

S-17 Tri Co/Cheese Country Bridge #32

State of Wisconsin  
Department of Natural Resources  
[dnr.wi.gov](http://dnr.wi.gov)

**Motorized Recreation Grant Application**

For: (choose all that apply)

Form 8700-159 (R 02/2024)

Page 1 of 5

**Due Date: April 15**

- ATV/UTV Trail Aid
- Snowmobile Trail Aid

**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 #32 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 01 N	Range 5	Section 6	¼ ¼ UN	¼ UN	GPS Coordinates: Lat. 42.586527 Long. -89.950638

**Project Description Summary**

Proposed project is the complete replacement of Bridge #32 on the Cheese Country Trail over the unnamed stream in Lafayette County. Project scope is to include removing deteriorated components and replacement with a new structure.

This bridge was found in failure condition in spring of 2025. It has been closed until further notice for ATV/UTV. During snowmobile season, we have a detour route to get around the bridge but it is not ideal.

Currently here is the breakdown of the request from all grant programs:

ATV/UTV = \$123,262.00 (50%)  
Snowmobile = \$123,262.00 (50%)

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

**Estimated Cost**

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$246,524.00		\$246,524.00

Leave Blank – DNR Use Only

**Applicant Certification**

Printed Name of Authorized Official Max Blackburn	Official's Title Tri-County Trail Coordinator
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As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.

Max Blackburn  
Signature of Authorized Official

4-15-26  
Date Prepared



**Appendix A (continued)**

Summarize Costs in Appropriate Categories:

**Bridge Structure**

	Quote 1	Quote 2
	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:	12' X 66'	_____
Bridge Manufacturer:	TBD	_____
Design Weight Load	25,000 lbs.	_____ lbs.
Cost of Structure:		
1. Engineering	\$ 29,621	\$ _____
2. Structure	\$ 174,240	\$ _____
Subtotal	\$ 203,861	\$ _____

	Quote 1	Quote 2
	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate	<input type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate
Installation Costs:		
1. Engineering	\$ 26,413	\$ _____
2. Site Preparation	\$ _____	\$ _____
3. Abutments	\$ _____	\$ _____
4. Pilings/Piers	\$ _____	\$ _____
5. Approaches	\$ _____	\$ _____
6. Riprap	\$ _____	\$ _____
7. Labor	\$ _____	\$ _____
8. Equipment Rental	\$ _____	\$ _____
9. Culverts	\$ _____	\$ _____
10. H & H Study	\$ _____	\$ _____
11. Wetland Delineation	\$ _____	\$ _____
12. Other Soil Borings	\$ 16,250	\$ _____
Subtotal	\$ 42,663	\$ _____
Total Cost	\$ 246,524	\$ _____

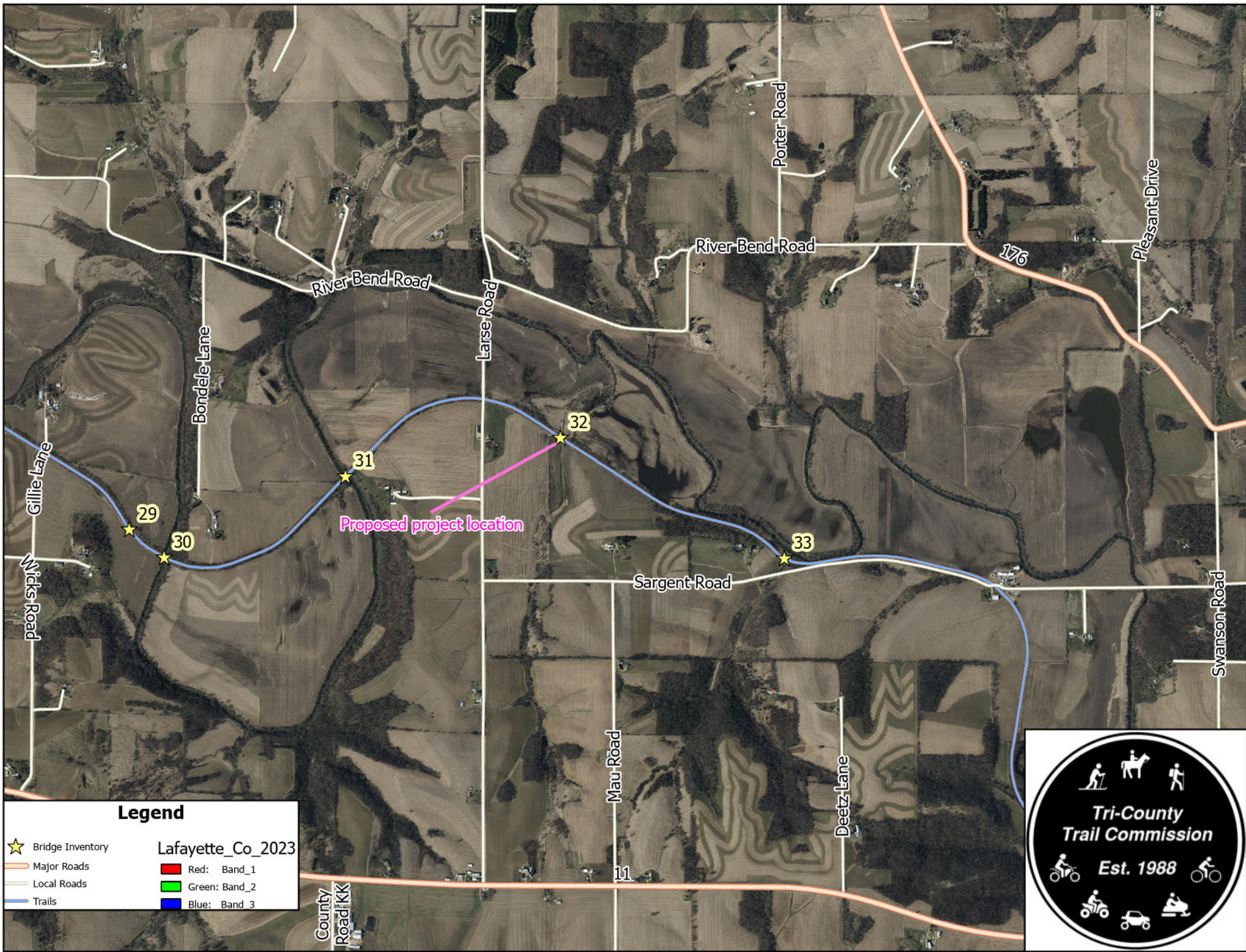
*Includes construction labor too - see attached cost estimate.*

**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	\$ _____





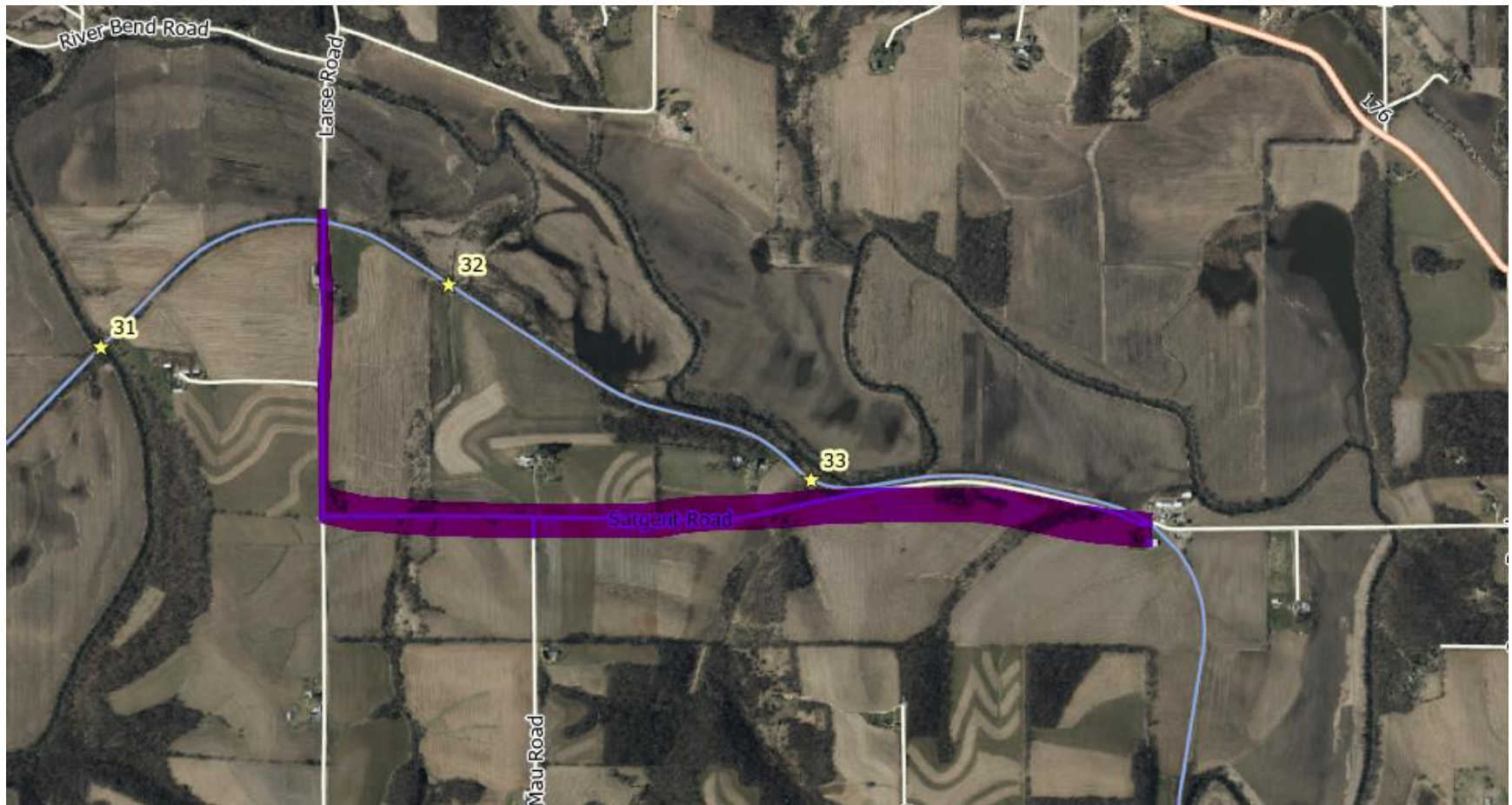
Bridge #32

**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.

This ranking tool is used for both **Snowmobile** and **ATV/UTV** Trail Aids programs, though each program may score things differently. If you are seeking funding from BOTH programs for a dual use bridge, please score ALL questions

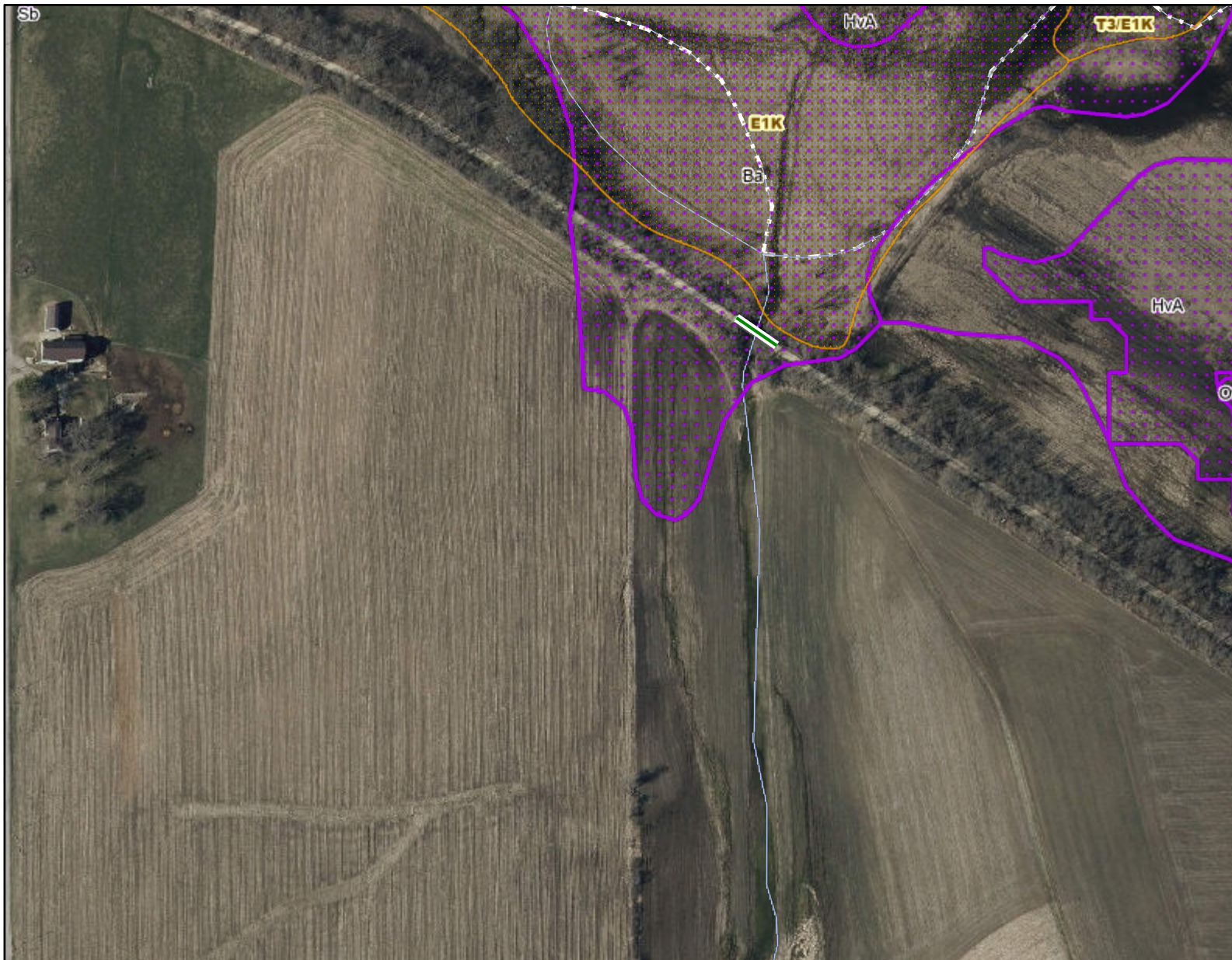
Category	Possible Points	Snow Points	ATV/UTV Points
<b>1 Condition of the Structure (max of 10 points)</b>			
Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. <b>Snowmobile Funded Projects</b>	10	10	
Calculation: 10 minus NBI Rating Score (0-9) <b>ATV Funded Projects</b> Use overall NBI # if provided, or an average of the components. Redecking projects should just use the deck NBI #.	10		9
<b>2 Permits (maximum points 4)</b>			
Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	-	-
Permit in hand / Bridge already permitted	3	-	-
<b>3 Funding (maximum points 2)</b> Has an application been submitted for other funding			
50% or greater from other funding source(s)? (includes 50/50 Snow/ATV projects)	2	2	2
11% - 49% from other funding source(s)?	1	-	-
<b>4 Length of Written Easements or Land Use Agreement (max points 5)(ch. 23.09(26)(am)1 WI Stats)</b>			
On public land (County, State, Federal)	5	5	5
10 or more year deeded easement on private land or other public land, for all portions of that trail to the nearest road on each side of the bridge	5	-	-
3-9 year deeded easement on private land or other public land, for all portions of that trail to the nearest road on each side of the bridge	4	-	-
10 or more year deeded easement on private land or other public land, for just the bridge site	3	-	-
3-9 deeded easement on private land or other public land, for just the bridge site	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	-	-
<b>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)</b>			
Less than 20 miles <b>Snowmobile Funded Projects</b>	1	1	
20 miles or more <b>Snowmobile Funded Projects</b>	3	-	
No other snowmobile trails connect. <b>Snowmobile Funded</b> Explain:	4	-	
For ATV/UTV projects, describe the relocation (on routes? Trail?) Include sketch/map		✓	
<b>6 If ATV/UTV, Seasons of Use (max 3 points)</b>			
Year-Round or Summer Only <b>ATV/UTV Trail</b>	3		3
Winter Only <b>ATV/UTV Trail</b>	1		-
<b>DEDUCTIONS</b>			
<b>7 County Active Project Deduction (maximum deduction 1 point)</b> A snowmobile active project is one that has exceeded it's initial grant period.			
Two or more active projects - deduct 1 point	-1	-1	
<b>GRAND TOTAL</b>		<b>17</b>	<b>19</b>



Trail re-route because bridge 32 would be closed.



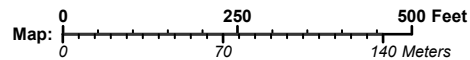
Bridge is located in the purple highlighted area. This area is within FEMA regulated floodplain.



**Legend:** (some map layers may not be displayed)

- Wetland Class Areas
- Wetland Indicators
- Rivers and Streams
- Intermittent Streams
- 24K Intermittent Streams
- 24K Streams and Rivers
- Latest Leaf Off Index
- Latest Leaf Off Imagery

**Notes:**



Service Layer Credits:  
Wetland Indicators & Soils<sup>1</sup>: Surface Water Data Viewer Team, DNR Basic Feature VTL (WTM); Wisconsin Department of Natural Resources, GIS Section, Latest Leaf Off<sup>2</sup>; Surface Water: WiDNR, USGS, and other data, Wetland Inventory NWI (Dynamic): Calvin Lawrence, Dennis Weise, Nina Rihn

Map projection: NAD 1983 HARN Wisconsin TM

This map is a product generated by a DNR web mapping application.

This map is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. The user is solely responsible for verifying the accuracy of information before using for any purpose. By using this product for any purpose user agrees to be bound by all disclaimers found here: <https://dnr.wisconsin.gov/legal>.

Date Printed: 4/15/2026 3:25 PM

<b>Bridge ID / Structure No.</b>		<b>Bridge 32</b>		<b>Inspection Date:</b>	05.19.2025
				<b>Inspection TL:</b>	Nate Miller, PE
				<b>NBI Project No:</b>	2503500
<b>Inventory Data</b>	Location Desc: Cheese Country Trail 1,500' East of Larse Road (West of Sargent Road)				
Feature On:	Cheese Country Trail	Feature Under: Unnamed Wetland/ Marsh Area			
Orientation	Traffic Direction: EB – WB	Channel Flow: Upstream: N Downstream: S			
<b>Structure Type</b>	No. Spans: 4	Wearing Surface: 1" Crushed Stone			
Deck	8" Concrete over 7.5" Square Cross Ties				
Superstructure	3-Ply 17.5"x9.5" Timber Beams	No. Beam Lines: 2			
Substructure	Abutments: Timber Pile Bent	A01 Height: 5.5'	A02 Height: 3.6'		
	Pier(s): Timber Pile Bent	P01 Height: 9.2'	P02 Height: 9.4'	P03 Height: 8.7'	
<b>Geometric</b>	Deck Length (O-O): 62.0'	Span Length(s): 14.5', 15.5', 14.5', 15.0'			
	Width (O-O): 12.0'	Width (C-C): 10.0'			
<b>Signage</b>	Legibility	Visibility	Remarks		
Adv. Posting	N/A	N/A	Temporary Trail Closed Barricades at Larse Rd./Sargent Rd.		
Posted Loads	N/A	N/A	Trail		
Narrow	N/A	N/A	None		
One Lane	N/A	N/A	None		
Object Markers	Fair	Fair	Worn/ Faded/ Damaged		
Other	N/A	N/A	None		
<b>Approach</b>	Type	Cond. Rating	Remarks		
Approach Rdwy	Crushed Stone	4	Concrete approach slab undermined at SE corner.		
Relief Joints	N/A	N/A	None		
Guardrail	N/A	N/A	None		
Embankment	Natural Earth	5	Well vegetated, erosion at edges of trails behind wingwalls.		
Facility Owner/Managing Agency: Lafayette County			Representative: Max Blackburn		
Phone: 608-776-3836			Email: max.blackbourn@lafayettecountywi.org		

### Summary of Intent, Inspection Procedures, and Limits

- NBI Engineering Services personnel visited the above referenced structure to observe the existing conditions and collect information on behalf of Lafayette County. The purpose of this inspection was to determine the physical and functional condition of the bridge and provide our opinion as to the feasibility of repairing the structure to return it to service.
- Observations have been limited to readily available surface conditions. No destructive or invasive testing procedures, load rating, or detailed measurements have been performed as part of this inspection. NBI Engineering Services reserves the right to revise our opinions if additional evidence becomes available.
- The facility was closed to traffic during the inspection.
- No other bridges were inspected as part of this investigation.
- Plans have not been made available for review prior to, or during, the inspection.
- Others in attendance during inspection included: Max Blackburn – Lafayette County, Lauren Ray – Origin Design.

### Executive Summary

#### Recommended Inspection Frequency:

N/A – Bridge Closed.

#### Estimated Remaining Longevity:

The structure has reached the end of its serviceable life and should remain closed.

#### Summary of Structural Conditions:

Several primary load carrying elements of the bridge have experienced advanced section loss due to decay and are showing readily evident signs of overload distress.

#### Maintenance/Repair Recommendations:

Repairing the bridge is likely not economically feasible, as it would require removal of the deck to facilitate the complete replacement of the superstructure and extensive substructure repairs. While a detailed repair concept and opinion of probable project cost have not been developed, it is reasonable to assume that a temporary repair effort which would return the bridge to service for less than 5 years would more than half the price of a new bridge.

The implementation of a trail-wide bridge inspection program should be a high priority.

<b>Bridge ID / Structure No.</b>	<b>Bridge 32</b>	<b>Inspection Date:</b>	05.19.2025
		<b>Inspection TL:</b>	Nate Miller, PE
		<b>NBI Project No:</b>	2503500
<b>Condition Ratings</b>			
<b>Deck   4   Poor Condition - Deteriorating</b>			
8" C-I-P concrete deck over 7.5" square timber cross ties at 12" on center.			
1. Wearing Surface: 1" Crushed stone.			
2. Railings: Sloped timber posts with 3-rows of w-beam rails.			
3. Transitions: None.			
4. Utility Connections: None.			
5. Expansion Joints: N/A.			
6. Structural Condition: Readily visible dip in deck over east pier. Ends of timber cross ties decayed, weather checked throughout length.			
<b>Superstructure   1   Critical Condition - Deteriorating</b>			
3-Ply 17.5"x9.5" Timber Beams at 5' on center.			
1. Bearings: N/A.			
2. Beams: Advanced decay of timber beams with >90% loss of section. Beams cracked and fractured over east pier. Fire damaged timber throughout appears to have compromised outermost 1/12" of timber cross section.			
3. Paint: N/A.			
4. Connections: N/A.			
5. Alignment: Beams are generally in good alignment although the north beam line is displaced over east pier.			
<b>Substructure   1   Critical Condition - Deteriorating</b>			
<b>Abutments:</b> (2) Timber pile bent abutments with lagging.			
1. Scour Susceptible: No			
2. Caps: Timber – Advanced decay with approx. 90% loss of section. Outermost 1/2" fire damaged.			
3. Wings: Timber lagging plank fire damaged.			
4. Backwall: Timber backwall plank – outermost 1/2" fire damaged on inside face.			
5. Footing: N/A			
6. Piles: Driven timber piles – outmost 1/2" fire damaged. All bearing piles sound hollow with an estimated 50%-75% loss of section throughout. No signs of overload distress.			
7. Scour/Erosion: Natural earth embankments prone to erosion.			
8. Settlement: No readily evident signs of vertical or lateral settlement.			
<b>Piers:</b> (3) Timber pile bent piers.			
1. Scour Susceptible: No			
2. Caps: Advanced decay of pile caps with >90% loss of section. Readily evident signs of overload distress in east pier cap (vertical crushing). Outermost 1/2" fire damaged.			
3. Footing: N/A.			
4. Piles: Driven timber piles – outmost 1/2" fire damaged. All bearing piles sound hollow with an estimated 50%-75% loss of section throughout. Several piles split vertically through the entire width of pile.			
5. Scour/Erosion: Soft silty streambed prone to scour.			
6. Settlement: No readily evident signs of vertical or lateral settlement.			
<b>Channel   6   Fair Condition - Stable</b>			
1. Streambed Scour: Soft/silty streambed prone to scour. Less than 1ft local scour observed throughout channel.			
2. Channel Protection: No channel armoring present.			
3. Vegetation: Channel is heavily vegetated.			
4. Embankment Erosion: Isolated areas of minor erosion behind abutment wingwalls.			
5. Drift: No significant deposits of drift in channel.			
6. Channel Change: Channel flows primarily through Span E2 and around Pier E1. Channel appears stable with no readily evident signs of movement.			
7. Adequacy of Opening: No readily apparent signs of overtopping or submergence.			

Bridge ID / Structure No.

**Bridge 32**

Inspection Date: 05.19.2025

Inspection TL: Nate Miller, PE

NBI Project No: 2503500

**Inspection Photos:**

All photos taken at above referenced inspection date unless noted otherwise



Photo 1 – Trail View Looking West



Photo 2 – Side View Looking Southeast



Photo 3 – East Approach

South edge of concrete slab undermined behind east abutment at east approach.



Photo 4 – West Abutment

Underside of bridge looking west. Advanced decay with section loss of beams and west abutment pile cap readily visible.



Photo 5 – Pier E3

Underside of bridge looking west. Fire damage to west pier and beams. Advanced decay with section loss of north face of southern beam line readily visible.



Photo 5 – Span E3 Looking West

Underside of bridge looking southwest. Fire damage to west pier and beams. Advanced decay with section loss of north face of southern beam line readily visible.



Photo 6 – Pier E2 Looking East

Underside of bridge looking east. Fire damage to center pier and beams. Center pile in pier bent split vertically through full depth of pile.



Photo 7 – Pier E2 Looking East

Underside of bridge looking east. Center pile in pier bent split vertically through full depth of pile.



Photo 8 – Pier E1 Looking East

Underside of bridge looking east. Pier cap crushed in east pier.



Photo 9 – Pier E1 Looking East

Underside of bridge looking east. Pier cap crushed in east pier.



Photo 10 – Pier E1 Looking West

Underside of bridge looking west. Pier cap crushed in east pier.



Photo 11 – Span E1 Looking Northwest

Underside of bridge looking northwest. North beamline crushed and fractured near east pier.

Bridge ID / Structure No.

**Bridge 32**

Inspection Date: 05.19.2025

Inspection TL: Nate Miller, PE

NBI Project No: 2503500



Photo 12 – Pier E1 Looking West

Underside of bridge looking west. Pier cap crushed in east pier.

-End of Report-