

A-07 Tri Co/Cheese Country Bridge #35

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)

- 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 #35 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 01 N	Range 5	Section 10	¼ ¼ SE	¼ SW	GPS Coordinates: Lat. 42.566356 Long. -89.891413

**Project Description Summary**

Proposed project is the complete replacement of Bridge #35 on the Cheese Country Trail over a drainage way in Lafayette 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 ATV/UTV use and continues to be closed. There is a temporary detour for snowmobile season but is not ideal.

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

ATV/UTV = \$100,685.50 (50%)  
 Snowmobile = \$100,685.50 (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
				\$201,371.00		\$201,371.00
Leave Blank – DNR Use Only						

**Applicant Certification**

Printed Name of Authorized Official Max Blackburn	Official's Title 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 Blackburn  
 Signature of Authorized Official

4-15-26  
 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:
Lafayette	01 N	5	10	SE	SW	Lat. 42.566356 Long. -89.891413
Water Body Name			Bridge Name		County Inventory Number	
none - drainageway			Bridge #35		#35	
Funded Trail Name or Number (SNARS if applicable)			Has this bridge site ever received development or rehabilitation funds in the past? <input type="radio"/> Yes <input checked="" type="radio"/> No    Year: _____ \$ _____			
Cheese Country Trail						
Bridge is located on: <input checked="" type="radio"/> Private property <input type="radio"/> Public property			Old Bridge/Culvert Size 10' X 54'			
			New Bridge/Culvert Size 12' X 54'			
Landowner Where Bridge is Located			Telephone Number		Length of Trail Use Agreement (5 year minimum)	
Pecatonica Rail Transit Commission					Non-Expiring	
Current maximum load		25,000 lbs.	Age of Bridge		Bridge Material	
Proposed maximum load		25,000 lbs.	50+ yr.		Wood foundations, wood superstructure	
Sponsoring Club Name			Club Contact		Telephone Number	
Tri-County Trail Commission			Max Blackburn		(608) 776-4983	
Do you have your trail bridges posted as to maximum load? <input type="radio"/> Yes <input checked="" type="radio"/> No			What is the maximum load of the other bridges on the system if groomed with this bridge?			
What is the weight of your puller & drag/grading equipment? ~25,000			At this time, maximum loads allowed on trail system are variable due to varying conditions of bridges.			
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						
<input type="radio"/> Yes <input checked="" type="radio"/> No    Have you contacted your local <a href="#">DNR Water Management Specialist (WMS)</a> regarding a permit? <input checked="" type="radio"/> Yes <input type="radio"/> No    Is a permit needed? (Please provide any written correspondence from WMS.) <input type="radio"/> Yes <input checked="" type="radio"/> No    Have you contacted your County Zoning Dept. regarding a floodplain determination? <input checked="" type="radio"/> Yes <input type="radio"/> No    Will an H & H (hydrologic and hydraulic) study be required?						

**Bridge Project Detailed Description**

Proposed project is the complete replacement of Bridge #35 on the Cheese Country Trail.

During a routine bridge inspection, major deficiencies were found in the bridge structure requiring closing the structure to ATV/UTV use and continues to be closed. There is a temporary detour for snowmobile season but is not ideal.

Currently we are looking at proposing a new 12' X 54' bridge structure. 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
	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:	12' X 54'	_____
Bridge Manufacturer:	TBD	_____
Design Weight Load	25,000 lbs.	_____ lbs.
Cost of Structure:		
1. Engineering	\$ 24,235	\$ _____
2. Structure	\$ 142,560	\$ _____
Subtotal	\$ 166,795	\$ _____

	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	\$ 21,575	\$ _____
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	\$ 13,000	\$ _____
Subtotal	\$ 34,575	\$ _____
Total Cost	\$ 201,370	\$ _____

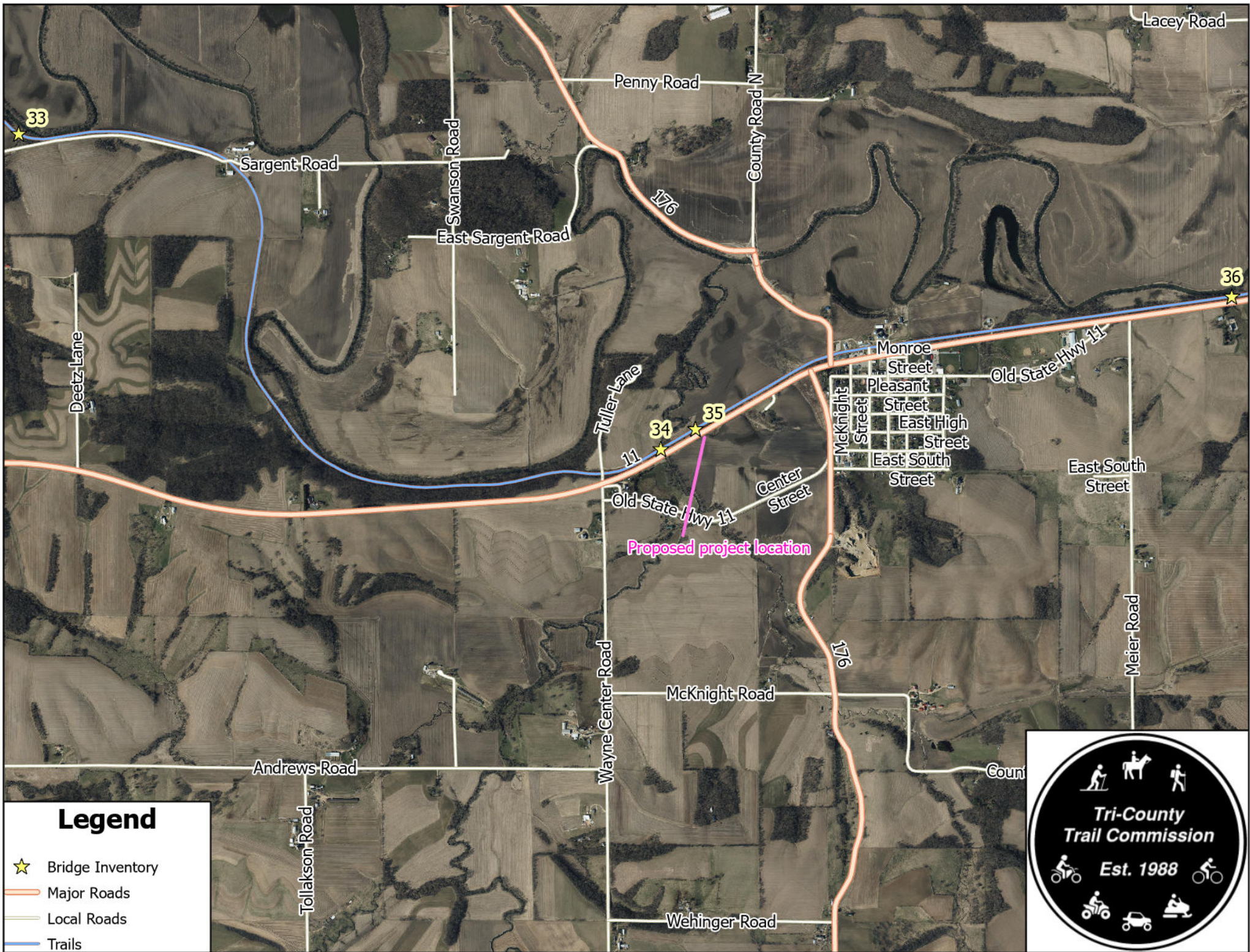
*(Includes construction labor too. see attached cost estimate)*

**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	\$ _____





**Legend**

- ★ Bridge Inventory
- Major Roads
- Local Roads
- Trails



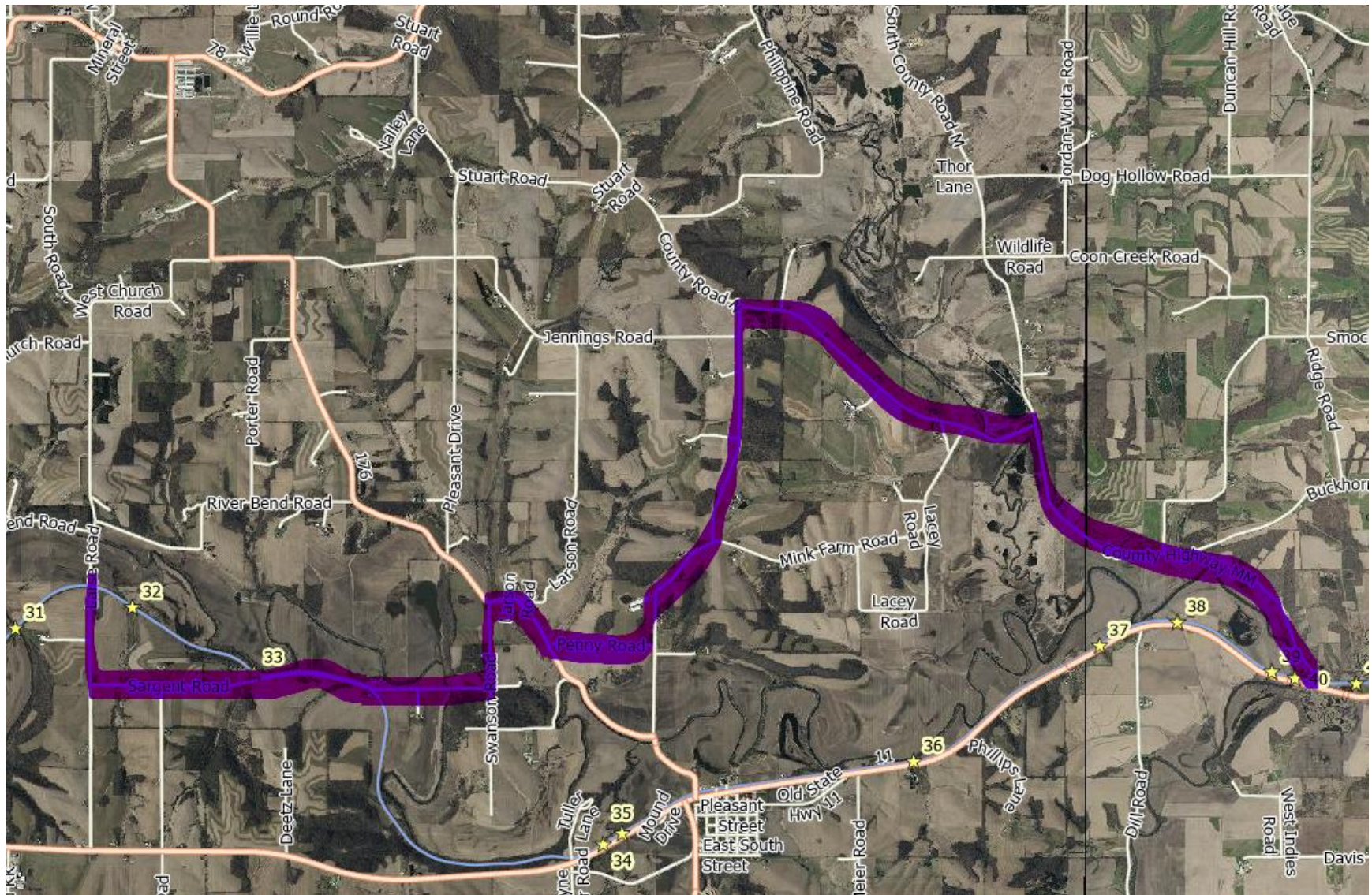
Bridge #35

**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

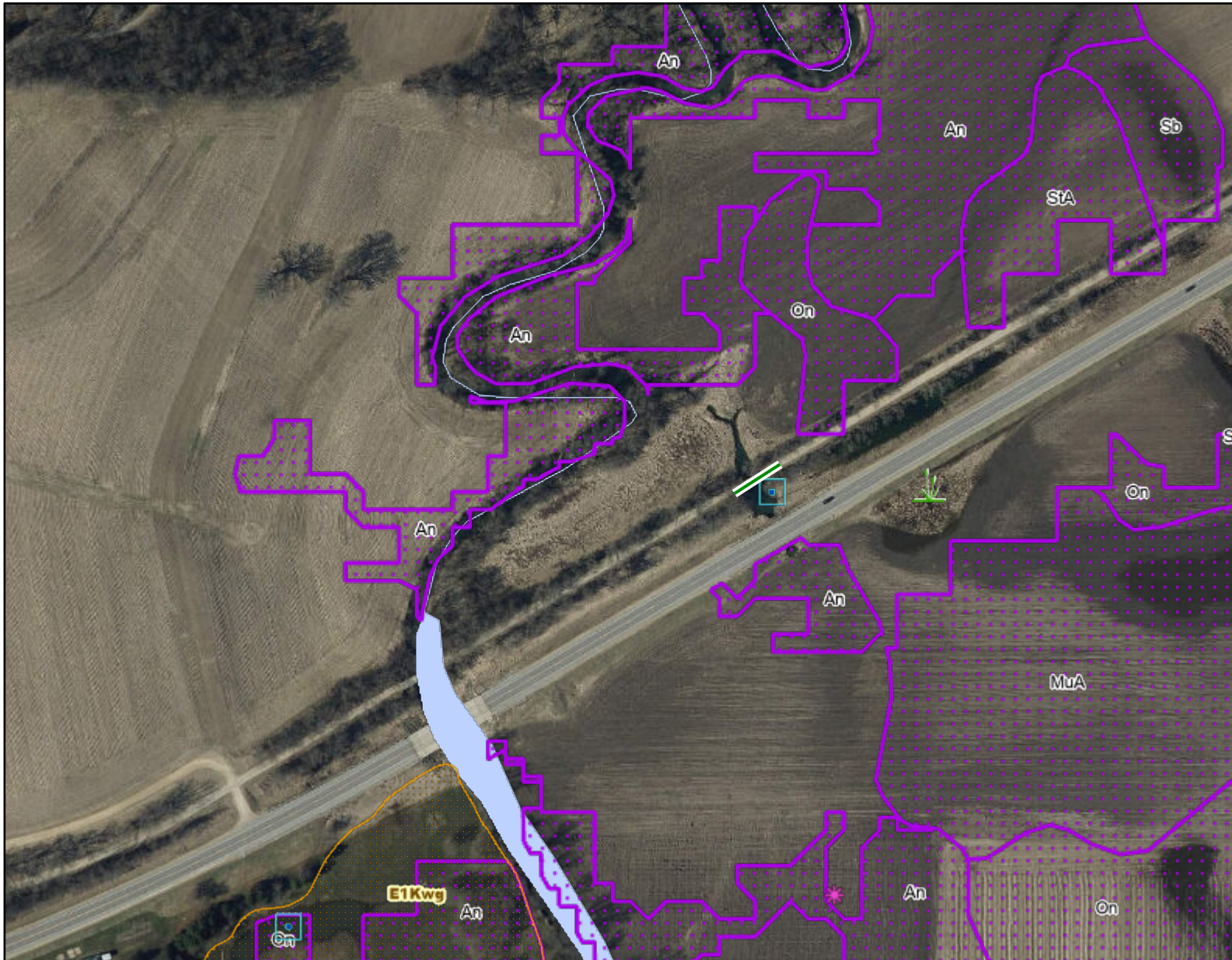
Category	Possible Points	Snow Points	ATV/UTV Points
<b>1 Condition of the Structure (max of 10 points)</b>			
Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. <b>Snowmobile Funded Projects</b>	10	10	
Calculation: 10 minus NBI Rating Score (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) Has an application been submitted for other funding</b>			
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) A snowmobile active project is one that has exceeded it's initial grant period.</b>			
Two or more active projects - deduct 1 point	-1	-1	
<b>GRAND TOTAL</b>		<b>17</b>	<b>19</b>



Trail re-route because of #40 closure (and #32, #35).



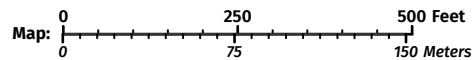
Bridge is located in the purple highlighted area. This area is within FEMA regulated floodplain.



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

- Wetland Class Points
  - Excavated pond
  - Wetland too small to delineate
- Wetland Class Areas
  - USDA Wetspots
  - Wetland Indicators
- Rivers and Streams
  - Rivers and Streams
  - Intermittent Streams
- Open Water
  - Open Water
- 24K Lakes and Open Water
  - 24K Lakes and Open Water
- 24K Streams and Rivers
  - 24K Streams and Rivers
- Latest Leaf Off Index
  - Latest Leaf Off Index
- Latest Leaf Off Imagery
  - Latest Leaf Off Imagery

**Notes:**



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 Rihh

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 3:57 PM

Inspection Report for

**Bridge #35**

Cheese Country Trail over Small Stream



**Executive Summary**

**Recommended Inspection Frequency:**

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

**Estimated Remaining Longevity:**

- The bridge has reached the end of its remaining serviceable life.
- The required efforts to repair the pier are likely not economically feasible given the condition of the bridge.

**Summary of Channel Conditions:**

- Erosion at both abutments has undermined the backwall plank.

**Summary of Structural Conditions:**

- The pile cap in the west pier is severely decayed, has split vertically across the length of the cap, separated 3”, and is crushing over the adjacent piles.

**Maintenance/Repair Recommendations:** *Refer to subsequent element descriptions for detailed component specific maintenance recommendations, if applicable.*

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

*Nate Miller*

Nathan W. Miller  
 Bridge Inspection Team Leader, Inspector Number: 9601

11.17.2025

Date

<b>Bridge #35</b>	<b>Bridge ID / Structure No.</b>	<b>Inspection Date:</b> 11.17.2025
		<b>Inspection TL:</b> Nate Miller, PE
		<b>NBI Project No:</b> 2503501
Facility Owner/Managing Agency: Tri-County Trails Commission		Representative: Max Blackburn
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 established through visual assessment and acoustic sounding.
- No subsurface or underwater inspection efforts have been completed.
- The facility was open to traffic during the inspection.
- No plans or prior inspection information for the structure have been provided.

Time Log | Onsite: 1.5 Hours

**Inventory Data**

Feature On:	Cheese Country Trail	Feature Under: Small Stream
Lat./ Long.:	42.5664, -89.8914	
Orientation:	Traffic Direction: EB/WB	Channel Flow: Upstream: South - Downstream: North

**Structure Type**

No. Spans:	3	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):	12.3'	Deck Length (O-O): 49.0'
Width (C-C):	10.3'	Span Length(s): 15.3'/16.0'/15.3'

**Assessments**

Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4		1	3		Well Vegetated. Undermining of Approach Corners: SE/SW/NW
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs - Object Markers	EA	4		4			Present at All 4 Corners.
9035	Signs - Other	EA	2	1			1	"BRIDGE AHEAD". East Missing.
9035	Signs - Other	EA	2	1	1			"15 MPH ON BRIDGE".
9041	Slope Protection -Bare	EA	2			2		Natural Earth Embankments. Both Abutment Backwalls Undermined.
9324	Approach Roadway -Gravel	EA	2		2			Minor Rutting at Wheel Lines.

<b>Bridge ID / Structure No.</b>  <b>Bridge #35</b>	<b>Inspection Date:</b>	11.17.2025
	<b>Inspection TL:</b>	Nate Miller, PE
	<b>NBI Project No:</b>	2503501

---

**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

*Not Applicable-Bridge to be closed*

---

**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. Widespread areas of moderate damage to w-beam curb rails.
4. Damaged ends of w-beam curb extend into traveled way.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed.*

---

**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 are decayed 50%-75% throughout with widespread prominent checking and generally appear hollow when sounded. Isolated areas of more advanced decay and signs of horizontal shear cracking.
3. No readily evident signs of crushing.
4. Beams are highly susceptible to overload damage.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed.*

---

**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 readily evident signs of crushing.
3. Caps are decayed +/- 75% throughout with widespread minor checking and generally appear hollow when sounded. Isolated areas of more advanced decay and splitting at ends. Full depth vertical splitting with minimal separation throughout length of both caps.
4. Piles: Bearing piles are starting sound hollow with an estimated 75% loss of section.

**Pier(s):**

1. Driven timber piles and timber pile caps.
2. Decayed timber components throughout with **readily evident signs of splitting/crushing of the west pier cap.**
3. Caps are decayed 75%-90% throughout with widespread minor checking and generally appear hollow when sounded. Isolated areas of more advanced decay and splitting at ends.
4. Piles: Exposed bearing piles are starting sound hollow with an estimated 75% loss of section. Piles split vertically.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed*

---

<b>Bridge ID / Structure No.</b>  <b>Bridge #35</b>	<b>Inspection Date:</b>	11.17.2025
	<b>Inspection TL:</b>	Nate Miller, PE
	<b>NBI Project No:</b>	2503501

**Channel (C.09) | 5 | Fair Condition - Deteriorating**

1. Embankment Erosion: Erosion of natural earth embankments has undermined the backwall plank in both abutments.
2. Drift: No significant deposits in channel.
3. Channel Change: Standing water/stagnant pool fills the center span and around both piers.
4. Adequacy of Opening: No readily visible signs of overtopping.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed*

**Channel Protection (C.10) | 5 | Fair Condition - Deteriorating**

1. Vegetation: Channel is well vegetated.
2. Channel Protection: No channel armoring present-active erosion of unprotected embankments adjacent to both abutments.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed*

**Scour (C.11) | 7 | Good Condition - Stable**

1. Streambed Scour: Soft/Silty streambed is prone to scour. Less than 2ft water depth at piers during inspection.

Maintenance/Repair Recommendations

*Not Applicable-Bridge to be closed*

<b>Bridge ID / Structure No.</b>	<b>Bridge #35</b>	<b>Inspection Date:</b>	11/17/2025
		<b>Inspection TL:</b>	Nate Miller, PE
		<b>NBI Project No:</b>	2503501

## Deck

**Deck Rating:** **4**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4
Wearing Surface	8514	<b>Wearing Surface-Concrete Overlay</b> <i>Retrofit C-I-P concrete slab over timber cross ties.</i>	<b>6</b>	SF	603		517	86
		3220	WS-Crack	SF			86	
			CS3: 7 transverse lines of moderate/wide width cracks across width of deck.					
		8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction	0		517		
		CS2: Concrete worn at wheel lines. Outside edges of deck covered with crushed stone/vegetation.						
Deck	31	<b>Deck-Timber</b> <i>Timber Cross ties.</i>	<b>4</b>	SF	490		140	350
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	SF			140	350
		CS2: Signs of timber decay throughout.						
		CS3: Full depth splitting and/or decay at end 3ft of 50% of cross ties. Assume 25% section loss across all cross ties.						
	9004	<b>Drainage-Structure</b> None. No bridge deck drains.	<b>N</b>	EA				

## 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	<b>Metal Bridge Railing</b> <i>(3) rows of W-beam bridge rail supported by angled timber posts.</i>	<b>5</b>	LF	98		95	3
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	LF			65	
			CS2: Timber posts show initial signs of incipient decay and weather checking.					
		9001	Timber Preservative Treatment	LF				
		CS3: Timber preservative treatment marginally effective.						
		7000	Damage	LF			30	3
		CS2: Minor collision damage to w-beam rails (30-lf).						
		CS3: End of w-beam curbs damaged and extend into travel way (3-lf).						

## Bridge Joints

**Bridge Joints Rating:** **N**

Quantity in Condition State

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

Bridge ID / Structure No.	<b>Bridge #35</b>	Inspection Date:	11/17/2025
		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501

### Superstructure

Superstructure Rating: **3**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Superstructure	111		<b>Superstructure-Timber-Open Girder/ Beam</b> <i>2 beam lines of 3-ply timber beams.</i>	<b>3</b>	LF	98			82	16
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear CS3: All beams decayed and sound hollow with an estimated 50%-75% loss of section. CS4: Isolated areas of more advanced decay estimated >75% loss of section over piers & abutments (16-LF).		LF				41	16
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination CS3: Prominent checking/horizontal shear cracking (+/- 3/16") throughout length of beams.		LF				41	
		1020	Connection Through-bolts appear intact and functioning as intended.		LF					
		1900	Distortion Beam appear properly aligned with no readily visible signs of distortion.		LF					
		7000	Damage No readily visible signs of damage. Decayed timber beams are highly susceptible to overload damage.		LF					
			Protective Coatings: CS4: Timber preservative treatment ineffective.							

### Bearings

Bearing Rating: **N**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Bearings			<b>Bearing Type</b> <i>None. Timber beams bear directly on timber caps.</i>	<b>N</b>	EA					
		2210	BRG-Movement N/A		EA					
		2240	BRG-Loss of Bearing Area N/A		EA					

<b>Bridge ID / Structure No.</b>	<b>Bridge #35</b>	<b>Inspection Date:</b>	11/17/2025
		<b>Inspection TL:</b>	Nate Miller, PE
		<b>NBI Project No:</b>	2503501

## Substructure

**Substructure Rating:** 1

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4	
Abutments	216	<b>Substructure-Timber-Abutment</b> <i>Timber Backwall Plank - Timber pile with backwall plank abutment.</i>	4	LF	30			30	
		TBR-Decay/ Section Loss/ Abrasion/ Wear	LF				30		
		CS3: Timber plank showing signs of incipient decay.							
		4000 Settlement	LF						
		CS3: Top of east backwall pushed away from opening.							
		6000 Scour	LF						
		CS3: Erosion at both abutments has undermined backwall plank (30-LF).							
		Protective Coatings: CS4: Timber preservative treatment ineffective.							
	235	<b>Substructure-Timber-Pile Cap-Abutment</b> <i>Timber Pile Cap - Timber pile with backwall plank abutment.</i>	3	LF	30			18	12
		TBR-Decay/ Section Loss/ Abrasion/ Wear	LF					18	12
	CS3: Caps sound hollow with soft/easily dented shells-estimated 50%-75% decay/section loss. Full depth vertical split with <1/2" separation in both caps (30-LF).								
	CS4:Ends of both caps split/hollow. (12-LF).								
	Protective Coatings: CS4: Timber preservative treatment ineffective.								
228	<b>Substructure-Timber-Pile-Abutment</b> <i>Timber Piles - Timber pile with backwall plank abutment.</i>	4	EA	10			10		
	TBR-Decay/ Section Loss/ Abrasion/ Wear	EA					10		
	[5] Bearing piles per abutment.								
	CS3/CS4: Tops of piles sound hollow with moderate to wide checking throughout. No signs of crushing.								
	West Abutment: Estimated % Decay: S1-75%_S2-75%_S3-75%_S4-75%_S5-75%.								
	East Abutment:-Estimated % Decay: S1-75%_S2-75%_S3-75%_S4-75%_S5-75%.								
	Protective Coatings: CS4: Timber preservative treatment ineffective.								
Wingwalls	8400	<b>Wingwall-Timber</b> <i>Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.</i>	4	EA	4			4	
		WW-Deterioration	EA				4		
		CS3: Wingwall plank showing signs of incipient decay. SE/NE tilted away from opening.							
		6000 Scour	EA						
	CS3: Erosion has undermined SE/NE/SW wingwall plank.								
	Protective Coatings: CS4: Timber preservative treatment ineffective.								

<b>Bridge ID / Structure No.</b>	<b>Bridge #35</b>		<b>Inspection Date:</b> 11/17/2025	
			<b>Inspection TL:</b> Nate Miller, PE	
			<b>NBI Project No:</b> 2503501	

<b>Pier(s)</b>	235	<b>Substructure-Timber-Pile Cap Pier</b>	<b>1</b>	LF	30			9	21	
		<i>Timber Pile Cap - Timber pile bent pier.</i>								
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				9	21
			CS3/CS4: Caps sound hollow throughout length estimated 50%-75% decay/section loss throughout length with +/- 75%-90%. at ends. Prominent horiz. and vert. checking (>0.08") throughout. <b>Pier W1-Full depth vertical split through full length of cap with 3" separation (CS4: 15-LF).</b> Pier W2-Partial/full depth vertical split at ends of cap (CS4: 6-LF).							
		Protective Coatings: CS4: Timber preservative treatment ineffective.								
		228	<b>Substructure-Timber-Pile-Pier</b>	<b>3</b>	EA	10			9	1
			<i>Timber Piles - Timber pile with backwall plank abutment.</i>							
			1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		EA			9	1
			[5] Bearing piles per pier. CS3/CS4: Piles sound hollow with prominent vertical checking/splitting throughout. Pile shells soft/easily damaged. No definitive signs of crushing. (1)-1"-2" Wide Vertical Spilt in Pile Pier W1-Estimated % Decay: S1-75%_S2-75%(1)_S3-75%_S4-75%_S5-75% Pier W2-Estimated % Decay: S1-75%_S2-75%_S3-75%_S4-75%_S5-75%							
			4000	Settlement		EA				
		No readily visible signs of settlement.								
		6000	Scour		EA					
	CS2: Less than 1' local scour within opening.									
Protective Coatings: CS4: Timber preservative treatment ineffective.										

Bridge ID / Structure No.

**Bridge #35**

Inspection Date: 11.17.2025

Inspection TL: Nate Miller, PE

NBI Project No: 2503501

Inspection Photos:

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



Photo 1 – Trail View Looking East.



Photo 2 – Trail View Looking West.



Photo 3 – Upstream Looking South.



Photo 4 – Downstream Looking North.



Photo 5 – Side View Looking South.



Photo 6 – North Rail Looking East.



Photo 7 – North Rail Looking East.



Photo 8 – West Approach Looking North.



Photo 9 – West Abutment.



Photo 10 – East Pier Looking East.



Photo 11 – West Abutment Cap-North End.



Photo 12 – West Pier Cap-Piles W5-W4.



Photo 13 – West Pier Cap-Piles W5-W3.



Photo 14 – West Pier Looking East.



Photo 15 – West Pier Looking West.



Photo 16 – East Abutment.



Photo 17 – East Pier Looking West.



Photo 18 – Underside Near East Pier Looking West.

Bridge ID / Structure No.

**Bridge #35**

Inspection Date: 11.17.2025

Inspection TL: Nate Miller, PE

NBI Project No: 2503501



Photo 19 – NE Approach.



Photo 20 – East Abutment Looking South.

-End of Report-