A-13 Tri Co/Cheese Country Bridge #36

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 #36 Replacement							
County	Township	Range	Section	¼ ¼	¼	GPS Coordinates:	
Lafayette	01 N	5 ◉E ○W	12	UN	UN	Lat. 42.572812	
						Long. -89.856157	

Project Description Summary

Proposed project is the complete replacement of Bridge #36 on the Cheese Country Trail over the unnamed stream in Lafayette County. Project scope is to include removing deteriorated components and replacement with a new structure.

During a routine bridge inspection, major deficiencies were found in the bridge structure indicating that it is at the end of it's useful like (1 to 2 years of longevity left)

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

ATV/UTV = $126,721.50 (50%)
Snowmobile = $126,721.50 (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
				$253,443.00		$253,443.00

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

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 ◉E ○W	12	UN	UN	Lat. 42.572812 Long. -89.856157

Water Body Name	Bridge Name	County Inventory Number
unnamed	Bridge #36	#36

Funded Trail Name or Number (SNARS if applicable)	Has this bridge site ever received development or rehabilitation funds in the past?
Cheese Country Trail	○ Yes ◉ No Year:_____ $_____

Bridge is located on:	Old Bridge/Culvert Size	New Bridge/Culvert Size
◉ Private property ○ Public property	11' X 64'	12' X 64'

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+ yr.	Wood foundations, wood superstructure

Sponsoring Club Name	Club Contact	Telephone Number
Tri-County Trail Commission	Max Blackbourn	(608) 776-4983

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 allowed on 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 #36 on the Cheese Country Trail.

During a routine bridge inspection, major deficiencies were found in the bridge structure indicating that is at the end of it's useful life (1 to 2 years of longevity left).

Currently we are looking at proposing a new 12' X 64' 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
		◉ Steel ○ Wooden	○ Steel ○ Wooden
Bridge Dimensions:		12' X 64'	
Bridge Manufacturer:		TBD	
Design Weight Load		25,000 lbs.	lbs.
Cost of Structure:	1. Engineering	$ 30,518	$
	2. Structure	$ 179,520	$
	Subtotal	$ 210,038	$

Installation Costs:	Quote 1 ◉ Contractor or ○ Sponsor Estimate	Quote 2 ○ Contractor or ○ Sponsor Estimate
1. Engineering	$ 27,155	$
2. Site Preparation	$	$
3. Abutments	$	$
4. Pilings/Piers	$	$
5. Approaches	$	$
6. Riprap	$	$
7. Labor	$	$
8. Equipment Rental	$	$
9. Culverts	$	$
10. H & H Study	$	$
11. Wetland Delineation	$	$
12. Other Soil Borings	$ 16,250	$
Subtotal	$ 43,405	$
Total Cost	$ 253,443	$

Includes construction labor too. See attached 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	$	

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

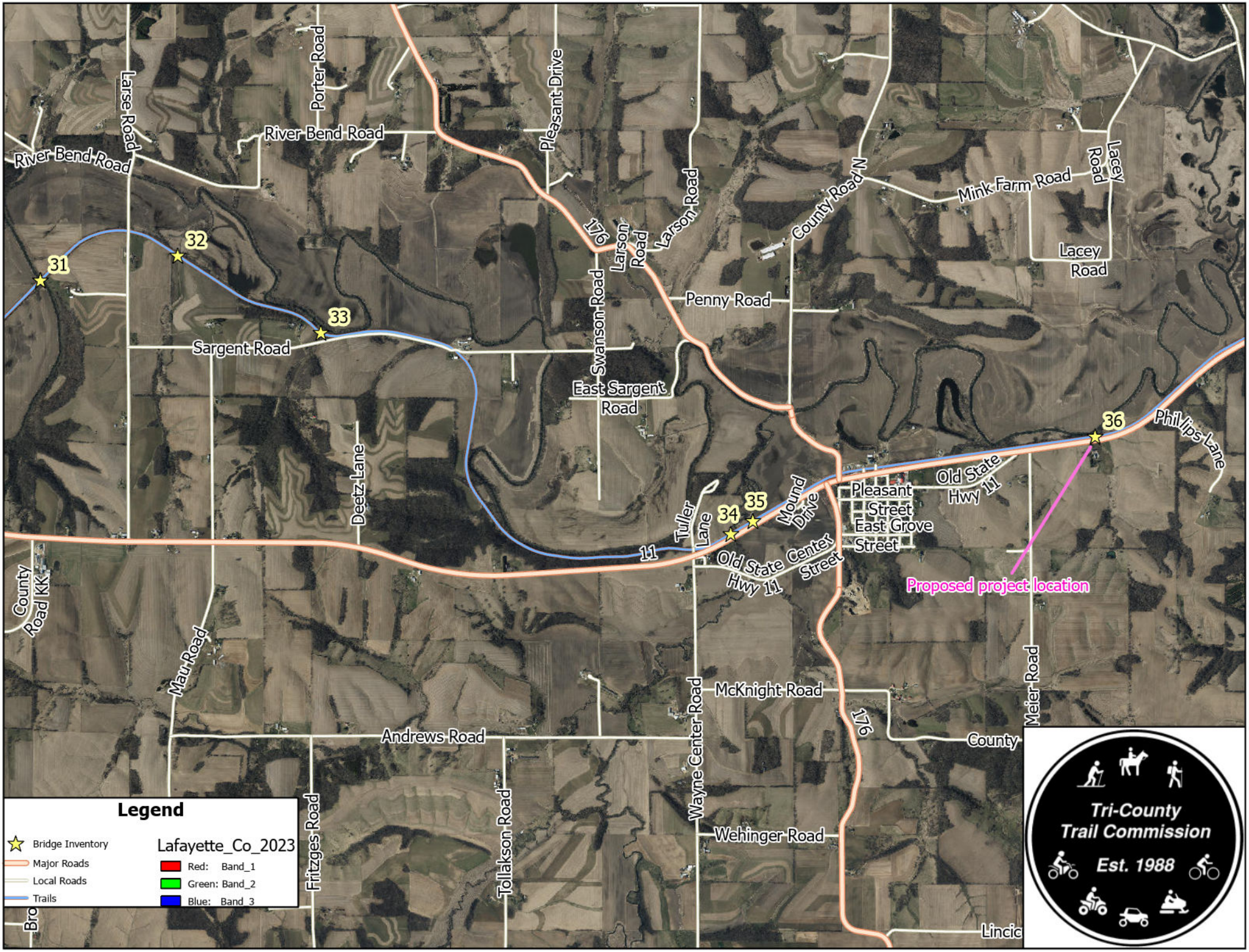
Project Name:		Prepared By:	Date
BRIDGE #36 REPLACEMENT		Max Blackbourn	02/27/2026
County	Project Applicant:	Landowner Name	○ Public ◉ Private
Lafayette	Tri-County Trail Commission	Pecatonica Rail Transit Commission	

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		$179,520.00	179,520.00
	Design	1		$30,518.00	30,518.00
	Soil Borings	1		$16,250.00	16,250.00
	Engineering & Construction	1		$27,155.00	27,155.00
				TOTAL $	$253,443.00

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.**


River Bend Road
Larse Road
Porter Road
River Bend Road
Pleasant Drive
176
Larson Road
Larson Road
County Road N
Mink Farm Road
Lacey Road
Lacey Road
31
32
33
Penny Road
Swanson Road
Sargent Road
East Sargent Road
Deetz Lane
36
Phillips Lane
Old State Hwy 11
Pleasant Street
East Grove Street
Mound Drive
35
34
Tuller Lane
11
Old State Hwy 11
Center Street
Proposed project location
County Road KK
Mau Road
McKnight Road
Andrews Road
Wayne Center Road
176
Meier Road
County
Fritzges Road
Tollakson Road
Wehinger Road
Lincic
Legend
Bridge Inventory
Major Roads
Local Roads
Trails
Lafayette_Co_2023
Red: Band_1
Green: Band_2
Blue: Band_3
Tri-County Trail Commission
Est. 1988

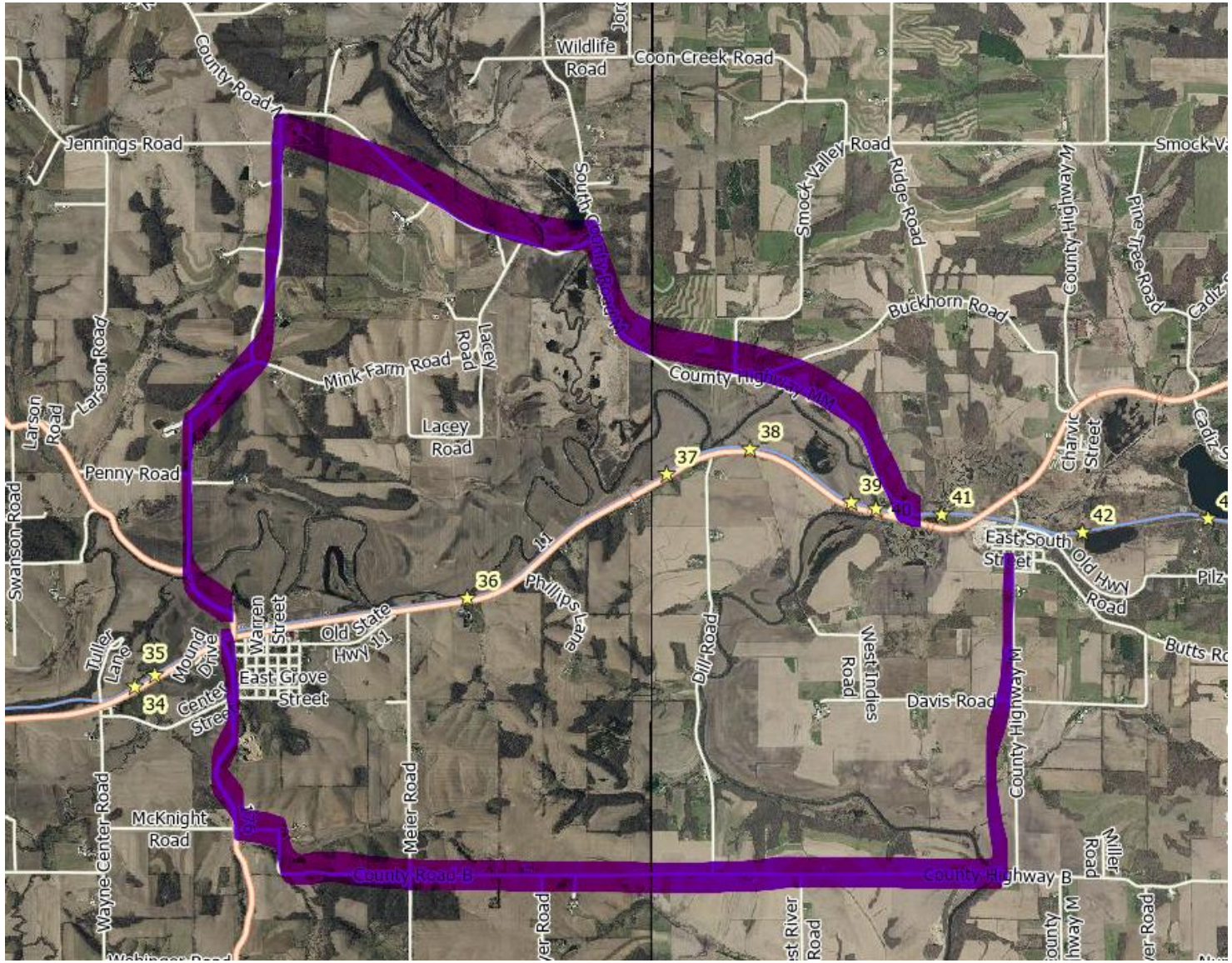
Bridge #36

Guidelines for Applicant

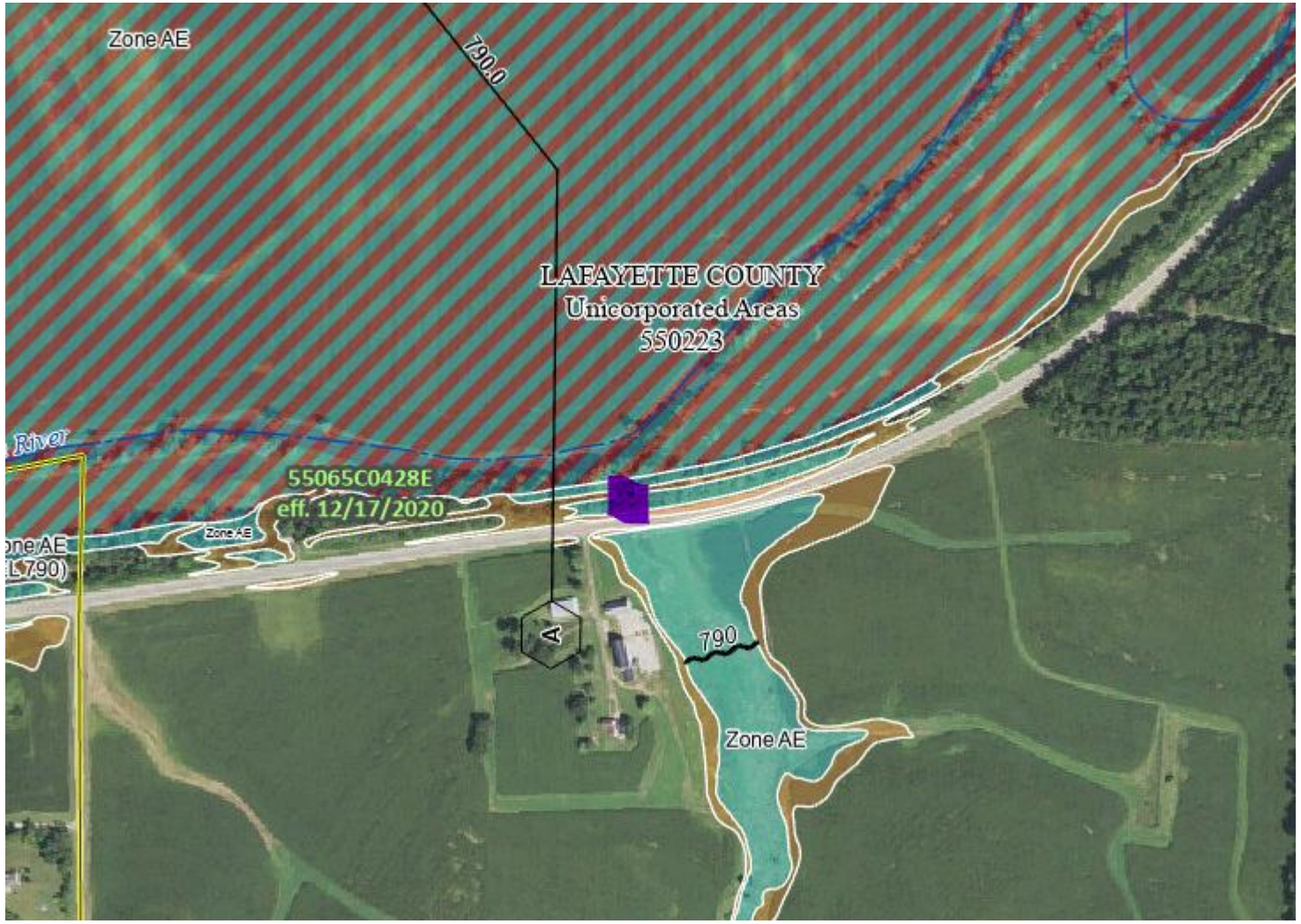
Complete this form for each bridge structure you are submitting a grant application for. Provide any additional documents not requested on application checklist to substantiate your points, including actual deeded easements.

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		6
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	16



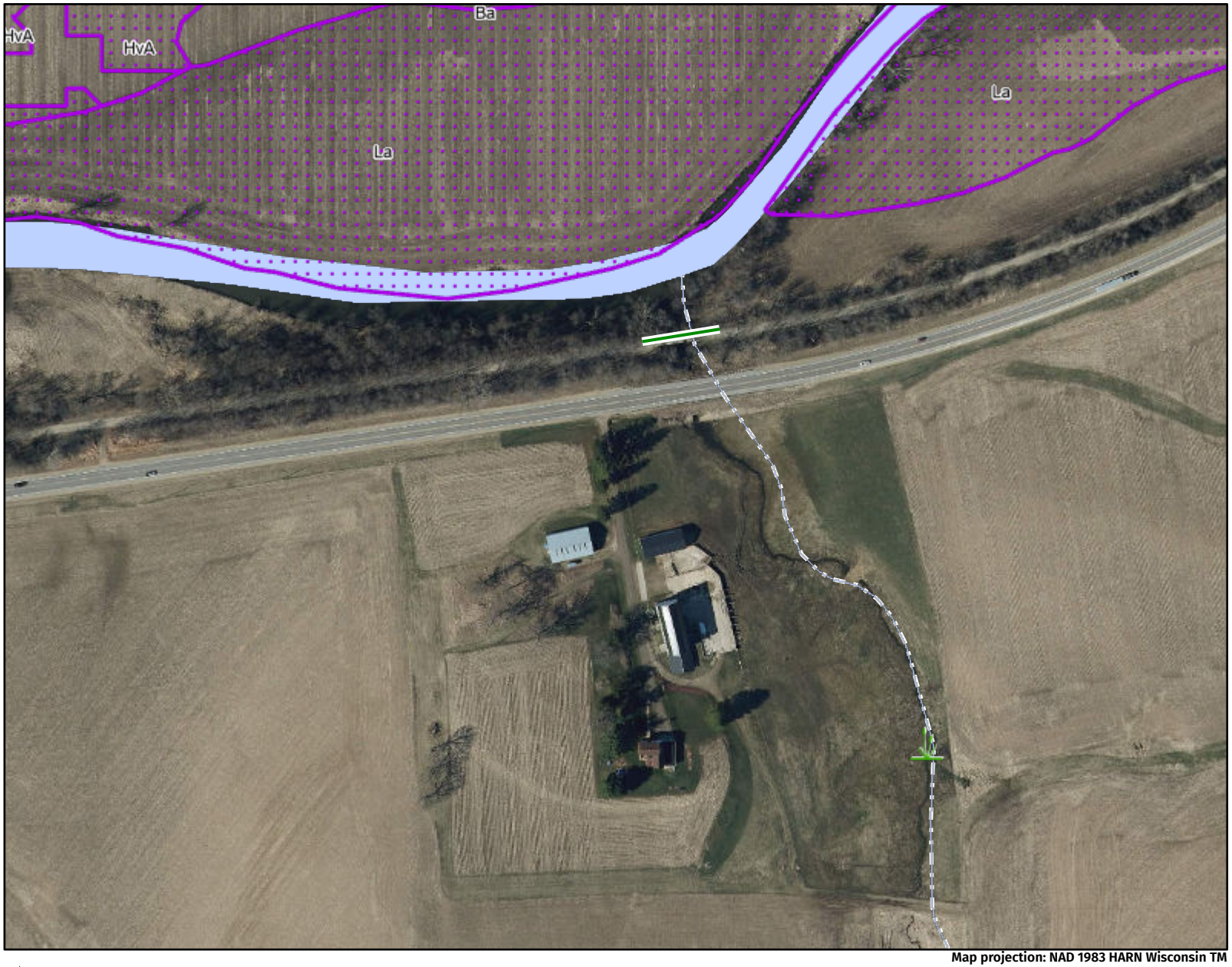
Trail re-route (2 choices) if bridge 36 would have to close.



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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Bridge #36 Map



Legend: (some map layers may not be displayed)

Wetland Class Points

- Wetland too small to delineate
- Wetland Indicators
- Rivers and Streams
- Intermittent Streams
- Open Water
- Rivers and Streams
- Intermittent Streams
- Open Water
- 24K Intermittent Streams
- 24K Lakes and Open Water
- 24K Streams and Rivers
- Latest Leaf Off Index
- Latest Leaf Off Imagery

Notes:

Map projection: NAD 1983 HARN Wisconsin TM

N

Map: 0 250 500 Feet
0 75 150 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: 4/15/2026 4:25 PM

Inspection Report for

Bridge #36

Cheese Country Trail over Unnamed Stream

Executive Summary

Recommended Inspection Frequency:

- 12 Months.
- *Monthly interim monitoring by local forces should be completed with supplemental inspections after any suspected overload crossing.*

Estimated Remaining Longevity:

- The remaining serviceable life of this structure can be reasonably estimated at 1 year.
- There are likely no feasible rehabilitation efforts that would extend the longevity of the structure.

Summary of Channel Conditions:

- Flood debris in upstream channel. Embankments are generally stable.

Summary of Structural Conditions:

- Decayed timber components throughout are susceptible to overload damage. The bridge beams show signs of overload distress (crushing) of the abutment and piers.

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

- **Owner notified of CS4 condition.**
- **Bridge should be evaluated for structural capacity and posted for reduced load capacity.**
- Schedule for complete replacement.

11.17.2025

Nathan W. Miller — Date

Bridge Inspection Team Leader, Inspector Number: 9601

Bridge ID / Structure No.	Inspection Date:	11.17.2025
Bridge #36	**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.
- The facility was open to traffic during the inspection.
- No plans or prior inspection information for the structure have been provided.

Time Log	Onsite: 2.0 Hours

Inventory Data

Feature On:	Cheese Country Trail	Feature Under: Unnamed Stream
Lat./ Long.:	42.5728, -89.85560	
Orientation:	Traffic Direction: EB/WB	Channel Flow: Upstream: South - Downstream: North

Structure Type

No. Spans:	4	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):	11.0’	Deck Length (O-O): 64.0’
Width (C-C):	9.7’	Span Length(s): 15.0’/16.0’/15.5’/15.0’’

Assessments Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4		4			Well Vegetated.
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs – Object Markers	EA	4	1	1	2		Present at All 4 Corners. West Faded/Damaged.
9035	Signs – Other	EA	2		1	1		“BRIDGE AHEAD”. West Faded/Damaged.
9035	Signs - Other	EA	0					“15 MPH ON BRIDGE”. None.
9041	Slope Protection -Bare	EA	2		1	1		Natural Earth Embankments.
9324	Approach Roadway -Gravel	EA	2		2			Minor Rutting at Wheel Lines.

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. Isolated 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) | 3 | Serious Condition – Deteriorating

1. Hog panel fencing supported by dimensional timber rails with angled timber posts. W-beam bridge rail curbs.
2. Initial signs of incipient decay of timber components. Timber preservative treatment appears marginally effective.
3. Widespread areas of severe damage to hog fencing, timber rails, and timber posts.
4. Multiple cracked/broken rail posts.

Maintenance/Repair Recommendations

Repair damaged rail components.

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

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

Superstructure (C.02) **| 2 | Critical Condition** - Deteriorating

1. (2) lines of timber beams each comprised of (3) through-bolt connected laminations.
2. Beams are decayed +/- 75% throughout with widespread prominent checking and generally appear hollow when sounded. Multiple areas of more advanced decay and signs of horizontal shear cracking.
3. **Overload distress (crushing) observed in multiple beams over the east abutment and east pier.** Condition is indicative that the strength/performance of the bridge has been compromised, and the structure is unable to support the existing loads.
4. Beams are highly susceptible to overload damage; additional crushing will likely require immediate closure.

Maintenance/Repair Recommendations

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

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

Substructure (C.03) | 3 | Serious Condition – Deteriorating

Abutments:

1. Driven timber piles, timber pile caps, and timber backwall plank.
2. Decayed timber components throughout with no signs of readily evident crushing.
3. Caps are decayed 50%-75% throughout with widespread minor checking and generally appear hollow when sounded. Isolated areas of more advanced decay and splitting at ends. East cap split with minimal separation.
4. Piles: Exposed bearing piles are starting sound hollow with an estimated 25%-75% loss of section.

Pier(s):

1. Driven timber piles and timber pile caps.
2. Decayed timber components throughout with no readily evident signs of crushing– pile caps are highly susceptible to overload damage.
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. All caps appear to be split vertically along the full length of the caps with minimal separation observed.
4. Piles: Bearing piles sound hollow with an estimated 50%-75% loss of section. Multiple piles are split vertically.

Maintenance/Repair Recommendations

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

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

1. Embankment Erosion: Erosion of natural earth embankment has undermined the backwall plank in the east abutment. Top of 1:1 embankment at east backwall and west pier. 2'-3' vertically cut embankments throughout.
2. Drift: No significant deposits in channel. Flood debris in upstream channel.
3. Channel Change: Waterway flows through span W3. All substructure units are beyond channel flow. Upstream channel position stabilized by roadway culvert. Main channel within 200' downstream of trail bridge.
4. Adequacy of Opening: No readily visible signs of overtopping.

Maintenance/Repair Recommendations

See Channel Protection.

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

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

Maintenance/Repair Recommendations

Installation of channel protection would reduce likelihood of future erosion/scour issues. Channel armoring may not be feasible, and/or recommended, given the expected longevity of the structure and current observed conditions.

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

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

Maintenance/Repair Recommendations

See Channel Protection.

Bridge ID / Structure No.	Inspection Date:	11/17/2025
Bridge #36	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	704		671	33	
			Retrofit C-I-P concrete slab over timber crossties.							
		3220	WS-Crack		SF				33	
			CS3: 3 transverse lines of moderate/wide width cracks across width of deck.							
		8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction		0			671		
			CS2: Concrete worn at wheel lines. Outside edges of deck covered with crushed stone/vegetation.							
Deck	31		**Deck-Timber**	**4**	SF	640		320	320	
			Timber Crossties.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		SF			320	320	
			CS2: Signs of timber decay throughout. CS3: Full depth splitting and/or decay at end 3ft of 90% of crossties. Assume 25% section loss across all crossties.							
	9004		**Drainage-Structure**	**N**	EA					
			None. No bridge deck drains.							

Bridge Railing

Bridge Railing Rating: 3

Bridge Railing Transition Rating: N

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Railing	330		**Metal Bridge Railing**	**3**	LF	128		98	10	**20**
			Hog panel fencing supported by dimensional timber rails with angled timber posts. W-beam bridge rail curbs.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF			98		
			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				10	**20**
			CS2: Damaged hog fencing (See CS3/CS4 below). CS3: Patched/spliced timber rails (10-LF). CS4: Cracked/broken rail posts (20-LF).							

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							

NBI Engineering Services
PO Box 188
Mount Horeb, WI 53572

Numbering convention increases from west to east or south to north.
Condition codes and methodology consistent with the Specifications for the National Bridge Inventory.

Bridge ID / Structure No.	Inspection Date:	11/17/2025
Bridge #36	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

Superstructure

Superstructure Rating: 2

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Superstructure	111		**Superstructure-Timber-Open Girder/ Beam**	**2**	LF	128			66	**62**
			2 beam lines of 3-ply timber beams.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				33	**32**
			CS3: All beams decayed and sound hollow with an estimated 75% loss of section.							
			CS4: Isolated areas of more advanced decay estimated >75% loss of section over piers & abutments (32-LF).							
			CS4: Overload distress (crushing)-See 7000.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		LF				33	
			CS3: Prominent checking/horizontal shear cracking (+/- 3/16") throughout length 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					**30**
			CS4: Overload distress (crushing): N.BM over east abutment (N.F.)_S.BM over east pier (N.F.) (30-LF).							
		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					
			None. Timber beams bear directly on timber caps.							
		2210	BRG-Movement		EA					
			N/A							
		2240	BRG-Loss of Bearing Area		EA					
			N/A							

NBI Engineering Services
PO Box 188
Mount Horeb, WI 53572

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NBI ENGINEERING SERVICES, LLC

Bridge ID / Structure No.	Inspection Date:	11/17/2025
Bridge #36	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

Substructure

Substructure Rating: 3

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Abutments	216		**Substructure-Timber-Abutment**	**4**	LF	30			30	
			Timber Backwall Plank - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				15	
			CS3: Timber plank showing signs of incipient decay.							
		4000	Settlement		LF					
			No readily visible signs of settlement.							
		6000	Scour		LF				15	
			Both abutments beyond channel flow. CS3: Erosion at east abutments has undermined backwall plank (15-LF).							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	235		**Substructure-Timber-Pile Cap-Abutment**	**4**	LF	30			18	12
			Timber Pile Cap - Timber pile with backwall plank abutment.							
		1140	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 east cap (30-LF). CS4:Ends of both caps split/hollow. (12-LF).							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	228		**Substructure-Timber-Pile-Abutment**	**4**	EA	10			10	
			Timber Piles - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		EA				10	
			[5] Bearing piles per abutment. CS3: Tops of piles sound hollow with moderate to wide checking throughout. No signs of crushing. West Abutment: <6" Exposed-Assume 50% decay. East Abutment:-Estimated % Decay: S1-75%_S2-75%_S3-75%_S4-75%_S5-50%.							
	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 NE wingwall plank.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									

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Numbering convention increases from west to east or south to north.
Condition codes and methodology consistent with the Specifications for the National Bridge Inventory.

Pier(s)	235		**Substructure-Timber-Pile Cap Pier**	**3**	LF	45			20	25
			Timber Pile Cap - Timber pile bent pier.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				20	**25**
			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. Pier W1/W2/W3-Full depth vertical split through full length of cap with <1/4" separation.							
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	228		**Substructure-Timber-Pile-Pier**	**3**	EA	15			13	2
			Timber Piles - Timber pile with backwall plank abutment.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		EA				13	**2**
			[5] Bearing piles per pier. Visual above 7ft. 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%_S3-50%_S4-75%(**1**)_S5-75% Pier W2-Estimated % Decay: S1-75%_S2-75%_S3-75%(**1**)_S4-75%_S5-75% Pier W3-Estimated % Decay: S1-75%_S2-50%_S3-50%_S4-75%_S5-75%							
		4000	Settlement		EA					
			No readily visible signs of settlement.							
		6000	Scour		EA					
			All piers beyond channel flow during inspection.							
	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 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 – South Rail Looking West.

Photo 7 – South Beam/North Face Over East Pier.

Photo 8 – North Beam/North Face Over E. Abutment.

Photo 9 – Pier W3 Cap-Piles S2-S4.

Photo 10 – East Abutment.

Photo 11 – East Abutment.

Photo 12 – Pier W2 Looking West.

Photo 13 – Pier W3 Looking East.

Photo 14 – Pier W1 Looking West.

Photo 15 – Pier W1-Pile S2.

Photo 16 – West Abutment.

Photo 17 – West Span-South Beam Looking East.

Photo 18 – Span W2 Looking East.

Photo 19 – Pier W2 Looking East.

-End of Report-