

## WASHBURN COUNTY FOREST

## FOREST ADMINISTRATOR

1760 Roundhouse Road SPOONER, WISCONSIN 54801 (715) 635-4490 Fax (715) 388-7947

#### NARRATIVE – MANDATORY TRAIL RELOCATION ATV/SNOWMOBILE GRANTS TRAIL 7 – WILD RIVER TRAIL WEST

BACKGROUND: Trail 7 is a snowmobile and year round ATV/UTV trail. It runs west from the Wild River Trail, connects to the only gas and services within 7 miles, and continues west linking to Burnett County. Snowmobile connections are all off road. ATV's have about 4 miles of road route to connect to the off road Casey Loop trail system. *(See attached Map 1)*. WisDOT announced plans to reconstruct the US 53/63 interchange in 2015 and initial plans showed a project overlap with the eastern-most 1 mile of Trail 7. The designs indicated a frontage road bridge lying on the same footprint as a recreational trail bridge over Potato Creek. *(See attached Map 2 & Map 3)* 

Countless hours working with WisDOT in public input meetings resulted in a written assurance from them that an off-road trail connection for trail 7 would be designed into the project. More specifically we were assured of a flat bottom ditch line and a lane on the frontage road bridge for recreation traffic. When construction was initiated in 2021, it was obvious that these items were removed from the final construction plans.

<u>ISSUES</u>: After project completion, WisDOT repeatedly asserted that their intention was for trail traffic to operate on the surface of the frontage road or in the ditch line. Due to extensive guardrails, snowmobiles need to travel over 700 feet in order to cross the bridge. ATV's need to run on the roadway and the local Town does not want them operating on this busy section of road. *(See attached Photo 1)* 

The ditch lines are extremely steep and covered with heavy rip-rap. Washburn County contracted with an engineer to redevelop the ditch to accommodate recreation traffic, only to find that WisDOT authorized a buried natural gas pipe in the centerline of the proposed route. Running on the roadway is further exacerbated by WisDOT retaining control of round-abouts and connections and not allowing recreational vehicle traffic. *(See attached Photos 2 and 3)* 

The final issue relates to safety. Trail users are forced to cross 4 lanes of high speed traffic at only one approved location. The remainder of the project area has crash barriers installed between the lanes running south from Trego. The crossing location is likely to be closed once 53 is upgraded from expressway to freeway. Trail maintenance is complicated due to the median being too narrow to stop the groomer without impeding traffic lanes.

Washburn County engaged legislative assistance and a constructive meeting with WisDOT agents was held last fall. They are now cooperating in efforts to restore trail connections.

#### **TRAIL OPTIONS**

The issue with restoring trail 7 is complicated by WisDOT's design that has the trail crossing well south of Potato Creek, at the Mackie Creek Frontage Road intersection with Highway 53. One of our prior plans was to re-design the ditch line of the frontage road and construct a recreation trail bridge adjacent to the road bridge. The steepness of the ditch lines, coupled with the heavy rip-rap throughout, makes this complicated. This option was abandoned once the natural gas distribution line was placed in the ROW. We cannot operate equipment over the top of this pipe.

We began researching options for crossing Highway 53 north of Potato Creek. This would eliminate the need for a recreation trail bridge over the stream. An at grade crossing is dangerous and DOT has denied requests to construct such a crossing due to concrete crash barriers separating the traffic lanes along this entire length of roadway. This left us with only one obvious option of constructing a bridge over the Highway.

We contracted with Ayres and Associates to develop feasibilities, consult with DOT and create probable cost estimates for crossing the Highway. They created two options, both provide for a direct trail connection from Wild River Trail and into property owned by the same individual that owns the Mobil gas station. Given the complexities of these proposals, we have opted to have the Councils review both options: *(see Ayres Document 1 & 2 for detail, Photos 4 & 5 and Map 4)* 

#### OPTION 1A:TRAIL UNDER 53 STRUCTURE AT POTATO CREEK (low profile)

Cost estimate: \$1,900,000

This option includes a 10 to 11' retaining wall, which might be problematic as it could interfere with the stability of the highway bridge during construction. The advantage is that this gives us the highest vertical clearance.

#### OPTION 1B: TRAIL UNDER 53 STRUCTURE AT POTATO CREEK (high profile)

Cost estimate: \$1,600.000

This option would be higher elevation that 1A and include 2 retaining walls, one on the north and one on the south. This only allows for 11' clearance, but gives more stability to the existing bridge during construction.

#### OPTION 2: TRAIL OVER 53 WITH A TWO SPAN STRUCTURE

Cost estimate \$4,300,000

More direct trail connection, less slopes and curves, no impacts to Potato Creek.

#### **REQUESTED ACTION**

Ayres is still in discussions with WisDOT on the proposed options. While they are supportive of both options, we still have details to iron out. There are concerns with floodplain issues, clearances, approach slopes and others on both options.

Given the high dollar values associated with the project options, we are respectfully requesting that funds be awarded as available for the current cycle and we will come back in 2025 for remaining funds needed. This will give us additional time to complete engineering for the project under and active grant.

Please note that \$255,000 was awarded for the original plan of constructing a recreation bridge adjacent to the frontage road. (50/50 snow/ATV). We have requested a scope change to allocate those grants to this project. Washburn County will also attempt to solicit funds directly from DOT to help cost share the project.

## #24 Washburn County Hwy 53 Crossing (2 Options Provided)

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)

 X ATV/UTV Trail Aid
 Page 1 of 5

**DNR Use Only** 

45.892

Long. -91.8276

Lat.

Number

Due Date: April 15

Snowmobile Trail Aid

**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 <u>Community Services Specialist</u>.

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necessary attachments. Send appli										
Section 1: Applicant Informatio	n				1111 AV68114					
Applicant / Organization Name			4	Check Recipient: Individual other than authorized individual to act						
Washburn County				on behalf of the applicant. X Select if the same as applicant.						
Individual Authorized to Act on Beh	alf of Appli	cant per Re	solution	Check Re	ecipient l	Name (Name to A	ppear o	n Cheo	ck)	
Mike Peterson				Mike Pet	erson					
Title				Title						
Washburn County Forest Administrator				Washburn County Forest Administrator						
Address				Address						
1760 Roundhouse Road				1760 Roundhouse Road						
City	S	tate ZIP C	ode	City				State	ZIP Code	
Spooner	· ·	WI 5	4801	Spooner WI				54801		
Telephone Number	E	mail Addres	SS							
(715) 635-4490	m	lpeters@c	o.washbu	ırn.wi.us						
Section 2: Project Information F	Required f	or all Proje	ects							
Project Title					Current	Funded Miles	New M	iles (if	applicable)	
US 53 - Potato Creek Underpas	s									
County	Township	Range	Sectior	n 1/4 1/4	1/4	GPS Coordinate	s:			

#### Project Description Summary

Washburn

Trail 7 is a main ATV/Snowmobile connection in central Washburn County, linking the Wild River Trail, Trego, the Casey Loop and Burnett County. Trego is an important trail connector since the next nearest gas and services are either 15 miles north or 7 miles south. WisDOT re-constructed the interchange between U.S. 53/63 at Trego in 2021/2022. Despite written assurances from WisDOT that a trail connection would be restored, 1 mile of Trail 7, including a recreation bridge over Potato Creek was obliterated.

2

NW

SW

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There are 2 options provided by our engineers on this project. We wish to present both to the Council for review. This application is to route the trail UNDER U.S. Highway 53. The project estimate is \$1,537,174.00, less \$255,000.00 in grant funds awarded previously = \$1,282,174. We are splitting the grant 50/50 with Snowmobile = \$641,087

A more detailed narrative is included in this application.

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

Estimated Cos	t								
Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost			
			\$641,087.00			\$641,087.00			
Leave Blank – DNR Use Only									
Applicant Cert									
Printed Name of	Authorized Official		Offic	ial's Title					
Mike Peterson		-	Was	hburn County F	orest Administra	ator			
As the ap									
	4/3/2024								
Signature of	Signature of Authorized Official Date Prepared								

Washburn County

## **Motorized Recreation Grant Application**

			Form 8700-159 (R 02/2024) Page 5 of 5							
Appendix B – Re	equired for	Trail/Qu	alified	l Troi	ute Reh	iab, Re	route, o	or Development		
🗌 Trail Rehab	<u> </u>	ualified T	route		New Tr	rail	🗙 Tra	ail Reroute (Manda	tory or Discre	tionary)
County		Township	Range	Oe	Section	1/4 1/4	1⁄4	GPS Coordinates: Lat. 45.892		
Washburn		39 N	12	٥W	2	NW	SW	Long91.8276		
Funded Trail Name of	o <u>r Number (SN</u>	IARS if app	<u>olicable)</u>					eived development of		
Trail 7					pas	ť?	Yes	s 🔿 No Year:	\$\$	6,850.00
Trail is located on:       Length of Easement or Landowner Use Agreement       Expiration Date         Private property       Public property       years										
Landowner Where Tr	rail is Located		<b>.</b>					Telephone Number		
WisDOT Wild River Trail, WisDOT ROW and portion private										
What other recreation				A	_^					
Snowmobile If there are other Rec						-			by other users?	, 
How many miles wou			ect is no	ot funde	ed? V	Vill this re	esult in clo	osure of a trail?	′es ∩ No	
	33			1						
Is this a critical section	on to the over	all trail syste Yes (		Is the No.	re a reas	onable a	Iternative	?		
Does any section of t contain a bridge?	this trail	l an in	this brid the ne			ibilitation O Y	now ′es 💿 I		reight of your po ment?	uller & drag/
										lbs.
◯ Yes	ave you conta	cted your l	ocal <u>DN</u>	R Wate	er Manag	ement S	pecialist (	(WMS) regarding a p	ermit?	
⊖ Yes ● No Is	a permit nee	ded? (Plea	se prov	ide any	written o	correspor	ndence fro	om WMS.)		
• Yes O No W	/ill this project	be located	near or	cross	any interi	mittent or	r perennia	al waterway? Surface	<u>e Water Data V</u>	iewer
○ Yes ● No W	/ill this project	be located	near or	cross	any wetla	and?				
	<ul> <li>Yes No</li> <li>Will this project involve land disturbance – including clearing and grubbing – of 1 acre or more of land? (Less than 4/10th mile for a typical trail) <u>DNR Storm Water Contact List</u></li> </ul>									

## **Trail Project Detailed Description**

This project entails crossing under both the north and south bound lanes of US Highway 53. The highway crosses Potato Creek and our engineer has determined there's sufficient room to construct retaining walls adjacent to the Creek, under the highway bridge to accommodate a 14 foot wide trail. The less expensive option includes 4 to 5 foot retaining walls on both the "uphill" and "downhill" sides of the trail to stabilize the fill under the bridge. This options also requires construction of new trail connections intersecting with the Wild River Trail and the trail adjacent to the Mobil gas station. This design also will require retaining wall against the west ROW of the highway in order to accommodate a tight turn between wetlands and a slope in the ROW.

This option is feasible but not ideal. There are tight turn radii on both sides, concerns with height clearance for groomers, a steep slopes (10%) dropping in and coming out of the project area. WisDOT also still needs to approve the construction design to assure that disturbance will not undermine the integrity of the Highway.

## **Recreation Grant Project Cost Estimate Worksheet**

Page 1 of 2

For use with Recreation Grant Application Forms

Form 8700-014 (R 02/23)

Project Name:		Prepared By:	Date	
US 53 Potato Ci	eek Underpass	Mike Peterson	04/03/2024	
County	Project Applicant:	Landowner Name	Public	
Washburn	Washburn County Forestry	WisDOT	O Private	

/	DEVELOPMENT PROJECT ITEMS List by individual item or break down by Use Areas (See Item List On Back Of This Form)	Quantity	Unit of Measure	Component Costs	Estimated Total Item Cost
2	Excavation	8,200	yards	\$20.00	164,000.00
2	Base Aggregate	1,200	yards	\$24.00	28,800.00
2	Modular Wall Block	4,940	pieces	\$140.00	691,600.00
2	Chain Link Fence	550		\$120.00	66,000.00
;	Engineering	1		\$128,098.00	128,098.00
	Construction	1		\$128,098.00	128,098.00
2	Misc	1		\$330,578.00	330,578.00

NOTE:

- For development projects, contingency and indirect costs are <u>not</u> eligible expenses.
- For acquisition projects, complete the Acquisition Project Cost Estimate Section of this form.

## **Motorized Recreation Grant Application**

For: (choose all that apply) Form 8700-159 (R 02/2024)

**DNR Use Only** 

Page 1 of 5

Number

Due Date: April 15

🛛 ATV/UTV Trail Aid

Snowmobile Trail Aid

Category

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necessary attachments. Send appli	cations to y	your <mark>Con</mark>	nmuni	ty Service	es Specia	alist.				
Section 1: Applicant Informatio	n									
Applicant / Organization Name				C	Check Recipient: Individual other than authorized individual to act					
Washburn County				0	on behalf of the applicant. X Select if the same as applicant.					
Individual Authorized to Act on Behalf of Applicant per Resolution				ution C	heck Re	cipient l	Name (Name to A	ppear o	n Chec	k)
Mike Peterson					/like Pete	erson				
Title				Т	itle					
Washburn County Forest Administrator				v	Washburn County Forest Administrator					
Address				A	ddress					
1760 Roundhouse Road				1	760 Rot	indhous	e Road			
City	S	tate ZIF	<sup>o</sup> Code	e C	ity				State	ZIP Code
Spooner		WI	548	01 S	pooner				WI	54801
Telephone Number	E	mail Add	iress							
(715) 635-4490	n	nlpeters	@co.v	washbur	n.wi.us					
Section 2: Project Information I	Required f	for all Pr	roject	S						
Project Title					Current Funded Miles New Miles (if applicable)			applicable)		
US 53 Potato Creek Overpass										
County	Township	Range	Oe	Section	1⁄4 1⁄4	1⁄4	GPS Coordinate Lat. 45.8937			

#### Project Description Summary

Washburn

Trail 7 is a main ATV/Snowmobile connection in central Washburn County, linking the Wild River Trail, Trego, Casey Loop and Burnett County. Trego is an important trail connector since the next nearest gas and services are either 15 miles north or 7 miles south. WisDOT reconstructed the interchange between US 53/63 at Trego in 2021/2022. Despite written assurances from WisDOT that a trail connection would be restored, 1 mile of Trail 7, including a recreation bridge over Potato Creek was obliterated.

2

NW

SW

There are 2 options provided by our engineers on this project. We wish to present both to the Council for review. This application is to route the trail OVER US 53. The project estimate is 4,288,167.00, less 255,000.00 in grant funds previously awarded = 4,033,167.00. We are splitting the grant 50/50 with Snowmobile = 2,016,583.50

A more detailed narrative is included in this application

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

<b>Estimated Cos</b>	st					ويحجزوا فالمتحال والمتحا
Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
			\$2,016,584.00			\$2,016,584.00
			Leave Blank - DNR L	Jse Only		
<b>Applicant Cer</b>						
Printed Name of	of Authorized Offic	ial	Offic	cial's Title		

As the applica

that, to the best of my knowledge, the information in this application is true and correct.

3/2024

-91.8276

Long.

Date Prepared

## **Motorized Recreation Grant Application**

Washburn County

Form 8700-159 (R 02/2024) Page 3 of 5

Appendix A – Required for	Bridge	Rehab	/Repl	ace, N	lew, or	Reroute	e with New Br	idge		
Bridge Rehab/Replace	🗙 Ne	w Bridg	je	F []	Reroute v	vith new	bridge			
County	Township	Range	Oe	Sectior		1⁄4	GPS Coordinate Lat. 45.893	7		
Washburn	39 N	12	٥W	2	NW	SW	Long91.827			
Water Body Name				Bri	dge Nam	е		County Inventory Number		
None - US 53					one					
Funded Trail Name or Number (SN	olicable)				-		lopment or rehabilitation funds			
Trail 7				10	the past?	O Yes	s 💿 No Ye	ear:\$		
Bridge is located on: O Private	property			O	d Bridge/	Culvert Siz	ze			
<u> </u>	property					/Culvert S				
Landowner Where Bridge is Locate			Te	lephone l	Number	Ű	rail Use Agreement (5 year minimum)			
WisDOT working on perpetual agreement										
Current maximum load		lbs.	Age of	Bridge	Bride	ge Materia	al			
Proposed maximum load 2:	5,000	lbs.		<u> </u>						
Sponsoring Club Name				Club	Contact			Telephone Number		
Rolling Hills					ly King			(612) 801-2084		
Do you have your trail bridges pos			n load? ● No	groor	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/gradi	ng equi	oment?	-N/A	N/A					
19,640										
What other recreational trail uses a	are planned	for this	bridge	?						
Snowmobile										
If there are other Recreational use	s planned,	how mu	ich of th	ne bridg	e cost wi	ll be paid f	for by non-snowm	obile or non-ATV users?		
50/50 split with Snowmobile										
○ Yes	cted your lo	ocal <u>DN</u>	R Wate	er Mana	gement S	<u>Specialist (</u>	WMS) regarding	a permit?		
○ Yes ● No Is a permit need	•		•							
○ Yes ● No Have you conta	cted your C	County Z	Zoning	Dept. re	garding a	a floodplaii	n determination?			
OYes  ● No Will an H & H(	hydrologic	and hyd	lraulic)	study b	e required	d?				

## **Bridge Project Detailed Description**

This bridge is currently only designed in concept. Ayres and Associates is still working on details with WisDOT. Generally, the bridge will be designed in 2 clear span segments, with a pier in the median of US 53. The bridge will be designed tp 25,000 pounds and will require a concrete deck with parapet walls to prevent tater and snow from shedding off the bridge. Fencing will also be required. We do not have bridge quotes and this time and likely will not during the project since this is part of a larger, engineered project that will be bid out in whole under DOT project administration.

## Washburn County

## **Motorized Recreation Grant Application**

		Form 8700-159 (R 02/2024) Page 5 of 5						
l/Qualifie	d Trou	ute Rel	hab, Re	route, o	or Development			
ed Troute		New T	rail	🗙 Tra	ail Reroute (Manda	tory or Discre	tionary)	
ship Range	Oe	Section	1/4 1/4	1⁄4	GPS Coordinates: Lat. 45.892	W		
		29	NW	SW	Long91.8276			
f applicable)	<u> </u>			-	-			
		pas	st?	Yes	s 🔿 No Year:	\$	6,850.00	
Trail is located on:       Length of Easement or Landowner Use Agreement       Expiration Date         Private property       Public property       years								
Landowner Where Trail is Located Telephone Number								
WisDOT Wild River Trail, WisDOT ROW, and some private								
What other recreational trail uses are planned for this trail?								
Snowmobile If there are other Recreational uses planned, how much of the trail development/rehab. cost will be paid for by other users? 50/50 Snow/ATV								
project is no	ot funde	ed?	Will this re	esult in clo	osure of a trail?		· · · · · ·	
					• Y	'es 🔿 No		
system?		re a reas	sonable al	ternative	?			
es 🔿 No	No							
			~	-			uller & drag/	
						19,640	lbs.	
our local <mark>DN</mark>	R Wate	er Manao	ement S	pecialist (	WMS) regarding a po	ermit?		
•	-		-			e Water Data V	iewer	
					-			
<ul> <li>Yes          <ul> <li>No</li> <li>Will this project be located near or cross any wetland?</li> <li>Yes              <ul> <li>No</li> <li>Will this project involve land disturbance – including clearing and grubbing – of 1 acre or more of land?</li> <li>(Less than 4/10th mile for a typical trail) <u>DNR Storm Water Contact List</u></li> </ul> </li> </ul> </li> </ul>								
	ed Troute ship Range 9 N 12 if applicable) perty [ ROW, and ned, how mu project is no system? es O No Will this brid or in the ne our local DN (Please prov ated near or ated near or e land distur	ed Troute	ed Troute       New T         ship       Range       Section         9 N       12       W       29         if applicable)       Ha       pase         perty       Length of Easer         Perty       Length of Easer         Project is not funded?       1         system?       Is there a rease         es       No         Will this bridge require reha         our local DNR Water Manage         (Please provide any written         ated near or cross any weth         e land disturbance – includit	ed Troute       New Trail         ship       Range       Section       1/4 1/4         9 N       12       W       29       NW         if applicable)       Has this trail past?         perty       Length of Easement or Lapast?         Proverse       Length of Easement or Lapast?         Proverse       Length of Easement or Lapast?         Proverse       No         'ROW, and some private         nned for this trail?         ned, how much of the trail developme         project is not funded?       Will this reserve         system?       Is there a reasonable allow         es       No         VVill this bridge require rehabilitation or in the next few years?       Y         our local DNR Water Management Serve       Y         (Please provide any written correspore       P         ated near or cross any intermittent or       P         ated near or cross any wetland?       P         e land disturbance – including clearin       P	ed Troute       New Trail       Image       Trail         ship       Range       E       Section       1/4 1/4       1/4         9 N       12       Image       29       NW       SW         if applicable)       Has this trail ever recompast?       Image       I	Image or E       Section       1/4       1/4       Image or E       GPS Coordinates:         9 N       12       Image or E       29       NW       SW       Long91.8276         If applicable)       Has this trail ever received development or past?       Image or Yes       No       Year:         Image: Image or Yes       Yes       No       Year:       Yes       No       Year:         Image: Image or Yes       Yes       Yes       No       Year:       Year:       Year:         Image: Image: Image: Image or Yes       Yes       Yes       No       Year:       Year:         Image: Image: Image: Image or Yes       Yes       Yes       No       Year:       Year:         Image: Image: Image or Yes       Image or Yes       Yes       Yes       Yes       Yes         Image: Image: Image: Image or Yes       Image or Yes       Yes       Yes       Yes       Yes         Image: Image: Image or Yes       No       Yes       Yes       No       Yes       Yes         Image: Image: Image or Yes       Yes       Yes       No       Yes       Yes       Yes         Image: Image: Image or Yes       Yes       Yes       No       Yes       Yes       Yes	ed Troute       New Trail       Trail Reroute (Mandatory or Discression is a provide any written correspondence from WMS.)         ed Troute       New Trail       Trail Reroute (Mandatory or Discression provide any written correspondence from WMS.)         ship       Range       E       Section       14 14 14 14 14 14 14 14 14 14 14 14 14 1	

## **Trail Project Detailed Description**

This project entails crossing both the north and south bound lanes of US Highway 53 in order to avoid an at grade crossing and by-pass a need for a recreational trail bridge over Potato Creek. This project is expensive but the best option in the long run. We are prepared to "bank" funds over several years to accumulate enough to complete the project and we will also attempt to secure funds from DOT since they neglected to follow through on their commitment to the trail. A partial funding award will allow us to proceed with final engineering and with securing additional funds.

It is rumored that US 53 will be upgraded from an expressway to a freeway in the near future. This is evidenced by the continally upgrades from intersections to the highway at grade to ramps and overpasses. Once the freeway designation occurs, at grade crossings will likely be eliminated.

## **Recreation Grant Project Cost Estimate Worksheet**

Page 1 of 2

For use with Recreation Grant Application Forms

Form 8700-014 (R 02/23)

Project Name:		Prepared By:	Date
US 53 Potato Cr	eek Overpass	Mike Peterson	04/03/2024
County	Project Applicant:	Landowner Name	Public
Washburn	Washburn County Forestry	WisDOT	O Private

	DEVELOPMENT PROJECT ITEMS List by individual item or break down by Use Areas (See Item List On Back Of This Form)	Quantity	Unit of Measure	Component Costs	Estimated Total Item Cost
2	Excavation	2,500	yards	\$20.00	50,000.00
2	Borrow	23,000	yards	\$15.00	345,000.00
2	Aggregate	700	yards	\$24.00	16,800.00
2	Trail Bridges	2		\$1,186,540.00	2,373,080.00
2	Engineering	1		\$357,347.00	357,347.00
2	Construction	1		\$357,347.00	357,347.00
2	Misc	1		\$788,593.00	788,593.00
					<u> </u>

NOTE:

• For development projects, contingency and indirect costs are <u>not</u> eligible expenses.

• For acquisition projects, complete the Acquisition Project Cost Estimate Section of this form.

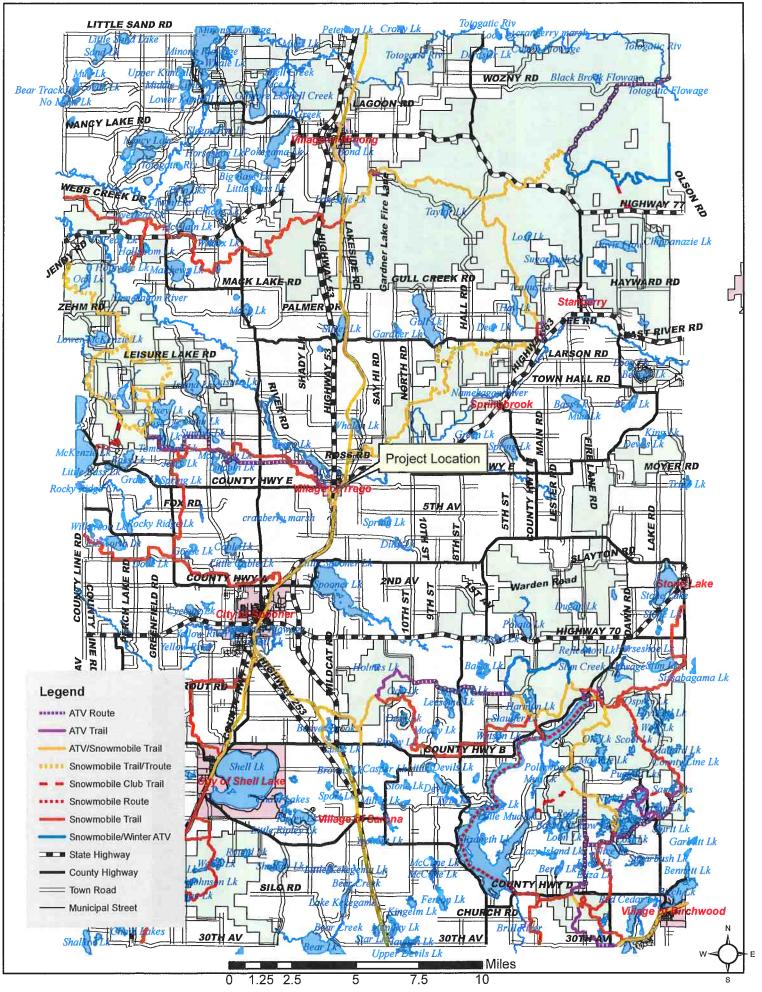
## **Guidelines for Applicant**

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

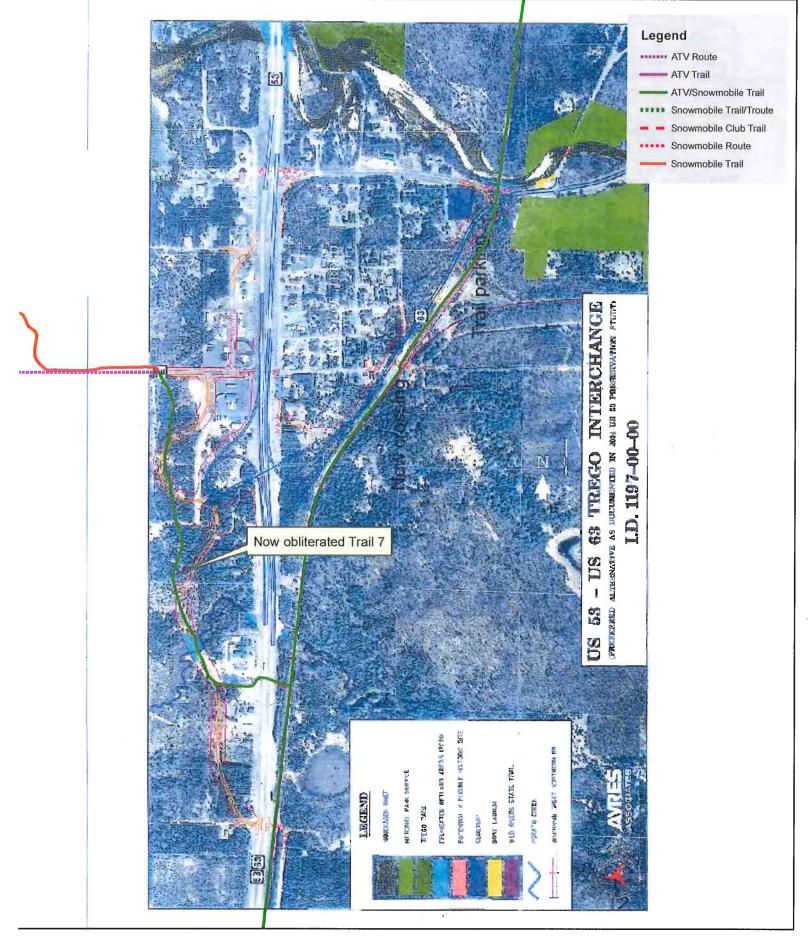
Mandatory or Discretionary? (no points)	
A) Trail is already closed or will be closed for the upcoming season. = Mandatory	
B) Trail won't be closed for the coming season, but relocation is preferable for landowner request, to avoid road use, etc = <b>Discretionary</b>	Mandatory

Category	Possible Points	Actual Points
1 Mainteance Increase Only		
New trail footprint has already been cleared/constructed, application is requesting only a maintenance increase	2	
2 Dedicated Highway Rec Wing		
An opportunity to develop a dedicated rec wing on a highway will allow for increased safety of trail users by getting them off of a shared highway bridge.	2	
3 Funding (maximum points 2) Are other funds already committed?		
50% or greater from other funding source(s)? TBD	2	
11% - 49% from other funding source(s)?	1	
0% - 10% from other funding source(s)?	0	
4 Length of Written Easements or Land Use Agreement (max points 4) (ch. 23.09(26)(am)1 WI Stats)		
On public land (County, State, Federal)	4	4
10 or more year <b>deeded easement</b> on private land or other public land, for all portions of that trail segment to the nearest road on each side	3	
3-9 year <b>deeded easement</b> on private land or other public land, for all portions of that trail to the nearest road on each side	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 trail is shut down?		
Measured from nearest intersection on both sides of lost segment. (max 4 points)	1	
Less than 20 miles 20 miles or more	1 3	3
No other snowmobile trails connect. Explain:	4	-
DEDUCTIONS		
8 <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	
GRAND TOTAL	1	7

# Map 1: Trail 7 Mandatory Relocation Project - Overview



## Map 2: WisDOT Construction Plans





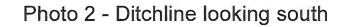
2022 Imagery

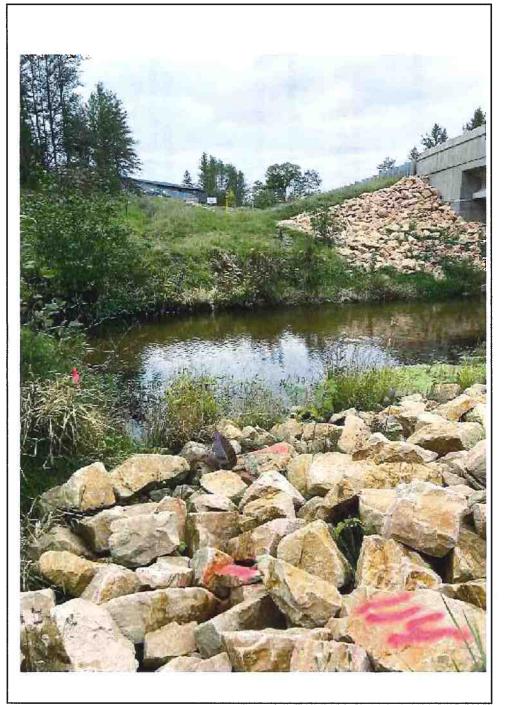


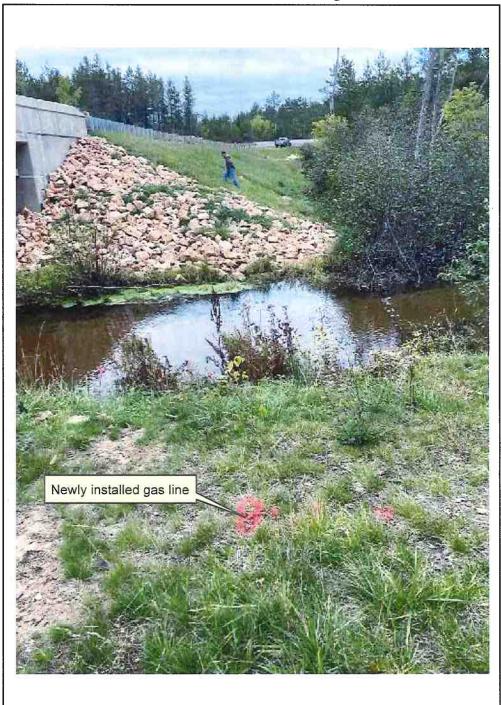
Map 3: WisDOT Bridge Construction

2020 Imagery









Illustrates "flat bottom" ditches installed by WisDOT



## MEMORANDUM

То:	Washburn County Forestry Department	
From:	Ayres	
Date:	April 1, 2024	Project No.: 41-0894.00
Re:	Trego Trail Options	

The Washburn County Forestry Department requested that Ayres evaluate some alternatives for a gradeseparated crossing of the ATV/Snowmobile Trail with USH 53/63 south of the Trego Interchange. Based on discussions with the County and WisDOT two options were taken forward for evaluation and cost estimates. An option with the Trail going over USH 53 and an option with the trail going under the USH 53 structure over Potato Creek. The trail option under the structure has two alternatives for retaining walls. The alternatives are described in more detail below:

## Option 1A – Trail Under USH 53 Structure over Potato Creek (Lower Profile)

This option provides a trail that connects the existing Wild River State Trail to Mackey Road by going under USH 53/USH 63 at the Potato Creek structures. There is an existing flat area under the structure that would be widened to 14' to allow the trail under the structure. This would require a retaining wall of 10-11' height to be constructed under the structure.

#### Cost

The estimated cost for this alternative is \$1,900,000. This cost includes Construction, Design Engineering, and Construction Engineering.

#### Benefits

- This alternative is a lower cost than a structure over USH 53.
- No lane closures or traffic control on USH 53/63 are anticipated for this alternative.
- Vertical clearance is estimated to be approximately 17'. The trail's tractor for grooming is almost 10' tall.

#### Challenges

- This alternative requires a 10-11' retaining wall to be constructed under the existing structure. This can be problematic for the temporary shoring of the embankment in front of the existing abutment.
- Need to confirm with survey that fill will avoid the flood plain of Potato Creek.
- The curves of the trail to get under the structure will be tight and sight distance may be a concern.
- Need to maintain the drainage from USH 53 ditches to Potato Creek.
- Potential DNR concerns with the trail running adjacent to Potato Creek due to erosion or loss of the existing critter crossing under the structure.

## Option 1B – Trail Under USH 53 Structure over Potato Creek (Higher Profile)

This option provides a trail that connects the existing Wild River State Trail to Mackey Road by going under USH 53/USH 63 at the Potato Creek structures. There is an existing flat area under the structure that would be widened to 14' to allow the trail under the structure. This would require two retaining walls on each side of the trail. An approximate 5' tall retaining wall on the south side of the trail and an Page 1 of 2

715.834.3161 | 3433 Oakwood Hills Parkway | Eau Claire, WI 54701-7698 www.AyresAssociates.com approximate 4' tall retaining wall on the north side of the trail. Railing will be required along the trail's south side to protect the drop off from the retaining wall.

## Cost

The estimated cost for this alternative is \$1,600,000. This cost includes Construction, Design Engineering, and Construction Engineering.

## Benefits

- This alternative is a lower cost than a structure over USH 53 and Option 1A.
- No lane closures or traffic control on USH 53/63 are anticipated for this alternative.

## Challenges

- This alternative has a vertical clearance of approximately 11'-12'. The trail's tractor for grooming is almost 10' tall.
- While not as challenging as Option 1A, temporary shoring of the embankment in front of the existing abutment will be required.
- Need to confirm with survey that fill will avoid the flood plain of the Potato Creek.
- The curves of the trail to get under the structure will be tight and sight distance may be a concern.
- Need to maintain the drainage from USH 53 ditches to Potato Creek.
- Potential DNR concerns with the trail running adjacent to Potato Creek due to erosion or loss of the existing critter crossing under the structure..

## Option 2 - Trail Over USH 53 with a two-span structure

This option provides a trail that connects the existing Wild River State Trail to Mackey Road by going over USH 53/USH 63 north of the Potato Creek structures. The structure would meet the 17'4" minimum clearance over USH 53/USH 63. The median pier would be protected by the existing concrete barrier along southbound lanes. New beam guard would be required along the northbound median lanes to protect the pier. The median pier would be placed in a location to meet at least the minimum lateral clearance requirements for a pier protected by beam guard and concrete barrier. The abutments would be placed outside of the USH 53 clear zone and would not need to be protected by beam guard.

#### Cost

The estimated cost for this alternative is \$4,300,000. This cost includes Construction, Design Engineering, and Construction Engineering.

#### Benefits

- Shorter trail to connect with less curves.
- Does not impact the drainage along USH 53.
- Impacts are not near Potato Creek

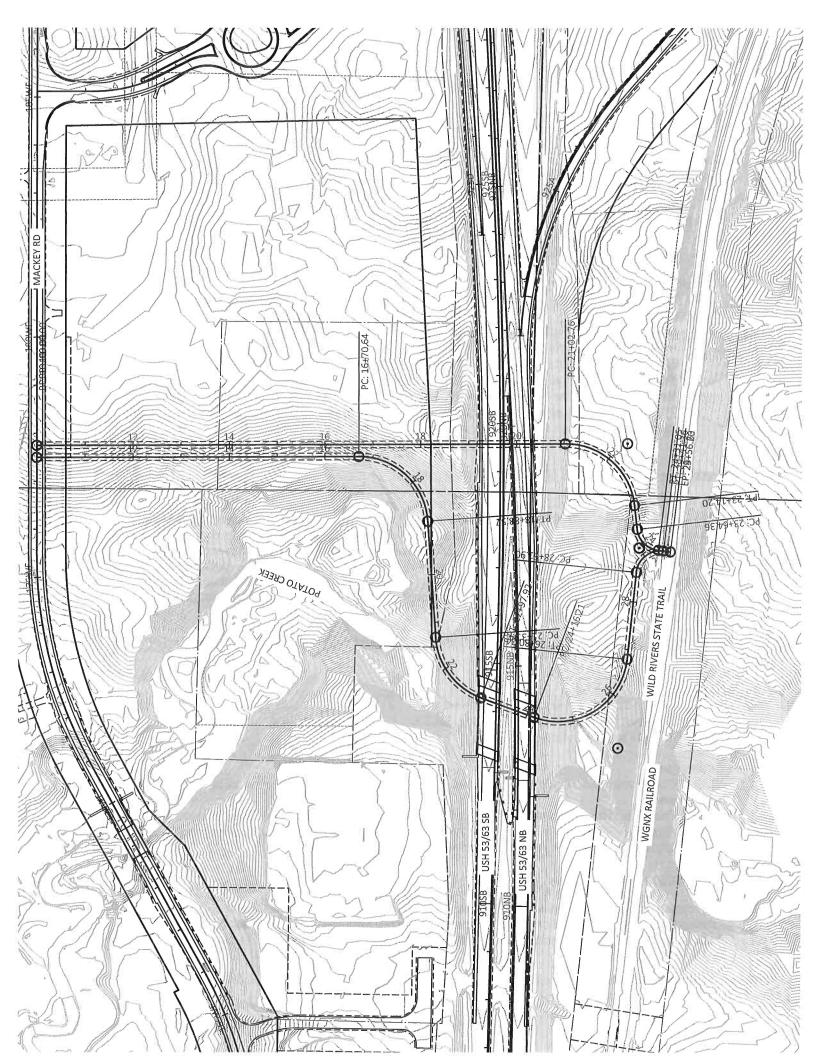
#### Challenges

- Construction will require lane closures on USH 53/63 for pier construction as well as overhead work.
- This alternative has a higher construction cost as well as an estimated higher maintenance cost.
- Alignment may need to be shifted further south as we develop structure footing plans to avoid impacts to the existing concrete barrier along southbound lanes.

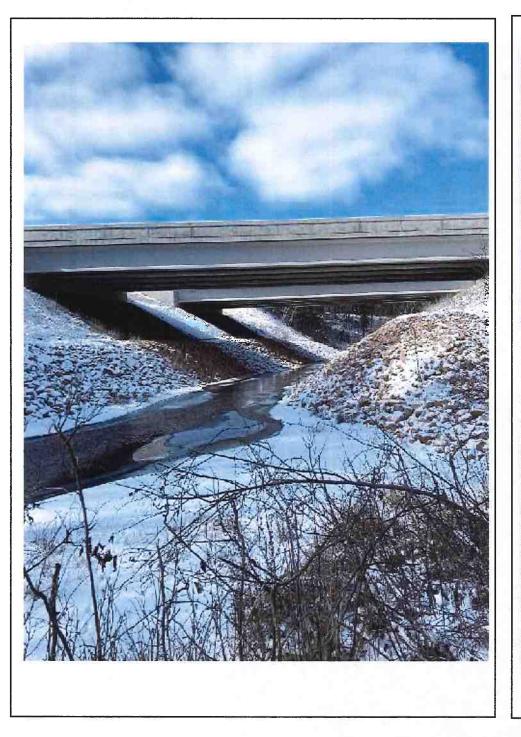
#### **Conclusions**

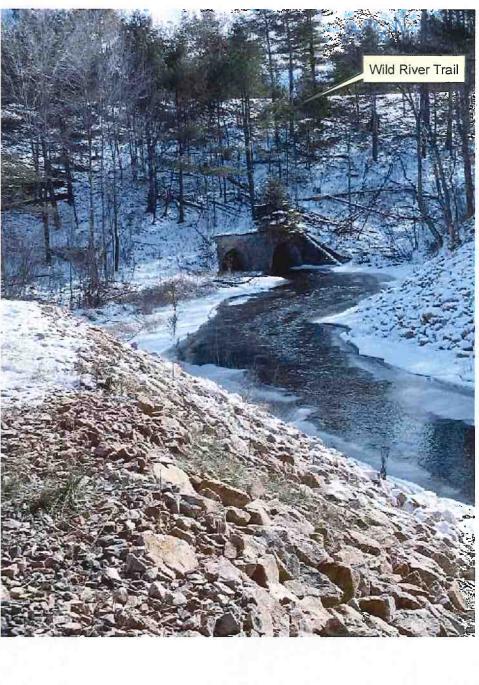
Both options appear to be viable to proceed to the next phase of design. The County will be applying for funding for this project based on these options. A second meeting with WisDOT will be planned to include WisDOT structures, and WisDOT environmental staff to further discuss the challenges.

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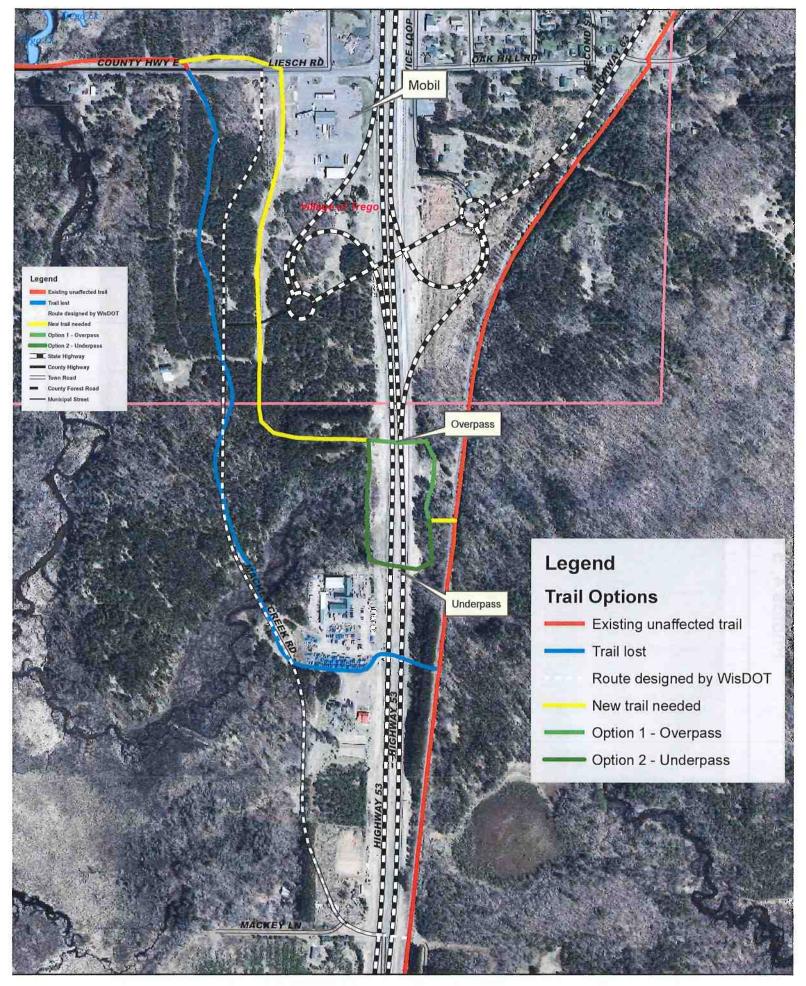


Photos 4, 5 Potato Creek Underpass Area



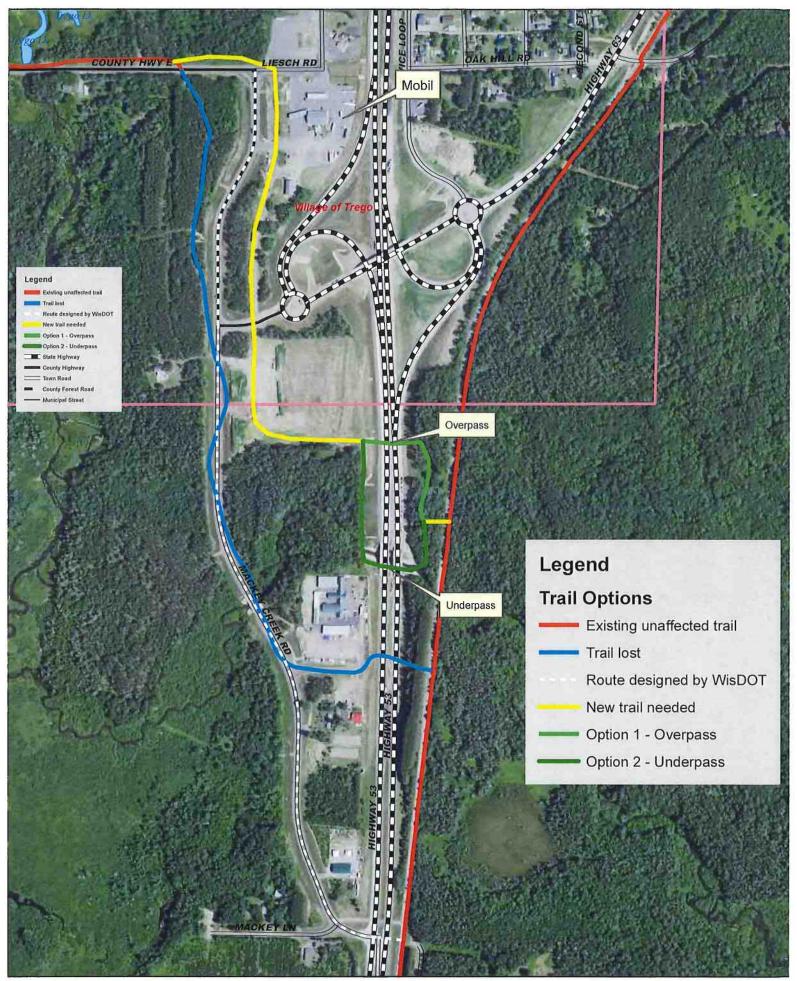


US 53 Crossing - (Aerial 2020)



■Miles

US 53 Crossing - (Aerial 2022)



0.05

0.1

02

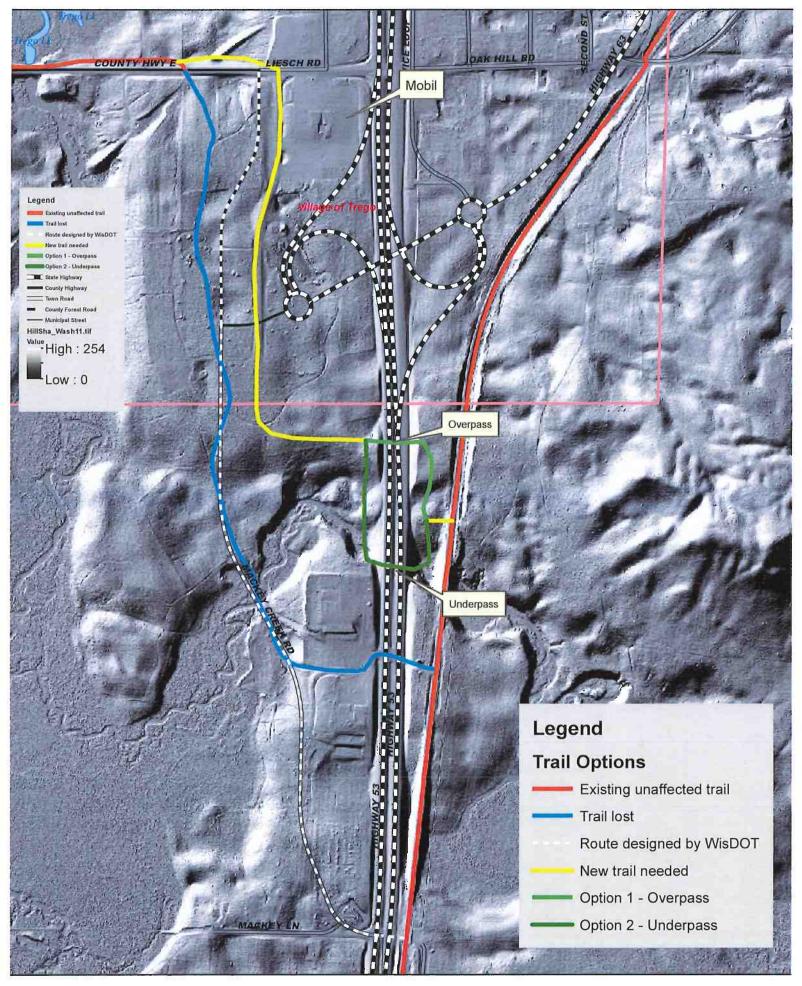
03

٥4

Miles

05

## US 53 Crossing - (LIDAR/Hillshade)

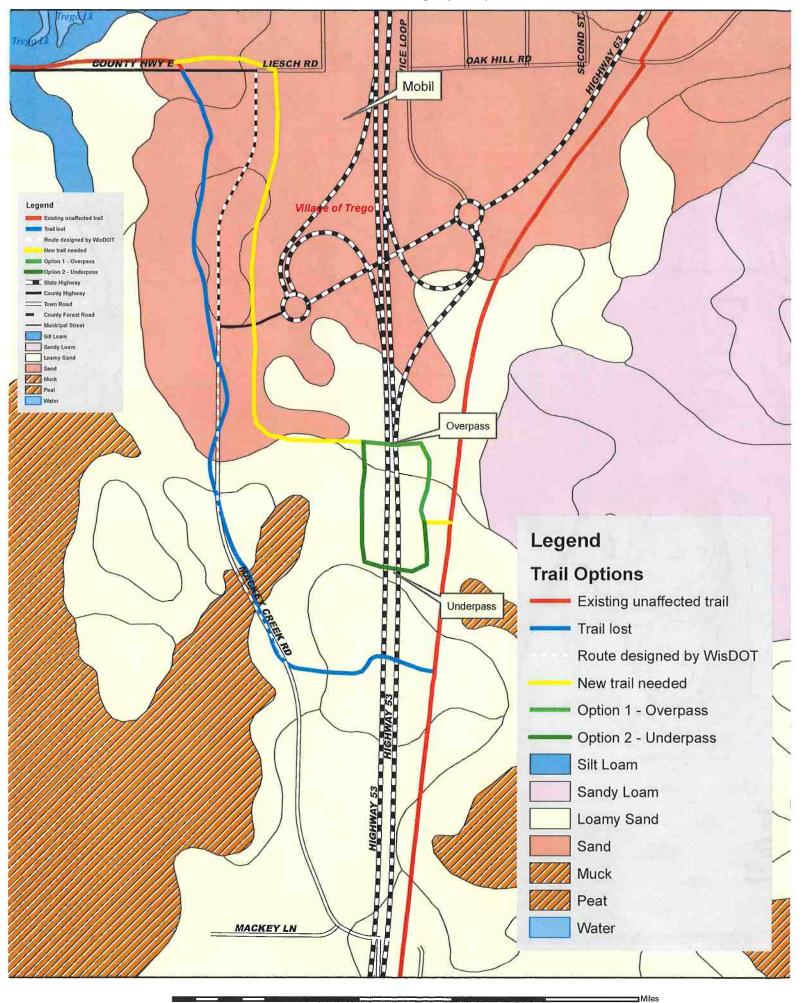


03

01

Miles

US 53 Crossing - (Soils)

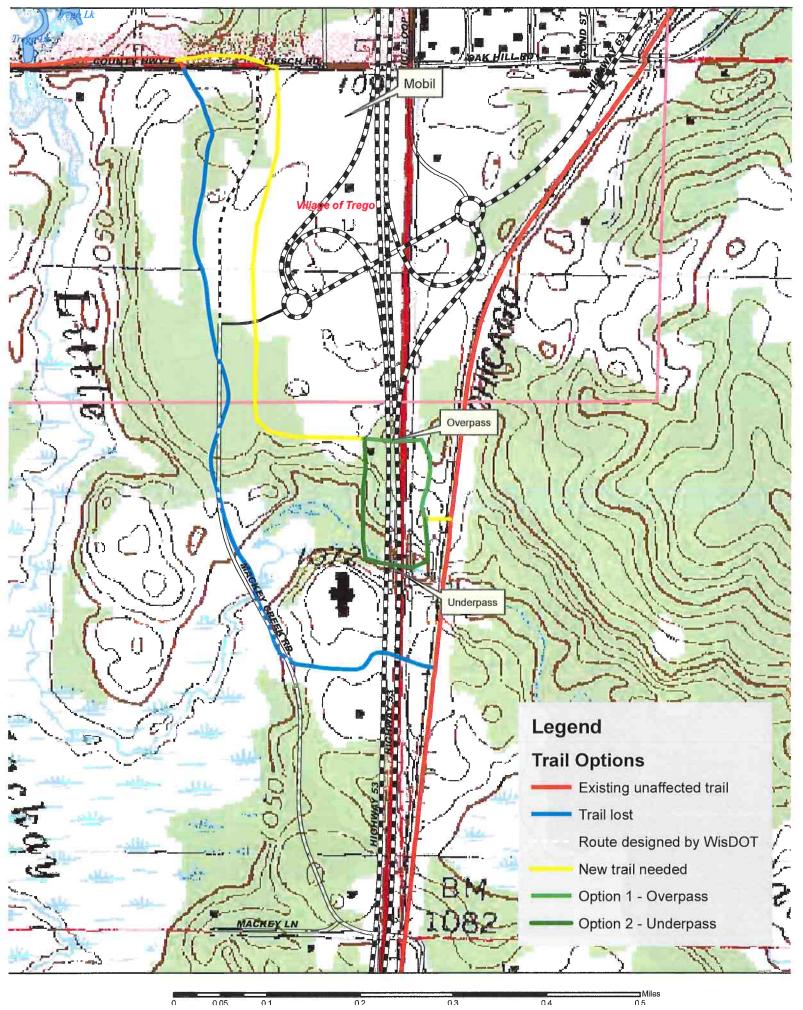


0.05 0.1 0.2 0.3

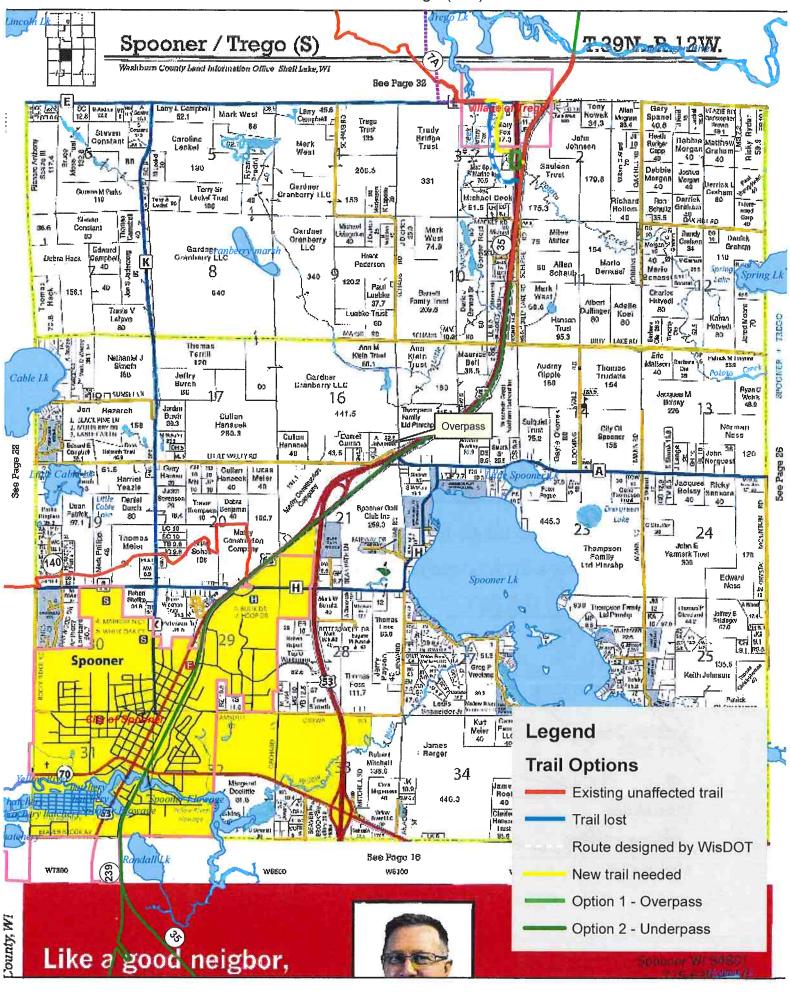
0.5

04

US 53 Crossing - (Topo)



02 03 0.05 01 Π4 US 53 Crossing - (Plat)



0.375 0.75 1.5 2.25 3

Miles