

**WISCONSIN SNOWMOBILE PROGRAM  
PRELIMINARY FISCAL YEAR END REPORT JUNE 30, 2020 (FY2020)**

**REGISTRATION REVENUES & EXPENDITURES**

<u>Continuing Balance</u>	
June 30, 2019:	
1 Unobligated Balance	\$7,040,987
2 Encumbered-Unpaid Grant Obligations	\$2,358,216
3 Adjustment from FY 2019 preliminary to FY 2019 Actuals	<u>\$1,169</u>
<b>Total Continuing Balance into FY2020</b>	<b>\$9,400,372</b>
<u>FY 2020 Revenues<sup>2</sup></u>	
4 Snowmobile Public Registration	\$2,323,707.75
5 Snowmobile Dealer Registrations	\$6,300.00
6 Snowmobile Municipal Registration	\$160.00
7 Snowmobile Dealer Decal	\$10,170.00
8 Snowmobile Dealer Replacement Decal	\$105.00
9 Snowmobile Replacement Decal	\$13,770.00
10 Snowmobile Replacement Certificate	\$9,975.00
11 Antique Registrations	\$26,047.00
12 Antique Renewals	\$7,426.00
13 Snowmobile Resident Pass	\$2,395,596.50
14 Non-Resident Stickers	\$1,117,049.50
15 Snowmobile Club Pass	\$647,570.00
16 Ownership Transfer Fees	\$131,274
17 Interest Distribution	\$137,720.18
18 Refund of Prior Year Expenditures	\$75,519.55
19 Snowmobile Pending	(\$852.50)
20 Transaction Fees <sup>1</sup>	(\$25,565.21) AGENT SWEEP
21 Agency 855 Revenue	\$542.20
22 NR Trail Pass transfer to Supplement	<u>(\$915,419)</u>
<b>TOTAL REVENUES COLLECTED</b>	<b>\$5,961,096</b>
<b>TOTAL FY2019 CONTINUING BALANCE AND REVENUES</b>	<b>\$15,361,468</b>

<u>FY 2020 Expenditures<sup>2</sup></u>	
23 County Trail Maintenance	\$1,525,745
24 County Projects	\$934,993
25 County Supplemental	\$0
26 State Trail Maintenance	\$142,383
27 State Projects	(\$3,014)
28 Snowmobile Enforcement/Training <sup>3</sup>	\$119,600
29 County Law Enforcement Aids	\$396,000
30 Aids Admin-Snow Admin	\$186,591
31 Aids Admin-Council	\$6,251
32 Registration Admin	\$344,223
33 Administrative Services	\$42,356
34 DOA Charges	<u>\$542</u>
<b>TOTAL EXPENDITURES</b>	<b>\$3,695,671</b>
35 Encumbered-Unpaid Grant Obligations	\$3,701,511
36 Adjustment - DOA Prior Year Adjustment	<u>\$0</u>
<b>TOTAL OBLIGATIONS</b>	<b>\$3,701,511</b>
<b>TOTAL EXPENDITURES AND OBLIGATIONS</b>	<b>\$7,397,182</b>
<b>PRELIMINARY BALANCE AS OF JUNE 30, 2020</b>	<b>\$7,964,287</b>
PENDING GRANTS APPROVED BY COUNCIL	\$0
<b>37 ***PRELIMINARY ADJUSTED PROGRAM BALANCE</b>	<b>\$7,964,287</b>

**ASSIGNED SEGREGATED REVENUE & EXPENDITURES**

<u>Continuing Balance</u>	
June 30, 2019:	
38 Unobligated Balance	\$2,915,953
39 Encumbered-Unpaid Grant Obligations	\$2,757,225
40 Adjustment from FY 2019 preliminary to FY 2019 Actuals	<u>(\$14,974)</u>
<b>Total Continuing Balance into FY2020</b>	<b>\$5,658,204</b>
<u>FY 2020 Revenues<sup>2</sup></u>	
41 Gas Tax Formula	\$3,385,976
42 Gas Tax Supplement (.55 Multiplier)	\$1,862,287
43 Snowmobile Safety Course Fees	\$36,844
44 NR Trail Pass transfer to Supplement	<u>\$915,419</u>
<b>TOTAL REVENUES COLLECTED</b>	<b>\$6,200,526</b>
<b>TOTAL FY 2020 CONTINUING BALANCE AND REVENUES</b>	<b>\$11,858,730</b>
<u>FY2020 Expenditures<sup>2</sup></u>	
45 County Trail Maintenance - Gas Tax	\$4,299,327
46 County Project - Gas Tax	\$116,933
47 County Supplemental - Gas Tax	\$1,862,287
48 County Supplemental - Trail Passes	\$1,677,430
49 Law Enforcement and Safety	<u>\$34,009</u>
<b>TOTAL EXPENDITURES</b>	<b>\$7,989,986</b>
<b>TOTAL EXPENDITURES AND OBLIGATIONS</b>	<b>\$10,157,455</b>
<b>52 PRELIMINARY BALANCE AS OF JUNE 30, 2020</b>	<b>\$1,701,275</b>
PENDING GRANTS APPROVED BY COUNCIL	\$ 2,167,469
	<u>\$0</u>
<b>***PRELIMINARY ADJUSTED PROGRAM BALANCE</b>	<b>\$1,701,275</b>
<b>PRELIMINARY ADJUSTED REGISTRATION &amp; ASSIGNED PROGRAM BALANCE</b>	<b>\$9,665,561</b>

March 31, 2019 Registrations (Gas Tax FY20 Revenue)	219,157
Active Vehicles as of June 30, 2020	220,348
Vehicles registered during FY20	79,379
WI Resident Trail Passes Sold during FY20	80,017
Discount Trail Passes Sold during FY20	64,757
NR Trail Passes Sold during FY20	22,438

**Footnotes**

- <sup>1</sup> These are contra revenues NOT expenses. They are classified on DNR's accounting system as contra revenues and our revenue total will not tie out without these in this section. A contra revenue is defined a deduction from the gross revenue reported by a business, which results in net revenue.
- <sup>2</sup> The question has been raised why aren't expenses shown as a negative on this financial. We did this for simplicity. True accounting format would have revenues with a negative balance, and contra revenues and expenses with a positive balance. This can be confusing to users so we chose to present all amounts as positive.
- <sup>3</sup> Snowmobile Enforcement and Training Costs are moved onto this appropriation (370) if necessary. There are other appropriations within DNR that can pay for these costs. Those other appropriations 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 appropriation covered those costs. The decision of how much cost to transfer here is made by the Law Enforcement Management Accountant.

**Reference # Description of Line Item**

<b>Revenues (unassigned)</b>	
1	Prior year unused balance from Preliminary Fiscal Year End Report June 30, 2019 (FY2019)
2	Carryover encumbrances from FY2019
3	The report from FY2019 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	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.
29	Appropriation 552
30	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
31	Council expenditures during FY (Council's budget)
32	All state administration: Staff from grants, registration, finance, technology services and DNR & DOA administrative charges.
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	Amount committed to grants that haven't been completed at fiscal year end (maintenance and/or development)
36	For miscellaneous Adjustments
37	Used in calculation to determine available funds for development grants (August funding meeting)
<b>Assigned Revenue (must be used for certain purposes)</b>	
38	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.
39	Carryover encumbrances from FY2019
40	The report from FY2019 used preliminary information. This line adjusts the preliminary information to the actual balance per the final condition statement.
41	Registrations from prior year x 50 x .309 = Gas Tax Transfer amount
42	#41 x .55 = Gas Tax Supplement amount
43	Snowmobile Safety Education Revenue
44	#22 moved to the assigned revenue side for supplemental use
<b>Expenses</b>	
45	Appropriation 575 Maintenance
46	Appropriation 575 Development
47	Appropriation 575 Supplemental
48	Appropriation 569 Supplemental
49	Safety and Training expenses - can vary based on Law Enforcement accountant's discretion and lapse requirements
50	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
51	Miscellaneous adjustments.
52	Used to determine available funds for development grants (August funding meeting)

**Snowmobile Development Funding Available**  
**Snowmobile Grant Funding for '2020-2021 (FY21) season**  
**Unassigned Accounts**

Updated 8/27/2020

<b>F1</b> Opening balance FY21 (Ending unassigned balance from FY20)	<b>\$7,964,287</b>
<b>F2</b> Gas Tax Total (214,004 active vehicles)	\$ 3,306,362
<b>F3</b> Gas Tax unused/underspent from prior years	\$ 27,103
<b>Subtotal</b>	<b>\$ 11,297,752</b>
<b>F4</b> Less: Maintenance at \$300/mile - 19,043.38 total miles	<b>\$ (5,720,544)</b>
<b>F5</b> Less: Required Reserve	<b>\$ (250,000)</b>
<b>F6</b> Less: NR Trail Pass Revenue <sup>1</sup> (22,438 passes)	<b>\$ (1,054,586)</b>
<b>F7</b> <b>Total Non-Supp. Funds Available</b>	<b>\$ 4,272,622</b>

- F1** #37 From the financial statement  
**F2** # x 50 x .309 = gas tax to be received this FY  
**F3** Money returned upon completion when actual cost is less than grant amount.  
**F4** FY 21 Actual funded miles x \$300 plus miscellaneous adjustments for FY 20 projects  
**F5** DNR set amount  
**F6** # x \$47  
**F7**

**Assigned Accounts**

<b>F8</b> Gas Tax Multiplier (55% of Gas Tax Total)	\$ 1,818,499
<b>F9</b> Less: '2019-2020 Supplemental requests (actual)	<b>\$ (3,217,848)</b>
<b>Subtotal</b>	<b>(\$1,399,349)</b>

- F8** F2 (from this sheet) x .55  
**F9** Supplemental requests are due August 1.

<b>F10</b> Nonresident Trail Pass (FY 21 revenue + FY 20 carryover cash balance)	<b>\$ 2,657,076</b>
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- F10** NR Trail Pass revenue is earmarked for supplemental, the remainder may be spent on Development or held for a future big snow year to reduce the pro-rate.

<b>F11</b> <b>Total Supplemental Funds Available</b>	<b>\$ 1,257,727</b>
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- F11** After we pay out supplemental in any year, we can use the balance for development costs. This is the available balance in the supplemental account.

<b>F12</b> <b>Total available for Development in FY21</b>	<b>\$ 5,530,350</b>
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- F12** F7 + F11 = Funding available for Development grants, but would use all of the Supplemental funds and would, therefore, not leave any Supplemental reserve for a big snow season.

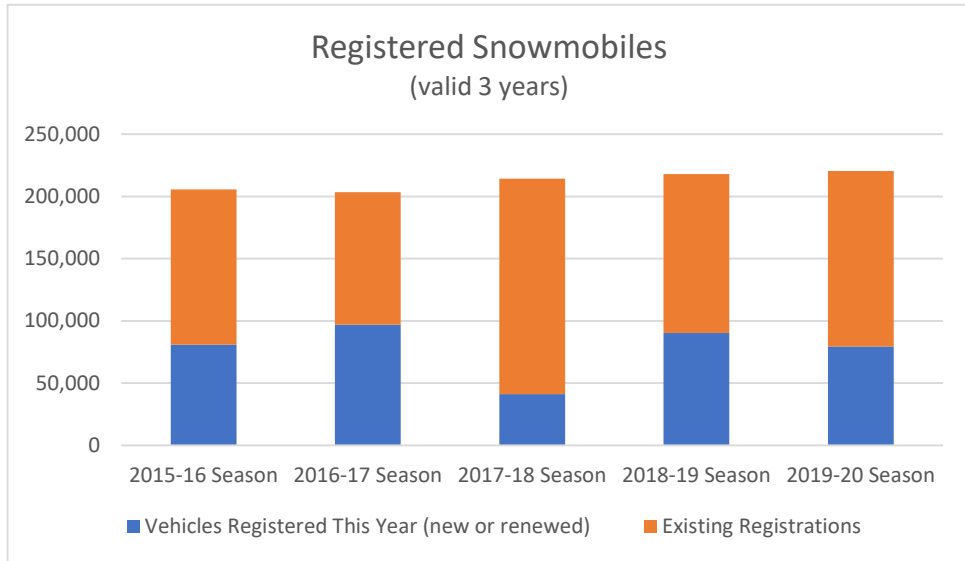
<b>Total available for Development while maintaining Supplemental reserve</b>	<b>\$ 4,272,622</b>
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This amount holds supplemental funds in reserve in anticipation of being able to reduce the prorate percentage when the next big snow season occurs.

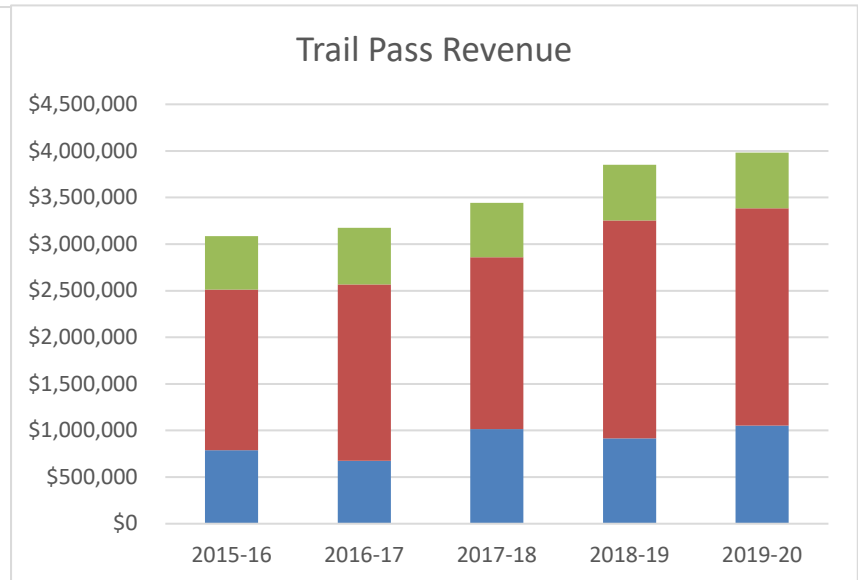
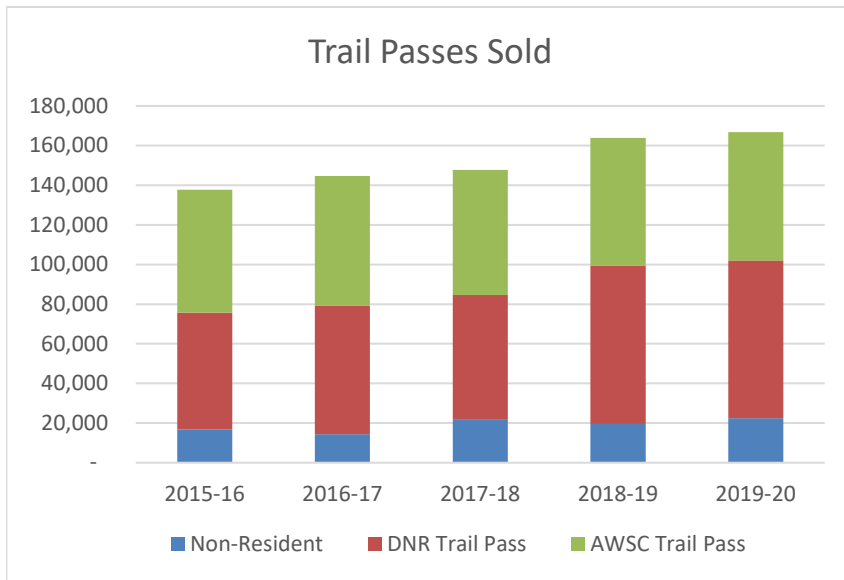
**Non-Resident Trail Pass History**

FY21	\$ 1,054,586
FY 20 unused	\$ 1,602,490
<b>Total Available</b>	<b>\$ 2,657,076</b>

Registered Snowmobiles in Wisconsin					
	2015-16 Season	2016-17 Season	2017-18 Season	2018-19 Season	2019-20 Season
Vehicles Registered This Year (new or renewed)	80,854	96,980	41,217	90,415	79,379
Existing Registrations	124,653	106,454	172,952	127,565	140,969
<b>Total Active Registrations</b>	<b>205,507</b>	<b>203,434</b>	<b>214,169</b>	<b>217,980</b>	<b>220,348</b>



Total Snowmobile Trail Passes Sold							Total
Season	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



## Snowmobile Supplemental Maintenance Seasonal History

Snowmobile Season	Fiscal Year	Total Request	Total Payment	Percent of Request Paid	
1990-91	1992	\$ 352,800	\$ 352,800	100%	
1991-92	1993	\$ 923,000	\$ 701,500	76%	
1992-93	1994	\$ 983,900	\$ 724,600	74%	
1993-94	1995	\$ 889,800	\$ 838,400	94%	
1994-95	1996	\$ 477,700	\$ 477,700	100%	
1995-96	1997	\$ 1,925,500	\$ 1,036,200	54%	
1996-97	1998	\$ 2,130,000	\$ 1,642,300	77%	
1997-98	1999	\$ 731,000	\$ 731,000	100%	
1998-99	2000	\$ 1,182,200	\$ 1,182,200	100%	
1999-00*	2001	\$ 1,514,100	\$ 1,514,100	100%	
2000-01*	2002	\$ 2,770,200	\$ 2,770,200	100%	
2001-02	2003	\$ 589,200	\$ 589,200	100%	
2002-03	2004	\$ 372,100	\$ 372,100	100%	
2003-04	2005	\$ 2,394,000	\$ 1,915,500	80%	
2004-05	2006	\$ 1,978,800	\$ 1,854,200	94%	
2005-06*	2007	\$ 1,942,200	\$ 1,942,200	100%	
2006-07	2008	\$ 1,068,800	\$ 1,068,800	100%	
2007-08*	2009	\$ 3,856,100	\$ 2,395,700	62%	
2008-09*	2010	\$ 2,648,100	\$ 2,254,700	85%	
2009-10*	2011	\$ 2,798,100	\$ 2,318,600	83%	
2010-11	2012	\$ 3,551,600	\$ 2,165,800	61%	
2011-12**	2013	\$ 1,028,800	\$ 1,028,800	100%	
2012-13	2014	\$ 3,185,500	\$ 2,515,600	79.0%	
2013-14***	2015	\$ 4,498,600	\$ 3,016,500	67.2%	
2014-15	2016	\$ 1,591,493	\$ 1,563,000	100.0%	Per Mile Maint w/ Supp
2015-16	2017	\$ 1,393,585	\$ 1,337,771	100.0%	(Statewide Average)
2016-17	2018	\$ 1,523,565	\$ 1,255,154	100.0%	\$ 366.24 per mile
2017-18	2019	\$ 2,174,711	\$ 2,145,475	100.0%	\$ 413.46 per mile
2018-19	2020	\$ 3,492,658	\$ 3,438,074	100.0%	\$ 481.78 per mile
2019-20 <sup>#</sup>	2021	\$ 3,217,848			\$ 468.03 per mile

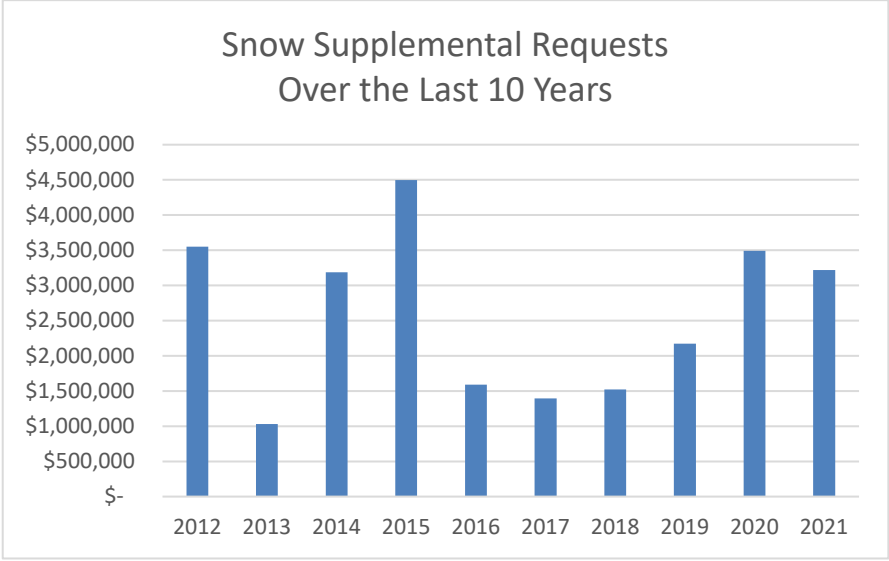
\*Payments for these seasons were supplemented through action by the Joint Committee on Finance.

\*\*Includes \$11,400 in payments for 10-11 season.

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

<sup>#</sup>Amount requested - not yet audited.

# Snowmobile Supplemental Maintenance Seasonal History



**10 Year Average = \$2,565,000 / year**



## 2019-20 Supplemental Maintenance Requests

DNR REG	Auditor	Project	Miles	Rev'r	County/State	Max Amt x\$900	Total Claim Requested =Reg + Supp	Contract Maint.	Supp. Per Request
NER		5327	528.7		Marinette	\$475,830	\$232,544.33	\$158,610	73,934.33
NER		5329	425.3		Oconto	\$382,770	\$312,983.65	\$127,590	185,393.65
NER		5331	424.6		Shawano	\$382,140	\$197,737.79	\$127,380	70,357.79
NER		5332	372.6		Waupaca	\$335,340	\$171,161.31	\$111,780	59,381.31
WCR		5337	369.3		Chippewa	\$332,370	\$212,003.93	\$110,790	101,213.93
WCR		5338	369.9		Clark	\$332,910	\$158,115.30	\$110,970	47,145.30
WCR		5340	279.6		Dunn	\$251,640	\$121,116.84	\$83,880	37,236.84
WCR		5345	791.0		Marathon	\$711,900	\$465,872.67	\$237,300	228,572.67
WCR		5346	308.7		Monroe	\$277,830	\$133,885.29	\$92,610	41,275.29
WCR		5348	226.9		Pierce	\$204,210	\$108,146.18	\$68,070	40,076.18
WCR		5349	284.6		Portage	\$256,140	\$126,634.21	\$85,380	41,254.21
WCR		5350	216.6		St. Croix	\$194,940	\$80,340.00	\$64,980	15,360.00
WCR		5353	271.7		Wood	\$244,530	\$124,802.14	\$81,510	43,292.14
N-R		5354	160.8		Florence	\$144,720	\$105,824.31	\$48,240	57,584.31
N-R		5355	405.5		Forest	\$364,950	\$435,208.58	\$121,650	243,300.00
N-R		5356	308.0		Iron	\$277,200	\$277,200.00	\$92,400	184,800.00
N-R		5357	532.7		Langlade	\$479,430	\$356,799.30	\$159,810	196,989.30
N-R		5358	293.2		Lincoln	\$263,880	\$154,183.25	\$87,960	66,223.25
N-R		5359	413.5		Oneida	\$372,150	\$443,428.55	\$124,050	248,100.00
N-R		5360	415.7		Price	\$374,130	\$349,729.55	\$124,710	225,019.55
N-R		5361	329.1		Taylor	\$296,190	\$123,253.95	\$98,730	24,523.95
N-R		5362	486.0		Vilas	\$437,400	\$437,400.00	\$145,800	291,600.00
N-S		5363	202.8		Ashland	\$182,520	\$118,582.56	\$60,840	57,742.56
N-S		5364	303.3		Barron	\$272,970	\$125,135.44	\$90,990	34,145.44
N-S		5365	454.4		Bayfield	\$408,960	\$306,863.50	\$136,323	170,540.50
N-S		5366	248.4		Burnett	\$223,560	\$97,562.44	\$74,520	23,042.44
N-S		5367	313.7		Douglas	\$282,330	\$173,280.58	\$94,110	79,170.58
N-S		5368	367.7		Polk	\$330,930	\$174,565.89	\$110,310	64,255.89
N-S		5369	316.1		Rusk	\$284,490	\$172,714.62	\$94,830	77,884.62
N-S		5370	383.2		Sawyer	\$344,862	\$202,513.32	\$114,954	87,559.32
N-S		5371	243.3		Washburn	\$218,970	\$119,538.77	\$72,990	46,548.77
N-S		5372	61.2		Tri Co Comm	\$55,080	\$30,113.50	\$18,360	11,753.50
			11,108.1		<b>TOTAL</b>	\$9,997,272	6,649,241.8	\$3,332,427	3,175,277.6

### State Property

					Max Eligible	
18.2	<b>Bearskin Trail</b>	Cross Co Cruisers	\$16,380	<b>\$29,163.50</b>	\$5,460	10,920.00
32.0	<b>Brule River SF</b>	Brule River Riders	\$28,800	<b>\$19,851.00</b>	\$9,600	10,251.00
13.0	<b>Buffalo River ST</b>	Osseo Snow Drifters	\$11,700	<b>\$7,217.00</b>	\$3,900	3,317.00
12.0		Elva-Strum	\$10,800	<b>\$6,355.00</b>	\$3,600	2,755.00
11.4		Mondovi-Elva	\$10,260		\$3,420	
27.8	<b>NH-AL SF</b>	New Tom	\$25,020	<b>\$20,066.00</b>	\$8,340	11,726.00
10	<b>Tussockia Trail</b>	Rice Lake Snow & I	\$9,000	<b>\$2,719.50</b>	\$3,000	-280.50
2.1		Birchwood Bobcat	\$1,890	<b>\$1,673.00</b>	\$630	1,043.00
11.5		Price Co. Snow Ass	\$10,350	<b>\$6,008.00</b>	\$3,450	2,558.00
138.0		<b>Subtotal</b>		\$93,053.00		\$42,289.50
11,246.1		<b>Grand Total</b>		<b>\$6,742,294.75</b>		<b>\$3,217,567.12</b>

**Annual Maintenance**

<b>20-21 Miles</b>	<b>County/State</b>	<b>Contract Maintenance</b>	<b>Suppl. Max</b>
<b>Northeast Region</b>			
196.9	BROWN	\$59,070	\$177,210
135.8	CALUMET	\$40,740	\$122,220
224.3	DOOR	\$67,290	\$201,870
302.2	FOND DU LAC	\$90,660	\$271,980
131.5	GREEN LAKE	\$39,450	\$118,350
177.9	KEWAUNEE	\$53,370	\$160,110
220.5	MANITOWOC	\$66,150	\$198,450
528.7	MARINETTE	\$158,610	\$475,830
145.6	MARQUETTE	\$43,680	\$131,040
426.3	OCONTO	\$127,890	\$383,670
299.3	OUTAGAMIE	\$89,790	\$269,370
437.8	SHAWANO	\$131,340	\$394,020
372.6	WAUPACA	\$111,780	\$335,340
282.3	WAUSHARA	\$84,690	\$254,070
137.5	WINNEBAGO	\$41,250	\$123,750
<b>West Central Region</b>			
191.4	ADAMS	\$57,432	\$172,296
239.1	BUFFALO	\$71,730	\$215,190
371.1	CHIPPEWA	\$111,330	\$333,990
369.9	CLARK	\$110,970	\$332,910
116.8	CRAWFORD	\$35,034	\$105,102
299.4	DUNN	\$89,820	\$269,460
181.2	EAU CLAIRE	\$54,360	\$163,080
312.0	JACKSON	\$93,600	\$280,800
247.4	JUNEAU	\$74,220	\$222,660
142.6	LA CROSSE	\$42,780	\$128,340
791.0	MARATHON	\$237,300	\$711,900
308.7	MONROE	\$92,610	\$277,830
119.3	PEPIN	\$35,790	\$107,370
226.9	PIERCE	\$68,070	\$204,210
291.1	PORTAGE	\$87,330	\$261,990
227.8	ST. CROIX	\$68,340	\$205,020
234.9	TREMPEALEAU	\$70,470	\$211,410
246.5	VERNON	\$73,950	\$221,850
265.9	WOOD	\$79,770	\$239,310
<b>Northern Region - East</b>			
160.8	FLORENCE	\$48,240	\$144,720
405.5	FOREST	\$121,650	\$364,950
309.3	IRON	\$92,790	\$278,370
532.7	LANGLADE	\$159,810	\$479,430
293.0	LINCOLN	\$87,900	\$263,700
413.5	ONEIDA	\$124,050	\$372,150
415.7	PRICE	\$124,710	\$374,130
328.6	TAYLOR	\$98,580	\$295,740
486.0	VILAS	\$145,800	\$437,400

**Annual Maintenance**

<b>20-21 Miles</b>	<b>County/State</b>	<b>Contract Maintenance</b>	<b>Suppl. Max</b>
<b>Northern Region - West</b>			
204.2	ASHLAND	\$61,260	\$183,780
303.3	BARRON	\$90,990	\$272,970
454.4	BAYFIELD	\$136,320	\$408,960
248.4	BURNETT	\$74,520	\$223,560
313.7	DOUGLAS	\$94,110	\$282,330
367.4	POLK	\$110,220	\$330,660
316.1	RUSK	\$94,830	\$284,490
383.2	SAWYER	\$114,960	\$344,880
243.3	WASHBURN	\$72,990	\$218,970
61.2	TRI CO COMM	\$18,360	\$55,080
<b>South Central Region</b>			
272.8	COLUMBIA	\$81,840	\$245,520
377.3	DANE	\$113,190	\$339,570
312.9	DODGE	\$93,870	\$281,610
387.4	GRANT	\$116,220	\$348,660
98.0	GREEN	\$29,400	\$88,200
140.4	IOWA	\$42,120	\$126,360
199.2	JEFFERSON	\$59,760	\$179,280
104.4	LAFAYETTE	\$31,320	\$93,960
141.3	RICHLAND	\$42,390	\$127,170
221.8	ROCK	\$66,540	\$199,620
215.5	SAUK	\$64,650	\$193,950
57.5	CHEESE COUNTRY(Tri-C	\$17,250	\$51,750
<b>South East Region</b>			
71.2	KENOSHA	\$21,360	\$64,080
9.3	MILWAUKEE	\$2,790	\$8,370
112.0	OZAUKEE	\$33,600	\$100,800
158.7	RACINE	\$47,610	\$142,830
228.0	SHEBOYGAN	\$68,400	\$205,200
204.1	WALWORTH	\$61,230	\$183,690
188.2	WASHINGTON	\$56,460	\$169,380
100.9	WAUKESHA	\$30,270	\$90,810
<b>19,043.42</b>		<b>\$5,713,026</b>	<b>\$17,139,078.00</b>

**2020-21 Snowmobile Funding Summary**

<u>Category</u>	<u>Funds Available</u>	<u>Amount Requested</u>	<u>Amount Funded</u>	<u>Balance</u>
Funds Available	\$ 9,993,166			\$ 9,993,166
Maintenance	(19,040 @ \$300/mile)	\$ 5,713,026	\$ 5,713,026	\$ 4,280,140
Storm Damage, Amends from June		\$ 162,128	\$ 162,128	\$ 4,118,012
<u>Funds For Development, etc</u>	\$ 3,000,000			\$ 3,000,000
Storm Damage		\$ -	\$ -	\$ 3,000,000
Cost Increase Requests		\$ 492,844	\$ -	\$ 3,000,000
Snow Bridge Rehab		\$ 1,198,855	\$ -	\$ 3,000,000
Snow Trail Rehab		\$ 42,844	\$ -	\$ 3,000,000
Snow Relocation Mandatory		\$ 226,127	\$ -	\$ 3,000,000
Snow Relocation Discretionary		\$ 166,585	\$ -	\$ 3,000,000
Snow Bridge New		\$ 271,525	\$ -	\$ 3,000,000
New Miles	(715 @ \$300/mile)	\$ 337,730	\$ -	\$ 3,000,000
Snow Acquisition		\$ 17,900	\$ -	\$ 3,000,000
Snow Non-Trail Development		\$ 13,347	\$ -	\$ 3,000,000
				\$ 3,000,000
Development Total		\$ 8,642,910	\$ 5,875,154	
Prelim. Supplemental (19-20):	\$ 3,217,848.00			
2018-19 Supplemental Final:	\$ 3,438,188.62			

## 2020-21 SNOWMOBILE COST INCREASE REQUESTS

Region	County		New/Increase Component	New Costs	Total	Approved	Comments	
<b>#97</b>	NOR-R Florence	<p>Florence County is requesting additional funds for rehab of a 392' bridge along US 2 crossing into Michigan across the Menominee River. Project is led by the Michigan DNR, and costs split between Florence Co and Michigan DNR. Grant was originally awarded in 2017-18. Bids have been received for Phase 1 of the work and are higher than originally estimated. Funds have been contributed from ATV, Snow and RTP</p> <p>Other funds received, requested, or committed?                      Yes or No: <input type="checkbox"/> Yes      Amount: <b>\$ 1,088,680</b></p> <p><b>Original Grant #</b>                      <b>Funding Cat.</b>                      <b>Rehab</b></p> <p><b>Previous Grant Amt</b>            <b>\$217,478</b>      <b>New Grant Amt</b>                      <b>\$332,894</b>                      (After)</p>	<b>OVERALL BUDGET</b>		\$1,421,574	After Cost Share: <b>\$332,894</b>		
			Trestle Deck	\$1,154,570				
			Abutment	\$267,004				
					\$332,894			
<b>#98</b>	NOR-R Langlade	<p>Langlade County is requesting additional funds for construction of a new 160' clear-span bridge over the Wolf River along US Hwy 64. The project was originally proposed for ATV, UTV, and Snowmobile use, and was approved for funds in 2018-19 FY. Funds were also approved by ATV and RTP programs. While a snowmobile trail exists in this location, ATV/UTV use requires DNR approval through a master plan change, which is still in process. Due to safety concerns of using the highway bridge, and the unknown timeframes for ATV/UTV use approval, Langlade County, supported by local motorized clubs, has requested additional funds from the Snow program to fully fund bridge</p> <p>Other funds received, requested, or committed?                      Yes or No: <input checked="" type="checkbox"/> yes      Amount: <b>175,140</b></p> <p><b>Original Grant #</b>                      <b>S-5303</b>      <b>Funding Category</b>                      <b>Relocate/ Bridge</b></p> <p><b>Prev Grant Amt</b>            <b>\$ 133,210.00</b>      <b>New Grant Amt</b>                      <b>\$333,350</b>                      (After)</p>	<b>OVERALL BUDGET</b>		\$333,350	After Cost Share: <b>\$158,210</b>		
			Structure	\$216,000				
			Engineering	\$51,750				
			Site Prep	\$5,000				
			Abutments	\$20,000				
Labor	\$15,000							
Approaches	\$20,000							
Riprap	\$5,000							
H&H Study	\$600							
		\$158,210						
<b>#99</b>	NOR-R Vilas	<p>Vilas County is requesting additional funds for rehab of Presque Isle Trail 11. Project will include leveling about 400 feet of trail along the CTH O ROW and installing railings. Grant was originally awarded in November 2019. The increase is due to a rise in material costs (treated lumber) since the project was submitted.</p> <p>Other funds received, requested, or committed?                      Yes or No: <input checked="" type="checkbox"/> yes      Amount: <b>14,985</b></p> <p><b>Original Grant #</b>                      <b>S-5433</b>      <b>Funding Category</b>                      <b>Rehab</b></p> <p><b>Prev Grant Amt</b>            <b>\$ 14,985.00</b>      <b>New Grant Amt</b>                      <b>\$16,725</b>                      (After)</p>	<b>OVERALL BUDGET</b>		\$16,725	After Cost Share: <b>\$1,740</b>		
			Materials	\$8,725				
			Fill	\$4,500				
			Labor	\$3,500				
					\$1,740			
<b>TOTAL</b>					<b>\$492,844</b>	<b>\$0</b>		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#1</b>	Green Lake	Green Lake County proposes to rehab an existing bridge that has failed. The project consists of moving two 'I' beams and adding another in addition to new decking and railing.	*Structure		\$28,058		<i>Is this a funded trail?                      Yes. 12k bridge but have a 25k groomer?                      Recommend longitudinal wear deck, not just perpendicular decking.                      Wear deck not added, already 3 1/2 " thick.                      Bridge permitted? <b>Yes</b>                      Upstream &amp; downstream pix? <b>Added.</b></i>
		Engineer	\$1,316	After Cost Share:			
		Permits		<b>\$28,058</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: private	Bridge Inventory #:				
		Old Culvert Size: 12' X 25'	New Culvert Size: 12' X 25'	Labor	\$15,422		
		Water Body: Grand River trib	Labor Source: contractor	Equip Rental	\$1,175		
		Years in System: 18	Design Weight Load: 25,000	Other			
			# of New Mi	0	\$28,058		
<b>#2</b>	Waupaca	Waupaca County is proposing to rehab the decking, railing and support beams on an old railroad bridge on the Tomorrow River State Trail.	*Structure	\$45,000	\$54,000		<i>Does Co have MOU with DNR Parks? <b>Easement that includes maintenance responsibilities dated 1999. Upstream, downstream pix? Added.</b></i>
		Engineer		After Cost Share:			
		Permits	\$6,000	<b>\$54,000</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 #: 39	Labor			
		Old Bridge Size: 45' X 12'	New Bridge Size: 45' X 12'	Equip Rental	\$2,000		
		Water Body: Spring Creek	Labor Source: contractor	Other	\$1,000		
		Years in System: 15+	Design Weight Load: 25,000	# of New Mi	0	\$54,000	
<b>#3</b>	Calumet	Calumet County proposes to replace Deer Run bridge Calumet-2 over Plum Creek on the Friendship State Trail. RTP funds tentatively awarded	*Structure	\$18,500	\$27,200		<i>Does Co have MOU with DNR Parks? <b>Yes.</b>                      Upstream, downstream pix? <b>Added.</b></i>
		Engineer	\$2,000	After Cost Share:			
		Permits		<b>\$13,600</b>			
		Site prep	\$500				
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b> yes	<b>Amount:</b> 13600				
Variance or Exception?		Public or Private: public	Bridge Inventory #: Calumet-2	Labor	\$5,000		
		Old Bridge Size: 12' X 15'	New Bridge Size: 12' X 24'	Equip Rental			
		Water Body: Plum Creek	Labor Source: contractor	delivery	\$700		
		Years in System: 50	Design Weight Load: 25,000	# of New Mi	0	\$13,600	

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#4</b>	NER	Calumet	Calumet County proposes to replace a bridge on Trail 3-6 that failed in 2014. The current reroute is not a good alternative.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental delivery	\$25,800           \$6,000 \$800	\$32,600 After Cost Share: <b>\$32,600</b>		<i>Is this a funded trail? Yes. Why different bridge lengths, will this be clearspan? Clear span bridge. Anderson needed more room for their abutments than Custom did.</i>
			<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 #:					
	Old Bridge Size: 12' X 26'	New Bridge Size: 12' X 32'						
	Water Body: unnamed	Labor Source: contractor						
	Years in System: 20	Design Weight Load: 25,000	# of New Mi	0		\$32,600		
<b>#5</b>	NER	Calumet	Calumet County proposes to replace the concrete Kiel Culvert-1 on trail 6-8 with a plastic culvert. The collapsed culvert has a temporary patch. <b>WITHDRAWN</b>	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$350           \$250 \$750	\$1,350 After Cost Share: <b>\$1,350</b>	\$0	<i>Funded trail? Why not using mainteannce? Plastic culverts should have 12" coverage, will they? If not, consider elliptical culvert? Withdrawn</i>
			<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 #:					
	Old Bridge Size: 24" X 20'	New Bridge Size: 24" X 20'						
	Water Body: drainage ditch	Labor Source: contractor						
	Years in System:	Design Weight Load: 25,000	# of New Mi	0		\$0		
<b>#6</b>	NER	Calumet	Calumet County proposes to replace an undersized steel Culvert- 2 with a plastic culvert on Trail 6-8. <b>WITHDRAWN</b>	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental wetland delin.	\$350           \$250 \$750	\$1,350 After Cost Share: <b>\$1,350</b>	\$0	<i>Funded trail? Why not using mainteannce? Plastic culverts should have 12" coverage on top, will they? Withdrawn</i>
			<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 #:					
	Old Bridge Size: 12" by 8'	New Bridge Size: 24" X 20'						
	Water Body: drainage ditch	Labor Source: contractor						
	Years in System:	Design Weight Load: 25,000	# of New Mi	0		\$0		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#7</b>	Oneida	<p>Oneida County proposes to replace an older, undersized bridge with a new bridge (Gilmore Creek Bridge). The existing bridge is believed to be over 30+ years old. The bridge is undersized for the length of crossing needed and has had a wooden extension put on. However, the extension is rated at only 5,000 lbs at best. Given the age of the overall structure, the County proposes to replace it with a new bridge, rated for 25,000 lbs, and salvage the parts for other crossings.</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input type="checkbox"/> No <b>Amount:</b> <input type="text"/></p> <p>Public or Private: <input type="checkbox"/> Public Bridge Inventory #: <b>Oneida-10</b>                      Old Bridge Size: 42 New Bridge Size: 65                      Water Body: Gilmore Creek Labor Source: <b>Contract</b>                      Years in System: 32 Design Weight Load: <b>25,000</b></p>	*Structure	\$64,700	\$140,050 After Cost Share: <b>\$140,050</b>		<p><i>Is bridge failing, or attempting to accomidate a groomer? Were the extensions grant funded? <b>No.</b> Was original construction grant funded? <b>No.</b> Do not place salvaged bridge on snowmobile trails, not suitable. <b>Understood by County.</b></i></p>
			Engineer	\$2,000			
			Permits				
			Site prep	\$5,000			
			Materials				
			Abutments	\$14,900			
			Pilings/Piers	\$12,000			
			Approaches	\$6,125			
			Culverts				
			Riprap	\$2,000			
			Labor	\$30,000			
			Equip Rental				
			Other	\$3,325			
			# of New Mi	0	\$140,050		
	Variance or Exception?						
<b>#8</b>	Taylor	<p>Taylor County proposes to replace the decking and railings on the Pine Line Bridge #4 on the Pine Line Trail. This multi-use bridge is open to snowmobile, winter ATV and summer silent sports. The bridge last received grant funding in 1989. Taylor County has been tentatively awarded RTP funds for 50% costs, as well as to the ATV program for 25% of the remaining costs. ATV SHARE NOT YET CONFIRMED.</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input type="checkbox"/> Yes <b>Amount:</b> <input type="text"/> 5248.5</p> <p>Public or Private: <input type="checkbox"/> Public Bridge Inventory #: PL 4                      Old Bridge Size: 27 New Bridge Size:                      Water Body: Unnamed Labor Source: <b>Contract</b>                      Years in System: 31 Design Weight Load:</p>	*Structure		\$8,397 After Cost Share: <b>\$3,149</b>		<p><i>Is it possible to expand the interior width to 12'?</i></p>
			Engineer	\$297			
			Permits				
			Site prep	\$4,725			
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor	\$2,430			
			Equip Rental	\$945			
			Other				
			# of New Mi	0	\$3,149		
	Variance or Exception?						
<b>#9</b>	Taylor	<p>Taylor County proposes to replace the decking and railings on the Pine Line Bridge #5 on the Pine Line Trail. This multi-use bridge is open to snowmobile, winter ATV and summer silent sports. The bridge last received grant funding in 1989. Taylor County has been tentatively awarded RTP funds for 50% costs, as well as to the ATV program for 25% of the remaining costs. ATV SHARE NOT YET CONFIRMED.</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <input type="checkbox"/> Yes <b>Amount:</b> <input type="text"/> 10690.5</p> <p>Public or Private: <input type="checkbox"/> Public Bridge Inventory #: <b>PL 5</b>                      Old Bridge Size: 55 New Bridge Size:                      Water Body: Unnamed Labor Source: <b>Contract</b>                      Years in System: 31 Design Weight Load:</p>	*Structure		\$17,105 After Cost Share: <b>\$6,415</b>		<p><i>Is it possible to expand the interior width to 12'?</i></p>
			Engineer	\$605			
			Permits				
			Site prep	\$9,625			
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor	\$4,950			
			Equip Rental	\$1,925			
			bridge removal				
			# of New Mi	0	\$6,415		
	Variance or Exception?						



## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#10</b>	Langlade	Langlade County proposes to replace an undersized culvert to address trail flooding issues. Culvert was installed in 1965 and is no longer able to handle water flows at all times of the year. It is also too short for the trail surface. Trail is used by snowmobilers and winter ATVs. County has been tentatively awarded RTP funds for 50% of the costs, remainder split between Snow and ATV.	*Structure	\$10,358	\$43,395 After Cost Share: <b>\$10,849</b>		Photos needed. -- <i>Attached</i> Fill out Page 3 of application (Appendix A) for bridges rather than trails.	
		Engineer						
		Permits	\$400					
		Site prep						
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b> <b>Yes</b> <b>Amount:</b> <b>32546.5</b>								
Variance or Exception?		Public or Private: <b>Public</b> Bridge Inventory #: <b></b>	Culverts					
		Old Bridge Size: <b></b> New Bridge Size: <b>117"x79"x45'</b>	Riprap	\$3,000				
		Water Body: <b>Eau Claire River</b> Labor Source: <b>Contract</b>	Labor	\$27,484				
		Years in System: <b>55</b> Design Weight Load: <b></b>	Equip Rental					
			Other					
			# of New Mi	0	\$10,849			
<b>#11</b>	Iron	Iron County proposes a rehab project for the "Ledvina's Bridge" on Trail 12 over Swamp Creek. Project will include rebuilding the north approach ramp (12'x30'), redecking and replacing railings on the bridge (12'x38') and the north approach. The south approach was replaced with maint. funds in 2016. Winter only trail and the bridge is located on private property. County has maintained land use agreements for this trail for over 30 years.	*Structure	\$4,825	\$30,614 After Cost Share: <b>\$30,614</b>		Need LUA info, and more photos (Upstream, downstream, bridge). <i>Both attached.</i> Can ATV cost share? <b>No, not open to ATVs</b>	
		Engineer		\$125				
		Permits		\$300				
		Site prep		\$12,234				
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b> <b>No</b> <b>Amount:</b> <b></b>								
Variance or Exception?		Public or Private: <b>Private</b> Bridge Inventory #: <b>Ref# 7</b>	Culverts					
		Old Bridge Size: <b>12'x38'</b> New Bridge Size: <b></b>	Riprap					
		Water Body: <b>Swamp Creek</b> Labor Source: <b>Force</b>	Labor	\$6,919				
		Years in System: <b></b> Design Weight Load: <b>25,000</b>	Equip Rental	\$3,911				
			Other	\$2,300				
			# of New Mi	0	\$30,614			
<b>#13</b>	Dunn	A 5' culvert has been present for about 20 years allowing crossing an unnamed stream that is a tributary to the Red Cedar River. The stream is very flashy and the county suspects the culvert is restricting water flow during heavy rain events causing erosion on the downstream side of the culvert. Due to the area being a wetland replacing the culvert is not an option. A bridge (Waldbuesser) is proposed to replace the culvert.	*Structure	\$27,000	\$40,000 After Cost Share: <b>\$40,000</b>		Why such a long bridge replacing a culvert? <i>Need to span wetlands, culvert would restrict flow</i>	
		Engineer		\$3,000				
		Permits		\$1,000				
		Site prep		\$2,000				
<b>Other funds received, requested, or committed?</b>								
<b>Yes or No:</b> <b>No</b> <b>Amount:</b> <b></b>								
Variance or Exception?		Public or Private: <b>Private</b> Bridge Inventory #: <b></b>	Culverts					
		Old Culvert Size: <b>5'</b> New Bridge Size: <b>12'x 30'</b>	Riprap	\$2,000				
		Water Body: <b>Unnamed tributa</b> Labor Source: <b></b>	Labor	\$5,000				
		Years in System: <b>20+</b> Design Weight Load: <b>25,000</b>	Equip Rental					
			Other					
			# of New Mi	0	\$40,000			

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County	Component	Costs	Total	Approved	Q & A	
<b>#14</b>	Dunn	Bridge #16 (Daley) fell into the unnamed tributary of the south fork of the Hay River last fall following a major rainstorm. A bridge permit was granted in December and they picked up and moved it downstream approximately 70' where the banks are narrower. The bridge does not fit this bank, but it worked for the 2019-20 season. Bridge is on Corridor 18. Bridge is believed to be an old trailer frame and did get twisted in the fall.		*Structure \$30,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$4,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$50,000 After Cost Share: <b>\$50,000</b>		No questions
		<b>Other funds received, requested, or committed?</b> Yes or No: No      Amount:					
		Public or Private: private      Bridge Inventory #: DUNN-16 Old Bridge Size: 12' x 35'      New Bridge Size: 12' x 40' Water Body: Unnamed tributa      Labor Source: Years in System: Unknown      Design Weight Load: 25,000					
		Variance or Exception?		# of New Mi	0		
<b>#15</b>	Dunn	Bridge #21 Gilbert was placed over an unnamed tr+C45 tributary of Gilbert Creek. The 10' x 14' foot wood bridge is buried in the streambank of a wetland and causing damming up on the stream. RTP funds tentatively awarded		*Structure \$40,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$4,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental bridge removal	\$60,000 After Cost Share: <b>\$30,000</b>		Would an arched bridge help with flow issues? Determined not necessary for the site
		<b>Other funds received, requested, or committed?</b> Yes or No: Yes      Amount: 30000					
		Public or Private: Public      Bridge Inventory #: 21 Old Bridge Size: 6' x 6'      New Bridge Size: 12' x 40' Water Body: Unnamed tributa      Labor Source: Years in System: Unknown      Design Weight Load: 25,000					
		Variance or Exception?		# of New Mi	0		
<b>#16</b>	Dunn	Hurtgen #15 is over Sandy Creek. The 12' x 35' is currently tipped and broken so the trail was rerouted over the Co Hwy Q bridge. Two accidents have occurred since this reroute.		*Structure \$40,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$4,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental H&H, Floodpla \$20,000	\$80,000 After Cost Share: <b>\$80,000</b>		How long is the LUA? Who owns land? More upstream downstream pix 10 Yr LUA, Private Land
		<b>Other funds received, requested, or committed?</b> Yes or No: No      Amount:					
		Public or Private: private      Bridge Inventory #: 15 Old Bridge Size: 12' x 35'      New Bridge Size: 12' x 50' Water Body: Sandy Creek      Labor Source: Years in System: 30+      Design Weight Load: 25,000					
		Variance or Exception?		# of New Mi	0		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#17</b>	Dunn	Neubauer #20 is over a tributary to the Middle Branch of Gilbert Creek. The 40" X 48" made up of wooden pallets. There was an accident at this site this past year.	*Structure	\$27,000	\$40,000 After Cost Share: <b>\$40,000</b>		<i>Could a culvert be used instead? Narrative indicates 50' bridge but quote is for 30', what is the plan? Culvert would restrict flow or require fill. Custom suggests 50', Anderson 30'</i>
			Engineer	\$3,000			
			Permits				
			Site prep	\$1,000			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b>			Materials				
Public or Private: Private Bridge Inventory #: 20			Abutments	\$2,000			
Old Bridge Size: 40" x 48" New Bridge Size: 12' x 50'			Pilings/Piers				
Water Body: Unnamed tributa Labor Source:			Approaches				
Years in System: Unknown Design Weight Load: 25,000			Culverts				
			Riprap	\$2,000			
Variance or Exception?			Labor	\$5,000			
			Equip Rental				
			Other				
			# of New Mi	0			
					\$40,000		
<b>#18</b>	Pierce	County proposes to remove and replace the decking/railings on the Burkhardt Creek #9 bridge near Spring Valley. I discussed with the coordinator replacing the bridge, he said the bridge structure is sound and just needs new decking and railing. He was reminded it would be 10 years before they could ask for another grant for this bridge. This is their choice at this time. He did send photos of underneath the structure.	*Structure		\$5,000 After Cost Share: <b>\$5,000</b>		<i>Able to use maint.? Load limit is 12k but groomer is 15.5k? What work is the \$50/hr admin for? Is a chain link fence suitable? Provide cost estimate for wood railings. 12' interior width? Recommend wear deck. See PDF</i>
			Engineer				
			Permits				
			Site prep	\$5,000			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b>			Materials				
Public or Private: private Bridge Inventory #: 9			Abutments				
Old Bridge Size: 11.5' x 40' New Bridge Size:			Pilings/Piers				
Water Body: Burkhardt Creek Labor Source: Club			Approaches				
Years in System: 34 Design Weight Load: 15,500			Culverts				
Variance or Exception?			Riprap				
			Labor				
			Equip Rental				
			wetland delin.				
			# of New Mi	0			
					\$5,000		
<b>#19</b>	Trempealeau	This bridge in Arcadia is rather unique. It is on the golf course and was built originally for golf cart traffic. It has become a part of the snowmobile trail that runs through Arcadia. The plan is to replace this bridge with a 25,000 lb bridge that both the golf course and the club would use and jointly maintain. <i>Needs 2nd quote.</i>	*Structure	\$54,000	\$77,000 After Cost Share: <b>\$77,000</b>		<i>LUA? Need 2nd quote. Will golf course contribute \$? Bridge safe for snowmobiles? Is replacement only needed to accommodate groomer? 2nd Quote Submitted, Golf Course Will Not Contribute. Bridge is safe for snowmobilers but groomer cannot use it and must travel on Hwy 93</i>
			Engineer	\$3,000			
			Permits				
			Site prep	\$1,000			
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="checkbox"/> <b>Amount:</b>			Materials				
Public or Private: Private Bridge Inventory #:			Abutments	\$12,000			
Old Bridge Size: New Bridge Size: 12' x 60'			Pilings/Piers				
Water Body: Labor Source:			Approaches				
Years in System: Design Weight Load: 25,000			Culverts				
Variance or Exception?			Riprap	\$2,000			
			Labor	\$5,000			
			Equip Rental				
			Other				
			# of New Mi	0			
					\$77,000		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#20</b>	Douglas	Douglas County proposes to replace three culverts on the Wild River Trail. The project will be split between snowmobile and ATV. Wild River Trail Culvert Replacement	*Structure	\$21,070	\$21,070 After Cost Share: <b>\$10,535</b>		<i>What was the 2019 grant for? What is causing the failure, will new culverts just fail &amp; trail wash out quickly again?</i>	
		<b>Other funds received, requested, or committed?</b>		Engineer				
		<b>Yes or No:</b>	yes	<b>Amount:</b>				10535
		Public or Private:	public	Bridge Inventory #:				
Variance or Exception?		Old Culvert Size:	New Culvert Size:	Materials				
		Water Body:	Labor Source:	Abutments				
		Years in System:	Design Weight Load:	Pilings/Piers				
				Approaches				
				Culverts				
				Riprap				
				Labor				
				Equip Rental				
				Other				
				# of New Mi	0	\$10,535		
<b>#21</b>	Barron	Barron County proposes to replace 3 failing culverts and add 1 additional culvert on Trail 18. <b>Trail 18 Culverts</b>	*Structure		\$9,648 After Cost Share: <b>\$9,648</b>		<i>Recommend 20' culvert. What were the old culvert sizes?</i>	
		<b>Other funds received, requested, or committed?</b>		Engineer				
		<b>Yes or No:</b>	no	<b>Amount:</b>				
		Public or Private:	private	Bridge Inventory #:				
Variance or Exception?		Old Bridge Size:	New Bridge Size:	Materials	\$3,600			
		Water Body:	Labor Source:	Abutments				
		Years in System:	Design Weight Load:	Pilings/Piers				
				Approaches				
				Culverts	\$4,000			
				Riprap				
				Labor	\$512			
				Equip Rental	\$1,536			
				Other				
				# of New Mi	0	\$9,648		
<b>#22</b>	Burnett	Burnett County proposes to replace a boardwalk bridge that has frost heaved and shifted since it was built in 2007. A new design will be incorporated to prevent the frost damage. This project is proposed to be split between RTP and ATV, RTP funds tentatively awarded.	*Structure	\$150,000	\$152,500 After Cost Share: <b>\$53,750</b>		<i>Make sure pilings are below the frost line.</i>	
		<b>Other funds received, requested, or committed?</b>		Engineer				
		<b>Yes or No:</b>	yes	<b>Amount:</b>				98750
		Public or Private:	public	Bridge Inventory #:				17
Variance or Exception?		Old Bridge Size:	New Bridge Size:	Materials	\$2,500			
		Water Body:	Labor Source:	Abutments				
		Years in System:	Design Weight Load:	Pilings/Piers				
				Approaches				
				Culverts				
				Riprap				
				Labor				
				Equip Rental				
				bridge removal				
				# of New Mi	0	\$53,750		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A			
<b>#23</b>	Polk	Polk County proposes to rehab the area around a 36 inch culvert to prevent it from washing out. The project involves fill material, heavy riprap, fabric, as well as erosion control measures. <b>Gandy Culvert.</b> Cost share with ATV	*Structure	\$9,676	\$10,176		Consider using mainteannce. What 24" rule is this in reference to?			
		Engineer								
		Permits								
		Site prep								
<b>Other funds received, requested, or committed?</b>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>Yes or No:</b></td> <td style="width: 15%; text-align: center;">yes</td> <td style="width: 15%;"><b>Amount:</b></td> <td style="width: 15%; text-align: center;">5088</td> </tr> </table>			<b>Yes or No:</b>	yes	<b>Amount:</b>	5088				
<b>Yes or No:</b>	yes	<b>Amount:</b>	5088							
Variance or Exception?		Public or Private: public	Bridge Inventory #:							
		Old Bridge Size:	New Bridge Size:	Equip Rental	\$500					
		Water Body:	Labor Source:	Other						
		Years in System:	Design Weight Load:	# of New Mi	0	\$5,088				
<b>#24</b>	Sheboygan	Sheboygan County proposes to replace the old Elkhart lake Boat Landing bridge with a 12' X 30' removable bridge kit.	*Structure	\$25,800	\$31,350		Is 5' additional going to be enough to solve the problem? <b>Yes</b>			
		Engineer								
		Permits								
		Site prep								
<b>Other funds received, requested, or committed?</b>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>Yes or No:</b></td> <td style="width: 15%; text-align: center;">No</td> <td style="width: 15%;"><b>Amount:</b></td> <td style="width: 15%;"></td> </tr> </table>			<b>Yes or No:</b>	No	<b>Amount:</b>					
<b>Yes or No:</b>	No	<b>Amount:</b>								
Variance or Exception?		Public or Private: public	Bridge Inventory #: 23	Labor	\$2,350					
		Old Bridge Size: 11'6" X 25'	New Culvert Size: 12' X 30'	Equip Rental	\$2,500					
		Water Body: Elkhart Lake	Labor Source: Sponsor	Other	\$700					
		Years in System: 30+	Design Weight Load: 25,000	# of New Mi	0	\$31,350				
<b>#25</b>	Sheboygan	Sheboygan County proposes to replace the old Howard Weiss bridge with a 12' X 30' removable bridge kit.	*Structure	\$25,800	\$29,400		Is 5' additional going to be enough to solve the problem? <b>Yes</b>			
		Engineer								
		Permits								
		Site prep								
<b>Other funds received, requested, or committed?</b>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>Yes or No:</b></td> <td style="width: 15%; text-align: center;">No</td> <td style="width: 15%;"><b>Amount:</b></td> <td style="width: 15%;"></td> </tr> </table>			<b>Yes or No:</b>	No	<b>Amount:</b>					
<b>Yes or No:</b>	No	<b>Amount:</b>								
Variance or Exception?		Public or Private: Private	Bridge Inventory #: 39	Labor	\$1,700					
		Old Bridge Size: 11'6" X 25'	New Bridge Size: 12' X 30'	Equip Rental	\$1,200					
		Water Body: Sheboygan	Labor Source: Sponsor	Other	\$700					
		Years in System: 30	Design Weight Load: 25,000	# of New Mi	0	\$29,400				

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#26</b>	Columbia	Rowan Creek Bridge Replacement - Replace the existing failing bridge to accommodate the new GVW requirements. This bridge covers Rowan Creek, the main structure is deteriorating and does not comply with the new guidelines. The only other alternate route would be the highway to go around the bridge being unusable.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$77,500	\$77,500 After Cost Share: <b>\$77,500</b>		2nd quote? <b>2nd will be obtained if approved</b> Is this the installed price? <b>Yes</b> Is bridge actually failing or is application just to bring it up to 25K? <b>Failing</b>	
		<b>Other funds received, requested, or committed?</b>						
		Public or Private:	Public	Bridge Inventory #:				
		Old Culvert Size:		New Culvert Size:				
Variance or Exception?		Water Body: Rowan Creek	Labor Source:					
		Years in System: 30	Design Weight Load: <b>28,000</b>	# of New Mi	0	\$77,500		
<b>#27</b>	Dane	Dane County proposes replacing the MTV 7 - Martinson Spring Valley Bridge. Current bridge is over an unnamed ditch adjacent to Spring Valley Creek on State Corridor #21 in Green County. Dane County has asked that the bridge be removed and abandoned. Recent flooding has compromised the stream banks and the structure and footings have deteriorated to the point of being unuseable	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$38,700	\$38,700 After Cost Share: <b>\$38,700</b>		2nd quote? <b>2nd quote added</b> LUA needed. - <b>Club still working on LUA</b>	
		<b>Other funds received, requested, or committed?</b>						
		Public or Private:	Private	Bridge Inventory #:	Dane 13			
		Old Bridge Size:	12.5x25	New Bridge Size:	12x30			
Variance or Exception?		Water Body: Spring Valley	Labor Source:					
		Years in System: 20	Design Weight Load: <b>25,000</b>	# of New Mi	0	\$38,700		
<b>#28</b>	Dane	Dane County proposes replacing the MTV 9 - Spring Valley Creek Bridge. Current bridge is over Spring Valley Creek on State Corridor #21 in Green County. Dane County has asked that the bridge be removed and abandoned. Recent flooding has compromised the stream banks and the structure and footings have deteriorated to the point of being unuseable	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental bridge removal	\$50,600	\$50,600 After Cost Share: <b>\$50,600</b>		No questions	
		<b>Other funds received, requested, or committed?</b>						
		Public or Private:	Private	Bridge Inventory #:	Dane 15			
		Old Bridge Size:	12X31	New Bridge Size:	12X40			
Variance or Exception?		Water Body: Spring Valley	Labor Source:					
		Years in System: 20	Design Weight Load: <b>25,000</b>	# of New Mi	0	\$50,600		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	
<b>#29</b>	SCR	Dane	Dane County proposes replacing the MTV 11 - Brewery ditch Bridge. Current bridge is over an unnamed ditch on State Corridor #21 in Green County. Dane County has asked that the bridge be removed and abandoned. Recent flooding has compromised the stream banks and the structure and footings have deteriorated to the point of being unuseable	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$45,700	\$45,700 After Cost Share: <b>\$45,700</b>		No questions
			<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 #: Dane 17					
		Old Bridge Size: 12x24	New Bridge Size: 12x34					
		Water Body: n/a	Labor Source:					
		Years in System:	Design Weight Load: 25,000	# of New Mi	0	\$45,700		
<b>#30</b>	SCR	Jefferson	Watertown airport trail bridge replacement. Club built bridge washed out in 2019 and will be replaced with a new club built bridge of slightly longer span. <b>(NOTE - Grants can only be awarded for bridges with stamped, engineered plans. In order to receive grant funds, that will be a requirement of the new structure, so budget and scope may need to change to remain eligible for grant funds).</b>	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$20,000	\$20,000 After Cost Share: <b>\$20,000</b>		<i>Not eligible as a club built new construction. New proposal, estimates needed with engineered bridge. County getting estimate from Custom MFG</i>
			<b>Other funds received, requested, or committed?</b>					
			<b>Yes or No:</b>	<b>Amount:</b>				
	Variance or Exception?	Public or Private: Public	Bridge Inventory #:					
		Old Bridge Size: 8x14	New Bridge Size: 8x16					
		Water Body: n/a	Labor Source:					
		Years in System: 15+	Design Weight Load: 12,000	# of New Mi	0	\$20,000		
<b>#31</b>	WCR	Wood	Request to replace a failing railroad bridge that has been repurposed for snowmobile use. New bridge will be steel span. <b>DQ Farms</b>	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$79,900    \$11,900  \$1,125	\$149,900 After Cost Share: <b>\$149,900</b>		<i>2nd quote? Length of LUA? 3 year w/renewal Check with county zoning?</i>
			<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 #:					
		Old Bridge Size: 12x65	New Bridge Size: 12x75					
		Water Body: Hemlock Creek	Labor Source:			\$56,975		
		Years in System: 50+	Design Weight Load: 14,000	# of New Mi	0	\$149,900		

## 2020-21 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A
<b>#32</b>	Wood	Request to repair/rehab the abutment on the north end of the bridge of the East Ford of the Yellow River. Abutment is washing out and needs to be shored up. - <b>Needs estimates, etc</b>	*Structure		\$25,000	After Cost Share: <b>\$25,000</b>	LUA? <i>Perpetual annual renewal</i> Need pictures. <b>Added</b> Contact county zoning?
			Engineer				
			Permits				
			Site prep				
<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 #:				
	Old Culvert Size:		New Culvert Size:				
	Water Body:	Yellow River	Labor Source:		\$25,000		
	Years in System:	9	Design Weight Load:	14,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			<b>Amount:</b>				
<b>Yes</b>			<b>10350</b>				
<b>#33</b>	Oneida	Oneida County proposes to rehab the crossing of Trail 5 over the Willow Spillway coming out of Willow Lake. Last rehabbed in 2002-03, where rock was added to the spillway trail. Over time and use, this rock has washed away, creating a deeper depth that does not freeze over in winter. Project would add rock to raise the depth and allow freezing in winter. RTP funds tentatively awarded.	*Structure		\$20,700	After Cost Share: <b>\$10,350</b>	Breaker run seems expensive - why so high? Will this solve the problem? <i>Per County, last repair was in 2003 and lasted for 17 years. It also only used gravel and not breaker run. This should last another 20 years.</i>
			Engineer				
			Permits				
			Site prep		\$15,450		
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			<b>Amount:</b>				
<b>Yes</b>			<b>10350</b>				
Variance or Exception?	Public or Private:	Public	Bridge Inventory #:				
	Old Bridge Size:		New Bridge Size:				
	Water Body:	Willow River	Labor Source:		\$5,250		
	Years in System:		Design Weight Load:				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			<b>Amount:</b>				
<b>Yes</b>			<b>10350</b>				
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			<b>Amount:</b>				
<b>Yes</b>			<b>10350</b>				
<b>TOTAL</b>					<b>\$1,198,855</b>	<b>\$0</b>	<b>\$0</b>



## 2020-21 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
<b>#34</b>	Oneida	Oneida County proposes to rehab a portion of NWP Trail 8 in the Town of Woodboro. Due to poor drainage and wetlands, as well as warmer winter temperatures, a 20-ft stretch of the trail was under water resulting in closure of about 3.5 miles of trail for several weeks. This project would raise approximately 225 feet of existing trail higher than the surrounding landscape and install a culvert to allow water flow to not impact the trail in the future. This trail was added to Oneida's funded trail system last year.	*Structure		\$25,000		<i>Trail in the system &lt;10 yrs (code says rehab only avail if 10+ yrs in the system). Why rehab not req then? Scoring deduction?</i> <i>Sponsor was mistaken, trail has received maint funds for years.</i>
			Engineer	\$6,000	After Cost Share:		
			Permits	\$3,000	<b>\$25,000</b>		
			Site prep				
			Materials	\$3,200			
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts	\$800			
			Riprap				
			Labor	\$12,000			
			Equip Rental				
			Other				
			# of New Mi	0	\$25,000		
		<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:	Contract		
		Years in System:		Design Weight Load:			
		<b>Variance or Exception?</b>	No				
<b>#35</b>	Lincoln	Lincoln County is proposing to rehab 2.5 miles of the Scenic Loop Trail to resurface and level rough areas and to provide better water control for sustainability. Work will include replacing several failing and undersized culverts as well as installing 2 new culverts and about 400 feet of ditching along the trail to improve drainage. Material will be added to low areas and potholes along the trail, and several broad dip areas will be reduced in steepness for improved visibility and riding experience. Repairs will also be completed on a rock ford that has silted in. As this trail is open to ATVs and snowmobiles, the County is also requesting ATV funds (\$16,687)	*Structure		\$25,031		<i>Has Co reached out to permitting folks yet to determine what will be needed?</i>
			Engineer		After Cost Share:		
			Permits		<b>\$8,344</b>		
			Site prep				
			Materials	\$3,383			
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts	\$3,356			
			Riprap				
			Labor	\$7,864			
			Equip Rental	\$10,427			
			Other				
			# of New Mi	0	\$8,344		
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$ 16,687.00</b>		
		Public or Private:	Public	Bridge Inventory #:			
		Old Bridge Size:		New Bridge Size:			
		Water Body:		Labor Source:	Force and Contract		
		Years in System:		Design Weight Load:			
		<b>Variance or Exception?</b>					
<b>#36</b>	Vernon	Coulee Track n Trails trail stabilization - Excessive flooding has compromised the trail and will lead to it's closer. This project will stabilize the trail for future use	*Structure		\$9,500		<i>Can they use mainteannce? Cost break down? Who is doing the work? Can trail be reloc away from creek? More pix, including opposite bank.</i>
			Engineer		After Cost Share:		
			Permits		<b>\$9,500</b>		
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other	\$9,500			
			# of New Mi	0	\$9,500		
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>		<b>Amount:</b>			
		Public or Private:		Bridge Inventory #:			
		Old Bridge Size:		New Bridge Size:			
		Water Body:		Labor Source:			
		Years in System:		Design Weight Load:			
		<b>Variance or Exception?</b>					
<b>TOTAL</b>					<b>\$42,844</b>	<b>\$0</b>	<b>\$0</b>

## 2020-21 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Questions/Comments

Region	County	Description	Component	Costs	Total	Approved	
<b>#37</b>	Brown	Brown County proposes to relocate a section of trail that has washed into Plum Creek. The farmer has been working with another municipality to solve erosion issues. The municipality will contribute the cost of the ford (\$35,000). The county is asking for funds to clear a 1.5 acre, 25' wide, path to be used by the farmer and the snowmobile trail.	*Structure		\$9,000	After Cost Share: <b>\$9,000</b>	
			Engineer				
			Permits				
			Site prep	\$9,000			
<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:				
yes		Water Body:	Labor Source:				
		Years in System:	Design Weight Load:				
			*Structure		\$9,000		
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$9,000		
<b>#38</b>	Pierce	Due to the loss of a landowner in the Esdaile area, the county is required to reroute the trail which will require a new bridge. <b>Only one quote available at this time.</b>	*Structure	\$105,000	After Cost Share: <b>\$150,000</b>		
			Engineer	\$4,000			
			Permits				
			Site prep	\$6,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			No	<b>Amount:</b>			
Public or Private:		private	Bridge Inventory #:				
Variance or Exception?		Old Bridge Size:	New Bridge Size: 12' x 80'				
yes		Water Body:	Labor Source:				
		Years in System:	Design Weight Load: 25,000				
			*Structure		\$150,000		
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			H & H Study				
			# of New Mi	0	\$150,000		
<b>#39</b>	Clark	A 24" culvert at this location washed out. At that time the club rerouted the trail to another location. The property owner has expressed desire to move the trail away from his dealership back to the original crossing location.	*Structure	\$40,000	After Cost Share: <b>\$60,000</b>		
			Engineer	\$4,000			
			Permits				
			Site prep	\$5,000			
<b>Other funds received, requested, or committed?</b>							
<b>Yes or No:</b>			No	<b>Amount:</b>			
Public or Private:		Private	Bridge Inventory #:				
Variance or Exception?		Old Culvert Size:	New Bridge Size: 12' x 50'				
yes		Water Body:	Labor Source:				
		Years in System:	Design Weight Load: 25,000				
			*Structure		\$60,000		
			Engineer				
			Permits				
			Site prep				
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$60,000		

## 2020-21 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Questions/Comments

Region	County	Description	Component	Costs	Total	Approved	
NOR-S	Barron	Barron County has rerouted a section of trail due to land owner changes. The reroute is complete but the trail will need a 12'x30' bridge placed over an unnamed creek. The club already has the bridge so this project is for site prep, installation of the bridge and railing material. <b>Trail 30 Bridge Install.</b>	*Structure		\$7,127		<i>OK w/ no more rehab grants for 10 years?</i>
<b>#40</b>			Engineer		After Cost Share:		
		Permits		<b>\$7,127</b>			
		Site prep		\$3,135			
		Materials		\$1,500			
		Abutments					
		Pilings/Piers					
		Approaches					
		Culverts		\$800			
		Riprap					
		Public or Private: private	Bridge Inventory #:	<b>12402</b>			
	Variance or Exception?	Old Bridge Size:	New Bridge Size:	12x30			
		Water Body: unnamed	Labor Source:				
		Years in System:	Design Weight Load:	25,000			
			# of New Mi	0	\$7,127		
<b>TOTAL</b>					<b>\$226,127</b>	<b>\$0</b>	

## 2020-21 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-grants	Ded: RR King	Ded: Incomplete App.	TOTAL	Q&A			
<b>#41</b>	NER	Manitowoc	Manitowoc proposes to move a section of funded trail to a club trail due to landowner request. No development funds are needed. The reroute would decrease the number of road crossings and eliminate a highway bridge crossing, but would add 1.2 miles to the system.	*Structure		\$0	5	15	5	10	10	10	5	10*	-10	-10	-10	45	No Q's			
				Engineer		After Cost	3	15	5	10			2	10								
				Permits		\$0																
				Site prep																		
			Materials																			
			Abutments																			
			Pilings/Piers																			
			Approaches																			
			Culverts																			
			Riprap																			
			Labor																			
			Equip Rental																			
			Other																			
			# of New Mi			\$360																
			<b>Other funds received, requested, or committed?</b>																			
			<b>Yes or No:</b>		<b>Amount:</b>																	
			Public or Private:		Bridge Inventory #:																	
			Old Bridge Size:		New Bridge Size:																	
			Water Body:		Labor Source:																	
			Years in System:		Design Weight Load:																	
<b>#42</b>	NOR	Langlade	Langlade County proposes to install a recreation wing on the County Hwy T Bridge over the Wolf River. The Co Highway Dept will be replacing the bridge in 2022, with bids likely to go out 2021. Currently snowmobiles and winter ATVs cross the bridge with the other traffic. In an effort to provide safer crossing, the timing of the new bridge construction would allow an additional 12-ft wide wing to be developed, incl. concrete and light barrier separating vehicles from the trail. Co requested RTP funds but was not selected for a grant. Cost would be split between Snow and ATV.	*Structure	\$250,000	\$310,500	5	17	5	10	5	5	2	10				59	No Q's			
				Engineer	\$10,000	After Cost																
				Permits		\$155,250																
				Site prep																		
			Materials																			
			Abutments																			
			Pilings/Piers																			
			Approaches		\$10,000																	
			Culverts																			
			Riprap																			
			Labor																			
			Equip Rental																			
			Other		\$40,500																	
			# of New Mi			\$155,250																
			<b>Other funds received, requested, or committed?</b>																			
			<b>Yes or No:</b>	Yes	<b>Amount:</b>	\$ 155,250																
			Public or Private:	Public	Bridge Inventory #:																	
			Old Bridge Size:	Hwy Bridge	New Bridge Size:	12x110ft																
			Water Body:	Wolf River	Labor Source:	Contract																
			Years in System:		Design Weight Load:																	

## 2020-21 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-grants	Deduct: RR King	Deduct: Incomplete App.	TOTAL	Q&A			
							5	15	5	10	10	10	5	10*	-10	-10	-10					
<b>#43</b>	Bayfield	Bayfield County proposes to re-route a portion of Wildcat trail due to a large pond of water that will not freeze. <b>Wildcat Re-Route</b>	*Structure		\$7,230		5	15	5	10	10	10	5	10*	-10	-10	-10					
			Engineer			After Cost	5	17	0	10	5	2	3	10					52	Maps & photos? Break down expenses? <i>See PDF</i>		
			Permits		\$7,230	<b>\$7,230</b>																
			Site prep																			
			Materials																			
Abutments																						
<b>Other funds received, requested, or committed?</b>			Culverts																			
<b>Yes or No:</b> no			Riprap																			
<b>Amount:</b>			Labor																			
Variance or Exception?	Public or Private: public	Bridge Inventory #:	Labor																			
	Old Bridge Size:	New Bridge Size:	Equip Rental																			
	Water Body:	Labor Source:	Other																			
	Years in System:	Design Weight Load:	# of New Mi	0	\$7,230																	
<b>#44</b>	Burnett	Burnett County proposes to re-route a portion of Trail 925 to straighten the trail for the approach to the boardwalk bridge. The project will involve constructing 400 ft of new trail. The project is proposed to be split with snow and RTP. ATV \$3745 and RTP \$7490. <b>Trail 925W Reroute</b>	*Structure		\$14,980		5	17	5	5	5	10	2	10								
			Engineer			After Cost															59	
			Permits		\$14,980	<b>\$3,745</b>																
			Site prep																			
			Materials																			
<b>Other funds received, requested, or committed?</b>			Culverts																			
<b>Yes or No:</b> yes			Riprap																			
<b>Amount:</b> \$11,235			Labor																			
Variance or Exception?	Public or Private: public	Bridge Inventory #:	Equip Rental																			
	Old Bridge Size:	New Bridge Size:	Other																			
	Water Body:	Labor Source:	# of New Mi	0	\$3,745																	
	Years in System:	Design Weight Load:																				
<b>TOTAL</b>																						
					<b>\$166,585</b>	<b>\$0</b>																

## 2020-21 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Component	Costs	Total	Approved	Permits	Location	Funding	Easement	Type	Impact	LT Cost	Active	Incomplete	County	Total	Q & A
NER	Door	Door County proposes to install 2 bridges over Whitefish Bay Creek. One will be repurposed from a 2018 reroute and one will be constructed. An subsequent unrelated reroute moved the trail to this location. <b>14K new bridge = \$45,800</b>	Bridge 1	\$8,400	\$59,200 After Cost Share: \$59,200	5	5	0	12	10	5	15	-10	-10	10	62	<i>Will 12k bridge be sufficient?                      Current equip = 11,825 lbs                      2nd quote? Done Better maps - which bridge goes where? done                      Is reloc an option to get down to 1 bridge? No</i>
			Bridge 2	\$50,800													
			Permits														
			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: private	Bridge Inventory #:															
	Old Bridge Size:	New Bridge Size:	12' X50'														
	Water Body: Whitefish Bay	Labor Source:	contractor														
	Years in System:	Design Weight	12K & 25K*														
		# of New Mi	0	\$59,200													
WC	Clark	Cloverdale Avenue and River Avenue Bridge is a new bridge that will be installed on an existing trail. The current crossing is being completed as an ice bridge crossing which doesn't work well. This portion of the trail usually must close early for safety reasons.	*Structure	\$30,000	\$51,500 After Cost Share: \$51,500	5	5	0	15	8	5	5	0	0	6	49	LUA? 10 Years
			Engineer	\$4,000													
			Permits														
			Site prep	\$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:	12' x 40'														
	Water Body: Unnamed	Labor Source:															
	Years in System:	Design Weight	25,000														
		# of New Mi	0	\$51,500													
WC	Clark	CTH K and 153 is a new bridge is proposed on a previously mandatory relocated trail due to Maple Syrup production interference with the traditional trail location. The club did the work. This is a dangerous ice crossing the club has tried to maintain. Asking 50-50 funding from Snowmobile and ATV.	*Structure	\$65,000	\$83,000 After Cost Share: \$41,500	5	5	0	15	10	#	10	0	0	4	59	LUA? 20 Years
			Engineer														
			Permits														
			Site prep														
<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> 41,500																	
Variance or Exception?	Public or Private: private	Bridge Inventory #:															
	Old Bridge Size:	New Bridge Size:	12' x 80'														
	Water Body:	Labor Source:															
	Years in System: Unnamed	Design Weight	25,000														
		# of New Mi	0	\$41,500													
NOR-S	Burnett	Burnett County proposes to install a 12'x380' boardwalk over a wetland area that does not freeze and has open water. <b>Trail</b>	*Structure	\$190,000	\$193,250 After Cost Share:	5	#	0	17	8	5	5	0	0	10	60	No Q's
		Engineer															

## 2020-21 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Component	Costs	Total	Approved	5	#	5	17	10	#	25	-10	-10	10	72	Q & A
		<b>#48</b>	<b>130 Bridge</b>	Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$3,250	<b>\$74,125</b>											
		<b>Other funds received, requested, or committed?</b>															
		<b>Yes or No:</b>	yes	<b>Amount:</b>	<b>119125</b>												
		Variance or Exception?	Public or Private: public	Bridge Inventory #:													
			Old Bridge Size:	New Bridge Size: 12'x380'													
			Water Body:	Labor Source:													
			Years in System:	Design Weight													
				# of New Mi	0	\$74,125											
NOR-S	Rusk	<b>#49</b>	Rusk County proposes to place a new bridge on a Tributary to the Flambeau River. Prior to 94 there was a bridge at this site but was lost during a flood event. Erosion of the banks have made it difficult to cross the stream necessitating the bridge. <b>Corridor 12 Felix Bridge</b>	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$42,000           \$3,000       \$200	\$45,200 After Cost Share: <b>\$45,200</b>											
		<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:	New Bridge Size: 12'x36'													
			Water Body: Trib Flambeau	Labor Source:													
			Years in System:	Design Weight	25,000												
				# of New Mi	0	\$45,200											
				<b>TOTAL</b>		<b>\$271,525</b>											
																	<b>\$0</b>

2020-21 NEW MILES

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**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-Primary Access			Gateway-Population Access			Gateway-High Use			Map attached Y/N	Certification attached Y/N	Public Lands 0-3 pts			Connect Counties/States 0-3 pts			Mean Snowfall 1-3 pts			Trail segment groomed 0-2 pts			County Coordinator 0-2 pts			Deduct Bridge/Trail needs 3 pts			Deduct parallel trails 3 pts			Deduct if runs to water 2 pts			TOT	\$ DEV	\$ TOTAL	FUNDED	DNR Proj Manager Notes	Parallel Type	Bridges?
					1	2	3	1	2	3	1	2	3			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3							
NM-2	SER	Kenosha	East Twin Lakes Trail	6.1	x	x	x	x	x	x	2	3	1	3	2	2																			13	\$0	\$1,830			C	0					
NM-3	NER	Marinette	Corridor #3	13.3	x	x	x	x	x	x	0	3	2	2	2	2																			11	\$0	\$3,990			A	0					
NM-4	NER	Oconto	#1 Oconto Falls to Gillett	11.8		x		x	x	2	2	2	1	2	2																				11	\$0	\$3,540			A	0					
NM-1	NOR-S	Douglas	Trail 727	5		y	y	y	y	3	1	3	3	2	2	0	-3	0																	11	\$0	\$1,500	Within 5 miles but significant s	B							
NM-5	NOR-S	Polk	West Sweden	6.34	y		y	y	y	2	3	1	2	1	2	0	0	0																	11	\$0	\$1,902	Connects to NM-83 Burnett Tr	A							
NM-6	SCR	Dodge	Segment 1	11.00	Y	N	Y	Y	Y	1	3	1	2	2	2	0	0	0																	11	\$0	\$3,300			A	0					
NM-7	SER	Walworth	Elkhorn-new	16.72	x	x	x	x	x	2	2	1	2	2	2																				11	\$0	\$5,016			A	0					
NM-8	NER	Calumet	Deer Run	2.4	x	x	x	x	x	2	2	1	1	2	2																				10	\$0	\$720			A	0					
NM-34	NOR-R	Oneida	51A Trail (Northern)	14.1		x	x	x	x	1	1	3	2	2	1	0	0	0																	10	\$0	\$4,230				0					
NM-54	NOR-R	Vilas	Trail 12 Conover	5.6		x	x	x	x	2	1	3	0	2	2	0	0	0																	10	\$0	\$1,680			B	0					
NM-9	NOR-S	Bayfield	Trail 33	4.2		y	y	y	y	3	1	3	3	2	1	0	-3	0																	10	\$0	\$1,260			B	0					
NM-10	NOR-S	Bayfield	Trail 31	1.5		y	y	y	y	3	1	3	3	2	1	0	-3	0																	10	\$0	\$450	Connects to NM-5 Polk	A							
NM-83	NOR-S	Burnett	Trail 80	7.7		y	y	y	y	0	3	2	3	1	1	0	0	0																		10	\$0	\$2,310			C	1				
NM-11	SCR	Iowa	Snow drifters	5.00	Y	Y	Y	Y	Y	2	3	1	2	1	1	0	0	0																	10	\$0	\$1,500				0					
NM-158	SER	Kenosha	East Twin Lakes Spur Trail	0.6	x	x	x	x	x	3	1	1	3	2																					10	\$0	\$180			A	0					
NM-13	SER	Walworth	Interstate	3.1	x	x	x	x	x	2	3	1	2	2																					10	\$0	\$930	Old ranking form & new maps	A							
NM-14	SER	Washington	Corridor 7 to Corridor 34	12		x	x	x	x	2	2	1	1	2	2																				10	\$0	\$3,600			A	0					
NM-65	WC	Chippewa	Rough Rider Trail	11		x	x	x	x	2	2	2	2	2	0	0	0	0																	10	\$0	\$3,300			A	0					
NM-15	WC	Clark	Colby CM Trail	4.93		x	x	x	x	1	2	2	2	1	2	0	0	0																	10	\$0	\$1,479	Maps to come - Covid delays								
NM-16	WCR	Adams	Grand Marsh Link - GMS	7.95		Y		Y	Y	1	2	1	3	1	2	0	0	0																	10	\$0	\$2,385			C	0					
NM-18	NER	Brown	#3 Trail to Gas/Food	0.83		x	x	x	x	2	1	1	2	2	1																				9	\$0	\$249			C	1					
NM-17	NER	Brown	#2 Trail to Village Park	0.8		x	x	x	x	2	1	1	2	2	1																				9	\$0	\$240			B	0					
NM-19	NER	Manitowoc	D-2-3 Badger Creek	2.5	x		x	x	x	2	3	1	2	2	2		-3																		9	\$0	\$750			A	1					
NM-20	NER	Waushara	6A-5	3.8	x	x	x	x	x	2	1	1	1	2	2																				9	\$0	\$1,140	Needs Certification. Road Rou	C							
NM-21	NOR-R	Forest	6a -- Waters Edge to LMT	1.1		x	x	x		0	1	3	2	2	1	0	0	0																	9	\$0	\$330	DOT Ease?	B							
NM-35	NOR-R	Oneida	SF Trail (Sno-Fleas)	4		x	x	x	x	3	1	3	2	2	1	0	-3	0																	9	\$0	\$1,200	County just signed 5-yr LUAs	A							
NM-22	NOR-R	Vilas	Fishtrap Trail	0.5		x	x	x	x	3	1	3	0	2	0	0	0	0																	9	\$0	\$150			C	0					
NM-23	NOR-S	Bayfield	Trail 29	1		y	y	y	y	3	1	3	3	2	0	0	-3	0																		9	\$0	\$300			B	0				
NM-25	SCR	Jefferson	Snow Stormers	8.12	N	Y	Y	Y	Y	0	2	1	2	2	2	0	0	0																	9	\$0	\$2,436			A	1					
NM-91	WC	Chippewa	Weiser Trail	4.05		x	x	x	x	2	1	2	2	2	0	0	0	0																	9	\$0	\$1,215	Total 4.30 - .25 miles rd rte	A							
NM-28	WC	Chippewa	Flambeau River Trail South	3.5		x	x	x	x	2	1	2	2	2	0	0	0	0																	9	\$0	\$1,050			A	0					
NM-27	WC	Chippewa	Flambeau River Trail North	8.1		x	x	x	x	2	1	2	2	2	2	0	0	-2																	9	\$0	\$2,430			A	0					
NM-90	WC	Chippewa	High Rider Trail	3		x	x	x	x	2	1	2	2	2	0	0	0	0																	9	\$0	\$900			A	0					
NM-29	NER	Door	Corridor 1 West Jacksonport	3.15	x	x	x	x	x	1	2	1	1	1	2																				8	\$0	\$945			C						
NM-30	NER	Green Lake	Trail GLC 44	7		x	x	x	x	2	1	1	2	2																					8	\$0	\$2,100			C	0					
NM-31	NER	Manitowoc	G-2	0.5		x		x	x	2	1	1	2	2	0																				8	\$0	\$150			A	1					
NM-32	NER	Waupaca	#5 Trail A/310-Int #24A-Portag	10.1	x	x	x	x	x	0	3	1	1	1	2																				8	\$0	\$3,030			A	0					
NM-33	NOR-R	Lincoln	McCord Trail	10.1	x		x	x	x	0	3	2	2	1	2	0	0	-2																	8	\$0	\$3,030			B	1					
NM-37	NOR-R	Price	Trail 121	23		x	x	x	x	1	1	3	2	2	2	0	0	-3																	8	\$0	\$6,900			A	0					
NM-36	NOR-R	Price	Trail 94	6.2		x		x	x	0	1	3	2	2	0	0	0	0																	8	\$0	\$1,860			C	0					
NM-39	NOR-R	Vilas	Lanny's Trail	1.2		x	x	x	x	2	1	3	0	2	0	0	0	0																	8	\$0	\$360			C	1					
NM-38	NOR-R	Vilas	Trail 6a Land O Lakes	1.4		x	x	x	x	2	1	3	0	2	0	0	0	0																	8	\$0	\$420			B	0					



2020-21 NEW MILES

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 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	1	2	3	4	5	6	7	8	9	10	TOT	\$ DEV	\$ TOTAL	FUNDED	DNR Proj Manager Notes	Parallel Type	Bridges?			
NM-42	SCR	Dane	Trail 27 - Marshall/Utica	14.80	N	Y	Y	Y	Y	2	2	1	2	2	2	0	0	8	\$0	\$4,440	Already Funded?		0	
NM-46	SCR	Dodge	Segment 3	9.90	N	Y	Y	Y	Y	1	2	1	2	2	0	0	0	8	\$0	\$2,970		A	0	
NM-45	SCR	Dodge	Segment 2	6.50	Y	Y	Y	Y	Y	1	3	1	2	1	0	0	0	8	\$0	\$1,950		A	no respons	
NM-48	SCR	Jefferson	Driftskippers	3.43	Y	N	N	Y	Y	0	3	1	2	2	0	0	0	8	\$0	\$1,029			0	
NM-26	SER	Kenosha	West Twin Lakes Trail	1.6		x	x	x	x	1	1	1	3	2				8	\$0	\$480				
NM-159	SER	Kenosha	South Western Twin Lakes Tra	1.5		x	x	x	x	1	1	1	3	2				8	\$0	\$450		A	0	
NM-61	SER	Racine	Snowhawks	6.9		x	x	x	x	0	2	1	1	2	2			8	\$0	\$2,070		B	0	
NM-49	WC	Dunn	Trail 16	5	x	x	x	x	x	2	3	1	2	2	1	0	-3	0	8	\$0	\$1,500	Parallel? Very close to 5 miles A		0
NM-111	WC	Dunn	Trail 4	6.3		x	x	x	x	2	2	1	2	1	0	0	0	8	\$0	\$1,890		C	0	
NM-50	NER	Oconto	#2 Chase	1.1		x		x	x	1	1	2	1	2				7	\$0	\$330		A	0	
NM-52	NER	Waupaca	#10 Trail SE	6.4	x	x	x	x	x	0	3	1	1	2				7	\$0	\$1,920		A	0	
NM-51	NER	Waupaca	#7 Trail HH Int #71-Winnebag	1.5	x		x	x	x	0	3	1	1	2				7	\$0	\$450		C	0	
NM-53	NOR-R	Lincoln	Vascheau Trail	1.9		x	x	x	x	0	1	2	2	2	0	0	0	7	\$0	\$570	Bridge rehab is needed	A	1	
NM-55	NOR-S	Polk	Burnett Co Roosevelt	1.34	y		y	y	y	3	3	1	2	1	0	-3	0	7	\$27,869	\$28,271	How does it connect to Rock Co?		no respons	
NM-57	SCR	Dane	Trail 75	3.80	Y	N	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$1,140		B	no respons
NM-56	SCR	Dane	Trail 73 - Golden Triangle	2.10	Y	Y	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$630	Connects to club trail in FDL	B	0
NM-58	SCR	Dodge	Segment 4	2.54	Y	Y	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$762		B	1
NM-12	SCR	Iowa	Trail Eagles	7.50	Y	Y	Y	Y	Y	2	2	1	2	2	1	0	-3	0	7	\$0	\$2,250		A	no respons
NM-60	SCR	Jefferson	Concord	7.52	Y	N	Y	Y	Y	0	2	1	2	2	0	0	0	7	\$0	\$2,256		A		
NM-59	SCR	Jefferson	Palmyra Hebron	5.28	N	Y	Y	Y	Y	0	2	1	2	2	0	0	0	7	\$0	\$1,584		C	0	
NM-64	SER	Sheboygan	#6 AY Club-1	2.6		x	x	x	x	2	1	1	1	2				7	\$0	\$780		D	1	
NM-63	SER	Sheboygan	#2 RL Club-4	3.35	x		x	x	x	2	1	1	1	2				7	\$0	\$1,005		A	0	
NM-62	SER	Sheboygan	#1 I-43 Park & Ride	6.25		x	x	x	x	0	1	1	1	2	2			7	\$0	\$1,875		B	1	
NM-93	WC	Pierce	Plum City North	5.7		x	x	x	x	1	2	1	2	2	2	0	-3	0	7	\$0	\$1,710	Maps to come - Covid delays		0
NM-66	WCR	Adams	Grand Marsh link - GM6	1.00		Y			Y	1	1	1	3	1	0	0	0	7	\$0	\$300		A	0	
NM-68	NER	Fond du Lac	St Peter South	5.6		x	x	x	x	0	2	1	1	2				6	\$0	\$1,680		C	0	
NM-67	NER	Fond du Lac	Kiekhaefer Park to Peebles Sh	2.78		x	x	x	x	0	2	1	1	2				6	\$0	\$834		A	0	
NM-69	NER	Kewaunee	L-ELL	8.1			x	x	x	0	2	1	0	1	2			6	\$0	\$2,430		B	0	
NM-70	NER	Oconto	#3 Gillett	2	x			x	x	1	3	2	1	2			-3	6	\$0	\$600	Connects to NM-74 Waupaca	C	0	
NM-71	NER	Outagamie	Z6-1-NPR	1.4	x	x		x	x	0	3	1	1	1				6	\$0	\$420		B	0	
NM-72	NER	Shawano	Tigerton to Caroline	13.6	x			x	x	0	2	2	1	2	2		-3	6	\$0	\$4,080	Connects to NM-71 Outagamie	C	0	
NM-74	NER	Waupaca	#2 Trail T-Int #38-New London	4.7	x	x	x	x	x	0	3	1	1	1				6	\$0	\$1,410		C	0	
NM-73	NER	Waupaca	#1 Trails VE & CL Cty Ln-Emb	1.7	x	x	x	x	x	0	3	1	1	1				6	\$0	\$510		B	0	
NM-75	NOR-R	Forest	6b -- Charlies to LMT	0.15		x	x	x	x	0	1	3	2	2	1	0	-3	0	6	\$0	\$45		B	0
NM-76	NOR-R	Lincoln	J to Langlade Trail	3.3	x		x	x	x	0	3	2	2	2	0	0	-3	0	6	\$0	\$990		A	
NM-79	NOR-R	Price	Trail 88	2.4		x	x	x	x	0	1	3	2	2	0	0	-2	6	\$0	\$720		B		
NM-78	NOR-R	Price	Trail 118	7		x	x	x	x	1	1	3	2	2	0	0	-3	0	6	\$0	\$2,100		B	
NM-80	NOR-R	Taylor	Q Trail	3.8		x	x	x	x	0	1	2	2	2	2	0	-3	0	6	\$0	\$1,140		C	0
NM-82	NOR-R	Vilas	Little Bohemia Trail	0.9			x	x	x	0	1	3	0	2	0	0	0	6	\$0	\$270		C	0	
NM-81	NOR-R	Vilas	Birch Lake Trail	1.2		x	x	x	x	0	1	3	0	2	0	0	0	6	\$0	\$360		B	0	
NM-133	NOR-R	Vilas	Trail 8a	0.7			x	x	x	3	1	3	0	2	0	0	-3	0	6	\$0	\$210	Tribal Lands = Public Lands	B	0
NM-132	NOR-R	Vilas	Trout River Trail 17b	1.4			x	x	x	3	1	3	0	2	0	0	-3	0	6	\$0	\$420		B	0

2020-21 NEW MILES

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 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	DNR Proj Manager Notes	Parallel Type	Bridges?			
					1	2	3	4	5	6	7	8	9	10										
NM-84	NOR-S	Douglas	Trail 6	4.8		y		y	y	0	1	3	3	2	0	0	-3	0	6	\$0	\$1,440		B	0
NM-24	SCR	Columbia	Trail 48 - Trail 43-35 connecto	6.00	Y	N	Y	Y	Y	0	2	1	2	2	2	0	-3	0	6	\$0	\$1,800		A	0
NM-134	SCR	Columbia	Trail 68	3.88	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$1,163	Needs 8700-159		
NM-85	SCR	Grant	Lancaster	11.43	Y	N	N	Y	Y	0	2	1	2	1	0	0	0	0	6	\$0	\$3,429	Deduct for parallel or no?	D	0
NM-86	SCR	Sauk	H3	6.97	Y	Y	Y	Y	Y	0	1	1	3	2	2	0	-3	0	6	\$0	\$2,091		A	0
NM-88	SER	Sheboygan	#4 NF Club 1	3.24	x			x	x	0	3	1	1	1				6	\$0	\$972		C	0	
NM-89	WC	Chippewa	Buckhorn	4.7			x	x	x	2	1	2	2	2	0	0	-3	0	6	\$0	\$1,410	Total 6.2 -1.5 miles rd rte	B	0
NM-94	WC	St Croix	Erin Corner to Emerald Trail 9	11	x	x	x	x	x	0	2	1	2	2	2	0	-3	0	6	\$0	\$3,300		B	0
NM-95	WCR	Adams	Rome area access - R4, R5, R	6.92			Y	Y	Y	0	1	1	3	1	0	0	0	6	\$0	\$2,076	Maps to come - Covid delays			
NM-96	WCR	Portage	Trail 406	8.60			Y	Y	Y	0	2	1	2	2	2	0	-3	0	6	\$0	\$2,580		B	0
NM-143	WCR	Portage	Trail 404	2.40		Y	Y	Y	Y	0	1	1	2	2	0	0	0	6	\$0	\$720		C	0	
NM-142	WCR	Portage	Trail 413	3.90		Y	Y	Y	Y	0	1	1	2	2	0	0	0	6	\$0	\$1,170	Review for parallel, accesses s	D	0	
NM-99	NER	Manitowoc	M-2	1.2	x			x	x	2	1	1	2	2	0	-3	5	\$0	\$360		B	0		
NM-98	NER	Manitowoc	D-2-2,D-2-1, B-2 Pigeon	11.5			x	x	x	2	1	1	2	2	0	-3	5	\$0	\$3,450		B	0		
NM-100	NER	Outagamie	Z1-1-NG	1.7	x	x	x	x	x	0	3	1	1	2	1		-3	5	\$0	\$510	Connects to NM-101	B	0	
NM-101	NER	Shawano	#2 Outagamie	4.6	x			x	x	0	3	2	1	2			-3	5	\$0	\$1,380	Connects to NM-100	B	0	
NM-102	NER	Winnebago	C11	6.9		x		x	x	0	1	1	2	2	2	0	-3	5	\$0	\$2,070		B	0	
NM-103	NOR-R	Lincoln	Alta Springs Trail	8.9			x	x	x	0	2	2	2	2	0	0	-3	0	5	\$0	\$2,670		B	0
NM-104	NOR-R	Vilas	Trail 1 Eagle River	2.12		x	x	x	x	1	1	3	0	2	0	0	-2	5	\$0	\$636		C	0	
NM-105	NOR-S	Burnett	Trail 22	5.3			y	y	y	0	1	2	3	1	1	0	-3	0	5	\$0	\$1,590	Proposed funded portion ends	B	0
NM-41	SCR	Columbia	Trail 86	2.06	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$618	Connects to NM-44 Dane	B	0
NM-40	SCR	Columbia	Trail 61 - Connector to Dane C	3.79	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,137	Connects to NM-43 Dane	B	0
NM-106	SCR	Columbia	Trail 71 - Keyser	6.00	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,800		B	0
NM-44	SCR	Dane	Trail 18/86 - White Lightening	3.93	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,179	Connects to NM-41 Columbia	B	0
NM-43	SCR	Dane	Trail 61 - Yellow Thunder	1.96	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$588	Connects to NM-40 Columbia	B	0
NM-107	SCR	Dane	Trail 51 - Ashton	2.20	N	Y	Y	Y	Y	2	1	1	2	2	0	0	-3	0	5	\$0	\$660		B	0
NM-47	SCR	Grant	Dickyville	3.41	Y	N	N	Y	Y	2	2	1	2	1	0	0	-3	0	5	\$0	\$1,023		B	no respons
NM-87	SER	Racine	Burlington-Saller Woods	2.4	x			x	x	3	1	1	1	2			-3	5	\$0	\$720	Are these 1 way trails?	B	0	
NM-108	SER	Sheboygan	#3 7TSF2 & PSR Club-2	5.59	x	x	x	x	x	3	1	1	1	2			-3	5	\$0	\$1,677		B	0	
NM-109	SER	Walworth	Lyons	7.3		x	x	x	x	2	1	1	2	2			-3	5	\$0	\$2,190		B	0	
NM-112	WC	Dunn	Trail 5	3			x	x	x	2	2	1	2	1	0	0	-3	0	5	\$0	\$900		B	1
NM-110	WC	Dunn	Trail 1	4.7	x	x	x	x	x	0	3	1	2	1	1	0	-3	0	5	\$0	\$1,410		B	0
NM-92	WC	Pierce	E Prescott Trail	5.3	x		x	x	x	1	2	1	2	2	0	0	-3	0	5	\$0	\$1,590		B	0
NM-114	WCR	Marathon	Wiowash	0.68		Y		Y	Y	0	3	2	1	2	0	0	-3	0	5	\$0	\$204		B	
NM-113	WCR	Marathon	Stratford	6.38		Y	Y	Y	Y	0	1	2	1	2	2	0	-3	0	5	\$0	\$1,914		B	
NM-115	NER	Fond du Lac	Silver Creek	6.1	x			x	x	0	1	1	1	2	2		-3	4	\$0	\$1,830		B	0	
NM-117	NER	Shawano	Mattoon to Langlade	3.5	x			x	x	0	3	2	1	1			-3	4	\$0	\$1,050		B	0	
NM-116	NER	Shawano	Docs	5.6			x	x	x	0	2	2	1	2			-3	4	\$0	\$1,680		B	0	
NM-118	NER	Waupaca	#8 Rail Trail-Parking Corridor S	0.6		x	x	x	x	0	1	1	1	1				4	\$0	\$180		C	0	
NM-121	NOR-R	Lincoln	Alexander Trail	2.2			x	x	x	0	1	2	2	1	0	0	-2	4	\$0	\$660		A	0	
NM-120	NOR-R	Lincoln	Beacon Trail	0.7			x	x	x	0	1	2	2	2	0	0	-3	0	4	\$0	\$210	Apply parallel deduction?	C	0
NM-119	NOR-R	Lincoln	Somo Trail	6		x	x	x	x	0	1	2	2	1	0	0	-2	4	\$0	\$1,800		A	0	

2020-21 NEW MILES

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PROJ #	REGION	COUNTY	TRAIL NAME	MILES	Gateway-Primary Access			Gateway-Population Access			Gateway-High Use			Certification attached Y/N	Public Lands 0-3 pts			Connect Counties/States 0-3 pts			Mean Snowfall 1-3 pts			Trail segment groomed 0-2 pts			County Coordinator 0-2 pts			Deduct Bridge/Trail needs 3 pts			Deduct parallel trails 3 pts			Deduct if runs to water 2 pts			TOT	\$ DEV	\$ TOTAL	FUNDED	DNR Proj Manager Notes	Parallel Type	Bridges?
					1	2	3	1	2	3	1	2	3		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3							
NM-77	NOR-R	Oneida	51C Trail (NWP)	8.6			x	x	x	x	0	1	3	2	1	0	0	-3	0	4																				\$0	\$2,580			B	
NM-122	NOR-R	Oneida	8A Trail (NWP)	4.8			x	x	x	x	0	1	3	2	1	0	0	-3	0	4																				\$0	\$1,440			B	
NM-123	NOR-R	Vilas	WPS Trail	2.3		x	x	x	x	x	1	1	3	0	2	0	0	-3	0	4																			Road Route -- 2 vs. 2.3	B	0				
NM-124	SER	Sheboygan	#5 HG Club-2	3.7	x		x	x	x	x	2	1	1	1	2			-3	4																				\$0	\$1,110			B	1	
NM-125	NER	Outagamie	Z5-6-PB/Z5-7-GK	3.2		x	x	x	x	x	0	1	1	1	2	1		-3	3																				\$0	\$960			B	0	
NM-127	NER	Shawano	Tilleda Loop	7.5			x	x	x	x	0	1	2	1	2			-3	3																				\$0	\$2,250			B	0	
NM-126	NER	Shawano	Shortcut	1.9		x		x	x	x	0	1	2	1	2			-3	3																				\$0	\$570			B	0	
NM-128	NER	Waupaca	#4 Trail AA-Int #69-Waushara	2.1	x		x	x	x	x	0	3	1	1	1			-3	3																				\$0	\$630			B	1	
NM-131	NOR-R	Lincoln	Old Grade Trail	3.2			x	x	x	x	0	1	2	2	1	0	0	-3	0	3																			Apply parallel deduction?	D	0				
NM-130	NOR-R	Lincoln	Schult Trail	1.8			x	x	x	x	0	1	2	2	1	0	0	-3	0	3																			Mileage adjusted to 1.8	B	0				
NM-151	NOR-R	Vilas	Trail 51 Boulder Jct	3.8			x	x	x	x	3	1	3	0	2	0	-3	-3	0	3																			Bridge Rehab. Public Land = C	B	1				
NM-135	SCR	Columbia	Trail 70 - Otsego to Casino	3.99	Y	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	-3	0	3																				\$0	\$1,197			B	0
NM-136	WC	St Croix	Co Rd C (Trail 4A)	3.5	x	x	x	x	x	x	0	1	1	2	2	0	0	-3	0	3																				\$0	\$1,050			B	0
NM-141	WCR	Marathon	Poniatowski	1.29			Y	Y	Y	Y	0	1	2	1	2	0	0	-3	0	3																				\$0	\$387			B	
NM-140	WCR	Marathon	Pine Lane	1.35			Y	Y	Y	Y	0	1	2	1	2	0	0	-3	0	3																				\$0	\$405			B	
NM-139	WCR	Marathon	Memories	5.02		Y	Y	Y	Y	Y	0	1	2	1	2	0	0	-3	0	3																				\$0	\$1,506			B	
NM-138	WCR	Marathon	Kelly	2.96			Y	Y	Y	Y	0	1	2	1	2	0	0	-3	0	3																				\$0	\$888			B	
NM-137	WCR	Marathon	Hatley	5.72		Y	Y	Y	Y	Y	0	1	2	1	2	0	0	-3	0	3																				\$0	\$1,716			B	
NM-97	NER	Fond du Lac	Twin Oaks Wonser/Goose	2.9	x		x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$870			B	0	
NM-145	NER	Outagamie	Z5-3-DT	2.4		x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$720			B	0	
NM-144	NER	Outagamie	Z5-4-DT	2.7	x	x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$810			B	0	
NM-157	NER	Waupaca	#6C Trail FF	1.4		x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$420			B	0	
NM-156	NER	Waupaca	#6B Trail O Intersection 29A to	4.3		x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$1,290			B	0	
NM-129	NER	Waupaca	#6A Trail O Intersection 17 to	4.8		x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$1,440			B	0	
NM-146	NER	Waushara	26-30A	8.5	x	x	x	x	x	x	0	1	1	1	2			-3	2																				\$0	\$2,550			B	0	
NM-148	NER	Kewaunee	DU-LL	1.3			x	x	x	x	0	1	1	0	2	0		-3	1																				\$0	\$390			C	0	
NM-147	NER	Kewaunee	SU-SLN	2.1			x	x	x	x	0	1	1	0	2	0		-3	1																				\$0	\$630			B	0	
NM-149	NER	Waupaca	#9 Trail QQ Int #47a-Hwy 10	2.5		x	x	x	x	x	0	1	1	1	1			-3	1																				\$0	\$750			B	0	
NM-152	NOR-R	Vilas	Trail 17b Lac du Flambeau	0																																		Withdrawn, duplicate application		\$0	\$0				
NM-155	SCR	Grant	Cuba City	9.62																																		No ranking sheet or maps		\$0	\$2,886				
				739.54																	\$115,869	\$337,730	\$0																						

## 2020-21 SNOWMOBILE NON-TRAIL REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NOR-S	Douglas	Douglas County proposes to build a Privy at the Junction of Trails 4,41, and 9. This is the location of a warming shack that is in a rather remote location of the County. This will be split between Snow and ATV. <b>Trail 4/41 Privy.</b>	*Structure	\$15,900	\$26,693 After Cost Share: <b>\$13,347</b>	\$0.00	<i>This funding category is a lower priority, given trends of available funds it is unlikely we will be awarding funds in this category</i>
			Engineer				
			Permits				
			Site prep	\$10,793			
			Materials				
			Abutments				
			Pilings/Piers				
			Approaches				
			Culverts				
			Riprap				
			Labor				
			Equip Rental				
			Other				
			# of New Mi	0	\$13,347		
					<b>\$13,346.50</b>	<b>\$0.00</b>	
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	yes	<b>Amount:</b>	<b>13346.5</b>		
		Public or Private:	public	Bridge Inventory #:			
		Variance or Exception?		New Bridge Size:			
				Labor Source:			
				Design Weight Load:			

## 2020-21 SNOWMOBILE ACQUISITION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NOR-S	Bayfield	Bayfield County proposes to purchase 30 acres of property to ensure the trail remains and is not closed. The trail connects the communities of Bayfield, Cornucopia, Herbster, and Port Wing in far Northern Bayfield Co. The trail would be very costly and difficult to relocate if the parcel is not purchased. <b>Pratt Acquisition.17900</b>	*Structure		\$17,900		<i>This funding category is a lower priority, given trends of available funds it is unlikely we will be awarding funds in this category</i>
<b>#51</b>			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <input type="text" value="No"/> <b>Amount:</b> <input type="text"/>	Engineer		After Cost	
		Public or Private: <input type="text"/> Old Bridge Size: <input type="text"/> Water Body: <input type="text"/> Years in System: <input type="text"/>	Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other				
	Variance or Exception?	New Bridge Size: <input type="text"/> Labor Source: <input type="text"/> Design Weight: <input type="text"/>	# of New Mi	0	\$17,900		
					\$17,900	\$0	