

Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 02/2024)

Page 1 of 5

☒ ATV/UTV Trail Aid

☐ Snowmobile Trail Aid

Due Date: April 15

Notice: Completion of this form is required under Wisconsin Statutes 23.09(26) and 23.33. Failure to complete this form will result in denial of financial assistance. Personally identifiable information found on this form is not intended to be used for any other purpose. The Department of Natural Resources (DNR) may provide this information to requesters as required by Wisconsin's Public Records law (ss. 19.31 – 19.39, Wis. Stats.).

Instructions: Applications may combine more than one source of funds. They may be submitted for consideration of traditional ATV, UTV, Snowmobile and Motorized Stewardship funding. Submit one copy of all forms and attachments. See Page 2 for necessary attachments. Send applications to your [Community Services Specialist](#).

DNR Use Only	
Category	Number

Section 1: Applicant Information

Applicant / Organization Name			Check Recipient: Individual other than authorized individual to act on behalf of the applicant. ☒ Select if the same as applicant.		
Tri County Trail Commission					
Individual Authorized to Act on Behalf of Applicant per Resolution			Check Recipient Name (Name to Appear on Check)		
Max Blackburn			Max Blackburn		
Title			Title		
Tri County Trail Coordinator			Tri County Trail Coordinator		
Address			Address		
700 Main Street			700 Main Street		
City	State	ZIP Code	City	State	ZIP Code
Darlington	WI	53530	Darlington	WI	53530
Telephone Number		Email Address			
(608) 776-4893		trails@lafayettecountywi.org			

Section 2: Project Information Required for all Projects

Project Title					Current Funded Miles	New Miles (if applicable)
Cheese Country Trail Bridge #2 Re-Decking						
County	Township	Range	Section	1/4 1/4	1/4	GPS Coordinates:
Iowa	N	OE OW				Lat. 42.84298 Long. -90.178891

Project Description Summary

Rehabilitation of Bridge #2 on the Cheese Country Trail over Brewery Creek in Iowa County. Project scope is to include removal of existing deteriorated deck and railing. When existing decking and railing are to be removed, the center piling is proposed to also be removed in order 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 with some minor approach work.

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$132,740.00		\$132,740.00

Leave Blank – DNR Use Only

Applicant Certification

Printed Name of Authorized Official	Official's Title
Max Blackburn	Trail Coordinator

As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.


Signature of Authorized Official

4-15-2025
Date Prepared

Appendix A – Required for Bridge Rehab/Replace, New, or Reroute with New Bridge
☒ Bridge Rehab/Replace ☐ New Bridge ☐ Reroute with new bridge

County Iowa	Township N	Range ☐ E ☐ W	Section 1/4 1/4 1/4	GPS Coordinates: Lat. 42.842972 Long. -90.178899
Water Body Name Brewery Creek			Bridge Name Bridge #2	County Inventory Number #2
Funded Trail Name or Number (SNARS if applicable) Cheese Country Trail			Has this bridge site ever received development or rehabilitation funds in the past? ☐ Yes ☐ No Year: _____ \$ _____	
Bridge is located on: ☒ Private property ☐ Public property			Old Bridge/Culvert Size _____ New Bridge/Culvert Size _____	
Landowner Where Bridge is Located Pecatonica Rail Transit Commission			Telephone Number	Length of Trail Use Agreement (5 year minimum) Non-Expiring
Current maximum load 40,000 lbs.		Age of Bridge	Bridge Material	
Proposed maximum load 40,000 lbs.		50+	Wood pilings & girders	
Sponsoring Club Name Tri County Trail Commission			Club Contact Max Blackburn	Telephone Number (608) 776-4893
Do you have your trail bridges posted as to maximum load? ☐ Yes ☒ No			What is the maximum load of the other bridges on the system if groomed with this bridge? 40,000 lb. this bridge needs to handle heavier equipment to maintain the trail corridor, as it is remote and we have no other ways to access the trail	
What is the weight of your puller & drag/grading equipment? See note --->				
What other recreational trail uses are planned for this bridge? Pedestrian, bicycle, snowmobile				
If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users? None				
☐ Yes ☒ No Have you contacted your local DNR Water Management Specialist (WMS) regarding a permit? ☒ Yes ☐ No Is a permit needed? (Please provide any written correspondence from WMS.) ☒ Yes ☐ No Have you contacted your County Zoning Dept. regarding a floodplain determination? ☐ Yes ☒ No Will an H & H (hydrologic and hydraulic) study be required?				

Bridge Project Detailed Description

Rehabilitation of Bridge #2 on the Cheese Country Trail over Brewery Creek in Iowa County. Project scope is to include removal of existing deteriorated deck and railing. When existing decking and railing are to be removed, the center piling is proposed to also be removed in order 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 with some minor approach work.

Reasoning for the increased load limit is to ensure it is adequate for maintenance equipment and trucks to haul in materials after any potential flood damages.

It is unknown what permitting requirements will be for the in-stream work will be as of yet. A pre-application meeting with the WMS will be planned before applying for any permits.

The bridge structure overall is remaining the same so an H&H will not be required.

Appendix A (continued)**Summarize Costs in Appropriate Categories:****Bridge Structure****Quote 1**☐ Steel ☒ Wooden

Bridge Dimensions:

13' X 30'

Bridge Manufacturer:

Wheeler

Design Weight Load

40,000 lbs.

Cost of Structure:

1. Engineering

\$ 37,740

2. Structure

\$ 35,000

Subtotal

\$ 72,740

Quote 2☐ Steel ☒ Wooden

13' X 30'

Wheeler

40,000 lbs.

\$ 37,740

\$ 35,000

\$ 72,740

Quote 1☒ Contractor or ☐ Sponsor
Estimate**Installation Costs:**

1. Engineering

\$

2. Site Preparation

\$

3. Abutments

\$

4. Pilings/Piers

\$

5. Approaches

\$

6. Riprap

\$

7. Labor

\$ 60,000

8. Equipment Rental

\$

9. Culverts

\$

10. H & H Study

\$

11. Wetland Delineation

\$

12. Other

\$

Subtotal \$ 60,000**Total Cost** \$ 132,740**Quote 2**☐ Contractor or ☒ Sponsor
Estimate

\$

\$ 10,000

\$

\$

\$

\$

\$ 45,000

\$ 12,000

\$

\$

\$

\$

\$ 67,000

\$ 139,740

For the application grant, you must take the lowest of the two quotes.**Entire Deck and Railing Projects**☒ Contractor ☐ Sponsor ☐ Club

Bridge Dimensions:

Design Weight Load

lbs.

1. Materials

\$

2. Labor

\$

Total \$

Estimates for Cheese Country Trail bridges

From Aaron Palmer <apalmer@westbrookeng.com>

Date Wed 3/12/2025 3:11 PM

To Max Blackbourn <max.blackbourn@lafayettecountywi.org>

 4 attachments (343 KB)

Bridge #48 Estimate.pdf; Bridge #3 Estimate.pdf; Bridge #2 Estimate.pdf; Bridge #18 Estimate.pdf;

Max,

Attached are four separate estimates as though each project may be a standalone project.

Aaron Palmer, P.E.

Vice President

[Westbrook Associated Engineers, Inc.](#)

619 E. Hoxie St., PO Box 429

Spring Green, WI 53588

Ph: (608) 588-7866

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WAE Scope (Bridge #2)

- 1) Perform an on-site condition inspection of the existing timber structure to determine components that need to be rehabilitated.
- 2) Perform a topographic survey of the existing bridge site.
- 3) Coordinate with WDNR for in-stream disturbance, removal of existing pier and placement of riprap at abutment.
(It is assumed a Hydrology and Hydraulic Report will not be required.)
- 4) Coordinate with prefabricated manufacturer for timber longitudinal slab design and dimensions.
- 5) Provide IFC (Issued for Construction) plans and specifications for the timber rehabilitation and new timber slab span sealed by a State of Wisconsin - Registered Professional Engineer.
- 6) WDNR permit fees are not included.
- 7) Wetland delineation is not included.
- 8) Provide construction administration and oversight.

WAE FEE Based on 2025 Rates (Option 1 – no bidding included):

Design, Plans and Specs, Construction Administration and Oversight a Lump Sum = \$32,160

WAE FEE Based on 2025 Rates (Option 2 – includes bidding documents and bidding phase):

Design, Plans and Specs, Bidding Documents & Bidding Phase, Construction Administration and Oversight a Lump Sum = \$37,740

*Opinion of Probable Construction Costs:

Bridge #2: Construction Cost by Contractor = \$60,000

***Wheeler quoted \$32,555 per bridge. Their cost for a single span slab structure may increase slightly due to thickness of the timbers. I would assume more like \$35,000 per bridge.**

PROJECT: Cheese Country Trail Bridges
Darlington, WI
Lafayette County



Wheeler Lumber LLC
Jake Silkey
jsilkey@wheeler1892.com
262.229.4068

Transverse Timber Deck Bridge

30' span x 13' clear (14' o/o) superstructure only, designed to 90# pedestrian load and a HS20 vehicle load. Transverse nail laminated deck panels with interlocking shiplap joints attaching to existing timber stringers. 42" horizontal railing with 6"x6" curbs and 6"x6" scuppers. Includes 2"x12" timber wear plank with attaching screws.

Trail Bridge #2: Lump Sum Total: \$32,555.00

Trail Bridge #3: Lump Sum Total: \$32,555.00

Additional Notes:

- All timber to be Douglas Fir, pressure treated with Copper Naphthenate (QNAP) in Type A Hydrocarbon Solvent in accordance with AWWA P-36-22 and HSA-23 to meet AWWA UC4B & UC4C.
- All practical pre-framing to be done prior to treatment. Some field cutting and drilling may be required.
- All Douglas Fir to be graded per WCLIB Standard Grading Rules.
- Includes associated hardware. Hardware to be hot-dipped galvanized or coated to meet or exceed ASTM A153.
- Material certification may not be available for all hardware. Some items may not meet Buy America requirements.
- Does not include the cost of unloading and installation.
- The method and sequence of erection shall be the responsibility of others.
- Wheeler will include bridge superstructure plans sealed by a Professional Engineer registered in the state of the bridge location. Wheeler will not assume responsibility as Engineer of Record for the project.

Bridges

From Dan Rielly <dan.rielly@lafayettecountywi.org>

Date Tue 4/15/2025 6:55 AM

To Max Blackbourn <max.blackbourn@lafayettecountywi.org>

Hi Max

Est. on trail bridges

Bridge 2

Labor : \$45,000

Machinery : \$12,000

Demolition : \$10,000

Bridge 3

Labor : \$45,000

Machinery : \$12,000

Demolition : \$10,000

Bridge 18

Labor : \$67,500

Machinery : \$18,000

Demolition : \$15,000

Bridge 48

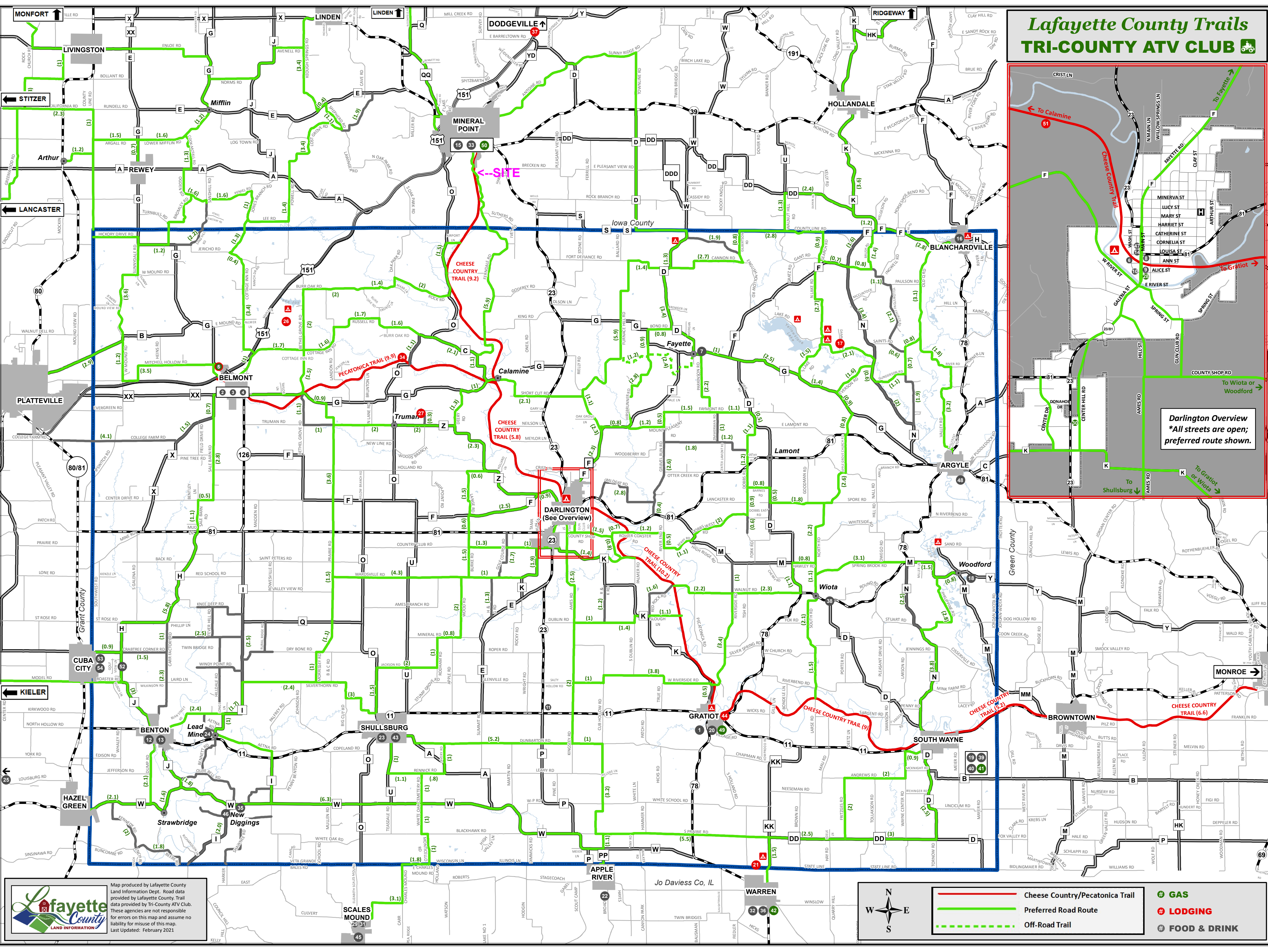
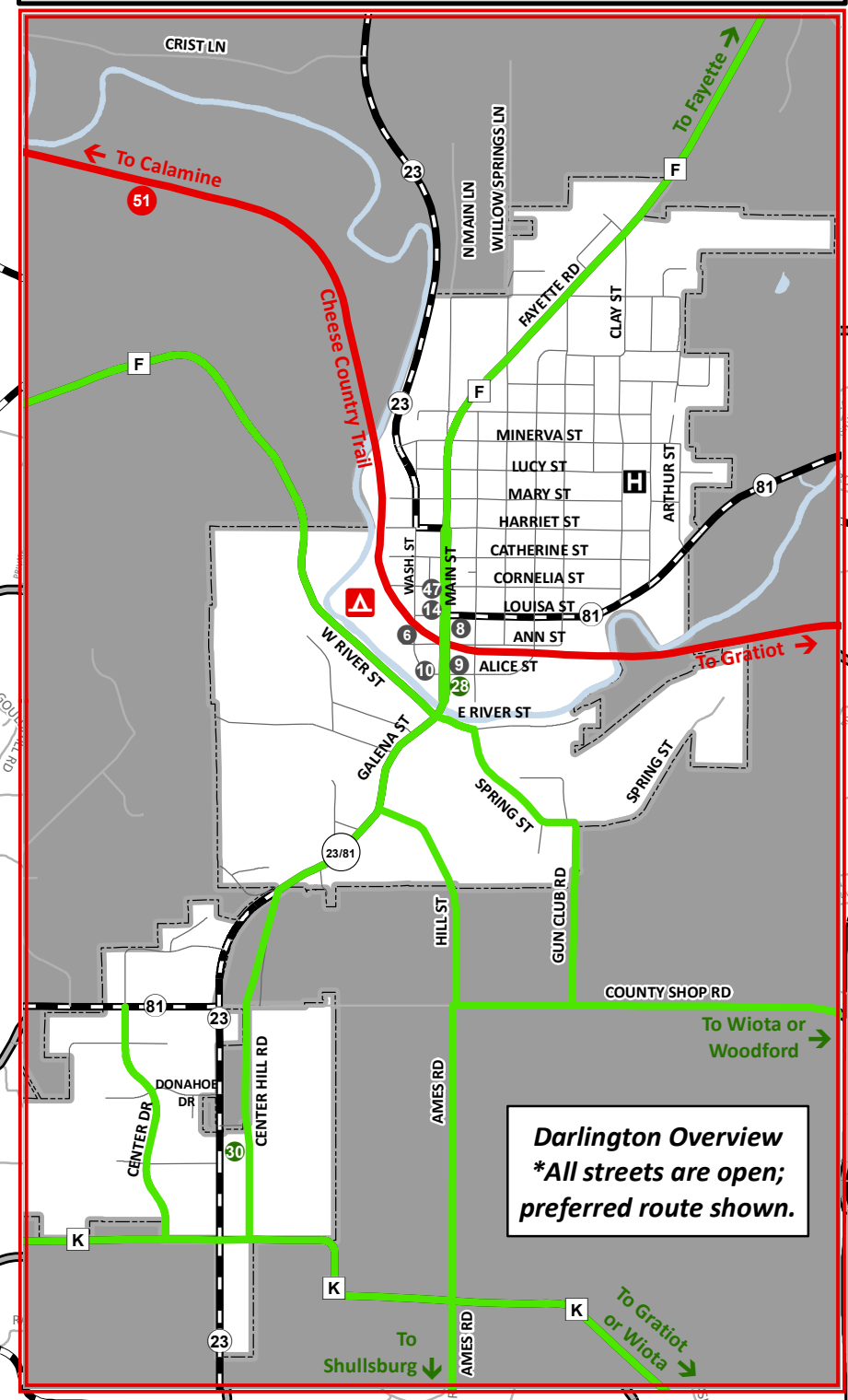
Labor : \$90,000

Machinery : \$24,000

Demolition : \$20,000

Thanks Dan

Lafayette County Trails TRI-COUNTY ATV CLUB



Lafayette County
LAND INFORMATION
Map produced by Lafayette County Land Information Dept. Road data provided by Lafayette County. Trail data provided by Tri-County ATV Club. These agencies are not responsible for errors on this map and assume no liability for misuse of this map. Last Updated: February 2021

Fw: Cheese Trail Bridges

From Erica Sauer <erica.sauer@lafayettecountywi.org>
Date Tue 4/15/2025 11:33 AM
To Max Blackburn <max.blackbourn@lafayettecountywi.org>

From: Wagner, Jonathan J - DNR <jonathanj.wagner@wisconsin.gov>
Sent: Tuesday, April 15, 2025 10:54:27 AM
To: Erica Sauer <erica.sauer@lafayettecountywi.org>
Subject: RE: Cheese Trail Bridges

Erica,

From a floodplain standpoint, there isn't anything that the work would require for repair or replacement in kind.

Jon Wagner

Water Management Engineer
Phone: (608) 228-4935
jonathanj.wagner@wisconsin.gov

Our core values include professionalism, integrity, and customer service.
Please visit our [survey](#) to provide feedback on your experience interacting with any DNR employee.

From: Erica Sauer <erica.sauer@lafayettecountywi.org>
Sent: Monday, April 14, 2025 4:08 PM
To: Wagner, Jonathan J - DNR <jonathanj.wagner@wisconsin.gov>
Subject: Fw: Cheese Trail Bridges
Importance: High

CAUTION: This email originated from outside the organization.
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Hi Jonathan-

This is a new one for me. Our trails department is looking to fix a few existing bridges on an old railroad corridor. The bridges would remain the existing size and in the existing location within Floodplain Zone A.

Would this require a Floodplain Land Use Permit for a modification to an existing structure, or no?

Thanks,

Erica Sauer

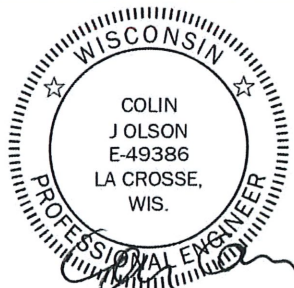
Department Manager
Lafayette County Land Conservation and Planning & Zoning Department
Certified Crop Advisor | POWTS Inspector | Certified Soil Tester
700 Main Street Darlington, WI 53530
(608) 776-3836 | erica.sauer@lafayettecountywi.org



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Structure Inspection

Cheese Country Trail Bridge # 2



Colin Olson, P.E.

Bridge Inspector No. 9770

Inspection Date: November 14, 2024
Inspector: Colin Olson, P.E. Bridge Inspector No. 9770

Structure Deck Width: 15.75' Out-Out
Structure Total Length: Back to Back of Abutments – 22.4'
Location: 42.842979, -90.178901

Overall Comments

Structure is a two span timber girder structure with floor stringers, a concrete deck, and supported by timber abutments; it is in overall fair condition.

Elements

Railing

Timber posts and cross members with a steel grid. Railings lean outward (likely designed this way). Warping but still appears sturdy.

Signs

North tipped, NW far from path, SE bent. Bridge numbers tilted and fading.

Reinforced Concrete Deck

Fair condition. Some transverse cracks. SE and NW corner broken off likely due to loss of support from the Timber Stringers.

Wearing Surface (Bare)

Fair condition. See Reinforced Concrete Deck.

Timber Stringer (Transverse rail road ties)

Poor condition. Most split. Some split enough to lose strength

Timber Open Girder/Beam

Good Condition. Minor impact damage at middle of both spans.

Timber Pier Cap

Good condition. Splitting at ends.

Timber Abutment

South abutment fair. Planking is tight. Starting to undermine.

Timber Wingwall

Good condition.

Timber Pile

Good condition. Sound solid.

Slope Protection

South pulled away. None at north – North undermining.

Roadway Approaches

Settlement in wheel paths on both approaches. Hole from a washout under the abutment in NE wheel path.

Recommended Maintenance

- Place gravel at approaches to fill in low areas.
- Clean out curblane edge of deck to allow drainage off bridge
- Repair undermining at north abutment and install riprap.
- Replace deteriorated stringers and deck.
- Straighten out tiger board signs and bridge number signs

Structure NBI Ratings

Deck – 5

Superstructure – 4

Substructure - 5

NBI Bridge Rating Scale

9 - Excellent condition

8 - Very good condition - with no problems noted

7 - Good condition - with some minor problems

6 - Satisfactory condition - with some minor deterioration in structural elements

5 - Fair condition -, with all primary structural elements sound but possibly minor cracking, corrosion, chipping, or scour

4 - Poor condition - with advanced corrosion, deterioration, cracking, or chipping, and significant erosion of concrete bridge piers

2 - Critical condition - with advanced deterioration of the deck, superstructure, or substructure, and possibly cracks in steel or concrete

1 – “imminent” failure condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but with corrective action may be put back in light service.

0 – Failed condition – out of service – beyond corrective action



Figure 1 South Approach Looking North



Figure 2: North Approach looking South



Figure 3: Looking Upstream from Top of Deck



Figure 4: Looking Downstream from Top of Deck



Figure 5: Profile Looking Downstream



Figure 6: NW Deck Corner Failed Due to Loss of Support– SE similar



Figure 7: Timber Stringer Splitting



Figure 8: Narrow Split and Debris Damage on Girder



Figure 9: Typical Abutment



Figure 10: North Face of Pier