

S-4 Tri Co Cheese Country Bridge 3 Rehab

State of Wisconsin
 Department of Natural Resources
dnr.wi.gov

Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 02/2024)

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

Section 2: Project Information Required for all Projects

Project Title Cheese Country Trail Bridge #3 Re-Decking					Current Funded Miles	New Miles (if applicable)
County Iowa	Township N	Range E W	Section ¼ ¼	¼	GPS Coordinates: Lat. 42.838962 Long. -90.17821	

Project Description Summary

Rehabilitation of Bridge #3 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 Max Blackburn	Official's Title Trail Coordinator
------------------------------------------------------	---------------------------------------

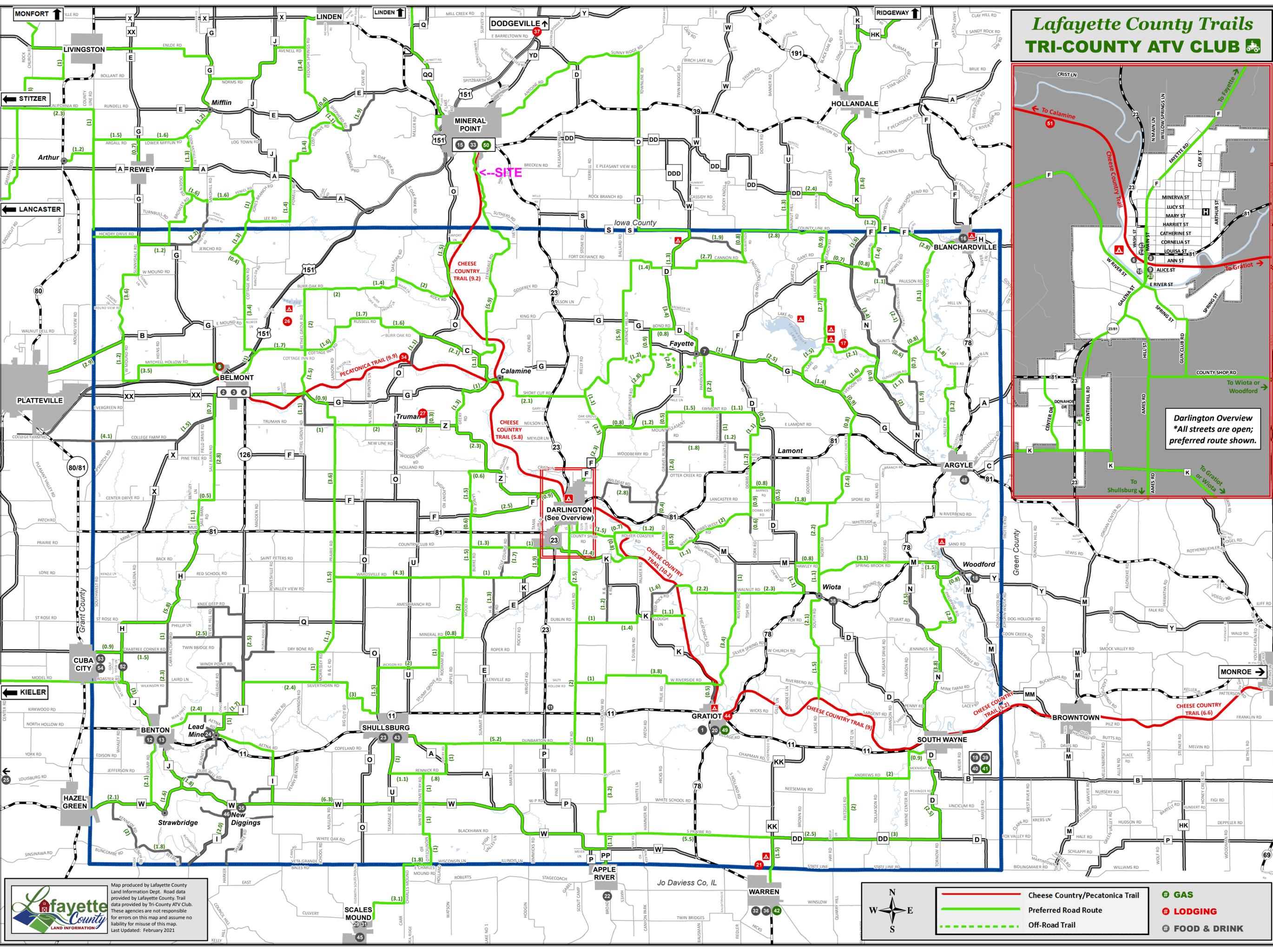
As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.


 Signature of Authorized Official

4-15-2025
 Date Prepared

Lafayette County Trails

TRI-COUNTY ATV CLUB



Darlington Overview
**All streets are open; preferred route shown.*

← To Calamine
 → To Gratiot
 → To Wiota or Woodford
 → To Shullsburg

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



- Cheese Country/Pecatonica Trail
- Preferred Road Route
- - - Off-Road Trail
- ⊕ GAS
- ⊕ LODGING
- ⊕ FOOD & DRINK



Tri-County Trail Commission
Max Blackburn, Trail Coordinator
700 Main Street
Darlington, WI. 53530
608-776-4893

DATE: April 14, 2025

TO: Off Road Vehicle Council

RE: Bridge #3 Rehabilitation Application

Dear Members of the Off Road Vehicle Council,

I am including this letter in the application to provide more context to the application being provided the bridge inspection did not call for a need for re-decking the bridge.

The current structure of the bridge has been problematic due to the center piling, which has been causing debris to accumulate and restrict flow through the structure every high-water event. This has also led to erosion to begin forming around the southern abutment as called out in the bridge inspection report. Due to these issues, this causes re-occurring repair costs we would rather spend on other maintenance activities.

It is my belief to effectively address this issue, the bridge deck would need to be removed to facilitate the removal of the center piling. In doing so, the bridge's concrete decking would be ruined, needing a replacement and a proposed new Wheeler decking & railing system which would span the entire channel without the need for a substantial change to the proposed decking system after consultation with an engineer. By eliminating the center piling obstruction, we aim to reduce the recurring debris buildup and improve the overall functionality and safety of the bridge and provide less restricted flow through the bridge structure in high water events.

I kindly ask you take a moment to review the attached materials and consider funding this application. Please feel free to call me at 608-776-4893 if you have any questions.

Thank you for your time and consideration.

Best regards,

A handwritten signature in black ink that reads "Max Blackburn". The signature is fluid and cursive, with a long horizontal stroke at the end.

Max Blackburn
Trail Coordinator

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

F: (608) 588-7954



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WAE Scope (Bridge #3)

- 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) WNDNR 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 #3: 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 Blackburn <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

Structure Inspection

Cheese Country Trail Bridge # 3



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: 14.0' Out-Out
Structure Total Length: Back to Back of Abutments – 25.9'
Location: 42.838948, -90.178220

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. Railings lean outward (likely designed this way). Warping but still appears sturdy. Some curb is gone. Some boards were replaced.

Signs

North signs obscured and tipped. South tipped.

Reinforced Concrete Deck

Fair condition. Some transverse cracking. Solid but edges are spalling off.

Wearing Surface (Bare)

Fair condition. See Reinforced Concrete Deck.

Timber Stringer (Transverse rail road ties)

Fair condition. Most are splitting but show no signs of distress.

Timber Open Girder/Beam

Good Condition. Minor impact damage in the middle of spans.

Timber Pier Cap

Fair condition. Splitting at ends.

Timber Abutment

Good condition. Planking is tight.

Timber Wingwall

Good condition.

Timber Pile

Good condition. Sound solid.

Slope Protection

No slope protection visible. Upstream waterway is laterally migrating to the south; starting to move behind south abutment.

Roadway Approaches

Settlement in wheel paths on both approaches.

Recommended Maintenance

- Place gravel at approaches to fill in low areas.
- Clean out edge of deck to allow drainage off of bridge.
- Consider placing riprap along southwest streambank to stop stream migration.
- Consider adding riprap to north abutment.
- Straighten out tiger board signs and consider replacing bridge number sign.
- Remove debris – it is blocking flow

Structure NBI Ratings

Deck – 5

Superstructure – 6

Substructure - 6

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: Profile Looking Upstream



Figure 7: Deck Edge Starting to Spall Off



Figure 8: Typical Floor Beam Splitting



Figure 9: Typical Abutment



Figure 10: North Face of Pier



Figure 11: East End of Cap Split



Figure 12: Undermining at North Abutment



Figure 13: Stream Migrating Behind South Abutment



Figure 14: Debris at Upstream side

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



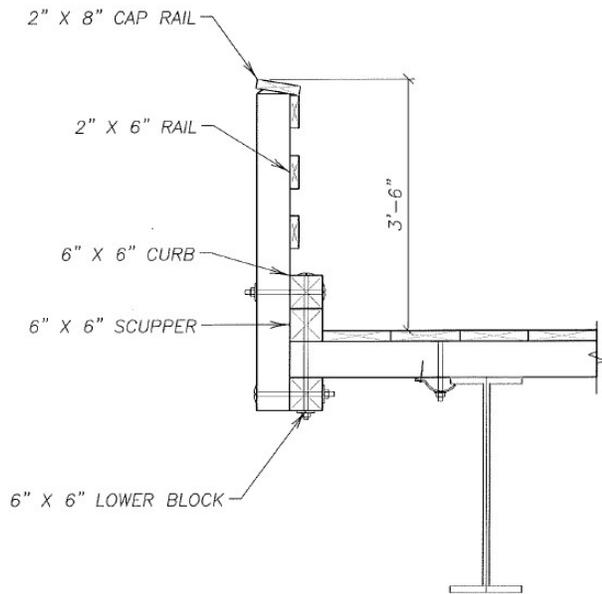
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*Bridge #3*Guidelines for Applicant

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

Category		Possible Points	Actual Points
1	Condition of the Structure (max of 10 points)		
	Has a certified bridge inspection report that supports the project & demonstrates need (see example, must provide copy of report by August 1 for 2024 only)	10	10
2	Permits (maximum points 4)		
	Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	-
	Permit in hand / Bridge already permitted	3	-
3	Funding (maximum points 2) Are other funds already committed?		
	50% or greater from other funding source(s)? <i>50% ATV</i>	2	2
	11% - 49% from other funding source(s)?	1	-
4	Length of Written Easements or Land Use Agreement (max points 5)(ch. 23.09(26)(am)1 WI Stats)		
	On public land (County, State, Federal)	5	5
	10 or more year deeded easement on private land or other public land, for <u>all portions of that trail to the nearest road</u> on each side of the bridge	5	-
	3-9 year deeded easement on private land or other public land, for <u>all portions of that trail to the nearest road</u> on each side of the bridge	4	-
	10 or more year deeded easement on private land or other public land, for <u>just the bridge site</u>	3	-
	3-9 deeded easement on private land or other public land, for <u>just the bridge site</u>	2	-
	10 or more year land use agreement (LUA, not deeded) on private land or other public land	1	-
	3-9 year land use agreement (LUA, not deeded) on private land or other public land	0	-
5	Miles Impacted – How many miles will need to rerouted if the structure is not replaced? Measured from nearest intersection on both sides of the bridge. (max 4 points)		
	Less than 20 miles	1	1
	20 miles or more	3	-
	No other snowmobile trails connect. Explain:	4	-
DEDUCTIONS			
6	County Active Project Deduction (maximum deduction 1 point) A snowmobile active project is one that has exceeded it's initial grant period.		
	Two or more active projects - deduct 1 point	-1	-
GRAND TOTAL			18

Comments/Notes:



In regards to bridge #3:

- Loading, while a 40k loading would be preferred. I am unsure what the difference in price would be. For this small of a span, I think we may be able to swing that with other sources of funds. The reasoning for requested higher load rating is for maintenance of the trail and being cost-effective with gravel placement. Lighter loads or smaller trucks means more trips and a more expensive material due to trucking costs. This could lead to expensive rehab requests in the future if we experience a flooding disaster if our infrastructure can only handle these smaller loads/trucks.

- Based on other maintenance comments, most of that has already been completed except riprapping. Riprapping for this small of a structure could be handled generally with our annual maintenance funding if needed, but we typically don't riprap unless absolutely necessary due to floodplain regulations requiring engineering analyses in a lot of cases along the trail. In addition, current useable width is ~10' which causes issues with safety and maintenance equipment.

-The reasoning for 13' is to have 6" wide curbs on each side with a "useable" deck width of 12' this is mainly to keep snow on top of our bridges in the winter time to protect the deck surface from snowmobile traffic see example below:



Proposal

www.radtkecontractors.com
 P.O. Box 6000 Winneconne, WI 54986
 Phone: (920) 582-4114 Fax: (920) 582-4441
 "An Equal Opportunity Employer"

To: Lafayette County	Contact:
Address: 700 Main Street Darlington, WI 53530	Phone: (608) 776-3836
Project Name: Lafayette Cty - Cheese Country Trail 2025 BUDGETARY	Bid Number:
Project Location: Bridge #2, 3, 18, & 48	Bid Date: 7/30/2025

Item #	Item Description	Total Price
2	Bridge #2 - 13' X 30' - 390 SF	\$89,800.00
3	Bridge #3 - 13' X 30' - 390 SF	\$89,800.00
4	Bridge #18 - 12' X 60' - 720 SF	\$177,200.00
5	Bridge #48 - 13' X 115' - 1495 SF	\$407,700.00

Total Bid Price: \$764,500.00

Notes:

- This proposal is a budgetary construction cost estimate only and it is not based on finalized bridge construction plans.

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: Radtke Contractors, Inc.</p> <p>Authorized Signature: _____</p> <p>Estimator: Bob Deuth</p>
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