

2020-21 NEW MILES

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**Parallel Type**  
 A - Nearest parallel trail 5+ miles away  
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PROJ #	REGION	COUNTY	TRAIL NAME	MILES	Gateway/Population Access													TOT	\$ DEV	\$ TOTAL	FUNDED	DNR Proj Manager Notes	Parallel Type	Bridges?
					1	2	3	4	5	6	7	8	9	10	11	12	13							
NM-2	SER	Kenosha	East Twin Lakes Trail	8.1	x	x	x	x	x	2	3	1	3	2	2				13	\$0	\$2,430		C	0
NM-3	NER	Marinette	Corridor #3	13.3	x	x	x	x	x	0	3	2	2	2	2				\$0	\$3,990		A	0	
NM-4	NER	Oconto	#1 Oconto Falls to Gillett	11.8		x		x	x	2	2	1	2	2				\$0	\$3,540		A	0		
NM-1	NOR-S	Douglas	Trail 727	5			y	y	y	3	1	3	3	2	2	0	-3	0	\$0	\$1,500	Within 5 miles but significant sl	B		
NM-5	NOR-S	Polk	West Sweden	6.34	y		y	y	y	2	3	1	2	1	2	0	0	0	\$0	\$1,902	Connects to NM-83 Burnett Tr	A		
NM-6	SCR	Dodge	Segment 1	11.00	Y	N	Y	Y	Y	1	3	1	2	2	2	0	0	0	\$0	\$3,300		A	0	
NM-7	SER	Walworth	Elkhorn-new	16.72	x	x	x	x	x	2	2	1	2	2	2				\$0	\$5,016		A	0	
NM-8	NER	Calumet	Deer Run	3.3	x	x	x	x	x	2	2	1	1	2	2				\$0	\$990		A	0	
NM-54	NOR-R	Vilas	Trail 12 Conover	5.6			x	x	x	2	1	3	0	2	2	0	0	0	\$0	\$1,680	Pending verification of long-term	agreement	0	
NM-9	NOR-S	Bayfield	Trail 33	4.2			y	y	y	3	1	3	3	2	1	0	-3	0	\$0	\$1,260		B	0	
NM-10	NOR-S	Bayfield	Trail 31	1.5			y	y	y	3	1	3	3	2	1	0	-3	0	\$0	\$450		B	0	
NM-83	NOR-S	Burnett	Trail 80	7.7			y	y	y	0	3	2	3	1	1	0	0	0	\$0	\$2,310	Connects to NM-5 Polk	A		
NM-11	SCR	Iowa	Snow drifters	5.00	Y	Y	Y	Y	Y	2	3	1	2	1	1	0	0	0	\$0	\$1,500		C	1	
NM-13	SER	Walworth	Interstate	6.8	x	x	x	x	x	2	3	1	2	2				\$0	\$2,040		A	0		
NM-14	SER	Washington	Corridor 7 to Corridor 34	12	x	x		x	x	2	2	1	1	2	2				\$0	\$3,600	Old ranking form & new maps	A		
NM-65	WC	Chippewa	Rough Rider Trail	11			x	x	x	2	2	2	2	2	0	0	0	0	\$0	\$3,300		A	0	
NM-15	WC	Clark	Colby CM Trail	4.93			x	x	x	1	2	2	2	1	2	0	0	0	\$0	\$1,479		A	0	
NM-16	WCR	Adams	Grand Marsh Link - GMS	7.95			Y		Y	1	2	1	3	1	2	0	0	0	\$0	\$2,385	Maps to come - Covid delays		0	
NM-18	NER	Brown	#3 Trail to Gas/Food	0.83			x	x	x	2	1	1	2	2	1				\$0	\$249		C	0	
NM-17	NER	Brown	#2 Trail to Village Park	0.8			x	x	x	2	1	1	2	2	1				\$0	\$240		C	1	
NM-19	NER	Manitowoc	D-2-3 Badger Creek	2.5	x		x	x	x	2	3	1	2	2	2		-3		\$0	\$750		B	0	
NM-20	NER	Waushara	6A-5	3.8	x	x	x	x	x	2	1	1	2	2				\$0	\$1,140		A	1		
NM-21	NOR-R	Forest	6a -- Waters Edge to LMT	1.1			x	x	x	0	1	3	2	2	1	0	0	0	\$0	\$330	Needs Certification. Road Rou	C		
NM-22	NOR-R	Vilas	Fishtrap Trail	0.5			x	x	x	3	1	3	0	2	0	0	0	0	\$0	\$150		C	0	
NM-23	NOR-S	Bayfield	Trail 29	1			y	y	y	3	1	3	3	2	0	-3	0	\$0	\$300		B	0		
NM-25	SCR	Jefferson	Snow Stormers	8.12	N	Y	Y	Y	Y	0	2	1	2	2	2	0	0	0	\$0	\$2,436		A	1	
NM-26	SER	Kenosha	West Twin Lakes Trail	4.5			x	x	x	2	1	1	3	2				\$0	\$1,350	part is parallel-deduct?		0		
NM-91	WC	Chippewa	Weiser Trail	4.05			x	x	x	2	1	2	2	2	0	0	0	0	\$0	\$1,215	Total 4.30 -.25 miles rd rte	A	0	
NM-28	WC	Chippewa	Flambeau River Trail South	3.5			x	x	x	2	1	2	2	2	0	0	0	0	\$0	\$1,050		A	0	
NM-27	WC	Chippewa	Flambeau River Trail North	8.1			x	x	x	2	1	2	2	2	2	0	-2		\$0	\$2,430		A	0	
NM-29	NER	Door	Corridor 1 West Jacksonport	3.15	x		x	x	x	1	2	1	1	1	2				\$0	\$945		A	0	
NM-30	NER	Green Lake	Trail GLC 44	7			x	x	x	2	1	1	2					\$0	\$2,100		C			
NM-31	NER	Manitowoc	G-2	0.5			x		x	2	1	1	2	2	0				\$0	\$150		C	0	
NM-32	NER	Waupaca	#5 Trail A/310-Int #24A-Portag	10.1	x		x	x	x	0	3	1	1	1	2				\$0	\$3,030		A	1	
NM-33	NOR-R	Lincoln	McCord Trail	10.1	x		x	x	x	0	3	2	2	1	2	0	-2		\$0	\$3,030		A	0	
NM-35	NOR-R	Oneida	SF Trail (Sno-Fleas)	4			x	x	x	3	1	3	2	2	0	0	-3	0	\$0	\$1,200	DOT Ease?	B		
NM-34	NOR-R	Oneida	51A Trail (Northern)	14.1			x	x	x	0	1	3	2	2	0	0	0	0	\$0	\$4,230	Needs to clarify 1-way trails & i	A		
NM-37	NOR-R	Price	Trail 121	23			x	x	x	1	1	3	2	2	2	0	-3	0	\$0	\$6,900		B	1	
NM-36	NOR-R	Price	Trail 94	6.2			x		x	0	1	3	2	2	0	0	0	0	\$0	\$1,860		A	0	
NM-39	NOR-R	Vilas	Lanny's Trail	1.2			x	x	x	2	1	3	0	2	0	0	0	0	\$0	\$360		C	0	
NM-38	NOR-R	Vilas	Trail 6a Land O Lakes	1.4			x	x	x	2	1	3	0	2	0	0	0	0	\$0	\$420		C	1	

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					1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3										
NM-42	SCR	Dane	Trail 27 - Marshall/Utica	14.80	N	Y	Y	Y	Y	Y	1	2	2	1	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	\$4,440			B	0							
NM-46	SCR	Dodge	Segment 3	9.90	N	Y	Y	Y	Y	Y	1	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	\$2,970	Already Funded?											
NM-45	SCR	Dodge	Segment 2	6.50	Y	Y	Y	Y	Y	Y	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	\$1,950			A	0								
NM-48	SCR	Jefferson	Driftskippers	3.43	Y	N	N	Y	Y	Y	0	3	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	\$1,029			A	no respons								
NM-49	WC	Dunn	Trail 16	5	x	x	x	x	x	x	2	3	1	2	2	1	0	-3	0	8	\$0	\$1,500			B	0																								
NM-111	WC	Dunn	Trail 4	6.3	x	x	x	x	x	x	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	\$1,890	Parallel? Very close to 5 miles		A	0										
NM-50	NER	Oconto	#2 Chase	1.1	x	x	x	x	x	x	1	2	1	2	1	2																		7	\$0	\$330			C	0										
NM-52	NER	Waupaca	#10 Trail SE	6.4	x	x	x	x	x	x	0	3	1	1	2																			7	\$0	\$1,920			A	0										
NM-51	NER	Waupaca	#7 Trail HH Int #71-Winnebag	1.5	x	x	x	x	x	x	0	3	1	1	2																			7	\$0	\$450			A	0										
NM-53	NOR-R	Lincoln	Vascheau Trail	1.9		x	x	x	x	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	\$0	\$570			C	0										
NM-55	NOR-S	Polk	Burnett Co Roosevelt	1.34	y	y	y	y	y	0	3	3	1	2	1	0	-3	0	0	7	\$27,869	\$28,271	Bridge rehab is needed		A	1																								
NM-57	SCR	Dane	Trail 75	3.80	Y	N	Y	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$1,140	How does it connect to Rock Co?			no respons																								
NM-56	SCR	Dane	Trail 73 - Golden Triangle	2.10	Y	Y	Y	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$630			B	no respons																								
NM-58	SCR	Dodge	Segment 4	2.54	Y	Y	Y	Y	Y	Y	2	3	1	2	2	0	0	-3	0	7	\$0	\$762	Connects to club trail in FDL		B	0																								
NM-12	SCR	Iowa	Trail Eagles	7.50	Y	Y	Y	Y	Y	Y	2	2	1	2	2	1	0	-3	0	7	\$0	\$2,250			B	1																								
NM-60	SCR	Jefferson	Concord	7.52	Y	N	Y	Y	Y	Y	0	2	1	2	2	0	0	0	0	7	\$0	\$2,256			A	no respons																								
NM-59	SCR	Jefferson	Palmyra Hebron	5.28	N	Y	Y	Y	Y	Y	0	2	1	2	2	0	0	0	0	7	\$0	\$1,584			A																									
NM-61	SER	Racine	Snowhawks	6.9	x	x	x	x	x	0	2	1	1	2	1																		7	\$0	\$2,070			A	0											
NM-64	SER	Sheboygan	#6 AY Club-1	2.6	x	x	x	x	x	2	1	1	1	2																				7	\$0	\$780			C	0										
NM-63	SER	Sheboygan	#2 RL Club-4	3.35	x	x	x	x	x	2	1	1	1	2																				7	\$0	\$1,005			D	1										
NM-62	SER	Sheboygan	#1 I-43 Park & Ride	6.25	x	x	x	x	x	0	1	1	1	2	2																				7	\$0	\$1,875			A	0									
NM-66	WCR	Adams	Grand Marsh link - GM6	1.00	Y					Y	1	1	1	3	1	0	0	0	0	7	\$0	\$300	Maps to come - Covid delays																											
NM-68	NER	Fond du Lac	St Peter South	5.6	x	x	x	x	x	0	2	1	1	2																				6	\$0	\$1,680			A	0										
NM-67	NER	Fond du Lac	Kiekhaefer Park to Peebles Sh	2.78	x	x	x	x	x	0	2	1	1	2																					6	\$0	\$834			C	0									
NM-69	NER	Kewaunee	L-ELL	8.1		x	x	x	x	0	2	1	0	1	2																				6	\$0	\$2,430			A	0									
NM-70	NER	Oconto	#3 Gillett	2	x					x	1	3	2	1	2																				-3	\$0	\$600			B	0									
NM-71	NER	Outagamie	Z6-1-NPR	1.4	x	x				x	0	3	1	1	1																					6	\$0	\$420	Connects to NM-74 Waupaca		C	0								
NM-72	NER	Shawano	Tigerton to Caroline	13.6	x					x	0	2	2	1	2	2																			-3	\$0	\$4,080			B	0									
NM-74	NER	Waupaca	#2 Trail T-Int #38-New London	4.7	x	x	x	x	x	0	3	1	1	1																					6	\$0	\$1,410	Connects to NM-71 Outagamie		C	0									
NM-73	NER	Waupaca	#1 Trails VE & CL Cty Ln-Emb	1.7	x	x	x	x	x	0	3	1	1	1																					6	\$0	\$510			C	0									
NM-75	NOR-R	Forest	6b -- Charlies to LMT	0.15	x	x	x	x	x	0	1	3	2	2	1	0	-3	0	6	\$0	\$45			B	0																									
NM-76	NOR-R	Lincoln	J to Langlade Trail	3.3	x	x	x	x	x	0	3	2	2	2	0	0	-3	0	6	\$0	\$990			B	0																									
NM-77	NOR-R	Oneida	51C Trail (NWP)	8.6		x	x	x	x	0	1	3	2	1	2	0	-3	0	6	\$0	\$2,580			B																										
NM-79	NOR-R	Price	Trail 88	2.4		x	x	x	x	0	1	3	2	2	0	0	0	-2	6	\$0	\$720			A																										
NM-78	NOR-R	Price	Trail 118	7	x	x	x	x	x	1	1	3	2	2	0	0	-3	0	6	\$0	\$2,100			B																										
NM-80	NOR-R	Taylor	Q Trail	3.8	x	x	x	x	x	0	1	2	2	2	0	0	-3	0	6	\$0	\$1,140			B																										
NM-82	NOR-R	Vilas	Little Bohemia Trail	0.9		x	x	x	x	0	1	3	0	2	0	0	0	0	6	\$0	\$270			C	0																									
NM-81	NOR-R	Vilas	Birch Lake Trail	1.2	x	x	x	x	x	0	1	3	0	2	0	0	0	0	6	\$0	\$360			C	0																									
NM-133	NOR-R	Vilas	Trail 8a	0.7		x	x	x	x	3	1	3	0	2	0	0	-3	0	6	\$0	\$210			B	0																									
NM-132	NOR-R	Vilas	Trout River Trail 17b	1.4		x	x	x	x	3	1	3	0	2	0	0	-3	0	6	\$0	\$420	Tribal Lands = Public Lands		B	0																									
NM-84	NOR-S	Douglas	Trail 6	4.8	y		y	y	y	0	1	3	3	2	0	0	-3	0	6	\$0	\$1,440			B	0																									

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NM-24	SCR	Columbia	Trail 48 - Trail 43-35 connector	6.00	Y	N	Y	Y	Y	0	2	1	2	2	2	0	-3	0	6	\$0	\$1,800		B	0
NM-134	SCR	Columbia	Trail 68	3.88	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$1,163		A	0
NM-85	SCR	Grant	Lancaster	11.43	Y	N	N	Y	Y	0	2	1	2	1	0	0	0	0	6	\$0	\$3,429	Needs 8700-159		
NM-86	SCR	Sauk	H3	6.97	Y	Y	Y	Y	Y	0	1	1	3	2	2	0	-3	0	6	\$0	\$2,091	Deduct for parallel or no?	D	0
NM-87	SER	Racine	Burlington-Saller Woods	2.4	x		x	x	x	3	1	1	1	2	1		-3		6	\$0	\$720	Are these 1 way trails?	B	0
NM-88	SER	Sheboygan	#4 NF Club 1	3.24	x		x	x	x	0	3	1	1	1	1			6	\$0	\$972		A	0	
NM-90	WC	Chippewa	High Rider Trail	3	x		x	x	x	2	1	2	2	2	0	0	-3	0	6	\$0	\$900		C	0
NM-89	WC	Chippewa	Buckhorn	4.7		x	x	x	x	2	1	2	2	2	0	0	-3	0	6	\$0	\$1,410	Total 6.2 -1.5 miles rd rte	B	0
NM-93	WC	Pierce	Plum City North	5.7	x	x	x	x	x	1	2	1	2	2	1	0	-3	0	6	\$0	\$1,710		B	1
NM-92	WC	Pierce	E Prescott Trail	5.3	x		x	x	x	1	2	1	2	2	1	0	-3	0	6	\$0	\$1,590		B	0
NM-94	WC	St Croix	Erin Corner to Emerald Trail 9E	11	x	x	x	x	x	0	2	1	2	2	2	0	-3	0	6	\$0	\$3,300		B	0
NM-95	WCR	Adams	Rome area access - R4, R5, R	6.92		Y		Y	Y	0	1	1	3	1	0	0	0	0	6	\$0	\$2,076	Maps to come - Covid delays		
NM-96	WCR	Portage	Trail 406	8.60		Y	Y	Y	Y	0	2	1	2	2	2	0	-3	0	6	\$0	\$2,580		B	
NM-143	WCR	Portage	Trail 404	2.40	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$720		C	0
NM-142	WCR	Portage	Trail 413	3.90	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	0	0	6	\$0	\$1,170	Review for parallel, accesses	D	0
NM-99	NER	Manitowoc	M-2	1.2	x		x	x	x	2	1	1	2	2	0	0	-3	5	\$0	\$360		B	0	
NM-98	NER	Manitowoc	D-2-2,D-2-1, B-2 Pigeon	11.5		x	x	x	x	2	1	1	2	2	0	0	-3	5	\$0	\$3,450		B	0	
NM-100	NER	Outagamie	Z1-1-NG	1.7	x	x	x	x	x	0	3	1	1	2	1		-3	5	\$0	\$510	Connects to NM-101	B	0	
NM-101	NER	Shawano	#2 Outagamie	4.6	x		x	x	x	0	3	2	1	2			-3	5	\$0	\$1,380	Connects to NM-100	B	0	
NM-102	NER	Winnebago	C11	6.9	x		x	x	x	0	1	1	2	2	2		-3	5	\$0	\$2,070		B	0	
NM-103	NOR-R	Lincoln	Alta Springs Trail	8.9		x	x	x	x	0	2	2	2	2	0	0	-3	0	5	\$0	\$2,670		B	0
NM-104	NOR-R	Vilas	Trail 1 Eagle River	2.12	x	x	x	x	x	1	1	3	0	2	0	0	0	-2	5	\$0	\$636		C	0
NM-105	NOR-S	Burnett	Trail 22	5.3		y	y	y	y	0	1	2	3	1	1	0	-3	0	5	\$0	\$1,590	Proposed funded portion ends	B	0
NM-41	SCR	Columbia	Trail 86	2.06	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$618	Connects to NM-44 Dane	B	0
NM-40	SCR	Columbia	Trail 61 - Connector to Dane C	3.79	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,137	Connects to NM-43 Dane	B	0
NM-106	SCR	Columbia	Trail 71 - Keyser	6.00	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,800		B	0
NM-44	SCR	Dane	Trail 18/86 - White Lightening	3.93	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$1,179	Connects to NM-41 Columbia	B	0
NM-43	SCR	Dane	Trail 61 - Yellow Thunder	1.96	Y	Y	Y	Y	Y	0	3	1	2	2	0	0	-3	0	5	\$0	\$588	Connects to NM-40 Columbia	B	0
NM-107	SCR	Dane	Trail 51 - Ashton	2.20	N	Y	Y	Y	Y	2	1	1	2	2	0	0	-3	0	5	\$0	\$660		B	0
NM-47	SCR	Grant	Dickyville	3.41	Y	N	N	Y	Y	2	2	1	2	1	0	0	-3	0	5	\$0	\$1,023		B	no respons
NM-108	SER	Sheboygan	#3 TTSF2 & PSR Club-2	5.59	x	x	x	x	x	3	1	1	1	2			-3	5	\$0	\$1,677		B	0	
NM-109	SER	Walworth	Lyons	7.3	x	x	x	x	x	2	1	1	2	2			-3	5	\$0	\$2,190		B	0	
NM-112	WC	Dunn	Trail 5	3		x	x	x	x	2	2	1	2	1	0	0	-3	0	5	\$0	\$900		B	1
NM-110	WC	Dunn	Trail 1	4.7	x	x	x	x	x	0	3	1	2	1	1	0	-3	0	5	\$0	\$1,410		B	0
NM-114	WCR	Marathon	Wiowash	0.68	Y		Y	Y	Y	0	3	2	1	2	0	0	-3	0	5	\$0	\$204		B	
NM-113	WCR	Marathon	Stratford	6.38	Y	Y	Y	Y	Y	0	1	2	1	2	2	0	-3	0	5	\$0	\$1,914		B	
NM-115	NER	Fond du Lac	Silver Creek	6.1	x		x	x	x	0	1	1	1	2	2		-3	4	\$0	\$1,830		B	0	
NM-117	NER	Shawano	Mattoon to Langlade	3.5	x		x	x	x	0	3	2	1	1			-3	4	\$0	\$1,050		B	0	
NM-116	NER	Shawano	Docs	5.6		x	x	x	x	0	2	2	1	2			-3	4	\$0	\$1,680		B	0	
NM-118	NER	Waupaca	#8 Rail Trail-Parking Corridor	0.6	x	x	x	x	x	0	1	1	1	1				4	\$0	\$180		C	0	
NM-121	NOR-R	Lincoln	Alexander Trail	2.2		x	x	x	x	0	1	2	2	1	0	0	0	-2	4	\$0	\$660		A	0

2020-21 NEW MILES

- Columns E, F, & G are gateway questions and one of the columns needs to be marked for the application to be eligible.
- Column H indicates if the required map was submitted.
- Column I indicates if the certification statement was signed.
- Columns J through R are the actual ratings and rankings with point value.
- Column P thru R should be entered as negative numbers. "-1"

**Parallel Type**  
 A - Nearest parallel trail 5+ miles away  
 B - Nearest parallel trail <5 miles away  
 C - Spur trail to services or population center  
 D - Through trail that connects to services otherwise not connected

PROJ #	REGION	COUNTY	TRAIL NAME	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 segment groomed 0-2 pts	Trail Ratio 1-3 pts	County Coordinator 0-2 pts	Deduct Bridge/Trail needs 3 pts	Deduct parallel trails 3 pts	Deduct if runs to water 2 pts	TOT	\$ DEV	\$ TOTAL	FUNDED	DNR Proj Manager Notes	Parallel Type	Bridges?
					1	2	3	1	2	3	4	5	6																		
NM-120	NOR-R	Lincoln	Beacon Trail	0.7		x	x	x	x	0	1	2	2	2	0	0	0	-3	0	4	\$0	\$210		Apply parallel deduction?	C	0					
NM-119	NOR-R	Lincoln	Somo Trail	6		x	x	x	x	0	1	2	2	1	0	0	0	-2	4	\$0	\$1,800			A	0						
NM-122	NOR-R	Oneida	8A Trail (NWP)	4.8			x	x	x	0	1	3	2	1	0	0	-3	0	4	\$0	\$1,440			B							
NM-123	NOR-R	Vilas	WPS Trail	2.3		x	x	x	x	1	1	3	0	2	0	0	-3	0	4	\$0	\$690		Road Route -- 2 vs. 2.3	B	0						
NM-124	SER	Sheboygan	#5 HG Club-2	3.7	x		x	x	x	2	1	1	1	2			-3	4	\$0	\$1,110			B	1							
NM-125	NER	Outagamie	Z5-6-PB/Z5-7-GK	3.2		x	x	x	x	0	1	1	1	2	1		-3	3	\$0	\$960			B	0							
NM-127	NER	Shawano	Tilleda Loop	7.5			x	x	x	0	1	2	1	2			-3	3	\$0	\$2,250			B	0							
NM-126	NER	Shawano	Shortcut	1.9		x		x	x	0	1	2	1	2			-3	3	\$0	\$570			B	0							
NM-128	NER	Waupaca	#4 Trail AA-Int #69-Waushara	2.1	x		x	x	x	0	3	1	1	1			-3	3	\$0	\$630			B	1							
NM-131	NOR-R	Lincoln	Old Grade Trail	3.2			x	x	x	0	1	2	2	1	0	0	-3	0	3	\$0	\$960		Apply parallel deduction?	D	0						
NM-130	NOR-R	Lincoln	Schult Trail	1.8			x	x	x	0	1	2	2	1	0	0	-3	0	3	\$0	\$540		Mileage adjusted to 1.8	B	0						
NM-151	NOR-R	Vilas	Trail 51 Boulder Jct	3.8			x	x	x	3	1	3	0	2	0	-3	-3	0	3	\$88,000	\$89,140		Bridge Rehab. Public Land = D	B	1						
NM-135	SCR	Columbia	Trail 70 - Otsego to Casino	3.99	Y	Y	Y	Y	Y	0	1	1	2	2	0	0	-3	0	3	\$0	\$1,197			B	0						
NM-136	WC	St Croix	Co Rd C (Trail 4A)	3.5	x	x	x	x	x	0	1	1	2	2	0	0	-3	0	3	\$0	\$1,050			B	0						
NM-141	WCR	Marathon	Poniatowski	1.29			Y	Y	Y	0	1	2	1	2	0	0	-3	0	3	\$0	\$387			B							
NM-140	WCR	Marathon	Pine Lane	1.35			Y	Y	Y	0	1	2	1	2	0	0	-3	0	3	\$0	\$405			B							
NM-139	WCR	Marathon	Memories	5.02			Y	Y	Y	0	1	2	1	2	0	0	-3	0	3	\$0	\$1,506			B							
NM-138	WCR	Marathon	Kelly	2.96			Y	Y	Y	0	1	2	1	2	0	0	-3	0	3	\$0	\$888			B							
NM-137	WCR	Marathon	Hatley	5.72			Y	Y	Y	0	1	2	1	2	0	0	-3	0	3	\$0	\$1,716			B							
NM-97	NER	Fond du Lac	Twin Oaks Wonser/Goose	2.9	x		x	x	x	0	1	1	1	2			-3	2	\$0	\$870			B	0							
NM-145	NER	Outagamie	Z5-3-DT	2.4		x	x	x	x	0	1	1	1	2			-3	2	\$0	\$720			B	0							
NM-144	NER	Outagamie	Z5-4-DT	2.7	x		x	x	x	0	1	1	1	2			-3	2	\$0	\$810			B	0							
NM-157	NER	Waupaca	#6C Trail FF	1.4			x	x	x	0	1	1	1	2			-3	2	\$0	\$420			B	0							
NM-156	NER	Waupaca	#6B Trail O Intersection 29A to	4.3			x	x	x	0	1	1	1	2			-3	2	\$0	\$1,290			B	0							
NM-129	NER	Waupaca	#6A Trail O Intersection 17 to	4.8			x	x	x	0	1	1	1	2			-3	2	\$0	\$1,440			B	0							
NM-146	NER	Waushara	26-30A	8.5	x		x	x	x	0	1	1	1	2			-3	2	\$0	\$2,550			B	0							
NM-148	NER	Kewaunee	DU-LL	1.3			x	x	x	0	1	1	0	2	0		-3	1	\$0	\$390			C	0							
NM-147	NER	Kewaunee	SU-SLN	2.1			x	x	x	0	1	1	0	2	0		-3	1	\$0	\$630			B	0							
NM-149	NER	Waupaca	#9 Trail QQ Int #47a-Hwy 10	2.5			x	x	x	0	1	1	1	1			-3	1	\$0	\$750			B	0							
NM-152	NOR-R	Vilas	Trail 17b Lac du Flambeau	0														0	\$0	\$0		Withdrawn, duplicate application									
NM-155	SCR	Grant	Cuba City	9.62															\$0	\$2,886		No ranking sheet or maps									
				746.94																			\$115,869	\$339,950	\$0						

# New Trail Ranking and Certification Worksheet

County: \_\_\_\_\_ Segment Name/Trail #: \_\_\_\_\_

## Qualification – All items in this section must be completed for valid new miles request.

Gateways questions: Provide justification for selection below.

- 1. Trail provides primary access route through a county and connects with another county's trails.
- 2. Trail provides access from population centers to main access trail(s).
- 3. Trail supports a high volume of use.

Maps attached

- Provide GIS file (shapefile, etc) of county trail system with the requested trail segments included.
- Provide countywide trail system map (printed/PDF) with the requested trail segments identified.
- Provide aerial map (printed/PDF) for each segment.
- Provide topographical map (printed/PDF) for each segment. Include Town-Range-Section.

I certify that this trail meets or will meet all trail requirements in chs. 23 & 350, Wis. Stats. and ch. NR 50, Wis.

Admin. Code

1. Minimum graded width for one-way trails is 6 feet and maximum 8 feet.
2. Minimum graded width for two-way trails is 10 feet and maximum 12 feet.
3. Minimum turning radius is 25 feet.
4. Minimum cleared height above trail is 10 feet.
5. Sustained grades and slopes will be a maximum of 25%.
6. Approved, fully reflectorized snowmobile signs must be used.
- 7. Night travel on or in the vicinity of highways must be in the direction of vehicular traffic in the nearest lane unless:**
  - **The snowmobile trail is located at least 40 feet from the roadway, or**
  - **is separated from the roadway by a head lamp barrier.**
8. Snowmobile trails shall not be routed over bodies of water. If stream crossings make bridging necessary, bridges should be at least 8 feet wide. If the bridge is located on an abandoned railroad grade, the bridge shall be a minimum of 10 feet wide free from obstruction.

Justification – Provide narrative description of the new trail with explanation for gateway qualification checked (#1, 2 or 3 above).

Does the requested trail segment include any bridges or water crossings? Describe. Bridge structures should be added to the county's snowmobile bridge inventory if not already included.

## Ranking

	Category	Possible Points	Actual Points
1.	Trail Longevity ( <i>If multiple scenarios along the trail, lowest point situation applies. County must have a copy of said easements/LUA on file.</i> )	Max points: 3	
	Trail segment is located on public land or private land with permanent deeded easement.	3	
	Trail segment on private lands with land-use agreement (LUA) of 10 years or more.	2	
	Trail segment is on private lands with LUA of 5 to 9 years.	1	
	LUA of less than 5 years.	0	
2.	Trail System	Max points: 3	
	Trail segment connects directly to one or more neighboring county or state trails.	3	
	Trail closes a gap between two existing funded trail segments, <b>or</b> extends existing funded trail 10 or more miles – excludes routes.	2	
	Trail segment is a part of the basic county trail system.	1	
	Trail is isolated and does not connect to the county trail system.	0	
3.	The trail segment is in the following area of mean annual snowfall <a href="#">Mean Snowfall Map per County</a> (Source: Midwestern Climate Center)	Max points: 3	
	Greater than 60 inches	3	
	48 – 60 inches	2	
	Less than 48 inches	1	
4.	The ratio of miles of trail to total square miles of land within the county: <a href="#">Snowmobile Trail Area Ratio per County</a>	Max points: 3	
	The ratio is within the grouping 01% - 30%	3	
	The ratio is within the grouping 31% - 40%	2	
	The ratio is within the grouping 41% - 50%	1	
	The ratio is in a grouping of over 50%	0	
5.	Trail segment will be groomed with the following equipment.	Max points: 2	
	Class A-1, A-2 includes AAA and AA	2	
	Class A-3, A-4 includes AAA and AA	1	
	Class B or C	0	
6.	County snowmobile trail coordinator priority points. <b>Note: County is allowed 2 points maximum for ALL trail segments submitted.</b>	Max points: 2	
	High priority.	2	
	Medium priority.	1	
	No priority.	0	
7.	<b>Deductions if trail segment contains any of the following:</b>	Max deduction: -8	
	New bridge, major bridge rehab or major trail rehab	-3	
	Trail segment is parallel (within 5 miles) to another funded segment	-3	
	Trail runs to a body of water. ( <i>no deduction for use of a bridge to cross</i> )	-2	
(Maximum Points: 16) <b>TOTAL</b>			

***Please verify that all sections of this form have been completed,  
and all required attachments included prior to submittal.***

The Council, with input from grants staff and others, developed a ranking criteria to help prioritize trails based on their importance to the snowmobiling community. Many of the questions are clear cut and easily answered, but a few of the questions are somewhat subjective.

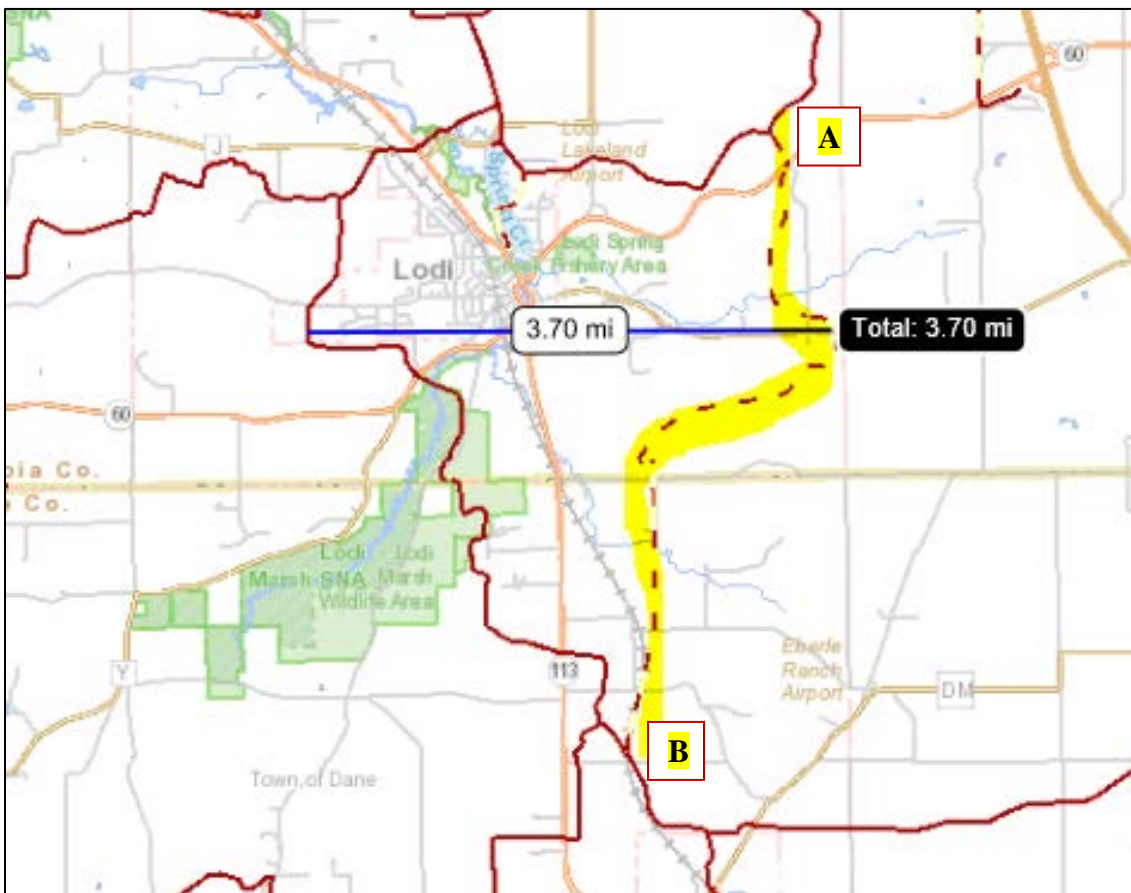
Based on council discussion from last year, here are some of the interpretations that were applied to the “parallel trails” deduction. Council discussion on these interpretations are welcome, especially on project-specific interpretations, and the interpretation of these may not be unanimous. The points could go either way on several projects.

**Question 7 B - "Trail segment is parallel (within 5 miles) to another funded segment" – 3 pnt deduction**

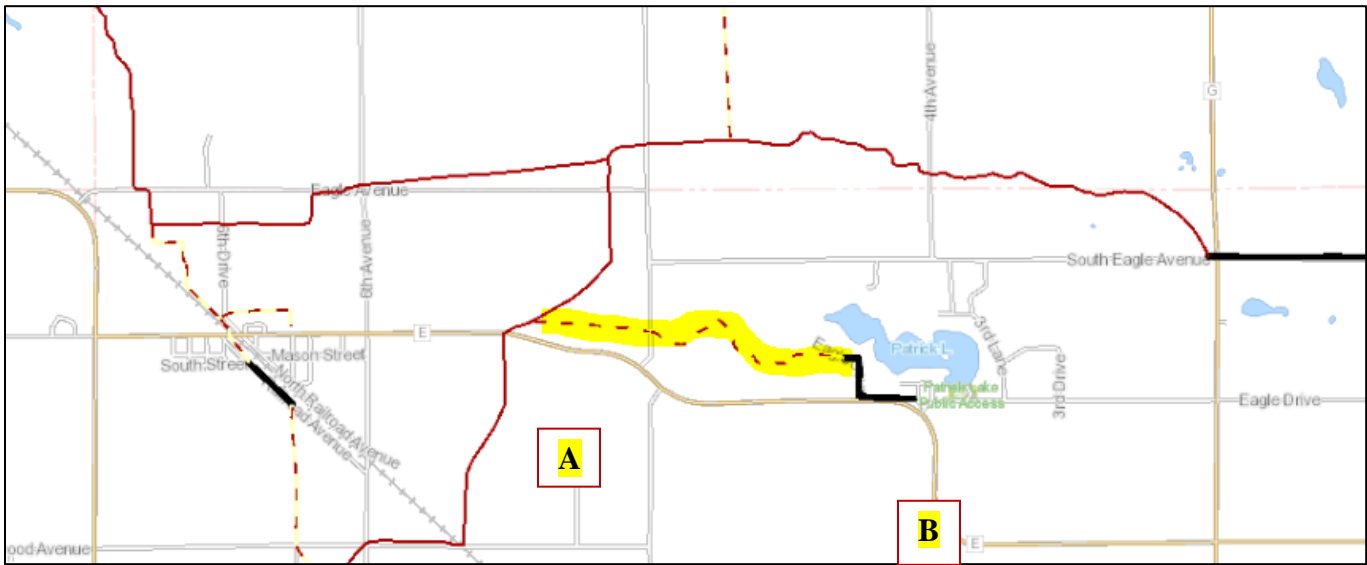
The historic goal of this deduction was to give lower priority to trails where there is already an existing funded trail nearby that riders can use. Funding trails where there are fewer existing trails takes priority over investing in a network of trails in close proximity to other existing funded trails.

**What is “parallel”?** If a rider could ride an existing trail OR the proposed new trail and get to the same destination (ride from Point A to Point B), that is considered parallel. If the proposed new trail starts/ends at a *different* location (such as the proposed trail goes to town, while the existing funded trail goes *around* town), general consensus last time is that they would NOT take a deduction, since the new trail is not going to the same place (ie, there is no alternative for riders trying to get to town).

Can a rider get from point A to point B on another funded trail? If so, that is the parallel trail (no matter how far "out of the way" they may need to go). If the parallel trail is less than 5 miles away at it's furthest point, the deduction may be applied. In the example below, there is an alternate, funded corridor to get from Point A to Point B so there is a parallel trail available.



If the rider CANNOT get from point A to point B on another funded trail because no other trail goes to that destination, nearby trails may **not** be considered parallel. This would typically be a trail to services. Note, this interpretation DOES end up unintentionally giving a “boost” to spur trails to services. Is this a desirable result?



Is there a threshold, such as if the spur to services is extremely short, or road routes exist that could be utilized to access the service?

**How to determine distance?** The council, last year, encouraged we base the measurement of 5 miles parallel from the *furthest* reasonable distance parallel. In the example below, the northern part of the trail is only about 3 miles away, but even measuring at the furthest distance apart, perpendicular to the trail, it was still less than 5 miles parallel to another funded trail (two trails, actually).

