

## S-17 Bayfield 18 Mile Creek Bridge

State of Wisconsin  
Department of Natural Resources  
[dnr.wi.gov](http://dnr.wi.gov)

### Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 02/2024)

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 type="checkbox"/> Select if the same as applicant.		
Bayfield County Forestry and Parks					
Individual Authorized to Act on Behalf of Applicant per Resolution			Check Recipient Name (Name to Appear on Check)		
Jason Bodine					
Title			Title		
Forestry and Parks Administrator					
Address			Address		
117 East 5th Street					
City	State	ZIP Code	City	State	ZIP Code
Washburn	WI	54891			
Telephone Number		Email Address			
(715) 373-6114		jason.bodine@bayfieldcounty.wi.gov			

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

Project Title					Current Funded Miles	New Miles (if applicable)
18 Mile Creek Trestle Bridge					464.2	
County	Township	Range	Section	1/4 1/4	1/4	GPS Coordinates:
Bayfield	45 N	6 <input type="radio"/> E <input checked="" type="radio"/> W	21	NE	NE	Lat. 46.371475
						Long. -91.114221

#### Project Description Summary

Stone masonry abutments on the west end of the bridge are crumbling and need to be replaced. A temporary repair was completed by Bayfield County in October of 2023 to mitigate further deterioration. Caps on piers 8 and 9 are mushrooming due to internal deterioration and need to be replaced.

Without the necessary and critical repairs to this bridge, this historical structure will no longer be suitable for public use, will continue to erode until the point of failure, and will eventually fall into 18-mile creek and the surrounding flood plain.

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

#### Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
						<b>\$239,808</b>

Leave Blank – DNR Use Only

#### Applicant Certification

Printed Name of Authorized Official	Official's Title
Jason Bodine	Forestry and Parks Administrator

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

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 Bayfield	Township 45 N	Range 6	<input type="radio"/> E <input checked="" type="radio"/> W	Section 21	¼ ¼ NE	¼ NE	GPS Coordinates: Lat. 46.371475 Long. -91.114221
Water Body Name Eighteen Mile Creek				Bridge Name Trestle Bridge		County Inventory Number N/A	
Funded Trail Name or Number (SNARS if applicable) 63				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 checked="" type="radio"/> Private property <input type="radio"/> Public property				Old Bridge/Culvert Size 587 ft New Bridge/Culvert Size _____			
Landowner Where Bridge is Located				Telephone Number		Length of Trail Use Agreement (5 year minimum)	
Current maximum load _____ lbs.		Age of Bridge		Bridge Material			
Proposed maximum load _____ lbs.		135		Treated timber and steel			
Sponsoring Club Name Drummond Dirt-Sno Jacks				Club Contact Alyssa Frierhood		Telephone Number (715) 580-0562	
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? 25,000#			
What is the weight of your puller & drag/grading equipment? 22,000-24,000							
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**

The primary goal is to complete repairs to a historical, nearly 600' long, steel tower railroad trestle bridge that was constructed in 1889, and re-open this portion of the snowmobile trail to public use.

Project includes preparing current trail for access to bridge, both east and west sides. West end abutment repair: lifting and supporting bridge, remove old stone masonry abutments, build forms and pour new concrete abutments, allow for curing and then reset bridge. Piers 8&9 cap replacement: lifting and supporting bridge, replacing wood caps and reset bridge.

Please note, the "Short History of the Railroad Bridge over 18-Mile Creek" document that provides a greater level of detail regarding the construction and local historical significance of this railroad trestle bridge.

Also note, the information taken from John Marvig's Railroad Bridge Photography webpage, which provides additional material on the trestle bridge and associated railroad.



**Appendix A (continued)****Summarize Costs in Appropriate Categories:****Bridge Structure****Quote 1**☒ Steel ☐ Wooden**Quote 2**☐ Steel ☐ WoodenBridge Dimensions: 16x587Bridge Manufacturer: Lassig Bridge & Iron Works of Chicago

Design Weight Load \_\_\_\_\_ 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 \$ \_\_\_\_\_

2. Site Preparation \$ \_\_\_\_\_

3. Abutments \$ 100,0004. Pilings/Piers \$ 15,000

5. Approaches \$ \_\_\_\_\_

6. Riprap \$ \_\_\_\_\_

7. Labor \$ 24,8088. Equipment Rental \$ 60,000

9. Culverts \$ \_\_\_\_\_

10. H &amp; H Study \$ \_\_\_\_\_

11. Wetland Delineation \$ \_\_\_\_\_

12. Other Inspection \$ 40,000**Subtotal** \$ 239,808**Total Cost** \$ 239,808

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

**For the application grant, you must take the lowest of the two quotes.****Entire Deck and Railing Projects**☒ Contractor ☐ Sponsor ☐ ClubBridge Dimensions: 16x587

Design Weight Load \_\_\_\_\_ lbs.

1. Materials \$ 115,0002. Labor \$ 124,808**Total** \$ 239,808

# BAYFIELD COUNTY HIGHWAY DEPARTMENT

[illegible]



A few of these stones have cracked through the stone and along the masonry lines with differential movement identified. Temporary repairs were installed in January 2023 which was re-inspected in September 2024 and appeared intact. Photos in Attachment 2 indicate repairs needed on the West Abutment.

Estimates for repairs of the West Abutment include removal of the unsound stone masonry portions of the abutment and replacement with reinforced concrete. The estimates include materials and labor for this work excluding work required for site access. It should be noted that design costs were not included in the estimate.

- West Abutment Repairs - \$80,000

If Piles are required for this work:

- West Abutment Repairs (with Piles) - \$100,000

Attachment 3 includes an estimate for the construction Time of Completion for a year 2026 construction.

#### Crane Rental

It is recommended that the work for West Abutment repairs, specifically removal of existing stones, be completed while Span 1 is supported by a 90-ton crane due to the possibility of fallen stones. An estimate for crane rental includes a 4-week rental, although this amount of time may not be needed. Photos in Attachment 2 indicate Span 1 which is required to be supported.

- Crane Rental (90-ton for 4 weeks) - \$60,000

#### In-depth Inspection

An In-depth (or Hands-on) inspection of this structure is recommended following repairs and maintenance work. The initial visual inspection of the structure was not intended to be a complete a conclusive observation of the entire steel framework and connections. The costs for an In-depth Inspection include access to the entire structure (min. 80-ft height) along with the inspection services. However, installation of a "catwalk" would provide access to the framework of the structure with access to the towers the only costs. Photos in Attachment 2 indicate typical framework.

Estimates for this inspection include inspection, access costs, and construction of catwalk.

- Inspection Services (w/out access) - \$5,000
- Access Services - \$10,000
- Catwalk Costs - \$25,000

Please note that Catwalk costs include material costs only.

**A Summary** of the estimated costs include:

- 1) Piers #8 & #9 Cap Replacement - \$ 15,000
- 2) West Abutment Reconstruction - \$ 80,000 (\$ 1000,000 w/ piles)
- 3) Crane Rental (4 wks) - \$ 60,000
- 4) In-depth Inspection (options)
  - Inspection Services (w/out access) - \$ 2,000 to \$ 5,000
  - Access Services - \$ 10,000
  - Catwalk Installation - \$ 25,000

Thank you and please feel free to call me if you should have any further questions.



10/3/24

William J. Kovaleski, Jr PE



# BAYFIELD COUNTY

## Snowmobile Map 2023-24

### LEGEND

#### Snowmobile Trail Symbols

- Groomed Snowmobile Trail
- Plowed Road - Not Groomed
- Lake Trail
- Trail Segment not in Bayfield County

#### Roads

- Federal
- State
- County
- Town
- Forest
- Private

#### Other Symbols

- Unincorporated Villages
- Federal Land
- Apostle Islands National Lakeshore & Wild and Scenic River
- State Land
- County Land
- Red Cliff Reservation Boundary
- Township Border
- Lakes
- Rivers
- Sections
- Address Grid
- Trailhead
- Restrooms



FOR  
EMERGENCY  
MEDICAL  
ASSISTANCE,  
CALL OR TEXT  
911.

Please provide your location, look for the nearest addressing number sign and trail intersections to the nearest roadway.

**55050**  
COUNTY RD.

- RIDE SAFELY
- RIDE SOBER
- STAY ON MARKED TRAILS

Prior to Ice Crossing, check locally for conditions, crossings are not inspected and are used at your own risk.

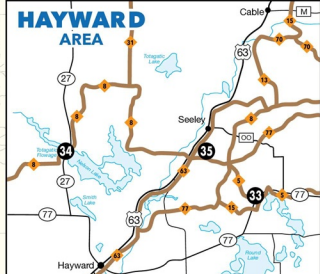
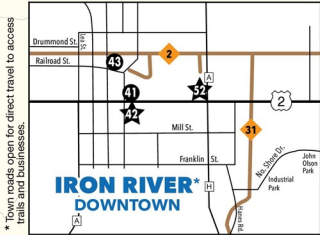
The Bayfield County Snowmobile Alliance assumes no liability as to machines, individuals, or accuracy of trails.

The snowmobile trails you will ride in Bayfield County have been created through the efforts of the Bayfield County Snowmobile Alliance in cooperation with Bayfield County.

**Avenza**  
SYSTEMS INC.  
**Don't forget the Avenza App!**  
Use the "free" app on your mobile device to download this trail map while you have Wi-Fi or cell reception and then locate yourself via GPS while you are out on the trails!  
**DOWNLOAD THE APP NOW!**

Rights to all information contained on the Bayfield County Map are reserved by Bayfield County. No information on the Bayfield County Snowmobile Map may be reproduced in any form without the written consent of Bayfield County. Cartography by: Bayfield County Land Records Department. © 2023.

This map is produced and distributed by the Bayfield County Tourism Department in cooperation with the Bayfield County Forestry and Parks Department and the Bayfield County Snowmobile Alliance.



### Stop by these businesses and express your thanks for their support!

★ = Gas Available

- ★ ASHLAND SUPER 8, Ashland
- ★ PAGAC'S BAR, Ashland
- ★ BARNES TRADING POST, Barnes
- ★ JIM'S BAIT & CONVENIENCE STORE, Barnes
- ★ THE KOFFEE KUP, Barnes
- ★ P.J.'S CABIN STORE, Barnes
- ★ R-C'S DECOY INN, Barnes
- ★ TRACK'S INN, Barnes
- ★ THE BAYFIELD INN, Bayfield
- ★ BRULE RIVER MOTEL & CAMPGROUND, Brule
- ★ KRO BAR AND GRILL, Brule

- ★ AMMO'S EVERGREEN TAVERN, Cable
- ★ CABLE TRIPLE G, Cable
- ★ GARMISH INN, Cable
- ★ HANK'S LANDING, Cable
- ★ LAKEWOODS RESORT & SPORTS BAR, Cable
- ★ THE LOON SALOON, LLC, Cable
- ★ MOGASHEEN RESORT, Cable
- ★ NORTH COUNTRY VACATION RENTALS, Cable
- ★ PIONEER BAR, Cable
- ★ STAUDENMEYER'S FOUR SEASONS RESORT, Cable
- ★ TELEMAR NORTHWOODS LODGING, Cable
- ★ CLAM LAKE JUNCTION, Clam Lake

- ★ FAT RADISH, Cornucopia
- ★ POND-A-ROSA, Cornucopia
- ★ SISKIWIW RIVER CABINS, Cornucopia
- ★ FLYING EAGLE RESORT, Delta
- ★ FROSTY'S OUTPOST, Delta
- ★ PINE POINT LODGE, Delta
- ★ SCENIC DRIVE RESORT, Delta
- ★ HUNTER'S GENERAL STORE, Drummond
- ★ MAM'S Y-GO-BY, Gordon
- ★ HAYWARD POWER SPORTS, Hayward
- ★ NELSON LAKE LANDING RESORT & MOTEL, Hayward
- ★ RUNAMUK RIDES, Hayward

- ★ THE CRANBERRY OVER SUPERIOR, Herbster
- ★ ELSIE BLUE GENERAL STORE, Herbster
- ★ INO BAR & GRILL, Ino
- ★ BIRCH GROVE CAMPGROUND BAR & GRILL, Iron River
- ★ BUSKEY BAY RESORT, Iron River
- ★ LIQUOR IN THE WOODS, Iron River
- ★ O'BRIEN'S C-STORE, Iron River
- ★ THE OTHER PLACE BAR & GRILL, Iron River
- ★ TRI LAKE TIMBERS, Iron River
- ★ LULICH IMPLEMENT, INC., Mason
- ★ NORTHLAND LAWN, SPORT & EQUIPMENT, Mason
- ★ SELL'S PINE CREEK PIT STOP, Moquah

- ★ HOLIDAY PINES RESORT, Port Wing
- ★ JOHNSON'S STORE, Port Wing
- ★ THE COPPER CROW DISTILLERY, Red Cliff
- ★ LEGENDARY WATERS RESORT & CASINO, Red Cliff
- ★ CENEX GAS & CONVENIENCE STORES, Ashland, Iron River, Brule & Washburn
- ★ NAPA AUTO PARTS, Washburn
- ★ PATSY'S BAR & GRILL, Washburn
- ★ SPARKY'S BAR & GRILL, Washburn
- ★ WASHBURN HARDWARE & SPORT, Washburn
- ★ THE WASHBURN INN, Washburn
- ★ VALHALLA VIEW PUB 'N' GRUB, Washburn

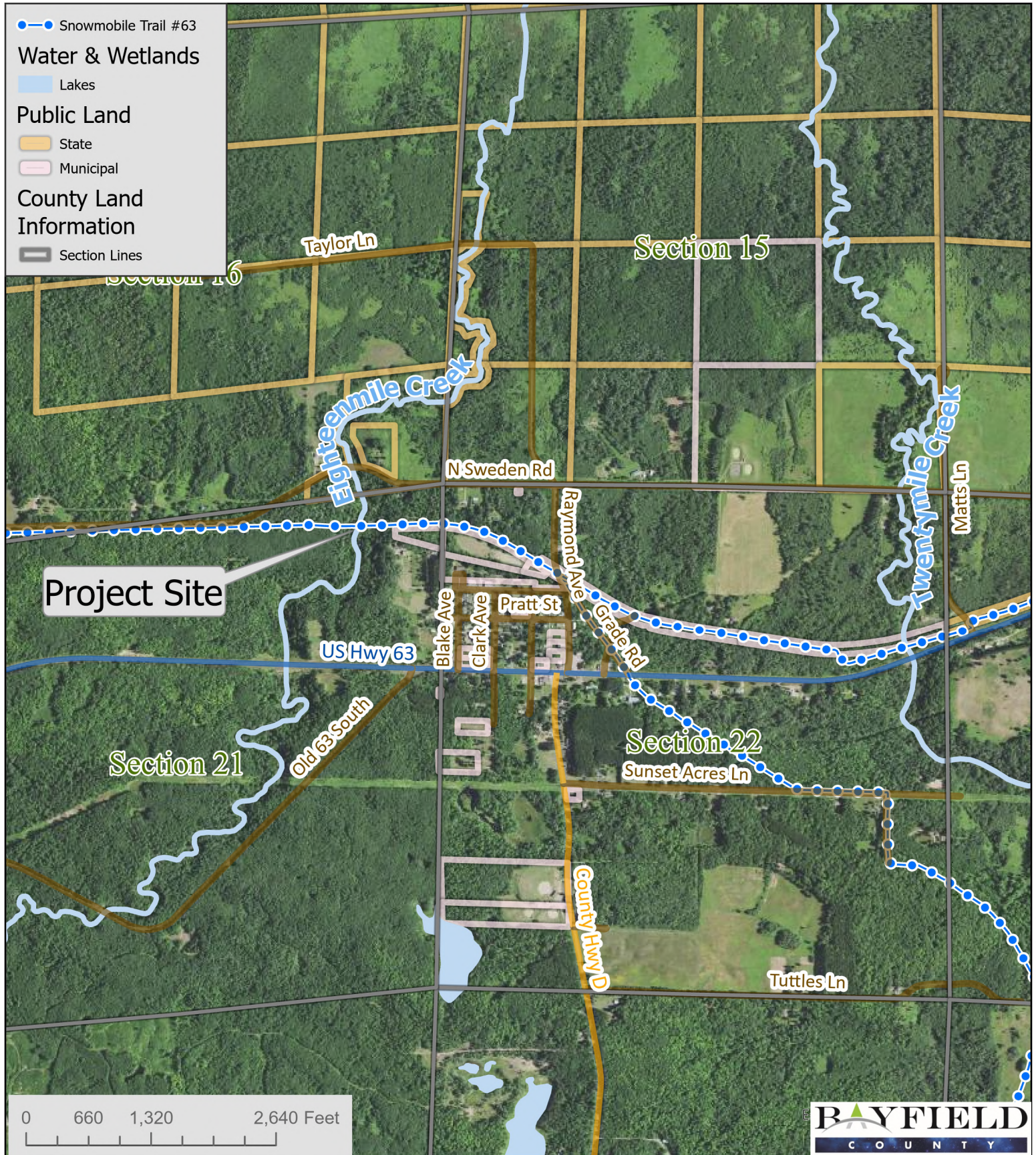




# Bayfield County Snowmobile Trail #63

## Eighteen-mile Creek Bridge - Aerial Imagery Site Map

### T.45N R.6W Town of Grandview



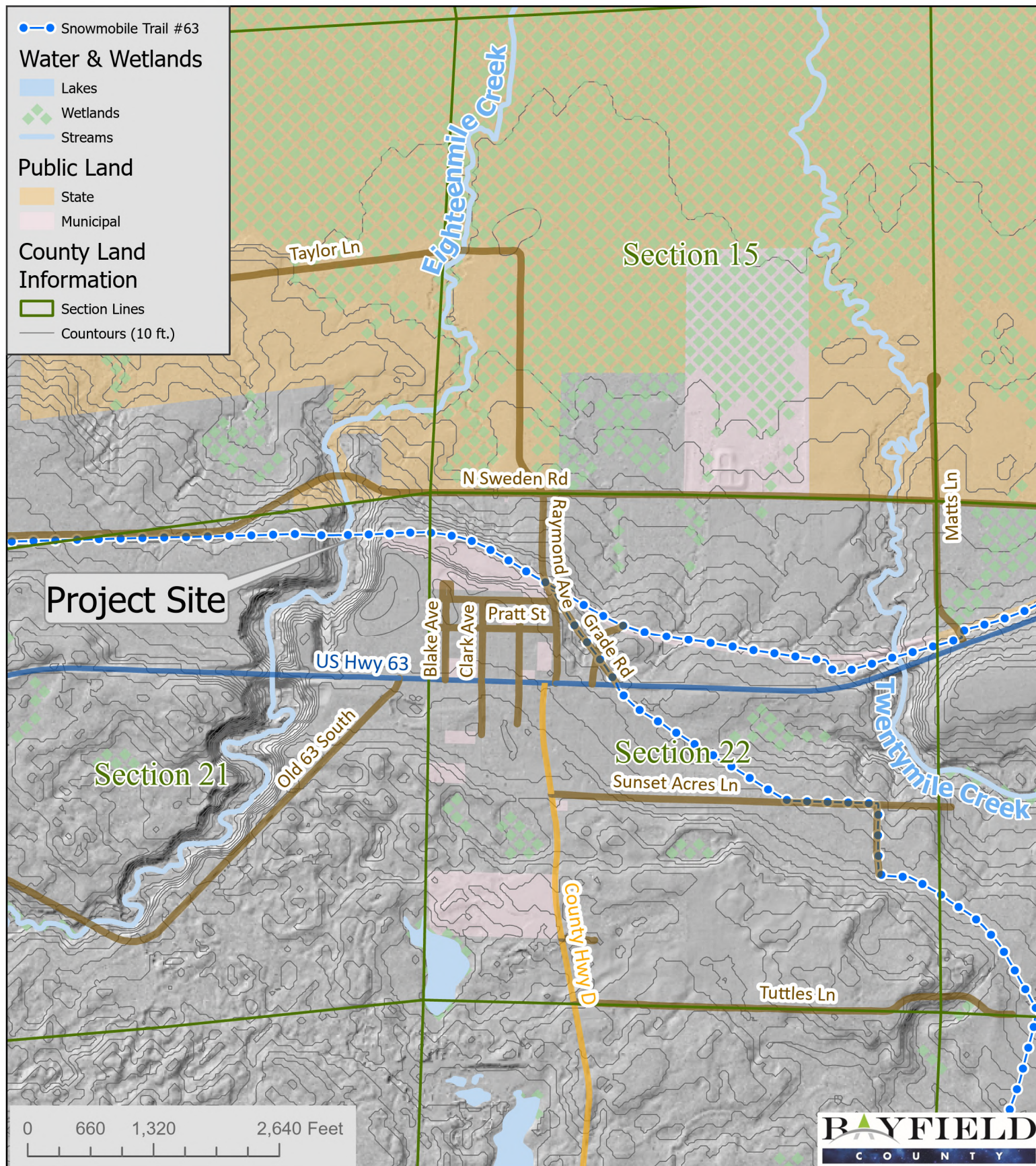
Imagery Source: NAIP 2022



# Bayfield County Snowmobile Trail #63

## Eighteen-mile Creek Bridge - Topo & Wetland Site Map

### T.45N R.6W Town of Grandview

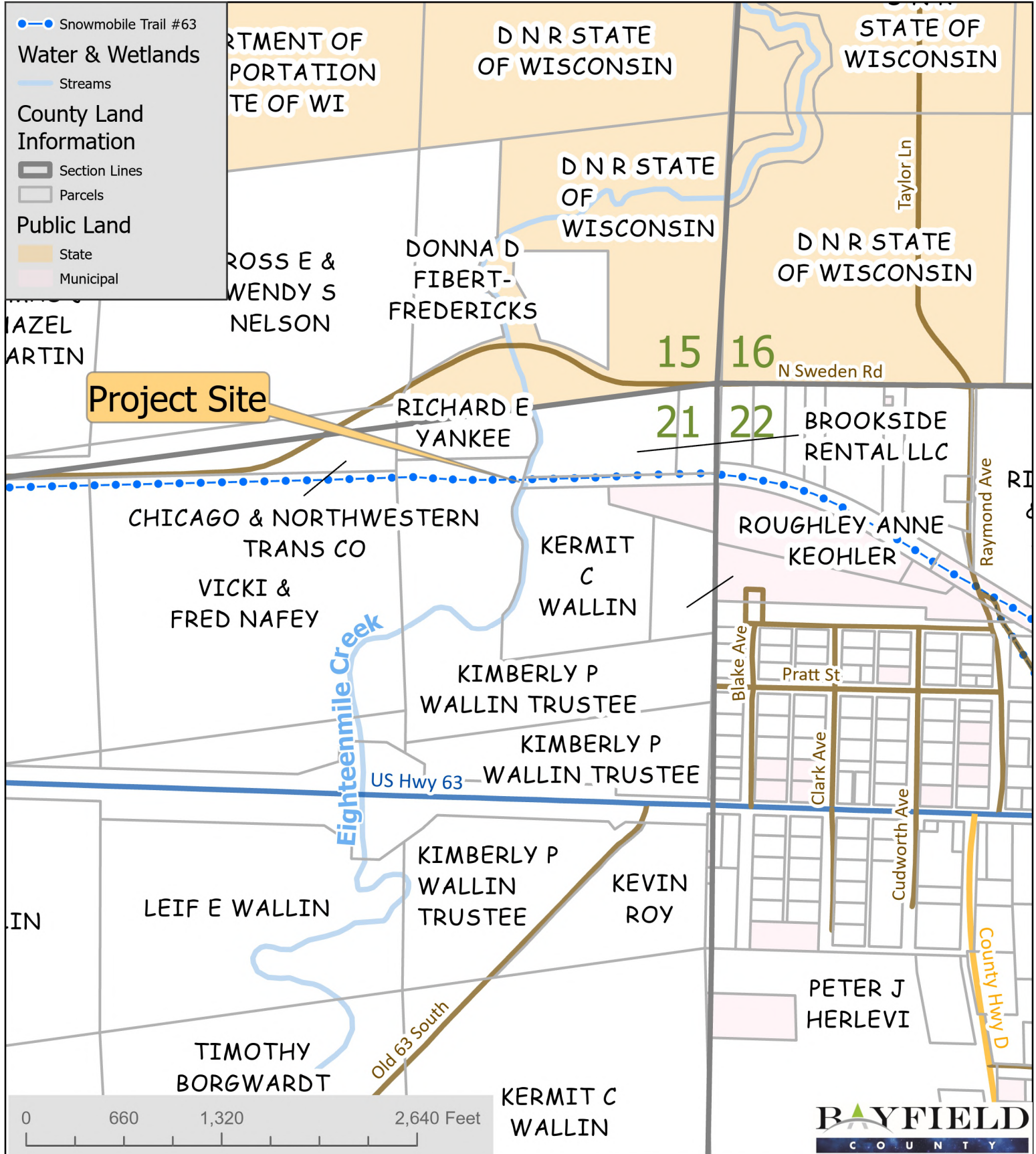




# Bayfield County Snowmobile Trail #63

## Eighteen-mile Creek Bridge - Parcel Map

### T.45N R.6W Town of Grandview



October 3, 2024

Page 1 of 2

Project: EBR5504-2402-EST  
Regard: Eighteen Mile Creek Repair Estimate

To: Forestry & Parks Department  
117 E 5th Street  
Washburn, WI 5489  
Attn: Mr. Jason Bodine, Administrator

# AUXILIUM N O R T H

**Engineers      Scientists      Inspectors**

1507 Tower Avenue, Room 216  
Superior, Wisconsin 54880  
715.969.7676  
<https://AuxiliumNorth.com>

Dear Mr. Bodine,

Auxilium North was requested to prepare an estimate for the work on the 10-span trestle structure on Trail #63 located in Grand View, Wisconsin.

The structure was initially inspected on November 8, 2023 with serious damage to the west abutment and closed to public traffic. Temporary stabilization repairs were completed at the west abutment on December 4, 2023 with initial visual inspections conducted over the following months. It is important to note that the inspection included visual inspection of the readily visible areas of structure from the ground.

The structure is a 10-span steel and timber trestle bridge that spans Eighteen Mile Creek in Grand View, Wisconsin. The structure is initially numbered as TS0463-5601 and consists of the following basic elements:

Approx. Length:	587 ft	West Abutment:	Stone Masonry
Approx. Height:	80 ft	Piers 1 thru 6:	Steel Tower
Spans 1 thru 7:	Steel Deck (Plate & Truss)	Pier 7:	Timber Tower
Spans 8 thru 10:	Treated Timber	Piers 8 thru 9:	Timber Pile Bent
Span:	Eighteen Mile Creek	East Abutment:	Timber Pile Bent

Original Plans of the structure were not available and deficiencies include those from a visual inspection. Attachment 1 includes sheets from the draft Inspection Report prepared. It should be noted that some areas of the towers do require maintenance work and did not appear to be structural and only secondary (bracing) members.

The work estimate includes:

- 1) Piers 8 & 9 Cap Replacement
- 2) West Abutment Repairs
- 3) Crane Rental
- 4) In-depth Inspection

## Piers 8 & 9 Cap Replacement

Piers 8 and 9 consist of a timber pile bent with a treated timber cap. The caps appear to be severely deteriorated and mushrooming due to internal deterioration. Photos in Attachment 2 indicate repairs needed for Piers 8 & 9.

Estimate for this work includes materials only as this work may be completed by Department forces.

- Piers 8 & 9 Cap Replacement - \$15,000

## West Abutment Repairs

The West Abutment consists of a stone masonry, semi-stub, full retaining abutment with wing walls parallel to the trail and a likely spread footing foundation. It appears that the foundation and abutment are integral stone masonry and constructed at the same time with an unknown depth. It is noted, but not confirmed, that the foundation is not unlikely to contain or utilize driven piles.



A few of these stones have cracked through the stone and along the masonry lines with differential movement identified. Temporary repairs were installed in January 2023 which was re-inspected in September 2024 and appeared intact. Photos in Attachment 2 indicate repairs needed on the West Abutment.

Estimates for repairs of the West Abutment include removal of the unsound stone masonry portions of the abutment and replacement with reinforced concrete. The estimates include materials and labor for this work excluding work required for site access. It should be noted that design costs were not included in the estimate.

- West Abutment Repairs - \$80,000

If Piles are required for this work:

- West Abutment Repairs (with Piles) - \$100,000

Attachment 3 includes an estimate for the construction Time of Completion for a year 2026 construction.

#### Crane Rental

It is recommended that the work for West Abutment repairs, specifically removal of existing stones, be completed while Span 1 is supported by a 90-ton crane due to the possibility of fallen stones. An estimate for crane rental includes a 4-week rental, although this amount of time may not be needed. Photos in Attachment 2 indicate Span 1 which is required to be supported.

- Crane Rental (90-ton for 4 weeks) - \$60,000

#### In-depth Inspection

An In-depth (or Hands-on) inspection of this structure is recommended following repairs and maintenance work. The initial visual inspection of the structure was not intended to be a complete a conclusive observation of the entire steel framework and connections. The costs for an In-depth Inspection include access to the entire structure (min. 80-ft height) along with the inspection services. However, installation of a "catwalk" would provide access to the framework of the structure with access to the towers the only costs. Photos in Attachment 2 indicate typical framework.

Estimates for this inspection include inspection, access costs, and construction of catwalk.

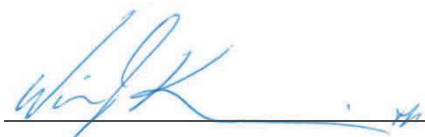
- Inspection Services (w/out access) - \$5,000
- Access Services - \$10,000
- Catwalk Costs - \$25,000

Please note that Catwalk costs include material costs only.

**A Summary** of the estimated costs include:

- 1) Piers #8 & #9 Cap Replacement - \$ 15,000
- 2) West Abutment Reconstruction - \$ 80,000 (\$ 1000,000 w/ piles)
- 3) Crane Rental (4 wks) - \$ 60,000
- 4) In-depth Inspection (options)
  - Inspection Services (w/out access) - \$ 2,000 to \$ 5,000
  - Access Services - \$ 10,000
  - Catwalk Installation - \$ 25,000

Thank you and please feel free to call me if you should have any further questions.



10/3/24

William J. Kovaleski, Jr PE

STRUCTURE ID:

TS0463-5601

STRUCTURE ON:

BAYFIELD COUNTY TRAIL 63

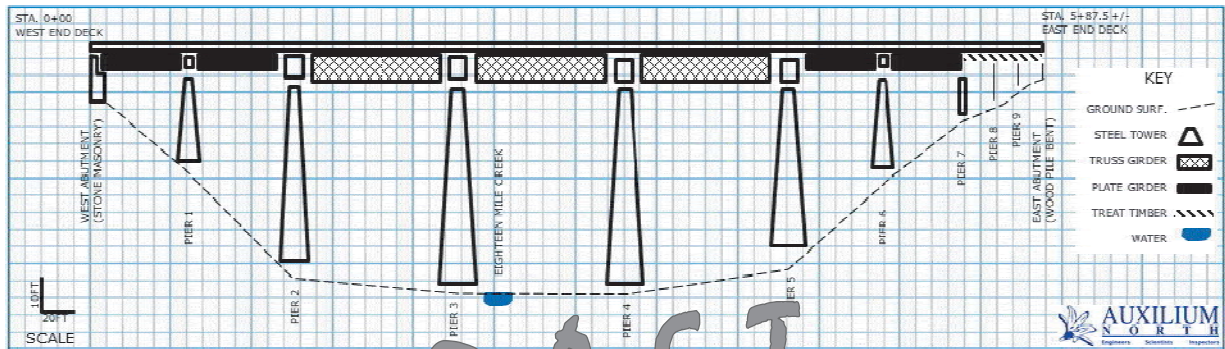
STRUCTURE OVER:

EIGHTEEN MILE CREEK

STRUCTURE PICTURE



STRUCTURE PROFILE



LAT: 46.37466 STATE: WISCONSIN  
LONG: -91.11419 COUNTY: BAYFIELD  
PLSS: S21 T45N R6W (NE NE) TOWN: TN GRANDVIEW

OWNER: BAYFIELD CO. FORESTRY & PARKS DEPT.  
MAINT: BAYFIELD CO. FORESTRY & PARKS DEPT.

INSPECTION HISTORY

TYPE	DATE	LEADER	NOTES

INSPECTION INFORMATION

TYPE: INITIAL VISUAL  
MEMBERS: LEAD-WJK  
NOTES: IN-DEPTH RECOMMENDED  
LIMITED TO VISUAL AND LAYOUT  
DATE INSPECTED: 11/2023 - 2024 SIGNED: NA



STRUCTURE INFO		STRUCTURE ID
ON:	BAYFIELD COUNTY TRAIL 63	TS0463-5601
OVER:	EIGHTEEN MILE CREEK	
LOC:	0.36 MI WEST OF RAYMOND AVENUE	
PREVIOUS OR COMMON NAME:		BRIDGE 41 ON TRAIL #63
CONSTRUCTION YEAR:	< 1900	NOTES: RAILROAD TRESTLE

STRUCTURE GEOMETRY					
APP WIDTH:	> 15	FT	TOTAL LENGTH:	587.5	FT
APP PVMT WIDTH:	> 15	FT	SNBI LENGTH:	-	FT
BRIDGE WIDTH:	13	FT	NO OF SPANS:	10	
DECK WIDTH:	10	FT	MAX HEAD:	80	FT

STRUCTURE TRAFFIC					
LANES:	1	ADT:	NA	ADT YR:	NA
		PTRN:	2-WAY TRAFFIC		
NOTES:	TWO-WAY TRAFFIC ON GRAVEL TRAIL				

STRUCTURE LOAD RATING			
INV:		OVERBURDEN:	0 FT
OPER:		RATE CONTROL:	
POSTING:		RATE LOCATION:	
DATE:		RATE METHOD:	
NOTES:	STRUCTURE NOT RATED		

STRUCTURE HYDROLOGY			
NAME:	EIGHTEEN MILE CREEK	REGION:	GREAT LAKES
NAME 2:	EIGHTEENMILE CREEK	BASIN:	SOUTHWESTERN LAKE SUPERIOR
WIBC ID:	2895900	WATERSHED:	WHITE RIVER
DNR:	0 TO 14.59 MILES	SUB-WATERSHED:	EIGHTEENMILE CREEK
HI EL:	-	12 DIGIT:	040103020604
Q100:	-	APPROX. BANKFUL:	29 FT
VEL:	-	SCOUR RATING:	-

STRUCTURE SPANS				
SPAN	SPAN MATERIAL	SPAN CONFIG	DECK MATERIAL	LENGTH
1	STEEL	DECK PLATE GIRDER	TREATED TIMBER	50
2	STEEL	DECK PLATE GIRDER	TREATED TIMBER	48.4
3	STEEL	DECK PLATE GIRDER	TREATED TIMBER	80
4	STEEL	DECK PLATE GIRDER	TREATED TIMBER	80
5	STEEL	DECK PLATE GIRDER	TREATED TIMBER	80
6	STEEL	DECK PLATE GIRDER	TREATED TIMBER	48.33
7	STEEL	DECK PLATE GIRDER	TREATED TIMBER	48.5
8	TREATED TIMBER	BUILT-UP GIRDER	TREATED TIMBER	15
9	TREATED TIMBER	BUILT-UP GIRDER	TREATED TIMBER	12.7
10	TREATED TIMBER	BUILT-UP GIRDER	TREATED TIMBER	12.83

PIER	PIER MATERIAL	PIER CONFIG	FOUND MATERIAL	FOUND CONFIG
W ABUT	STONE MASONRY	FULL RETAIN	UNKNOWN	UNKNOWN
1	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
2	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
3	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
4	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
5	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
6	STEEL	TOWER	STONE MASONRY	SPREAD FOOTING
7	TREATED TIMBER	HORIZONTAL TOWER	CONCRETE	SPREAD FOOTING
8	TREATED TIMBER	PILE BENT	TREATED TIMBER	PILE BENT
9	TREATED TIMBER	PILE BENT	TREATED TIMBER	PILE BENT
10	TREATED TIMBER	PILE BENT	TREATED TIMBER	PILE BENT
E ABUT	TREATED TIMBER	FULL RETAIN PILE BENT	TREATED TIMBER	PILE BENT

**STRUCTURE NOTES**

STRUCTURE CLOSED 11/2023 DUE TO CRACKED AND DIFFERENTIAL MOVEMENT OF WEST ABUTMENT. TEMP. REPAIRS INSTALLED 12/23. BEFORE OPENING STRUCTURE TO PUBLIC TRAFFIC MINIMUM REPAIRS REQ. 1) PERMANENT REPAIRS TO WEST ABUTMENT; 2) REPLACE CAPS FOR PIERS #8 AND #9. IN-DEPTH INSPECTION RECOMMENDED FOR STEEL COMPONENTS. TRAIL TRAFFIC ONLY.



Picture: 01/24 Pier 8 West Facing.



Picture: 01/24 Pier 9 NE Facing.





Picture: 12/23 West Abutment. North Face.



Picture: 12/23 West Abutment. East Face.





Picture: 01/24 Span 1 Deck Plate Girders. SW Facing.



Picture: 01/24 Span 1 Interior Framing. East Facing.

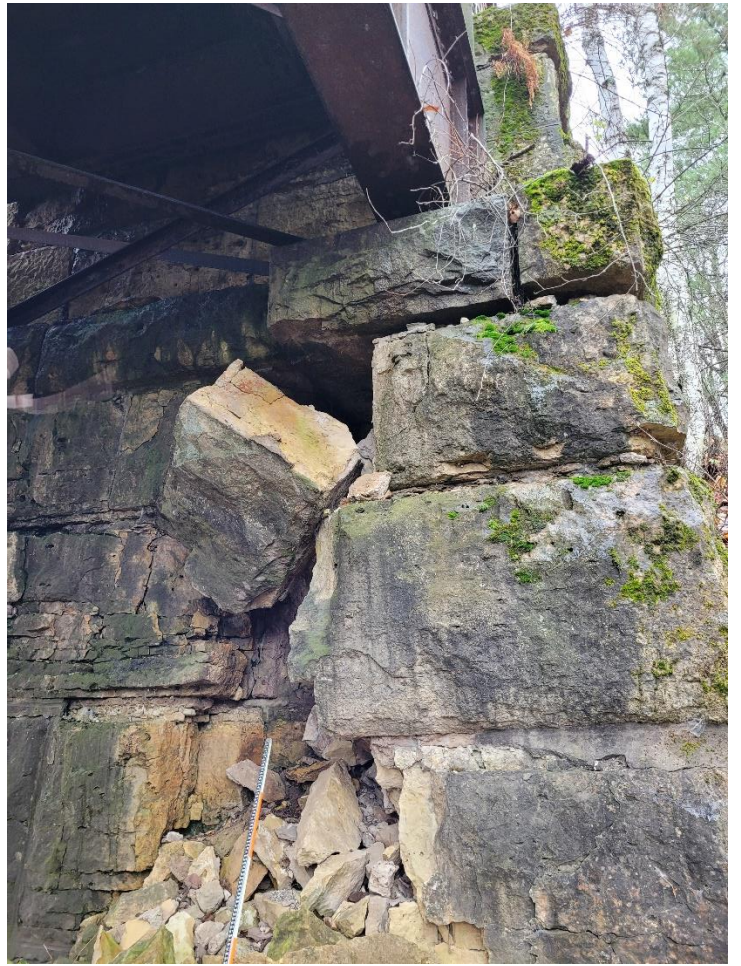
Guidelines for Applicant

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	
	Permit in hand / Bridge already permitted	3	3
3	<b>Funding</b> (maximum points 2) Are other funds already committed?		
	50% or greater from other funding source(s)?	2	
	11% - 49% from other funding source(s)?	1	
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	
	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	
	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	
	10 or more year <b>deeded easement</b> on private land or other public land, for <u>just the bridge site</u>	3	
	3-9 <b>deeded easement</b> 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	<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	
	No other snowmobile trails connect. Explain:	4	
	<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	
<b>GRAND TOTAL</b>			<b>14</b>

Comments/Notes:









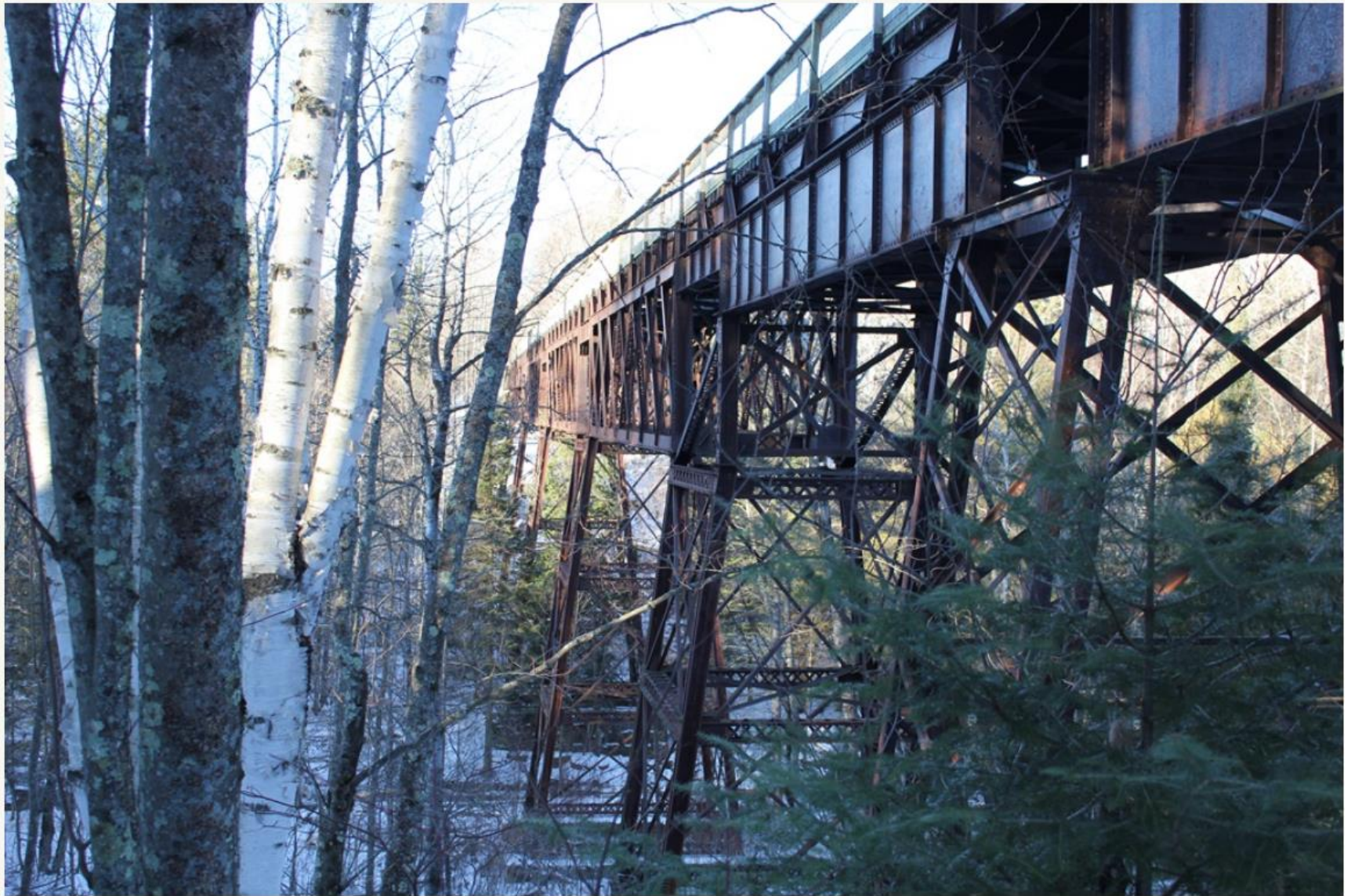










































# John Marvig Railroad Bridge Photography

Raising Awareness and Preserving Railroad Bridges in the Midwest



© John Marvig 2018

## Grand View High Bridge

Deck Truss Viaduct over Eighteenmile Creek  
Grand View, Bayfield County, Wisconsin

- [Home](#)
- [About This Site](#)
- [Search For Bridges](#)

### Bridges by Region

- Illinois Bridges
  - Chicago Metropolitan Area
  - Northern Illinois
  - East Central Illinois
  - South West Illinois
  - West Central Illinois
- Indiana Bridges
  - Lake County
- Iowa Bridges
  - Central Iowa
  - East Central Iowa
  - North Central Iowa
  - North East Iowa
  - North West Iowa
  - South Central Iowa
  - South East Iowa
  - South West Iowa
  - West Central Iowa
- Kansas Bridges
  - North East Kansas
  - South East Kansas
- Michigan Bridges
  - Delta County
  - Dickinson County
  - Iron County
  - Menominee County
- Minnesota Bridges
  - Twin Cities
  - North East Minnesota
  - North West Minnesota
  - South East Minnesota
  - South West Minnesota
- Missouri Bridges
  - East Central Missouri



[Click the Photo Above to See All Photos of This Bridge!](#)

Name	Grand View High Bridge
Built By	Chicago, St. Paul, Minneapolis & Omaha Railway
Contractor	Lassig Bridge & Iron Works of Chicago
Currently Owned By	Bayfield County
Length	595 Feet Total, 80 Foot Main Spans
Width	1 Track
Height Above Ground	65 Feet (Estimated)



- North East Missouri
- North West Missouri
- West Central Missouri

- Nebraska Bridges

- North Dakota Bridges
  - Eastern North Dakota
  - Western North Dakota

- South Dakota Bridges
  - Eastern South Dakota
  - Western South Dakota

- Wisconsin Bridges
  - Central Wisconsin
  - Eastern Wisconsin
  - Northern Wisconsin
  - Southern Wisconsin
  - South West Wisconsin
  - West Central Wisconsin

Follow us on Social Media

Follow 217

Share

Superstructure Type	Double Intersection Warren Deck Truss, Deck Girder and Trestle
Substructure Type	Steel Tower, Stone Masonry and Timber Pile
Date Built	1889
Traffic Count	0 Trains/Day (Bridge is a Trail)
Current Status	Rails to Trails
C&NW Bridge Number	359
Significance	High Significance
Documentation Date	December 2016

#### A brief history of the Chicago, Minneapolis, St. Paul & Omaha "Bayfield Line" from Northline to Bayfield:

- 1871: 13 miles completed from Northline (Hudson) to New Richmond, Wisconsin by the North Wisconsin Railway
- 1874: 25 miles completed from New Richmond to Clayton, Wisconsin by the North Wisconsin Railway
- 1878: 18 miles completed from Clayton to Cumberland, Wisconsin by the North Wisconsin Railway
- 1879: 26 miles completed from Cumberland to Spooner, Wisconsin by the North Wisconsin Railway
- 1880: North Wisconsin Railway acquired by the Chicago, St. Paul, Minneapolis & Omaha Railway ("Omaha Road")
- 1880: 9 miles completed from Spooner to Trego, Wisconsin by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1880: 43 miles completed from Trego to Cable, Wisconsin by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1881: 4 miles completed northeast of Cable by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1882: 26 miles completed from Cable to Mason, Wisconsin by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1883: 28 miles completed from Cable to Bayfield, Wisconsin by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1883: 4 miles completed from Ashland Junction to Ashland, Wisconsin by the Chicago, St. Paul, Minneapolis & Omaha Railway
- 1883: The Chicago, St. Paul, Minneapolis & Omaha Railway is controlled by the Chicago & North Western Railway
- 1957: The Chicago, St. Paul, Minneapolis & Omaha Railway is leased by the Chicago & North Western Railway
- 1972: The Chicago, St. Paul, Minneapolis & Omaha Railway is fully absorbed by the Chicago & North Western Railway
- 1978: The Hayward to Bayfield segment is abandoned
- 1980: The Trego-Hayward segment is sold, and becomes part of the Canadian National Railway by 2001
- 1981: The Northline to Spooner segment is abandoned
- 1980-present: Various municipalities and counties have purchased sections of the right-of-way for trail use, but there is not a continuous trail
- 1997-present: The Wisconsin Great Northern, a tourist railroad, operates 26 miles of track between Trego and Hayward
- 2001-present: Canadian National owns the Trego-Hayward line, and uses it to access industry in Hayward

06/26/21

Crossing high above Eighteen Mile Creek in Grand View is this massive viaduct. Built in 1889, this is the largest bridge on the line between Hudson, Wisconsin and Bayfield, Wisconsin. Due to the massive valley at this location, a large high bridge was selected as the best design for this location. The bridge consists of three 80 foot long riveted Double Intersection Warren Deck Trusses, and six deck girder spans. A series of trestle approaches exist on the east end. These spans are set onto steel towers, resting on stone footings. The trestle approaches rest on wooden pilings. Fortunately, Bayfield County recognized the value of this structure and has turned it into a multi-use motorized vehicle trail. In addition to the main truss span, the bridge also features trestle approaches on either end. The entire bridge rests on wood and stone substructures. Overall, the bridge remains in good condition. The lack of serious deterioration on this bridge indicates that it was likely built with cast iron. The bridge is estimated to be approximately 65 feet above the ground. The author has ranked this bridge as being highly significant, due to the unusual large scale implementation of a common design.



The photo above is an overview. The bridge can be accessed the trail it carries.

Citations

Source Type	Source
Build Date	Ninth Annual Report of the Chicago, St. Paul, Minneapolis & Omaha Railway
Railroad Line History Source	ICC Valuation Information, Compiled by Richard S. Steele



Oops! Something went wrong.

This page didn't load Google Maps correctly. See the JavaScript console for technical details.

Comments

Enter your comment here

Comment

Add Image

Not using [Html Comment Box](#) yet?

☐ Email Me Replies

Anonymous Mar 12, 2025





[Like](#) · [Reply](#) · [Flag](#)

**Anonymous** · Mar 12, 2025



[Like](#) · [Reply](#) · [Flag](#)

**Anonymous** · Mar 12, 2025



[Like](#) · [Reply](#) · [Flag](#)



Anonymous · Mar 12, 2025



[Like](#) · [Reply](#) · [Flag](#)

Anonymous · Mar 12, 2025



[Like](#) · [Reply](#) · [Flag](#)



ENHANCED BY Google



© Copyright 2010-2025 John Marvig and Contributors. All Rights Reserved

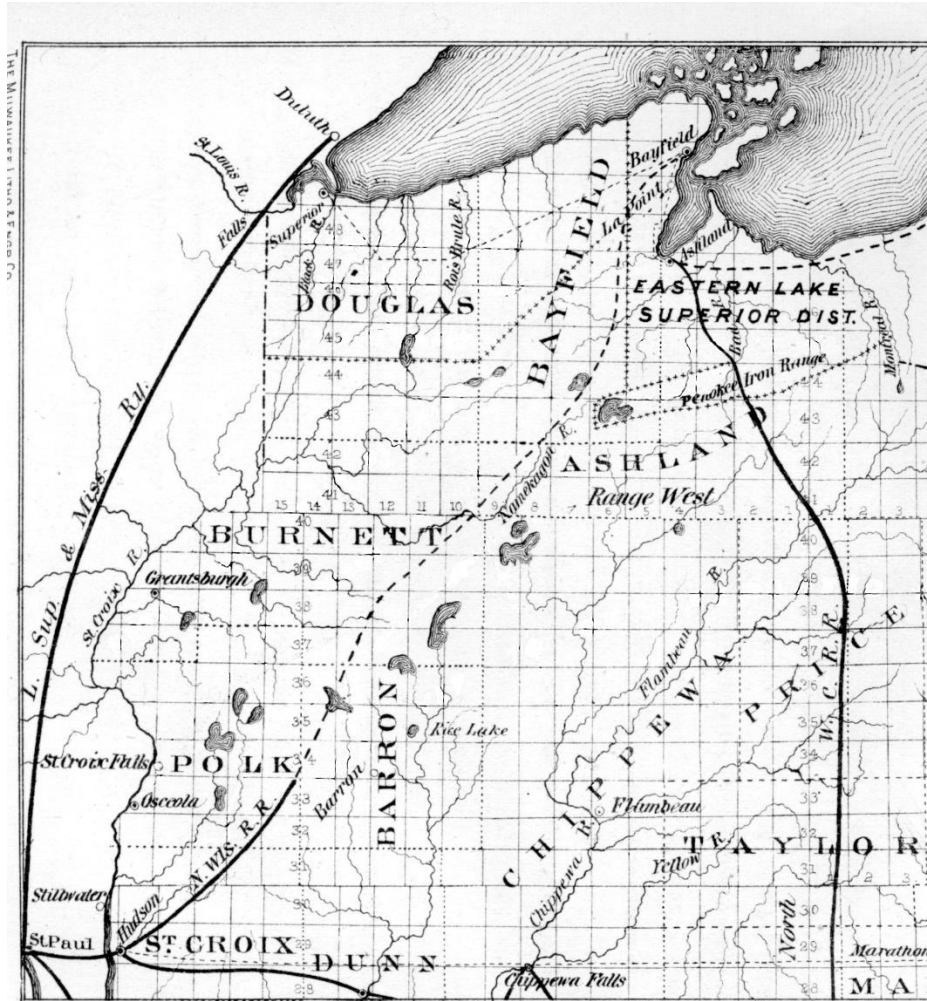


# A Short History Of the Railroad Bridge over 18-Mile Creek

On June 3<sup>rd</sup>, 1856, the U.S. Congress passed the Land Grant Act “to aid the states and territories lying in and west of the Mississippi Valley in the building of railroads, with which to open up and develop the abundant natural resources”. The Act donated every alternate section designated by odd numbers, for six sections in width on each side of the proposed roads, of which the Wisconsin portion was designated to be “from Madison or Columbus, via Portage City to the St. Croix River between townships 25 and 31 and from thence to the west end of Lake Superior and to Bayfield”. The thought was, that the railroad companies could finance the building of the railroad through the sale of the granted land. As the railroad was built, inspected, and approved, the granted land was able to be sold to farmers and settlers, who then would provide further business in travel and freight to the railroads and therefore perpetuate the process of building and financing the project. In 1864, Congress increased the granted sections to ten for each mile of road. Despite this lucrative sounding incentive to railroad companies, it would take until 1883 to complete the line to Ashland and Bayfield.

The contracts for building the road were usually awarded in twenty mile segments. An “end of the line” town, or grouping of primitive buildings to house workers would usually be established, with saloons and bawdy houses a big part of keeping the workers happy. The railroad construction effort reached the area now known as Cable, Wisconsin in 1880, and paused there for a time. Significant points along the line were often given mile-markers as names. So, when the railroad surged forward again, and they reached a ravine with a small stream coursing through its bottom, they dubbed it “Eighteen-Mile Creek,” as it was approximately eighteen miles from their starting point at Cable. A bit further on was another stream, which they named Twenty-Mile Creek, and the bluff between them, where a camp was erected to house workers, was called 19<sup>th</sup> Mile Camp (now Grand View).





Status of road building in 1878. The Wisconsin Central was completed to Ashland from Chicago in June of 1877, but the North Wisconsin Road, being built by the Chicago, St. Paul, Minneapolis, & Omaha RR Company would not reach the shore of Chequamegon Bay until 1883.

Obviously, bridges had to be built before they could continue. There was a rush by the railroad company to complete the project, urged on by an impatient public, and so a temporary wooden bridge was built, spanning the ravine, approximately 75 feet above stream. Simultaneously, a bridge over Twenty-Mile Creek was also constructed, and the camp on the bluff was a beehive of activity. The bridges were complete, with the railroad building effort moving on toward Ashland and Bayfield, by December of 1882. With the completion, inspection and approval of the line, all land grants could be awarded.

The Chicago, St. Paul, Minneapolis, & Omaha Railroad Co., however, was not unaware that they needed to improve on their hasty construction to support the shipping



of freight and passengers that was increasing by the day. The lumber companies were harvesting the White Pine forests and sending the lumber south for the building of cities, while supplies and settlers were flooding north. The **Bayfield County Press** included notice of the Railroad's effort to replace the bridge over Eighteen-Mile Creek.

### **August 10, 1889**

The R.R. folks are putting in a bridge across 18 mile stream. It will be an iron one with heavy stone masonry and when completed will be one of the best as well as the highest and largest bridges in the northwest and will cost about \$75,000. About fifty men are being employed in the different kinds of work.

That is the bridge that exists today, although the RR Co., undoubtedly continued to maintain it in good condition throughout its many years of use.

But time marches on, and the "railroad" days eventually passed into history. As even passenger service diminished, the village of Grand View, which was developed from the original "19<sup>th</sup> Mile Camp", saw its **depot dismantled in 1964**.

**In Autumn of 1978**, the Railroad Company, then known as the Chicago & Northwestern, made its last run through Grand View, pulling up the rails as it went. The era of railroading was over in the little towns along the line.

Many "forward-thinking" people saw this railroad corridor, now free of rails, as an opportunity for the constantly developing tourism industry, by providing a trail system that would provide access over many miles through the many small communities. **In May of 1989**, the Chicago & Northwestern conveyed a portion of the corridor to the Bayfield County Snowmobile Alliance, who, in **June, 1989**, reconveyed it to Bayfield County, who promoted its use to the public as a snowmobile trail, and for hiking, biking and eventually, ATV use. The modifications to the bridge over Eighteen-Mile Creek happened around this time, with planks being laid down and side rails erected. I seem to recall attending a dedication of this effort, with a plaque being erected noting a brief history of the bridge, and its modification for a new purpose. Sadly, the plaque succumbed to adverse weather and vandalism within a year or two and no longer exists.

---

### **References:**

The Founding and Early Settlement of Grand View, and incidentally, portions of the Surrounding Area in Bayfield County, Wisconsin; Straddle Creek Co., 2018. K. Wallin.

The North Wisconsin Road; North Western Lines Magazine, Spring, 2000 edition. K. Wallin.

Mauler vs. Bayfield County, (contesting the ownership of the corridor), December, 2001.





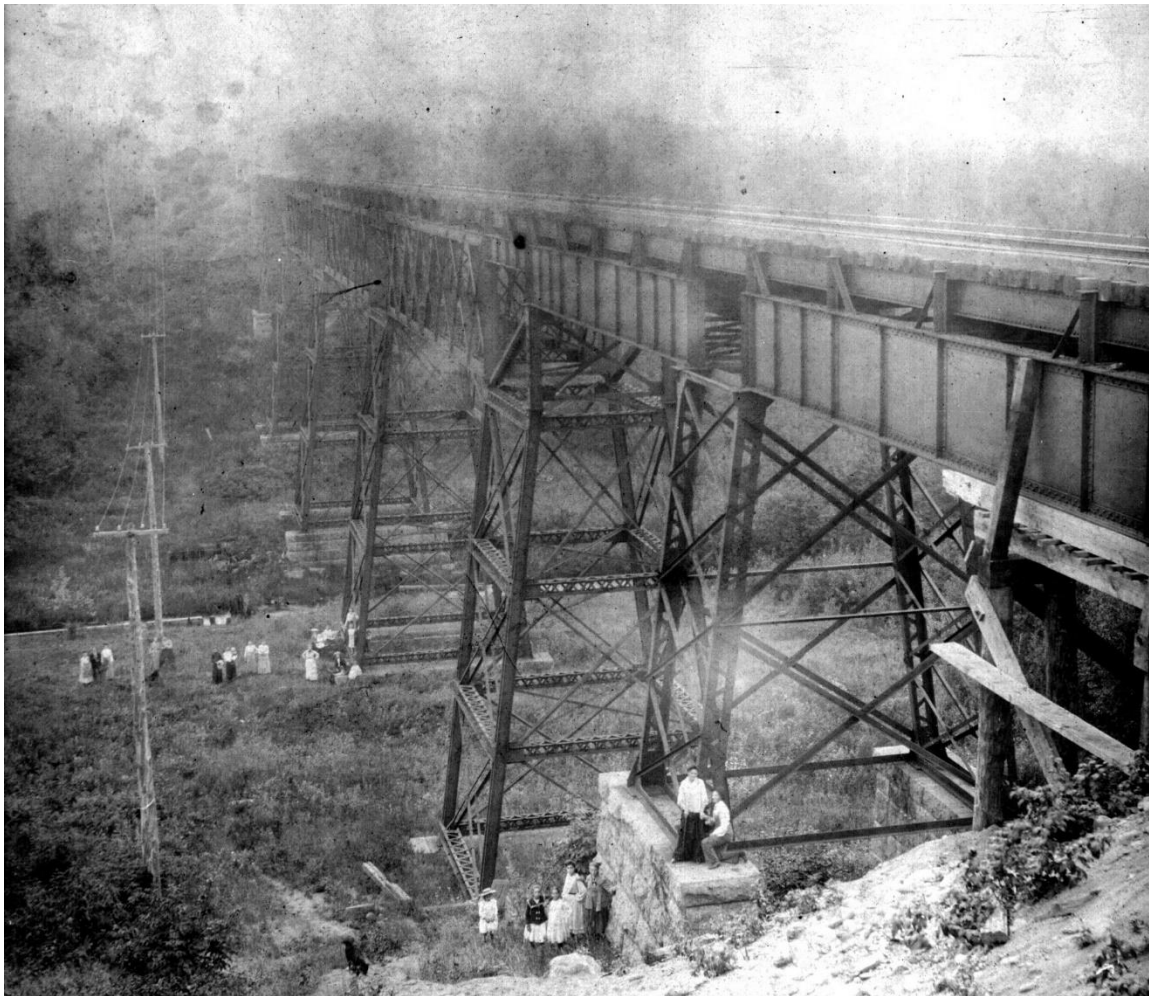
Building the railroad north through the piney woods.





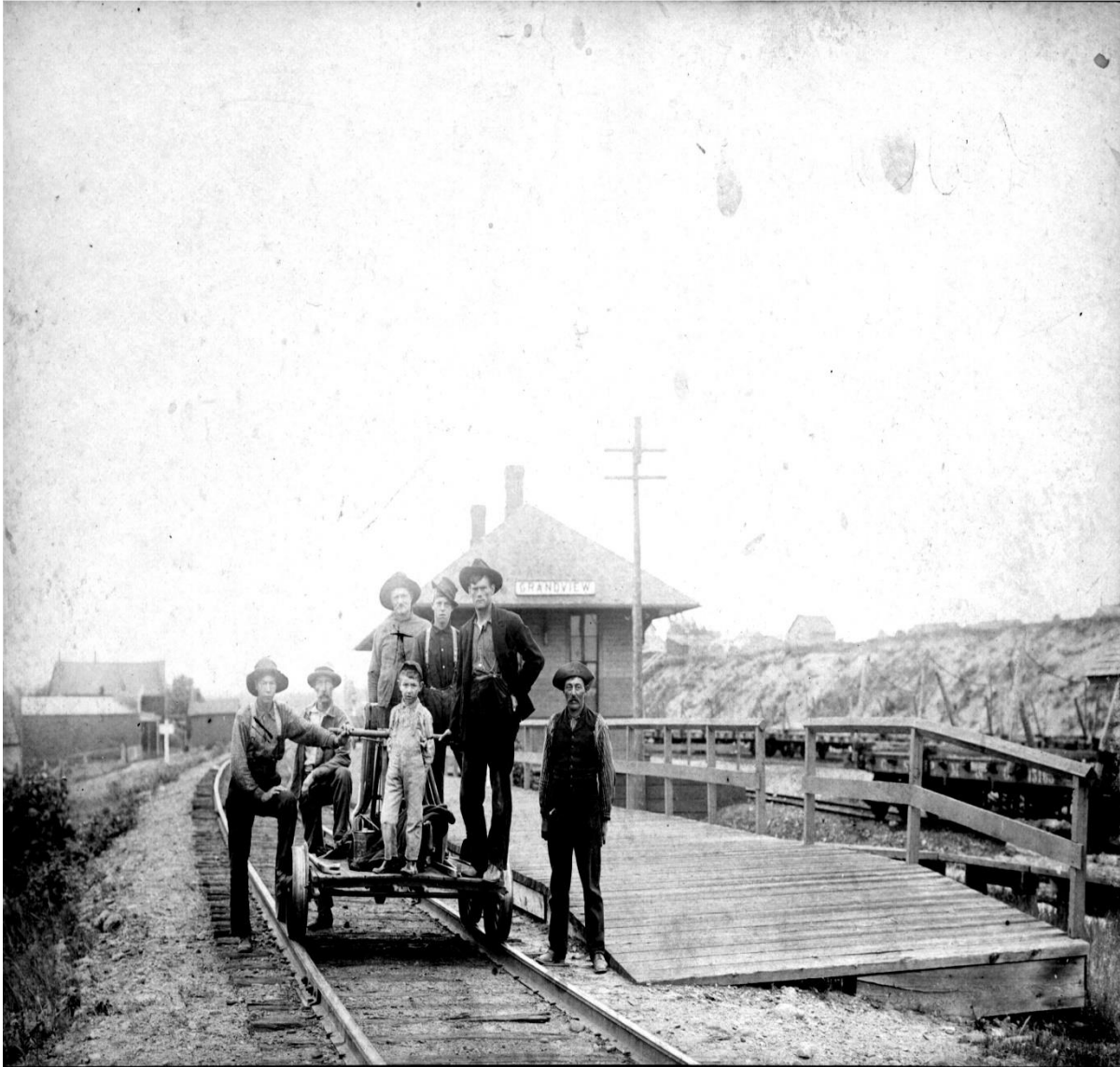
Let's all go to the bridge and take a picture! An early "Selfie."





The area around and under the bridge was a place for picnics and other significant events, such as the man on the abutment down on one knee, seemingly to propose to the lovely lady.





The railroad not only provided commerce, communication, and travel... but was a significant employer in the area. In the harsh environment of Northern Wisconsin, track lines, bridges and buildings required constant maintenance. Note; there is not a tree in sight... a testament to the logging industry.