

A-13 Forest Co NST Peshtigo Bridge Replacement

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 Forest County Forestry and Recreation Department				Check Recipient: Individual other than authorized individual to act on behalf of the applicant. <input type="checkbox"/> Select if the same as applicant.			
Individual Authorized to Act on Behalf of Applicant per Resolution Travis Wollenberg				Check Recipient Name (Name to Appear on Check) Forest County Forestry and Recreation Department			
Title Forest Administrator				Title			
Address 200 E Madison Street				Address 200 E Madison Street			
City Crandon	State WI	ZIP Code 54520		City Crandon	State WI	ZIP Code 54520	
Telephone Number (715) 478-3475		Email Address travis@co.forest.wi.us					

Section 2: Project Information Required for all Projects

Project Title NST Peshtigo River Bridge Replacement					Current Funded Miles	New Miles (if applicable)
County Forest	Township 37 N	Range 14	Section 24	1/4 1/4	GPS Coordinates: Lat. 45.68005 Long. -88.67886	

Project Description Summary

Forest County is looking to rehab/replace Peshtigo River Bridge located on the Nicolet State Trail. This is DNR Bridge number NR-21-007 located in the Township of Caswell. This bridge is 100 years old and per our most recent bridge inspection in 2024 this bridge has major structural issues. A copy of the bridge inspection will be included. The bridge was noted to be replaced in the next few years with additional inspections in the mean time to ensure it is still safe to use. The entire project will require hiring an engineering company to engineer the bridge but also hire a contractor to remove and install the new bridge. This bridge is detrimental to the safety of ATV/UTV/Snowmobile traffic moving from Oconto County through Forest County to Florence County.

RTP = \$100,000

ATV = \$436,276

SNO = \$436,276

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$972,552		
Leave Blank – DNR Use Only						

Applicant Certification

Printed Name of Authorized Official Travis Wollenberg	Official's Title Forest Administrator
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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.


Signature of Authorized Official

4/1/25
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	1/4	1/4	GPS Coordinates: Lat. 45.68005 Long. -88.67886
Forest	37 N	14	24			
Water Body Name Peshtigo River			Bridge Name Peshitgo River Bridge		County Inventory Number NR-21-007	
Funded Trail Name or Number (SNARS if applicable) Nicolet State Trail			Has this bridge site ever received development or rehabilitation funds in the past? <input type="radio"/> Yes <input checked="" type="radio"/> No Year: _____ \$ _____			
Bridge is located on: <input type="radio"/> Private property <input checked="" type="radio"/> Public property			Old Bridge/Culvert Size 193.8' x 12' New Bridge/Culvert Size 193.8' x 12'			
Landowner Where Bridge is Located Wisconsin DNR			Telephone Number		Length of Trail Use Agreement (5 year minimum) Forever	
Current maximum load 25,000 lbs.		Age of Bridge		Bridge Material		
Proposed maximum load 25,000 lbs.		100		Steel Frame, Wood Deck		
Sponsoring Club Name			Club Contact		Telephone Number	
Do you have your trail bridges posted as to maximum load? <input checked="" type="radio"/> Yes <input type="radio"/> No			What is the maximum load of the other bridges on the system if groomed with this bridge? 25,000 lbs			
What is the weight of your puller & drag/grading equipment? 20,000 lbs						
What other recreational trail uses are planned for this bridge? Same as before, Winter: Snowmobile, Summer: ATV/UTV, hiking, biking, OHM						
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 checked="" type="radio"/> Yes <input type="radio"/> No Have you contacted your local <u>DNR Water Management Specialist (WMS)</u> regarding a permit? <input checked="" type="radio"/> Yes <input type="radio"/> No Is a permit needed? (Please provide any written correspondence from WMS.) <input checked="" type="radio"/> Yes <input 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

This project is to replace an existing Peshtigo River Bridge on the Nicolet State Trail. This bridge is located on the Nicolet State Trail which has a lot of traffic year round by motorized and non-motorized recreation. This bridge is a necessity for users to be able to go from Laona through Forest County going to Florence County. Based on the inspection report from May 5th, 2024 conducted by KBIS, Peshtigo River Bridge had many issues. There is evidence that there is failing abutments, concrete piers have large spalls. We have been advised by the inspection to inspect this bridge yearly and have replaced in the next few years. With funding Forest County would be looking to hire engineering to design and engineer a new bridge. Additionally, we would be bidding out this project for a contractor to come in and remove the existing bridge and then replacing it with a new bridge.

Appendix A (continued)

Summarize Costs in Appropriate Categories:

Bridge Structure			
		Quote 1	Quote 2
		<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:		<u>2 - 80x12, 1 - 40x12</u>	<u>2 - 80x12, 1 - 40x12</u>
Bridge Manufacturer:		<u>Sheet Piling Services</u>	<u>Larson Construction, Co. Inc.</u>
Design Weight Load		<u>25,000 lbs.</u>	<u>25,000 lbs.</u>
Cost of Structure:	1. Engineering	\$ <u> </u>	\$ <u> </u>
	2. Structure	\$ <u>347,000</u>	\$ <u>497,300</u>
	Subtotal	\$ <u>347,000</u>	\$ <u>497,300</u>
		Quote 1	Quote 2
		<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor
Installation Costs:		Estimate	Estimate
1.	Engineering	\$ <u>80,000</u>	\$ <u>80,000</u>
2.	Site Preparation	\$ <u>18,000</u>	\$ <u>115,000</u>
3.	Abutments	\$ <u>32,000</u>	\$ <u>31,780</u>
4.	Pilings/Piers	\$ <u>33,000</u>	\$ <u>82,320</u>
5.	Approaches	\$ <u>21,000</u>	\$ <u>4,320</u>
6.	Riprap	\$ <u>2,000</u>	\$ <u>13,420</u>
7.	Labor	\$ <u>247,000</u>	\$ <u>72,732</u>
8.	Equipment Rental	\$ <u>235,000</u>	\$ <u>46,680</u>
9.	Culverts	\$ <u> </u>	\$ <u> </u>
10.	H & H Study	\$ <u>8,000</u>	\$ <u>8,000</u>
11.	Wetland Delineation	\$ <u>6,000</u>	\$ <u>6,000</u>
12.	Other <u>Soil Boring</u>	\$ <u>15,000</u>	\$ <u>15,000</u>
	Subtotal	\$ <u>697,000</u>	\$ <u>475,252</u>
Total Cost		\$ <u>1,044,000</u>	\$ <u>972,552</u>

For the application grant, you must take the lowest of the two quotes.

Entire Deck and Railing Projects		<input type="radio"/> Contractor <input type="radio"/> Sponsor <input type="radio"/> Club
Bridge Dimensions:	_____	
Design Weight Load	_____ lbs.	
1. Materials	\$ _____	
2. Labor	\$ _____	
Total	\$ _____	

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	1
	Permit in hand / Bridge already permitted	3	0
3	Funding (maximum points 2) Are other funds already committed?		
	50% or greater from other funding source(s)?	2	0
	11% - 49% from other funding source(s)?	1	0
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 on each side of the bridge</u>	5	
	3-9 year deeded easement on private land or other public land, for <u>all portions of that trail to the nearest road on each side of the bridge</u>	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	-1
GRAND TOTAL			16

Comments/Notes:

Bridges Proposed Construction Plans:

Stream 30-12: Steel Free Span Bridge (85' long by 12' wide) Steel Railing 3'6" high. Bridge will sit on concrete or wood abutments and connect into the existing grade of the trail.

Swamp Creek: Steel Free Span Bridge (70' long by 12' Wide) Steel Railings 3'6" high. Bridge will sit on concrete or wood abutments and connect into the existing grade of the trail.

Peshtigo River: Steel Free Span Bridge or Bridge with two piers. Depends what will occur during engineering. Bridge will be (2-80' & 1-40' long by 12' Wide) Steel Railings 3'6" high. Bridge will sit on concrete or wood abutments and connect into the existing grade of the trail.

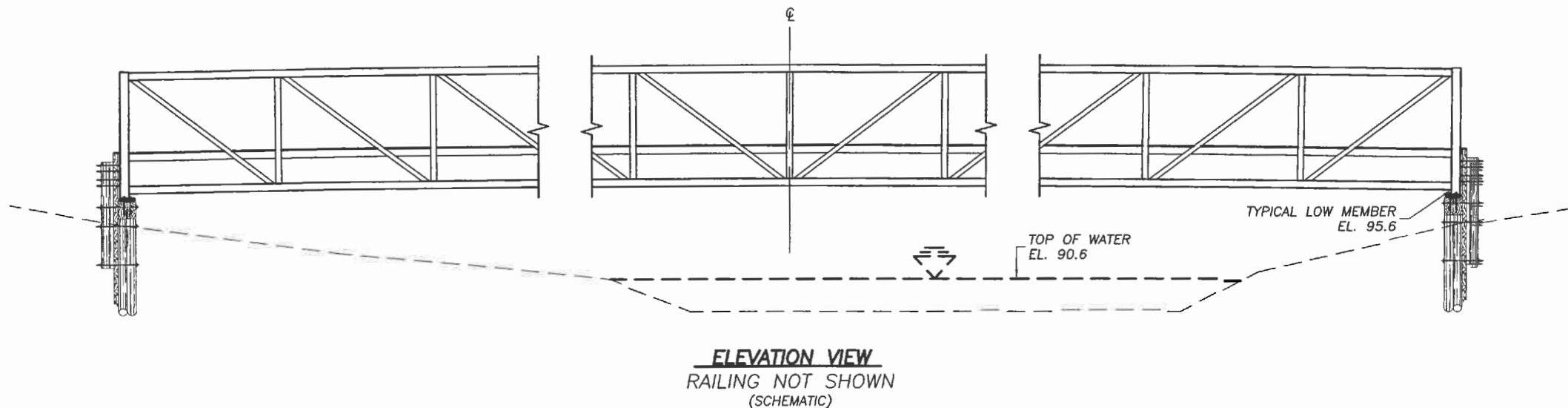
SAMPLE

PLUM CREEK BRIDGE
VILAS COUNTY, WISCONSIN

SAMPLE

FABRICATION & MATERIAL NOTES:

- 1) THE BRIDGE SHALL BE FABRICATED FROM COLD-FORMED WELDED AND SEAMLESS HIGH STRENGTH, LOW-ALLOY STRUCTURAL TUBING WITH IMPROVED ATMOSPHERIC CORROSION RESISTANCE MEETING THE REQUIREMENTS OF ASTM A847, AND PLATES AND STRUCTURAL SHAPES MEETING THE REQUIREMENTS OF ASTM A588. (FY = 50,000 PSI).
- 2) THE WELDING PROCESS SHALL BE THE FLUX CORE ARC WELDING PROCESS, UTILIZING E81T1-W2/W2M ELECTRODES.
- 3) WELDED CONNECTIONS SHALL BE AS DETAILED AND NOTED EXCEPT THAT MISCELLANEOUS MEMBERS, INCLUDING STRINGERS SUPPORTED ON TOP OF FLOOR BEAMS, RAILINGS, AND OTHER MEMBERS FOR WHICH WELDS ARE NOT SPECIFICALLY DETAILED, SHALL BE STITCH WELDED TO THE SUPPORTING MEMBER. A STITCH WELD IS DEFINED AS A WELD OF APPROXIMATELY 1-1/2" TO 2" IN LENGTH, OF A SUFFICIENT NUMBER TO ADEQUATELY HOLD THE MEMBER IN PROPER POSITION.
- 4) TEN PERCENT OF EACH DIFFERING STRUCTURAL WELD (DIFFERING WELD TO BE DEFINED BY TYPE, SIZE, LENGTH) SHALL BE RANDOMLY TESTED (MAGNETIC PARTICLE). ALL WELDS SHALL BE VISUALLY INSPECTED AND CONFORM TO AWS D1.1.
- 5) SHOP SPLICES OF TUBULAR MEMBERS, WHEN NEEDED, SHALL BE FULL PENETRATION JOINTS UNLESS DETAILED OTHERWISE. JOINT DETAIL SHALL BE AS SPECIFIED IN THE APPROPRIATE WELD PROCEDURE. ALL OF THESE WELDS SHALL BE TESTED (MAGNETIC PARTICLE). SHOP SPICE LOCATIONS SHALL BE APPROVED BY THE ENGINEER SEALING THESE PLANS.
- 6) RAILINGS AND SIDE DAMS SHALL BE SHOP SPICED AS FOLLOWS: OPEN SHAPE, ROUND PIPE, AND LARGE (3x OR GREATER) TUBULAR MEMBERS MAY BE SPICED WITH THE PROVIDED DETAILS AND WELD PROCEDURES AT ANY LOCATION. SMALL TUBULAR MEMBERS SHALL BE SPICED AT OR WITHIN TWO FEET OF A SUPPORT. MEMBERS THAT ARE SPICED DIRECTLY OVER A SUPPORT MAY BE WELDED AT THE VISIBLE FACES ONLY, PROVIDED THE SPICE IS CENTERED ON THE SUPPORT AND BOTH ADJOINING MEMBERS ARE AT A MINIMUM STITCH WELDED TO THE SUPPORT. TUBULAR RAILINGS DESIGNATED AS TRAFFIC BARRIERS SHALL ONLY BE SPICED CENTERED ON A SUPPORT AND EACH ADJOINING MEMBER SHALL BE CONTINUOUS OVER A MINIMUM OF TWO PANELS. HOLD DOWN AND TIE DOWN ANGLES DO NOT REQUIRE SPLICES.
- 7) ALL HIGHLY VISIBLE SURFACES OF STEEL SHALL BE BLAST CLEANED IN ACCORDANCE WITH THE STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATION NO. 7 BLAST CLEANING (SSPC-SP7).
- 8) BRIDGE TO BE FABRICATED AND DELIVERED TO THE SITE AS 1 UNIT.
- 9) BRIDGE DECKING SHALL BE 3"x8" SOUTHERN YELLOW PINE NO. 1 S4S, TREATED WITH PTI OR MCA IN ACCORDANCE WITH AWWA UC3B.
- 10) BRIDGE WEARING COURSE SHALL BE 2"x8" ROUGH WHITE OAK, UNTREATED.



DETAIL LETTER
PAGE DETAIL IS REFERENCED FROM
PAGE DETAIL IS ON

CALLOUT LEGEND

PRELIMINARY BRIDGE WEIGHT

ESTIMATED LIFTING WEIGHT OF BRIDGE 30,100 LBS

BRIDGE SPAN CAMBER

SHOP CAMBER	7 9/16"
DEAD LOAD DEFLECTION	3/8"
RESIDUAL CAMBER	7 3/16"

TEMPERATURE/LENGTH CHART

TEMPERATURE	LENGTH
-40° F	59'-11 1/2"
70° F	60'-0"
110° F	60'-0 3/16"

BRIDGE SPAN REACTIONS

COMBINE REACTIONS AS PER LOCAL OR GOVERNING BUILDING CODES AS REQUIRED				+ DOWNWARD LOAD - UPWARD LOAD
LOAD	P lbs	H lbs	L lbs	
DEAD	7,500			
UNIFORM LIVE	10,700			
VEHICLE	15,400			
WIND		5,800	3,900	
WINDWARD	-7,300			
LEEWARD	1,500			
THERMAL			1,500	

"P" - VERTICAL LOAD EACH BASE PLATE (4 PER BRIDGE SPAN)
"H" - HORIZONTAL LOAD EACH FOOTING (2 PER BRIDGE SPAN)
"L" - LONGITUDINAL LOAD EACH BASE PLATE (4 PER BRIDGE SPAN)

DESIGN DATA

- 1) DESIGN OF SUPERSTRUCTURE COMPLIES WITH THE 14TH EDITION OF THE AISC STEEL CONSTRUCTION MANUAL, ANSI/AISC 360-10, AND THE PROJECT SPECIFICATIONS.
- 2) DESIGN LOADS:
 - LIVE LOAD**
 - A) A UNIFORM LIVE LOAD OF 60 psf APPLIED TO THE ENTIRE DECK SURFACE; OR
 - B) 25,000 LB. GROOMER (60/40 AXLE SPLIT) PLUS 60 PSF SNOW LOAD
 - C) DESIGN IS BASED ON A MAXIMUM OF 20,000 CYCLES OF 1 TON OR GREATER VEHICLES OVER THE LIFE OF THE BRIDGE
 - D) 1,000 LB POINT LOAD (IN ADDITION TO THE DESIGN VEHICLE, IF ANY, BRIDGE WILL SAFELY ACCOMMODATE ANY VEHICLE WITH WHEEL LOADS LESS THAN OR EQUAL TO THE DESIGN POINT LOAD.)
 - WIND LOAD**
 - A) A LATERAL WIND LOAD OF 35 psf ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED.
 - B) AN UPLIFT WIND LOAD OF 20 psf APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH.

FILLET WELD CHART

THICKNESS OF THINNEST PIECE	WELD SIZE
1/4" OR LESS	1/4"
3/8" OR GREATER	5/16"

NON STANDARD WELDS

SEE "MEMBER SIZE TABLE" ON SHEET 2 FOR NON-STANDARD WELD SIZES.

WELD PROCEDURES

FILLET	PARTIAL PEN
FC-02	FC-06
FC-03	FC-10
FC-04	FC-14
	FULL PEN
	FC-05
	FC-07
	FC-09

WELD NOTES:

EXCEPTIONS TO THE STANDARD WELD SIZES INCLUDE FLANGES OF THE WIDE FLANGE SECTIONS WHICH SHALL BE 1/4", WEBS OF WIDE FLANGE SECTIONS, RAILINGS, SIDE DAMS, COVER PLATES OR ANGLES, AND TIE DOWNS WHICH SHALL BE 3/16", AND HANDRAIL BRACKET WELD TO VERTICAL WHICH SHALL BE 3/8", UNLESS DETAILED OR NOTED OTHERWISE.

WHEN A FILLET WELD IS MADE FROM A BRANCH MEMBER TO THE RADIUS PORTION OF A TUBULAR THROUGH MEMBER, THE RADIUS SHALL BE BUILT UP AS REQUIRED TO OBTAIN FULL WELD THROAT.

DO NOT SCALE DRAWINGS

ENGINEER'S SIGNATURE AND SEAL ARE TO ASSUME DESIGN RESPONSIBILITY FOR THE PREFABRICATED STEEL SUPERSTRUCTURE AS DRAWN AND SUPPLIED BY WHEELER LUMBER, LLC. INDEPENDENT OF ITS FINAL POSITION. THIS DESIGN RESPONSIBILITY IS LIMITED TO THE PREFABRICATED STEEL SUPERSTRUCTURE ONLY AND DOES NOT INCLUDE ANY DESIGN RESPONSIBILITY, PERTAINING TO, BUT NOT LIMITED TO, SUBSTRUCTURE DESIGN OR CAPACITY, HYDRAULICS, SOILS, SCOUR ANALYSIS, PERMITTING PROCEDURES, UTILITY FACILITIES, ERECTION, ROADWAY GEOMETRICS, ETC.

INDEX

1. COVER SHEET
2. GEN. PLAN & ELEV.
3. SECTION DETAILS
4. END VIEW DETAILS
5. MISC. DETAILS

SAMPLE

REV.	DESCRIPTION	DATE	INT.
1	AS-BUILTS	4/23/18	JCS
2			
3			
4			

SHEET TITLE:

COVER SHEET

60'-0" PEDESTRIAN BRIDGE
12'-0" WALKWAY
PLUM CREEK BRIDGE
VILAS COUNTY, WISCONSIN

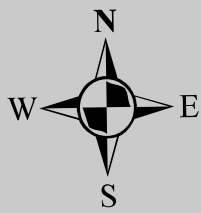
Wheeler

9531 West 78th Street - Suite 100
Eden Prairie, MN 55344
952-929-7854
info@wheeler1892.com
wheeler1892.com

DATE: 9/29/17	TRACKING NO. T19464	SHEET NO.
CHK: JAS	DWN: NBB	ORDER NO. 14188
		1 of 5

Forest County Snowmobile Trails

2023-2024



Trail Information

100 Mile Snow Safari
www.100milesnowsafari.com
Blackbear Sportsmen's Club
www.forestcountywi.com
Lumberjack Memorial Trails
www.lmtsnowmobiletrails.com

Three Lakes Trails
www.threelakestrails.com
Tombstone/Pickereel
www.tombstonepickerel.com

Forest County Information

Snowline: (715) 478-2024
Website: www.forestcountywi.com
Tourism: (715) 478-3450 or 1-800-334-3387



US Forest Service

715-674-4481
www.fs.usda.gov/main/cnnf

Legend

- 100 Mile Snow Safari
- Blackbear Sportsmen's Club
- Lumberjack Memorial (LMT)
- Nicolet State Trail
- Three Lakes Trails
- Tombstone/Pickereel
- Wolf River State Trail
- Intersection
- Gas Available
- Corridor

Numbered Pit Stops relate in color to Club Membership.

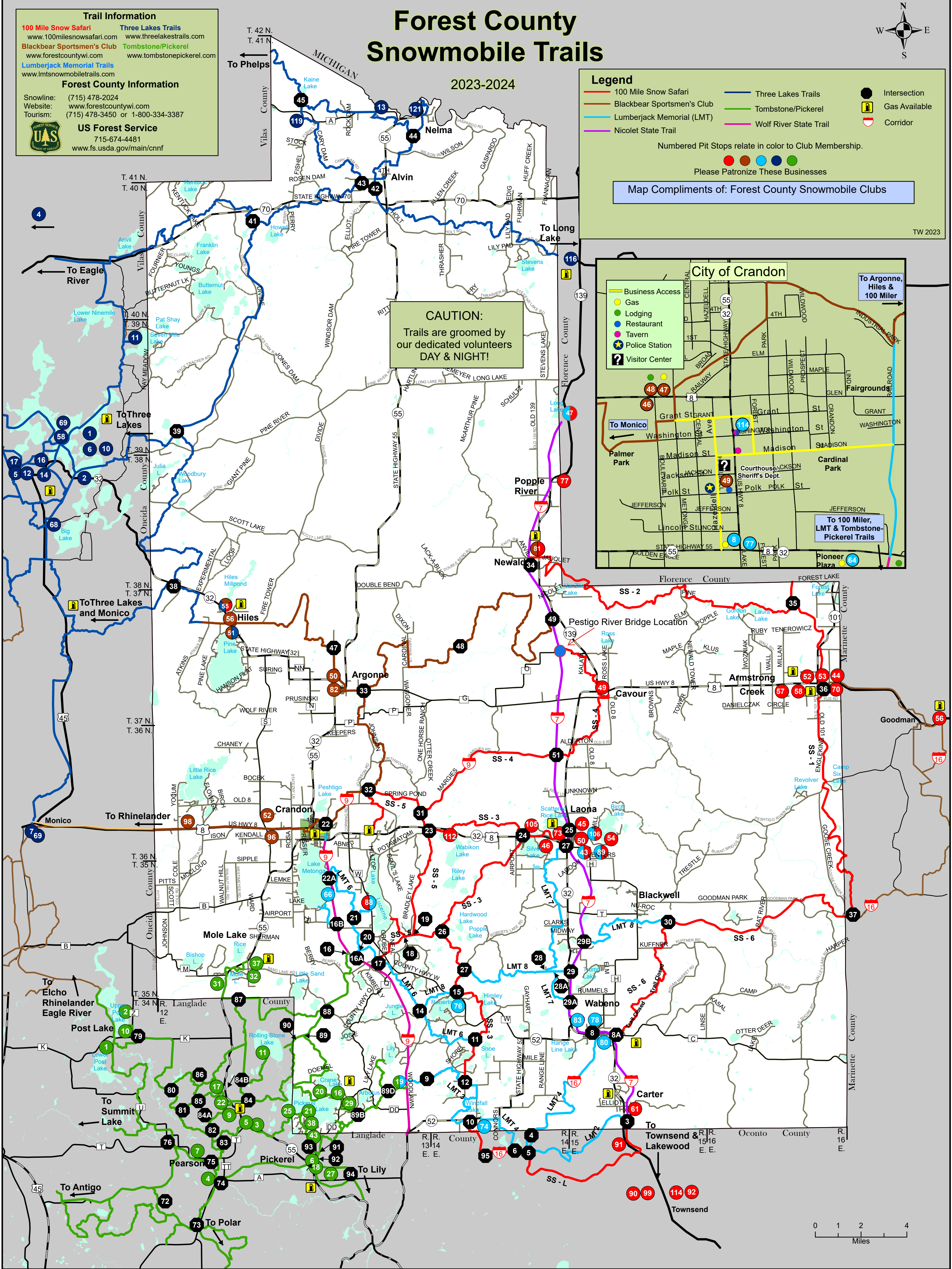
Please Patronize These Businesses

Map Compliments of: Forest County Snowmobile Clubs

TW 2023

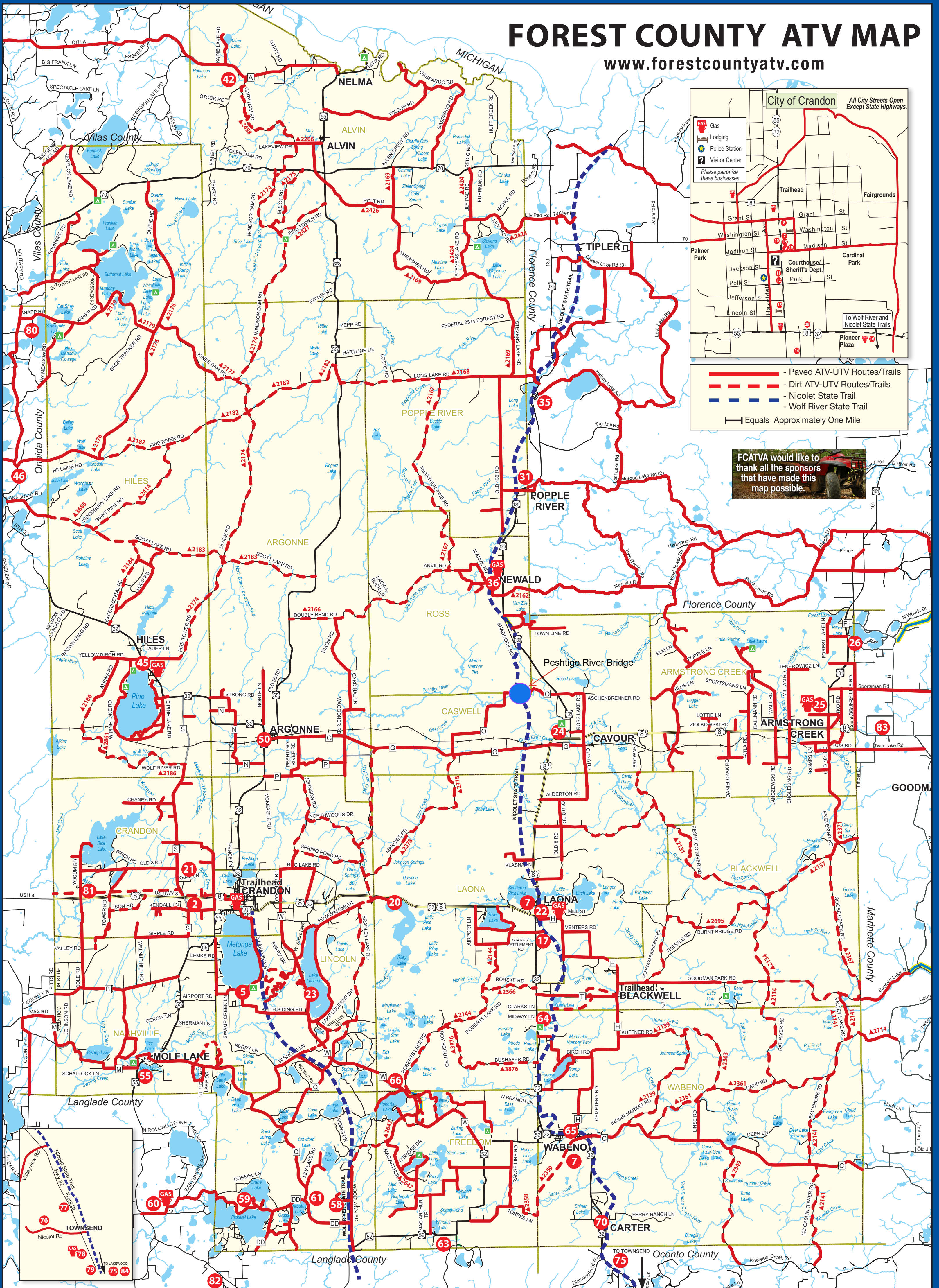
CAUTION:

Trails are groomed by
our dedicated volunteers
DAY & NIGHT!



FOREST COUNTY ATV MAP

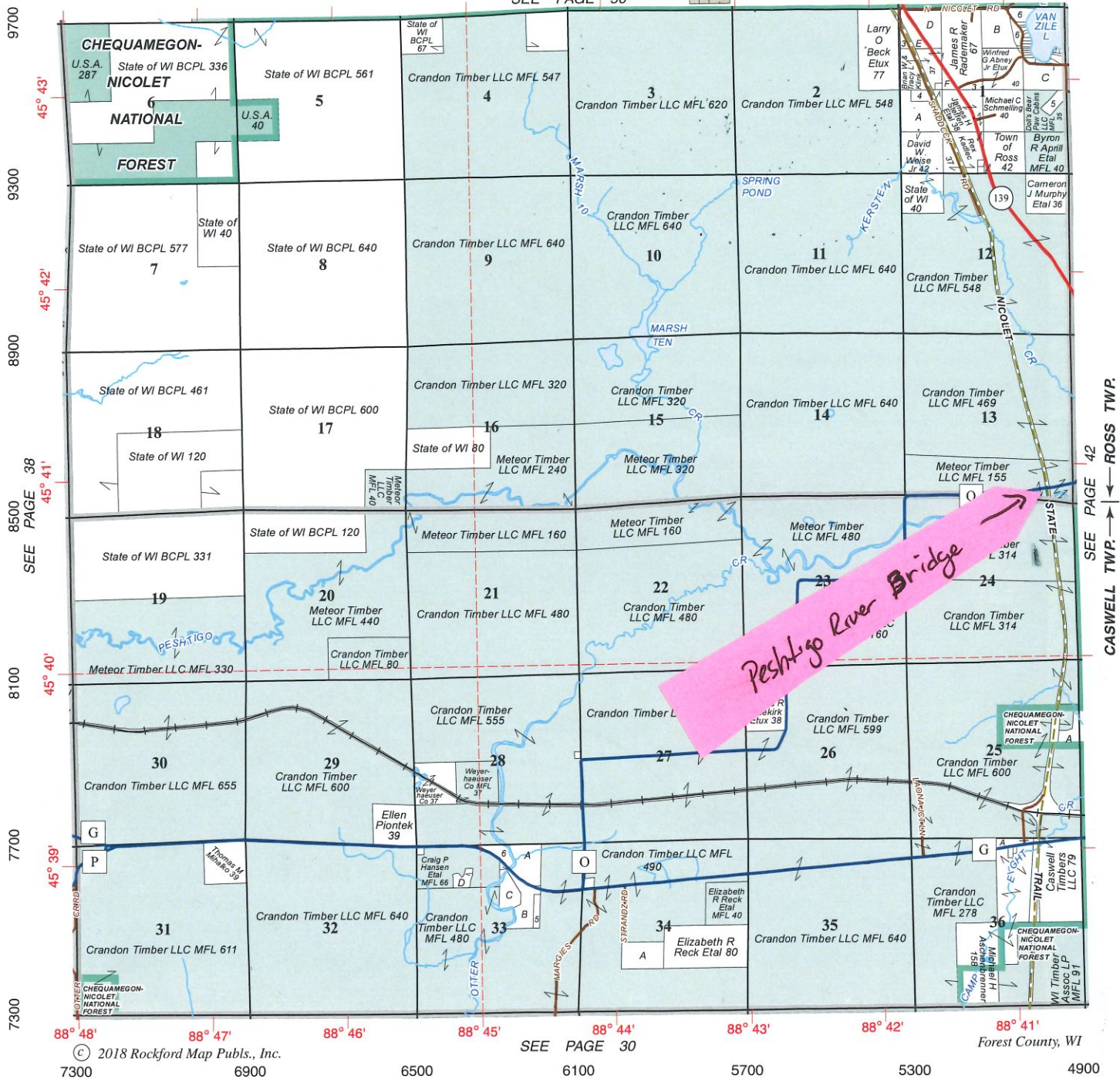
www.forestcountyatv.com



SOUTH PART ROSS WEST PART CASWELL

T.37N.-R.14E.

SEE PAGE 50



Will the cost of these be waived due to they are bridges owned by the State?

From: Koehnke, Scott E - DNR <Scott.Koehnke@wisconsin.gov>
Sent: Monday, March 17, 2025 8:40 AM
To: Travis Wollenberg <Travis@co.forest.wi.us>
Subject: RE: Permitting

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Travis,

30-12 = GP

Peshigo = IP

Swamp Creek = GP

Let me know if you have questions or need clarification.

Scott Koehnke

Senior Water Management Specialist – Waterways/Wetlands

Wisconsin Department of Natural Resources

647 Lakeland Road, Shawano, WI 54166

Phone: 715/526-4232

scott.koehnke@wisconsin.gov



dnr.wi.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: Travis Wollenberg <Travis@co.forest.wi.us>
Sent: Monday, March 17, 2025 7:06 AM
To: Koehnke, Scott E - DNR <Scott.Koehnke@wisconsin.gov>
Subject: RE: Permitting



Trail Bridge Inspection

Forest County

Bridge Name

Peshtigo River

Inspected By:

Patrick Hampston, P.E.

5/3/2025

Prepared By

KBIS, LLC





Bridge Inspection Report

General Information

The structure in this report was inspected by certified Wisconsin Department of Transportation Bridge Inspectors. Inspectors are Bridge Inspection Team Leaders and NSTM certified inspectors.

The bridge was inspected with trail use in mind, using normal vehicle bridge standards to determine the condition of the structure.

All recommendations made in the report are also considering the use of the trail. Trail bridges in general should have a load rating considering all the possible uses of the structure. Even though the bridges may be just for snowmobiles, several types of vehicles may use the structure.

Location information/General Description:

Located just south CTY O, Forest County.
45.68005, -88.67886

Bridge Condition

Condition State (CS) 1-Good, CS2-Fair, CS3-Poor, CS4-Critical

Abutments, pile bents, and spans are numbered along the trail from south to north. Girders are numbered from upstream to downstream.

Bridge has steel railings, double layer of longitudinal timber deck planks (top wearing surface, bottom structural deck), transverse steel HSS floorbeams, (6) SS timber girders in two bundles of three in approach spans / steel plate girders in main span, timber post abutment on timber cap and subgrade timber piling at approach spans and concrete piers at main span.

Length 193.8', Width 12.0', 20'+ clearance to stream bottom.

Minor gravel on deck. Scattered wear plank ends sticking up 1"+. 10-20 rotten wear planks. Both wear plank and structural deck underneath rotten through in two locations. First is a 1 SF hole at the center of the bridge and the second is a 1' x 3' hole along the east edge in span 7. The surrounding areas in these regions are rotten on the underside.

Steel main span is in fair condition (1925 construction plaque). Some exterior timber girders are punky.

South abutment has rotten piling. Bent #1 pile cap is rotten / crushing. Bent #2 center pile is hollow. Concrete pier #3 has a very large CS3 spall on the upstream and top edge, widespread CS3 cracking with rust stained



W7218 Hickory Lane
Phillips, WI 54555
wm.kbis@gmail.com
715.820.0095

Bridge Inspection Report

Bridge Condition

efflorescence. Top section of pier is timber and the cap is rotten / crushing. Concrete pier #4 has very large 4'x4'x1' CS3 spalls at both the upstream and downstream top edge. CS3 cracking with efflorescence throughout. Bents #5-8 in fair condition. Bent #9 cap is rotten / crushing. Bent #10 cap is rotten. Bent #11 cap ends are rotten. North abutment cap ends are rotten.

Channel is in good condition with lots of trees and brush in floodplain under bridge.

Approaches are in good condition. Object markers are in place and serviceable. Both bridge ahead signs are in place and serviceable.



W7218 Hickory Lane
Phillips, WI 54555
wm.kbis@gmail.com
715.820.0095

Bridge Inspection Report

Report Summary

NBI Ratings: 9-7 Good, 6-5 Fair, 4-3 Poor, 2-1 Critical, 0-Closed

Deck	# 4	Isolated major defects, strength affected
Wearing Surface	# 4	Isolated major defects, strength affected
Superstructure	# 5	Some moderate defects
Substructure	# 3	Major defects, strength affected, more frequent monitoring necessary
Channel	# 7	Some minor defects

Overall Condition Poor

Recommendations/Maintenance Items:

****Reduce inspection cycle to 12 months****

****Replace bridge in next 1-3 years****

Clean deck

Cut brush around / under bridge

Replace entire deck with copper naphthenate treated timber planks

Signed By:

Patrick Hampston, P.E.

Bridge Inspection Report

Photo Observations



North bridge ahead sign

Bridge Inspection Report

Photo Observations



South bridge ahead sign

Bridge Inspection Report

Photo Observations



North approach

Bridge Inspection Report

Photo Observations



Missing / rotten wear planks

Bridge Inspection Report

Photo Observations



Decking is MCA treated to UC4A which is insufficient for structural applications

Bridge Inspection Report

Photo Observations



Patched hole near center of bridge

Bridge Inspection Report

Photo Observations



Channel looking upstream

Bridge Inspection Report

Photo Observations



Patched hole at east edge of span 7

Bridge Inspection Report

Photo Observations



Channel looking downstream

Bridge Inspection Report

Photo Observations



Running planks with ends sticking up 1"+

Bridge Inspection Report

Photo Observations



South approach

Bridge Inspection Report

Photo Observations



South abutment rotten piling

Bridge Inspection Report

Photo Observations



South abutment rotten piling

Bridge Inspection Report

Photo Observations



typical underside of deck, scattered black mold.

Bridge Inspection Report

Photo Observations



Bent #1, cap rotten / crushing

Bridge Inspection Report

Photo Observations



Bent #1, cap rotten / crushing

Bridge Inspection Report

Photo Observations



Bent #2 (top), center pile hollow

Bridge Inspection Report

Photo Observations



Bent #2 (bottom), center pile hollow

Bridge Inspection Report

Photo Observations



Bent #2, center pile hollow

Bridge Inspection Report

Photo Observations



Pier #3, timber cap rotten / crushing

Bridge Inspection Report

Photo Observations



Pier #3, timber cap rotten / crushing (close-up)

Bridge Inspection Report

Photo Observations



Pier #3 concrete wall with very large spall on upstream nose and top edge with CS3 cracking with rust stained efflorescence throughout

Bridge Inspection Report

Photo Observations



Pier #3 concrete wall with very large spall on upstream nose and top edge with CS3 cracking with rust stained efflorescence throughout

Bridge Inspection Report

Photo Observations



Steel main span in fair condition

Bridge Inspection Report

Photo Observations



Steel main span in fair condition

Bridge Inspection Report

Photo Observations



Constructed in 1925 by the American Bridge Company

Bridge Inspection Report

Photo Observations



Pier #4 with very large spalls on top corners and CS3 cracking with efflorescence throughout

Bridge Inspection Report

Photo Observations



Pier #4 with very large spalls on top corners and CS3 cracking with efflorescence throughout

Bridge Inspection Report

Photo Observations



Pier #4 with very large spalls on top corners
and CS3 cracking with efflorescence throughout

Bridge Inspection Report

Photo Observations



Upstream elevation view

Bridge Inspection Report

Photo Observations



Underside of deck at hole in center of bridge. Note other rotten areas.

Bridge Inspection Report

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Underside of deck at hole in east edge of span 7. Note other rotten areas.

Bridge Inspection Report

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Bent #9 cap is rotten / crushing

Bridge Inspection Report

Photo Observations



Bent #9 cap is rotten / crushing (close-up)

Bridge Inspection Report

Photo Observations



North abutment cap ends rotten