

S-7 Vilas Sucker Creek Culvert

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

Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 04/22)

Page 1 of 5

☒ 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			Check Recipient: Individual other than authorized individual to act on behalf of the applicant. <input checked="" type="checkbox"/> Select if the same as applicant.		
Vilas County Parks and Recreation					
Individual Authorized to Act on Behalf of Applicant per Resolution			Check Recipient Name (Name to Appear on Check)		
Todd Bierman			Todd Bierman		
Title			Title		
Parks and Recreation Supervisor			Parks and Recreation Supervisor		
Address			Address		
330 Court Street			330 Court Street		
City	State	ZIP Code	City	State	ZIP Code
Eagle River	WI	54521	Eagle River	WI	54521
Telephone Number	Email Address				
(715) 479-5160	tobier@vilascountywi.gov				

Section 2: Project Information Required for all Projects

Project Title					Current Funded Miles	New Miles (if applicable)
Sucker Creek Bridge Replacement					499.6/37.2	0
County	Township	Range	Section	1/4 1/4	1/4	GPS Coordinates:
Vilas	40 N	10	4	SE	NW	Lat. _____ Long. _____

Project Description Summary

Vilas County is proposing to remove an old railroad concrete box culvert and replace it with a 6' normal culvert. The bridge inspection report is included in this application to support this request. The bridge is located in Wisconsin DOT ROW and they have been notified that this is going to happen and have sent their requirements which are also attached. The Sno-Eagles snowmobile club and the Lanover ATV club maintain the trails in this area. We are proposing a 80/20 cost share from RTP and then a 50/50 cost share on this project from the Snowmobile and ATV trail aids.

Total for project is \$108,543 RTP: ~~\$86,834.00~~ Snow: ~~\$10,854.50~~ ATV: ~~\$10,854.50~~
\$86,834.00 \$10,854.50 \$10,854.50

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$108,543.00		\$108,543.00
Leave Blank – DNR Use Only						
				\$108,543.00		

Applicant Certification

Printed Name of Authorized Official	Official's Title
-------------------------------------	------------------

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

2/7/2025
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 Vilas	Township 40 N	Range 10	<input checked="" type="radio"/> E <input type="radio"/> W	Section 4	¼ ¼ SE	¼ NW	GPS Coordinates: Lat. Long.
Water Body Name Sucker Creek				Bridge Name Sucker Creek Bridge		County Inventory Number 39	
Funded Trail Name or Number (SNARS if applicable) Corridor 10 & 13				Has this bridge site ever received development or rehabilitation funds in the past? <input type="radio"/> Yes <input checked="" type="radio"/> No Year: _____ \$ _____			
Bridge is located on: <input type="radio"/> Private property <input checked="" type="radio"/> Public property				Old Bridge/Culvert Size 6'x6' Box Culvert New Bridge/Culvert Size 6'x6' Culvert			
Landowner Where Bridge is Located Wisconsin Department of Transportation ROW				Telephone Number (715) 365-3490		Length of Trail Use Agreement (5 year minimum) Perpetual	
Current maximum load 90,000 lbs.		Age of Bridge Unknown		Bridge Material Concrete			
Proposed maximum load 25,000 lbs.							
Sponsoring Club Name Sno-Eagles/Landover				Club Contact Roger Rosenthak/Roger Flaherty		Telephone Number (847) 812-4903	
Do you have your trail bridges posted as to maximum load? <input checked="" type="radio"/> Yes <input type="radio"/> No				What is the maximum load of the other bridges on the system if groomed with this bridge? 25000			
What is the weight of your puller & drag/grading equipment? 20,000							
What other recreational trail uses are planned for this bridge? this is a funded snowmobile and summer ATV/UTV trail							
If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users? 50/50 split between snowmobile and ATV trail aids.							
<input checked="" type="radio"/> Yes <input type="radio"/> No Have you contacted your local DNR Water Management Specialist (WMS) regarding a permit? <input type="radio"/> Yes <input checked="" type="radio"/> No Is a permit needed? (Please provide any written correspondence from WMS.) <input checked="" type="radio"/> Yes <input type="radio"/> No Have you contacted your County Zoning Dept. regarding a floodplain determination? <input type="radio"/> Yes <input checked="" type="radio"/> No Will an H & H (hydrologic and hydraulic) study be required?							

Bridge Project Detailed Description

The current box culvert is located on Corridor Trail 10 & 13 north of Eagle River WI. The date of its construction is unknown and was part of a railway that from USH 8 into the Upper Peninsula of Michigan and was used in the logging heydays. Time and weather have taken its toll on the concrete structure with scaling and weakening accruing. A copy of the updated bridge inspection report is attached as well as correspondence with the Wisconsin DOT, where the culvert is located in the ROW. We are proposing to removal the existing box culvert and replacing with a 6' culvert constructed of either plastic or galvanized steel. Rip rap and fill will be installed as needed with e-matting and grass seed to restore and keep the slope from washing out. Engineering and a plan set is being required from the DOT for the project. All permitting will be secured through the county.

Appendix A (continued)**Summarize Costs in Appropriate Categories:****Bridge Structure****Quote 1**☐ Steel ☐ Wooden**Quote 2**☐ Steel ☐ Wooden

Bridge Dimensions:

72"x40'72"x40'

Bridge Manufacturer:

Collins Excavating, LLC.Minocqua Grading, LLC

Design Weight Load

25,000 lbs.25,000 lbs.

Cost of Structure:

1. Engineering

\$ \$

2. Structure

\$ \$ **Subtotal**\$ \$ **Quote 1**☐ Contractor or ☐ Sponsor
Estimate**Quote 2**☐ Contractor or ☐ Sponsor
Estimate**Installation Costs:**

1. Engineering

\$ 25,000\$ 25,000

2. Site Preparation

\$ 8,715\$ 9,500

3. Abutments

\$ \$

4. Pilings/Piers

\$ \$

5. Approaches

\$ \$

6. Riprap

\$ 4,200\$ 5,500

7. Labor

\$ 14,628\$ 15,894

8. Equipment Rental

\$ \$

9. Culverts

\$ 27,500\$ 28,500

10. H & H Study

\$ \$

11. Wetland Delineation

\$ 6,000\$ 6,00012. Other Bridge Removal\$ 22,500\$ 28,000**Subtotal** \$ 108,543\$ 118,394**Total Cost** \$ 108,543\$ 118,394**For the application grant, you must take the lowest of the two quotes.****Entire Deck and Railing Projects**☐ Contractor ☐ Sponsor ☐ Club

Bridge Dimensions:

Design Weight Load

 lbs.

1. Materials

\$

2. Labor

\$ **Total**\$

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.

Category		Possible Points	Actual Points
1	Condition of the Structure (max of 10 points)		
	Has a certified bridge inspection report that supports the project & demonstrates need (see example, must provide copy of report by August 1 for 2024 only)	10	10
2	Permits (maximum points 4)		
	Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	1
	Permit in hand / Bridge already permitted	3	
3	Funding (maximum points 2) Are other funds already committed?		
	50% or greater from other funding source(s)?	2	2
	11% - 49% from other funding source(s)?	1	
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
	10 or more year deeded easement on private land or other public land, for <u>all portions of that trail to the nearest road</u> on each side of the bridge	5	5
	3-9 year deeded easement on private land or other public land, for <u>all portions of that trail to the nearest road</u> on each side of the bridge	4	
	10 or more year deeded easement on private land or other public land, for <u>just the bridge site</u>	3	
	3-9 deeded easement on private land or other public land, for <u>just the bridge site</u>	2	
	10 or more year land use agreement (LUA, not deeded) on private land or other public land	1	
	3-9 year land use agreement (LUA, not deeded) on private land or other public land	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	1	1
	20 miles or more	3	
	No other snowmobile trails connect. Explain:	4	
	DEDUCTIONS		
6	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	None	0
GRAND TOTAL			23

Comments/Notes:

19

Todd Bierman

From: Ratty, Mark - DOT <Mark.Ratty@dot.wi.gov>
Sent: Wednesday, January 10, 2024 9:23 AM
To: Todd Bierman; Handrick, Richard - DOT
Subject: RE: Rec Bridges
Attachments: dt1504.docx

For each location, we will require an engineered planset and all WisDNR permitting approved prior to WisDOT's approval. A Memorandum of Agreement (MOA) will be required between the County and WisDOT, outlining that County's responsibility to continue to maintain the structures.

Feel free to use this email for WisDOT's permission to apply for WisDNR permitting:

WisDOT – North Central Region, hereby extends permission to Vilas County and its agents to apply for a WisDNR permit to perform work related to construction of a snowmobile trail within the right of way of US 45 & Wis 47 in Vilas County. As a part of this work on US 45, replacement of an existing box culvert will be required. The old railroad bridge on Wis 47 over Mishanagon Creek will need to be rehabbed or replaced. WisDOT's permission for the work permit application includes the ability to apply to WisDNR for any permit requirements for work in these sensitive areas. Please contact Rich Handrick (715) 365-5716 or Mark Ratty (715) 365-5752 at WisDOT with any further questions.

Attached is an application to be completed and submitted for each location.

Has the County always been the one maintaining the structure along Wis 47? Has there been any tribal coordination with this proposed project?

From: Todd Bierman <tobier@vilascountywi.gov>
Sent: Thursday, January 04, 2024 3:02 PM
To: Ratty, Mark - DOT <Mark.Ratty@dot.wi.gov>; Handrick, Richard - DOT <Richard.Handrick@dot.wi.gov>
Subject: Rec Bridges

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good afternoon,

We have 2 potential bridge replacements that are located on DOT ROW. 1 on USH 45 ROW and one on STH 47 ROW.

The Sucker Creek Bridge is located 1.3 miles north of the STH 17 intersection in the Town of Lincoln. It is an old box culvert on the old railroad grade. This is currently a snowmobile and ATV/UTV Trail.

The Mishanagon Creek Bridge is 0.7 miles north of Matke Rd. and is an old railroad bridge. The abutments are starting to deteriorate. This is a current snowmobile trail.

Pennucci, Jeff F - DNR

From: Hays, Nicole M - DNR <nicole.hays@wisconsin.gov>
Sent: Tuesday, February 13, 2024 3:37 PM
To: Todd Bierman
Subject: Notes from MTG

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I apologize for my poor internet connection.

Deep Lake Rd.

Pan of footing does not trigger permitting so long as the boardwalk/pier is elevated. Meets the 5 foot wide out to 3 feet deep of water. vegetation removal above OHWM in a 30' wide strip over the lake is acceptable.

Hunter Lake

25' linear riprap 2:1 slopes H:V 1 foot above OHWM 3-4 into lakebed. Falls under exemption (see attached).

<https://dnr.wisconsin.gov/sites/default/files/topic/Waterways/checklist/ExemptionChecklist-Riprap.pdf>

Removal of breakwater structure does not trigger permitting.

Q Buckatabon : 5 ' wide pier 20' long meets exemption criteria can be replaced as permanent or seasonal under exemption.

<https://dnr.wisconsin.gov/sites/default/files/topic/Waterways/checklist/ExemptionChecklist-PierDockWharf.pdf>

https://dnr.wisconsin.gov/sites/default/files/topic/Waterways/pier_planner_082012.pdf

Oxbow Lake: See crossing GP for bridge/Culvert

https://dnr.wisconsin.gov/sites/default/files/topic/Waterways/checklist/GP/crossings_GP_checklist_2021.pdf

A crossing GP would be needed whether it is a culvert or a bridge

Wetland permit may be needed depending on amount of fill for the approach, could avoid with constructing bridge.

Sucker Creek- culvert exemption

<https://dnr.wisconsin.gov/sites/default/files/topic/Waterways/checklist/ExemptionChecklist-CulvertReplacementSameLocation.pdf>

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Nicole Hays

Water Management Specialist

Wetland & Waterway/Northern Region

Wisconsin Department of Natural Resources

107 Sutliff Ave. Rhinelander, WI 54487

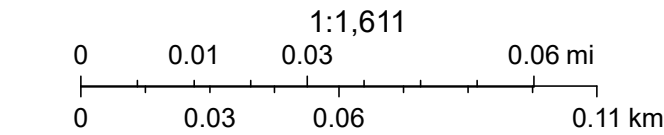
Phone: (715) 628-0069

Nicole.Hays@Wisconsin.gov

Sucker Creek Plat

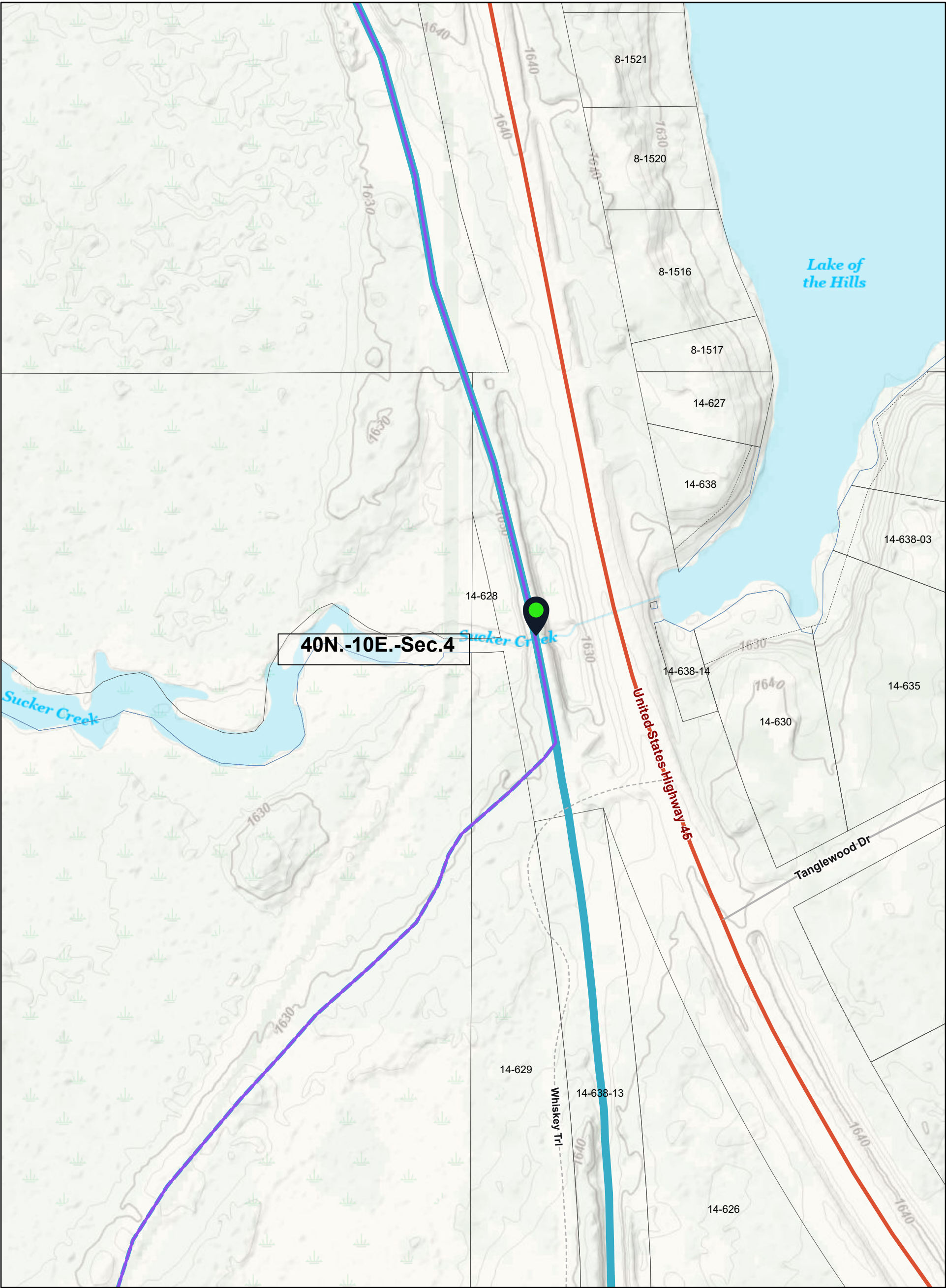


3/26/2024

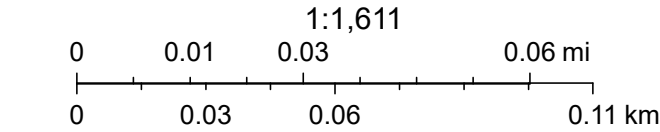


Created by Vilas County Mapping Department
Vilas County Land Information

Sucker Creek Topo



3/26/2024

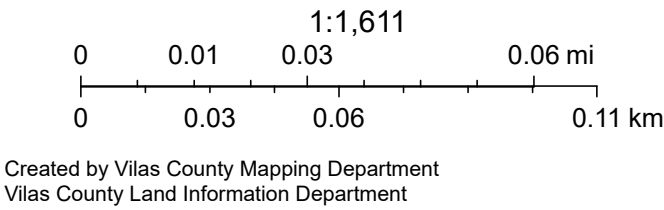


Created by Vilas County Mapping Department

Sucker Creek Culvert Aerial



3/26/2024





Sucker Creek Wetland



Legend

- Lake Class Areas
- Riverine/ditch Class Areas
- Wetland Class Areas
- Wetland Class Points
 - Dammed pond
 - Excavated pond
 - Filled/draind wetland
 - Wetland too small to delineate
 - Filled excavated pond
- Filled Points
- Wetland Class Areas
- Filled Areas
- Wetland Identifications and Confirmations
- Railroads

0.1 0 0.03 0.1 Miles

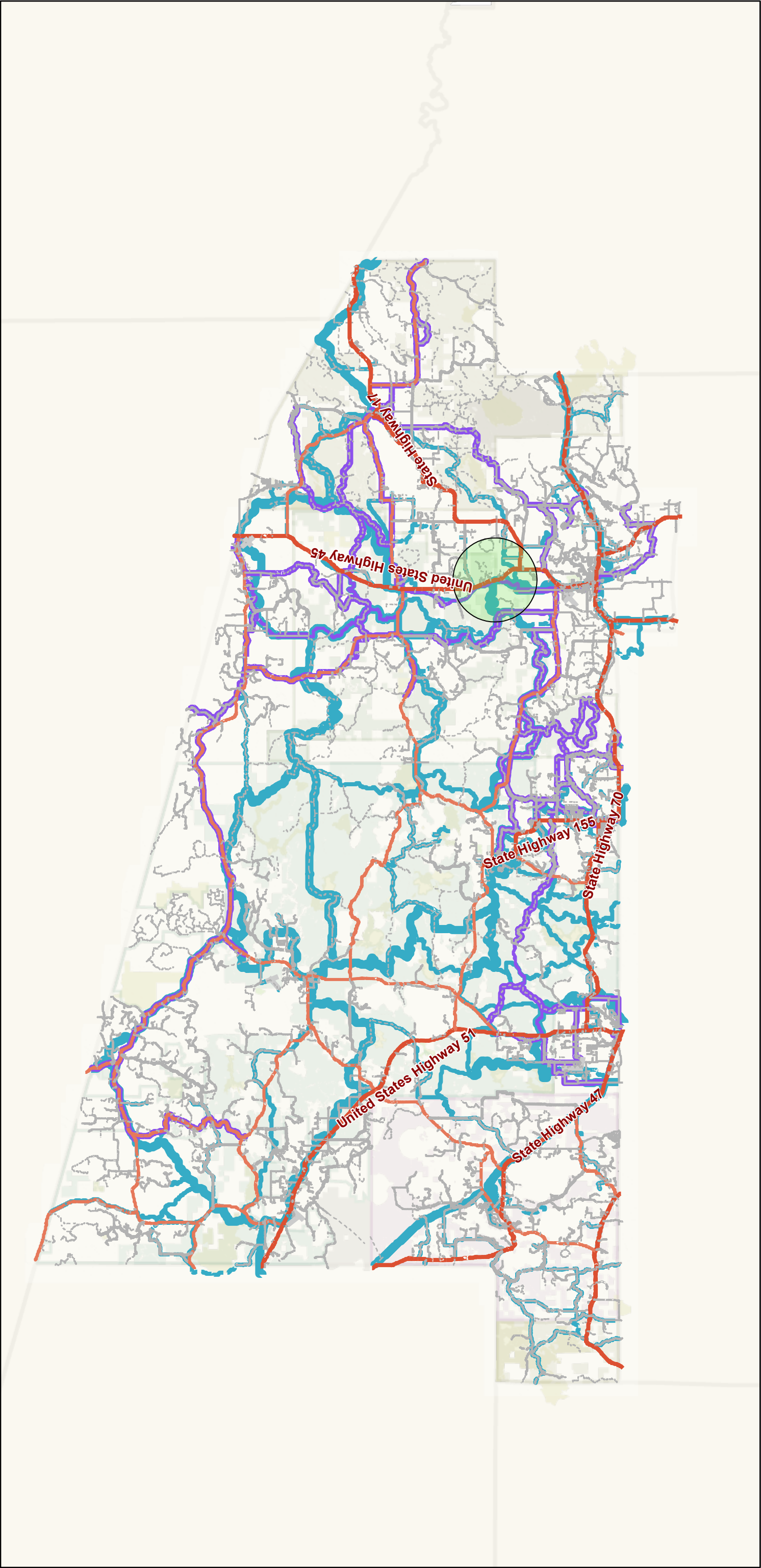
1:1,980

NAD_1983_HARN_Wisconsin_TM

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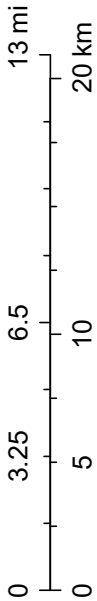
Notes

Vilas County ATV & Snowmobile Trails/Sucker Creek Project



3/26/2024

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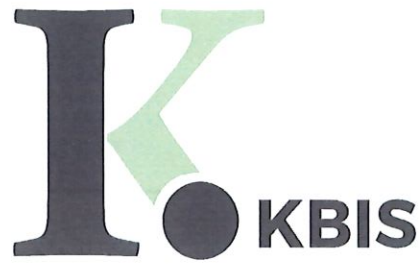


Created by Vilas County Mapping Department, Vilas County Land Information









Trail Bridge Inspection

Vilas County

Bridge Name

Vilas 39

Inspected By:

Patrick Hampston, P.E.

2/11/2024

Prepared By

KBIS, LLC





W7218 Hickory Lane
Phillips, WI 54555
wm.kbis@gmail.com
715.820.0095

Bridge Inspection Report

General Information

The structure in this report was inspected by certified Wisconsin Department of Transportation Bridge Inspectors. Patrick Hampston, P.E. is a Bridge Inspection Team Leader and NSTM certified inspector.

The bridge was inspected with trail use in mind, using normal vehicle bridge standard to determine the condition of the structure.

All recommendations made in the report are also considering the use of the trail. Trail bridges in general should have a load rating considering all the possible uses of the structure. Even though the bridges may be just for snowmobiles, several types of vehicles may use the structure.

KBIS, recommends as a minimum that bridge owners load rate all the structures in their inventory and post a single ton sign at each bridge. It is a "insurance" policy for the owner if the bridge is damaged by a user that should not be using the structure. Also, grooming/trail equipment is getting large every year, so bridges again should be rated.

Location information/General Description:

Lat and Long: 45.981400, -89.249994

Bridge Condition

Condition State (CS) 1-Good, CS2-Fair, CS3-Poor, CS4-Critical

Roadway above structure has CS3 wheel ruts.

All signs have CS2 map cracking or minor damage.

West end of the box culvert and wingwalls have extensive spalls. Borderline CS4, with the amount of section loss. NW wingwall is missing 1/2 of its thickness.

The box culvert was built for Railroad by the appearance of it. It is very resilient. The main worry would be loss of fill above and around the structure.

The box has CS2 scaling on the wetted perimeter. There is moderate spalling at the top of the east end of box. Channel has a highway culvert and low head dam immediately upstream.



W7218 Hickory Lane
Phillips, WI 54555
wm.kbis@gmail.com
715.820.0095

Bridge Inspection Report

Report Summary

NBI Ratings: 9-7 Good, 6-5 Fair, 4-3 Poor, 2-1 Critical, 0-Closed

Culvert # 4
Channel # 6

Overall Condition Poor

Recommendations/Maintenance Items:

Inspect on a regular schedule of 48 months.
Monitor the spalls on the West end of the structure.
Maintain proper drainage above the structure on the roadway.
CUT BRUSH AROUND THE ENTIRE STRUCTURE ANNUALLY

Signed By:



Digitally signed by Patrick
Hampston
Date: 2024.02.15
19:18:59 -06'00'

Patrick Hampston, P.E.

Bridge Inspection Report

Photo Observations



South bridge ahead / other signs

Bridge Inspection Report

Photo Observations



CS3 Roadway over structure

Bridge Inspection Report

Photo Observations



2022 CS3 road way over structure.

Bridge Inspection Report

Photo Observations



Looking upstream (highway culvert)

Bridge Inspection Report

Photo Observations



Looking downstream

Bridge Inspection Report

Photo Observations



North bridge ahead sign

Bridge Inspection Report

Photo Observations



Inlet elevation view

Bridge Inspection Report

Photo Observations



NE wingwall

Bridge Inspection Report

Photo Observations



SE wingwall

Bridge Inspection Report

Photo Observations



Spall on top of box, east end

Bridge Inspection Report

Photo Observations



CS2 scaling on wetted perimeter of box

Bridge Inspection Report

Photo Observations



Top of box

Bridge Inspection Report

Photo Observations



Outlet elevation view

Bridge Inspection Report

Photo Observations



SW wingwall

Bridge Inspection Report

Photo Observations



Top of box / headwall, west side

Bridge Inspection Report

Photo Observations



NW wingwall

Bridge Inspection Report

Photo Observations



NW wingwall section loss