Snowmobile Development Funding Available

Snowmobile Grant Funding for '19-20 season Unassigned Accounts

F1	Opening balance FY20 (Ending unassigned balance from FY19)	\$	7,040,986	F1 #28 From the financial statement
F2	Gas Tax Total (219,157 active vehicles)	\$	3,385,976	F2 A.) \times 50 \times .309 = gas tax to be received this FY
				Money returned upon completion when actual cost
F3	Gas Tax unused/underspent from prior years	\$	290,336	is less than grant amount.
	SubTotal	\$	10,717,298	
F4	Less: Maintenance at \$300/mile - 18,528.24 total miles	\$	(5,558,472)	F4 Actual funded miles x \$300
F5	Less: Required Reserve	\$	(250,000)	F5 DNR set amount
F6	Less: NR Trail Pass Revenue ¹ (19,477 passes)	\$	(915,419)	F6 F.) x \$47
F7	Total Non-Supp. Funds Available	\$	3,993,407	F7
	Assigned Accounts			
F8	Gas Tax Multiplier (55% of Gas Tax Total)	\$	1,862,287	F8 F2 (from this sheet) x .55
F9	Less: '18-19 Supplemental requests (actual)	\$	(3,484,117)	F9 Supplemental requests are due August 1.
	SubTotal	\$	(1,621,830)	
				NR Trail Pass revenue is earmarked for
				supplemental, the remainder may be spent on
		_		Development or held for a future big snow year to
F10	NonResident Trail Pass (3 years revenue)	\$	3,457,219	reduce the pro-rate.
				After we pay out supplemental in any year, we can
				F11 use the balance for development costs. This is the
F11	Total Supplemental Funds Available	\$	1,835,389	available balance in the supplemental account.
E12	Total available for Development in FY20	ć	5,828,796	F12 F7 + F11 = Amount available for Development grants at
F12	Total available for Development in F120	\$	5,828,790	the August funding meeting.
	Total avaliable for Development based on Chapter 20 cap	\$	3,896,460	
	Non-Resident Trail Pass History			
	FY20	\$	915,419.00	
	FY 19 unused	\$	2,541,800.45	
	Total Avalaible	\$	3,457,219.45	

To review these documents, you may want to print out all 3 tabs and then review them on paper, so you

- 1. The first tab is the financial statement with numbers on each line.
- 2. The second tab is the reference document that has an explanation for each item numbered on th
- 3. The 3rd tab is the funding calculation we use to determine available development grant funds.

Reference # Description of Line Item

Reference #	Description of Line Item						
	Revenues (unassigned)						
	Prior year unused balance (FY17 has an exceptionally high balance due to the new Trail Pass						
1	revenue w/no associated expenses. This was because the council was waiting to see what the						
	additional revenue would amount to before deciding how to spend it.						
2	#C x \$30 less expenses (C = Active registrations during FY)						
3	\$30 x dealer registrations less transaction expenses						
4	\$5 per less transaction expense						
5	\$5 per less transaction expense						
6	\$20 per less transaction expense						
7	\$5 per less transaction expense						
8	D x \$30 less transaction expense						
9	F x \$50 less transaction expense (FY17 Revenue)						
10	E X \$10 less transaction expense						
11	\$5 per less transaction expense						
12	Finance/accounting item						
42	Grant from a prior year that were either cancelled or cost less than the advance, so money was						
13	returned to the snowmobile fund.						
14	Finance/accounting item						
45	Moves to segregated side because must be used for supplemental maintenance first (FY16						
15	calculation - 47.5 x # of NR trail passes).						
	Expenses						
47	#17 + #34 = Total Maintenance grants expenses in during FY (2 funding sources: gas tax &						
17	registration)						
10							
18	#18 + #35 = Total Project expenditures during FY (2 funding sources: gas Tax & registration)						
10	#19 + #36 = Total Supplemental Maintenance expenses during FY (possibly 3 funding						
19	sources)						
20	Maintenance on DNR-managed trails						
21	Development project expenditures on DNR-managed trails						
	Snowmobile Enforcement and Training Costs are moved onto this appn (370) if necessary. There						
	are other appns within DNR that can pay for these costs. Those other appns do not appear on						
22	this financial statement. In a low snow year, we may not see any charges here. That is not						
22	because there were no snowmobile enforcement and training costs, but rather a different appn						
	covered those costs. The decision of how much cost to transfer here is made by the Law						
	Enforcement Management Accountant.						
23	Gary's providing statute citation						
	All state administration: Staff from grants, registration, finance, technology services and DNR &						
DOA administrative charges.							
25	Council expenditures during FY (Council's budget)						
	Amount committed to grants that haven't been completed at fiscal year end (maintenance						
26	and/or development)						
27 Unusual line item - will likely remove in 2018							
28	Used to determine available funds for development grants (August funding meeting)						
	Total to accommise arangementation accomplishment branch (magast ranging)						

	Assigned Revenue (must be used for certain purposes)
29	We spend gas tax funds first, the carryover hear is due to the NR trail pass supplemental surplus we're maintaining for a big snow year. This balance is close to \$0.00 after a big snow year when supplemental is pro-rated.
30	A (from previous FY financial statement) x 50 x .309 = Gas Tax Transfer amount
31	#30 x .55 = Gas Tax Supplement amount
32	Snowmobile Safety Education Revenue
33	#16 moved to the assigned revenue side for supplemental use
	Expenses
34	#17 + #34 = Total Maintenance grants expenses in during FY (2 funding sources: gas tax & registration)
35	#18 + #35 = Total Project expenditures during FY (2 funding sources: gas Tax & registration)
36	#19 + #36 = Total Supplemental Maintenance expenses during FY (possibly 3 funding sources)
37	Safety and Training expenses - can vary based on Law Enforcement accountant's discretion and lapse requirements
38	Amount committed to grants that haven't been completed at fiscal year end (maintenance and/or development) - funds have been reserved on the accounting system
39	Unusual line item - will likely remove in 2018
40	Used to determine available funds for development grants (August funding meeting)

WISCONSIN SNOWMOBILE PROGRAM PRELIMINARY FISCAL YEAR END REPORT JUNE 30, 2019 (FY2019)

ASSIGNED SEGREGATED REVENUE & EXPENDITURES

REGISTRATION REVENUES & EXPENDITO	JKES		ASSIGNED SEGREGATED REVENUE & EXPENDITURES	
Continuing Balance		Continuing Balance		
June 30, 2018:			June 30, 2018:	
1 Unobligated Balance	\$5,883,915	29	Unobligated Balance	\$2,298,453
Encumbered-Unpaid Grant Obligations	\$1,942,323		Encumbered-Unpaid Grant Obligations	\$2,555,686
Adjustment	(\$1)		Adjustment	\$0
Total Continuing Balance into FY2018	\$7,826,237	Total Continuing Balance	e into FY2019	\$4,854,139
FY2019 Revenues ²		FY2019 Revenues ²		
2 Snowmobile Public Registration ³	\$2,680,325	30	Gas Tax Formula	\$3,599,325
3 Snowmoble Dealer Registrations and Decals	\$33,690	31	Gas Tax Supplement (.55 Multiplier)	\$1,979,629
4 Snowmoble Municipal Registration	\$315	32	Snowmobile Safety Course Fees	\$22,462
5 Snowmobile Replacement Decals and Certificates	\$22,785	33	NR Trail Pass transfer to Supplement FY2019	\$1,016,798
6 Antique Registrations	\$26,729	TOTAL REVENUES COLLE	CTED	\$6,618,214
7 Antique Renewals	\$8,736	TOTAL FY2019 CONTINU	IING BALANCE AND REVENUES	\$11,472,353
8 Snowmobile Resident Pass	\$2,393,911			
9 Non-Resident Stickers	\$969,308			
10 Snowmobile Club Pass	\$643,660			
11 Ownership Transfer Fees	\$122,292			
12 Interest Distribution	\$59,009			
13 Refund of Prior Year Expenditures	\$37,879			
14 Transaction Fees ¹	(\$36,509)			
15 NR Trail Pass transfer to Supplement FY2019	(\$1,016,798)			
	\$5,945,329			
TOTAL FY2019 CONTINUING BALANCE AND REVENUES	\$13,771,566			
FY2019 Expenditures ²	Ć4 506 742	<u>FY2019 Expenditures</u> ² 34	Court To I Maintenance Court	62 575 466
17 County Trail Maintenance	\$1,586,713	34 35	County Trail Maintenance - Gas Tax	\$3,575,466
18 County Projects	\$1,471,423	35	County Project - Gas Tax	\$77,730
19 County Supplemental 20 State Trail Maintenance	\$0	36	County Supplemental - Gas Tax	\$1,970,755
	\$170,820	37	County Supplemental - Trail Passes	\$167,750 \$7,474
21 State Projects	\$40,280		Law Enforcement and Safety	
22 Snowmobile Enforcement/Training ⁴	\$123,400	TOTAL EXPENDITURES		\$5,799,175
23 County Law Enforcement Aids	\$396,000			
24 Aids Admin-Snow Admin	\$576,800			
25 Aids Admin-Council	\$7,669			
TOTAL EXPENDITURES	\$4,373,105			
26 Encumbered-Unpaid Grant Obligations	\$2,357,475	38	Encumbered-Unpaid Grant Obligations	\$2,757,225
27 Adjustment - DOA Prior Year Adjustment	\$0	39	Adjustment	\$0
TOTAL OBLIGATIONS	\$2,357,475	TOTAL OBLIGATIONS	•	\$2,757,225
TOTAL EXPENDITURES AND OBLIGATIONS	\$6,730,580	TOTAL EXPENDITURES A	ND OBLIGATIONS	\$8,556,400
PRELIMINARY BALANCE AS OF JUNE 30, 2019	\$7,040,986	40	PRELIMINARY BALANCE AS OF JUNE 30, 2019	\$2,915,953
PENDING GRANTS APPROVED BY COUNCIL	\$0		PENDING GRANTS APPROVED BY COUNCIL	
28 ***PRELIMINARY ADJUSTED PROGRAM BALANCE	\$7,040,986	***PRELIMINARY ADJUS		\$2,915,953

PRELIMIARY ADJUSTED REGISTRATION & ASSIGNED PROGRAM BALAN	\$9,956,940

March 31, 2018 Registrations (Gas Tax FY19 Revenue)	242,240
Active Vehicles as of June 30, 2019	217,980
Vehicles registered duing FY19	90,415
WI Resident Trail Passes Sold during FY19	79,991
Discount Trail Passes Sold during FY19	64,366
NR Trail Passes Sold sold during FY19	19,477

¹These are contra revenues NOT expenses. They are classified on DNR's accounting system as contra revenues and our revenue total will not tie out without these in this section. A contra revenue is defined a deduction from the gross revenue reported by a business, which results in net revenue.

Footnotes

REGISTRATION REVENUES & EXPENDITURES

²The question has been raised why aren't expenses shown as a negative on this financial. We did this for simplicity. True accounting format would have revenues with a negative balance, and contra revenues and expenses with a positive balance. This can be confusing to users so we chose to present all amounts as positive.

³In FY's 2016 and prior, registrations were presented as new and original. This will change with the FY 17 financial statement. Go Wild now only tracks whether the registration is public or private so that is how this information will be shown going

⁴ Snowmobile Enforcement and Training Costs are moved onto this appn (370) if necessary. There are other appns within DNR that can pay for these costs. Those other appns do not appear on this financial statement. In a low snow year, we may not see any charges here. That is not becuase there were no snowmobile enforcement and training costs, but rather a different appn covered those costs. The decision of how much cost to transfer here is made by the Law Enforcement Management Accountnant.

Snowmobile	Total Snowmobile Trail Passes Sold											
Season	Non-Resident	Revenue (approximate)	\$30 Pass	Revenue (approximate)	\$10 Club Pass	Revenue (approximate)	Total					
2008-09	27,882	\$892,224					\$892,224					
2009-10	27,411	\$877,152					\$877,152					
2010-11	21,668	\$693,376					\$693,376					
2011-12	14,493	\$463,776					\$463,776					
2012-13	13,503	\$432,096					\$432,096					
2013-14	23,068	\$738,176					\$738,176					
2014-15	19,044	\$609,408					\$609,408					
2015-16	16,766	\$788,002	58,970	\$1,724,873	61,979	\$573,306	\$3,086,180					
2016-17	14,349	\$674,403	64,743	\$1,893,733	65,581	\$606,624	\$3,174,760					
2017-18	21,634	\$1,016,798	62,988	\$1,842,399	63,024	\$582,972	\$3,442,169					
2018-19	19,477	\$915,419	79,991	\$2,339,737	64,366	\$595,386	\$3,850,541					

Snowmobile Supplemental Maintenance Seasonal History

							Basic	
Snowmobile	Fiscal					Percent of	Maintenance	
Season	Year	То	tal Request	To	tal Payment	Request Paid	Awards	Miles
1990-91	1992	\$	352,800	\$	352,800	100%		
1991-92	1993	\$	923,000	\$	701,500	76%		
1992-93	1994	\$	983,900	\$	724,600	74%		
1993-94	1995	\$	889,800	\$	838,400	94%		
1994-95	1996	\$	477,700	\$	477,700	100%		
1995-96	1997	\$	1,925,500	\$	1,036,200	54%		
1996-97	1998	\$	2,130,000	\$	1,642,300	77%		
1997-98	1999	\$	731,000	\$	731,000	100%		
1998-99	2000	\$	1,182,200	\$	1,182,200	100%		
1999-00*	2001	\$	1,514,100	\$	1,514,100	100%		
2000-01*	2002	\$	2,770,200	\$	2,770,200	100%		
2001-02	2003	\$	589,200	\$	589,200	100%		
2002-03	2004	\$	372,100	\$	372,100	100%		
2003-04	2005	\$	2,394,000	\$	1,915,500	80%		
2004-05	2006	\$	1,978,800	\$	1,854,200	94%		
2005-06*	2007	\$	1,942,200	\$	1,942,200	100%		
2006-07	2008	\$	1,068,800	\$	1,068,800	100%		
2007-08*	2009	\$	3,856,100	\$	2,395,700	62%		
2008-09*	2010	\$	2,648,100	\$	2,254,700	85%		
2009-10*	2011	\$	2,798,100	\$	2,318,600	83%		
2010-11	2012	\$	3,551,600	\$	2,165,800	61%		
2011-12**	2013	\$	1,028,800	\$	1,028,800	100%		
2012-13	2014	\$	3,185,500	\$	2,515,600	79.0%		
2013-14***	2015	\$	4,498,600	\$	3,016,500	67.2%		
2014-15	2016	\$	1,591,493	\$	1,563,000	100.0%	\$ 4,714,338	18,857.35
2015-16	2017	\$	1,393,585	\$	1,337,771	100.0%	\$ 4,723,353	18,893.41
2016-17	2018	\$	1,523,565	\$	1,255,154	100.0%	\$ 5,684,592	18,948.64
2017-18	2019	\$	2,174,711	\$	2,145,475	100.0%	\$ 5,672,850	18,909.50
2018-19#	2020	\$	3,492,658			100.0%	\$ 5,676,180	18,917.70

^{*}Payments for these seasons were supplemented through action by the Joint Committee on Finance.

^{**}Includes \$11,400 in payments for 10-11 season.

^{***}Includes \$301,200 from snowmobile registration revenues.

^{*}Amount requested - not yet audited.

2018-2019 Supplemental Maintenance	9/15 Paymt	Dec 1 Ltrs
------------------------------------	------------	------------

_				2010 2010 0	Total Claim	memanoc				1	9/13 Payiiit	1	400 00000/		
DNR REG	Project	Miles F	Rev County/State	Max Amt x\$900	Total Claim Requested =Reg + Supp	Contract Maint.	Supp. Per Request		Supp. Reviewed	Audit Adjustment	50% Advance	Actual Checks	100.0000% Balance of Payment	Groom per mile	Non-Gr per mile
NER	5200	191.90	Brown	\$172,710	\$104,527.24	\$57,570	46,957.24	FALSE		(\$46,957.24)	\$23,478.62	\$5,181.81	(\$5,181.81)	por mine	per mine
NER	5201	133.00	Calumet	\$119,700	\$71,513.44	\$39,900	31,613.44	FALSE		(\$31,613.44)	\$15,806.72	\$43,957.35	(\$43,957.35)		
NER	5202	230.80	Door	\$207,720	\$101,852.92	\$69,240	32,612.92	FALSE		(\$32,612.92)	\$16,306.46	\$30,676.73	(\$30,676.73)		
NER	5203	296.80	Fond Du Lac	\$267,120	\$146,270.31	\$89,040	57,230.31	FALSE		(\$57,230.31)	\$28,615.16	\$7,388.27	(\$7,388.27)		
NER	5204	119.80	Green Lake	\$107,820	\$42,710.05	\$35,940	6,770.05	FALSE		(\$6,770.05)	\$3,385.03	\$80,314.28	(\$80,314.28)		
NER	5205	176.30	Kewaunee	\$158,670	\$115,248.02	\$52,890	62,358.02	FALSE		(\$62,358.02)	\$31,179.01	\$17,243.98	(\$17,243.98)		
NER	5206	248.35	Manitowoc	\$223,515	\$143,118.35	\$74,505	68,613.35	FALSE		(\$68,613.35)	\$34,306.68	\$16,232.86	(\$16,232.86)		
NER	5207	494.30	Marinette	\$444,870	\$219,265.51	\$148,290	70,975.51	FALSE		(\$70,975.51)	\$35,487.76	\$6,667.65	(\$6,667.65)		
NER	5209	421.00	Oconto	\$378,900	\$357,146.15	\$126,300	230,846.15	FALSE		(\$230,846.15)	\$115,423.08	\$91,080.00	(\$91,080.00)		
NER	5210	295.30	Outagamie	\$265,770	\$173,096.58	\$88,590	84,506.58	FALSE		(\$84,506.58)	\$42,253.29	\$54,624.50	(\$54,624.50)		
NER	5211	474.00	Shawano	\$426,600	\$229,449.00	\$142,200	87,249.00	FALSE		(\$87,249.00)	\$43,624.50	\$22,102.98	(\$22,102.98)		
NER	5212	373.40	Waupaca	\$336,060	\$190,181.74	\$112,020	78,161.74	FALSE		(\$78,161.74)	\$39,080.87	\$120,686.20	(\$120,686.20)		
NER	5213	289.00	Waushara	\$260,100	\$121,518.92	\$86,700	34,818.92	FALSE		(\$34,818.92)	\$17,409.46	\$83,119.26	(\$83,119.26)		
NER	5214	133.60	Winnebago	\$120,240	\$62,120.20	\$40,080	22,040.20	FALSE		(\$22,040.20)	\$11,020.10	\$144,330.00	(\$144,330.00)		
WCR	5216	226.40	Buffalo	\$203,760	\$80,624.77	\$67,920	12,704.77	FALSE		(\$12,704.77)	\$6,352.39	\$14,741.34	(\$14,741.34)		
WCR	5217	364.40	Chippewa	\$327,960	\$181,604.82	\$109,320	72,284.82	FALSE		(\$72,284.82)	\$36,142.41	\$5,181.81	(\$5,181.81)		
WCR	5218	369.90	Clark	\$332,910	\$164,114.16	\$110,970	53,144.16	FALSE		(\$53,144.16)	\$26,572.08	\$43,957.35	(\$43,957.35)		
WCR	5222	320.80	Jackson	\$288,720	\$108,003.00	\$96,240	11,763.00	FALSE		(\$11,763.00)	\$5,881.50	\$17,243.98	(\$17,243.98)		
WCR	5223	243.20	Juneau	\$218,880	\$114,042.04	\$72,960	41,082.04	FALSE		(\$41,082.04)	\$20,541.02	\$16,232.86	(\$16,232.86)		
WCR	5224	136.90	La Crosse	\$123,210	\$68,965.53	\$41,070	27,895.53	FALSE		(\$27,895.53)	\$13,947.77	\$6,667.65	(\$6,667.65)		
WCR	5225	780.40	Marathon	\$702,360	\$521,098.33	\$234,120	286,978.33	FALSE		(\$286,978.33)	\$143,489.17	\$120,768.40	(\$120,768.40)		
WCR	5226	298.30	Monroe	\$268,470	\$154,988.75	\$89,490	65,498.75	FALSE		(\$65,498.75)	\$32,749.38	\$91,080.00	(\$91,080.00)		
WCR	5227	119.70	Pepin	\$107,730	\$44,813.13	\$35,910	8,903.13	FALSE		(\$8,903.13)	\$4,451.57	\$54,624.50	(\$54,624.50)		
WCR	5228	223.60	Pierce	\$201,240	\$128,856.54	\$67,080	61,776.54	FALSE		(\$61,776.54)	\$30,888.27	\$22,102.98	(\$22,102.98)		
WCR	5229	290.90	Portage	\$261,810	\$132,396.09	\$87,270	45,126.09	FALSE		(\$45,126.09)	\$22,563.05	\$120,686.20	(\$120,686.20)		
WCR	5230	216.60	St. Croix	\$194,940	\$89,527.36	\$64,980	24,547.36	FALSE		(\$24,547.36)	\$12,273.68	\$83,119.26	(\$83,119.26)		
WCR	5233	271.70	Wood	\$244,530	\$143,667.43	\$81,510	62,157.43	FALSE		(\$62,157.43)	\$31,078.72	\$14,741.34	(\$14,741.34)		
N-R	5234	151.20	Florence	\$136,080	\$83,553.88	\$45,360	38,193.88	FALSE		(\$38,193.88)	\$19,096.94	\$50,280.01	(\$50,280.01)		
N-R	5235	405.79	Forest	\$365,211	\$380,757.68	\$121,737	243,474.00	TRUE		(\$243,474.00)	\$121,737.00	\$17,095.91	(\$17,095.91)		
N-R	5236	304.20 551.70	Iron	\$273,780	\$273,780.00	\$91,260	182,520.00	TRUE		(\$182,520.00)	\$91,260.00	\$18,926.36	(\$18,926.36)		
N-R	5237 5238	290.40	Langlade	\$496,530	\$300,213.99	\$165,510	134,703.99	FALSE		(\$134,703.99)	\$67,352.00	\$27,970.64	(\$27,970.64)		
N-R	5239	403.50	Lincoln	\$261,360 \$263,450	\$134,589.96	\$87,120	47,469.96	FALSE TRUE		(\$47,469.96)	\$23,734.98 \$121,050.00	\$44,563.58	(\$44,563.58)		
N-R N-R	5240	411.00	Oneida Price	\$363,150 \$360,000	\$426,050.04 \$260,287.93	\$121,050 \$123,300	242,100.00	FALSE		(\$242,100.00)		\$17,176.18 \$5,181.81	(\$17,176.18)		
N-R	5241	290.70	Taylor	\$369,900 \$261,630	\$114,544.28	\$123,300	136,987.93 27,334.28	FALSE		(\$136,987.93) (\$27,334.28)	\$68,493.97 \$13,667.14	\$43,957.35	(\$5,181.81)		
N-R	5242	484.00	Vilas	\$435,600	\$435,600.00	\$87,210 \$145,200	290,400.00	TRUE		(\$290,400.00)	\$145,200.00	\$30,676.73	(\$43,957.35) (\$30,676.73)		
N-S	5243	205.40	Ashland	\$433,000 \$184,860	\$103,637.63	\$61,620	42,017.63	FALSE		(\$42,017.63)	\$21,008.82	\$7,388.27	***		
N-S	5244	309.70	Barron	\$104,000	\$105,637.63	\$92,910	22,854.44	FALSE		(\$22,854.44)	\$11,427.22	\$80,314.28	(\$7,388.27) (\$80,314.28)		
N-S	5245	437.00	Bayfield	\$393,300	\$195,477.75	\$131,100	64,377.75	FALSE		(\$64,377.75)	\$32,188.88	\$17,243.98	(\$17,243.98)		
N-S	5246	237.00	Burnett	\$393,300 \$213,300	\$193,477.73	\$71,100	31,650.10	FALSE		(\$31,650.10)	\$15,825.05	\$16,232.86	(\$16,232.86)		
N-S	5247	302.50	Douglas	\$272,250	\$144,236.15	\$90,750	53,486.15	FALSE		(\$53,486.15)	\$26,743.08	\$6,667.65	(\$6,667.65)		
N-S	5248	343.40	Polk	\$309,060	\$145,584.26	\$103,020	42,564.26	FALSE		(\$42,564.26)	\$21,282.13	\$120,768.40	(\$120,768.40)		
N-S	5249	333.40	Rusk	\$300,060	\$123,699.55	\$100,020	23,679.55	FALSE		(\$23,679.55)	\$11,839.78	\$91,080.00	(\$91,080.00)		
ı • I	00	3000		\$555,500	ψ.20,000.00	¥.00,020	Page			(420,0.0.00)	ψ,σσσσ	\$5.,555.00	(\$0.,000.00)		1

Page 1 of 2

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9/15 Paymt

Dec 1 Ltrs

DNR REG	Project	Miles Re	v County/State	Max Amt x\$900	Total Claim Requested =Reg + Supp	Contract Maint.	Supp. Per Request		Supp. Reviewed	Audit Adjustment	50% Advance	Actual Checks	100.0000% Balance of Payment	Groom per mile	Non-Gr per mile
N-S	5250	385.30	Sawyer	\$346,770	\$167,202.06	\$115,590	51,612.06	FALSE		(\$51,612.06)	\$25,806.03	\$54,624.50	(\$54,624.50)		
N-S	5251	255.10	Washburn	\$229,590	\$99,573.67	\$76,530	23,043.67	FALSE		(\$23,043.67)	\$11,521.84	\$22,102.98	(\$22,102.98)		
N-S	5252	61.80	Tri Co Comm	\$55,620	\$24,723.00	\$18,540	6,183.00	FALSE		(\$6,183.00)	\$3,091.50	\$120,686.20	(\$120,686.20)		
SCR	5263	211.90	Sauk	\$190,710	\$79,717.21	\$63,570	16,147.21	FALSE		(\$16,147.21)	\$8,073.61	\$14,741.34	(\$14,741.34)		
SER	5267	110.10	Ozaukee	\$99,090	\$41,045.68	\$33,030	8,015.68	FALSE		(\$8,015.68)	\$4,007.84	\$27,970.64	(\$27,970.64)		
SER	5269	228.40	Sheboygan	\$205,560	\$95,075.89	\$68,520	26,555.89	FALSE		(\$26,555.89)	\$13,277.95	\$17,095.91	(\$17,095.91)		
		14,453.8	TOTAL	\$13,008,456	7,858,585.5	\$4,336,152	3,443,986.8			(\$3,443,986.81)	\$1,721,993.41	2,187,499.0	(2,187,499.0)	0.0	0.0
			State Property			_									
		18.2 cb	Bearskin Trail Cross Co Cruisers	\$16,380	\$18,138.62	\$5,460	Max Eligible 10,920.00	TRUE	10,920.00		\$5,460.00	\$5,400.00	\$5,520.00		
		32.0 cb		\$28,800	\$19,553.90	\$9,600	9,953.90	FALSE	9,953.90		\$4,976.95	\$2,306.70	\$7,647.20		
		36.4 cb	Buffalo River ST	\$32,760	\$12,790.00	\$10,920	1,870.00	FALSE	1,870.00		\$935.00	\$2,306.70	(\$436.70)		
		31.2 cb	Gov. Knowles SF	\$28,080	\$10,186.50	\$9,360	826.50	FALSE	826.50		\$413.25	\$2,306.70	(\$1,480.20)		
			Military Ridge ST	Need to research											
		38.5 cb	NH-AL SF	\$34,650	\$10,113.00	\$7,700	2,413.00	FALSE	2,413.00		\$1,206.50	\$2,306.70	\$106.30		
		27.8 cb		\$25,020	\$25,926.00	\$8,340	16,680.00	TRUE	16,680.00		\$8,340.00	\$8,337.80	\$8,342.20		
	SNARS RE	11.5 cb		\$10,350	\$7,008.00	\$3,450	3,558.00	FALSE	3,558.00		\$1,779.00	\$1,419.00	\$2,139.00		
	SNARS RE	12.5 cb	Redstone Riders	\$11,250	\$6,200.00	\$3,750	2,450.00	FALSE	2,450.00		\$1,225.00	\$772.00	\$1,678.00		
		208.1	Subtotal		\$109,916.02		\$48,671.40		\$42,663.40		\$24,335.70	\$25,155.60	\$23,515.80		
		14,661.9	Grand Total		\$7,968,501.55		\$3,492,658.21		\$42,663.40		\$1,746,329.11	\$2,212,654.62	(\$2,163,983.22)		

49 Counties and 8 State Trails requested a total \$3,492,658 in supplemental

2018-2019 Supplemental Maintenance

Snowmobile Funded Miles Adjustments from GIS Efforts

	Previous		Net		010 11
19-20 Miles	Miles	County/State	Change		GIS - Min. Standards Met?
188.80		ADAMS	(35)	I	YES
196.90		ASHLAND	(9)	1	YES
303.30	309.70	BARRON	(6)	Ť.	YES
437.00	437.00	BAYFIELD	0	Ť	YES
195.50	191.90	BROWN	4		YES
221.60	226.40	BUFFALO	(5)	•	YES
229.60	237.00	BURNETT	(7)	•	YES
152.50		CALUMET	20		YES
57.50		CHEESE COUNTRY(Tri-C	(7)	•	YES
346.50		CHIPPEWA	(16)	<u> </u>	YES
369.90		CLARK	(6)	*	IN PROGRESS
263.00		COLUMBIA	(41)	*	YES
116.78		CRAWFORD	(20)		YES
317.40 311.80	345.20	DODGE	(28)	*	YES YES
224.30		DOOR	(9) (7)		YES
295.80		DOUGLAS	(7)		YES
290.70	290.70		0		YES
169.00		EAU CLAIRE	(12)		YES
155.30		FLORENCE	4	1	YES
295.30		FOND DU LAC	(2)	Ī	YES
391.20	405.79	FOREST	(15)	1	YES
369.60	369.60	GRANT	0		IN PROGRESS
98.00	98.00	GREEN	0		IN PROGRESS
130.50	119.80	GREEN LAKE	11	企	YES
111.40	111.40		0		IN PROGRESS
305.60	308.00		(2)	•	YES
310.40		JACKSON	(10)	•	YES
185.00		JEFFERSON	2		YES
247.40		JUNEAU	4	1	YES
71.16 177.90		KENOSHA KEWAUNEE	2		YES YES
128.40		LA CROSSE	(9)		YES
92.00		LAFAYETTE	(1)	*	YES
532.70		LANGLADE	(19)	i	YES
293.20		LINCOLN	(20)	Ť	YES
217.40		MANITOWOC	(31)	Ţ	YES
791.00	797.90	MARATHON	(7)	Ţ	YES
506.90	494.30	MARINETTE	13	1	YES
134.40	129.80	MARQUETTE	5	1	YES
9.10		MILWAUKEE	(3)	1	YES
298.30		MONROE	0	1	IN PROGRESS
421.90		OCONTO	1		YES
403.50		ONEIDA	0	•	YES
299.30	295.30	OUTAGAMIE	4		YES

Snowmobile Funded Miles Adjustments from GIS Efforts

112	4404	07411/55	1 2		VEC
		OZAUKEE	2	1	YES
112.90		PEPIN	(7)	*	YES
226.90		PIERCE	3	1	YES
345.40	343.40		2	1	YES
290.90		PORTAGE	0		IN PROGRESS
412.10		PRICE	1	1	IN PROGRESS
158.70		RACINE	(25)	1	YES
129.00		RICHLAND	(6)	1	YES
214.60	226.40	ROCK	(12)	1	YES
310.10	333.40	RUSK	(23)	1	YES
213.40	211.90	SAUK	2		YES
382.40	385.30	SAWYER	(3)	1	YES
424.60	474.00	SHAWANO	(49)	1	YES
228.00	228.40	SHEBOYGAN	(0)		YES
216.60	216.60	ST. CROIX	0		IN PROGRESS
290.70	290.70	TAYLOR	0		YES
209.90	222.00	TREMPEALEAU	(12)	1	YES
61.20	61.80	TRI CO COMM	(1)	1	YES
249.10	249.10	VERNON	0		YES
484.00	485.30	VILAS	(1)	1	YES
204.10	241.60	WALWORTH	(38)	1	YES
253.30	255.10	WASHBURN	(2)	1	YES
188.20	185.20	WASHINGTON	3		YES
100.90	100.50	WAUKESHA	0		YES
372.60	373.40	WAUPACA	(1)	1	YES
267.40	289.00	WAUSHARA	(22)	1	YES
132.80	133.60	WINNEBAGO	(1)	1	YES
271.70	271.70	WOOD	0	Ť	IN PROGRESS
18,528.24	18,954.00		(426)	1	

Equipment and Labor Rates for 2018-19 Season Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

I. SNOW TRAIL GROOMING EQUIPMENT RATES - All rates include power unit, grooming drag and operator(s).

	AAA and AA are "add-ons" for specific powers units.	
Class	<u>Description</u>	Rate/Hour
AAA	All heavy duty tracked units constructed specifically for snow grooming with a minimum of 150 horsepower and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width. OR All fully tracked agricultural tractors with a minimum of 125 horsepower.	\$5 more than AA AAA1 - \$90 AAA2 - \$80 AAA3 - \$70 AAA4 - \$60
AA	All heavy duty tracked units constructed specifically for snow grooming having between 149 - 106 horsepower and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width. OR All fully tracked agricultural tractors with 106 – 124 horsepower.	\$5 more than A AA1 - \$85 AA2 - \$75 AA3 - \$65 AA4 - \$55
А	All wheeled or half-track agricultural tractors with all-wheel drive, minimum of 105 horsepower and capable of pulling on a sustained basis a hydraulically operated grooming drag of at least 7'6" (90 inches) frame width. OR Trucks: minimum 1-ton (4-wheel drive), minimum payload of 3,500 lbs., fully-tracked with a minimum manufactured 15,000 GWV track system.	A1 - \$80 A2 - \$70 A3 - \$60 A4 - \$50
1	pounds and a length of at least 20 feet including snow packing pan but excluding	Wings increase frame width with all following conditions:
2	Drag is a minimum of 9'6" (114 inches) frame width with a minimum weight of 3,000 pounds and a length of at least 18 feet including snow packing pan but excluding the tongue . This class includes rollers with a minimum of 9'6" (114 inches) frame width and a minimum of 24" diameter.	- hydraulically operated - must cut and pack snow
3	Drag is a minimum of 7'6" (90 inches) frame width with a minimum weight of 2,000 pounds and a length of at least 18 feet including snow packing pan but excluding the tongue . This class includes rollers with a minimum of 7'6" (90 inches) frame width and a minimum of 24" diameter.	- similar structural material as main frame -24" minimum -extend full length
4	Drag is a minimum of 7'6" (90 inches) frame width.	of the main frame
В	All medium duty (including pick-up trucks) tracked units constructed or adapted specially for snow grooming and capable of pulling on a sustained basis a grooming drag 5'10" to 7'5" (70-89 inches) frame width. OR All wheel type agricultural tractors with all-wheel drive or four- wheel drive assist with a range of 65-104 horsepower.	\$40.00
С	All light duty power units constructed or adapted for snowmobile trail grooming and capable of pulling on a sustained basis a grooming drag 4' to 5'9" (48-69 inches) frame width. Examples of the class of power units would include: ATVs/UTVs and snowmobiles. This class also includes all equipment not addressed in other classes.	\$25.00

Notes regarding correct rates for grooming equipment:

- 1. A Class A power unit pulling either an 11'6" or 9'6" grooming drag that does **not** meet the specifications for either 1, 2 or 3 drags will be placed at level 4 for rate purposes.
- 2. A Class A power unit **not** pulling a 7'6" grooming drag will be placed in Class B for rate purposes.
- 3. A Class B power unit **not** pulling a 5'10" grooming drag will be placed in Class C for rate purposes.
- 4. A power unit will **not** be placed in a higher class if it pulls a larger grooming drag than specified for the class.
- 5. The following tractors have been grandfathered-in as Class A power units for 5 years ('17-18 through '21-22): **John Deere** 6400, 6410, 5625, 2955; **Case**: 5130, 5230; **Massey**: 3075-4, 300T; **Ford**: 7740; **New Holland**: TS 100/Sur Trac drag; **New Holland**: 7740.

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Equipment and Labor Rates for 2018-19 Season Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

II NON-GROOMING MAINTENANCE LABOR AND EQUIPMENT RATES A

MAINTENANCE LABOR (For other than trail grooming)

A labor rate of \$8.00 per hour maximum is established for all non-grooming labor performed under the maintenance agreement by snowmobile clubs and or other similar organizations with the sponsoring county. Maintenance will generally include mowing and brushing, sign and post replacement, plowing of parking lots and roads, shelter and toilet maintenance and normal repair and replacement of structures and facilities.

The allowable labor rate for county employees and others included in labor contracts will be as specified by contract.

B EQUIPMENT RATES (For other than trail grooming)

The following schedule is based on frequently used pieces of equipment for non-grooming maintenance. The Department of Transportation rates are considered when these rates are reviewed each year.

Equipment rates for pieces of equipment not found on this list will be found in the DOT rates. Unless specified otherwise, these rates for equipment are based on hourly use. These rates do **not** include the operator. Where the Department of Transportation issues rates that reflect an adjustment due to fuel rates, these rates shall be the rates utilized for the season.

Class	Description	Rate
101	All trucks pickups	\$15.00
105	All trucks single axle dual-tire over 26,000 lbs.	\$25.00
128	All Trucks, tandem, tri, quad axle	\$55.00
203	All Tired tractors, skid-steers & end-loaders up to 49 hp	\$23.00
205	All Tired tractors, skid-steers & end-loaders 50-99 hp	\$34.00
206	All Tired tractors, skid-steers & end-loaders 100-149 hp	\$49.00
207	All Tired tractors, skid-steers & end-loaders 150 hp and up	\$56.00
215	All Tracked dozers, tractors & skid-steers up to 99 hp	\$41.00
217	All Tracked dozers, tractors & skid-steers 100 - 149 hp	\$54.00
218	All Tracked dozers, tractors & skid-steers 150 hp and up	\$69.00
401	Air compressor all types	\$17.00
410	Motorized mower over 23" (self-contained)	\$15.00
413	Mower—tractor mounted	\$13.00
414	Sickle attached to power unit	\$16.00
490	Trailer less than 1 ton (use mfr. rated capacity)	\$10.00
491	Trailer 1-4 tons (use mfr. rated capacity)	\$13.00
493	All Trailers over 4 ton	\$25.00
550	Rubber tired Backhoe (80 HP and over) was # 250	\$43.00
555	Excavator Track type (less than 100 HP)	\$42.00
558	Excavator Track type (100 - 149HP)	\$54.00
559	Excavator Track type (150HP and over)	\$60.00
802	Portable electric generator (all types)	\$10.00
902	Chipper self-contained (minimum 25 hp)	\$24.00
914	Chain Saw, pole saw, power pruner, brush saw, weed eaters	\$6.00
915	Auger (attachment for tractor/ skid steer), Post pounder-hydraulic	\$26.00
916	Hand-held motorized post-hole digger	\$12.00

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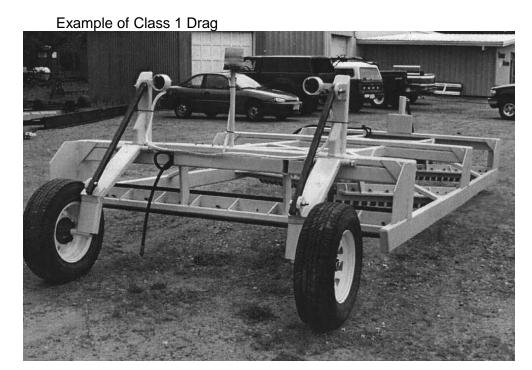
Equipment and Labor Rates for 2018-19 Season Adopted by Snowmobile Recreation Council & Off-Road Vehicle Council

919	Disc/spring tooth harrow/cultimulcher/cultipacker/rototiller	\$10.00
922	Welder	\$3.00
932	Brush Cutter - hydraulic driven	\$30.00
940	Brush Cutter—PTO driven	\$18.00
953	Boom for brush cutter	\$14.00
9042	Gas drill	\$6.00
9145	Snowmobile/ATV/UTV	\$18.00
9152	Stump grinder (all) hydraulic/self powered	\$34.00
9205	Rear blade/box scraper/pull behind grader/packing pan	\$6.00

ATV Summer Supplement Adopted by the Off Road Vehicle Advisory Council

Spring/Summer/Fall Trail Grooming Drags

Class	Description	Rate Per Hour
Class I	Drag is a minimum of 7'6" in frame width with a minimum length of at least 16' excluding the tongue. Drag contains at least 2 sets of replaceable cutting blades	\$10.50
Class 2	Drag is a minimum of 7'6" in frame width	\$8.00
Class 3	Box Scraper	\$6.00



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PROJ#	REGION	COUNTY	TRAIL NAME	MILES	1	2	3			1 2	2 3	4	5	6 7	7	7	SCOR	F	\$ MAINT	\$ DEV	\$ TOTAL]
	NOR-R	Forest	Wolf River State Trail	14.4	Υ		Y	Υ	Υ	3 3		2		2 0	_	_	15	_		₩ DEV	\$4,320	
		Douglas	Trail 217	13.6	_			H			_	3		-) (+		+			\$4,080	
NM-3	NOR	Sawyer	Trail 17 Connector(3 Counties)	0.78	у	n	n	у	у	3 3	3 3	2	2	2 0	0	0	15	\$	234		\$234	
		Rock	proposed new trail	7.15	-		-	х		1 3	_			2 () (+		+-	-		\$2,145	-
		Bayfield	Trail 18	3.44		n		_		3 2) (_		4			\$1,032	-
	NOR-R	Taylor	Trail 86 aka North Loop		Υ		_	-		3 3		_	_	_) (+		+			\$900	-
		Burnett Eau Claire	Trail 3 Fairchild Connector	1.6	y			,	-	3 3	_	3		-) (0	14				\$480 \$3,660	
		Taylor	Taylor to Price Connector	11.9	-	_	^	^ Y		3 3						0		+			\$3,570	
		Bayfield	Trail 17 Connector(3 Counties)	5.69	4	n	V	У	-+	_	_	3 3	-	_		+		+	· ·		\$1,707	
	NOR-R	Taylor	State Corridor 25	4.3	÷	•		•	•	3 3						-		+			\$1,290	
	NOR-R	Price	Trail 85	3	+				_	3 3	_	_	_		-	0	13	_			\$900	-
NM-15	NOR-R	Taylor	G Trail	2			Υ	Υ	Υ	3 3	3 2	2 3	2	0 () (0	13	3 \$	600		\$600	
NM-25	NER	Marinette	Ranger City Corridor 1	23.25	Х			у	у	2 2	2 2	2 2	2	2			12	2 \$	6,975		\$6,975	
	NOR-R		Catawba to Taylor	21	Υ			Υ		0 3	_	2		2 0	_	0	12	+-			\$6,300	-
NM-226	SCR		Bareneveld Trail Eagles request	17.5	_		Υ	_	_	2 2	_	_	2	_	0	0	12	<u> </u>			\$5,250	
	WCR	·	Newcomb Valley Trail		-		-	Х		_	2 1	Ŭ		_			12	+			\$4,500	-
	NOR WCR	Douglas Monroe	Trail 17 Connector(3 Counties) Trail 34	12 12	-			y X	у ~	1 3	3 3	3 2	_	_) (0	12	+-	-		\$3,600 \$3,600	
		Chippewa	Shortcut	6.2	_	^ X	_	-	^ X	_	2 2	+	_	2			12	+			\$1,860	
		Rusk	Trail 16		_	<u>^</u>	_	H	<u>^</u>	_	3 2	+-	-	0 (0		+		\$400	\$2,200	
			C2 Drifters Waupaca Trail	4.65	-	,		У	,	2 3	_	_	1 :	_			12	+		ψ.00	\$1,395	
NM-22	NOR-R		River Trail	1.8		Υ	Υ			3 2) (0	12	+	-		\$540	
NM-230	SCR	Sauk	HC3W	1.77	Х	х		х	х	3 3	3 1	_	2		0	0	12	\$	531		\$531	
	NOR-R	Taylor	Medford North Trail	1.7	_		_	_		3 2		_	2	_) (0	12	_			\$510	-
	SCR	Grant	Ellenboro-Arthur		-	х	Х	у	_	0 3	_	_		2 0	_	4	11	+			\$5,400	GIS?
		Richland	Ithaca trail		Х					0 3		_	2	_	0	0	11	<u> </u>		\$3,500	\$7,400	-
			#1 Montello West	12.7	_	-	Х	_	_	1 2	_	_	2	_	_		11	<u> </u>	· ·		\$3,810	
	SCR	Grant	Preston to Fennimore											2 0	0	0	11	_			\$2,700	-
		Trempealeau Taylor	C Trail Central	8.5	_	^				2 3				1 (0		\$			\$2,550 \$2,520	
		•	Arthur-Belmont	7.75		Y											11	+			\$2,325	
	SCR	Grant	Sandy Hook Trail	6.01	+	-	-	y y	-	2 2			2	_	_	-	11	+			\$1,803	
		Oneida	Trail Alt 13	4				•		0 3) (+		_			\$1,200	-
NM-36	NOR-R	Taylor	C Trail South	3.7	_					1 3				0 () (0	11	\$	1,110		\$1,110	
NM-37	NOR-R	Taylor	A Trail	3.5	Υ			Υ					2) (0	11	\$	1,050		\$1,050	
		Rusk	Trail 113	3.4	n	n		у	_	1 2	_			_) (_		\$		\$2,600	\$3,620	
	NOR-R		P Trail	3	_		Υ			3 ′) (_		4			\$900	
	NOR-R	Taylor	E Trail	2.9	-		Υ			1 3) (0		_			\$870	
	NOR-R NOR-R	Vilas Lincoln	Trail 10D Eagle River Hwy JJ Merrill Access	1.5				_	_	3 3	_	_	_	_		0	11	\$ \$			\$600 \$450	
		Ashland	Trail 13A							0 '								+			\$1,800	
	SCR	Dane	County Line #17	21.1	_	-	_		_	2 3	_	_	_	_) (_			\$6,330	
NM-44	SCR	Dane	Waubesa Snobirds #29	19.2	х	х	Х	•	•	2 ′				2 () (0	10	\$	5,760		\$5,760	
NM-8	WCR	LaCrosse	Segment 1	17.11	Х	Χ	Χ	Χ		2 3	_	3	2	2	-<	3	10	\$	5,133		\$5,133	
	SCR		Beetown to North Andover	14				у		2 2			2	1 C	0	0	10	+			\$4,200	
			Lake Hallie Trail	13	_		_	_	_	2 2	_	_	_				10	+-			\$3,900	
			Marshall/Utica/Nora/Rockdale #27	9.7	_	Х	_			2 2				0 () (0		+			\$2,910	
	NER NER		#2 Coloma #23A-Co Line	6.7 6.7	_		-	_	_	1 3	_			1	+		10	+			\$2,010 \$2,010	
		Oneida	Trail I	6.7	-	X			•	3 2				_) -3	3 0		+-			\$1,800	-
	SCR		Waterloo Spur	5	_	x	Х			0 3	_				_		10	_	· · · · · · · · · · · · · · · · · · ·		\$1,500	
	SCR		Hwy 16 parallel	4.5	-	-	Х		_	0 3	_				4-	+	10	+-	· · · · · · · · · · · · · · · · · · ·		\$1,350	
NM-54	NER	Marquette	#3	4.5	Х		Х	у	у	1 3	3 1	3	2				10	\$	1,350		\$1,350	
	SCR	Dane	White Lightning #18	3.9				,	,	2 3) (_		\$	1,170		\$1,170	
		Bayfield	Trail 19	3.8				у						0 -:	3 (0		+			\$1,140	
			Big C	3.8	_	-	Х			2 2						_	10	+			\$1,140	
	NOR-R		Q Trail	3.8	+	Υ		Υ	-			2 3) (_	-		\$1,140	-
	SCR NOR R	lowa	Arthur club request Cramer Reroute Ext	2.9			X			1 3				2 -3	0		10) \$) \$		¢24.202	\$870 \$35,072	
		Iron Dane	Yellow Thunder #61											0 () \$		\$34,382	\$35,072	
	SCR	Dane	Golden Triange #73	2.1						2 3						_		_			\$630	-
			C Trail North	1.9					•							0) \$			\$570	
		Oconto	Marinette 2	1.846	_			-		1 3							10	+			\$554	
NM-65	NOR-R	Price	Trail 106	1.5	Υ			Υ						0 0	-3	0	10	\$	450		\$450	GIS?
			Kumalong Riders Crivitz to Trail 18	1.45	-	Х	1	-	-	2 2	_	_	_	0				\$			\$435	
		Dodge	Throttle Jockey Waukesha Co Line to Ot		_		_	у	•	1 3) (_		\$			\$420	
NM-68		Dane	County Line #59/CP Riders #69		_			y	_		_	_	_	0 (0		\$			\$6,600	-
NIB 4 O O	WCR	Juneau Columbia	East River Trail	20.26	-	X	-	-		0 2							9	_			\$6,078	
	SCD	allimnia	Trail #41 - Cambira to Rio connection	15	X			у		0 2				2 () (0		_			\$4,500	
NM-70			Trail 28	40			V	V .	V	')''	7 I 4	יר	21						2 (1(1)()		ፍሪ ሰርሶ	CICO
NM-70 NM-71	WCR	Monroe	Trail 28 Segment #3	10 9.2			X							0 () 0) \$) \$			\$3,000 \$2,760	
NM-70 NM-71 NM-72	WCR SCR	Monroe Dodge	Segment #3	9.2	х	Х	Х	у	у	1 3	3 1	2	2) (0	9	\$	2,760		\$2,760	
NM-70 NM-71 NM-72 NM-73	WCR SCR NER	Monroe Dodge		9.2 8.5	X X	x x	x x	y y	y y	1 3 1 3	3 1 3 1	2	2	1			9	_	2,760 2,550			
NM-70 NM-71 NM-72 NM-73 NM-74	WCR SCR NER NOR	Monroe Dodge Waushara Polk	Segment #3 Borth to Poysippi	9.2 8.5 8.13	x x y	x x y	x x y	у у у	у у у	1 3 1 3	3 1 3 1 1 2	2 1 2 2	2 2 1	1			9))) \$	2,760 2,550 2,439		\$2,760 \$2,550	

NM-76	WCR	Adams	GM5 Grank Marsh Link	7.95	X		X X	X)	Χ	1 3	3 1	2	1	1				Ç	\$	2,385	\$2	2,385	
NM-77	WCR	Juneau	Finley Trail	7.19	Χ)	x >	X ·	1 3	3 1	2						S	\$	2,157		2,157	
NM-78		Buffalo	Trail 95 Cty R to Cty Y		Ľ	_	_	-				_	_		Ţ			S	4-			2,100	
NM-79		Price	Trail 94	6.6	+	Υ	_	-		0 2	_	_	_		_	0	0	9		•		1,980	
NM-81	SCR WCR	Columbia	New Trail #48 - conecting #43 to #35 Trail 65			X 2		/ <u>)</u>		0 2		_	_	2	0	0	0	9	+ -			1,800	CICO
NM-80 NM-82		Monroe Florence	Juction 17 to Junction 18	5.1	-			_		2 2 3 1	_	_	2	1 .	.3	0	0	Ç	_	•		1,800 1,530	GIS!
NM-83		Columbia	#69 - Columbus connector trail		+	x :	-	-	_	0 3	_	-	2	_	0	0		Ç	+			1,500	
NM-84	SCR	Jefferson	Watertown By-Pass		n						_	2	_		-	0	0	9	+			1,500	
NM-85	NOR	Douglas	Trail 6	4.8	-	y	_	_	_	0 1		3	2	0	0	0	0	Ç	\$	1,440	\$1	1,440	
NM-86		Lafayette	Blanchardville	4.8	Х	Х	Х	у	_		_	_	_	_	0	0	0	S	\$	1,440	\$1	1,440	
NM-87		Racine	Browns Lake South/Rail trail	4.7	-	X 2			_	3 2	-	-	2	_				9	+-			1,410	
NM-88	SCR	Columbia	Connecting trail #61 - I-50 to Dane Co Li	3.69	+	_			_	0 3	_	_	2		0	0				•		1,107	
NM-89 NM-90		Bayfield Manitowoc	Trail 22 I-2	3.38	_	n <u>Y</u>		/ <u>}</u> / \		3 1 2 1		-		_	-3	0	0	ç	+			\$930	
NM-91	SCR	Dane	Marshal #20	2.8	+	x :		/) /)	_	2 1		3	_		0	0	0	Ç	+			\$840	
NM-92	WCR	Adams	CP1 Coloma Link	2.64			_	_						_				ç	+			\$792	
NM-93	SCR	Columbia	Connecting trail - Columbia #86 to Dane	2.62	+	x 2	_	-	_	0 3	-	-	2	1	0	0	0	ç	\$	786		\$786	
NM-94	NOR-R	Taylor	Medford East Trail	2.5	+	Υ,	Ϋ́	ΥY	_	_		_	_	_	0	0		S	_			\$750	
NM-95	SCR	Dane	Ashton #51	2.2	+	X 2		·		2 1			2		0	0		9				\$660	
NM-96		Burnett	Trail 5		+	y I	_	-	+	3 1		3		_	-3	0	0	9	4-			\$600	
NM-97 NM-98	NER WCR	Brown Buffalo	Connecting Trail Gilmanton to Waumandee	1.36 17		X 2		/ <u>}</u>		0 2	_	_	2	_				9	+ :			\$408	
		Shawano	Tigerton to Waumandee	13.6	+	^ .	_	_	_	0 2	-	-	_	_				8	+ -			5,100 1,080	
NM-100	WCR	St Croix	Erin to Emerald Connect Cor 63&69		Х			-	X	_	2 1	-	_	Ť	1			8	+-			3,300	GIS?
		Waupaca	Trail 5	10.1		х								2				8	+ -	•		3,030	
NM-102	SCR	Dodge	Segment #4	9.9	Х	X Z	x y	/)	/	1 2	2 1	-	2	0	0	0	0	8	\$	2,970	\$2	2,970	
NM-103		Portage	Corridor 15 & Corridor 13 Connect	9.3	+		X X	X)		1		-	2	_				8	+			2,790	GIS?
		Marinette	River Road Riders-Corridor 3	8.2	+	\downarrow)	<u> </u>	-	3 2	-	-	2	_		-3		8				2,460	
	SCR SCR	Dodge Jefferson	Segment #5 Palmyra-Hebron	6.5 5.28	-	X 2	_	/ <u>)</u>		1 3 0 2	_			0 1	0 0	0		8	+-			1,950 1,584	
	NER	Marinette	River Road Riders Int 204-Int 226	5.28	+	1	^	_	_	1 1	_	_	_	_	J	U	U	8	+			1,584	
		Price	Trail 118	5	+		ΥV			3 1	_		_		0	-3	0	8	+-	· ·		1,500	GIS?
		Oneida	Trail SF	4	-	_		_	_	3 1				_	0	-3			_			,200	
	SCR	Dane	Viking Snow Drifters #75	3.8	+	x 2	_	, ,		0 3	_	_		0	0	0	0	8	, ,			1,140	
		Wood	Auburndale Loop	3.2	+	-+	X)			1		2	_	_	1				\$			\$960	
		Price	Trail 121 Kiekhaefer Park- Peebles Shell	3.1	+	-	γ,	-		3 1	_	_	_		0	-3	0	3	+ :			\$930	GIS?
		Fond du Lac Manitowoc	D-2-3(connects to Calumet Badger Cree	2.5	_	X 2	χ)	/ <u>}</u>		0 2	_	_	_		+	-3		8	+			\$900 \$750	
	WCR	Jackson	Casino Connector	2.3		X)		′ ′		3 1	_	-	2	_	1	-3 -3		8	+			\$660	
		Marathon	Eau Pleine Connector	1.99	-		_	-	_	2 3		_	2				-2	8	+-			\$597	
		Portage	Portage to Big Eau Pleine	1.8	+				_	3 3	3 1	2	1				-2	8	, ,			\$540	GIS?
	NOR-R	Vilas	Trail 17B Lac du Flambeau	1.4	+		_	-	-	3 1		-	_		0	0	0	8	+-			\$420	
	NER		M-2	1.2	+)	, ,		2 1	_	2	_	0	4			8				\$360	
	NER NER	Brown Brown	Access To Food/Gas/Park Access to Village Park/Gas/Food	0.83	+	x 2	ď	/ <u>}</u> / r		2 1 2 1	_	-	2	+	+			8	+			\$249 \$240	
	SCR	Lafayette	Fayette Access	0.6	+	-	_			0 2	_	3	_	0	0	0	0	8	+			\$240 \$150	
		Manitowoc	G-2	0.5	+	- `		1	_	_	_	2	_	_	1			8	+				
	SCR	Grant		U.:3		х	١	νb	/ L	2 1		_	_		-				_			\$150	
	WCR	Orant	Lancaster to Beetown	15	-	Х	x y	/ / }	/ (0 2			1	1	0	0	0	7	\$			\$150 <mark>1,500</mark> (GIS?
NM-127		Chippewa	Rough Rider		Х	Х	x y	/ / }	/ (X :	0 2	2 2	2	2	1	0	-3	0	7	\$	4,500 3,330	\$4 \$3	4,500 3,330	GIS?
	SCR	Chippewa Dodge	Rough Rider Segment #2	15 11.1 11	X	Х	x	/ <u>}</u> X }	/ (X :	0 2 2 2 1 2	2 2	2	2	0	0	-3 0		7	\$	4,500 3,330 3,300	\$4 \$3 \$3	4,500 3,330 3,300	GIS?
NM-49	SCR NER	Chippewa Dodge Calumet	Rough Rider Segment #2 Fond du Lac Co line to Chilton	15 11.1 11 9	x x x	x	x)	/	X :	0 2 2 2 1 2 2 3	2 2 2 1 3 1	2 1	2 1 2	0		-3 0 -3		77	\$	4,500 3,330 3,300 2,700	\$4 \$3 \$3 \$2	1,500 3,330 3,300 2,700	GIS?
NM-49 NM-128	SCR NER NER	Chippewa Dodge Calumet Marquette	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A	15 11.1 11 9 8.4	x x x x	x 2	x) x)	/	/ (X : / : / :	0 2 2 2 1 2	2 2 2 1 3 1	2 1 3	2 1 2 2	0		-3 0		7	\$	4,500 3,330 3,300 2,700 2,520	\$2 \$3 \$3 \$2 \$2	1,500 3,330 3,300 2,700 2,520	
NM-49 NM-128 NM-129	SCR NER NER WCR	Chippewa Dodge Calumet Marquette St Croix	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A)	15 11.1 11 9 8.4	x x x x x	x	×) ×) ×)	/	/ (X ; / : / : X	0 2 2 2 1 2 2 3 1 3	2 2 2 1 3 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 3 3	2 1 2 2 2	0	0	-3 0 -3 -3	0	77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400	\$2 \$3 \$3 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520 2,400	
NM-49 NM-128 NM-129 NM-231	SCR NER NER WCR SCR	Chippewa Dodge Calumet Marquette	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A	15 11.1 11 9 8.4	x x x x	x	x	/	/ (X : / : / : X (0 2 2 2 1 2 2 3	2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 3 3	2 1 2 2 2	0 1 0	0	-3 0 -3	0	77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520	
NM-49 NM-128 NM-129 NM-231	SCR NER NER WCR SCR NOR	Chippewa Dodge Calumet Marquette St Croix Sauk	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6	15 11.1 11 9 8.4 8 7.89	x x x x x	x ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	x	/	/ (X : / : / : X (0 2 2 2 1 2 2 3 1 3 0 1	2 2 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 3 3 3	2 1 2 2 2 2	0 1 0 0	0	-3 -3 -3	0	77 77 77 77	\$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520 2,400 2,367	
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131	SCR NER NER WCR SCR NOR WCR	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34	x x x x X	x	x	// / / / / / / / / / / / / / / / / / /	// (// // // // // // // // // // // //	0 2 2 2 3 3 3 4 4 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6	2 2 2 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2	2 1 3 3 3 1 2	2 1 2 2 2 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1	0 1 - 2 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0	0 0 0	77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$3	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902	
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133	SCR NER NER WCR SCR NOR NOR WCR	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6	x x x x X	x	x	// / / / / / / / / / / / / / / / / / /	// (// // // // // // // // // // // //	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 1 1 2 1 3 1 1 1 1 1 1 1 1 2 2 3 3 3 3	2 1 3 3 3 1 2 0	2 1 2 2 2 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1	0 1 0 1 - 2 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3	0 0 0	77 77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680	
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133 NM-134	SCR NER NER WCR SCR NOR WCR NOR WCR NOR NOR WCR	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas Chippewa	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover Buckhorn	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6	x x x x x x y	x	x	/ / / / / / / / / / / / / / / / / / /	// (/ / / / / / / / / / / / / / / / / /	0 2 2 2 1 2 2 3 1 3 1 1 1 1 1 1 1 1 1 1 1	2 2 2 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2	2 1 3 3 3 1 2 0 2	2 1 2 2 2 2 1 1 2 1 1 1 2 2 1 2 1 2 1 1 2 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1 1 1 1 2 1	0 1 2 0 2	0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3 0 -3	0 0 0	77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590	
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133 NM-134 NM-136	SCR NER NER WCR SCR NOR WCR NOR WCR NOR NOR-R NOR-R	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas Chippewa Lincoln	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover Buckhorn Old J	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6 5.3	x x x x x x y	x	x y x x x x x x x x x x x x x x x x x x	/ / / / / / / / / / / / / / / / / / /	// (/ // // // // // // // // // // // /	0 2 2 2 2 2 3 1 3 3 1 3 3 1 3 3 1 3 3 1 3 3 3 1 3 3 3 1 3	2 2 2 1 1 2 1 3 3 1 1 2 2 2 2 2 2 2 2 2	2 1 3 3 3 1 2 0 2	2 1 2 2 2 1 1 2 1 1	0 1 2 0 2	0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3 0 -3	0 0 0	77 77 77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590 1,380	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	1,500 3,330 2,700 2,520 2,520 2,367 2,310 1,914 1,902 1,680 1,590	
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133 NM-134 NM-136 NM-135	SCR NER NER WCR SCR NOR WCR NOR WCR NOR NOR WCR	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas Chippewa	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover Buckhorn Old J Outagamie Trail	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6 5.3 4.6	x x x x x x y	x	x	x ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	// (/ // // // // // // // // // // // /	2 2 2 2 3 1 3 3 1 1 2 2 2 3 3 1 3 3 3 3	2 2 2 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 3 2 2 3 2 2 2 3 2 2 2 3 3 2 2 2 3 3 2 2 3 3 2 3 3 2 3	2 1 3 3 3 1 2 0 2 2	2 1 2 2 1 2 1 1 1 2 2	0 1 2 0 2	0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3 0 -3	0 0 0	77 77 77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590 1,380	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590	GIS?
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133 NM-134 NM-136 NM-135 NM-137	SCR NER NER WCR SCR NOR WCR NOR NOR NOR-R WCR NOR-R WCR NOR-R WCR NOR-R	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas Chippewa Lincoln Shawano St Croix	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover Buckhorn Old J	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6 5.3 4.6	x x x x x x x x x x x x x x x x x x x	x	x) x) x) x) x) x) y) y) y) x)	// / / / / / / / / / / / / / / / / / /	X : : : : : : : : : : : : : : : : : : :	22 22 22 22 22 22 22 22 22 22 22 22 22	2 2 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 1 3 3 3 3 1 2 0 2 2 0 3	2 1 2 2 1 1 2 1 1 1	0 1 2 0 2	0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3 0 -3	0 0 0 0	77 77 77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590 1,380 1,380 1,050	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	1,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,380 1,380	GIS?
NM-49 NM-128 NM-129 NM-231 NM-130 NM-131 NM-132 NM-133 NM-134 NM-136 NM-135 NM-137	SCR NER NER WCR SCR NOR WCR NOR NOR NOR-R WCR NOR-R WCR NOR-R WCR NOR-R	Chippewa Dodge Calumet Marquette St Croix Sauk Burnett Marathon Polk Vilas Chippewa Lincoln Shawano	Rough Rider Segment #2 Fond du Lac Co line to Chilton #2A 250th Trail (9A) HC4N + H6 Trail 80 Stratford Connector West Sweden Trail 12 Conover Buckhorn Old J Outagamie Trail Cty Rd C (4A)	15 11.1 11 9 8.4 8 7.89 7.7 6.38 6.34 5.6 5.3 4.6 4.6 3.5	x x x x x x y y	x	x y x x x x x x x x x x x x x x x x x x	x :	// (// // // // // // // // // // // //	22 22 22 22 22 22 22 22 22 22 22 22 22	2 2 2 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2	2 2 1 3 3 3 1 2 0 2 2 0 3 2 2	2 1 2 2 2 1 1 2 2 2	0 1 2 0 2	0 0 0 0 0 0 0 0 0 0 0	-3 0 -3 -3 0 0 -3 -3 -3 -3 -3 -3 -3	0 0 0 0	77 77 77 77 77 77 77 77	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,500 3,330 3,300 2,700 2,520 2,400 2,367 2,310 1,914 1,902 1,680 1,590 1,380 1,380 1,050 960	\$2 \$3 \$3 \$2 \$2 \$2 \$2 \$2 \$2 \$3 \$2 \$3 \$2 \$3 \$2 \$3 \$4 \$2 \$3 \$4 \$4 \$5 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6	1,500 3,330 2,700 2,520 2,400 2,367 2,310 1,902 1,680 1,590 1,380 1,380	GIS?
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Mil-16 MRR Door What Jacksonger Cross Trail 3.6 x x 0 0 1 1 0 0 0 5 1,000 5 1,						H;					_					-3			<u> </u>			
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Self	NM-167	NER	Shawano	Mattoon to Langlade Co		х)	y n	0	3	2	0 1					6	\$			\$1,050
Mod-1797 ModRM Vision ModRM	NM-168	SER	Sheboygan	RL Club -4	3.35	x x	κ x	У	y	1	3	1	1 2	2 1		-3		6	\$	1,005		\$1,005
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Maintage						_	_		,						_	•	_					
Nami-147 NER						\vdash		-	_				-	+-	0	0	0					
NM-176 NER Waupsea Trait 7 NER Waupsea Trait 8 NM-178 NER Ashand Trait 86 (Spealin close) NM-178 NER Ashand Trait 86 (Spealin close) NM-178 NER Ashand Trait 86 (Spealin close) NM-178 NER Maniforco O-2/D-2-1, p-2-Pigeon 1, 15, p			· · · · · · · · · · · · · · · · · · ·			-	X	Ť	Ť	_	_		_	4—		<u>-</u> 3			_			
NAM-164 NBCR Waupace Trail				·		$\stackrel{\frown}{}$	-				_					_			-			
NAM-169 NOR						х																\$450
NM-179 NRF Manthowa Di-Z-D-Z-1, B-Z Pigeon	NM-178	WCR	Adams	GM6 Grand Marsh to Adams	1)	X	Х	(1	1	1	2 1	I				6	\$	300		\$300
NM-194 NOR-R Consider Tail 6 10.5 x x y y 0 2 1 1 0 0 0 0 5 \$ 3,150 \$3,				Trail 9A (Special note)		n i	า y	y y	y y	_		-	_	_	-3	_	0			1,500		\$1,500
NM-151 NOF-RC	-								+	_	_		-	_		-3						\$3,450
NM-194 NER Shawano Red River Loop			'			\vdash	_	_	_					_	_	_	_					
NM-184 BER Shewong Tilleda Loop 6.8 X Y Y 0 1 2 0 2 0 5 \$ 2 2,040 \$2,040 \$2,040 \$4,040 \$						\vdash		_		_	_	_	_	_	0	-3	U		-			
NM-186 WCR Marathon Hately Connector Trial	-			·				_	_	_	_	_	_	_								
NM-186 WCR Marathon Hatley Connector Trail S.7.2 X X X 2 1 2 1 2 1 3 5 5 1.716 \$1.				•		_	_	÷	_										<u> </u>			\$1,875
NM-187 WCR Marathon Memories Connector	NM-185	WCR		Hatley Connector Trail	5.72	7	X	X	(X	2	_	+		_		-3		5	\$	1,716		\$1,716
NM-18B NOR-R Oneida Trail & A	-		Marathon	West Marathon City Connector	5.28								_	_		-3			_	1,584		\$1,584
NM-193 SCR Columbia						;	_	_	_	_	_	_	_	+					_			\$1,506
NM-190 NER Marquette April A						\vdash					_				_				Ŀ			
NM-191 NER Marquette 44 Endeavor loop 3.9 x y y 1 1 1 2 2 . 3 .5 \$ 1,170 \$1	-					+		Ť						_	-				<u> </u>			
NM-191 NER						$\stackrel{\wedge}{\vdash}$	_	-				_	_	4-	U		0		<u> </u>			
NM-194 WCR Marathon North Marathon City Connector 2.96 X X X Z 1 2 1 2	-		-	·			_	` ,	Ť	_												. ,
NM-194 WCR Marathon South Mararthon City Connector 2.86 X X X 2 1 2 1 2 1 3 5 5 868 \$858 NM-195 SER Sheboygan AY Club-1 2.6 X X X X X X X X X								Х		+-	-	-	_	_		_		5	-	·		\$915
NM-195 SER Sheboygan AY Club-1	NM-193	WCR	Marathon	Kelley Connector	2.96		Х	(X	(X	2	1	2	1 2	2		-3		5	\$	888		\$888
NM-196 NER Kewalnee KU-SLN				·		-	_	-		_	_	-										\$858
NM-197 SER	-		, , ,)	-	ť	y	_	_		_	_		-3			<u> </u>			
NM-198 NER Oconto Gillett, Unfunded 2 2.021						H,	-	+	<u>у</u>			+	_	+-		2						
NM-199 NER Shawano Mountain Bay to Gresham 2 x x y n 0 1 2 0 2	-					-+	_	Ť				_	_	4								
NM-200 NER Shawano Shortcut Trail 1.9						\vdash	-	_	Ť	_	_	_	_	_		J			-			
NM-117 NER Outagamie Z1-1-NG				·				_					_	_					_			\$570
NM-201 WCR Marathon Pine Lane Trail	NM-117	NER	Outagamie	Z1-1-NG	1.72	х	_	_	_		_	_	_	_			-3	5	\$	516		\$516
NM-202 WCR Marathon Poniatowski Connector	-					х	_			_	_	-					-3		_			\$423
NM-203 WCR Marathon Lions Park Connector 1.06 X X X Z 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 1 2 2 1 2 2 1 2 2 0 3 3 5 \$ 300 \$ 300 \$ 300 NM-207 NOR-R Kewaunee L-ELL 8.1 x y y 0 1 1 1 4 \$ 2,430 \$ \$2,430 NM-201 NBR Waupaca Trail 3 2.6 x x y y 0 1 1 1 4 \$ 780 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$ \$170,000 \$	-					\sqcup	_	_	-	_	_	-	_	_		_						\$405
NM-204 NER Oconto Gillett, Unfunded 1 1 x y y y 1 2 2 1 2 1 2 1 3 5 \$ 300 \$300 \$300 \$MN-206 NER Kewaunee L-ELL	-					Н,							_	_		_	_					
NM-206 NER Kewaunee L-ELL 8.1					1.06	\vdash		_				_	_	_	\vdash	_	\dashv		-			
NM-207 NOR-R Lincoln Old Grade 3.2					8.1		_			_	_	_	_	_		J			Ė			
NM-205 NER Waupaca Trail 3 2.6 x x y y y 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								-							0	-3	0		Ė			\$960
NM-208 NER Waupaca Trail 9 2.5 x x y y y 0 1 1 1 1 1 0 0 2 4 \$ 750 \$750 NM-209 SER Racine Saller Woods 2.4 x y y y 1 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							х	()	_	0	1	1		+-							\$170,000	
NM-210 NER Oconto Paul Bunyan, Unfunded 1 2.321 x y y y 1 1 2 1 2 1 2 1 2 1 2 1 3 3 4 \$ 696 \$696 NM-211 NER Oconto Paul Bunyan, Unfunded 2 0.86 x y y y 1 1 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1			-			-	x x			0	1								_			\$750
NM-211 NER Oconto Paul Bunyan, Unfunded 2 0.86 x y y 1 1 2 2 1 2 0 0 0 3 4 \$ 258 \$258 NM-212 NOR-R Lincoln Beacon 0.7 Y Y Y 0 1 2 2 2 0 0 0 3 0 4 \$ 210 \$210 NM-213 NER Waupaca Trail 8 0.6 x x y y y 0 1 1 1 1 1 1 0 0 4 4 \$ 180 4 \$ 180 \$180 NM-214 NOR Burnett Trail 22 5.3 n n y y y y 0 2 1 1 1 2 0 3 1 0 -3 -2 0 3 \$ 1,590 \$1,590 NM-215 NER Fond du Lac St Peter South Trail 4.91 x x y y y 0 2 1 1 2 0 -3 3 3 \$ 1,473 \$1,473 NM-216 NER Waupaca Trail 2 4.7 x x x x y y y 0 3 1 1 1 0 -3 3 3 \$ 1,410 \$1,473 NM-217 SER Sheboygan HG Club-2 3.7 x x x y y y 2 1 1 1 1 1 0 -3 3 3 \$ 1,410 \$1,410 NM-173 NER Marinette River Road Riders-Int 330-Int 314 2.7 x x y y y 1 1 2 2 2 0 0 -3 -2 3 \$ 3 \$ 810 \$810 NM-219 NOR-R Lincoln Schult 2.1 x x y y y 0 1 1 1 1 0 -3 3 3 \$ 630 \$630 NM-218 NER Waupaca Trail 4 2.1 x x y y y 0 1 1 1 1 2 0 -3 3 3 \$ 2 \$ 2 \$ 2,550 3 \$ 30 \$30 NM-221						\vdash							_			_			_			\$720
NM-212 NOR-R Lincoln Beacon 0.7 Y Y Y 0 1 2 2 2 2 0 0 -3 0 4 \$ 210 \$210 NM-213 NER Waupaca Trail 8 0.6 x x y y 0 1 1 1 1 1 0 0 0 4 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$						_	_		_	_	_	_	_	_					-			
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NM-214 NOR Burnett Trail 22 5.3 n n n y y y 0 2 2 3 1 0 -3 -2 0 3 \$ 1,590 \$1,590 NM-215 NER Fond du Lac St Peter South Trail 4.91 x x y y 0 2 1 1 2 -3 3 3 \$ 1,473 \$1,473 NM-216 NER Waupaca Trail 2 4.7 x x x x y y y 0 3 1 1 1 -3 3 3 \$ 1,410 \$1,473 NM-217 SER Sheboygan HG Club-2 3.7 x x x y y y 2 1 1 1 1 1 -3 3 3 \$ 1,410 \$1,110 NM-173 NER Marinette River Road Riders-Int 330-Int 314 2.7 x x y y 1 1 2 2 2 0 -3 -2 3 \$ 810 \$810 NM-219 NOR-R Lincoln Schult 2.1 x x y y 0 1 2 2 1 0 0 -3 0 3 \$ 630 \$630 NM-218 NER Waupaca Trail 4 2.1 x x y y 0 0 1 1 2 2 1 0 0 -3 0 3 \$ 30 \$630 \$630 NM-220 NER Kewaunee DU-LL 1.3 x y y 0 0 1 1 2 2 -3 2 2 5 2 5 5 \$2,550 \$2,550 NM-221 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y y 0 1 1 1 2 0 -3 3 2 2 \$ 945 2 \$ 945 \$945						Н	_	_		_			_	_	U	-ა	U		-			-
NM-215 NER Fond du Lac St Peter South Trail 4.91 x x y y 0 0 2 1 1 2			•			_	_	_							-3	-2	0					\$1,590
NM-216 NER Waupaca Trail 2 4.7 x x x y y y 0 3 1 1 1 2 -3 3 3 \$ 1,410 \$1,410 NM-217 SER Sheboygan HG Club-2 3.7 x x x y y 2 1 1 1 1 1 5 -3 3 3 \$ 1,110 \$1,110 NM-173 NER Marinette River Road Riders-Int 330-Int 314 2.7 x y y 1 1 2 2 2 0 0 -3 -2 3 \$ 810 \$810 NM-219 NOR-R Lincoln Schult 2.1 x x y y 0 1 2 2 1 0 0 -3 0 3 \$ 630 \$630 NM-218 NER Waupaca Trail 4 2.1 x x y y 0 0 1 1 0 2 0 0 3 1 1 1 1 5 -3 3 3 \$ 630 \$630 NM-220 NER Kewaunee DU-LL 1.3 x y y 0 0 1 0 2 0 0 3 3 \$ 390 \$390 NM-221 NER Waushara Tri-Co #26-#30A 8.5 y y y 0 1 1 1 2 0 -3 2 2 \$ 2,550 2 \$ 2,550 NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y y 0 1 1 1 2 0 -3 3 2 2 \$ 2,550 2 \$ 945						-	Ť	Ť		_	_								-			\$1,473
NM-173 NER Marinette River Road Riders-Int 330-Int 314 2.7 x y 1 1 2 2 2 0 -3 -2 3 \$ 810 \$810 NM-219 NOR-R Lincoln Schult 2.1 Y <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td>х</td> <td>_</td> <td></td> <td>0</td> <td>3</td> <td>1</td> <td>1 1</td> <td></td> <td>-3</td> <td></td> <td></td> <td></td> <td><u> </u></td> <td>1,410</td> <td></td> <td>\$1,410</td>			•				х	_		0	3	1	1 1		-3				<u> </u>	1,410		\$1,410
NM-219 NOR-R Lincoln Schult 2.1 Y Y Y 0 1 2 2 1 0 0 -3 0 3 \$ 630 \$630 NM-218 NER Waupaca Trail 4 2.1 x x y y 0 0 3 1 1 1 1 -3 3 3 \$ 630 \$630 NM-220 NER Kewaunee DU-LL 1.3 x y y 0 0 1 0 2 0 3 \$ 3 \$ 390 \$390 NM-221 NER Waushara Tri-Co #26-#30A 8.5 y y y 0 1 1 1 2 2 -3 2 \$ 2,550 \$2,550 NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y y 0 1 1 1 2 0 -3 2 2 \$ 945 \$945			, , ,			-	_	У		_	_	_	_	_					-			\$1,110
NM-218 NER Waupaca Trail 4 2.1 x y y 0 3 1 1 -3 3 630 \$630 NM-220 NER Kewaunee DU-LL 1.3 x y 0 0 1 0 2 0 3 \$390 \$390 NM-221 NER Waushara Tri-Co #26-#30A 8.5 y y y 0 1 1 2 -3 2 \$2,550 NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y 0 1 1 2 -3 2 \$2,550)	_	,	_										_			\$810
NM-220 NER Kewaunee DU-LL 1.3 x y 0 0 1 0 2 0 3 \$ 390 \$ 390 NM-221 NER Waushara Tri-Co #26-#30A 8.5 y y 0 1 1 2 -3 2 \$ 2,550 \$ 2,550 NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y 0 1 1 2 0 -3 2 \$ 945 \$ 945						,,	-	+							0		0		_			
NM-221 NER Waushara Tri-Co #26-#30A 8.5 y y y 0 1 1 2 -3 2 \$ 2,550 \$2,550 NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y 0 1 1 1 2 0 -3 2 \$ 945 \$945			·			Х	-	Ť								- ડ			_			
NM-222 NER Outagamie Z5-6-PB & Z5-7-GK 3.15 x x y y 0 1 1 1 2 0 -3 2 \$ 945 \$945							^		,							-3			-			
							хх												_			\$945
	NM-223	NER		Z5-4-DT	2.69									_		-3		2	\$	807		\$807

GIS?

NM-224	NER	Outagamie	Z5-3-DT	2.38		x y	y y	0	1	1	1	2		-3		2	2 9	714		\$714	
NM-225	NOR-R	Lincoln	Alexander	2.2		ΥY	ΊΥ	0	2	2	2	1 0	0	-3	-2	2	2 9	660		\$660	
NM-227	WCR	Wood	Wilhorn Trail	4.8													9	1,440		\$1,440	GIS?
TOTAL				1,269													Ş	380,848	\$210,882	\$591,730	