

## 2025-26 Snowmobile Funding Summary

<u>Category</u>	<u>Funds Available</u>	<u>Amount Requested</u>	<u>Amount Funded</u>	<u>Balance</u>
Funds Available				\$ -
Maintenance	(20,250 @ \$300/mile)	\$ 6,075,000	\$ 6,075,000	\$ (6,075,000)
WI River Bridge in Sauk Co		\$ 250,000	\$ 250,000	\$ (6,325,000)
SNARS / GPS Units	Verify...	\$ 215,000	\$ 215,000	\$ (6,540,000)
<u>Funds For Development, etc</u>				\$ -
Storm Damage		\$ -	\$ -	\$ -
Cost Increase Requests		\$ -	\$ -	\$ -
Snow Bridge Rehab		\$ 3,175,351	\$ -	\$ -
Snow Trail Rehab		\$ 315,881	\$ -	\$ -
Snow Relocation Mandatory		\$ 966,464	\$ -	\$ -
Snow Relocation Discretionary		\$ 147,755	\$ -	\$ -
Snow Bridge New		\$ 700,527	\$ -	\$ -
New Miles	(352.4 @ \$300/mile)	\$ 485,955	\$ -	\$ -
Snow Acquisition		\$ 155,888	\$ -	\$ -
Snow Non-Trail Development		\$ -	\$ -	\$ -
<i>Development Total</i>		\$ 5,947,821	\$ -	
<b>Grand Total (Maint + Dev)</b>		<b>\$ 12,237,821</b>	<b>\$ 6,290,000</b>	<b>\$ (6,540,000)</b>

Prelim. Supplemental (24-25): \$ -

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A	10	3	2	5	4	-1	23									
NOR-S	Washburn	#1	Washburn County proposes to replace the Gull Creek Bridge on the Big Bend Fire Lane unplowed snow trail. The current timber bridge is too low to the creek and prone to beaver damage. The new bridge would be a clearspan 100,000 lb bridge, the county will cover the cost difference for the extra weight over 25,000.  Cost split 50/50 w/ATV  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 35,000 Public or Private: Public Bridge Inventory #: Old Bridge Size: 20x16 New Bridge Size: 40x12 Water Body: Gull Creek Labor Source: Contractor Years in System: 30+ Design Weight Load: 100,000	*Structure \$37,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$10,000 Equip Rental Other # of New Mi 0	\$70,000 After Cost Share: \$35,000		Bridge inspection in work	10	3	2	5	3		23									
NER	Fond du Lac	#2	Redecking of a bridge on the Wild Goose State Park Trail. The bridge project does not include modifications to the substructure; it only involves the removal and replacement of the entire deck. Width increasing from 9.5ft to 12ft.  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <b>Amount:</b> Public or Private: Public Bridge Inventory #: Old Bridge Size: 77' x 9.5' New Bridge Size: 77' x 12' Water Body: E Branch Fond Labor Source: Years in System: 122 Design Weight Load: 25,000	*Structure \$183,000 Engineer \$55,000 Permits Site prep Materials Abutments Pilings/Piers Approaches \$10,000 Culverts Riprap Labor Equip Rental Other # of New Mi 0	\$248,000 After Cost Share: \$248,000		Poor to Satisfactory	10	3	1	5	1	0	20									
NOR-R	Lincoln	#6	Lincoln County proposes to replace the existing bridge on Corridor 21 over an unnamed stream in the western part of the County. This trail connects to the Taylor County network. The existing bridge is in very poor shape and needs replacing. This trail is only open to snowmobiles.  <b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> \$ - Public or Private: Both Bridge Inventory #: Lincoln #27 Old Bridge Size: 18ft x 10ft New Bridge Size: 60ft x 12ft Water Body: Unnamed Labor Source: Contract Years in System: 10 years + Design Weight Load: 25,000	*Structure \$70,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$10,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Removal \$5,000 # of New Mi 0	\$101,000 After Cost Share: \$101,000		Critical	10	0	2	5	3	0	20									

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
WC	Chippewa	<b>#10</b>	Chippewa County wishes to replace the Paint Creek bridge on the Budweiser trail. The existing bridge was constructed with club funds prior to 1991 and is beingto deteriorate due ot age and corrosion.	*Structure \$35,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other \$5,000 # of New Mi 0	\$68,000 After Cost Share: <b>\$68,000</b>		<i>Needs resolution</i>	Poor	10	3	2	5	4	-1	23
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> 0												
		Variance Exception	Public or Private: Private Old Culvert Size: 40' x 12' Water Body: Paint Creek Years in System: 34	Bridge Inventory #: New Culvert Size: 40' x 12' Labor Source: Design Weight Load: 14,000											
NOR-R	Vilas	<b>#7</b>	Vilas County proposes to replace the existing culvert on Sucker Creek within the Hwy 45 ROW. The bridge inspection indicates the culvert is in poor condition. The new culvert will be 6 feet in diameter by 40ft long. The county is requesting RTP (\$86,834), Snow (\$10,854.50), and ATV (\$10,854.50) funds for this project.	*Structure \$31,000 Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts \$27,500 Riprap \$4,200 Labor \$23,343 Equip Rental Removal \$22,500 # of New Mi 0	\$108,543 After Cost Share: <b>\$10,855</b>			Poor	10	1	2	5	1	0	19
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 97,688.50												
		Variance Exception	Public or Private: Public Old Bridge Size: 6' x 6' x 40' Water Body: Sucker Creek Years in System: More than 10	Bridge Inventory #: Vilas-39 New Bridge Size: 6ft x 40ft Labor Source: Contract Design Weight Load: 25,000											
SC	Cheese Country	<b>#3</b>	The Tri County trail commission wishes to replace <b>Bridge #72</b> on the Pecatonica state trail. In a routine bridge inspection conducted by DNR, major deficiencies were found in the wood pilings of the bridge. In order to replace degraded pilings the bridge decking would be removed. Due to the deck having a poured concrete cap, this would ruin the decking, so for the most cost-effective method we would propose replacing the entire bridge structure.	*Structure \$43,000 Engineer \$4,000 Permits Site prep \$20,000 Materials Abutments \$15,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$10,000 Equip Rental Other \$15,000 # of New Mi 0	\$109,000 After Cost Share: <b>\$54,500</b>		<i>Split 50/50 with ATV</i>	Substructure Poor	10	0	2	5	1	0	18
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> 54500												
		Variance Exception	Public or Private: Public Old Culvert Size: 10' x 42' Water Body: Boner branch Years in System: 50+	Bridge Inventory #: New Culvert Size: 12' x 50' Labor Source: Design Weight Load: 25,000											

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A		10	3	2	5	4	-1	23								
SC  <div>#4</div>	Cheese Country	The Tri County Trail Comm. wishes to rehab <b>Bridge #3</b> on the Cheese Country Trail over Brewery Creek. Will remove existing deteriorated deck and railing, and remove center piling to provide better stream-flow through the bridge structure. Once that work is completed, a Wheeler wood decking and railing system is proposed to be installed w/1 some minor approach work.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts	\$32,555	\$99,555 After Cost Share: <b>\$49,778</b>		Split 50/50 with ATV, waiting on 2nd est	Decking Fair	10	0	2	5	1		18								
		Other funds received, requested, or committed?																					
		Yes or No:	Yes	Amount:	49777.5																		
		Public or Private:	Public	Bridge Inventory #:	3																		
	Variance Exception	Old Culvert Size:	13' x30'	New Culvert Size:	13' x30'	Labor	\$45,000																
	Water Body:	Brewery creek	Labor Source:		Equip Rental	\$12,000																	
	Years in System:	50+	Design Weight Load:	25,000	Other	\$10,000																	
			# of New Mi	0	\$49,778																		
SC  <div>#5</div>	Cheese Country	The Tri County trail commission wishes to rehab <b>Bridge #2</b> on the Cheese Country Trail over Brewery Creek. Will remove existing deteriorated deck and railing, and remove the center piling to provide better stream-flow through the bridge structure. Once that work is completed, a Wheeler wood decking and railing system is proposed to be installed w/1 some minor approach work.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts	\$32,555	\$99,555 After Cost Share: <b>\$49,778</b>		Split 50/50 with ATV, waiting on 2nd est	Decking Fair	10	0	2	5	1		18								
		Other funds received, requested, or committed?																					
		Yes or No:	Yes	Amount:	49777.5																		
		Public or Private:	Public	Bridge Inventory #:	3																		
	Variance Exception	Old Culvert Size:	13' x30'	New Culvert Size:	13' x30'	Labor	\$45,000																
	Water Body:	Brewery creek	Labor Source:		Equip Rental	\$12,000																	
	Years in System:	50+	Design Weight Load:	25,000	Other	\$10,000																	
			# of New Mi	0	\$49,778																		
SC  <div>#94</div>	Cheese Country	The Tri County trail commission requests a <b>cost increase</b> to S-5944 (redeck/rehab of Bridge #48). Changes in personnel and project resources have led to an increase in total project costs.	Cost Increase	\$57,407	\$57,407 After Cost Share: <b>\$57,407</b>		Cost Increase Request. Split 50/50 with ATV, waiting on 2nd est.	Fair	10	0	2	5	1	0	18								
		Other funds received, requested, or committed?																					
		Yes or No:	Yes	Amount:																			
		Public or Private:	Public	Bridge Inventory #:	48																		
	Variance Exception	Old Culvert Size:	13' x 115'	New Culvert Size:	13' x 115'																		
	Water Body:	Pecatonica	Labor Source:																				
	Years in System:	50+	Design Weight Load:	25,000	# of New Mi	0	\$57,407																

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A																
NOR-R	Forest	#8	Forest County proposes to replace the existing bridge on the Nicolet State Trail over Stream 30-12 in the Township of Caswell. The bridge inspection indicates the bridge is in poor condition. The existing bridge is about 76 feet in length and is almost 70 years old. The county is requesting RTP (\$100,000), Snow (\$150,400), and ATV (\$150,400) funds for this project.	*Structure \$171,320 Engineer \$66,900 Permits/Erosion \$8,000 Site prep Materials Abutments \$31,780 Pilings/Piers \$44,064 Approaches \$2,312 Culverts Riprap \$8,160 Labor \$48,264 Equip Rental \$20,000 Other	\$400,800 After Cost Share: \$150,400			Poor	10	1	2	5	1	-1	18								
			Other funds received, requested, or committed? Yes or No: Yes Amount: \$ 250,400																				
			Public or Private: Public Bridge Inventory #: NR-21-006																				
	Variance Exception		Old Bridge Size: 76ft x 12ft New Bridge Size: 85ft x 12ft																				
			Water Body: Stream 30-12 Labor Source: Contract																				
		Years in System: More than 10 Design Weight Load: 25,000	# of New Mi	0	\$150,400																		
NOR-R	Forest	#9	Forest County proposes to replace the bridge on the Wolf River State Trail over Swamp Creek in the Town of Lincoln. The county received a redecking grant last year, but the new bridge inspection indicated the bridge is in poor condition. The county returned the redeck grant to apply for funds to replace it instead. The county is requesting RTP (\$100,000), Snow (\$141,016), and ATV (\$141,016) funds for this project.	*Structure \$171,320 Engineer \$74,900 Permits Site prep Materials Abutments \$31,780 Pilings/Piers \$35,304 Approaches \$2,312 Culverts Riprap \$6,900 Labor \$39,516 Equip Rental \$20,000 Other	\$382,032 After Cost Share: \$141,016			Poor	10	1	2	5	1	-1	18								
			Other funds received, requested, or committed? Yes or No: Yes Amount: \$ 241,016																				
			Public or Private: Public Bridge Inventory #: FC-8																				
	Variance Exception		Old Bridge Size: 60ft x 12ft New Bridge Size: 70ft x 12ft																				
			Water Body: Swamp Crk Labor Source: Contract																				
		Years in System: More than 10 Design Weight Load: 25,000	# of New Mi	0	\$141,016																		
NOR-R	Forest	#11	Forest County proposes to replace the existing bridge on the Nicolet State Trail over the Peshtigo River in the Town of Caswell. The bridge inspection indicates the bridge is in poor condition and recommends closure until repairs can be made. The existing bridge is 194 feet in length and is over 80 years old. The county is requesting RTP (\$100,000), Snow (\$436,276), and ATV (\$436,276) funds for this project.	*Structure \$497,300 Engineer \$109,000 Permits Site prep Materials Abutments \$31,780 Pilings/Piers \$82,320 Approaches \$4,320 Culverts Riprap \$13,420 Labor \$187,732 Equip Rental \$46,680 Other	\$972,552 After Cost Share: \$436,276			Poor	10	1	2	5	1	-1	18								
			Other funds received, requested, or committed? Yes or No: Yes Amount: \$ 536,276																				
			Public or Private: Public Bridge Inventory #: NR-21-007																				
	Variance Exception		Old Bridge Size: 194ft x 12ft New Bridge Size: 194ft x 12ft																				
			Water Body: Peshtigo Rvr Labor Source: Contract																				
		Years in System: More than 10 Design Weight Load: 25,000	# of New Mi	0	\$436,276																		

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mt Impact	Deduct	TOTAL
WC	Monroe	<b>#12</b>	Monroe County wishes to replace an aging and damaged bridge. Bridge has structural damage from corrosion, the railings and deck are in poor condition. Structural damage from grooming equipment is present due to the severe angle of the bridge in relation to the trail. The deck of the bridge needs to be replaced. The certified bridge inspector recommended to close the bridge or to perform a load rating on the bridge at a cost of \$9 500.	*Structure \$39,000 Engineer \$3,000 Permits Site prep \$2,000 Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental \$3,000 Other \$3,000	\$50,000 After Cost Share: <b>\$50,000</b>			Critical	10	1	0	5	1	0	17
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>												
		Variance Exception	Public or Private: Public Old Culvert Size: 11' x 27' Water Body: flume Years in System:	Bridge Inventory #: New Culvert Size: 12' x 70' Labor Source: Design Weight Load: 25,000	# of New Mi 0	\$50,000									
WC	Monroe	<b>#13</b>	Monroe County wishes to replace damaged bridge that is at the end of its life. Bridge has structural damage from ice/water expanding and bulging/cracking the tubular steel. Some structural damage from grooming equipment as well. The deck of the bridge needs to be replaced. The certified bridge inspector recommended a 1 ton weight limit on the bridge or to perform a load rating on the bridge at a cost of \$9,500.	*Structure \$80,000 Engineer \$10,000 Permits \$3,000 Site prep \$17,000 Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$110,000 After Cost Share: <b>\$110,000</b>			Poor	10	1	0	5	1	0	17
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>												
		Variance Exception	Public or Private: Public Old Culvert Size: 12' x 70' Water Body: Mill Pond Years in System:	Bridge Inventory #: New Culvert Size: 12' x 70' Labor Source: Design Weight Load: 25,000	# of New Mi 0	\$110,000									
WC	Trempealeau	<b>#14</b>	Trempealeau County wishes to replace bridge #32 over the North Fork of the buffalo river. The bridge decking needs to be repaired yearly, I-beams and cross members are significantly rusted, some with holes through, and the abutments are eroding away	*Structure \$61,800 Engineer \$500 Permits Site prep \$7,500 Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental \$2,000 Other \$2,200	\$74,000 After Cost Share: <b>\$74,000</b>			Poor	10	4	0	1	0	0	15
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> no <b>Amount:</b>												
		Variance Exception	Public or Private: Private Old Culvert Size: 31.5' x 10' Water Body: Buffalo river Years in System: 40	Bridge Inventory #: <b>32</b> New Culvert Size: 50' x 12' Labor Source: Design Weight Load: 25,000	# of New Mi 0	\$74,000									

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																
Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL	
WC	Pierce	#15	Pierce County wishes to replace the <b>Jenson</b> bridge which spans the Eau Galle river. The current bridge was built in 1995 and in need of replacement. Groomers avoid crossing the bridge due to safety concerns and instead cross thru the river, a Class II trout stream. This river crossing is leading to shoreline degradation and increased wear on the groomer guide wheels.	*Structure \$127,000 Engineer \$10,000 Permits Site prep \$6,000 Materials Abutments \$20,000 Pilings/Piers Approaches \$2,000 Culverts Riprap \$2,000 Labor \$10,000 Equip Rental Other \$2,850	\$179,850 After Cost Share: <b>\$179,850</b>			Deck Poor, Supers. Fair, Subs. Good	10	3	2	5	4	-1	23	
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> no <b>Amount:</b>													
			Public or Private: Private Bridge Inventory #: 11													
Variance Exception			Old Culvert Size: 11.5' x 110' New Culvert Size: 12' x 100'													
			Water Body: Eau Galle rvr Labor Source:													
		Years in System: 30 Design Weight Load: 25,000	# of New Mi	0	\$179,850											
WC	Pierce	#16	Pierce County wishes to replace the <b>Elmwood Nelson</b> bridge over the Eau Galle river. The current bridge is over 40 y/o and in need of replacement. Support poles are visibly rotted, 1 beams are only 6' apart, which doesn't bear the weight of an 8' wide groomer, rip-rap has eroded away, and the deck is well past it's useful life.	*Structure \$108,000 Engineer \$20,000 Permits Site prep \$5,000 Materials Abutments \$10,000 Pilings/Piers Approaches \$5,000 Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other \$6,500	\$161,500 After Cost Share: <b>\$161,500</b>			Deck Poor, Supers. Fair, Subs. Good	10	1	0	1	0	3	15	
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> <b>Amount:</b>													
			Public or Private: Bridge Inventory #:													
Variance Exception			Old Culvert Size: New Culvert Size:													
			Water Body: Labor Source:													
		Years in System: Design Weight Load:	# of New Mi	0	\$161,500											
NOR-S	Bayfield	#17	Bayfield County proposes to rehab a railroad trestle bridge over <b>18 Mile Creek</b> . The west abutments are crumbling and need replacement, and the pire caps on 8 and 9 are internally deteriorating and will also be replaced. The county has a temporary repair to the abutment but the bridge is currently closed to snowmobile traffic. The bridge has been in service since 1889.	*Structure \$40,000 Engineer Permits Site prep Materials Abutments \$100,000 Pilings/Piers \$15,000 Approaches Culverts Riprap Labor \$24,808 Equip Rental \$60,000 Other	\$239,808 After Cost Share: <b>\$239,808</b>				10	3	0	0	1	0	14	
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>													
			Public or Private: Private Bridge Inventory #:													
Variance Exception			Old Bridge Size: 587 New Bridge Size:													
			Water Body: 18 Mile Creek Labor Source: Contractor													
		Years in System: >10 Design Weight Load:	# of New Mi	0	\$239,808											



## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
NOR-R	Vilas	<b>#18</b>	Vilas County proposes to replace the existing bridge on <b>Lynx Creek</b> on Snow Corridor 6. The bridge was originally built by the club over 20 years ago. It was recently inspected and determined to be in poor condition and undersized for the grooming equipment. This project is being resubmitted from last year's tentative awards due to a significant scope change and cost increase. This trail is only used by snowmobiles.	*Structure \$51,400 Engineer \$14,500 Permits Site prep \$10,000 Materials Abutments Pilings/Piers Approaches Culverts Riprap \$2,500 Labor Equip Rental \$12,900 Other # of New Mi 0	\$91,300 After Cost Share: <b>\$91,300</b>			Poor	10	3	2	5	4	-1	23
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> 0												
		Variance Exception	Public or Private: Private Old Bridge Size: 38ft x 12ft Water Body: Lynx Creek Years in System: More than 10	Bridge Inventory #: Vilas-1 New Bridge Size: 38ft x 12ft Labor Source: Contract Design Weight Load: 25,000											
NOR-S	Ashland	<b>#19</b>	Ashland County proposes to replace <b>Bridge 1</b> . The bridge was closed in 2024 from the recommendation of the bridge inspection due to the abutments nearly being scoured out. The engineer recommends a 40' bridge replacement which will allow the new structure to be behind the current abutments and allow slope protection.	*Structure \$32,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Disposal \$5,000 Other # of New Mi 0	\$65,000 After Cost Share: <b>\$65,000</b>			Poor	10	1	0	1	1		13
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>												
		Variance Exception	Public or Private: Private Old Bridge Size: 25x11 Water Body: Years in System: >10 years	Bridge Inventory #: Ashland 1 New Bridge Size: 40x12 Labor Source: Contractor Design Weight Load: Unknown											
NOR-R	Langlade	<b>#20</b>	Langlade Co proposes to replace the existing Bridge #5 crossing the West Branch of the Eau Claire River on the County Line Snow Trail with a new 12' x 45' bridge. The bridge is located on private property, is about 30 years old & in poor condition. This trail is used by Winter ATV & Snowmobiles. County proposes to split this 50/50 Sno and ATV. ATV has already awarded \$53,304 and will be considering a cost increase req to bring total to \$74,887	*Structure \$52,100 Engineer \$150 Permits Site prep \$318 Materials Abutments \$7,810 Pilings/Piers Approaches Culverts Riprap Labor \$83,456 Equip Rental Removal \$5,940 # of New Mi 0	\$149,774 After Cost Share: <b>\$74,887</b>			Poor	10	1	2	0	1	-1	13
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 74,887												
		Variance Exception	Public or Private: Private Old Bridge Size: 35ft x 12ft Water Body: W Br Eau Clair Years in System: 30 years	Bridge Inventory #: Langlade #5 New Bridge Size: 36ft x 12ft Labor Source: Contract Design Weight Load: 25,000											



## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A		10	3	2	5	4	-1	23								
NOR-S	Burnett	#90	Burnett County is seeking a cost increase for replacement of a bridge on Corr Trail 45 on DNR's Crex Meadows State Wildlife Area. DNR is requiring additional engineering and the bridge costs are higher than originally estimated. Total project cost is increasing from \$82,000 to \$344,219 an increase of \$262,219. Burnett is seeking 50% increase from ATV and Snow and has applied for RTP funds \$100,000. Existing S-5961 Grant for \$41,000. Seeking additional \$94,400 in Snow funds.	Cost Increase	\$81,109	\$81,109 After Cost Share: \$81,109		Cost increase to S-5961	N/A	0	3	2	5	3	0	13							
				Engineer																			
				Permits/Erosion																			
				Site prep																			
				Materials																			
			Abutments																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental																				
			Other																				
			# of New Mi	0	\$81,109																		
NOR-S	Ashland	#21	Ashland County proposes to replace the deck on Ashland Bridge 4 over the East Fork Chippewa River. The inspection from Feb 2024 indicates that the decking has widespread major rot in the top layer and recommends that it should be replaced.	Redeck	\$39,600	\$63,100 After Cost Share: \$63,100			Deck Fair	10	0	0	1	1		12							
				Disposal	\$23,500																		
				Permits																			
				Site prep																			
				Materials																			
			Abutments																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental																				
			Other																				
			# of New Mi	0	\$63,100																		
NOR-S	Ashland	#22	Ashland County proposes to replace the deck on Ashland Bridge 3 over the East Fork Chippewa River. The inspection from Feb 2024 indicates that the decking has minor scattered rot in the top layer and recommends that it should be replaced.	Redeck	\$39,600	\$63,100 After Cost Share: \$63,100			Deck Fair	10	0	0	1	1		12							
				Disposal	\$23,500																		
				Permits																			
				Site prep																			
				Materials																			
			Abutments																				
			Pilings/Piers																				
			Approaches																				
			Culverts																				
			Riprap																				
			Labor																				
			Equip Rental																				
			Other																				
			# of New Mi	0	\$63,100																		
			Other funds received, requested, or committed?																				
			Yes or No:	No	Amount:	\$ -																	
			Public or Private:	Public	Bridge Inventory #:	Ashland 3																	
			Old Bridge Size:	98	New Bridge Size:																		
			Water Body:	East Fork	Labor Source:	Contractor																	
			Years in System:	23	Design Weight Load:	Unknown																	

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS															Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A		10	3	2	5	4	-1	23							
SC	Jefferson	Jefferson County wishes to replace the existing bridge over an unnamed creek. Current bridge is constructed out of old telephone poles and in great need of replacement	*Structure	\$43,000	\$74,000		Needs LUA	Poor	10	0	0	1	1	0	12							
			Engineer	\$4,000	After Cost Share:																	
			Permits		\$74,000																	
			Site prep	\$5,000																		
			Materials																			
			Abutments	\$15,000																		
Pilings/Piers																						
Approaches																						
Culverts																						
Riprap	\$2,000																					
Labor	\$5,000																					
Equip Rental																						
Other																						
Other funds received, requested, or committed?																						
Yes or No: No Amount:																						
Variance		Public or Private: Private	Bridge Inventory #:																			
Exception		Old Culvert Size: 28' x 10'	New Culvert Size: 45' x 12'																			
		Water Body: creek	Labor Source:																			
		Years in System:	Design Weight Load: 25,000	# of New Mi	0	\$74,000																
NOR-R	Forest	Forest County requests a cost increase to replace the existing bridge on the LMT-6 Snow Trail over Swamp Creek on county forest land. The current bridge is in very poor condition. This trail is open to snowmobiles in the winter, as well as pedestrian use (bike/hike). Forest County has received \$100,000 in RTP funding for this project. Project as-bid was \$23,965 higher than original estimate. Requesting cost increase	Bid Overage	\$23,965	\$23,965		Cost increase to S-5793	N/A	0	1	2	5	3	0	11							
					After Cost Share:																	
					\$23,965																	
Other funds received, requested, or committed?																						
Yes or No: No Amount:																						
Variance		Public or Private: Public	Bridge Inventory #:																			
Exception		Old Bridge Size: 12' x 25'	New Bridge Size: 12' x 25'																			
		Water Body: Swamp Crk	Labor Source: Contractor																			
		Years in System:	Design Weight Load:	# of New Mi	0	\$23,965																
NOR-S	Bayfield	Bayfield County proposes to replace the timber bridge over the Ounce River with a 24'x12' bridge. The new bridge would have a 100,000 lb weight rating, the County will cover the additional cost over a 25,000 lb bridge.	*Structure	\$29,900	\$49,222			N/A	0	1	1	5	3	0	10							
			Engineer		After Cost Share:																	
			Permits/Erosion		\$49,222																	
			Site prep	\$2,792																		
			Materials																			
			Abutments	\$7,900																		
Pilings/Piers																						
Approaches																						
Culverts																						
Riprap																						
Labor	\$8,180																					
Equip Rental	\$450																					
Other																						
Other funds received, requested, or committed?																						
Yes or No: No Amount:																						
Variance		Public or Private: Public	Bridge Inventory #:																			
Exception		Old Culvert Size: 24x12	New Bridge Size: 24x12																			
		Water Body: Ounce River	Labor Source: Contractor																			
		Years in System:	Design Weight Load:	# of New Mi	0	\$49,222																

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County					Component	Costs	Total	Approved	Q & A	10	3	2	5	4	-1	23						
NOR-R	Price	<p>Price County, with the US Forest Service, proposes to replace the existing culvert on the Flambeau Trail over Clover Creek in the Chequamegon Nicolet Forest. The culvert is failing, with the bottom completely detached. The new culvert will be larger, based on design to meet 100-year flood flow. USFS has completed all design work, Price County will implement the project. This project will be split 50/50 between ATV and Snow.</p> <p><b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> \$ 24,750</p> <p>Public or Private: Public Bridge Inventory #: ??</p> <p>Old Bridge Size: 3.5' x 2.5' x 20' New Bridge Size: 10.5' x 5.5' x 40</p> <p>Water Body: Trib to Clover Labor Source: ??</p> <p>Years in System: More than 10 Design Weight Load: ??</p>				*Structure	\$1,500 \$36,200       \$6,400 \$5,400    0	\$49,500 After Cost Share: \$24,750		** Needs info, Inspection details, WMS,	N/A	0	1	2	5	1	0	9					
						Engineer																	
						Permits																	
						Site prep																	
						Materials																	
#25	Variance Exception					Abutments																	
						Pilings/Piers																	
						Approaches																	
						Culverts																	
						Riprap																	
SER	Sheboygan	<p>Wagner Bridge: Replace current 12ft x 25ft telephone pole and barn board bridge with a 12ft x 30ft re-mountable bridge kit. This particular bridge was removed from another location to be scrapped. The Greenbush club had a late trail reroute and needed something so they used what they could and scavenged a couple newer poles and some better decking. The current bridge has no railing or weight rating.</p> <p><b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b></p> <p>Public or Private: private Bridge Inventory #: 12'x25' New Bridge Size: 12'x30'</p> <p>Old Bridge Size: 12'x25' New Bridge Size: 12'x30'</p> <p>Water Body: unnamed Labor Source:</p> <p>Years in System: Design Weight Load: 25,000</p>				*Structure	\$20,000       \$54,600    0	\$74,600 After Cost Share: \$74,600			N/A	0	0	0	5	1	6						
						Engineer																	
						Permits																	
						Site prep																	
						Materials																	
#26	Variance Exception					Abutments																	
						Pilings/Piers																	
						Approaches																	
						Culverts																	
						Riprap																	
NER	Kewaunee	<p>Kewaunee Co and the Red River SC wish to replace decking on bridge #12. The proposal includes materials and club labor. The trail involved directly connects to funded trail R-1-BS (2.8 miles) and also connects to Door County via trail R-1-DC (1 mile). The trail is only used for snowmobile and not for ATV/UTV or other uses and is located on private property.</p> <p><b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> private <b>Amount:</b></p> <p>Public or Private: private Bridge Inventory #: New Culvert Size:</p> <p>Old Culvert Size: New Culvert Size:</p> <p>Water Body: Labor Source:</p> <p>Years in System: Design Weight Load:</p>				*Structure	\$2,490       \$1,080 \$250  0	\$3,820 After Cost Share: \$3,820			N/A	0	3	0	0	3	0	6					
						Engineer																	
						Permits																	
						Site prep																	
						Materials																	
#27	Variance Exception					Abutments																	
						Pilings/Piers																	
						Approaches																	
						Culverts																	
						Riprap																	

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS																	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
Region	County		Component	Costs	Total	Approved	Q & A		10	3	2	5	4	-1	23									
NOR-R	Langlade	#28	Langlade County proposes to replace the existing Bridge #4 crossing McCloud Creek on the County Line Snow Trail with a new 12' x 45' bridge. The bridge is located on private property. It is about 30 years old and in poor condition. This trail is used by Winter ATV and Snowmobiles. Langlade County proposes to split this between Snow and ATV 50/50. ATV has already awarded \$72,304 and will be considering a cost increase req to bring total to \$87703	*Structure \$65,500	\$175,406			N/A	0	1	2	0	1	-1	3									
			Engineer	After Cost Share: \$87,703																				
			Permits \$150																					
			Site prep \$318																					
	Materials \$25,400																							
			Abutments																					
			Pilings/Piers																					
			Approaches																					
			Culverts																					
			Riprap																					
			Labor	\$75,838																				
			Equip Rental																					
			Removal	\$8,200																				
			# of New Mi	0	\$87,703																			
NER	Waupaca	#29	this project involves removing a failing culvert that was installed in 1921 and replacing it with a new 60" x 35' long culvert. The current culvert has large rust holes and has buckled near the outflow side. The club and landowner have been working to plug the holes and backfill to keep the trail open, but appears very near a complete fail soon.	*Structure \$8,500	\$12,400					1			1	1	3									
			Engineer	After Cost Share: \$12,400																				
			Permits		\$3,900																			
			Site prep																					
	Materials																							
			Abutments																					
			Pilings/Piers																					
			Approaches																					
			Culverts																					
			Riprap																					
			Labor																					
			Equip Rental																					
			Other																					
			# of New Mi	0	\$12,400																			
NOR-S	Barron	#30	Barron County proposes to replace 2 failing culverts on Trail 37 north of the Village of Dallas. The culverts are installed on an intermittent unnamed stream and are inappropriately sized and decaying. The culverts are 32" x14' and 36"x24' and would be replaced with aluminum box culverts.	*Structure		\$49,229					1		1	1	3									
			Engineer	\$1,150	After Cost Share: \$49,229																			
			Permits																					
			Site prep																					
	Materials																							
			Abutments																					
			Guardrail	\$759																				
			Approaches	\$2,150																				
			Culverts	\$24,420																				
			Riprap	\$1,750																				
			Labor	\$14,500																				
			Equip Rental	\$4,500																				
			Other																					
			# of New Mi	0	\$49,229																			

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
SC	Dane	#31	Dane County is proposing to remove existing culverts on trail 21 and replace with a new 40' x 12' bridge that meets state waterway regulations and clearance requirements. The new bridge would have a maximum capacity of 25,000 lbs.	*Structure \$32,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$60,000 After Cost Share: \$60,000			N/A	0	0	0	1	1	-1	23
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>												
		Variance Exception	Public or Private: Private Old Culvert Size: Sugar River Water Body: Sugar River Years in System: Design Weight Load: 25,000	Bridge Inventory #: 40' x 12' New Culvert Size: 40' x 12' Labor Source: Design Weight Load: 25,000	# of New Mi 0	\$60,000									
SC	Dane	#32	Dane County is proposing to replace Dane 11 - MTV 5 - Flynn Creek - Jelle Bridge. The bridge is on private land and supports Dane County Funded Trail #48. The 20+ year old bridge is located on Flynn Creek and is constructed of wooden telephone pole supports with an unknown max load. The new bridge will be 40' x 12' and meet state waterway regulations and clearance requirements, with a max capacity of 25,000 lbs.	*Structure \$32,000 Engineer \$4,000 Permits Site prep \$5,000 Materials Abutments \$12,000 Pilings/Piers Approaches Culverts Riprap \$2,000 Labor \$5,000 Equip Rental Other	\$60,000 After Cost Share: \$60,000			N/A	0	0	0	1	1	-1	1
			<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b>												
		Variance Exception	Public or Private: Private Old Culvert Size: 12' x 16' Water Body: Flynn Creek Years in System: Design Weight Load: 25,000	Bridge Inventory #: 11 New Culvert Size: 12' x 40' Labor Source: Design Weight Load: 25,000	# of New Mi 0	\$60,000									
TOTAL					\$3,175,351	\$0									

## 2025-26 SNOWMOBILE BRIDGE REHABILITATION REQUESTS

Region	County		Component	Costs	Total	Approved	Q & A	Inspection	Inspection	Permits	Funding	Access	Mi Impact	Deduct	TOTAL
									10	3	2	5	4	-1	23

## 2025-26 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NOR-R	Vilas	<div>#33</div> <div>Vilas County proposes to rehab about 1.2 miles of <b>Corridor Trail 10 near West Plum Lake</b> in the NHAL State Forest. The project will consist of improving tight corners with limited sight distances and improve slopes on the hills. This trail is only open to snowmobiles.</div>	Engineer	\$15,000	\$41,609 After Cost Share: <b>\$41,609</b>		< 3 miles
			Permits/Erosion	\$15,000			
			Materials	\$1,400			
			Pit Run	\$2,006			
			Equip Rental	\$6,817			
			Breaker Rock	\$1,386			
		<div>Other funds received, requested, or committed?</div> <div>Yes or No: No Amount: \$ -</div>					
	Variance or Exception?	Public or Private: Public Old Bridge Size: N/A Water Body: N/A	Bridge Inventory #: N/A New Bridge Size: N/A Labor Source: Contract				
	Yes	Years in System: More than 30 years	Design Weight Load: N/A	# of New Mi 0	\$41,609		
NOR-R	Vilas	<div>#34</div> <div>Vilas County proposes to rehab about 2.4 miles of <b>Corridor Trail 10 near Firefly Lake</b> in the NHAL State Forest. The project will consist of improving tight corners with limited sight distances and improve slopes on the hills. This trail is only open to snowmobiles.</div>	Engineer	\$21,000	\$50,183 After Cost Share: <b>\$50,183</b>		
			Permits	\$15,000			
			Pit Run	\$2,865			
			Equip Rental	\$6,948			
			Breaker Rock	\$4,370			
		<div>Other funds received, requested, or committed?</div> <div>Yes or No: No Amount: \$ -</div>					
	Variance or Exception?	Public or Private: Public Old Bridge Size: N/A Water Body: N/A	Bridge Inventory #: N/A New Bridge Size: N/A Labor Source: Contract				
	Yes	Years in System: More than 30 years	Design Weight Load: N/A	# of New Mi 0	\$50,183		
NOR-R	Vilas	<div>#35</div> <div>Vilas County proposes to rehab about 10 miles of trail, including parts of Corridor 8, Corridor 7, and Corridor 6, starting at Old B Road on the north and ending at West Lake Laura Rd. to the south. This <b>"Northstar Trail"</b> project will include improving sight distance on tight corners and addressing hill slope issues. There are no bridges for this segment of trail. This trail is only open to snowmobiles.</div>	Engineer	\$26,000	\$90,463 After Cost Share: <b>\$90,463</b>		
			Permits	\$15,000			
			Gravel	\$16,035			
			Pit Run	\$8,595			
			Equip Rental	\$7,355			
		Breaker Rock	\$17,478				
		<div>Other funds received, requested, or committed?</div> <div>Yes or No: No Amount: \$ -</div>					
	Variance or Exception?	Public or Private: Public Old Bridge Size: N/A Water Body: N/A	Bridge Inventory #: N/A New Bridge Size: N/A Labor Source: Contract				
	No	Years in System: More than 30 years	Design Weight Load: N/A	# of New Mi 0	\$90,463		
WC	Marathon	<div>#36</div> <div>Marathon County wishes to replace temporary crane mats with new mats or a permanent culvert. Mats are used to cross a creek.  Low cost estimate for culvert is \$10,188</div>	Site prep	\$1,500	\$7,580 After Cost Share: <b>\$7,580</b>		
			Labor	\$180			
			Equip Rental	\$850			
			Other	\$3,400			
			Riprap	\$1,650			
		<div>Other funds received, requested, or committed?</div> <div>Yes or No: No Amount: \$ -</div>					
	Variance or Exception?	Public or Private: Private Old Bridge Size: N/A Water Body: N/A	Bridge Inventory #: N/A New Bridge Size: N/A Labor Source: Contract				
	No	Years in System: More than 30 years	Design Weight Load: N/A	# of New Mi 0	\$7,580		



## 2025-26 SNOWMOBILE TRAIL REHABILITATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments						
WC	Portage	Portage County wishes to install two culverts on Trail 705 (old 305) on both sides of the road to improve safety. This trail connects Marathon and Portage Counties and also links Waupaca County through zone 7 of Portage County.	Culverts	\$5,000	\$5,000								
		#37			After Cost Share:								
					Other funds received, requested, or committed?			\$5,000					
									Yes or No:	No	Amount:		
									Public or Private:	Private	Bridge Inventory #:		
WC	Portage	Old Bridge Size:	New Bridge Size:	Labor Source:		\$23,230	\$23,230						
		Water Body:			Design Weight Load:								
		Years in System:						# of New Mi		0	After Cost Share:		
										\$23,230			
		WC						Marathon		Marathon County wishes to install 2 culverts on either side of HWY J in order to create a safer 'driveway' style crossing. New crossing would eliminate safety hazards presented by current ditch crossings.	Culverts	\$32,756	\$32,756
#39	After Cost Share:												
	Other funds received, requested, or committed?		\$32,756										
				Yes or No:	No	Amount:							
				Public or Private:	Private	Bridge Inventory #:							
SC		Cheese Country		Old Bridge Size:	New Bridge Size:	Labor Source:	\$29,525	\$130,120					
	Water Body:		Design Weight Load:										
	Years in System:			# of New Mi						0	After Cost Share:		
										\$65,060			
	SC			Cheese Country						The Tri County trail commission wishes to armor approximately 450 feet of the Cheese Country Trail adjacent to the Pecatonica River. Over time rivers naturally erode and change through dynamic floodplains. In this situation, the Pecatonica River has eroded into this section of the trail, creating safety and trail integrity concerns. Currently, Westbrook Associate Engineers, Inc. has provided a cost estimate for the project. Request split 50/50 with ATV	Engineering Site prep Materials Riprap	\$19,895 \$24,700 \$56,000	\$65,060
#40		After Cost Share:											
		Other funds received, requested, or committed?	\$65,060										
					Yes or No:	Yes	Amount:	65060					
					Public or Private:	Public	Bridge Inventory #:						
SC	Cheese Country			Old Bridge Size:	New Bridge Size:	Labor Source:	\$29,525	\$130,120					
		Water Body:	Design Weight Load:										
		Years in System:		# of New Mi						0	After Cost Share:		
										\$65,060			
		Page 16 of 28								TOTAL	\$315,881	\$0	

# 2025-26 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

2025-26 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS								Maint O	Rec WI	Funding	Access	Mi Impa	Deduct	TOTAL
Region	County	Description	Component	Costs	Total	Approved	Comments	2	2	2	4	4	-1	13
WCR	Dunn	<b>#41</b> Dunn County wishes to apply for a mandatory reroute and 2 new bridges. This project would continue Trail 11 access from Knapp to Boyceville. Multiple crossings & riding within the right of way on 130th Street and crossing a private landowner's driveway to their personal residence would be eliminated. hazards for the riders, steep slopes and blind spots can be reduced by this project. The town bridge will be used. If culvert is approved in lieu of 1 bridge, cost drops by approx. 40%	*Structure	\$84,000	\$101,106 After Cost Share: <b>\$20,222</b>		Applied for RTP	0	0	2	4	3	0	9
			Engineer	\$6,000										
			Permits	\$1,106										
			Site prep	\$2,000										
NOR-R	Vilas	<b>#42</b> Vilas County proposes to relocate a portion of <b>Corridor Trail 6 in Phelps</b> due to loss of a private land easement. The new trail will be located in the Chequamegon Nicolet National Forest and follow existing skid trails and a former cross-country ski trail. Work will include tree removal, stumping, grubbing, and leveling. There are no bridges on this new segment. This trail will only be open to snowmobiles.	Materials		\$17,009 After Cost Share: <b>\$17,009</b>			0	0	0	4	4	0	8
			Abutments											
			Pilings/Piers	\$4,000										
			Approaches	\$2,000										
NOR-S	Washburn	<b>#43</b> Washburn County is proposing to move a at grade trail crossing over <b>US Hwy 53</b> on Trail 7. When the <b>Trego</b> interchange was completed it narrowed the median on the HWY, & groomers no longer have the room to stop in the median. This creates a hazard of having to cross all 4 lanes of traffic from either side. The trail would be relocated to an underpass at Potato Crk, which can accomodate a 14' wide trail. Cost split 50/50 w/ATV Request would be for an additional \$822,500	Culverts		\$1,876,984 After Cost Share: <b>\$822,500</b>		ATV Current Grant Award \$449,869.22  Snow Current Grant Award \$127,500				4	3		7
			Riprap											
			Labor											
			Equip Rental											
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> 80884 Public or Private: Public Bridge Inventory #: 40' 12', 25' 12' Old Bridge Size: unnamed Labor Source: 25,000 Water Body: Design Weight Load: 25,000 Years in System:	# of New Mi	0	\$20,222									
			Labor											
			Equip Rental											
			Other											
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> \$ - Public or Private: Public Bridge Inventory #: N/A Old Bridge Size: N/A New Bridge Size: N/A Water Body: N/A Labor Source: Contract Years in System: 10 years + Design Weight Load: N/A	# of New Mi	1	\$17,309									
			Approaches											
			Culverts											
			Riprap											
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> Public or Private: Bridge Inventory #: Old Bridge Size: New Bridge Size: Water Body: Labor Source: Years in System: Design Weight Load:	Block Wall	\$965,600	\$1,876,984 After Cost Share: <b>\$822,500</b>									
			Engineer	\$156,415										
			Gravel	\$28,800										
			Excavation	\$172,000										
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> Public or Private: Bridge Inventory #: Old Bridge Size: New Bridge Size: Water Body: Labor Source: Years in System: Design Weight Load:	Constructin	\$156,415	\$822,500									
			Misc	\$397,754										
			Labor											
			Approaches											
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> Public or Private: Bridge Inventory #: Old Bridge Size: New Bridge Size: Water Body: Labor Source: Years in System: Design Weight Load:	Culverts		\$822,500									
			Riprap											
			Labor											
			Equip Rental											
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> Yes <b>Amount:</b> Public or Private: Bridge Inventory #: Old Bridge Size: New Bridge Size: Water Body: Labor Source: Years in System: Design Weight Load:	Other		\$822,500									
			# of New Mi	0										

# 2025-26 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

2025-26 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS								Maint O	Rec WI	Funding	Access	Mi Impa	Deduct	TOTAL
Region	County	Description	Component	Costs	Total	Approved	Comments	2	2	2	4	4	-1	13
NOR-R	Vilas	Vilas County proposes to relocate a portion of Corridor Trail 15 near Boulder Junction, due to loss of a private land easement. The new trail will be located in the Northern Highland American Legion State Forest and follow existing logging roads and trails. Work will include tree removal and leveling. There are no bridges on this new segment. This trail will only be open to snowmobiles.	*Structure Engineer Permits/Erosi Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$3,000  \$213      \$5,000 \$2,220	\$10,433 After Cost Share: <b>\$10,433</b>			0	0	0	4	3	0	7
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> \$ -												
		Public or Private: Public Bridge Inventory #: N/A Old Bridge Size: N/A New Bridge Size: N/A Water Body: N/A Labor Source: Contract Years in System: 10 years + Design Weight Load: N/A												
		Variance or Exception?												
NOR-R	Lincoln	Lincoln County proposes to relocate a portion of Trail 39 due to loss of a private land easement. This trail connects the Cities of Tomahawk and Merrill. The new trail will be located within the Hwy 51 ROW. Work will include grading, fill, installing a culvert, and moving the ROW fence in some locations. This trail is only open to Snowmobiles.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	         \$10,000	\$10,000 After Cost Share: <b>\$10,000</b>		** Needs better cost estimate	0	0	0	4	1	0	5
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> \$ -												
		Public or Private: Public Bridge Inventory #: N/A Old Bridge Size: N/A New Bridge Size: N/A Water Body: N/A Labor Source: Contract Years in System: 10 years + Design Weight Load: N/A		\$10,000										
		Variance or Exception?												
NER	Waupaca	Trail E is moving to the edge of the parcel as the landowner is turning the property into a bird sanctuary and does not want a trail through the center of the parcel. This will require the placement of a 60" squash culvert in a drainage ditch. A permit has been applied for and received through the DNR. The resulting change in trail length will result in losing 0.1 mile of trail.	*Structure Engineer Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	         \$9,000  \$3,800	\$12,800 After Cost Share: <b>\$12,800</b>			0	0	0	1	3	0	4
		<b>Other funds received, requested, or committed?</b> <b>Yes or No:</b> No <b>Amount:</b> \$ -												
		Public or Private: Private Bridge Inventory #: Old Bridge Size: 60" x 30' New Bridge Size: 60" x 30' Water Body: unnamed Labor Source: Years in System: Design Weight Load: 25,000												
		Variance or Exception?												

# 2025-26 SNOWMOBILE MANDATORY TRAIL RELOCATION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments	Maint O	Rec MI	Funding	Access	Mi Impa	Deduct	TOTAL
SC	Jefferson	Jefferson County requests a reroute due to loss of landowner permission. Proposed route would add 5.4 miles to thr trail length and require a new bridge to replace an existing semi trailer crossing.	*Structure Engineer Permits Site prep Materials Abutments Culverts Riprap Labor Equip Rental Other	\$46,400 \$2,800  \$8,600      \$1,500 \$1,500	\$60,800 After Cost Share: <b>\$60,800</b>		Needs LUA	0	0	0	0	4	0	4
#48		Other funds received, requested, or committed? Yes or No: No Amount:												
Variance or Exception?		Public or Private: Private Old Bridge Size: semi trailer Water Body: ditch Years in System:	Bridge Inventory #: New Bridge Size: 34' x 12' Labor Source: Design Weight Load:											
			# of New Mi	5	\$60,800									
WCR	Portage	Portage County requests a reroute of the Rosholt trail due to loss of landowner permission. Sone tree removal and dozer work required. Trail length to remain essentially the same.	Materials Labor	\$6,000 \$5,500	\$11,500 After Cost Share: <b>\$11,500</b>			0	0	0	0	4	0	4
#49		Other funds received, requested, or committed? Yes or No: Amount:												
Variance or Exception?		Public or Private: Old Bridge Size: Water Body: Years in System:	Bridge Inventory #: New Bridge Size: Labor Source: Design Weight Load:											
			# of New Mi	0	\$11,500									
NER	Kewaunee	Seeking additional miles for reroute of a funded trail A-4, with a net increase of 3 miles. A freeze-down waterway can be crossed without structure. Trail hconnects to two sections of trail in the County trail system, and aids in connecting to Door Counties trail system(Trail A-1 & R-1-EU.)	Maintenance Only		\$0 After Cost Share: <b>\$0</b>			2	0	0	0	1	0	3
#50		Other funds received, requested, or committed? Yes or No: No Amount:												
Variance or Exception?		Public or Private: Old Bridge Size: Water Body: Years in System:	Bridge Inventory #: New Bridge Size: Labor Source: Design Weight Load:											
			# of New Mi	3	\$900									
TOTAL					\$966,464	\$0								

## 2025-26 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS

2025-26 SNOWMOBILE DISCRETIONARY TRAIL RELOCATION REQUESTS															Maint Only	Rec Wing	Funding	Access	Miles Lost	Deduction	TOTAL
Reg	County	Description	Component	Costs	Total	Approved	Comments	2	2	2	4	4	-1								
NOR-R	Iron	<div>#51</div> <div>Iron County proposes to develop about 1.9 miles of new year-round motorized trail in the Town of Sherman to connect the Springstead area to the Price County ATV trail system. The trail will be located within the DOT ROW of Hwy 182 and be 14-feet wide. The trail will follow the existing snow trail, with some relocations to avoid wetlands and to be farther from the vehicle lanes on the Hwy. Additional road routes will connect the trail to the county system. Iron County proposes to split this between ATV (\$307,500) and Snow (\$67,500).</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 307,500</div> <div>Public or Private: Public Bridge Inventory #: N/A</div> <div>Old Bridge Size: N/A New Bridge Size: N/A</div> <div>Water Body: N/A Labor Source: Contract</div> <div>Years in System: Design Weight Load: N/A</div>	*Structure		\$375,000			0	0	2	4	1	0	7							
			Engineer	\$31,955	After Cost																
			Permits/Erosion	\$35,995	\$67,500																
			Gravel	\$152,490																	
			Materials																		
NOR-S	Burnett	<div>#52</div> <div>Burnett County proposes to relocate a 300' section of Trail 45 on the north side of Lake 26 road. The existing trail has sharp corners with steep, sandy banks that cause visibility concerns and maintenance issues. The new segment would eliminate the sharp corners and provide for a safer trail. Trail 45 is the main corridor in Burnett County.</div> <div>RTP: \$7960 ATV: \$995 Applied for</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 8,995</div> <div>Public or Private: Public Bridge Inventory #: N/A</div> <div>Old Bridge Size: N/A New Bridge Size: N/A</div> <div>Water Body: N/A Labor Source: Contractor</div> <div>Years in System: Design Weight Load: N/A</div>	Abutments					0	0	0	4	1		5							
			Pit Run	\$63,595																	
			Approaches																		
			Culverts	\$5,635																	
			Riprap	\$2,185																	
NOR-R	Lincoln	<div>#53</div> <div>Lincoln County proposes to reroute the Snow trail and install a new bridge to cross Devil's Creek near Joe Snow Road, southwest of Merrill. The current trail, shared with Winter ATVs, comes up onto the town to use the road bridge. However, the approaches to get onto the road are steep and difficult to ride or maintain, with limited visibility. The new trail and bridge will offer a safer crossing of the river. Lincoln County proposes to split this 50/50 between ATV and Snow.</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 79,300</div> <div>Public or Private: Private Bridge Inventory #: New</div> <div>Old Bridge Size: Road Bridge New Bridge Size: 50ft x 12ft</div> <div>Water Body: Devil's Creek Labor Source: Contract</div> <div>Years in System: More than 10 Design Weight Load: 25,000</div>	Labor	\$83,145				0	0	0	1	1	0	2							
			Equip Rental																		
			Other																		
			# of New Mi	0	\$67,500																
NOR-R	Lincoln	<div>#53</div> <div>Lincoln County proposes to reroute the Snow trail and install a new bridge to cross Devil's Creek near Joe Snow Road, southwest of Merrill. The current trail, shared with Winter ATVs, comes up onto the town to use the road bridge. However, the approaches to get onto the road are steep and difficult to ride or maintain, with limited visibility. The new trail and bridge will offer a safer crossing of the river. Lincoln County proposes to split this 50/50 between ATV and Snow.</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 79,300</div> <div>Public or Private: Private Bridge Inventory #: New</div> <div>Old Bridge Size: Road Bridge New Bridge Size: 50ft x 12ft</div> <div>Water Body: Devil's Creek Labor Source: Contract</div> <div>Years in System: More than 10 Design Weight Load: 25,000</div>	*Structure	\$118,400	\$158,600			0	0	0	1	1	0	2							
			Engineer	\$13,000	After Cost																
			Permits		\$79,300																
			Site prep	\$20,000																	
			Materials																		
NOR-R	Lincoln	<div>#53</div> <div>Lincoln County proposes to reroute the Snow trail and install a new bridge to cross Devil's Creek near Joe Snow Road, southwest of Merrill. The current trail, shared with Winter ATVs, comes up onto the town to use the road bridge. However, the approaches to get onto the road are steep and difficult to ride or maintain, with limited visibility. The new trail and bridge will offer a safer crossing of the river. Lincoln County proposes to split this 50/50 between ATV and Snow.</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 79,300</div> <div>Public or Private: Private Bridge Inventory #: New</div> <div>Old Bridge Size: Road Bridge New Bridge Size: 50ft x 12ft</div> <div>Water Body: Devil's Creek Labor Source: Contract</div> <div>Years in System: More than 10 Design Weight Load: 25,000</div>	Abutments																		
			Pilings/Piers																		
			Approaches																		
			Culverts																		
			Riprap																		
NOR-R	Lincoln	<div>#53</div> <div>Lincoln County proposes to reroute the Snow trail and install a new bridge to cross Devil's Creek near Joe Snow Road, southwest of Merrill. The current trail, shared with Winter ATVs, comes up onto the town to use the road bridge. However, the approaches to get onto the road are steep and difficult to ride or maintain, with limited visibility. The new trail and bridge will offer a safer crossing of the river. Lincoln County proposes to split this 50/50 between ATV and Snow.</div> <div>Other funds received, requested, or committed?</div> <div>Yes or No: Yes Amount: \$ 79,300</div> <div>Public or Private: Private Bridge Inventory #: New</div> <div>Old Bridge Size: Road Bridge New Bridge Size: 50ft x 12ft</div> <div>Water Body: Devil's Creek Labor Source: Contract</div> <div>Years in System: More than 10 Design Weight Load: 25,000</div>	Labor	\$2,000																	
			Equip Rental	\$4,000																	
			Delivery	\$1,200																	
			# of New Mi	0	\$79,300																
TOTAL					\$147,755	\$0															

## 2025-26 SNOWMOBILE NEW BRIDGE REQUESTS

New Bridge/Major Culvert on funded trails where there was never a bridge before (ie, ice crossings)

Reg	County		Component	Costs	Total	Approved	Comments		
SC	Columbia	#45	Columbia County is requesting a <b>cost increase</b> to previously awarded bridge grant S-5842. After the S-5842 was awarded, further review and wetland examination by DNR staff, it was determined that the proposed location was not suitable and the bridge needed to be placed elsewhere, and would require a greater length than initially planned.		Structure	\$160,000	\$260,000 After Cost Share: <b>\$95,000</b>		<b>Cost Increase</b>
			Engineering	\$20,000					
			Permits						
			Site prep	\$10,000					
			Materials						
			Abutments	\$40,000					
			Pilings/Piers						
			Approaches						
			Culverts						
			Riprap	\$10,000					
			Labor	\$20,000					
			Equip Rental						
			Other						
			Other funds received, requested, or committed?						
			Yes or No:	Yes	Amount:	165000			
			Public or Private:	Private	Bridge Inventory #:				
			Old Bridge Size:		New Bridge Size:	120 x 12'			
			Water Body:	wetlands	Labor Source:				
			Years in System:		Design Weight	25,000			
					# of New Mi	0	\$95,000		
NOR-S	Rusk	#54	Rusk County Proposes to add a new 36' bridge over an unnamed tributary to Alder Creek on Corridor 31. The creek is prone to flooding which makes the crossing unstable and a hazard. There is no way to relocate the trail to avoid crossing the creek. Providing a bridge will enhance the safety of the crossing as well as reduce wear on trail maintenance equipment.		Bridge 1	\$32,000	\$60,000 After Cost Share: <b>\$60,000</b>		<i>Needs Quotes and Bridge Ranking Tool</i>
			Engineering	\$4,000					
			Permits						
			Site prep	\$5,000					
			Materials						
			Abutments	\$12,000					
			Pilings/Piers						
			Approaches						
			Culverts						
			Riprap	\$2,000					
			Labor	\$5,000					
			Equip Rental						
			Other						
			Other funds received, requested, or committed?						
			Yes or No:		Amount:	\$ -			
			Public or Private:	Private	Bridge Inventory #:				
			Old Bridge Size:	NA	New Bridge Size:	36x12			
			Water Body:		Labor Source:	Contractor			
			Years in System:		Design Weight	25,000			
					# of New Mi	0	\$60,000		
NOR-R	Forest	#55	Forest County in collaboration with the US Forest Service proposes to develop a new bridge over Otter Creek on Snow Trail A8-30. This trail had utilized a frozen water crossing in the past, but a new bridge is needed to prevent further bank erosion and water quality issues. USFS has provided engineering and on-site review. County has applied for RTP (\$100,000).		Bridge 1	\$110,000	\$259,747 After Cost Share: <b>\$159,747</b>		
			Bridge 2						
			Permits						
			Site prep	\$13,845					
			Materials						
			Abutments						
			Pilings/Piers	\$71,602					
			Approaches	\$4,065					
			Culverts						
			Riprap	\$11,466					
			Labor	\$23,769					
			Equip Rental	\$25,000					
			Other						
			Other funds received, requested, or committed?						
			Yes or No:	Yes	Amount:	\$ 100,000			
			Public or Private:	Public	Bridge Inventory #:	FC-10			
			Old Bridge Size:	N/A	New Bridge Size:	57ft x 12ft			
			Water Body:	Otter Creek	Labor Source:	Contract			
			Years in System:	10 years+	Design Weight	25,000			
					# of New Mi	0	\$159,747		

--

Reg	County		Component	Costs	Total	Approved	Comments
NOR-R	Forest	<div>#56</div> <p>Forest County proposes to rehab the LMT 4 trail on US Forest Service land near Ada Lake and Glade Lake to resolve a washout issue. Work will include installing a poly-coated arched culvert, modifying an existing water ditch, and building up the trail in areas. USFS have assisted in the design and reviews. Forest County has applied for RTP funds (\$12,160).</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> Yes <b>Amount:</b> \$ 12,160</p> <p>Public or Private: Public Bridge Inventory #: New            Old Bridge Size: N/A New Bridge Size: 64" x 43" x 32'            Water Body: Intermitt Stream Labor Source: Contract            Years in System: 10 years+ Design Weight: 25,000</p>	Bridge 1 Bridge 2 Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$350  \$1,350  \$8,000  \$5,500	\$15,200 After Cost Share: <b>\$3,040</b>        \$3,040		
WC	Clark	<div>#57</div> <p>Clark County wishes to install a culvert funded Chippewa County trail that runs into Clark Co. on corridor 27 in the town of Worden, Clark Co. The old crossing was navigable as an ice crossing in the past but with more water running now that is now longer the case.</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> No <b>Amount:</b></p> <p>Public or Private: Private Bridge Inventory #:             Old Bridge Size: New Bridge Size: 63" x 87" x 40'            Water Body: Roger creek Labor Source:             Years in System: Design Weight</p>	Bridge 1 Engineering Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$13,440       \$13,440      \$13,440	\$13,440 After Cost Share: <b>\$13,440</b>        \$13,440		
WC	Clark	<div>#58</div> <p>Clark County wishes to install a new bridge on corridor 25 in the town of Sherman. Crossing was previously facilitated via ice crossing but the river no longer freezes over, and at times water levels are too high to cross with snowmobiles or groomer.</p> <p><b>Other funds received, requested, or committed?</b>  <b>Yes or No:</b> <b>Amount:</b></p> <p>Public or Private: Private Bridge Inventory #:             Old Bridge Size: New Bridge Size: 60' x 12'            Water Body: Yellow River Labor Source:             Years in System: Design Weight: 25,000</p>	Structure Engineering Permits Site prep Materials Abutments Pilings/Piers Approaches Culverts Riprap Labor Equip Rental Other	\$70,000 \$4,000  \$5,000  \$10,000     \$2,000 \$5,000 \$10,000	\$106,000 After Cost Share: <b>\$106,000</b>        \$106,000		



## 2025-26 SNOWMOBILE NEW BRIDGE REQUESTS

New Bridge/Major Culvert on funded trails where there was never a bridge before (ie, ice crossings)

Reg	County		Component	Costs	Total	Approved	Comments								
WC	Pepin	#59	Pepin County is requesting funds to provide a safer route for snowmobile & foot traffic to travel with the use of two new bridges in Arkansaw Creek County Park. Project has the support of local sportsmans and snowmo clubs, parks committee and Co Board. This change will mitigate risk on a narrow winding stretch of road and re-direct traffic safely through the park. The route will be open to only snowmobiles in the winter and foot traffic in the other months so this is considered a compatible use.		Structure	\$126,000	\$200,000 After Cost Share: \$100,000		\$100k RTP requested						
			Engineering	\$15,000											
			Permits												
			Site prep	\$20,000											
			Materials												
			Abutments	\$20,000											
			Pilings/Piers												
			Approaches												
			Culverts												
			Riprap	\$4,000											
Variance or Exception?	Old Bridge Size:	Public	Bridge Inventory #:	New Bridge Size:	(2) 60' X 12'	Equip Rental	Other	\$15,000							
									Water Body:	Arkansaw crk	Labor Source:				
													Years in System:	Design Weight	25,000
		Other funds received, requested, or committed?													
		Yes or No:		Yes		Amount:		100000							
		Public or Private:		Public		Bridge Inventory #:									
		Old Bridge Size:		New Bridge Size:		(2) 60' X 12'									
		Water Body:		Arkansaw crk		Labor Source:									
		Years in System:		Design Weight		25,000		# of New Mi							
						0		\$100,000							
WC	Portage	#60	Portage County wishes to have a bridge installed that will span a 6' wide, 3' deep drainage ditch, making the crossing much safer and allow the trails to be open earlier. Currently the ditch needs to freeze deep enough to allow groomers to cross so the trails can open. The ditch also poses a hazard to snowmobilers if it thaws early, resulting in earlier closing.		Structure	\$140,500	\$163,300 After Cost Share: \$163,300								
			Engineering	\$3,500											
			Permits												
			Site prep	\$16,300											
			Materials												
			Abutments												
			Pilings/Piers												
			Approaches												
			Culverts												
			Riprap												
Variance or Exception?	Old Bridge Size:	Public	Bridge Inventory #:	New Bridge Size:	65' x 12'	Equip Rental	Other	\$2,000							
									Water Body:	ditch	Labor Source:				
													Years in System:	Design Weight	25,000
		Other funds received, requested, or committed?													
		Yes or No:		No		Amount:									
		Public or Private:		Public		Bridge Inventory #:									
		Old Bridge Size:		New Bridge Size:		65' x 12'									
		Water Body:		ditch		Labor Source:									
		Years in System:		Design Weight		25,000		# of New Mi							
						0		\$163,300							
TOTAL					\$700,527		\$0								

## 2025-26 NEW MILES

2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access										Gateway-High Use										Map attached Y/N										Certification attached Y/N										Public Lands 0-3 pts										Connect Counties/States 0-3 pts										Mean Snowfall 1-3 pts										Trail Ratio 1-3 pts										Trail segment groomed 0-2 pts										County Coordinator 0-2 pts										Deduct Bridge/Trail needs 3 pts										Deducts parallel trails 3 pts										Deduct if runs to water 2 pts										Deduct if dead-end 2 pts										Total Score per Draft Rev									
2025-26 NEW MILES					Gateway-Primary Access										Gateway-Population Access																																																																																																																																																					

## 2025-26 NEW MILES

2025-26 NEW MILES																		1. Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible. 2. Column H indicates if the required map was submitted. 3. Column I indicates if the certification statement was signed. 4. Columns J through R are the actual ratings and rankings with point value. 5. Column P thru R should be entered as negative numbers. "-1"					Deduct if dead-end 2 pts	Total Score per Draft Rev							
																		Deduct if runs to water 2 pts	Deducts parallel trails 3 pts	Deduct Bridge/Trail needs 3 pts	County Coordinator 0-2 pts	Trail segment groomed 0-2 pts	Trail Ratio 1-3 pts	Mean Snowfall 1-3 pts	Connect Counties/States 0-3 pts	Public Lands 0-3 pts	Certification attached Y/N	Map attached Y/N	Gateway-High Use	Gateway-Population Access	Gateway-Primary Access
PROJ #	REGION	COUNTY	TRAIL NAME	MILES	1	2	3			1	2	3	4	5	6	7	7	7	TOT	\$ DEV	\$ TOTAL	FUNDED	Dr	Dr							
	NOR-R	Vilas	Grandpa Grumps Trail	0.80															0	\$0	\$240										
	NOR-R	Vilas	Gunlock Trail	2.2															0	\$0	\$660										
	NOR-R	Vilas	Haskell Creek Trail	2.3															0	\$58,425	\$59,115										
	NOR-R	Vilas	Lakefront Pines Trail	0.3															0	\$0	\$90										
	NOR-R	Vilas	LDF Trail 12	4															0	\$0	\$1,200										
	NOR-R	Vilas	Outback Rail Trail	2.5															0	\$0	\$750										
	NOR-R	Vilas	PCC Trail	0.2															0	\$0	\$60										
	NOR-R	Vilas	Pickerel Lake Trail	1															0	\$0	\$300										
	NOR-R	Vilas	Portage Trail																0	\$0	\$0										
	NOR-R	Vilas	Potato Field Trail	2.30															0	\$0	\$690										
	NOR-R	Vilas	St Germain Bypass Trail	2.4															0	\$0	\$720										
	NOR-R	Vilas	Trail 12B	3.4															0	\$0	\$1,020										
	NOR-R	Vilas	Trail 13C	3.6															0	\$0	\$1,080										
	NER	Door	WJ	2.7															0	\$0	\$810			0							
	NER	Door	Sunnyslope	2.9															0	\$0	\$870										
	NER	Fond Du Lac	Corridor 30 to Pickett	4.1															0	\$0	\$1,230										
	NER	Manitowoc	E-2 #4 and I-2	6.3															0	\$0	\$1,890										
	NER	Manitowoc	C-2 #14	2															0	\$0	\$600										
	NER	Manitowoc	B-2 Valders	0.90															0	\$0	\$270										
	NER	Shawano	Doc's trail	5.3															0	\$0	\$1,590										
	NER	Shawano	Tilleda Loop	7															0	\$0	\$2,100										
	NER	Shawano	Mountain Bay to Gresham	2															0	\$0	\$600										
	NER	Shawano	T Trail	1.5															0	\$0	\$450										
	NER	Shawano	W Trail	0.75															0	\$0	\$225										
	NER	Shawano	H Trail	0.5															0	\$0	\$150										
	NER	Shawano	SH Trail	5.52															0	\$0	\$1,656										
	NER	Shawano	WR Trail	2.66															0	\$0	\$798										
	NER	Waupaca	Trail AA	2.1															0	\$0	\$630										
	NER	Waupaca	Trail AC	6.7															0	\$0	\$2,010										
	NER	Waupaca	Trail DR	1.9															0	\$0	\$570										

## 2025-26 NEW MILES

2025-26 NEW MILES																		1. Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible. 2. Column H indicates if the required map was submitted. 3. Column I indicates if the certification statement was signed. 4. Columns J through R are the actual ratings and rankings with point value. 5. Column P thru R should be entered as negative numbers. "-1"													Deduct if dead-end 2 pts	Total Score per Draft Rev

# 2025-26 NEW MILES

2025-26 NEW MILES					Gateway-Primary Access													Gateway-Population Access													Gateway-High Use													Map attached Y/N													Certification attached Y/N													Public Lands 0-3 pts													Connect Counties/States 0-3 pts													Mean Snowfall 1-3 pts													Trail Ratio 1-3 pts													Trail segment groomed 0-2 pts													County Coordinator 0-2 pts													Deduct Bridge/Trail needs 3 pts													Deduct parallel trails 3 pts													Deduct if runs to water 2 pts													1. Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible. 2. Column H indicates if the required map was submitted. 3. Column I indicates if the certification statement was signed. 4. Columns J through R are the actual ratings and rankings with point value. 5. Column P thru R should be entered as negative numbers. "-1"													Deduct if dead-end 2 pts													Total Score per Draft Rev																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
PROJ #	REGION	COUNTY	TRAIL NAME	MILES	1	2	3			1	2	3	4	5	6	7	7	7	TOT	\$ DEV	\$ TOTAL	FUNDED	Dr	Dr																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	WC	St. Croix	Trail 12A	1.9	N	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$570			0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	WC	St. Croix	Trail 12B	2.6	N	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$780			0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	WC	Wood	Rudolph trail	13.6	Y	Y	Y	Y	Y	0	3	1	1	0	2	0	0	0	7	\$0	\$4,092			7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
																				\$0	\$0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
																				\$0	\$0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				352.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

## 2025-26 SNOWMOBILE ACQUISITION REQUESTS

Region	County	Description	Component	Costs	Total	Approved	Comments
NOR-S	Washburn	Washburn County proposes to acquire approximately 60.3 acres of former railroad grade from Shell Lake to the Barron County line. The corridor is approximately 5 miles long and 100' wide. This is the southern 1/2 of the overall project the northern 1/2 as well as development funds will be applied for in 2026.	Acq Price	\$295,000	\$311,777		
#61			Appraisals	\$13,277	After Cost		
			Survey		<b>\$155,888</b>		
			Misc Closing	\$1,000			
			Title Insurance	\$2,500			
		<b>Other funds received, requested, or committed?</b>					
		<b>Yes or No:</b>	Yes	<b>Amount:</b>	<b>\$155.889</b>		
	Variance or Exception?	Public or Private:					
		Old Bridge Size:					
		Water Body:					
		Years in System:					
					\$155,888		
					\$155,888	\$0	