

#15 Kewaunee Krok Creek Bridge

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 Kewaunee County			Check Recipient: Individual other than authorized individual to act on behalf of the applicant. <input checked="" type="checkbox"/> Select if the same as applicant.		
Individual Authorized to Act on Behalf of Applicant per Resolution Dave Myers			Check Recipient Name (Name to Appear on Check)		
Title Promotions & Recreation Director			Title		
Address E4280 County Road F			Address		
City Kewaunee	State WI	ZIP Code 54216	City	State	ZIP Code
Telephone Number 920-388-0444		Email Address myers.david@kewauneeco.org			

**Section 2: Project Information Required for all Projects**

Project Title Kewaunee County Bridge Rehab 2024-2025					Current Funded Miles	New Miles (if applicable)
County Kewaunee	Township N	Range E W	Section 1/4 1/4	1/4	GPS Coordinates: Lat. _____ Long. _____	

**Project Description Summary**

Kewaunee County proposes to demolish and remove the failing bridge over Krok Creek and replace it with an engineered structure that is larger and has the necessary weight rating.

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

**Estimated Cost**

Maintenance 56190	Acquisition	Insurance	Development	Bridge Rehab. 143,300	Trail Rehab.	Total Estimated Cost
Leave Blank – DNR Use Only						

**Applicant Certification**

Printed Name of Authorized Official Dave Myers	Official's Title Promotions & Recreation Director
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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

4/12/24  
 Date Prepared

# Motorized Recreation Grant Application

Form 8700-159 (R 02/2024)

Page 3 of 5

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

Bridge Rehab/Replace    
  New Bridge    
  Reroute with new bridge

County Kewaunee	Township 23 N	Range 24	<input checked="" type="radio"/> E <input type="radio"/> W	Section 30	<input type="checkbox"/> NW <input checked="" type="checkbox"/> NE	GPS Coordinates: Lat. 44.44337 Long. -87.62928
Water Body Name Krok Creek				Bridge Name Kewaunee-20		County Inventory Number 20
Funded Trail Name or Number (SNARS if applicable) KF-KR				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 <u>72.5x10</u> New Bridge/Culvert Size <u>70x12</u>		
Landowner Where Bridge is Located Wisconsin DOT				Telephone Number NA	Length of Trail Use Agreement (5 year minimum) NA	
Current maximum load <u>15000</u> lbs.		Age of Bridge 19 years		Bridge Material wood		
Proposed maximum load <u>25000</u> lbs.						
Sponsoring Club Name Kewaunee Moonriders				Club Contact Toby Cherovsky		Telephone Number 920-660-2531
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?		
What is the weight of your puller & drag/grading equipment? 14000 lbs						
What other recreational trail uses are planned for this bridge? None						
If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users?						

- 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

After inspection, bridge #20 on trail section KF-KR in Kewaunee County has been recommended for future replacement (Inspection paperwork is attached.) If approved, Kewaunee County will begin the process of applying for the required permits for this project including wetlands/delineation, H&H, waterways, DOT right of way permitting and any other required information. Currently the trail runs parallel to Highway 29 between Church and St. Peters Road and is approximately 40' or more from the roadway within the Department of Transportation Right of Way. If the bridge was closed the reroute would be approximately 8 miles away from the crossing dependent on direction of travel. Total cost of the project is estimated around 143,300.

**Appendix A (continued)**

**Summarize Costs in Appropriate Categories:**

**Bridge Structure**

	Quote 1	Quote 2
	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:	70x12	100x12
Bridge Manufacturer:	Custom	Wheeler
Design Weight Load	25000 lbs.	25000 lbs.
Cost of Structure:		
1. Engineering	\$ 3000	\$ _____
2. Structure	\$ 102600	\$ 150000
<b>Subtotal</b>	\$ _____	\$ _____

	Quote 1	Quote 2
	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate
<b>Installation Costs:</b>		
1. Engineering	\$ _____	\$ _____
2. Site Preparation	\$ 13300	\$ _____
3. Abutments	\$ _____	\$ _____
4. Pilings/Piers	\$ _____	\$ _____
5. Approaches	\$ _____	\$ _____
6. Riprap	\$ _____	\$ _____
7. Labor	\$ _____	\$ _____
8. Equipment Rental	\$ 4400	\$ _____
9. Culverts	\$ _____	\$ _____
10. H & H Study	\$ _____	\$ _____
11. Wetland Delineation	\$ _____	\$ _____
12. Other <u>permitting inspection</u>	\$ 20000	\$ 20000
<b>Subtotal</b>	\$ _____	\$ _____
<b>Total Cost</b>	\$ <u>143,300</u>	\$ <u>170,000</u>

**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	\$ _____
<b>Total</b>	\$ _____



# Custom Manufacturing, Inc.

606 Delco Drive, P.O. Box 279  
Clinton, WI 53525  
608-676-2282 Fax: 608-676-2283  
tina@custommfginc.com

# Quotation

6473

Please Indicate The Above Number When Ordering

To: Kewaunee County  
Promotions & Recreation  
E4280 County Road F  
Kewaunee, WI 54216

Date: April 5, 2024	Salesperson: Tina Forrest
Inquiry Date:	Inquiry Number

Estimated Ship Date	Shipped VIA	F.O.B	Terms
8 – 12 weeks	Best Way	Clinton, WI	Net 30
	Description	Price	Total
	2024 GRANT APPLICATION ESTIMATE		
1	70' Arched Bridge x 12' Wide - 25,000# Load Double Decked - 42" Horizontal Railing – Hardware On 2 sets of Galvanized Sill Pans	\$ 102,600.00	
	Stamped Engineered Drawings	3,000.00	
	Installation & Site Preparation (Gravel/Rip Rap)	13,300.00	
	Equipment Rental	3,200.00	
	Delivery Charges	1,200.00	
	Total		\$ 123,300.00
	The above prices do not include sales tax or any necessary permits.		
	Bridge kit includes all Steel I-Beams and Crossmembers, which are predrilled and have a red oxide primer finish, MCA Southern Yellow Pine treated lumber and all hardware. All lumber is Pre-Stained.		
	Bridge Kit Meets - WI DNR Guidelines – 25,000# Load		

We are pleased to submit the above quotation for your consideration. Should you place an order, be assured it will receive our prompt attention. This quotation is valid for 30 days. Thereafter it is subject to change without notice.

BY: Tina Forrest ACCEPTED: \_\_\_\_\_ DATE: \_\_\_\_\_

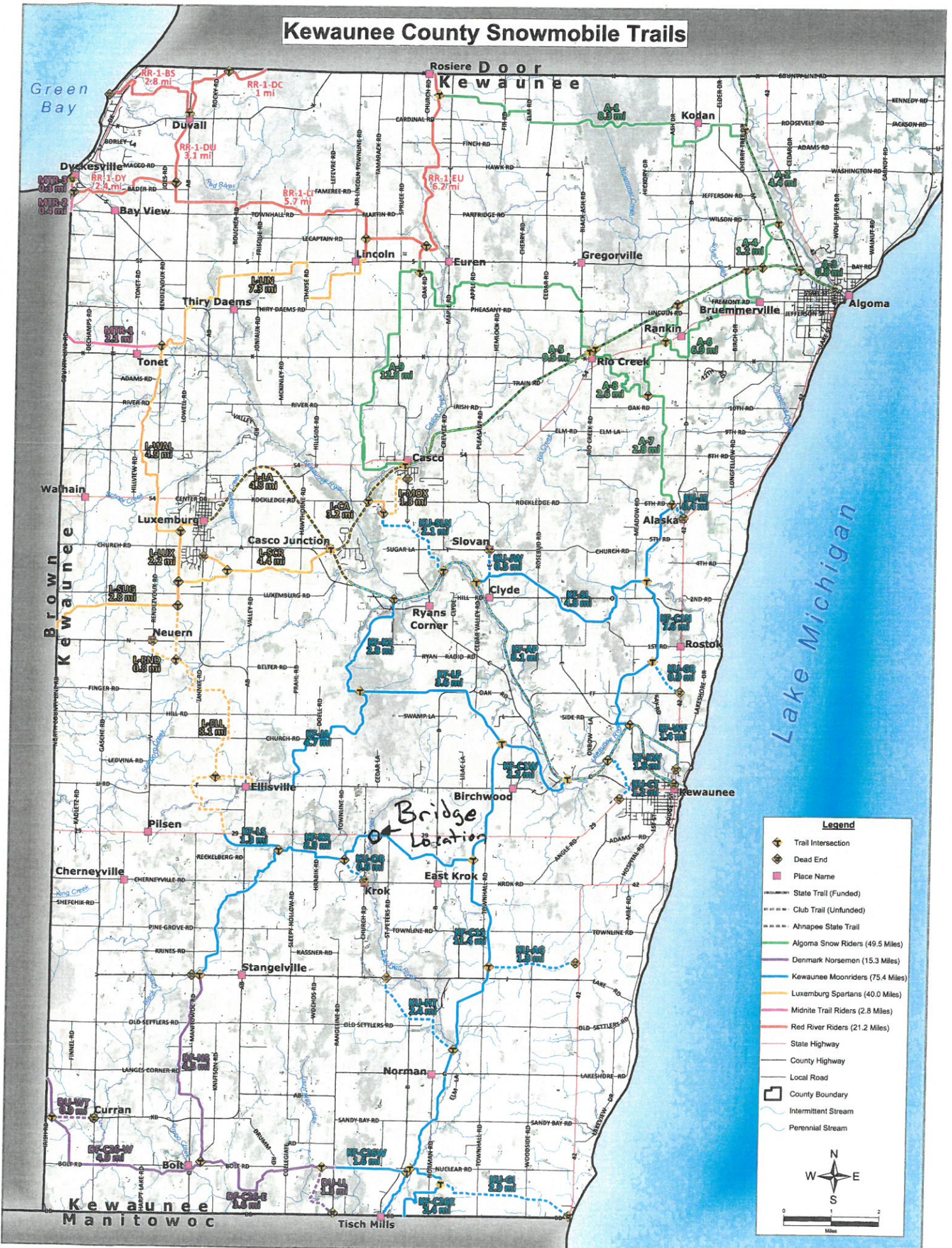
Guidelines for Applicant

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	<b>Condition of the Structure</b> (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	<b>Permits</b> (maximum points 4)		
	Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	0
	Permit in hand / Bridge already permitted	3	0
3	<b>Funding</b> (maximum points 2) Are other funds already committed?		
	50% or greater from other funding source(s)?	2	0
	11% - 49% from other funding source(s)?	1	0
4	<b>Length of Written Easements or Land Use Agreement</b> (max points 5)(ch. 23.09(26)(am)1 WI Stats)		
	On public land (County, State, Federal)	5	5
	10 or more year <b>deeded easement</b> on private land or other public land, for <u>all portions of that trail to the nearest road on each side of the bridge</u>	5	0
	3-9 year <b>deeded easement</b> on private land or other public land, for <u>all portions of that trail to the nearest road on each side of the bridge</u>	4	0
	10 or more year <b>deeded easement</b> on private land or other public land, for <u>just the bridge site</u>	3	0
	3-9 <b>deeded easement</b> on private land or other public land, for just the bridge site	2	0
	10 or more year land use agreement (LUA, not deeded) on private land or other public land	1	0
	3-9 year land use agreement (LUA, not deeded) on private land or other public land	0	0
5	<b>Miles Impacted</b> – 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	0
	No other snowmobile trails connect. Explain:	4	0
<b>DEDUCTIONS</b>			
6	<b>County Active Project Deduction</b> (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	0
<b>GRAND TOTAL</b>			<b>16</b>

Comments/Notes:

# Kewaunee County Snowmobile Trails

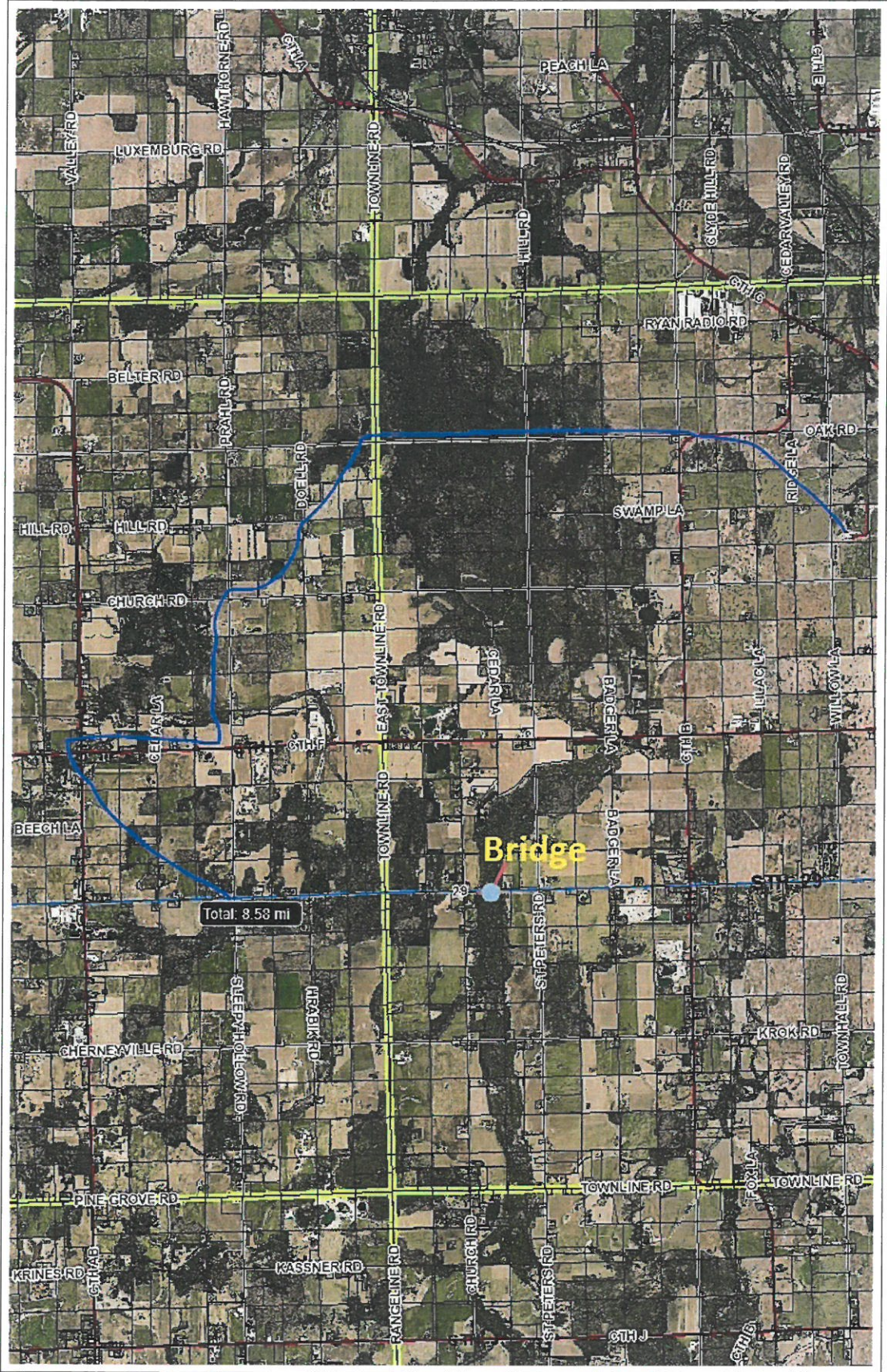


**Legend**

- Trail Intersection
- Dead End
- Place Name
- State Trail (Funded)
- Club Trail (Unfunded)
- Ahnapee State Trail
- Algoma Snow Riders (49.5 Miles)
- Denmark Norsemen (15.3 Miles)
- Kewaunee Moonriders (75.4 Miles)
- Luxemburg Spartans (40.0 Miles)
- Midnite Trail Riders (2.8 Miles)
- Red River Riders (21.2 Miles)
- State Highway
- County Highway
- Local Road
- County Boundary
- Intermittent Stream
- Perennial Stream

0 1 2  
Miles

N  
W E  
S



**Kewaunee County GIS**

**Kewaunee Bridge #20 Trail Section KF-KR**

DISCLAIMER: Kewaunee County does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.



**Kewaunee County**  
 Land Information Office  
 810 Lincoln St  
 Kewaunee, WI 54216  
 920-388-7190

SCALE: 1" = 4124'

Print Date: 4/12/2024



**Kewaunee County GIS**

Kewaunee Bridge #20 Trail Section KF-KR

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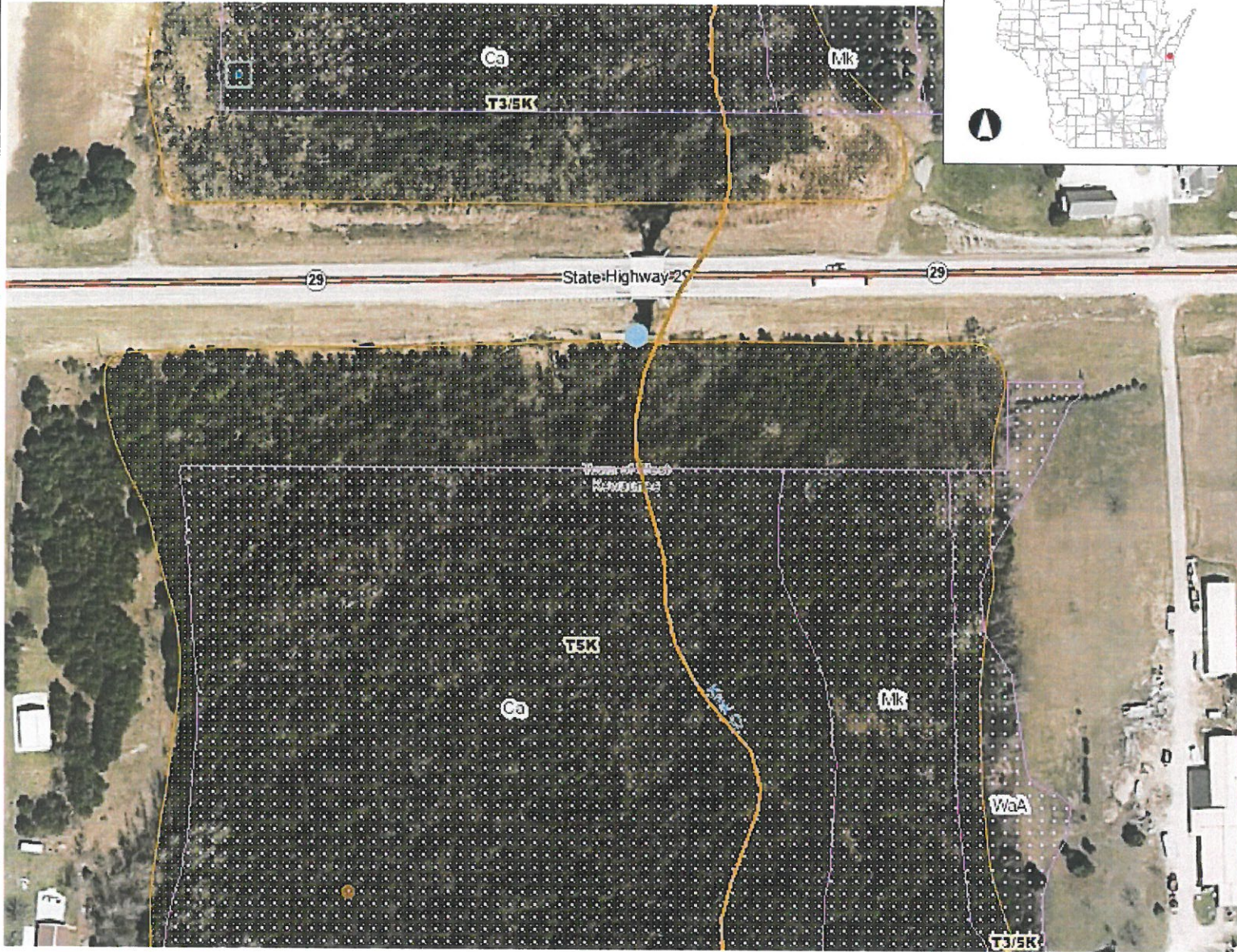
SCALE: 1" = 99'

Print Date: 4/12/2024





# Surface Water Data Viewer Map



## Legend

- Wetland Indicators
- 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
- PNW-ASNRI Sensitive Areas of Lakes
- PNW-ASNRI Wild and Scenic Rivers
- PNW-ASNRI Outstanding and Exceptional Streams
- PNW-ASNRI Trout Streams
- PNW-ASNRI Wild Rice Streams
- PNW-ASNRI Outstanding and Exceptional Lakes
- PNW-ASNRI Special Area Management Plan Streams
- PNW-ASNRI Special Wetlands Inventory Study Streams
- PNW-ASNRI Coastal Wisconsin Wetlands Streams
- PNW-ASNRI Special Area Management Plan Areas
- PNW-ASNRI Special Wetlands Inventory Study Areas
- PNW-ASNRI Coastal Wisconsin Wetlands Areas
- PNW-ASNRI Wild Rice

## Notes

DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the DNR Legal Notices web page: <http://dnr.wi.gov/legal/>

0.1                      0                      0.03                      0.1 Miles

NAD\_1983\_HARN\_Wisconsin\_TM

1: 1,980

STH 29 - Snowmobile Bridge - Location Map



Kewaunee County GIS  
Snowmobile Bridge

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Kewaunee County  
Land Information Office  
810 Lincoln St  
Kewaunee, WI 54216  
920-388-7190

SCALE: 1" = 101'

Print Date: 3/26/2024



West Approach Looking East



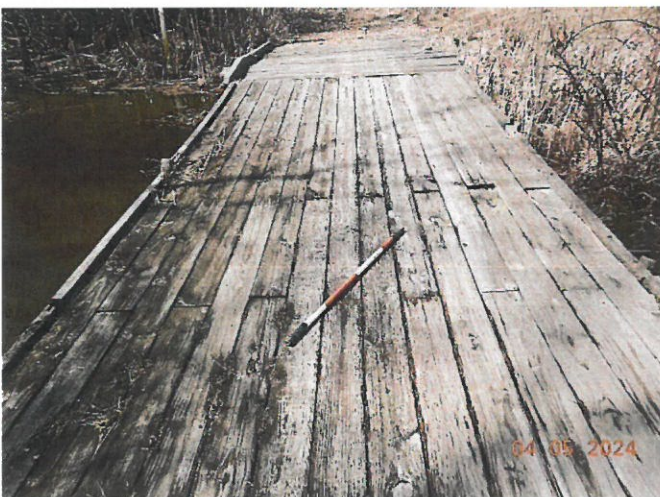
North Profile



Upstream Channel



Downstream Channel



Typical Wearing Surface of Main Span



West Approach Span – Overview of Rotten Deck Boards



Typical Vegetation Growth in between Deck Boards



Gap Between Approach Span and Main Span (West Shown)



Main Span – Wearing Deck Board Removed Showing Minor to Moderate Rotten Transverse Boards



Typical Surface Rot of Transverse Deck Boards



Main Span – Wearing Deck Board Removed Showing Minor to Moderate Rotten Transverse Boards



Typical Surface Rot of Transverse Deck Boards



Typical Deterioration of the Transverse Deck Board Ends



Sag in Main Span



2.5 Inch Sag over 4 Feet



South Fascia Timber Girder (Pole) with Minor Splinter and Section Loss



South Fascia Timber Girder (Pole) with Minor Splinter and Section Loss



Typical Checks and Surface Rot of Timber Girders (Poles).



Typical Timber Pier on Channel Banks (Southwest Quadrant Shown)



West Bank Timber Pier Log with 100% Section Loss of the Center with 14 inches of Penetration



West Bank Timber Pier Log with Moderate Surface Rot and Deterioration



Southeast Quadrant with no Support of the Main Span



Loose and Missing Timber Supports in the Southeast Quadrant

# BRIDGE INSPECTION REPORT

Wisconsin Dept. of Transportation  
DT2007 7/2003 (Replaces DT1544) s.84.17 Wis. Stats.

## Inventory Data

Feature On: <u>Snowmobile Trail Along STH 29</u>		Maintainer: <u>Kewaunee County Parks – Promotion &amp; Recreation</u>	Structure Number: <u>STH 29 – Snowmobile Bridge</u>	
Feature Under: <u>Krok Creek</u>		Sect/Twn/Rng:		
Location: <u>44.44337, -87.62928</u>		County: <u>Kewaunee</u>	Municipality: <u>Town of West Kewaunee</u>	
Inv Rating: -	Rdwy Width: <u>10'</u>	Deck Width: <u>10'</u>	Existing Posting: -	
Oper Rating: -	Total Length: <u>72.5'</u>	Deck Area: <u>725 SF</u>	ADT On: -	Yr: - ADT Under: - Yr: -

## Inspection Type (\* = Additional Applicable Form(s) Required)

	Routine Visual	Fracture Critical*	In-Depth*	UW-Dive*	UW-Surv.*	UW-Probe/Visual*	Movable*
Last Insp.		-	-	-	-	-	-
Frequency		-	-	-	-	-	-
Recom. Freq.	<u>12 Months</u>	-	-	-	-	-	-
	Initial*	Damage	Interim	Load Posted	SI & A Field Review*		
Last Insp.	<u>4/5/2024</u>	-	-	-	-	-	-
Frequency	N/A	-	-	-	-	-	-
Recom. Freq.	N/A	-	-	-	Item No. Needing Change		

## Load Rating Information

Overburden	File Meas. (in): -	File Insp. Date: -	Insp. Meas. (in): -	Type: -
Section Loss	File Meas. (%): -	File Insp. Date: -	Insp. Meas. (%): -	Describe: -
Should structure be re-rated for load carrying capacity? (Y/N) <u>N</u>			Reason: -	Date last rated: -

## Expansion Joints

Location	Type	Temp.			Signing Condition			Comments
		File Insp. Date	File Insp. (in.)	New Insp. (in.)	Type of Marker	File	Y N N/A	
					Bridge Markers			
					Narrow Bridge			
					One Lane Road			
					Vertical Clearance			
					Weight Limit			
					Other(Addl. Sign)			

## Clearances (Cardinal = N or E)

Clearances (Cardinal = N or E)	File Meas. (ft.)	File Date	New Meas. (ft.)
Min. Vertical Clearance Under (Cardinal)			
Min. Vertical Clearance Under (Non-Cardinal)			
Min. Vertical Clearance On			

## Structure Type

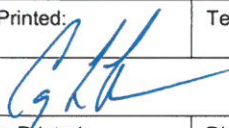
## Construction/Rehabilitation History

Material	Configuration	# of Spans	Overall Length (ft)	Year	Work Performed	Plan	Shop
<u>Timber</u>	<u>Deck with Girders</u>	<u>3</u>	<u>72.5</u>				

## Inspection Information

Special Requirements	Y/N	Comments
Traffic Control		
Access Equipment	<u>Y</u>	<u>Waders</u>
Other		

## Inspector Information

Team Leader Name and No. Printed: <u>Cory L. Thomson (9550)</u>		Team Member(s) Name(s) Printed:	
Team Leader Signature: 	Insp. Date: <u>4/5/2024</u>	Inspection Agency: <u>CONSULTANT (10)</u>	
District/Local Manager and No. Printed:	District/Local Manager Signature:		Review Date:

Element Inspection (X) Check Elements Inspected						Structure Number: STH 29 – Snowmobile Bridge				
Ck	Elem	Defect	Description	Unit	Total QTY	Quantity in Condition States				
						1	2	3	4	
	31		Timber Deck	SF	725		399	304	22	
<p><b>Comments:</b> All approach deck boards have minor to moderate checks and wear damage down the center. Deck boards are weathered with up to ¼-inch surface rot. The west approach span has two deck boards that are in severe condition with up to 30% section loss (CS4 = 22 SF). The east approach span has one deck board that is completely split and another one that is severely rotten (CS3 – 24 SF). The rest of the deck boards in both approach spans are in CS2.</p> <p>The main span has longitudinal timber wearing boards and transverse timber deck boards. The wearing boards are heavily weathered with surface rot up to ¼ inch and a few loose boards. The boards are loose because the surface of the transverse deck boards are rotten, so the fasteners don't hold. Two of the longitudinal wearing boards were removed to inspect the transverse deck boards. The transverse deck boards have surface rot up to ½ inch deep and random boards with up to 10% section loss. The ends of the transverse boards have wide checks and are severely weathered. The main span is in CS3 because of the condition of the transverse deck boards – 280 SF.</p> <p>The timber curb/fascia board in the southwest quadrant is broken and no longer attached at the joint between the approach span and main span.</p> <p>The entire main span moves up and down approximately 2 inches when a person bounces on the deck. This is caused because there is no support for the main span deck in the southeast quadrant.</p>										
	111		Timber Girder (Pole)	LF	358		134	224		
<p><b>Comments:</b> There are 3 timber poles that support the timber deck in the west and east approaches. There are 8 timber poles that support the main span. All timber poles have minor to moderate checks and weathering with up to ¼ inch surface rot (CS2 – 134 LF). The south fascia timber pole of the main span is splintered with 5% section loss. This was viewed when the longitudinal wearing board was removed.</p> <p>There is 2.5-inch sag over 4 feet of the main span (CS3 – 224 LF). This may be because of the loss of support in the southeast quadrant.</p>										
	212		Timber Pier Wall	LF	24			12	12	
<p><b>Comments:</b> The ends of the main span at the edge of the banks are supported by a timber pier that consist of several different timber blocks and logs. The approach spans are also supported by this built-up timber pier. The beginning of each approach spans rest directly on the ground with no visible supports.</p> <p>The log support of the west bank timber pier has moderate to heavy rot and deterioration. The north end of the log has section loss at the center of the log that is 6-inch diameter and with 14 inches of penetration. The outer portion of the log support also has moderate surface rot with minor section loss up to ¼ inch. The log support is also split and has end shakes (CS3 – 12 LF).</p> <p>The timber pier of the east bank is in serious condition. The supports in the southeast quadrant are no longer present and do not support the timber girders and deck. The entire main span moves up and down approximately 2 inches when a person bounces on the deck. This is caused because there is no support for the main span deck in the southeast quadrant (CS4 – 12 LF).</p>										

**General Inspection/Maintenance Notes**

Structure is orientated/inventoried from west to east.

Channel banks are heavily vegetated and appear to be stable. Minor to moderate vegetation and brush in channel downstream of bridge.

The STH 29 bridge is just upstream of the snowmobile bridge.

Inspection completed during high flows. The water depth in the main channel was approximately 4 to 5 feet deep.

NBI Ratings						Maintenance Recommendations		
NBI	File	New	NBI	File	New	Item	Priority	Comments
Deck		4	Culvert		NA	Long term recommendation	High	Begin planning and schedule structure for replacement.
Superstructure		5	Channel		9	212 – Timber Pier Wall	High	Short term recommendation. Replace the missing timber supports in the southeast quadrant to support the main span girders and deck.
Substructure		2	Waterway		8	31 – Timber Deck	High	Remove and replace the rotten and deteriorated approach deck boards.
						31 – Timber Deck	High	Remove and replace the timber curb/fascia in the southwest quadrant.
						31 – Timber Deck	Low	Remove and replace the transverse and wearing surface deck boards of the main span.