

State of Wisconsin
 Department of Natural Resources
dnr.wi.gov

Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 02/2024)

- ATV/UTV Trail Aid
- Snowmobile Trail Aid

Due Date: April 15

Notice: Completion of this form is required under Wisconsin Statutes 23.09(26) and 23.33. Failure to complete this form will result in denial of financial assistance. Personally identifiable information found on this form is not intended to be used for any other purpose. The Department of Natural Resources (DNR) may provide this information to requesters as required by Wisconsin's Public Records law (ss. 19.31 – 19.39, Wis. Stats.).

Instructions: Applications may combine more than one source of funds. They may be submitted for consideration of traditional ATV, UTV, Snowmobile and Motorized Stewardship funding. Submit one copy of all forms and attachments. See Page 2 for necessary attachments. Send applications to your [Community Services Specialist](#).

DNR Use Only	
Category	Number

Section 1: Applicant Information

Applicant / Organization Name Clark County Forestry & Parks			Check Recipient: Individual other than authorized individual to act on behalf of the applicant. <input type="checkbox"/> Select if the same as applicant.		
Individual Authorized to Act on Behalf of Applicant per Resolution Nathaniel Beaver			Check Recipient Name (Name to Appear on Check)		
Title Recreation Administrator			Title		
Address 517 Court Street			Address		
City Neillsville	State WI	ZIP Code 54456	City	State	ZIP Code
Telephone Number (715) 743-5139	Email Address nate.beaver@co.clark.wi.us				

Section 2: Project Information Required for all Projects

Project Title Dam 16 Crossing					Current Funded Miles 63.4 ATV, 376.2 SNO	New Miles (if applicable)
County Clark	Township 25 N	Range 4	Section 11	Section ¼ ¼	GPS Coordinates: Lat. 44.667912 Long. -90.831092	

Project Description Summary

The Clark Co. Forestry & Parks Dept. is working on a combined dam removal grant and recreation trail crossing bridge replacement. Due to the nature of the project involving an engineering firm and bidding process, the bids for the project are due to the county on May 8, 2026 and more bids will be made available at that time. The existing bridge is 12x50 steel truss and wood deck. Since the dam is being removed there is opportunity to install culverts for a log term solution. Bridge inspection available upon request. Parcel # 012.0014.000

I certify that all maintenance land use agreements are on file.

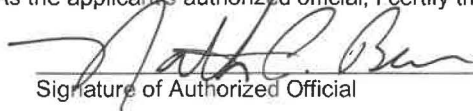
Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
						\$113,025
Leave Blank – DNR Use Only						

Applicant Certification

Printed Name of Authorized Official Nathaniel Beaver	Official's Title Recreation Administrator
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As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.


 Signature of Authorized Official

4/15/2026
 Date Prepared

Appendix A – Required for Bridge Rehab/Replace, New, or Reroute with New Bridge

Bridge Rehab/Replace New Bridge Reroute with new bridge

County Clark	Township 25 N	Range 4	<input type="radio"/> E <input checked="" type="radio"/> W	Section 11	¼ ¼ ¼	GPS Coordinates: Lat. 44.667912 Long. -90.831092
Water Body Name Hay Creek			Bridge Name Dam 16		County Inventory Number #11	
Funded Trail Name or Number (SNARS if applicable) Corridor 22			Has this bridge site ever received development or rehabilitation funds in the past? <input checked="" type="radio"/> Yes <input type="radio"/> No Year <u>2000</u> \$ <u>7,750.00</u>			
Bridge is located on: <input type="radio"/> Private property <input checked="" type="radio"/> Public property			Old Bridge/Culvert Size <u>50x12 bridge</u> New Bridge/Culvert Size <u>96in x120ft (2, 60ft) culvert</u>			
Landowner Where Bridge is Located			Telephone Number		Length of Trail Use Agreement (5 year minimum)	
Current maximum load _____ lbs.		Age of Bridge 26		Bridge Material steel/wood		
Proposed maximum load _____ lbs.						
Sponsoring Club Name n/a			Club Contact n/a		Telephone Number	
Do you have your trail bridges posted as to maximum load? <input type="radio"/> Yes <input checked="" type="radio"/> No			What is the maximum load of the other bridges on the system if groomed with this bridge? unknown			
What is the weight of your puller & drag/grading equipment? puller 13,000 lbs. and drag 3,000 lbs.						
What other recreational trail uses are planned for this bridge? Just existing snowmobile and ATV trial water crossing.						
If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users? none planned						

- Yes No Have you contacted your local [DNR Water Management Specialist \(WMS\)](#) regarding a permit?
- Yes No Is a permit needed? (Please provide any written correspondence from WMS.)
- Yes No Have you contacted your County Zoning Dept. regarding a floodplain determination?
- Yes No Will an H & H (hydrologic and hydraulic) study be required?

Bridge Project Detailed Description

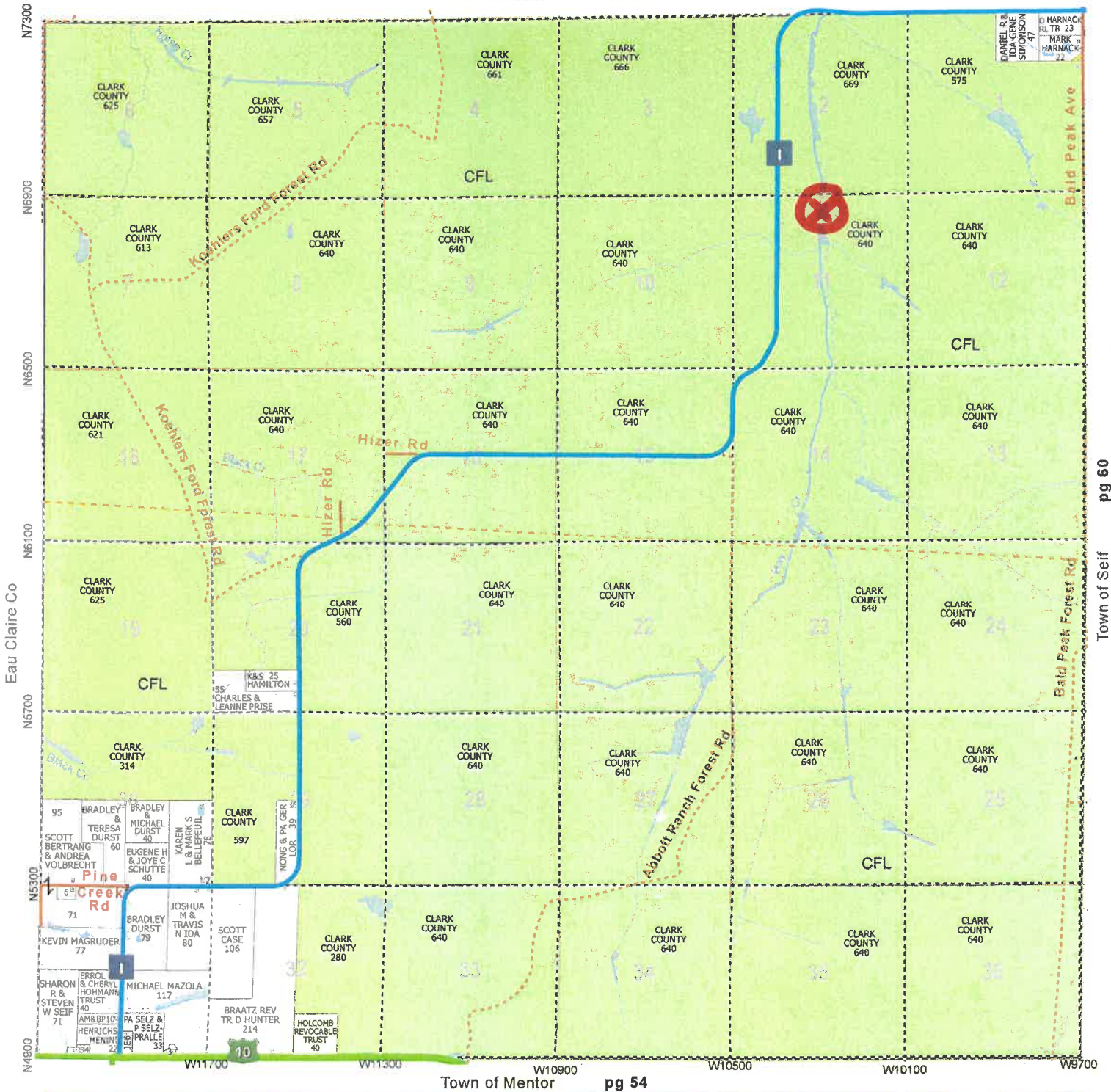
This project is being coordinated with a required dam removal on the Clark Co. Forest. Dam 16 is on Hay Creek in the Town of Foster. Clark Co. has applied for a DNR dam removal grant as part of this project. Consulting for this project has been completed by Jewell Engineering. Bridge inspection has been completed by Colin Olson, P.E. Clark Co. is applying for funds to replace the existing bridge with a double culvert system. The existing recreation bridge is 26 years old, single steel span with floor beams and wood decking and steel rails. It is 12ft x50ft with steep and rough approaches. The east timber abutment is in poor condition while the west is in good condition. Both sides have grouted rip rap with significant undermining that ranges from 11ft from the stream side to 10ft wide along slope. Clark Co. is asking for grant funds to replace the existing recreation bridge with two culverts which will be an exceptional improvement to this water crossing.

Guidelines for Applicant

Complete this form for each bridge structure you are submitting a grant application for. Provide any additional documents not requested on application checklist to substantiate your points, including actual deeded easements.

This ranking tool is used for both **Snowmobile** and **ATV/UTV** Trail Aids programs, though each program may score things differently. If you are seeking funding from BOTH programs for a dual use bridge, please score ALL questions

Category		Possible Points	Snow Points	ATV/UTV Points
1	Condition of the Structure (max of 10 points)			
	Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. Snowmobile Funded Projects	10	10	
	Calculation: 10 minus NBI Rating Score (0-9) ATV Funded Projects Use overall NBI # if provided, or an average of the components. <i>Redecking projects should just use the deck NBI #</i>	10		5
2	Permits (maximum points 4)			
	Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	1	1
	Permit in hand / Bridge already permitted	3	0	0
3	Funding (maximum points 2) Has an application been submitted for other funding			
	50% or greater from other funding source(s)? (includes 50/50 Snow/ATV projects)	2	1	1
	11% - 49% from other funding source(s)?	1	0	0
4	Length of Written Easements or Land Use Agreement (max points 5)(ch. 23.09(26)(am)1 WI Stats)			
	On public land (County, State, Federal)	5	5	5
	10 or more year deeded easement on private land or other public land, for all portions of that trail to the nearest road on each side of the bridge	5	0	0
	3-9 year deeded easement on private land or other public land, for all portions of that trail to the nearest road on each side of the bridge	4	0	0
	10 or more year deeded easement on private land or other public land, for just the bridge site	3	0	0
	3-9 deeded easement on private land or other public land, for just the bridge site	2	0	0
	10 or more year land use agreement (LUA, not deeded) on private land or other public land <i>State statute 2811 county forest law</i>	1	1	1
	3-9 year land use agreement (LUA, not deeded) on private land or other public land	0	0	0
5	Miles Impacted – How many miles will need to rerouted if the structure is not replaced? Measured from nearest intersection on both sides of the bridge. (max 4 points)			
	Less than 20 miles Snowmobile Funded Projects	1	1	
	20 miles or more Snowmobile Funded Projects	3	1	
	No other snowmobile trails connect. Snowmobile Funded Explain:	4	0	
	For ATV/UTV projects, describe the relocation (on routes? Trail?) Include sketch/map		0	
6	If ATV/UTV, Seasons of Use (max 3 points)			
	Year-Round or Summer Only ATV/UTV Trail	3		3
	Winter Only ATV/UTV Trail	1		1
	DEDUCTIONS			
7	County Active Project Deduction (maximum deduction 1 point) A snowmobile active project is one that has exceeded it's initial grant period.			
	Two or more active projects - deduct 1 point	-1		
GRAND TOTAL			20	17

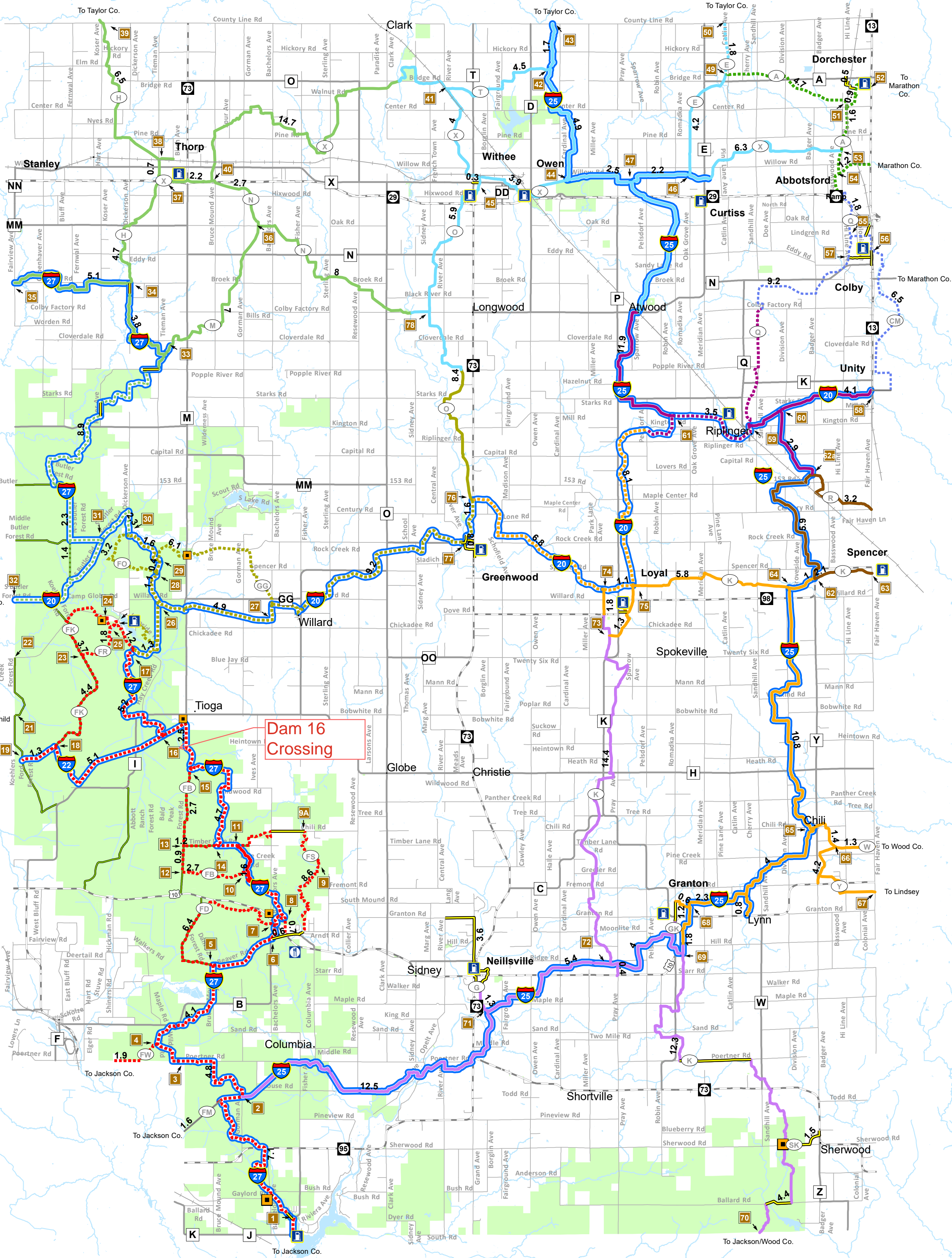


Romadka 4-H Club

= Dam 16 Crossing

Courtney Schoessow
715-238-7422
hiplutheranlady@gmail.com

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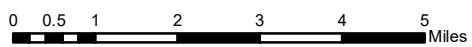
Dam 16 Crossing

RIDE AT YOUR OWN RISK
 This map is intended for advisory purposes only. It is based on sources believed reliable but Clark County distributes this information on an "AS IS" basis. No Warranties are implied.

Intersection Signage
 To guide you as the operator of a snowmobile within Clark County, intersection signs have been installed throughout the trail system. The 9" x 9" white legend on brown background signs are located where trails and routes connect. The numbering system begins in southern Clark County and continues in a clockwise direction.

Operating Snowmobiles Responsibly
 -Operate the snowmobile at a rate of speed that is reasonable or proper under the circumstances.
 -Speed limits are posted within the trail system. Where not posted the speed limit on routes are the same as any motor vehicle.
 -When traveling within 150 feet of a residence between the hours of 10:30pm and 7:00am the speed limit is 10 M.P.H. or less.
 -When within 100ft of a person not on a snowmobile or ATV and while traveling within 100 feet of an ice shanty you must yield the right-of-way and the speed limit is 10 M.P.H. or less.
 -Modified exhaust systems exceeding DNR standards are not welcomed in Clark County.
 -It is a privilege, not a right, to ride on privately owned and county property.

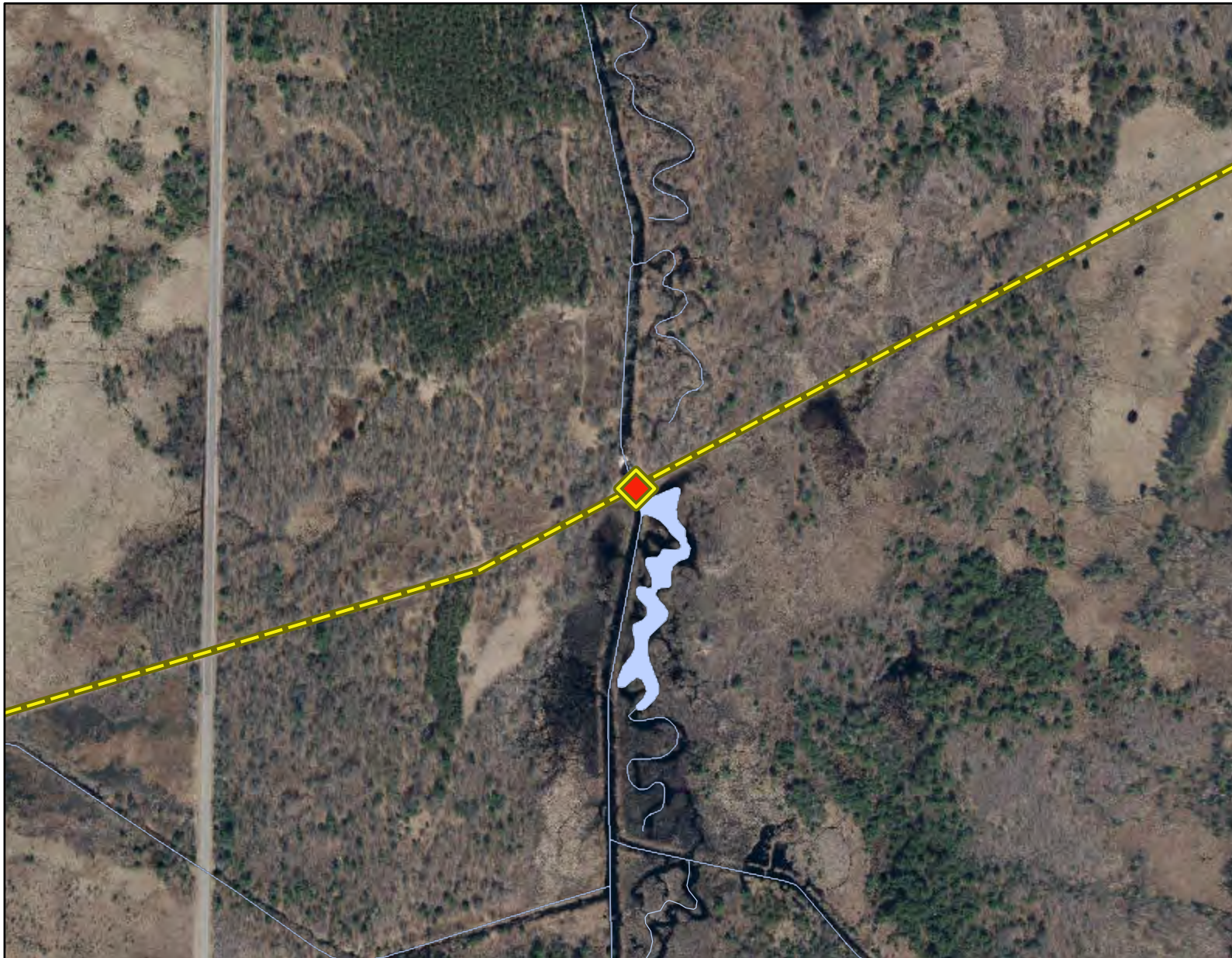
We welcome you to enjoy a pleasurable trail experience in Clark County.
BE SMART, BE PREPARED, BE CAREFUL & HAVE FUN!













Snowmobile & Winter ATV Trails	Snowmobile Trails	Maintaining Club	Trail Name	Parking Lot
		Clark County		
		Colby Trailblazers		
		Boomtoun Sno Chasers		
		Dorchester Midnight Riders		
		GWR Riders		
		Loyal Sno Angels		
		Neillsville / Granton Trailbusters		
		Riplinger Rip Riders		
		Spencer Swampstompers		
		Thorp Sno Raiders		



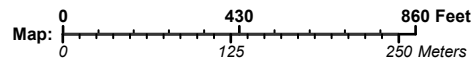
Scan for latest map



Legend: (some map layers may not be displayed)

-  Rivers and Streams
-  Intermittent Streams
-  Open Water
-  Rivers and Streams
-  Intermittent Streams
-  Open Water
-  24K Lakes and Open Water
-  24K Streams and Rivers
-  Latest Leaf Off Index
-  Latest Leaf Off Imagery

Notes:



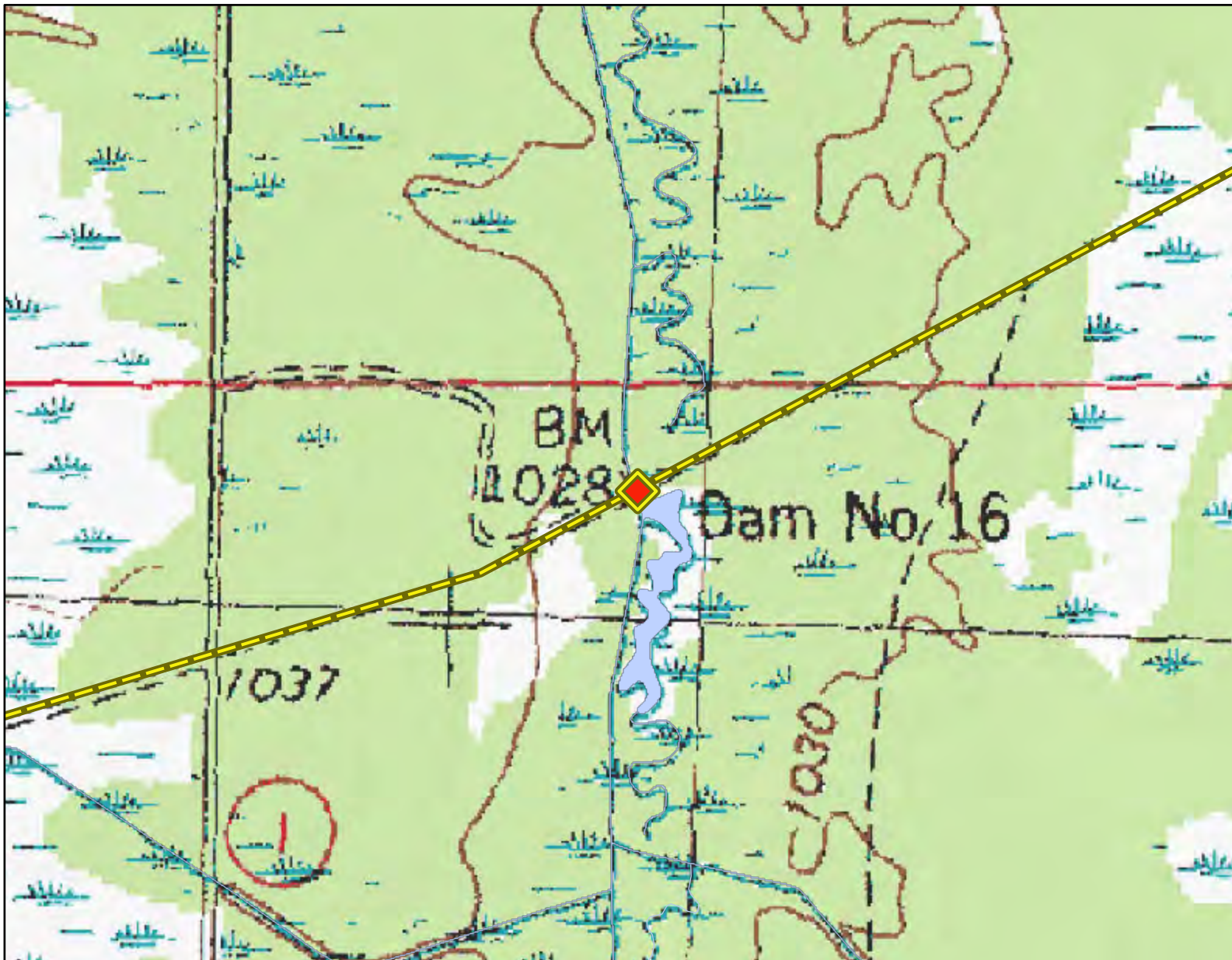
Service Layer Credits:
DNR Basic Feature VTL (WTM): Wisconsin Department of Natural Resources, GIS Section, Latest Leaf Off; Surface Water: WiDNR, USGS, and other data

Map projection: NAD 1983 HARN Wisconsin TM

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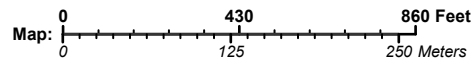
Legend: (some map layers may not be displayed)

- Rivers and Streams
- Intermittent Streams
- Open Water
- Rivers and Streams
- Intermittent Streams
- Open Water
- 24K Lakes and Open Water
- 24K Streams and Rivers

24K USGS DRGs

- 0
- 1
- 2
- 3
- 4
- 5
- 8
- 9
- 11

Notes:



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DNR Basic Feature VTL (WTM): Wisconsin Department of Natural Resources, GIS Section, Latest Leaf
Off: , Surface Water: WIDNR, USGS, and other data, Topographic Maps:

Map projection: NAD 1983 HARN Wisconsin TM

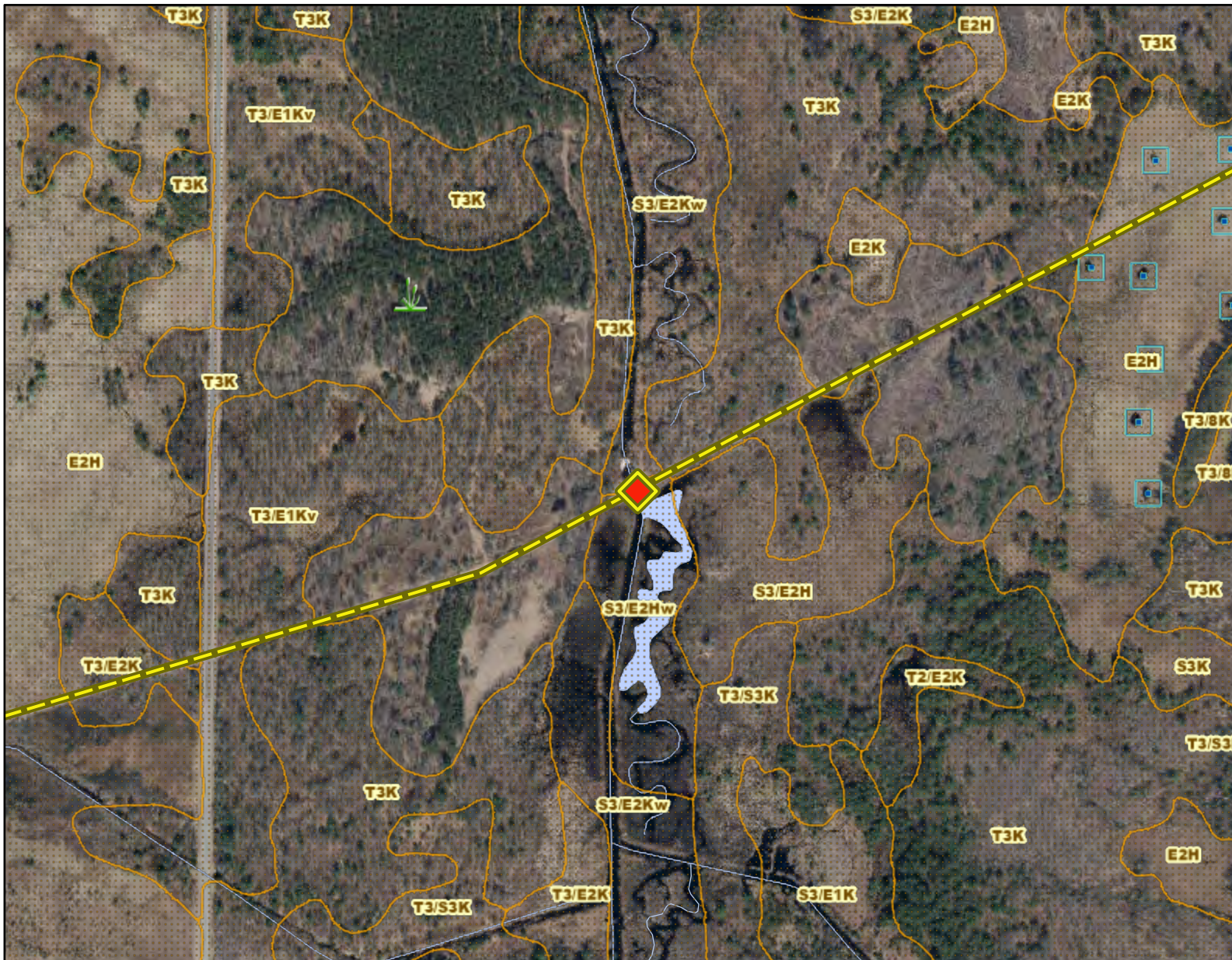
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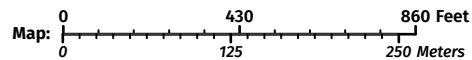
Clark County - Dam 16 Crossing Wetland Map



Legend: (some map layers may not be displayed)

- Wetland Class Points
- Excavated pond
 - Wetland too small to delineate
 - Wetland Class Areas
 - Rivers and Streams
 - Intermittent Streams
 - Open Water
 - Rivers and Streams
 - Intermittent Streams
 - Open Water
 - 24K Lakes and Open Water
 - 24K Streams and Rivers
 - Latest Leaf Off Index
 - Latest Leaf Off Imagery

Notes:



Service Layer Credits:
DNR Basic Feature VTL (WTM): Wisconsin Department of Natural Resources, GIS Section, Latest Leaf Off: ,
Surface Water: WIDNR, USGS, and other data, Wetland Inventory NWI (Dynamic): Calvin Lawrence, Dennis
Weise, Nina Rihn

Map projection: NAD 1983 HARN Wisconsin TM

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JEWELL

Structure Inspection Clark Country Trail Bridge



Colin Olson, P.E.

Bridge Inspector No. 9770

Inspection Date: March 25, 2026
Inspector: Colin Olson, P.E. Bridge Inspector No. 9770

Structure Deck Width: 12.6' Out-Out
Structure Total Length: Back to Back of Abutments – 50.5'
Location: 44.667912, -90.831092

Overall Comments

Structure is a single span steel pony truss structure with floor beams, timber decking and supported by timber abutments. The substructure units (abutments) are in poor condition while the superstructure is in good condition, and the deck is in satisfactory condition.

Elements

Railing

Steel angle irons on pony truss have minor surface rust full length.

Signs

SW, SE, NE object markers (tiger signs) are tipped and worn, NW sign is worn.

Timber Deck (Underside of Deck)

Satisfactory Condition. Water seeps down between boards but boards show minimal deterioration. Planking is tight. No decay found

Wearing Surface (Top Side of Timber Planks)

Satisfactory condition. Boards lightly worn. 14 SF of boards are warped and uneven. Gravel covering 30% of deck – mostly on the east side.

Steel Floor Beam

Good Condition. All surfaces have minor surface rust consistent with weathering steel this age.

Steel Truss

Good Condition. All surfaces have minor surface rust consistent with weathering steel this age.

Timber Abutment

West abutment Fair condition – timber pier cap supporting truss. Undermining at NW 3' along the length of abutment, 4" deep, entire cap width (6") under.

East abutment Poor condition – two timber blocks supporting truss. Timber in good condition. Plank under blocks has failed and is allowing the east end to settle. East

abutment has settled 1 ¼” measured from top of abutment backing to top of timber wearing surface in the north wheel path. North bearing of the east abutment undermined up to 2” deep, 12” wide, and 4” under.

Slope Protection

Grouted riprap at east is undermined completely. Only in contact with top of slope near abutment, the upstream side concrete, and the streamside concrete – void is 11’ under the grouted riprap, 2’ deep, 10’ wide (along slope). Grouted riprap at west has undermined 3’ under, 2’ deep, and 10’ (along slope)

Roadway Approaches

Both approaches rough. East approach is 1 ¼” inches higher than the deck due to abutment settling. 1.5” drop off at the north wheel path.

Recommended Maintenance

- Replace uneven/warped deck boards

Structure NBI Ratings

Deck – 6

Superstructure – 7

Substructure – 3

NBI Bridge Rating Scale

9 - Excellent condition

8 - Very good condition, with no problems noted

7 - Good condition, with some minor problems

6 - Satisfactory condition, with some minor deterioration in structural elements

5 - Fair condition, with all primary structural elements sound but possibly minor cracking, corrosion, chipping, or scour

4 - Poor condition, with advanced corrosion, deterioration, cracking, or chipping, and significant erosion of concrete bridge piers

3 - Serious condition – loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.

2 - Critical condition, with advanced deterioration of the deck, superstructure, or substructure, and possibly cracks in steel or concrete

1 – “imminent” failure condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but with corrective action may be put back in light service.

0 – Failed condition – out of service – beyond corrective action



Figure 1 East Approach Looking West



Figure 2: West Approach looking East



Figure 3: Looking Upstream from Top of Deck



Figure 4: Looking Downstream from Top of Deck



Figure 5: Wearing surface with gravel



Figure 6: Profile Looking Upstream



Figure 7: Settlement at East Abutment



Figure 8: West slope protection undermining



Figure 9: East slope protection undermining



Figure 10: East slope protection undermining



Figure 11: Typical floor beam condition



Figure 12: Worst case floor beam condition



Figure 13: NW pier cap undermining



Figure 14: SE bearing board broken allowing sinking

