





**2015-2016 SNOWMOBILE BRIDGE REHABILITATION REQUESTS**

Region	County	Component	Costs	Total	Approved	Max Pts	Permits	Location	Funding	Easement	Type	Condition	Impact	LT Cost	Cause	Active	Incompl	CSS	County			
NER	Calumet <b>S4473</b>	<p>Calumet County proposes to replace a collapsed 24"30' long concrete culvert and rehab a bridge on the Friendship State Trail. The county originally requested just the culvert. Then the new coordinator did a complete inspection of the trail segment and noticed the bridge condition. He is asking to amend his request to include the bridge replacement. The new culvert will be 30' long galvanized pipe. The bridge is 50+ year old wood trestle bridge with failed abutments. The estimated cost to repair the abutments is more costly than replacing the bridge. 50% funded through RTA. <b>NOTE: The county originally applied for the culvert replacement which the committee reviewed June 1st. At the end of June, the new county coordinator, was inspecting the rest of the Friendship trail in this area and discovered the bridge issue. The county has requested an amendment to the project request to include both the culvert and bridge. The RTA request was also amended and funded.</b></p>	*Structure	\$19,500	\$48,000																93	
			Engineer	\$1,000	50/50 Split																	
			Soil test	\$0	\$24,000																	
			Site prep	\$8,000																		
			Materials	\$0																		
			Abutments	\$4,000																		
			Pilings/Piers	\$0																		
			Approaches	\$3,000																		
			Culverts	\$0																		
			Riprap	\$3,000																		
Labor	\$5,300																					
Equip Rental	\$2,700																					
Other	\$1,500																					
# of New Mi	0	\$24,000	\$24,000																			
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>		Old Bridge Size: 24", 12'x20'	New Bridge Size: 24", 12'x34'																			
		Water Body: ditch	Material:																			
		Years in System: 50+	Design Weight Load: 14,000																			
		<b>RTA Funded</b>																				
NER	Shawano <b>S4474</b>	<p>Shawano County proposes to replace a bridge/culvert combination with a culvert on DNR Navarino Wildlife Area. The bridge received rehab funds in 1997. Beaver damming compromised the culvert the bridge frame was built on. The engineers report indicated serious embankment erosion and a completely failed crossing. The county is planning to do the project. 50% funded through RTA</p>	*Structure	\$0	\$19,000																	104
			Engineer	\$3,000	25/75 Split																	
			Soil test	\$0	\$4,750																	
			Site prep	\$3,000																		
			Materials	\$11,000																		
			Abutments	\$0																		
			Pilings/Piers	\$0																		
			Approaches	\$0																		
			Culverts	\$0																		
			Riprap	\$0																		
labor	\$2,000																					
Equip Rental	\$0																					
Other	\$0																					
# of New Mi	0	\$4,750	\$4,750																			
<b>25/75 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>		Old Bridge Size: 12 x 24	New Bridge Size: 12 x 24																			
		Water Body: trib-shioc river	Material: wood																			
		Years in System: 15+	Design Weight Load: 14,000																			
SER	Ozaukee <b>S4475</b>	<p>Ozaukee County proposes to reconstruct a failing open span wood bridge snowmobile crossing on Mole Creek immediately north of Pleasant Valley Road in the Town of Cedarburg in Pleasant Valley Nature Park. The bridge consists of three wooden poles that show signs of decay and that are topped with loose boards that allow significant flex. The Ozaukee County Assistant Public Works Director has prepared a letter determining that the bridge is unsafe for further use.</p> <p><b>NOTE: This project appears to be eligible for RTP but funding wasn't applied for.</b></p>	*Structure	\$0	\$77,900																	98
			Engineer	\$0	\$77,900																	
			Soil test	\$0																		
			Site prep	\$0																		
			Materials	\$24,500																		
			Abutments	\$0																		
			Pilings/Piers	\$0																		
			Approaches	\$0																		
			Culverts	\$0																		
			Riprap	\$0																		
labor	\$46,800																					
Equip Rental	\$6,600																					
Other	\$0																					
# of New Mi	0	\$77,900	\$77,900																			
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>		Old Bridge Size: 12' x 32'	New Bridge Size: 12' x 35'																			
		Water Body: Mole Creek	Material: Wood																			
		Years in System: 50 +	Design Weight Load: 12,000																			





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NO	Ashland <b>S4481</b>	Ashland County is requesting funding to replace an existing bridge on Silver Creek. <b>Silver Creek Bridge</b>	*Structure	\$25,500	\$33,400															
			Engineer	\$0																
			Soil test	\$0																
			Site prep	\$7,000																
			Materials	\$0																
			Abutments	\$0																
			Pilings/Piers	\$0																
			Approaches	\$0																
			Culverts	\$0																
			Riprap	\$0																
			Labor	\$0																
			Equip Rental	\$0																
			Other	\$900																
			# of New Mi	0																
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>																				
Old Bridge Size: ?		New Bridge Size 12x50																		
Water Body: Silver Creek		Material: steel																		
Years in System: [Yellow Box]		Design Weight Load: 14,000																		
	14																			
WC	Juneau <b>S4482</b>	Juneau County will repair the bridge over the Yellow River known as Finley. The wood deck will be replaced and also the approaches will be repaired. The east approach is washing out and needs to be repaired. The bridge is on county property.	*Structure	\$0	\$22,660															
			Engineer	\$0																
			Soil test	\$0																
			Site prep	\$0																
			Materials	\$15,670																
			Abutments	\$0																
			Pilings/Piers	\$0																
			Approaches	\$0																
			Culverts	\$0																
			Riprap	\$0																
			Labor	\$6,090																
			Equip Rental	\$0																
			Other	\$900																
			# of New Mi	0																
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>																				
Old Bridge Size: 120' x 15'		New Bridge Size																		
Water Body: Yellow River		Material:																		
Years in System: [Yellow Box]		Design Weight Load:																		
	15																			
<b>RTP Awarded Half</b>																				
WC	Dunn <b>S4483</b>	Dunn County will replace the bridge over Washburn Farm Creek on St. Cor. 37 in Sheridan Township. The existing bridge is failed/collapsed and is no longer useable. The bridge will be replaced with a metal bridge and placed on sills so no excavation will be needed. They have a ten year easement on the property.	*Structure	\$12,000	\$25,000															
			Engineer	\$3,000																
			Soil test	\$0																
			Site prep	\$1,000																
			Materials	\$0																
			Abutments	\$2,000																
			Pilings/Piers	\$0																
			Approaches	\$0																
			Culverts	\$0																
			Riprap	\$2,000																
			labor	\$5,000																
			Equip Rental	\$0																
			Other	\$0																
			# of New Mi	0																
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>																				
Old Bridge Size:		New Bridge Size 20' x 12'																		
Water Body: Washburn Farm		Material: steel																		
Years in System: Unkn		Design Weight Load: 14,000																		
	16																			

**2015-2016 SNOWMOBILE BRIDGE REHABILITATION REQUESTS**

Region	County	Component	Costs	Total	Approved	Max Pts	Permits	Location	Funding	Easement	Type	Condition	Impact	LT Cost	Cause	Active	Incompl	CSS	County		
							10	10	5	17	10	15	20	25	22	-10	-10	16	10	140	
WC	Chippewa <b>S4484</b>	Chippewa County will replace a bridge known as Drywood Creek over Duncan Creek. The existing bridge is in disrepair, is questionably unsafe, has support pilings (mid-stream) which catch debris and cause problems in the stream. The bridge will be replaced in more stable streambank location nearby with a clear span bridge.	*Structure	\$39,000	\$77,400																
			Engineer	\$3,500																	
			Soil test	\$2,500																	
			Site prep	\$2,000																	
			Materials	\$4,000																	
			Abutments	\$2,000																	
			Pilings/Piers	\$2,200																	
			Approaches	\$1,500																	
			Culverts																		
			Riprap	\$1,500																	
			Labor	\$7,500																	
			Equip Rental	\$5,200																	
Other	\$6,500																				
<b>50/50 Split? Enter TRUE or FALSE → FALSE</b>			# of New Mi		\$77,400	\$77,400															
Old Bridge Size: 50' x 20'		New Bridge Size 80' x 12'		Equip Rental	\$5,200																
Water Body: Duncan Creek		Material: wooden		Other	\$6,500																
Years in System: more than 30		Design Weight Load: 14,000																			
WC	Portage <b>S4485</b>	Portage County will replace a bridge known as Spring Creek. The bridge is just resting on the ground on both ends and has become unsafe.	*Structure	\$3,000	\$33,000																
			Engineer	\$12,000																	
			Soil test	\$0																	
			Site prep	\$1,000																	
			Materials	\$0																	
			Abutments	\$10,000																	
			Pilings/Piers	\$0																	
			Approaches	\$0																	
			Culverts	\$0																	
			Riprap	\$2,000																	
			Labor	\$0																	
			Equip Rental	\$5,000																	
Other	\$0																				
<b>50/50 Split? Enter TRUE or FALSE → FALSE</b>			# of New Mi		\$33,000	\$33,000															
Old Bridge Size: 20' x 12'		New Bridge Size 20' x 12'		Equip Rental	\$5,000																
Water Body: Spring Creek		Material: steel		Other	\$0																
Years in System: unknown		Design Weight Load: 14,000																			
WC	Portage <b>S4486</b>	Portage County will replace a bridge known as Lea Bridge over Tomorrow River. The bridge is sagging in the middle and in very poor condition. The bridge is constructed with railroad tracks placed in cement covered with railroad ties covered with a deck. The years of wear have caused the cement abutments to crack and wash away. This bridge is extra wide 16'8". The landowner wishes to replace it with a wide bridge that will also have a higher design load. He has agreed to pay the difference of \$11,300 on the lowest bid. The cost reflects the fundable size bridge.	*Structure	\$17,100	\$21,200																
			Engineer	\$0																	
			Soil test	\$0																	
			Site prep	\$0																	
			Materials	\$0																	
			Abutments	\$0																	
			Pilings/Piers	\$0																	
			Approaches	\$0																	
			Culverts	\$0																	
			Riprap	\$0																	
			Labor	\$0																	
			Equip Rental	\$3,400																	
Other	\$700																				
<b>50/50 Split? Enter TRUE or FALSE → FALSE</b>			# of New Mi		\$21,200	\$21,200															
Old Bridge Size: 16'8" x 24'		New Bridge Size 30' x 16'		Equip Rental	\$3,400																
Water Body: Tomorrow River		Material: Steel		Other	\$700																
Years in System: unknown		Design Weight Load: 24,000																			

**2015-2016 SNOWMOBILE BRIDGE REHABILITATION REQUESTS**

Region	County	Component	Costs	Total	Approved	Max Pts	Permits	Location	Funding	Easement	Type	Condition	Impact	LT Cost	Cause	Active	Incompl	CSS	County	
WC	Juneau	Juneau County will repair the bridge over the Little Yellow River. The superstructure of the bridge is in good condition but the deck and rails need to be replaced. There is a three year easement on this bridge.	*Structure Engineer Soil test Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$0 \$0 \$0 \$0 \$5,670 \$0 \$0 \$0 \$0 \$0 \$3,090 \$0 \$600	\$9,360  <b>\$9,360</b>          \$9,360		10	10	5	17	10	15	20	25	22	-10	-10	16	10	140
	<b>20</b>	<p><b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b></p> <p>Old Bridge Size: 9'6" x 45'      New Bridge Size</p> <p>Water Body: Lit Yellow River      Material:</p> <p>Years in System: <b>13</b>      Design Weight Load:</p>	# of New Mi	0	\$0															
SC	Tri County Trail Commission <b>S4487</b>	Four different bridges along the Cheese Country Trail need to be rehabilitated. This project will include the demolition of the existing rails and deck, pouring a 12' x 6" thick concrete slab the entire length of each bridge and then constructing railings along each side using 3 guard rails attached to 4" x 6" posts with 3/16" reinforced panels installed for safety fence.	*Structure Engineer Soil test Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$42,600 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$42,600 50/50 Split <b>\$21,300</b>          \$21,300															0
	<b>21</b>	<p><b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b></p> <p>Old Bridge Size:      New Bridge Size</p> <p>Water Body:      Material:</p> <p>Years in System:      Design Weight Load:</p>	# of New Mi	0	\$10,650															
			<b>TOTAL</b>		\$817,700.00	\$580,730.00														

**Denied. Grants are not awarded solely to widen bridges.**

**Funded 1/4 of the project. Concrete bridges are needed for ATV use, not snowmobile use.**

## 2015-2016 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NER	Marinette	Marinette County proposes to rehab 6 miles of year round ATV and snow trail between FR602 and Benson Lake Rd a/k/a Mirror Lake segment, located on Marinette County land. Over time rocky, sandy soil has worn away leaving an abundance of exposed rocks. The trail should be crowned and ditched to direct water off the trail. Material will come from the nearest gravel pit 60 miles away. Plans include 4 inches of pit run gravel and 4 inches of crushed gravel. Segment Priority #1. Poor map. <b>RTA eligible. Will pull from snow list if RTA funds 50%.</b>	*Structure	\$90,000	\$96,720	Denied by ORV Council. County will likely turnback.
			Engineer		25/75 Split	
			Soil test		<b>\$24,180</b>	
			Site prep			
		<b>25/75 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>				
		Old Bridge Size: _____ New Bridge Size _____ Water Body: _____ Material: _____ Years in System: _____ Design Weight Load: _____	Labor Equip Rental Other	\$6,720		
			# of New Mi		\$24,180	\$3,000
NER	Marinette	Marinette County proposes to rehab 5.1 miles of year round ATV and snow trail between FR1502 and FR1514 a/k/a Homestead Lake segment, located on Marinette County land. Over time rocky, sandy soil has worn away leaving an abundance of exposed rocks. The trail should be crowned and ditched to direct water off the trail. Material will come from the nearest gravel pit 60 miles away. Plans include 4 inches of pit run gravel and 4 inches of crushed gravel. Segment Priority #2. Poor map. <b>RTA eligible. Will pull from snow list if RTA funds 50%</b>	*Structure	\$79,500	\$85,900	Denied by ORV Council. County will likely turnback.
			Engineer		50/50 Split	
			Soil test		<b>\$21,475</b>	
			Site prep			
		<b>25/75 Split</b> Enter TRUE or FALSE → <b>TRUE</b>				
		Old Bridge Size: _____ New Bridge Size _____ Water Body: _____ Material: _____ Years in System: _____ Design Weight Load: _____	Labor Equip Rental Other	\$6,400		
			# of New Mi		\$21,475	\$2,550
NER	Marinette	Marinette County proposes to rehab 4.3 miles of year round ATV and snow trail between FR211 and Old Hwy A a/k/a Old A segment, located on Marinette County land. Over time rocky, sandy soil has worn away leaving an abundance of exposed rocks. The trail should be crowned and ditched to direct water off the trail. Material will come from the nearest gravel pit 60 miles away. Plans include 4 inches of pit run gravel and 4 inches of crushed gravel. Segment Priority #3. Poor map. <b>RTA eligible. Will pull from snow list if RTA funds 50%</b>	*Structure	\$40,000	\$43,840	Denied by ORV Council. County will likely turnback.
			Engineer		50/50 Split	
			Soil test		<b>\$10,960</b>	
			Site prep			
		<b>25/75 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>				
		Old Bridge Size: _____ New Bridge Size _____ Water Body: _____ Material: _____ Years in System: _____ Design Weight Load: _____	Labor Equip Rental Other	\$3,840		
			# of New Mi		\$10,960	\$2,150

## 2015-2016 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NOR-R	Vilas <span style="color: green; font-weight: bold;">S4488</span>  <span style="font-size: 24px; border: 1px solid black; padding: 5px; display: inline-block;">25</span>	Vilas County proposes to rehabilitate a 3.5 mile segment of Corridor 13 in Conover. Work would include tree removal, widening and easing corners.	*Structure		\$9,000	
			Engineer		50/50 Split	
			Soil test		<b>\$9,000</b>	
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor	\$3,000		
			Equip Rental	\$6,000		
			Other			
		<b>50/50 Split?</b> Enter TRUE or FALSE → <span style="border: 1px solid red; padding: 2px;">FALSE</span>	# of New Mi		\$9,000	\$9,000
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System: 30+	Design Weight Load:			
NOR-R	Taylor   <span style="font-size: 24px; border: 1px solid black; padding: 5px; display: inline-block;">26</span>	Taylor County proposes to rehabilitate 17 miles of trail in Taylor County by replacing, repairing or removing 6 culverts, and raising a 225 low spot on the Pine Line Trail. This 26.2 mile trail has 40 culverts in all, and the county has been repairing other culverts over time as needed. This trail is a snowmobile and winter ATV trail, and also is utilized by hikers, bikers and equestrian in the summer. The project is applying for funds under ATV, RTA and Motorized Stew as well.	*Structure		\$10,082	<div style="border: 1px solid black; padding: 10px; color: purple; font-weight: bold;">                         RTP Funded                          Motorized Stew                          funding likely                     </div>
			Engineer		50/50 Split	
			Soil test		<b>\$5,041</b>	
			Site prep			
			Grav/RipRap	\$1,880		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts	\$3,582		
			Riprap			
			Labor	\$1,000		
			Equip Rental	\$3,620		
			Other			
		<b>50/50 Split?</b> Enter TRUE or FALSE → <span style="border: 1px solid red; padding: 2px;">TRUE</span>	# of New Mi		\$5,041	\$0
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
NO	Tri-County Corridor <span style="color: green; font-weight: bold;">S4503</span>  <span style="font-size: 24px; border: 1px solid black; padding: 5px; display: inline-block;">27</span>	The Tri-County Recreational Corridor Commission is requesting funding for rehabilitation of 4.5 miles of trail from Brinks Road to Barren Road. The project will involve grading and adding 6 inches of gravel. <b>Brinks Road Rehab.</b>	*Structure		\$160,830	
			Engineer		50/50 Split	
			Soil test		<b>\$80,415</b>	
			Site prep			
			Materials	\$2,420		
			Abutments	\$158,410		
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other			
		<b>50/50 Split?</b> Enter TRUE or FALSE → <span style="border: 1px solid red; padding: 2px;">TRUE</span>	# of New Mi		\$80,415	\$2,250
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			



## 2015-2016 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
WC-EC	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-size: 24px; font-weight: bold;">31</div>	<b>Pinehill Rehab</b> - Jackson County proposes to rehabilitate approximately .6 miles of the Ott Trail to provide crowning ditching and surfacing of sections of the trail that are subject to closure during significant weather events. This section of the trail is the most heavily traveled trail in Jackson County and is the main corridor connecting Clark & Jackson Counties. This trail has seen daily traffic counts as high as 900 machines on a busy holiday weekend. The proposed improvements are consistent with the Jackson County ATV Master Plan. This is a snowmobile & ATV trail.	Dozer work	\$1,032	\$28,282 50/50 Split <b>\$14,141</b>	
			3/4" Base	\$21,600		
			2" Ballast	\$4,480		
			labor	\$1,170		
<b>50/50 Split?</b> Enter TRUE or FALSE		TRUE				
	Old Bridge Size:	New Bridge Size				
	Water Body:	Material:				
	Years in System:	Design Weight Load:	# of New Mi	0	\$14,141	\$0
WC-EC	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-size: 24px; font-weight: bold;">32</div>	<b>White Creek Rehab</b> - Jackson County proposes to rehabilitate approximately .6 miles of Trail 54 (aka: White Creek Trail) to provide crowning ditching and surfacing of sections of the trail that are subject to closure during significant weather events. This section of trail connects to the Village of Pray and receives moderate use. This section of the trail is the most heavily traveled trail in Jackson County and is the main corridor connecting Clark & Jackson Counties. This trail has seen daily traffic counts as high as 450 machines on a busy holiday weekend. The proposed improvements are consistent with the Jackson County ATV Master Plan. This is a snowmobile & ATV trail.	Dozer work	\$1,376	\$31,926 50/50 Split <b>\$15,963</b>	
			3/4" Base	\$24,375		
			2" Ballast	\$4,875		
			labor	\$1,300		
<b>50/50 Split?</b> Enter TRUE of FALSE		TRUE				
	Old Bridge Size:	New Bridge Size				
	Water Body:	Material:				
	Years in System:	Design Weight Load:	# of New Mi	0	\$15,963	\$0
<b>Total</b>					382,865	48,176

Doesn't fit under trail rehab, should be fixed under the county's maintenance grant.

Doesn't fit under trail rehab, should be fixed under the county's maintenance grant.

## 2015-2016 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NER	Kewaunee <b>S4490</b>  <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">33</div>	Kewaunee County proposes to reroute a section of trail due to lost access. The reroute will require a new bridge over the Casco Creek across private property. No new miles are needed. The trail has a 10 year land use agreement.	*Structure	\$30,200	\$39,200 50/50 Split <b>\$39,200</b>	
			Engineer			
			Soil test			
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor	\$8,000		
			Equip Rental			
			Other	\$1,000		
			# of New Mi	0.00	\$39,200	\$39,200
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b> Old Bridge Size: NA      New Bridge Size 12' x 30' Water Body: Casco Creek      Material: steel Years in System: new      Design Weight Load: 14000				
NER	Calumet <b>S4491</b>  <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">34</div>	Calumet County proposes to add 2 miles to it's funded trail system due to a forced reroute of a funded segment around the New Holstein airport. No development money is needed.	*Structure		\$0 50/50 Split <b>\$0</b>	
			Engineer			
			Soil test			
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			signs			
			# of New Mi	2.00	\$500	\$500
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b> Old Bridge Size:      New Bridge Size Water Body:      Material: Years in System:      Design Weight Load:				
NER	Door <b>S4492</b>  <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">35</div>	Door County proposes to reroute a section of trail due to lost access. The reroute will require moving two bridges, one will be placed on the new route on private property and one will be stored for future use. New driveway?	*Structure	\$20,000	\$22,600 50/50 Split <b>\$22,600</b>	
			Engineer			
			Soil test			
			Site prep	\$1,800		
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other	\$800		
			# of New Mi		\$22,600	\$22,600
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b> Old Bridge Size:      New Bridge Size Water Body:      Material: Years in System:      Design Weight Load:				

## 2015-2016 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NOR-R	Iron <b>S4493</b>  36	Iron County proposes to relocate a half-mile of trail due to loss of easement. Development of the new trail segment will include light dozing to remove rocks and sapplings. No bridges, boardwalks or culverts will be needed. Total maintenance miles will remain the same.	*Structure		\$1,966	
			Engineer		50/50 Split	
			Soil test		<b>\$1,966</b>	
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor	\$750		
			Equip Rental	\$1,216		
			Other			
			# of New Mi	0.00	\$1,966	\$1,966
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>				
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
NO	Rusk <b>S4494</b>  37	Due to a lost landowner agreement Rusk County is forced to relocate 2.75 miles of trail. The project will involve the relocation of the existing bridge, widening existing woods trails and construction of 1.75 miles of new trail and placing 6 new culverts. <b>Trail 12 Reroute</b>	*Structure	\$26,650	\$54,150	
			Engineer		50/50 Split	
			Soil test		<b>\$54,150</b>	
			Site prep	\$8,250		
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts	\$14,750		
			Riprap			
			Labor			
			Equip Rental			
			Other	\$4,500		
			# of New Mi		\$54,150	\$54,150
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>				
		Old Bridge Size: 12x30	New Bridge Size			
		Water Body: Cranberry Cr	Material:			
		Years in System: ?	Design Weight Load: 14000			
NO	Washburn <b>S4495</b>  38	Washburn County has been forced to relocate a section of trail due to a lost landowner agreement. The reroute will involve the elimination of 2.1 miles of funded trail and adds 5.9 miles of trail with 3.8 miles of new maintenance funding. The trail will be on County Forest Lands. <b>Trail 26 Reroute</b>	*Structure		\$27,100	
			Engineer		50/50 Split	
			Soil test		<b>\$27,100</b>	
			Site prep	\$13,700		
			Materials	\$8,940		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor	\$1,980		
			Equip Rental			
			permits/erosio	\$2,480		
			# of New Mi	3.80	\$28,050	\$28,050
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>				
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			

## 2015-2016 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved												
SER	Washington <b>S4496</b>	<p>Washington County proposes to install a bridge over the Milwaukee River east of the City of West Bend due to a mandatory relocation of a portion of Corridor #5, the main north/south corridor trail through the eastern portion of Washington County. The only north/south snowmobile bridge that crossed the Milwaukee river has been replaced with a pedestrian bridge in the City of West Bend. The City of West Bend prohibits snowmobiles to operate within City limits but has given permission to the snowmobile clubs to use the pedestrian bridge for a limited time.</p>	*Structure	\$74,550	\$735,000 50/50 Split <b>\$735,000</b>													
			Engineer	\$105,996														
			Soil test	\$3,110														
			Site prep	\$42,000														
			Materials															
			Abutments	52,500														
			Pilings/Piers	\$84,000														
			Approaches	\$126,000														
			Culverts															
			Riprap	\$10,500														
			Labor	\$105,000														
			Equip Rental	\$105,000														
			Other	\$26,344														
			<b># of New Mi</b>	<b>0.00</b>	\$735,000	\$77,000												
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"><b>50/50 Split?</b> Enter TRUE or FALSE →</td> <td style="text-align: center; color: red;"><b>FALSE</b></td> </tr> <tr> <td>Old Bridge Size:</td> <td>9' x 70'</td> <td>New Bridge Size</td> </tr> <tr> <td>Water Body:</td> <td>Milwaukee</td> <td>Material:</td> </tr> <tr> <td>Years in System:</td> <td>20 +</td> <td>Design Weight Load:</td> </tr> </table>	<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>	Old Bridge Size:	9' x 70'	New Bridge Size	Water Body:	Milwaukee	Material:	Years in System:	20 +	Design Weight Load:				
<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>																
Old Bridge Size:	9' x 70'	New Bridge Size																
Water Body:	Milwaukee	Material:																
Years in System:	20 +	Design Weight Load:																
WC-EC	Pierce Co  <b>40</b>	<p><b>Rush River Mandatory Trail Relocation</b> - Pierce County proposes a mandatory trail relocation (landowner closure) of .7 miles of snowmobile trail on the Rush River Trail. The new trail will be 1.5 miles in length and require a 70' clear span bridge with 2-40' ramps. All possible routes have been explored and the selected route is basically the only route to get over Lost Creek and out of the valley as there are very few road bridges in this area. One and a half miles of new maintenance.</p>	*Structure	\$123,050	\$271,970 50/50 Split <b>\$271,970</b>													
			Engineer	\$73,400														
			Soil test	\$3,210														
			Site prep	\$10,565														
			signs, gates	\$800														
			Abutments	24610														
			Pilings/Piers	\$481														
			Approaches	\$5,136														
			temp bridge	\$1,370														
			Riprap	\$5,671														
			Labor	\$16,187														
			Equip Rental	\$5,350														
			Other	\$2,140														
			<b># of New Mi</b>	<b>1.50</b>	\$272,345	\$0												
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"><b>50/50 Split?</b> Enter TRUE or FALSE →</td> <td style="text-align: center; color: red;"><b>FALSE</b></td> </tr> <tr> <td>Old Bridge Size:</td> <td>12'x150' long</td> <td>New Bridge Size</td> </tr> <tr> <td>Water Body:</td> <td>Lost Creek</td> <td>Material:</td> </tr> <tr> <td>Years in System:</td> <td>25+</td> <td>Design Weight Load:</td> </tr> </table>	<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>	Old Bridge Size:	12'x150' long	New Bridge Size	Water Body:	Lost Creek	Material:	Years in System:	25+	Design Weight Load:				
<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>																
Old Bridge Size:	12'x150' long	New Bridge Size																
Water Body:	Lost Creek	Material:																
Years in System:	25+	Design Weight Load:																
WC-EC	La Crosse <b>S4497</b>	<p><b>Barre Mills Mandatory Trail Relocation</b> - La Crosse County proposes a mandatory trail relocation of 2 miles of snowmobile trail on the Barre Mills Trail due to road improvements on CTH OA. The new trail was relocated in the fall of 2013 for the snowmobile season and used a temporary bridge to cross Bostwick Creek. They would like to relocate the bridge over Bostwick Creek from the old trail. That bridge was new in 2002-03, and it was 12' wide and 80' long and has a load capacity of #12,000. Zero new miles of maintenance.</p>	*Structure	\$1,466	\$11,851 50/50 Split <b>\$11,851</b>													
			Engineer															
			Soil test															
			Site prep	\$1,200														
			Materials															
			Grading & see	\$2,060														
			Pilings/Piers															
			Approaches	\$1,225														
			Remove old fo	\$300														
			Riprap	\$350														
			Labor															
			Equip Rental	\$5,250														
			signs															
			<b># of New Mi</b>	<b>0.00</b>	\$11,851	\$11,851												
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"><b>50/50 Split?</b> Enter TRUE or FALSE →</td> <td style="text-align: center; color: red;"><b>FALSE</b></td> </tr> <tr> <td>Old Bridge Size:</td> <td>12'x80'</td> <td>New Bridge Size</td> </tr> <tr> <td>Water Body:</td> <td>Bostwick Creek</td> <td>Material:</td> </tr> <tr> <td>Years in System:</td> <td>12+</td> <td>Design Weight Load:</td> </tr> </table>	<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>	Old Bridge Size:	12'x80'	New Bridge Size	Water Body:	Bostwick Creek	Material:	Years in System:	12+	Design Weight Load:				
<b>50/50 Split?</b> Enter TRUE or FALSE →		<b>FALSE</b>																
Old Bridge Size:	12'x80'	New Bridge Size																
Water Body:	Bostwick Creek	Material:																
Years in System:	12+	Design Weight Load:																

## 2015-2016 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
WC	Clark <b>S4498</b>  42	The proposed work is required due to being denied access to land where the trail used to be located. The club was able to secure easements for the current trail location, but the trail is not passable without the proposed work. It currently has a water crossing. Clark County has an existing bridge which is 12' x 50' and was paid for under the snowmobile program in 2005. The bridge is currently in storage after a flood event in 2010 removed the bridge from its foundation. The club was able to re-locate the segment of trail where the bridge was located. The club would like to put the bridge in place at this new location in order to make the trail passable.	*Structure		\$27,491	
			Engineer	\$1,000	<b>\$27,491</b>	
			Soil test			
			Site prep	\$1,000		
			Materials	\$1,015		
			Abutments	3,900		
			Pilings/Piers			
			Approaches	\$15,000		
			Culverts			
			Riprap	\$2,000		
Labor	\$1,045					
Equip Rental	\$2,531					
Other						
<b>50/50 Split? Enter TRUE or FALSE</b>						
Old Bridge Size:		New Bridge Size	12' x 50'			
Water Body: So. Fork Eau			steel			
Years in System:		Design Weight Load:	12,000			
			# of New Mi		\$27,491	\$27,491
WC	Marathon <b>S4499</b>  43	Marathon County is requesting funding for a mandatory re-route due to the landowner building a house on the trail. The club paid for a temporary re-route last year to Litza Rd. and Dallman Rd. The new proposed route would take the trail off of both roads, cross a private landowners property for about 3/4 mile, then head west about 1.25 miles and go back north through Marathon County Forest land to connect to existing trail. 2.3 re-route miles - 1.5 original miles = .8 new miles	*Structure		\$1,400	
			Engineer		50/50 Split	
			Soil test		<b>\$700</b>	
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
Labor						
Equip Rental	\$1,400					
signs						
<b>50/50 Split? Enter TRUE or FALSE</b>				<b>TRUE</b>		
Old Bridge Size:		New Bridge Size				
Water Body:		Material:				
Years in System:		Design Weight Load:				
			# of New Mi	0.80	\$900	\$900
					1,194,053	263,708

## 2015-2016 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NORr	<b>Oneida</b> <b>\$4500</b>  <div style="border: 1px solid black; width: 40px; height: 40px; margin: 10px auto; text-align: center; line-height: 40px;">44</div>	Oneida County has re-routed five small segments (3.5 miles total) of the trail in the Minocqua area, to improve safety by moving snowmobiles off of routes and onto trails. No development funds needed (done by club), county is seeking to add miles to maintenance.	*Structure		\$0	
			Engineer		50/50 Split	
			Soil test		\$0	
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other			
			<b># of New Mi</b>	3.5	\$875	\$875
<b>50/50 Split?</b> Enter TRUE or FALSE → <span style="border: 1px solid red; padding: 2px;">FALSE</span>						
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
NO	<b>Bayfield</b> <b>\$4501</b>  <div style="border: 1px solid black; width: 40px; height: 40px; margin: 10px auto; text-align: center; line-height: 40px;">45</div>	Bayfield County would like to relocate the trail due to a blind intersection where Trail 24 connects with Ruth Lake Rd. This would also eliminate some road route. The project would add 1.5 miles of new trail. <b>Trail 22/24 reroute</b>	*Structure		\$15,650	
			Engineer		50/50 Split	
			Soil test		\$7,825	
			Site prep	\$6,700		
			Materials	\$8,200		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other	\$750		
			<b># of New Mi</b>		\$7,825	\$7,825
<b>50/50 Split?</b> Enter TRUE of FALSE → <span style="border: 1px solid red; padding: 2px;">TRUE</span>						
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
		This project was reduced to a total of \$15,650 after the Coucil recommended the award.				
WC	<b>Juneau</b> <b>\$4502</b>  <div style="border: 1px solid black; width: 40px; height: 40px; margin: 10px auto; text-align: center; line-height: 40px;">46</div>	Juneau County is requesting funding to develop a new bridge known as Schroeder over the Little Lemonweir River. The new bridge and trail re-route would lessen approximately 2 miles of road route and create a winding trail through forest, over a river and along farm fields. The bridge choice would be a clear span.	*Structure	\$64,370	\$96,000	
			Engineer		50/50 Split	
			Soil test		\$96,000	
			Site prep			
			Materials			
			Abutments	\$5,100		
			Pilings/Piers			
			Approaches			
			Culverts	\$26,530		
			Riprap			
			Labor			
			Equip Rental			
			Other			
			<b># of New Mi</b>		\$96,000	\$96,000
<b>50/50 Split?</b> Enter TRUE of FALSE → <span style="border: 1px solid red; padding: 2px;"></span>						
		Old Bridge Size:	New Bridge Size	100' x 12'		
		Water Body:	Material:	steel		
		Years in System:	Design Weight Load:	14000		
				<b>Total</b>	<b>\$104,700</b>	<b>\$104,700</b>

## 2015-2016 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NER	Manitowoc	Manitowoc County will install a bridge on an old railroad grade (site 1) adjacent to Hwy 10. Currently the riders are forced to leave the safety of the trail and drive on the shoulder of Hwy 10. No permit required. Potential 50% RTA funding.	*Structure	\$43,750	\$55,250 50/50 Split <b>\$27,625</b>	\$0
			Engineer			
			Soil test			
			Site prep	\$1,000		
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
Labor	\$8,000					
Equip Rental	\$1,500					
Other	\$1,000					
<div style="border: 1px solid black; padding: 5px; color: red; font-weight: bold;">                     No analysis of these projects. Snowmobile funds will be exhausted before this point.                 </div>			# of New Mi		\$27,625	
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>						
Old Bridge Size:		New Bridge Size	62' x 12'			
Water Body: ditch		Material:	steel, wood			
Years in System:		Design Weight Load:	14000			
NER	Manitowoc	Manitowoc County will install a bridge on an old railroad grade (site 2) adjacent to Hwy 10. Currently the riders are forced to leave the safety of the trail and drive on the shoulder of Hwy 10. Permit it required. Potential 50% RTA funding.	*Structure	\$53,000	\$76,000 50/50 Split <b>\$38,000</b>	\$0
			Engineer			
			Soil test			
			Site prep	\$1,000		
			Materials			
			Abutments	\$8,000		
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
Labor	\$11,000					
Equip Rental	\$2,000					
Other	\$1,000					
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>			# of New Mi		\$38,000	
Old Bridge Size:		New Bridge Size	80' x 12'			
Water Body: ditch		Material:	steel, wood			
Years in System:		Design Weight Load:	14000			
NOR-R	Lincoln	Lincoln County proposes to build a 35' x 12' bridge on the state funded snowmobile trail 39 between Merrill and Tomahawk. Snow/ice bridges have been utilized in past years to cross an unnamed stream, but maintaining a good safe crossing has been very difficult, and a permanent bridge would make for a safer crossing.	*Structure	\$35,000	\$68,000 50/50 Split <b>\$68,000</b>	\$0
			Engineer	\$3,000		
			Soil test	\$2,000		
			Site prep	\$1,700		
			Materials			
			Abutments			
			Pilings/Piers	\$13,000		
			Approaches	\$3,000		
			Culverts			
			Riprap			
Labor	\$6,500					
Equip Rental						
Other	\$3,800					
<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>			# of New Mi		\$68,000	
Old Bridge Size:		New Bridge Size	35' x 12'			
Water Body: unnamed		Material:	Steel			
Years in System:		Design Weight Load:	14,000			

## 2015-2016 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NOR-R	Iron <b>S4509</b>	Iron County proposes to build a 180' x 12' bridge on a state funded snowmobile trail between Manitowish Waters and Lac Du Flambeau. Snow/ice bridges have been utilized in past years to cross wetland, but maintaining a good safe crossing has been very difficult, and a permanent bridge would make for a safer crossing.	*Structure		\$83,779	<div style="border: 1px solid black; padding: 5px;"> <p style="color: blue; font-weight: bold;">Council recommended partial funding for this project with remaining funds. County indicated RTP will be applied for next year.</p> </div>
			Engineer	\$1,000	50/50 Split	
			Soil test			
			Site prep			
			Materials	\$50,233		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor	\$19,766		
			Equip Rental	\$12,280		
			Other	\$500		
			# of New Mi		\$83,779	
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>FALSE</b>				
		Old Bridge Size:	New Bridge Size	180' x 12'		
		Water Body: wetland	Material:			
		Years in System: 25+	Design Weight Load:	14,000		
NO	Burnett	Burnett County is requesting 50% funding for the construction of a 380'x12' Puncheon style boardwalk over a wetland near Loon Creek. <b>Loon Cr. Puncheon</b>	*Structure		\$110,700	\$0
			Engineer		50/50 Split	
			Soil test		<b>\$55,350</b>	
			Site prep			
			Materials	\$110,200		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other	\$500		
			# of New Mi		\$55,350	
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>				
		Old Bridge Size:	New Bridge Size	380x12		
		Water Body:	Material:	wood		
		Years in System:	Design Weight Load:	14000		
NO	Burnett	Burnett County is requesting 50% funding for the construction of a 150'x12' bridge over a waterway. <b>Trail 45 Bridge</b>	*Structure	\$127,500	\$128,103	\$0
			Engineer		50/50 Split	
			Soil test		<b>\$64,052</b>	
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other	\$603		
			# of New Mi		\$64,052	
		<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>				
		Old Bridge Size:	New Bridge Size	130x12		
		Water Body: staples lk	Material:	wood/steel		
		Years in System:	Design Weight Load:	14000		
NO	Burnett	Burnett County is proposing the construction of a 200'x12' boardwalk bridge over a wetland on Trail 140.	*Structure		\$70,500	\$0
			Engineer		50/50 Split	

## 2015-2016 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Description	Component	Costs	Total	Approved
			Soil test		<b>\$70,500</b>	
			Site prep			
			Materials	\$70,000		
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other	\$500		
			# of New Mi		\$70,500	
			<b>50/50 Split? Enter TRUE or FALSE</b>		<b>FALSE</b>	
		Old Bridge Size: none	New Bridge Size	200'x12'		
		Water Body:	Material:	wood		
		Years in System:	Design Weight Load:	14000		
NO	Rusk	Rusk County proposes to construct a 12'x46' bridge with 15' ramps. The cost is proposed to be split with snowmobile funds and the project is contingent on getting funding for the Serely Trail Development. <b>Serely Camp Trail-Spring Cr Bridge</b>	*Structure	\$27,000	\$62,000	\$0
			Engineer	\$3,000	50/50 Split	
			Soil test		<b>\$31,000</b>	
			Site prep	\$1,000		
			Materials			
			Abutments	\$8,000		
			Pilings/Piers			
			Approaches	\$16,000		
			Culverts			
			Riprap	\$2,000		
			Labor	\$5,000		
			Equip Rental			
			Other			
			# of New Mi		\$31,000	
			<b>50/50 Split? Enter TRUE or FALSE</b>		<b>TRUE</b>	
		Old Bridge Size:	New Bridge Size	12x46		
		Water Body:	Material:	steel		
		Years in System:	Design Weight Load:	14000		
WCR	Eau Claire Co	<b>Muskrat Creek Bridge</b> - Eau Claire County proposes to install a new snowmobile bridge to cross Muskrat Creek. The section of this trail is the primary link between the Chippewa and Eau Claire County trail system. Trail users are currently crossing this creek and it has created a very dangerous creek crossing for all users and has resulted in a degraded streambank. A clear span bridge is the best solution to cross the body of water and will help resulting in a safe crossing for trail users and grooming equipment, while protecting the waters for the state to the highest standards. This grant application was previous submitted by Chippewa County, however the actual location of the bridge is in Eau Claire County. The County will provide the 20% match if funded with Motorized Stew.	*Structure	\$44,800	\$60,600	\$0
			Engineer	\$2,500	50/50 Split	
			delivery	\$1,000	<b>\$60,600</b>	
			install/equip	\$12,300		
			<b>50/50 Split? Enter TRUE or FALSE</b>		<b>FALSE</b>	
		Old Bridge Size:	New Bridge Size	12'x50'		
		Water Body: Muskrat Creek	Material:	wood		
		Years in System: 20+	Design Weight Load:	14,000#		
			# of New Mi		\$60,600	

## 2015-2016 SNOWMOBILE NEW BRIDGE REQUESTS

Region	County	Description	Component	Costs	Total	Approved
WC	Chippewa	Chippewa County seeks funding for a new bridge over Duncan Creek. This would be on a state funded trail segment where riders must currently cross the highway bridge on Co. Hwy B. This is a hazard because the bridge is much higher than the adjacent trail. The steep banks within the right-of-way lead to poor visibility for traffic on Hwy B and snowmobilers on the trail. The bridge choice would be a clear span bridge.	*Structure	\$45,000	\$58,000 50/50 Split <b>\$58,000</b>	\$0
			Engineer			
			Soil test			
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap	\$2,000		
<b>50/50 Split? Enter TRUE or FALSE</b>			Labor			
Old Bridge Size:		New Bridge Size	80' x 12'	Equip Rental	\$10,000	
Water Body:	Duncan Creek	Material:	steel	Other	\$1,000	
Water Body:		Design Weight Load:	14000	# of New Mi	\$58,000	
WC	Chippewa	Chippewa County seeks funding for a new bridge over Roger Creek; 2nd order tributary to Wolf River. This is currently an at-grade crossing. The current crossing may potentially lead to degraded streambank stabilization and is no longer considered viable. The new bridge would include two 16' approaches.	*Structure	\$46,400	\$50,400 50/50 Split <b>\$50,400</b>	\$0
			Engineer	\$2,000		
			Soil test			
			Site prep	\$2,000		
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
<b>50/50 Split? Enter TRUE or FALSE</b>			Labor			
Old Bridge Size:	0	New Bridge Size	48' x 12'	Equip Rental		
Water Body:	Roger Creek	Material:	steel	Other		
Years in System:	0	Design Weight Load:	14000	# of New Mi	\$50,400	
WC	Marathon	Marathon County seeks funding to building a clear span bridge over Grass Creek. This bridge would eliminate a hazardous ice crossing. The trail has been crossing the creek at this location for 28 years.	*Structure	\$17,000	\$52,000 50/50 Split <b>\$52,000</b>	\$0
			Engineer			
			Soil test			
			Site prep			
			Materials			
			Abutments			
			Pilings/Piers	\$13,000		
			Approaches	\$20,000		
			Culverts			
			Riprap			
<b>50/50 Split? Enter TRUE or FALSE</b>			Labor	\$1,000		
Old Bridge Size:		New Bridge Size	70' x 12'	Equip Rental	\$1,000	
Water Body:		Material:	steel	Other		
Years in System:		Design Weight Load:	12,000	# of New Mi	\$52,000	
				<b>Total</b>	659,306	\$12,924

## 2015-2016 SNOWMOBILE NON-TRAIL REQUESTS

Region	County	Description	Component	Costs	Total	Approved
NO	Bayfield	Bayfield County proposes to construct a privy at the intersection of Trail 22/24 on Bayfield County Forest land. <b>Trail 22/24 Privy</b>	*Structure	\$14,075	\$17,945 50/50 Split <b>\$8,973</b>	
			Engineer			
			Soil test			
			Site prep	\$3,870		
			Materials			
			Abutments			
			Pilings/Piers			
			Approaches			
			Culverts			
			Riprap			
			Labor			
			Equip Rental			
			Other			
			<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>			
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
			# of New Mi		\$8,973	
WC-EC	Eau Claire Co	<b>77 Acres Land Acquisition</b> - Eau Claire County proposes to purchase 77 acres of land that has both ATV & Snowmobile trails on the property. The property has .37 miles of snowmobile trails and .49 miles of ATV trails. The current owners have negotiated a selling price for the property and are willing to deal with the county on the sale. However, if a sale could not be completed with the county, there is a risk that the property could be sold and the trail system no longer allowed. This is a nice connection piece between sections of county forest land. Motorized Stewardship would be accepted to help purchase this property.	77 acres	\$130,900	\$131,710 50/50 Split <b>\$65,855</b>	
			Appraisal	\$750		
			Title/Registrati	\$60		
			<b>50/50 Split?</b> Enter TRUE or FALSE → <b>TRUE</b>			
		Old Bridge Size:	New Bridge Size			
		Water Body:	Material:			
		Years in System:	Design Weight Load:			
			# of New Mi		\$65,855	
				<b>Total</b>	74,828	

2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED
				1	2	3	4	5	6	7	8	9	10	11	12	13	14						
NER	Brown	Village of Denmark	2	0	0	0	8	8	0	6		0	3	#			35	2	\$500		\$500	\$0	
NER	Calumet	Fox River Trail to Corridor 5	2	5				8		6			3	#		0	32	2	\$500		\$500	\$0	
NER	Calumet	Schaefer Rd to Lake Winnebago #12	2	0				0		6		2	0		-5	3	2	\$500		\$500	\$0		
NER	Calumet	Fond Du Lac Cty Line to Chilton	10	0				8		6		3	0		0	17	10	\$2,500		\$2,500	\$0		
NER	Calumet	County C to Paradise Rd	10	0				0		6		3	0		0	9	10	\$2,500		\$2,500	\$0		
NER	Calumet	North of Chilton to Quinney	12	0				0		6		3	0		0	9	12	\$3,000		\$3,000	\$0		
NER	Calumet	County C to Brothertown	4	0				0		6		3	0		0	9	4	\$1,000		\$1,000	\$0		
NER	Door	Rosiere Cross Trail	2.3	0				8		8		3	0		0	19	2.3	\$575		\$575	\$0		
NER	Door	Pines to Charudoirs Dock Cnty park	3.1	0				0	0	8		3	0		0	11	3.1	\$775		\$775	\$0		
NER	Door	Wilson Rd to Potawatomi Park	4	0				8	0	8		3	0		-5	14	4	\$1,000		\$1,000	\$0		
NER	Door	West Jaclsonport Cross Trail	4	0				8	0	8		3	0		0	19	4	\$1,000		\$1,000	\$0		
NER	Door	Peninsula Center Cross Trail	1.2	0				8	0	8		3	0		0	19	1.2	\$300		\$300	\$0		
NER	Door	Peninsula Park to Fish Creek	0.5	0				0	8	8		3	0		0	19	0.5	\$125		\$125	\$0		
NER	Door	Rites Cove Loop	8.8	0				8	0	8		3	#		0	29	8.8	\$2,200		\$2,200	\$0		
NER	Fond du Lac	St Peter to Pebbles	3	0	0	0	8	8	8	6	4	2	5	#		51	3	\$750		\$750	\$0		
NER	Fond du Lac	Ripon to Green Lake	8	0	0	8	8	8	0	6	4	0	5	0		39	8	\$2,000		\$2,000	\$0		
NER	Fond du Lac	New Fane to St Michael's	1.5													0	1.5	\$375		\$375	\$0		
NER	Fond du Lac	Rosendale Center	5.6													0	5.6	\$1,400		\$1,400	\$0		
NER	Green Lake	several segments	7	5	0	0	8	0	8	6		4	#		0	41	7	\$1,750		\$1,750	\$0		
NER	Kewaunee	Slovan	4	5	0	0	8	8	0	6		0	3	5		35	4	\$1,000		\$1,000	\$0		
NER	Kewaunee	Luxemburg	8	5	0	8	8	8	0	6		2	3	#		50	8	\$2,000		\$2,000	\$0		
NER	Manitowoc	Louis Corners segment	7.3	5	0	0	8	8	8	6		0	5	#		50	7.3	\$1,825		\$1,825	\$0		
NER	Manitowoc	Valders Viking segment	4.7	5	0	0	8	8	8	6		0	5			40	4.7	\$1,175		\$1,175	\$0		
NER	Manitowoc	Newton segment	4	5	0	0	8	8	8	6		0	5	0	0	40	4	\$1,000		\$1,000	\$0		
NER	Marinette	East Trail	29	5	0	0	8	8	8	7	6	2	4	2	-5	0	45	29	\$7,250		\$7,250	\$0	
NER	Marinette	Hazelnut Trail	5	5	0	0	8	8	0	7	6	2	4	1	0	0	41	5	\$1,250		\$1,250	\$0	
NER	Marinette	Trail #6-Int 204 West to Int 226	6.5	5	0	0	8	8	0	7	6	2	4	1	0	0	41	6.5	\$1,625		\$1,625	\$0	
NER	Marinette	Int 206 East to Menominee River	2.5	5	0	0	8	0	0	7	6	0	4	0	0	0	30	2.5	\$625		\$625	\$0	
NER	Marinette	Int 220 to Int 217	1.6	5	0	0	8	8	0	7	6	2	4	1	0	0	41	1.6	\$400		\$400	\$0	
NER	Marinette	Bear Point to Boat Landing	2.1	5	0	0	8	0	0	7	6	0	4	0	0	0	30	2.1	\$525		\$525	\$0	
NER	Marinette	Int 224 West to Lake Noquebay	3.1	5	0	0	8	0	0	7	6	0	4	0	0	0	30	3.1	\$775		\$775	\$0	
NER	Marinette	Noquebay Road to Middle Inlet	3												0	0	3	\$750		\$750	\$0		

## 2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED
				1	2	3	4	5	6	7	8	9	10	11	12	13	14						
NER	Marinette	Int 310 to Marinette, Int 315 to Int 318	7	5	0	0	8	8	0	7	6	2	4	0	0	-15	25	7	\$1,750		\$1,750		
NER	Marinette	Int 213 West to Crivitz	0.8	5	0	0	8	8	0	7	6	0	4	1	0	0	39	0.8	\$200		\$200		
NER	Marinette	Int 308 South to Bay of Green Bay	19.7	5	0	0	8	0	0	7	6	0	4	0	0	0	30	20	\$4,925		\$4,925		
NER	Marinette	Int 314 to City of Peshtigo	5.7	5	0	0	8	0	8	7	6	0	4	1	0	0	39	5.7	\$1,425		\$1,425		
NER	Marinette	Corridor 18 trail from Int 214-Airport R	2	5	0	0	8	8	0	7	6	0	4	1	0	0	39	2	\$500		\$500		
NER	Marinette	51 Rd to Cty W, White Potato lake, ar	5.8	5	0	8	8	8	0	7	6	2	4	2	0	0	50	5.8	\$1,450		\$1,450		
NER	Marinette	Int 342 South to Int 344 and West to I	2	5	0	0	8	8	0	7	6	0	4	0	0	-15	23	2	\$500		\$500		
NER	Marinette	Int 334 North to G WebbTruckstop, W	4.75	5	0	0	8	8	0	7	6	2	4	0	0	0	40	4.8	\$1,188		\$1,188		
NER	Marinette	West from Village of Crivitz-Corridor 1	1.5	5	0	0	8	8	0	7	6	2	4	0	0	0	40	1.5	\$375		\$375		
NER	Marinette	FR1510 from FR600 to Benson Lak R	4	5	0	0	8	8	0	7	6	2	4	4	0	0	44	4	\$1,000		\$1,000		
NER	Marinette	FR902 to Bear Point	1.8	5	0	0	8	0	0	7	6	0	4	2	0	0	32	1.8	\$450		\$450		
NER	Marinette	Mullaney Creek Road-Four Seasons	7.9	5	0	8	8	0	0	7	6	2	4	4	0	0	44	7.9	\$1,975		\$1,975		
NER	Marquette	Segment 1-Corr 30 to Waushara Co	29.9	5	0	8	8	8	8	6	6	2	5	5	0	0	61	30	\$7,475		\$7,475		
NER	Marquette	Segment 2-Corr 30 to Corr 15/13	18	5	0	0	8	8	8	6	6	2	5	5	0	0	53	18	\$4,500		\$4,500		
NER	Marquette	Segment 3-Oxford to Brooks Cutoff	4	5	0	0	8	8	8	6	6	0	5	0	0	0	46	4	\$1,000		\$1,000		
NER	Marquette	Segment 4-Endeavor Loop	4.1	5	0	0	8	8	8	6	6	0	5	0	0	0	46	4.1	\$1,025		\$1,025		
NER	Oconto	segment 1	5.4	2				8	8	8			5	#			41	5.4	\$1,350		\$1,350		
NER	Oconto	segment 2	4.4	5				8	0	8			5	#			36	4.4	\$1,100		\$1,100		
NER	Oconto	segment 3	1.7	0				8	8	8			5	0			29	1.7	\$425		\$425		
NER	Oconto	segment 4	4.9	5				8	0	8			5	0	-5		21	4.9	\$1,225		\$1,225		
NER	Oconto	segment 5	2.8	2				0	0	8			5	0			15	2.8	\$700		\$700		
NER	Oconto	segment 6	0.9	5				8	0	8			5	0			26	0.9	\$225		\$225		
NER	Oconto	segment 7	1.4	5				8	0	8			5	0			26	1.4	\$350		\$350		
NER	Oconto	segment 8	2.3	5				0	0	8			5	0			18	2.3	\$575		\$575		
NER	Oconto	segment 9	2.8	0				5	6	8			5	0			24	2.8	\$700		\$700		
NER	Oconto	segment 10	1.3	5				8	0	8			5	0			26	1.3	\$325		\$325		
NER	Oconto	segment 11	2	2				0	8	8			5	0			23	2	\$500		\$500		
NER	Oconto	segment 12	1.2	0				0	8	8			5	0			21	1.2	\$300		\$300		
NER	Oconto	segment 13	0.8	0				8	0	8			5	0			21	0.8	\$200		\$200		
NER	Oconto	segment 14	0.8	0				0	0	8			5	0			13	0.8	\$200		\$200		
NER	Oconto	segment 15	0.7	0				8	0	8			5	0			21	0.7	\$175		\$175		
NER	Oconto	segment 16	1	5				0	0	8			5	0			18	1	\$250		\$250		

## 2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED	
				1	2	3	4	5	6	7	8	9	10	11	12	13	14							
NER	Oconto	segment 17	1.1	0				8	0	8				5	0				21	1.1	\$275		\$275	
NER	Oconto	segment 18	0.4	0				0	0	8				5	0				13	0.4	\$100		\$100	
NER	Oconto	segment 19	0.4	5				8	0	8				5	0				26	0.4	\$100		\$100	
NER	Oconto	segment 20	0.3	0				8	0	8				5	0				21	0.3	\$75		\$75	
NER	Oconto	segment 21	0.3	0				8	0	8				5	0				21	0.3	\$75		\$75	
NER	Oconto	segment 22	0.2	0				8	0	8				5	0				21	0.2	\$50		\$50	
NER	Outagamie	Hortonville to Greenville	3	5				8	8	6				4	#				41	3	\$750		\$750	
NER	Outagamie	Wolf River Access	3	5				0	0	6				4	0		-5		10	3	\$750		\$750	
NER	Outagamie	Black Creek bypass to N Outagamie	3	5				8	0	6				4					23	3	\$750		\$750	
NER	Outagamie	Seymour bypass to North Out Co	3	5				8	0	6				4					23	3	\$750		\$750	
NER	Outagamie	Crystal Springs Access	0.6	0				0	0	6				4					10	0.6	\$150		\$150	
NER	Outagamie	Gas/Rest/Casino Access	0.7	0				0	0	6				4					10	0.7	\$175		\$175	
NER	Outagamie	Brenda's Bar to funded trail	0.8	0				0	0	6				4					10	0.8	\$200		\$200	
NER	Outagamie	Corridor 26 to Little Chute	1.9	5										4					9	1.9	\$475		\$475	
NER	Outagamie	Corridor 5 to Shawano Cty	1.5	5		8		8						4					25	1.5	\$375		\$375	
NER	Outagamie	Sugar Bush to Waupaca Cty	4.7	5		8		8						3	#				34	4.7	\$1,175		\$1,175	
NER	Shawano	Tigerton/Wiowash to Caroline	11.68	5	0	0	8	8	8	6	2	2	4	#					53	12	\$2,920		\$2,920	
NER	Shawano	Mosling-H trail to Oconto Co	1.5	5	0	8	0	8	8	7	2	0	4						42	1.5	\$375		\$375	
NER	Shawano	Mattoon to Langlade Co	3.23	5	0	8	0	8	0	7	2	0	3						33	3.2	\$808		\$808	
NER	Shawano	Mountain Bay to Gresham	0.8	5	0	0	0	8	0	7	2	2	4						28	0.8	\$200		\$200	
NER	Shawano	Red River Loop	8.85	5	0	0	0	8	0	7	2	0	4						26	8.9	\$2,213		\$2,213	
NER	Waupaca	Shawano Co line to Embarrass	3.5	0	0	8	0	8	8	6	0	0	2	0					32	3.5	\$875		\$875	
NER	Waupaca	#38 to New London to Out co line	5.5	0	0	8	0	0	8	6	0	0	2	#					34	5.5	\$1,375		\$1,375	
NER	Waupaca	#61Neumans woods-Hwy 10 truck stop	6	0	0	0	8	8	8	6	0	0	3						33	6	\$1,500		\$1,500	
NER	Waupaca	Steve's woods to Waushara co line	5	0	0	8	0	8	0	6	0	0	2	0					24	5	\$1,250		\$1,250	
NER	Waupaca	#24a to Portage County line	8	0	0	8	0	8	0	6	0	0	2						24	8	\$2,000		\$2,000	
NER	Waupaca	#17 to #18 #29a to #37a #49 to #48	13	0	0	0	8	8	8	6	0	0	3						33	13	\$3,250		\$3,250	
NER	Waupaca	#71 to Winnebago co line	3	0	0	8	0	8	0	6	0	0	2						24	3	\$750		\$750	
NER	Waupaca	Corridor 9 to Clintonville Parking	1	0	0	0	0	0	8	6	0	0	3						17	1	\$250		\$250	
NER	Waupaca	Int 39a to Sheridan to Int 47a	4.5	0	0	0	8	8	8	6	0	0	2						32	4.5	\$1,125		\$1,125	
NER	Waupaca	<b>Wiowash state trail-Marion to Sha</b>	<b>2.5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>						27	2.5	\$625		\$625	
NER	Waushara	Archer ave to Buttercup Ave	8.9	0	0	0	0	8	8	6		0	4	3			-15		14	8.9	\$2,225		\$2,225	

## 2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED
				1	2	3	4	5	6	7	8	9	10	11	12	13	14						
NER	Waushara	Borth to Poy Sippi	8.6	0	0	8	8	8	8	6		0	3	7			48	8.6	\$2,150		\$2,150		
NER	Winnebago	Bison Rd to Marsh Rd	6.25	5				0	8	6			5	#		34	6.3	\$1,563		\$1,563			
NOR-R	Lincoln	Tomahawk RR Grade	4.3	5	6	0	0	8	8	8	4	0	4	#	0	0	-15	38	4.3	\$1,075		\$1,075	
NOR-R	Lincoln	Truckstop Trail	1.3	0	0	0	0	0	8	8	4	0	3	0	0	0	23	1.3	\$325		\$325		
NOR-R	Lincoln	Jacknife Loop	5.8	5	0	0	0	0	0	8	2	0	3	0	0	0	18	5.8	\$1,450		\$1,450		
NOR-R	Lincoln	Corridor 19 to Trail F (Schultz Country	2.7	0	0	0	0	8	8	8	2	0	3	0	0	0	-15	14	2.7	\$675		\$675	
NOR-R	Lincoln	Tanglewood Trail	1.9	0	0	0	0	0	8	8	4	0	4	0	0	-5	0	19	1.9	\$475		\$475	
NOR-R	Taylor	Corridor 18 to Corridor 23	1														0	1	\$250		\$250		
NOR-R	Taylor	Corridor 18 to Services on Hwy 64	1.8														0	1.8	\$450		\$450		
NOR-R	Taylor	Corridor 23 Reroute	0.8														0	0.8	\$200		\$200		
NOR-R	Taylor	Corridor 18-23 to Medford Spurs (x2)	4.5														0	4.5	\$1,125		\$1,125		
NOR-R	Taylor	Corridor 18 to Trail M	7.3														0	7.3	\$1,825		\$1,825		
NOR-R	Taylor	Pine Line Rail Trail to Medford	0.8														0	0.8	\$200		\$200		
NOR-R	Taylor	Trail E to Clark Co	2.6														0	2.6	\$650		\$650		
NOR-R	Taylor	Trail C to Marathon Co	4.1														0	4.1	\$1,025		\$1,025		
NOR-R	Price	Trail 94 - Catawba to Phillips (Corr 16	6.6	5	0	0	8	8	0	8	4	0	4	#	0	0	0	47	6.6	\$1,650		\$1,650	
NOR-R	Price	Trail 121/112 - Worchester Township	4	5	0	0	8	8	0	8	4	0	4	0	0	0	0	37	4	\$1,000		\$1,000	
NOR-R	Price	Trail 80 - Corridor 12 to Sawyer Co	1.4	0	0	8	0	8	0	8	4	0	4	0	0	0	0	32	1.4	\$350		\$350	
NOR-R	Forest	Wolf River State Trail	14.4	5	6	8	8	8	8	9		2	4	#	0	0	0	68	14	\$3,600		\$3,600	
Douglas	Trail 17(Part c	12.1	5	0	8	0	8	0	8	6	0	3	5	0	-5	0	48	81	5	\$1,250		\$1,250	
Douglas	Trail 217	12	5	0	8	0	8	0	8	6	0	3	0	0	-5	0	43	71	5	\$1,250		\$1,250	
Douglas	Trail 6	4.8	0	0	0	0	8	8	9	6	0	4	5	0	-5	0	45	80	0	\$0		\$0	
Burnett	Trail 80	7.7	0	0	8	0	8	0	7	6	0	3	5	0	##	0	27	54	0	\$0		\$0	
Rusk	Serely Camp	1.85	5	0	8	8	0	8	7	4	0	4	0	0	0	0	44			\$0		\$0	
Rusk	Fire Lane-Bet	0.84	5	0	8	8	0	8	7	4	0	4	0	0	0	0	44	83	5	\$1,250		\$1,250	
Rusk	Trail 113	2.75	5	0	0	8	8	8	7	4	0	4	#	0	-5	0	49	93	5	\$1,250		\$1,250	
Bayfield	Halfway Trail	2.75	5	0	0	8	8	8	9	6	2	4	4	0	-5	0	49	93	5	\$1,250		\$1,250	
Bayfield	Washburn Sp	1.5	0	6	0	0	0	0	9	6	0	4	1	0	0	0	26	52	0	\$0		\$0	
Bayfield	Mason-Sanbo	7.9	0	0	8	0	8	8	9	6	2	4	2	0	##	0	37	74	0	\$0		\$0	
Bayfield	Gordon Trail 1	5.69	5	0	8	0	8	8	9	6	2	4	4	0	-5	0	49	93	5	\$1,250		\$1,250	
Ashland	Northern Light	11	5	6	8	0	8	8	9	6	2	4	0	0	0	0	56	##	5	\$1,250		\$1,250	
WC	Buffalo	Gilmanton-Waumandee-Indpence	24	0	0	0	8	8	8	0	0	0	4	0	0	0	28	24	\$6,000		\$6,000		

2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED
				1	2	3	4	5	6	7	8	9	10	11	12	13	14						
WC	Eau Claire	Fairchild Connector	12.2	5	0	8	8	8	8	6	2	0	4	0	0	0	49	12	\$3,050		\$3,050		
WC	La Crosse	La Crosse & Monroe Connector	23	5	0	8	8	8	8	6	0	2	5	0	0	0	50	23	\$5,750		\$5,750		
WC	La Crosse	La Crosse Corridor 26 Loop	4.1	5	0	8	8	8	8	6	0	2	5	0	0	0	50	4.1	\$1,025		\$1,025		
WC	Monroe	Kendal to Clifton to Corridor 25	8	5	0	0	8	8	7	6	5	0	5	0	0	0	44	8	\$2,000		\$2,000		
WC	Monroe	Cashton to Middle Ridge	12	5	0	8	0	8	8	7	6	2	5	0	0	0	49	12	\$3,000		\$3,000		
WC	Pierce	SW Corner of Pierce to River Falls	7.5	0	0	0	8	8	0	6	2	0	4	0	0	0	28	7.5	\$1,875		\$1,875		
WC	Trempealeau	Elk Creek to Pleasantville/Whitehall	3.5	5	0	0	8	8	0	6	8	0	4	0	0	0	39	3.5	\$875		\$875		
WC	Trempealeau	Corridor 31 to Buffalo Co Line	8	5	0	8	8	8	0	6	8	2	4	0	0	0	49	8	\$2,000		\$2,000		
WC	Trempealeau	Independence to Buffalo Co Line	5	5	0	0	0	0	0	6	8	0	4	0	0	0	23	5	\$1,250		\$1,250		
WC	Trempealeau	Blair connector to the North	2	5	0	0	0	8	0	6	8	0	4	0	0	0	31	2	\$500		\$500		
WC	Vernon	Village of Ontario to Wildcat Mt. State	3	5	0	8	0	8	8	7	6	2	5	0	0	0	49	3	\$750		\$750		
WC	Vernon	Hwy 14 Coon Valley to Village of Stod	10	5	0	8	0	8	8	7	6	2	5	0	0	0	49	10	\$2,500		\$2,500		
SER	Racine	Franksville															2.4	\$600	\$485	\$1,085			
SER	Racine	Sailer Woods															3	\$750	\$1,482	\$2,232			
SER	Racine	High. Dept. - W. Shop															4	\$1,000	\$1,035	\$2,035			
SER	Racine	Eagle Lake															3	\$750	\$519	\$1,269			
SER	Racine	Jeddy's															3.5	\$875	\$685	\$1,560			
SER	Sheboygan	Adell Connector					8	8	8	6			4	7			2.5	\$633	\$633	\$1,266			
SER	Sheboygan	Boltonville Connector		5			8	8	8	8	6		2	3	9		3.2	\$800	\$810	\$1,610			
SER	Sheboygan	Crooked lake Connector		5			8	8		6			2	3	8		2.1	\$525	\$520	\$1,045			
SER	Sheboygan	Johnsonville Connector		5			8	8	8	8	6			4	6		1.9	\$475	\$475	\$950			
SER	Sheboygan	Random Lake Connector					8	8	8	8	6			4	#		3.4	\$850	\$838	\$1,688			
SER	Sheboygan	Silver Springs Connector					8	8		6			4	5			5.6	\$1,400	\$1,398	\$2,798			
WC	Buffalo	Gilmanton-Waumandee-Indpendence	24	0	0	0	8	8	8	0	0	0	4	0	0	0	28	24	\$6,000		\$6,000		
WC	Eau Claire	Fairchild Connector	12.2	5	0	8	8	8	8	6	2	0	4	0	0	0	49	12	\$3,050		\$3,050		
WC	La Crosse	La Crosse & Monroe Connector	23	5	0	8	8	8	8	6	0	2	5	0	0	0	50	23	\$5,750		\$5,750		
WC	La Crosse	La Crosse Corridor 26 Loop	4.1	5	0	8	8	8	8	6	0	2	5	0	0	0	50	4.1	\$1,025		\$1,025		
WC	Monroe	Kendal to Clifton to Corridor 25	8	5	0	0	8	8	7	6	5	0	5	0	0	0	44	8	\$2,000		\$2,000		
WC	Monroe	Cashton to Middle Ridge	12	5	0	8	0	8	8	7	6	2	5	0	0	0	49	12	\$3,000		\$3,000		
WC	Pierce	SW Corner of Pierce to River Falls	7.5	0	0	0	8	8	0	6	2	0	4	0	0	0	28	7.5	\$1,875		\$1,875		
WC	Trempealeau	Elk Creek to Pleasantville/Whitehall	3.5	5	0	0	8	8	0	6	8	0	4	0	0	0	39	3.5	\$875		\$875		
WC	Trempealeau	Corridor 31 to Buffalo Co Line	8	5	0	8	8	8	0	6	8	2	4	0	0	0	49	8	\$2,000		\$2,000		

2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts Deducts 0 - 20 pts CSS Pts 2 pts/Co. Co. Coord Pts 10 pts Groom Equip 5 - 1 pts Closes Gap 2 pts Trail Ratio 8 - 0 pts Mean Snowfall 9-5 pts Connects Pop Ctrs 8 pts Connects 2 funded 8 pts Basic Interior 8 pts Connects 8 pts Rail Grade 6 pts Public Lands 5 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED
				1	2	3	4	5	6	7	8	9	10	11	12	13	14						
WC	Trempealeau	Independence to Buffalo Co Line	5	5	0	0	0	0	0	6	8	0	4	0	0	0	23	5	\$1,250		\$1,250		
WC	Trempealeau	Blair connector to the North	2	5	0	0	0	8	0	6	8	0	4	0	0	0	31	2	\$500		\$500		
WC	Vernon	Village of Ontario to Wildcat Mt. State	3	5	0	8	0	8	8	7	6	2	5	0	0	0	49	3	\$750		\$750		
WC	Vernon	Hwy 14 Coon Valley to Village of Stod	10	5	0	8	0	8	8	7	6	2	5	0	0	0	49	10	\$2,500		\$2,500		
SCR	Columbia	Co Trail 41 - Rio to Cambria	15														15	\$3,750		\$3,750			
SCR	Columbia	Trail 61 Dane Co. to Columbia Co.	4.3														4.3	\$1,075		\$1,075			
SCR	Columbia	Keyeser Trail	7														7	\$1,750		\$1,750			
SCR	Columbia	Trail 18 West Point	2.5														2.5	\$625		\$625			
SCR	Columbia	Trail 68 Columbus Connecting Trail	6														6	\$1,500		\$1,500			
SCR	Columbia	Trail 44 Rio to Otsego	6														6	\$1,500		\$1,500			
SCR	Columbia	Trail 35 Otsego to Fall River	4.1														4.1	\$1,025		\$1,025			
SCR	Columbia	Lazy Lake to Dodge Co. Trail	3														3	\$750		\$750			
SCR	Dane	Trail 29	15														15	\$3,750		\$3,750			
SCR	Dane	Trail 61	2.2														2.2	\$550		\$550			
SCR	Dane	Trail 18	5														5	\$1,250		\$1,250			
SCR	Dane	Trail 17	21.1														21	\$5,275		\$5,275			
SCR	Dane	Trail 27	9.7														9.7	\$2,425		\$2,425			
SCR	Dane	Trail 51	3														3	\$750		\$750			
SCR	Dodge	Lowell to Hubbleton	14.5														15	\$3,625		\$3,625			
SCR	Dodge	Hwy P near Huilsburg to Corridor 34	6														6	\$1,500		\$1,500			
SCR	Dodge	So. Of Grant Rd. to Neosho	12														12	\$3,000		\$3,000			
SCR	Dodge	Corridor 13 near Hooperville	5.5														5.5	\$1,375		\$1,375			
SCR	Grant	Fennimore-Preston	9														9	\$2,250		\$2,250			
SCR	Grant	Ellenboro-Arthur	18														18	\$4,500		\$4,500			
SCR	Grant	Dickeyville to Cuba City	10.1														10	\$2,525		\$2,525			
SCR	Grant	Lancaster-Beetown	15														15	\$3,750		\$3,750			
SCR	Grant	Lancaster-North Andover	14														14	\$3,500		\$3,500			
SCR	Grant	Arthur-Belmont Trail	0.5														0.5	\$125		\$125			
SCR	Iowa	Barneveld Snow Eagles	24.5														25	\$6,125		\$6,125			
SCR	Iowa	Iowa Grant Snow Cats	24														24	\$6,000		\$6,000			
SCR	Iowa	Mineral Point T-Riders	12														12	\$3,000		\$3,000			
SCR	Iowa	Arthur Snowmobile Club	3.5														3.5	\$875		\$875			



2015-16 NEW MILES

REGION	COUNTY	TRAIL NAME	MILES	Deduct if Parallel 15 pts														TOT	MILES	\$ MTC	\$ DEV	\$ TOTAL	FUNDED	
				1	2	3	4	5	6	7	8	9	10	11	12	13	14							
WC	Chippewa	Trail K	7.3															7.3	\$1,825		\$1,825			
WC	Chippewa	Lake Hallie Trail	12.8															13	\$3,200		\$3,200			
WC	Chippewa	B & B Trail	1.1															1.1	\$275		\$275			
WC	Chippewa	Art's Loop Trail	3.1															3.1	\$775		\$775			
WC	Juneau	Sunset Drifters Trail	25.5															26	\$6,375		\$6,375			
WC	Marathon	Stratford Connector Trail	6.6															6.6	\$1,650		\$1,650			
WC	Marathon	West Marathon City Connector	6.3															6.3	\$1,575		\$1,575			
WC	Marathon	North Marathon City Connector	2.8															2.8	\$700		\$700			
WC	Marathon	Lions Park Connector Trail	1.3															1.3	\$325		\$325			
WC	Marathon	Wiouwash Connector Trail	0.7															0.1	\$18		\$18			
WC	Marathon	Wittenberg Connector Trail	2.3															2.3	\$575		\$575			
WC	Marathon	Hatley Connector Trail	5.5															5.5	\$1,375		\$1,375			
WC	Marathon	Memories Connector Trail	4.4															4.4	\$1,100		\$1,100			
WC	Portage	New Trail	4.5															4.5	\$1,125		\$1,125			
WC	St Croix	Erin to Emerald Trail	11															11	\$2,750		\$2,750			
WC	St Croix	Co Rd C Trail (4A)	3.5															3.5	\$875		\$875			
WC	Wood	Auburndale Loop	3															3	\$750		\$750			
WC	Wood	Auburndale Owl City Spur	5															5	\$1,250		\$1,250			
																		<b>TOTAL</b>		<b>\$357,270</b>				