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

Due Date: April 15

Motorized Recreation Grant Application

For: (choose all that apply)

☒ ATV/UTV Trail Aid
☒ Snowmobile Trail Aid

Form 8700-159 (R 02/2024)

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 Blackbourn			Max Blackbourn		
Title			**Title**		
Tri-County Trail Coordiantor			Tri-County Trail Coordiantor		
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 #47 Replacement		

County	Township	Range	Section	¼ ¼	¼	GPS Coordinates:
Green	01 N	7 ◉E ○W	4	SE	SW	Lat. 42.5593442 Long. -89.675092

Project Description Summary

Proposed project is the complete replacement of Bridge #47 on the Cheese Country Trail over the Honey Creek in Green County. Project scope is to include removing deteriorated components and replacement with a new structure.

During a routine bridge inspection, major deficiencies were found in the bridge structure requiring closing the structure to any use and continues to be closed.

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

RTP = $100,000.00 (17%)
ATV/UTV = $237,676.50 (41.5%)
Snowmobile = $237,676.50 (41.5%)

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				$575,353.00		$575,353.00

Leave Blank – DNR Use Only

Applicant Certification

Printed Name of Authorized Official	Official's Title
Max Blackbourn	Tri-County 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.

Max Blackbourn
Signature of Authorized Official

2/27/2026
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	Township	Range	Section	¼ ¼	¼	GPS Coordinates:
Green	01 N	7 ◉E ○W	4	SE	SW	Lat. 42.5593442 Long. -89.675092

Water Body Name	Bridge Name	County Inventory Number
Honey Creek	Bridge #47	#47

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: 12' X 155'

New Bridge/Culvert Size: 12' X 155'

Landowner Where Bridge is Located	Telephone Number	Length of Trail Use Agreement (5 year minimum)
Pecatonica Rail Transit Commission		Non-Expiring

Current maximum load	Proposed maximum load	Age of Bridge	Bridge Material
25,000 lbs.	25,000 lbs.	50+	Wood foundations and superstructure

Sponsoring Club Name	Club Contact	Telephone Number
Tri-County Trail Commission	Max Blackbourn	(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?
At this time, maximum loads on the trail system are variable due to varying conditions of bridges.

What is the weight of your puller & drag/grading equipment?
~25,000

What other recreational trail uses are planned for this bridge?
Pedestrian, bicycle and e-bicycle

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

Proposed project is the complete replacement of Bridge #47 on the Cheese Country Trail.

In a routine bridge inspection completed by NBI Engineering, critical deficiencies were found in the foundation of the bridge resulting in the closure of this bridge.

Currently we are looking at proposing a new 12' X 155' new bridge structure. All degraded wooden components will have to be replaced. Since the structure is so old, changes will have to be evaluated for floodplain compliance.

A pre-application meeting will be scheduled in the immediate future with DNR WMS for permitting requirements and with county zoning to work through floodplain permitting and H&H work that will be needed.

Appendix A (continued)

Summarize Costs in Appropriate Categories:

Bridge Structure

		Quote 1	Quote 2
		◉ Steel ○ Wooden	○ Steel ○ Wooden
Bridge Dimensions:			
Bridge Manufacturer:		TBD	
Design Weight Load		lbs.	lbs.
Cost of Structure:	1. Engineering	$ 71,808	$
	2. Structure	$ 422,400	$
	Subtotal	$ 494,208	$

Installation Costs:	Quote 1	Quote 2
	◉ Contractor or ○ Sponsor	○ Contractor or ○ Sponsor
	Estimate	Estimate
1. Engineering (includes construction labor to see attached cost estimate)	$ 61,645	$
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	$ 19,500	$
Subtotal	$ 81,145	$
Total Cost	$ 575,353	$

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	$

State of Wisconsin
Department of Natural Resources
PO Box 7921, Madison WI 53707-7921
dnr.wi.gov

Recreation Grant Project Cost Estimate Worksheet

Form 8700-014 (R 02/23)

For use with Recreation Grant Application Forms

Recieved estimates from Craig Hardy Iowa Co. Hwy. Commissioner

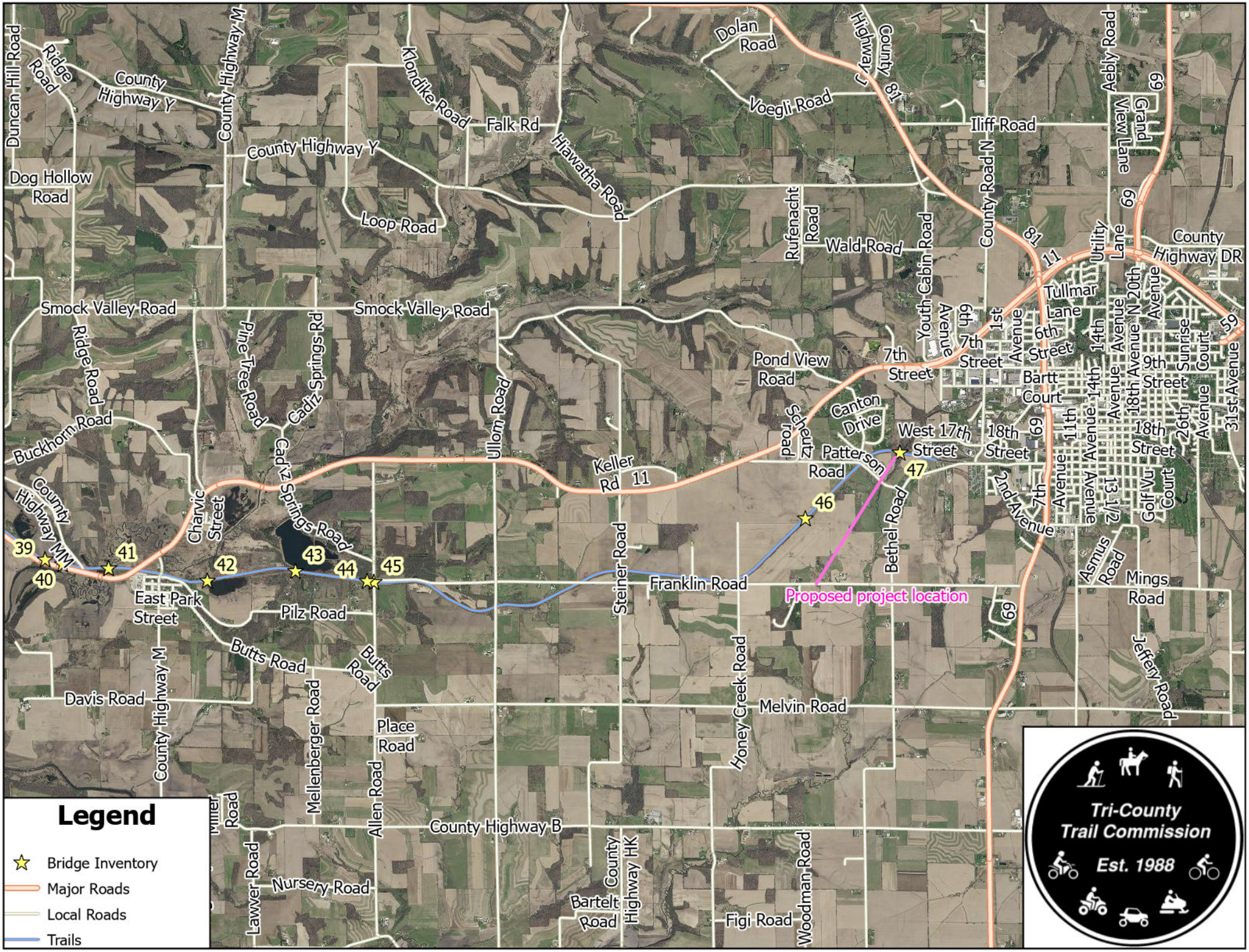
Project Name:		Prepared By:	Date
BRIDGE #47 REPLACEMENT		Max Blackbourn	02/27/2026
County	Project Applicant:	Landowner Name	○ Public
Green	Tri-County Trail Commission	Pecatonica Rail Transit Commission	◉ Private

Indicate - (C) Contract , (F) Force Acct., (D) Donated

	DEVELOPMENT PROJECT ITEMS *List by individual item or break down by Use Areas* (See Item List On Back Of This Form)	Quantity	Unit of Measure	Component Costs	Estimated Total Item Cost
	Bridge Materials	1		$422,400.00	422,400.00
	Design	1		$71,808.00	71,808.00
	Soil Borings	1		$19,500.00	19,500.00
	Engineering & Construction	1		$61,645.00	61,645.00
				TOTAL $	$575,353.00

NOTE:

- **For development projects, contingency and indirect costs are <u>not</u> eligible expenses.**
- **For acquisition projects, complete the Acquisition Project Cost Estimate Section of this form.**


Legend
Bridge Inventory
Major Roads
Local Roads
Trails
Proposed project location
Tri-County Trail Commission
Est. 1988
Duncan Hill Road
Ridge Road
County Highway Y
County Highway M
Klondike Road
Falk Rd
Hiawatha Road
Dolan Road
County Highway 81
Voegli Road
Iliff Road
Aebly Road
Grand View Lane
Dog Hollow Road
Loop Road
Rufenacht Road
Wald Road
County Road N
Utility Lane
County Highway DR
Smock Valley Road
Ridge Road
Pine Tree Road
Cadiz Springs Rd
Ullom Road
Pond View Road
Youth Cabin Road
Avenue
6th Street
1st Avenue
7th Street
Tullmar Lane
6th Street
14th Avenue
N 20th Avenue
Sunrise Court
Buckhorn Road
Canton Drive
Bartt Court
9th Street
18th Avenue
18th Street
26th Avenue
31st Avenue
Keller Rd
11
Patterson Road
West 17th Street
47
46
Bethel Road
2nd Avenue
7th Avenue
11th Avenue
13 1/2 Avenue
Golf Vu Court
Charvic Street
Cadiz Springs Road
39
40
41
42
43
44
45
East Park Street
Pilz Road
Steiner Road
Franklin Road
Asmus Road
Mings Road
Butts Road
Davis Road
Mellenberger Road
Place Road
Honey Creek Road
Melvin Road
Jeffery Road
Miller Road
Allen Road
County Highway B
Lawver Road
Nursery Road
Bartelt Road
County Highway HK
Figi Road
Woodman Road

Bridge #47

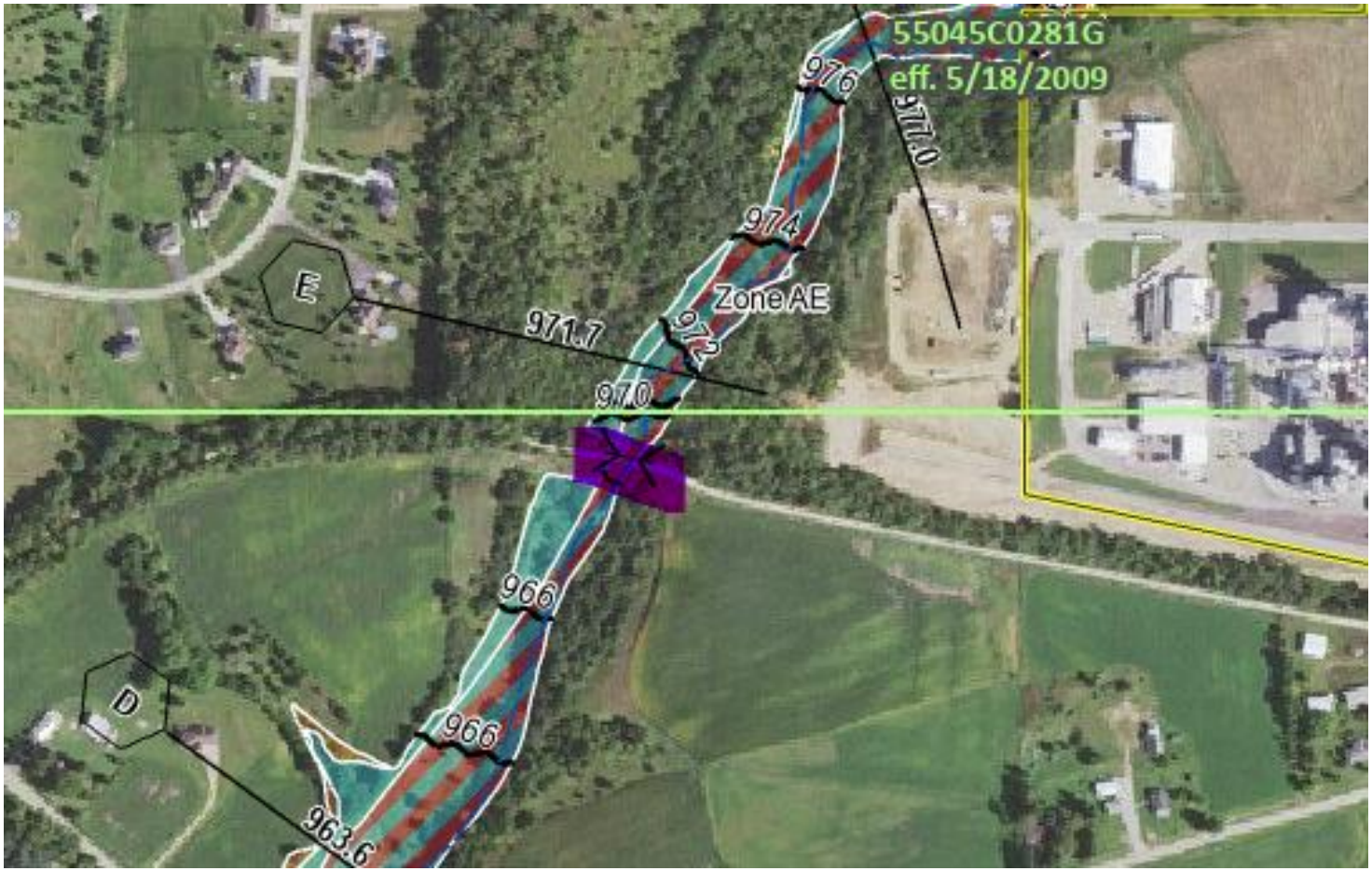
Guidelines for Applicant

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
1	**Condition of the Structure** (max of 10 points)			
	Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. Snowmobile Funded Projects	10	10	
	Calculation: 10 minus NBI Rating Score (0-9) ATV Funded Projects *Use overall NBI # if provided, or an average of the components. Redecking projects should just use the deck NBI #.*	10		9
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) 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	–	–
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	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	–	–
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 Snowmobile Funded Projects	1	1	
	20 miles or more Snowmobile Funded Projects	3	–	
	No other snowmobile trails connect. Snowmobile Funded Explain:	4	–	
	For ATV/UTV projects, describe the relocation (on routes? Trail?) Include sketch/map		✓	
6	**If ATV/UTV, Seasons of Use** (max 3 points)			
	Year-Round or Summer Only ATV/UTV Trail	3		3
	Winter Only ATV/UTV Trail	1		–
	DEDUCTIONS			
7	**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	-1	
	GRAND TOTAL		17	19

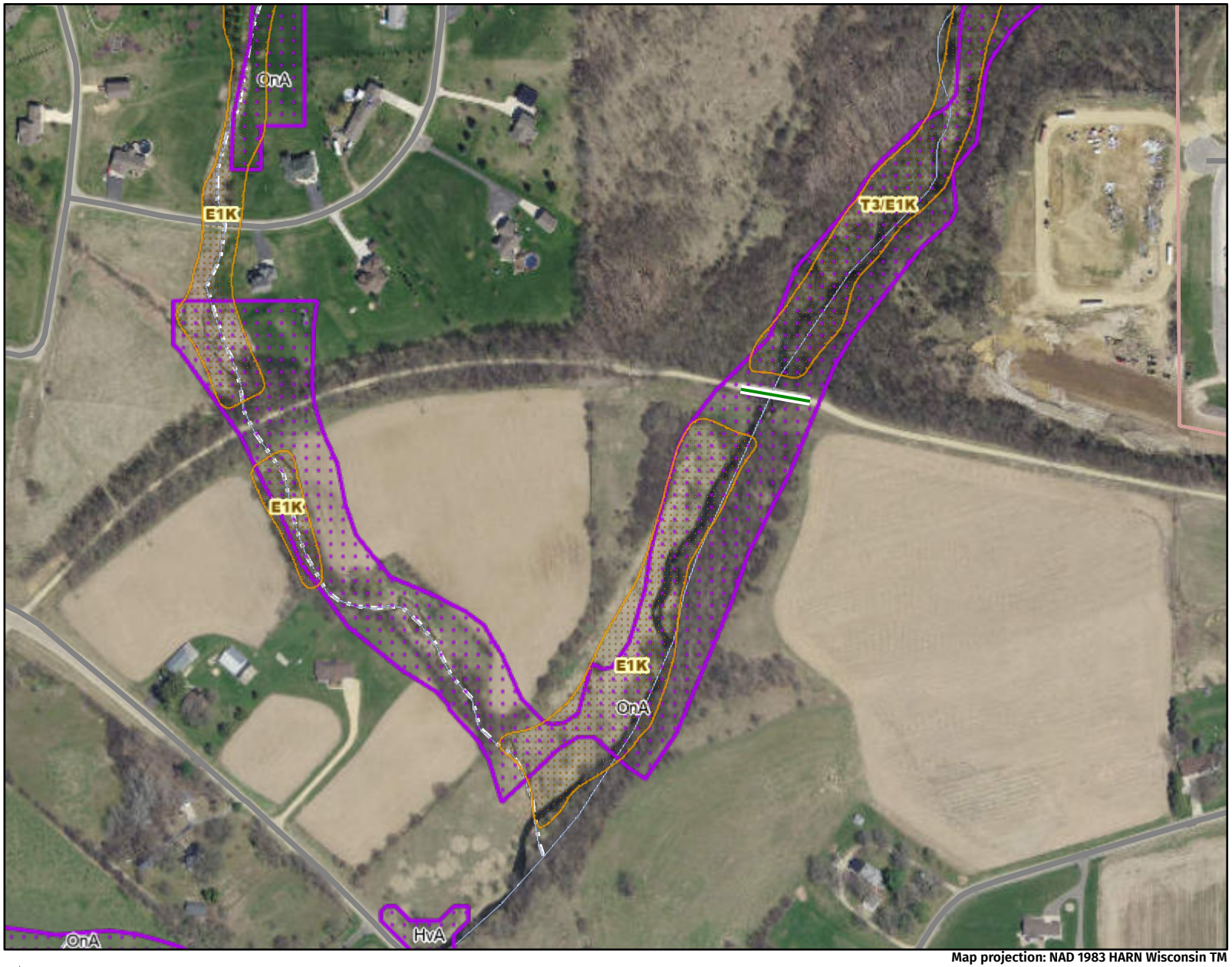
Trail re-route because of #47 closure.



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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Bridge #47 Map



Legend: (some map layers may not be displayed)

- Wetland Class Areas
- Wetland Indicators
- Rivers and Streams
- Intermittent Streams
- Rivers and Streams
- Intermittent Streams
- 24K Intermittent Streams
- 24K Streams and Rivers

Cities, Towns & Villages
- City
- Civil Town

Municipalities
- City
- Civil Town

County and Local Roads
- Local Road
- County Boundaries
- WI State Boundary

Notes:

Bridge is located with green line

Map projection: NAD 1983 HARN Wisconsin TM

N

Map: 0 310 620 Feet
0 90 180 Meters

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

Date Printed: 2/27/2026 12:51 PM

Inspection Report for

Bridge #47

Cheese Country Trail over Honey Creek

Executive Summary

Recommended Inspection Frequency:

- Not Applicable – **Recommend Immediate Closure**.

Estimated Remaining Longevity:

- The efforts required to return the bridge to service are likely not economically feasible given the extent of the observed damage and complexities of the required repairs. Additional investigations would be required to determine the feasibility of a comprehensive rehabilitation plan.

Summary of Channel Conditions:

- **The west embankment is in a state of imminent failure**. Extensive erosion at the toe of the west embankment has caused a15ft-20ft vertical embankment to be retained by remnants of a critically decayed timber wall. Failure of the embankment would likely destabilize Pier W2, resulting in a full, or partial, collapse of the bridge.

Summary of Structural Conditions:

- Severely decayed timber components observed throughout the bridge. Several beams show signs of horizontal shear cracking. Multiple piles and pile caps have significant section losses, are vertically split, and isolated piles show signs of crushing. This bridge is particularly vulnerable to collapse due to height and configuration of the piers.

Maintenance/Repair Recommendations:

- **Owner notified of Critical Finding: Bridge should be immediately closed to all traffic**.

Nathan W. Miller — 11.24.2025

Nathan W. Miller — Date

Bridge Inspection Team Leader, Inspector Number: 9601

Bridge ID / Structure No.		Inspection Date:	11.24.2025
Bridge #47		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501
Facility Owner/Managing Agency: Tri-County Trails Commission		Representative: Max Blackbourn	
Email: trails@lafayettecountywi.org		Phone: 608-776-4893	

Summary of Inspection Intent, Procedures, and Limitations

- NBI Engineering Services personnel visited the above referenced structure to observe the existing conditions and collect information on behalf of The Tri-County Trail Commission. The purpose of this inspection was to determine the physical and functional condition of the bridge.
- 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.
- Timber conditions were evaluated by visual inspection and acoustic sounding.
- Due to access limitations, assessment of components above 6 ft above grade was limited primarily to visual observation.
- Beams and piers inspected from the ground and deck via pole cam.
- The facility was open to traffic during the inspection.
- No plans or prior inspection information for the structure have been provided.

Time Log	Onsite: 8.0 Hours *Inspection Started 11/21/2025 – Completed 11/24/2025.*

Inventory Data

Feature On:	Cheese Country Trail	Feature Under: Honey Creek
Lat./ Long.:	42.5934, -89.6751	
Orientation:	Traffic Direction: EB/WB	Channel Flow: Upstream: North - Downstream: South

Structure Type

No. Spans:	11	Wearing Surface: Concrete Deck
Deck	Cast-In-Place Concrete over Timber Cross-Ties	
Superstructure	3-Ply Timber Beams	No. Beam Lines: 2
Substructure	Abutments: Timber Pile with Timber Backwall Plank	
	Pier(s): Timber Pile Bent	

Geometric - *Dimensions are approximate.*

Width (O-O):	12.0’	Deck Length (O-O): 155.0’
Width (C-C):	10.1’	Span Length(s): 14.0’/13.5’/13.5’/14.0’/14.0’/14.0’/14.0’/ 14.0’/14.0’/14.5’/13.0’

Assessments

Assessment	Description	UOM	Total	Quantity in CS 1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4		2	2		Well Vegetated. West Approach Undermined.
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs – Object Markers	EA	4	3		1		Present at All 4 Corners.
9035	Signs – Other	EA	2		1		1	“BRIDGE AHEAD”. W: Missing.
9035	Signs - Other	EA	2	1		1		“15 MPH ON BRIDGE”.
9041	Slope Protection -Bare	EA	2		1		1	Natural Earth Embankments. Imminent Failure of West Embankment.
9324	Approach Roadway -Gravel	EA	2	2				Freshly Graded.

SNBI Condition Ratings & Commentary

Deck (C.01) | 4 | Poor Condition – Deteriorating

1. Concrete slab (wearing surface) over timber crossties(deck).
2. Moderate wear of concrete throughout wearing surface, most pronounced along wheel lines. Multiple unsealed moderate/wide width transverse cracks throughout concrete slab.
3. Timber crossties decayed and split at ends. Signs of decay throughout all timber components. Timber preservative treatment is no longer effective.

Maintenance/Repair Recommendations

No feasible rehabilitation options to extend longevity of component.

Railings (C.05) | 5 | Fair Condition – Stable

1. (3) rows of W-beam bridge rail supported by angled timber posts.
2. Initial signs of incipient decay of timber components. Timber preservative treatment appears marginally effective.
3. Isolated areas of minor damage to w-beam rails.

Maintenance/Repair Recommendations

No recommended maintenance/repair recommendations.

Transition Railings (C.06) | **N/A** | Not Applicable

Joints (C.08) | **N/A** | Not Applicable

Superstructure (C.02) | 3 | Serious Condition - Deteriorating

1. (2) lines of timber beams each comprised of (3) through-bolt connected laminations.
2. Beams decayed +/-75% throughout with widespread prominent checking and generally appear hollow when sounded. Widespread areas of horizontal shear cracking.
3. No readily evident signs of crushing.
4. Beams are highly susceptible to overload damage.

Maintenance/Repair Recommendations

No feasible rehabilitation options to strengthen or extend longevity of component.

Bearings (C.07) | **N/A** | Not Applicable

Substructure (C.03) | 1 | Imminent Failure – Deteriorating

Abutments:

1. Driven timber piles, timber pile caps, and timber backwall plank.
2. Decayed timber components throughout with no signs of crushing.
3. Caps are decayed and generally appear hollow when sounded with an estimated 75% loss of section throughout with more advanced decay at the ends. Widespread areas of checking and full depth splitting.
4. Piles: Exposed bearing piles sound hollow with an estimated 75%-90% loss of section with several split piles.

Pier(s):

1. Piers W1-W3 and W7-W10: Driven timber piles with timber pile caps.
2. Piers W4-W6: Poured concrete footings with timber sill beams under timber pile bents with timber pile caps.
3. **The west embankment is in a state of imminent failure which could destabilize Pier W2 and cause a full, or partial collapse of the bridge**.
4. Decayed timber components throughout with signs of crushing.
5. Multiple caps are severely decayed and are splitting/separating.
6. The bottom sill beams are severely decayed with the sill crushing in Pier W6.
7. Piles are decayed with significant section losses throughout with multiple piles visibly hollow and split. Pile S5 in Pier W7 is starting to crush. The tapered driving tip of Pile S2 in Pier W7 is exposed, indicating negligible pile embedment.

Maintenance/Repair Recommendations

No feasible rehabilitation options to strengthen or extend longevity of component.

Channel (C.09) | 1 | Imminent Failure - Deteriorating

1. Embankment Erosion: **The west embankment is in a state of imminent failure**. Severe erosion at the toe of the west embankment has caused a15ft-20ft vertical embankment to be retained by remnants of a critically decayed timber wall. *See included channel profile sketches included as Figures 1-3, included with this report*. Erosion at Pier W7 has exposed the tapered pile tip of Pile W2.
2. Drift: Flood debris caught on upstream face of piers.
3. Channel Change: Waterway flows through spans W4-W6 and around Piers W3-W6.
4. Adequacy of Opening: No readily visible signs of overtopping.

Maintenance/Repair Recommendations

See Channel Protection.

Channel Protection (C.10) | 1 | Imminent Failure - Deteriorating

1. Vegetation: Channel is well vegetated.
2. Channel Protection: Failing remnants of a critically decayed timber wall at the west embankment between Piers W2-W3. Failure of the timber wall is expected to result in the collapse of the west embankment, which may cause the collapse of Pier W2. Stone masonry wall at east embankment between Piers W6-W7 is in fair condition.

Maintenance/Repair Recommendations

Comprehensive channel stabilization efforts may be possible, however additional investigations would be required to determine the feasibility of a comprehensive rehabilitation plan.

Scour (C.11) | 1 | Imminent Failure - Deteriorating

1. Streambed Scour: Natural earthen streambed is moderately prone to scour. Negligible channel scour observed throughout opening.

Maintenance/Repair Recommendations

See Channel Protection.

Channel Profile Sketches

1. Measurements were collected with a weighted tape measure over the bridge rail. Distances are referenced from the top of the pile caps and should be considered approximate. Cross bracing locations (when shown) are approximate and are for reference purposes only.
2. No information has been provided to establish the original channel profile. Locations shown below have been approximated based on observed conditions, location of pier bracing, and the presence of a cast-in-place concrete block in the channel. The original channel profile may vary considerably from illustrated representation which has been included for reference purposes only.
3. Pile tip elevations are unknown and have been shown to a depth of 40 feet below the top of pile caps. This should be considered as the maximum possible depth of penetration due to the presence of readily visible bedrock in the streambed. Pile tip elevations likely vary throughout the bridge and shallower pile elevations should be assumed. The tapered driven tip of Pile S2 in Pier W7 is exposed, indicting negligible remaining embedment, and therefore includes a tip elevation shallower than is shown in Figure 1, below (see Photo 49).

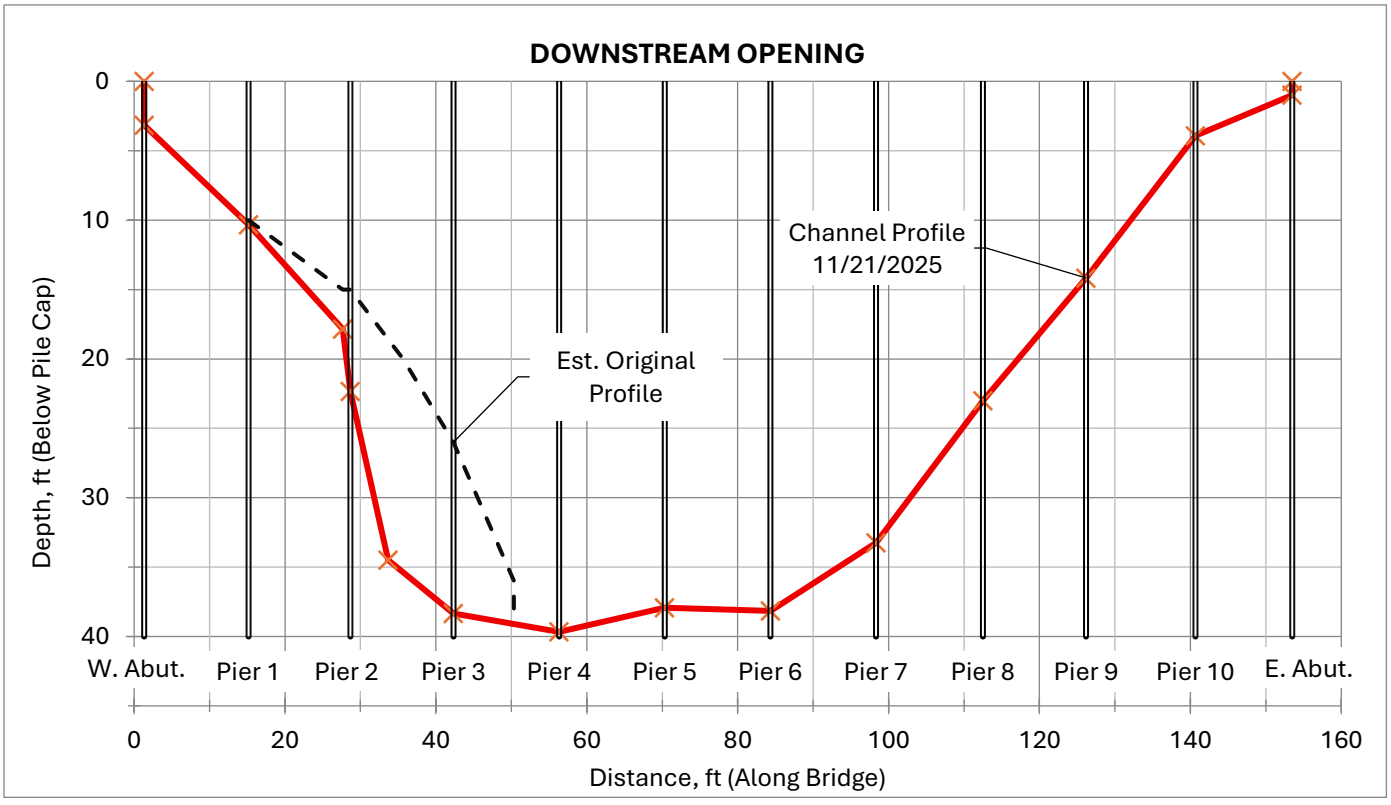


Figure 1. Downstream Channel Profile-Full Bridge Length

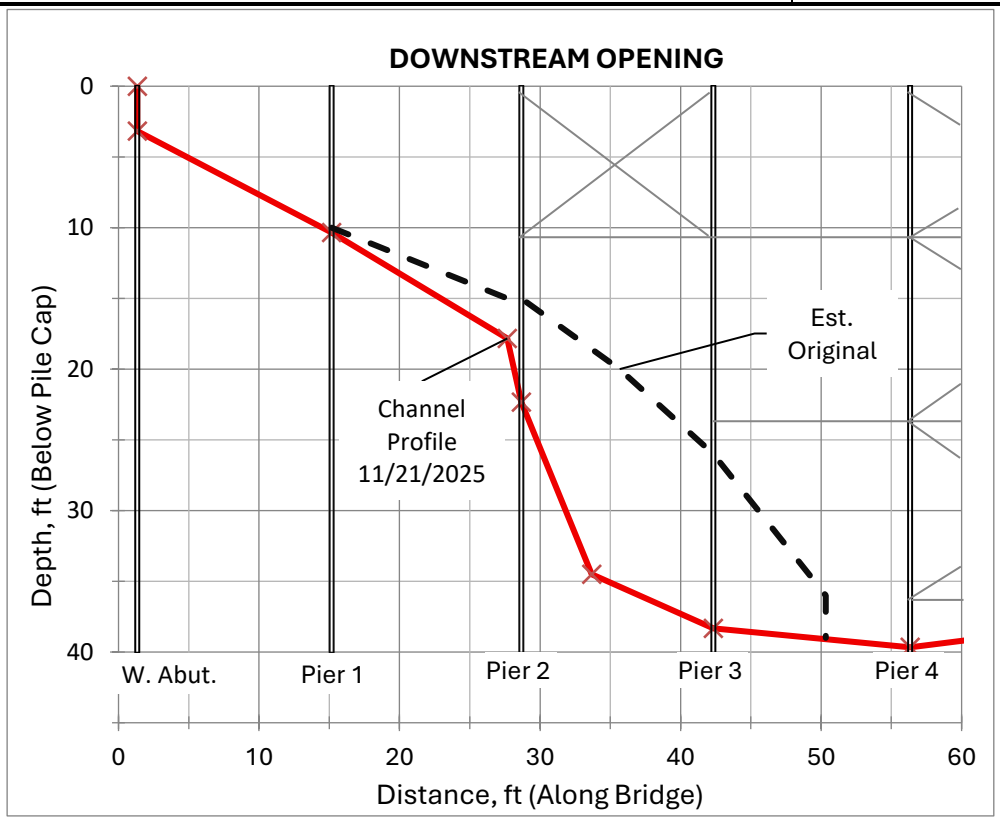


Figure 2. Downstream Channel Profile-Spans W1-W4

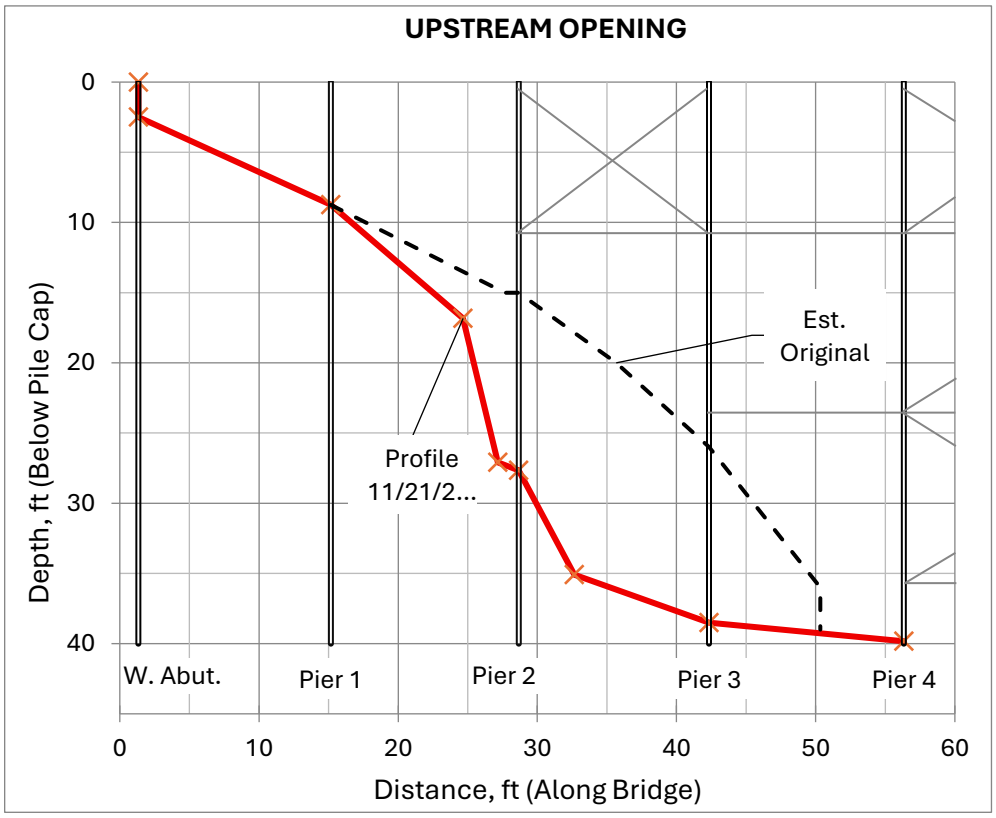


Figure 3. Upstream Channel Profile-Spans W1-W4

Bridge ID / Structure No.	Inspection Date:	11.24.2025
Bridge #47	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

Deck

Deck Rating: 4

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Wearing Surface	8514		**Wearing Surface-Concrete Overlay**	**6**	SF	1860		1800	60	
			Retrofit C-I-P concrete slab over timber crossties.							
		3220	WS-Crack		SF			900	60	
			CS3: 5 transverse lines of moderate/wide width cracks across width of deck.							
		8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction		0			900		
			CS2: Concrete worn to large aggregate at wheel lines. Outside edges of deck covered with crushed stone across 50% of length.							
Deck	31		**Deck-Timber**	**4**	SF	1550		775	775	
			Timber Crossties.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		SF			775	775	
			CS2/CS3: Signs of timber decay throughout crossties-more severe at ends. Assume 25% section loss across all crossties.							
			CS3: Full depth splitting and/or decay at east end 3ft of 60% of crossties. Assume 10% split for full length.							
	9004		**Drainage-Structure**	**N**	EA					
			None. No bridge deck drains.							

Bridge Railing

Bridge Railing Rating: 5

Bridge Railing Transition Rating: N

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Railing	330		**Metal Bridge Railing**	**5**	LF	310		260	50	
			(3) rows of W-beam bridge rail supported by angled timber posts.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF			260		
			CS2: Timber posts show initial signs of incipient decay and weather checking.							
		3440	Steel Protective Coating		LF				50	
			CS2: Rail galvanizing substantially effective - chalking/surface dulling.							
			CS3: Faded galvanizing/tightly adhered surface corrosion of rails (50-LF).							
		7000	Damage		LF					
			CS1: Isolated minor collision damage to rail.							

Bridge Joints

Bridge Joints Rating: N

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Joints	.		**Joint Type**	**N**	LF					
			None. Concrete bridge deck runs continuously over length of structure.							
		.	Defect		LF					
			N/A							

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Condition codes and methodology consistent with the Specifications for the National Bridge Inventory.

Bridge ID / Structure No.		Inspection Date:	11.24.2025
Bridge #47		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501

Superstructure

Superstructure Rating: 3

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Superstructure	111		**Superstructure-Timber-Open Girder/ Beam**	**3**	LF	310			154	**156**
			2 beam lines of 3-ply timber beams.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				77	
			CS3/CS4: All beams decayed and sound hollow with an estimated +/-75% loss of section.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		LF				77	**156**
			CS3: Prominent checking (+/- 3/16") throughout length of beams.							
			CS4: Prominent checking/horizontal shear cracking (> 3/16") - Assume 50% of beams:							
		1020	Connection		LF					
			Through-bolts appear intact and functioning as intended.							
		1900	Distortion		LF					
			Beam appear properly aligned with no readily visible signs of distortion.							
		7000	Damage		LF					
			No readily visible signs of damage. Decayed timber beams are highly suspectable to overload damage.							
		Protective Coatings: CS4: Timber preservative treatment ineffective.								

Bearings

Bearing Rating: N

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Bearings	.		**Bearing Type**	**N**	EA					
			Timber beams bear directly on timber caps.							
		2210	BRG-Movement		EA					
			N/A							
		2240	BRG-Loss of Bearing Area		EA					
			N/A							

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Substructure

Substructure Rating: **1**

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Abutments	216		**Substructure-Timber-Abutment**	**4**	LF	28			28	
			Timber Backwall Plank - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				14	
			CS3: Timber plank showing signs of incipient decay.							
		4000	Settlement		LF					
			No readily visible signs of settlement.							
		6000	Scour		LF				14	
			CS1: Both abutments beyond channel flow. No signs of undermining of backwall plank.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	235		**Substructure-Timber-Pile Cap-Abutment**	**3**	LF	28			14	14
			Timber Pile Cap - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				14	**14**
			CS3/CS4: Caps sound hollow with soft/easily dented shells-estimated +/-75% decay/section loss-more severe at ends. Prominent horiz. and vert. checking throughout. No definitive signs of crushing. Vertical split throughout length of caps-most severe at north ends of both caps.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	228		**Substructure-Timber-Pile-Abutment**	**3**	EA	10			5	5
			Timber Piles - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		EA				5	**5**
			[5] Bearing piles per abutment. Less than 2ft of piles exposed. CS3/CS4: Tops of piles sound hollow with moderate to wide checking throughout. No definitive signs of crushing. All piles decayed with +/- 75% loss of section. Multiple piles split and decayed >75%.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
Wingwalls	8400		**Wingwall-Timber**	**4**	EA	4			4	
			Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.							
		8903	WW-Deterioration		EA				4	
			CS3: Wingwall plank showing signs of incipient decay.							
		6000	Scour		EA					
			CS3: Erosion has undermined the ends of SW/NW/NE wingwall planks.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									

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Pier(s)	235		**Substructure-Timber-Pile Cap Pier**	**2**	LF	150			30	120
			Timber Pile Cap - Timber pile bent pier.							
			TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				30	**120**
		1140	Caps decayed and sound hollow throughout length with prominent horiz. and vert. checking/splitting throughout-more severe at ends. Visual assessments for elements above 6ft. CS3: Full depth split (<1/4") wide, +/- 50% decay. Piers: W2/W9. CS4: Full depth split (>1/4") wide, >50% decay. Piers: W1/W3/W4/W5/W7/W8. CS4: Bottom sill beam in Pier W6 decayed +/-90% and starting to crush under piles. (Pier W6 pile cap CS3).							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	228		**Substructure-Timber-Pile-Pier**	**1**	EA	60			23	37
			Timber Piles - Timber pile bent pier.							
			TBR-Decay/ Section Loss/ Abrasion/ Wear		EA				23	**30**
		1140	[6] Bearing piles per pier. Visual assessments for elements above 6ft. CS3/CS4: Piles sound hollow with prominent vertical checking/splitting throughout. Pile shells soft/easily damaged. [24] Piles vertically split (1/4"-3"). Pier W7-Pile S5 starting to crush at top under cap. Multiple piles poorly aligned under caps (1"-6" offset)-tops of offset piles visible hollow and decayed +/-90%. Assume 50% of piles in CS4.							
		4000	Settlement		EA					
			No readily visible signs of settlement.							
		6000	Scour		EA					**7**
			CS4: Imminent failure of embankment at Pier W2 (6-Piles). Tapered driving tip of Pile S2 in Pier W7 exposed. *See Channel/Channel Protection descriptions for additional information.*							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									

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Inspection Photos: All photos taken at above referenced inspection date unless noted otherwise.

Photo 1 – Trail View Looking West.

Photo 2 – Trail View Looking East.

Photo 3 – Upstream Looking North.

Photo 4 – Downstream Looking South.

Photo 5 – Side View Looking North.

Photo 6 – Side View Looking South.

Photo 7 – West Embankment Looking North.

Photo 8 – West Embankment Looking South.

Photo 9 – West Embankment Looking East.

Photo 10 – West Embankment Looking South.

Photo 11 – West Embankment Looking Southwest .

Photo 12 – East Embankment Looking South.

Photo 13 – Northwest Embankment Looking East.

Photo 14 – West Embankment Looking North.

Photo 15 – West Abutment.

Photo 16 – West Abutment Cap Looking South.

Photo 17 – Northwest Wingwall.

Photo 18 – Northwest Wingwall.

Photo 19 – West Approach Looking South.

Photo 20 – West Approach Looking North.

Photo 21 – Southwest Wingwall.

Photo 22 – Southwest Wingwall.

Photo 23 – Pier W1 Looking East.

Photo 24 – Pier W1 Looking Northwest.

Photo 25 – Pier W1 Cap-South End.

Photo 26 – Pier W1 Cap-North End.

Photo 27 – Pier W1 Looking Southwest.

Photo 28 – Pier W1 Looking North.

Photo 29 – Pier W1-Pile S5-S3.

Photo 30 – Pier2 W3-W2 Looking Southwest.

Photo 31 – Pier W3 Looking South.

Photo 32 – Pier W3 Looking West.

Photo 33 – Pier W4 Looking East.

Photo 34 – Pier W4 Looking West.

Photo 35 – Pier W4 Looking South.

Photo 36 – Pier W4 Looking North.

Photo 37 – Pier W5 Looking East.

Photo 38 – Pier W5-Pile S5 Looking East.

Photo 39 – Pier W5 Looking North.

Photo 40 – Beams Over Pier W5 Looking East.

Photo 41 – Pier W5 Looking West.

Photo 42 – Pier W6 Looking East.

Photo 43 – Pier W6-Pile S3.

Photo 44 – Pier W6 Bottom Sill-Pile S2.

Photo 45 – Pier W6 Looking West.

Photo 46 – Pier W6 Looking North.

Photo 47 – Pier W7 Looking East.

Photo 48 – Pier W7-Pile S1.

Photo 49 – Pier W7-Pile S2.

Photo 50 – Pier W7 Looking East.

Photo 51 – Pier W7 Looking South.

Photo 52 – Pier W7 Looking North.

Photo 53 – Pier W7 Looking Southwest.

Photo 54 – Pier W7-Pile S5.

Photo 55 – Pier W8 Looking East.

Photo 56 – Pier W8 Looking West.

Photo 57 – Pier W8 Cap-North End.

Photo 58 – Pier W8 Cap-North End.

Photo 59 – Pier W9 Looking East.

Photo 60 – Pier W9-Pile S4.

Photo 61 – Pier W9-Pile S1.

Photo 62 – Pier W9 Looking North.

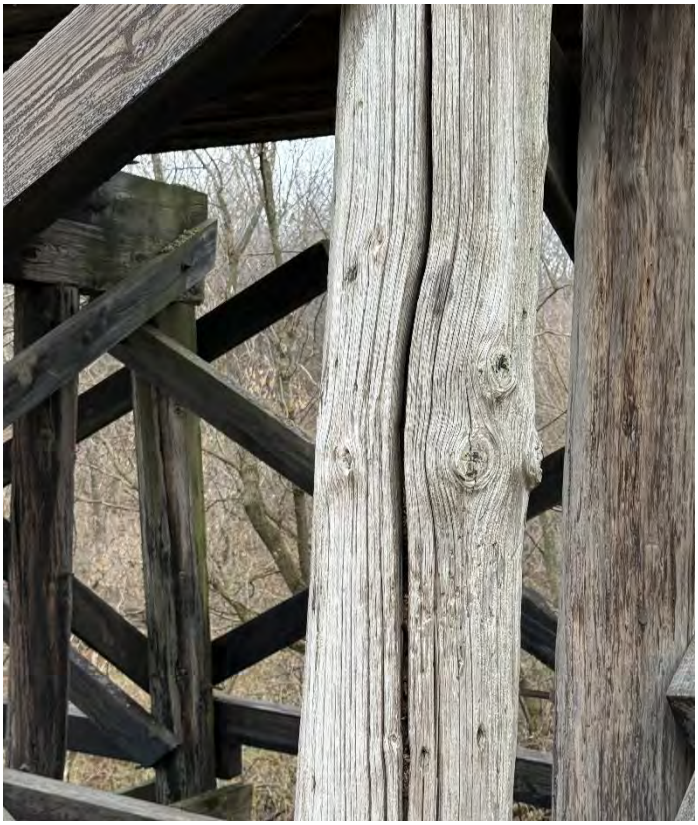

Photo 63 – Pier W9-Pile S1.

Photo 64 – Pier W9-Pile S1.

Photo 65 – Span W9 Beams Looking South.

Photo 66 – Span W9 Beams Looking North.

Photo 67 – Pier W10 Looking East.

Photo 68 – Pier W10-Pile S2.

Photo 69 – Pier W10-Pile S2.

Photo 70 – East Abutment.

Photo 71 – East Abutment-South End.

Photo 72 – Northeast Wingwall.

Photo 73 – Northeast Wingwall.

-End of Report- *Additional Photos Available*