departments of transportation, or State DOTs, have developed required certification processes for use on Federal-aid projects in their States. So check with your State DOT for guidance in administering the certification process on your project. Your responsibility is to ensure the steel or iron is certified to meet Buy America contract provisions.

## Web Resources

- FHWA guidance on Buy America regulations includes links to current material.  
<http://www.fhwa.dot.gov/construction/cqit/buyam.cfm>
- Link to Buy America waiver request for steel and iron  
<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm>
- FHWA guidance on Buy America regulations in Q & A format  
[http://www.fhwa.dot.gov/construction/contracts/buyam\\_qa.cfm](http://www.fhwa.dot.gov/construction/contracts/buyam_qa.cfm)
- FHWA guidance on Buy America found in Section B, subsection 1  
<http://www.fhwa.dot.gov/programadmin/contracts/core02.cfm#s2B01>
- Buy America regulations for steel and iron permanently incorporated into a Federal-aid project  
<http://www.ecfr.gov/cgi/t/text/text-idx?c=ecfr&sid=a825bd455136916aaef4f47bd2d69e88&rgn=div5&view=text&node=23:1.0.1.7.23&idno=23#23:1.0.1.7.23.4.1.6>
- Overview of the various Buy American product requirements for all USDOT  
<http://www.dot.gov/highlights/buyamerica>

The content of this document is not a substitute for information obtained from State departments of transportation, appropriate FHWA Division Offices, and applicable laws. Scenarios have been simplified for emphasis and do not necessarily reflect the actual range of requirements applicable to the scenario or this topic. This document was created under contract number DTFH63-11-F-00066 by the Federal Highway Administration, U.S. Department of Transportation, and is offered to the public to heighten and focus awareness of Federal-aid requirements within the local public agencies community and reinforces the importance of these necessary policies, procedures, and practices.

This companion resource is the script content for the video production of the same name.



## Vilas County Forestry, Recreation & Land

Todd Bierman, Parks & Recreation Supervisor

330 Court Street • 2112 N. Railroad St. (physical address) • Eagle River, WI 54521

715-479-5160

[tobier@vilascountywi.gov](mailto:tobier@vilascountywi.gov) • [www.co.vilas.wi.us/forestry.html](http://www.co.vilas.wi.us/forestry.html)

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April 19, 2021

Snowmobile Recreation Council  
Wisconsin Department of Natural Resources  
P.O. Box 7921  
Madison, WI 53707-7921

Snowmobile Recreation Council Members,

The Vilas county Board of Supervisors has passed two resolutions in regards to recreation in the state of Wisconsin. One is for the allocation of additional snowmobile trail aids per mile cap and the other for a modification of the snowmobile enforcement patrol grants. The request for the trail aid- trail maintenance is requesting a raise in the maintenance cap from \$300.00 to \$500.00 per funded trail mile. Due to rising cost of snowmobile grooming equipment, insurance, and fuel prices have caused a hardship for snowmobile clubs to keep the snowmobile trails safe and the best possibly in the world. There is roughly 25,000 miles of funded trails in Wisconsin and 495 in Vilas County alone. Our county sees an incredible amount of snowmobile traffic from all over the world. The clubs of Vilas County Work countless hours to provide the best possible experience for our visitor and residents. This funding would help to offset the cost for these operations.

The second resolution is for 100% allocation for a full-time recreational enforcement officer. Vilas county. The funding for this position has gone from 95.73% in 2015 to 54.23% in 2020. The recreational position would split duties between snowmobiling, summer ATV/UTV, and Boat patrols. With Vilas County having over 500 miles of total snowmobile trails, more than 200 miles of ATV/UTV trails and routes, and 563 named lakes with 755 unnamed lakes covering 93,889 acres, one full time person is needed to help enforce the recreational laws. With 100% funding, possibly more officers could be used to help cover in high use periods of time.

The Vilas county Snowmobile alliance is behind the movement to change these items in the grant funding and several clubs have written letters in support of these resolution and ask for your help and support to move them forward for consideration. We all want to Keep the State of Wisconsin as a leader and innovator in snowmobiling and keep Wisconsin as the best snowmobile state in the country.

Thank you,

Todd Bierman  
Vilas County Park and Recreation Supervisor



**RESOLUTION 2021 - 25**

**Re: Increase in Snowmobile Trail Aid-Trail Maintenance Per Mile Cap**

**WHEREAS**, in Wisconsin, volunteer members of snowmobile clubs provide the labor and equipment needed to develop and maintain nearly 25,000 miles of interconnected snowmobile trails open to public use; and

**WHEREAS**, Snowmobile trails are critical infrastructure which support the tourism economy of Vilas County at critical times of the year; and

**WHEREAS**, Vilas County has 11 dedicated snowmobile trail clubs that provide services to support our community and our economy; and

**WHEREAS**, the Wisconsin Legislature created the Wisconsin DNR Snowmobile Trail Aid Grant program, which is funded through snowmobile registrations, trail pass revenue and gas taxes from some of the gas used by snowmobiles; and

**WHEREAS**, the current legislation for the DNR Snowmobile Trail Aid funding available for trail maintenance, places a cap of \$300.00 per mile of trail maintained; and

**WHEREAS**, additional money, available from increased snowmobile registration, trail pass revenue and gas taxes, has been prioritized for new trail establishment since 2017, without increases in the maintenance cap; and

**WHEREAS**, many northern counties have less need for additional trails, yet higher cost for trail maintenance due to heavier snow loads and higher trail traffic counts; and

**WHEREAS**, snowmobile clubs have absorbed increased equipment acquisition costs, increased equipment maintenance costs, and increased fuel cost through non-profit fundraising efforts since the last adjustment in the trail maintenance cap.

**NOW, THEREFORE, BE IT RESOLVED** by the Vilas County Board of Supervisors in session this 23<sup>rd</sup> day of March 2021, that it hereby supports required legislative changes to increase the Snowmobile Trail Maintenance caps from \$300.00 per mile to \$500.00 per mile.

**BE IT FURTHER RESOLVED** that the County Forest Administrator shall provide a copy of this resolution to all members of the Wisconsin County Forest Association for consideration of a similar resolution in their respective Counties.

**BE IT FURTHER RESOLVED** that the Vilas County Forest Administrator shall provide a copy of this resolution to all members of the Wisconsin Legislature that represent Vilas County, to the Governor, and the Wisconsin Department of Natural Resources.

**SUBMITTED BY: Forestry, Recreation & Land Committee**

s/ Holly Tomlanovich, Chair

s/ Art Kunde

Ron De Bruyne

s/ Dan Swiecichowski

s/ Michael MacKenzie

**RESOLUTION 2021 - 26**

**Re: Modification of Snowmobile Enforcement Patrol Grants**

**WHEREAS**, Snowmobile and ATV/UTV trails are critical infrastructure which support the tourism economy of Vilas County; and

**WHEREAS**, the safety of snowmobile and ATV/UTV riders enjoying trails are of the utmost importance to Vilas County, Vilas County businesses and the public at large; and

**WHEREAS**, the Wisconsin Legislature created the Wisconsin DNR Snowmobile Enforcement Patrol Grants and the Wisconsin DNR ATV Enforcement Patrol Grants to assist Wisconsin Sheriff's Departments with providing enforcement efforts on trails and throughout the Counties to improve safety of the public; and

**WHEREAS**, Vilas County has provided one full time recreation officer through the Snowmobile Enforcement Patrol grants since 2015, resulting in excellent improvements in public trail safety and trail safety education opportunities; and

**WHEREAS**, the legislation which created the Wisconsin DNR Snowmobile Enforcement Patrol Grants based actual funding on "total allotted fund split between participating agencies" which has resulted in reductions in Vilas County's funding from 95.73% in 2015 to 54.23% in 2020, due to dramatic increases in statewide participation; and

**WHEREAS**, the number of trail miles, a higher than average number of trail users, and the greater land area of Vilas County, requires a additional patrol hours to maintain the trail safety standards for the public during the snowmobile season; and

**WHEREAS**, due to other budget restraints, Vilas County cannot justify the higher cost of additional recreational trail patrol hours to meet the demand of the trail users, to the detriment of other County law enforcement needs and programming.

**NOW, THEREFORE, BE IT RESOLVED** by the Vilas County Board of Supervisors in session this 23<sup>rd</sup> day of March 2021, that it hereby supports required legislative changes to remove "total allotted fund split between participating agencies" language and an increase in budgeting for the Snowmobile and ATV Enforcement Patrol grants, to support at least 100% of one full time recreational officer for all participating agencies that have both Snowmobile and ATV enforcement duties.

**BE IT FURTHER RESOLVED** that the Vilas County Forest Administrator shall provide a copy of this resolution to all members of the Wisconsin County Forest Association for consideration of a similar resolution in their respective Counties.

**BE IT FURTHER RESOLVED** that the Vilas County Forest Administrator shall provide a copy of this resolution to all members of the Wisconsin Legislature that represent Vilas County, to the Governor, and the Wisconsin Department of Natural Resources.

**SUBMITTED BY: Forestry, Recreation & Land Committee**

s/ Holly Tomlanovich, Chair

s/ Art Kunde

Ron De Bruyne

s/ Dan Swiecichowski

s/ Michael MacKenzie

# Sno-Eagles, Inc.

PO Box 866

Eagle River, WI 54521-0866

[www.sno-eagles.org](http://www.sno-eagles.org)

*"Snowmobile Capitol of the World®"*



February 19, 2021

Senator Felzkowski,  
Representatives Swearingen, Callahan, and Mursau,

I am writing this letter to you and asking for your support of Snowmobile Clubs throughout the state. Attached is a resolution from the Vilas County Board of Supervisors supporting legislative changes to the Snowmobile Trail Aid Maintenance Grants to increase the trail maintenance funding cap from \$300.00 per mile to \$500.00 per mile. Current prioritization of the grants from the program goes toward establishment of new trails although cost of maintenance of trails, especially in the north, is higher in priority than establishment of new trails.

My concern is that the snowmobile clubs in Wisconsin are maintaining the 22,000 miles of trails by thousands of hours of volunteer work, constant fundraising to afford the expensive groomers and drags and a dedication to the sport second to none. With current funding of \$300 per mile most clubs, especially the clubs of northern Wisconsin are barely staying alive after paying for groomers and monthly costs such as fuel and maintenance.

I will give you a short and funny example. A retired Wisconsin farmer decided to make some extra money and provide a service to his neighbors, he started a vegetable garden and sold vegetables he grew. One day he decided to add watermelon sales. So, he volunteered his pickup truck, volunteered his time and he drove to purchase watermelons from a farmer in Georgia. He paid 50 cents apiece for his watermelons. He drove back to Wisconsin and sold his watermelons for 60 cents apiece. At the end of the year, he found he was losing both money and his time. He reviewed his business practice and decided he needed to purchase a bigger truck. Well, we know this logic is wrong. He needs to raise prices.

Using this analogy with Snowmobile Trail Maintenance, we do not need more trails, (our truck is plenty big) our trail system is plenty big. Thousands of miles of trails in my opinion are quite enough. I would think that raising the maintenance per mile for the clubs to receive \$500 per mile just makes sense. The clubs will still need thousands of volunteer hours but will at least be able to afford better or newer equipment to provide the safe and high-quality trails needed to promote Wisconsin tourism.

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Eagle River, WI 54521-0866

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*"Snowmobile Capitol of the World®"*

It may be necessary to raise the cost of trail passes to pay for this expense. I strongly believe doubling the cost of the annual trail pass is not a problem as snowmobiling is a relatively inexpensive family sport. With the cost of groomers being over \$200,000, we are all aware of the endless fundraising a club must do each year just to exist.

Snowmobiling especially in the Northwoods has a huge financial impact to the economy and plays an important role in the overall amount of tourism dollars spent each year in Wisconsin.

The Sno-Eagles Snowmobile Club is one of the 11 snowmobile clubs that support the critical Winter tourism infrastructure in Vilas County. We fully support the Vilas County resolution which is attached and would greatly appreciate your support or possible sponsorship of the Vilas County proposal. Please consider an effort on your part, to make required legislative changes in the Wisconsin Snowmobile Trail Maintenance Grant program to increase the per mile cap from \$300 per mile to \$500 per mile. Any upward change of the funding cap will allow snowmobile clubs, like ours, to continue to provide excellent trail systems which support our northern economy.

Please feel free to contact me if you should have any questions. Thank you in advance for your consideration and support.

Very sincerely,



Howard (Rusty) Wolf  
President, Sno-Eagles Snowmobile Club  
Eagle River, WI

# SNOSKEETERS

SNOWMOBILE CLUB OF MANITOWISH WATERS

Dear Senators Felzkowski and Representatives Swearingen, Callahan, and Mursau,

Date: February 20, 2021

We are writing to you to support the resolution from the Vilas County Board of Supervisors which changes the Snowmobile Trail Aid Maintenance Grants to increase the trail maintenance funding cap from \$300.00 per mile to \$500.00 per mile. Attached is that resolution. Current prioritization of the grants program goes toward establishment of new trails although cost of maintenance of trails, especially in the north, is higher in priority than establishment of new trails.

When we discuss investment for Wisconsin roads, a higher proportion of road funding goes to the southern half of Wisconsin. This is understandable due to the fact that southern WI has more road use and higher maintenance costs. Our question is, why doesn't funding for snowmobile trail maintenance get directed to northern Wisconsin where snowmobile trails use and maintenance costs are much higher than in the southern part of the state?

MW Sno Skeeters Snowmobile Club is one of the 11 snowmobile clubs that support the critical Winter tourism infrastructure in Vilas County. We fully support the Vilas County resolution and would greatly appreciate your support or possible sponsorship of the Vilas County proposal. Please consider an effort on your part to make required legislative changes in the Wisconsin Snowmobile Trail Maintenance Grant program to increase the per mile cap from \$300.00 to \$500.00 per mile. An increase in the funding cap will allow our snowmobile club and those around us in northern Wisconsin to continue to provide excellent trail systems which support out northern economy.

Please feel free to contact me if you should have any questions. Thank you for your continued support of snowmobiling in Vilas County and northern Wisconsin.

Sincerely,



Barry Hopkins, President  
MW Sno Skeeters  
P.O. Box 323  
Manitowish Waters, WI 54545

Boulder Junction Snowmobile Club  
P.O. Box 461  
Boulder Junction, WI 54512

March 1, 2021

Dear Senator Felzkowski, Representatives Swearingen, Callahan, and Mursau,

Attached is a resolution from the Vilas County Board of Supervisors supporting legislative changes the Snowmobile Trail Aid Maintenance Grants to increase the trail maintenance funding cap from \$300.00 per mile to \$500.00 per mile. Current prioritization of the grants from the program goes toward establishment of new trails although cost of maintenance of trails, especially in the north, is higher in priority than establishment of new trails.

If we were to look at statewide investment in roads, a higher proportion of road funding goes to where the road use and maintenance cost is higher, mostly in the southern half of Wisconsin. Why doesn't funding for snowmobile trail maintenance get directed to areas where snowmobile trails use and maintenance cost are higher, which would be in the North?

The Boulder Junction Snowmobile Club is one of the 11 snowmobile clubs that support the critical Winter tourism infrastructure in Vilas County. We fully support the Vilas County resolution which is attached and would greatly appreciate your support or possible sponsorship of the Vilas County proposal. Please consider an effort on your part, to make required legislative changes in the Wisconsin Snowmobile Trail Maintenance Grant program to increase the per mile cap from \$300 per mile to \$500 per mile. Any upward change of the funding cap will allow snowmobile clubs, like ours, to continue to provide excellent trail systems which support our northern economy.

Please feel free to contact me if you should have any questions at (715) 385-2242. Thank you in advance for your consideration.

Sincerely,

Don Zander  
President  
Boulder Junction Snowmobile Club



## **NORTHERN HORNSHOE TRAILS**

**P.O. Box 968 • Lac Du Flambeau, WI 54538**

*Providing Excellent Trails in the L.D.F Area*

March 1, 2021

Dear Senator Felzkowski, Representatives Swearingen, Callahan, and Mursau,

As President of the Northern Hornshoe Trails, I would like to request your support of the attached resolution from the Vilas County Board of Supervisors supporting legislative changes with the Snowmobile Trail Aid Maintenance Grants. I feel we must increase the trail maintenance funding cap from \$300.00 per mile to \$500.00 per mile in order to keep our club functioning and our trails safe.

Our club is a non-profit organization made entirely up of volunteers. We have 6 Officers / Board Members, 11 Groomers, and 134 current members. The limited number of the men who brush and groom our trails are retired and over 60 years of age and are unable to clear the 23 miles of trails with a chain saw and pole saw due to their age and physical restrictions. We depend on our tractor /boom to help with this important task. Currently the money that we get from trail passes helps pay for fuel to groom and brush the trails, along with equipment maintenance and replacements. We have fewer and fewer people who want to volunteer so it has been extremely difficult to raise additional money through fundraisers such as raffles and / or brat fries therefore we have to rely on other sources.

In the Northwoods, I feel there is a higher prioritization for the grant money to be used to help maintain the trails rather than establish new ones. If we were to look at statewide investment in roads, a higher proportion of road funding goes to where the road use and maintenance cost is higher, mostly in the southern half of Wisconsin. In the same respect, why doesn't funding for snowmobile trail maintenance get directed to areas where snowmobile trail use and maintenance cost are higher, which would be in the North?

The Northern Hornshoe Trails Snowmobile Club is one of the 11 snowmobile clubs that support the critical Winter tourism infrastructure in Vilas County. We fully support the Vilas County resolution which is attached and would greatly appreciate your support or possible sponsorship of the Vilas County proposal. Please consider an effort on your part, to make required legislative changes in the Wisconsin Snowmobile Trail Maintenance Grant program to increase the per mile cap from \$300 per mile to \$500 per mile. Any upward change of the funding cap will allow snowmobile clubs, like ours, to continue to provide excellent, safe trail systems which support our northern economy.

Please feel free to contact me if you should have any questions. Thank you in advance for your consideration.

Sincerely,

Keith Weber, President of Northern Hornshoe Trails Snowmobile

[Keiffer1956@charter.net](mailto:Keiffer1956@charter.net) 715-358-3695 home, 715-614-0124 cell

8643 Mercer Lake Rd., Minocqua, WI 54548