

A-15 Tri Co/Cheese Country Bridge #5

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 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 #5 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 04 N	Range 3	Section 19	¼ ¼ SE	¼ NW	GPS Coordinates: Lat. 42.809769 Long. -90.185664

Project Description Summary

Proposed project is the complete replacement of Bridge #5 on the Cheese Country Trail over the Furnace Creek 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 its useful life (1 to 2 years of longevity left)

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

ATV/UTV = \$97,226.00 (50%)
 Snowmobile = \$97,226.00 (50%)

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$194,452.00		\$194,452.00

Leave Blank – DNR Use Only

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Applicant Certification

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

Max Blackburn

 Signature of Authorized Official

4-15-26

 Date Prepared

Appendix A (continued)

Summarize Costs in Appropriate Categories:

Bridge Structure			
		Quote 1	Quote 2
		<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:		<u>12' X 52'</u>	_____
Bridge Manufacturer:	<u>TBD</u>	_____	_____
Design Weight Load	<u>25,000</u> lbs.	_____ lbs.	_____ lbs.
Cost of Structure:	1. Engineering	\$ <u>23,338</u>	\$ _____
	2. Structure	\$ <u>137,280</u>	\$ _____
	Subtotal	\$ <u>160,618</u>	\$ _____
Installation Costs:			
		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
1. Engineering		\$ <u>20,834</u>	\$ _____
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 <u>Soil Borings</u>		\$ <u>13,000</u>	\$ _____
	Subtotal	\$ <u>33,834</u>	\$ _____
	Total Cost	\$ <u>194,452</u>	\$ _____

(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

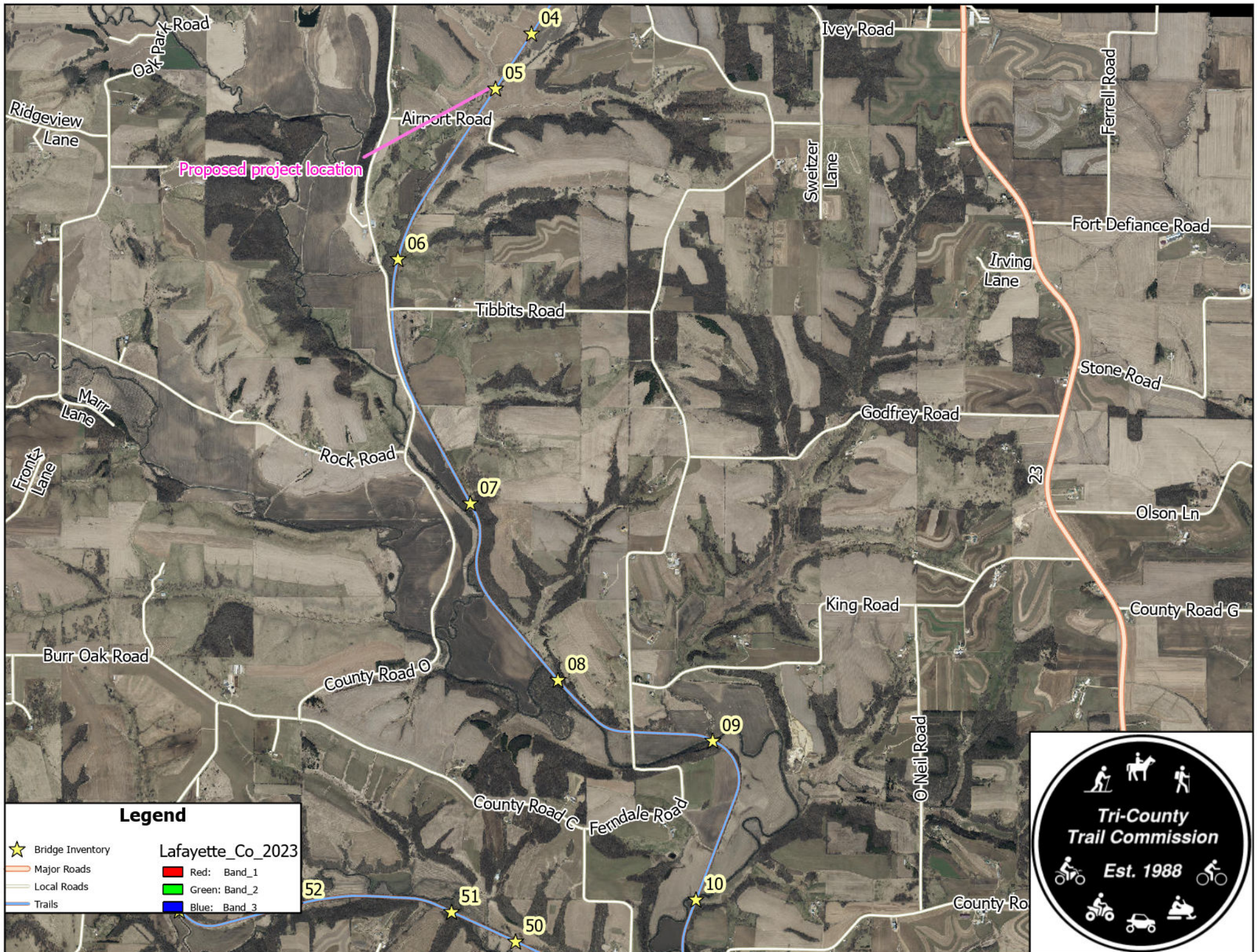
Bridge Dimensions: _____

Design Weight Load _____ lbs.

1. Materials \$ _____

2. Labor \$ _____

Total \$ _____



Proposed project location

Legend

- ★ Bridge Inventory
 - Major Roads
 - Local Roads
 - Trails
- Lafayette_Co_2023**
- Red: Band_1
 - Green: Band_2
 - Blue: Band_3



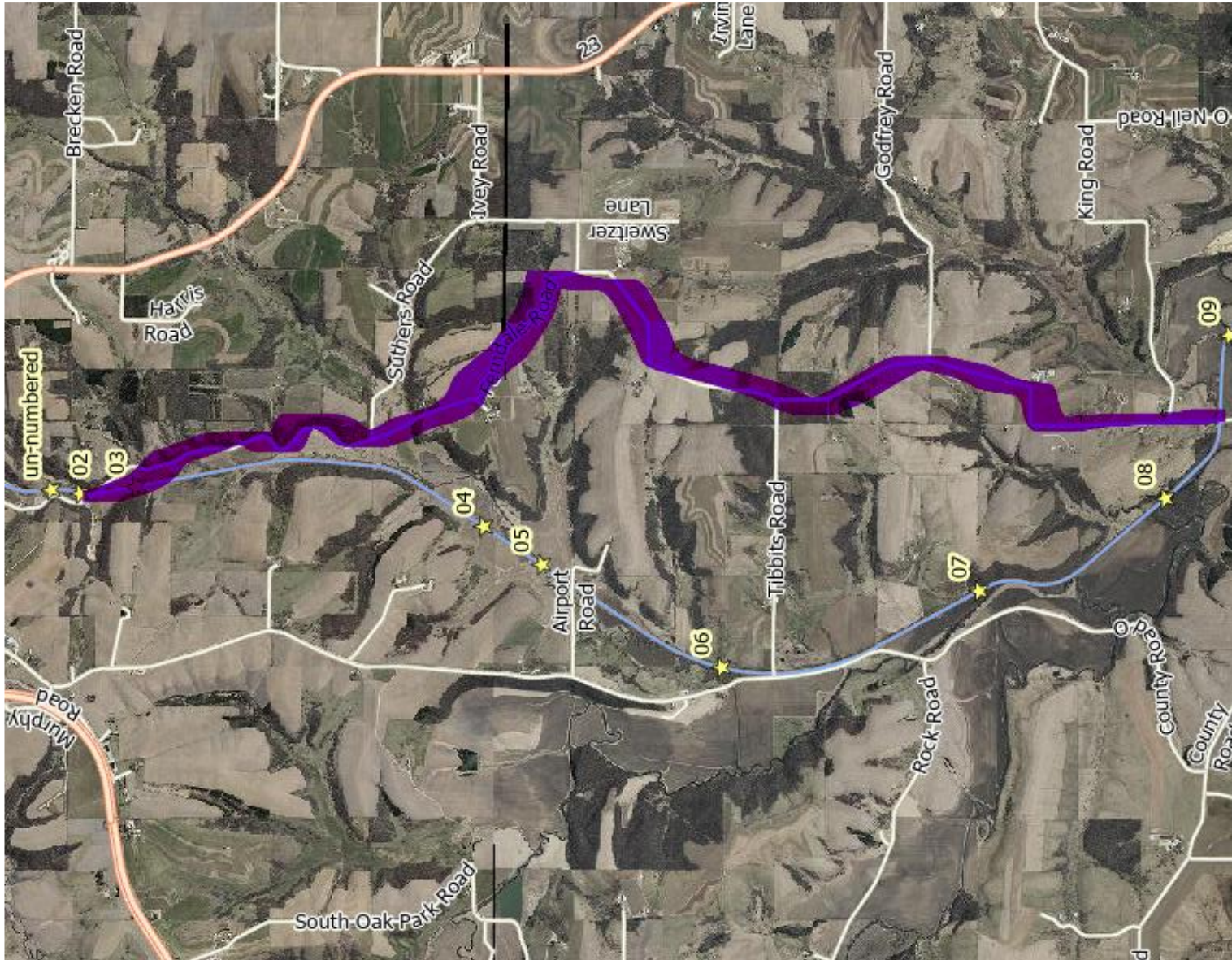
Bridge # 5

Guidelines for Applicant

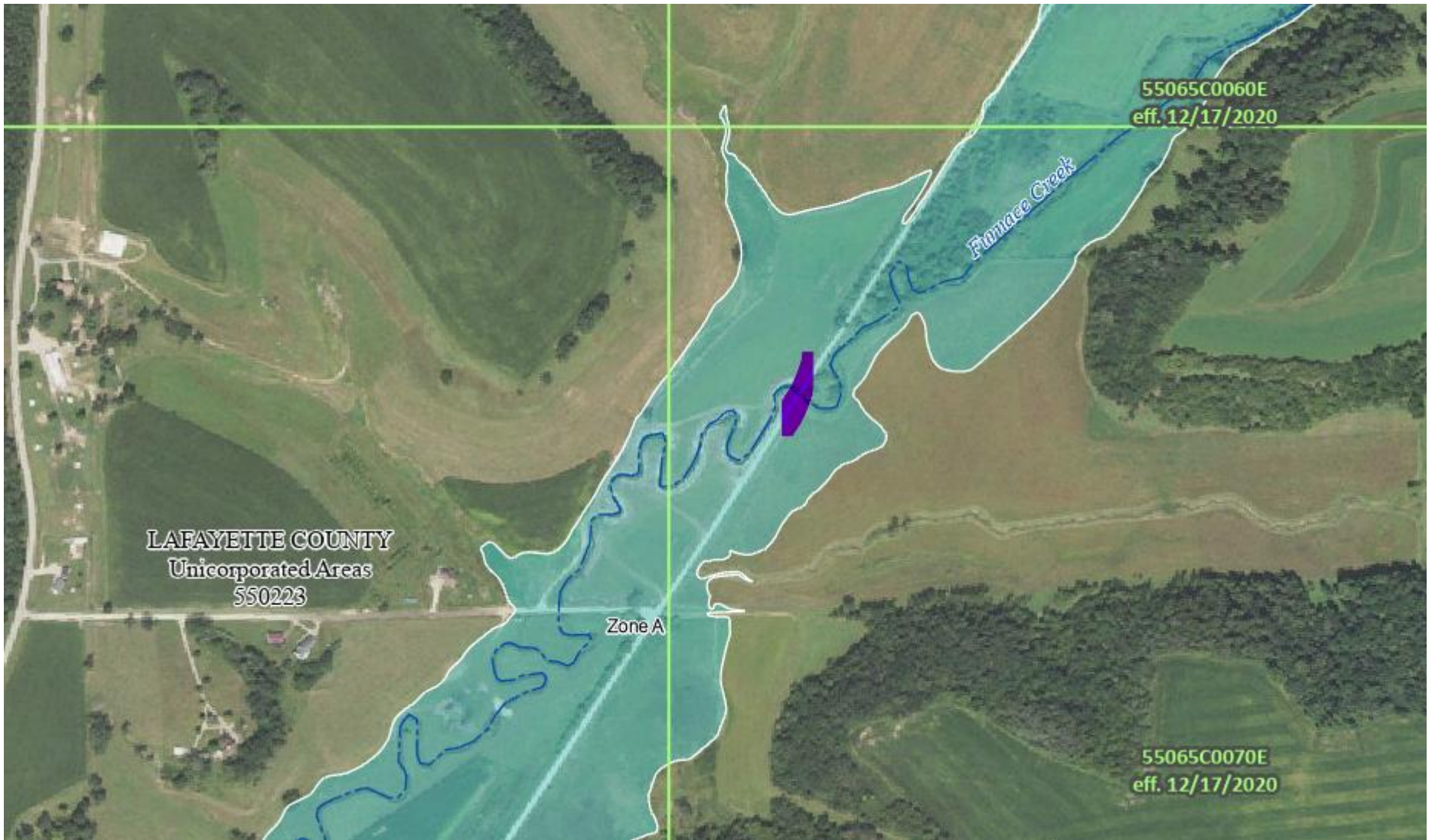
Complete this form for each bridge structure you are submitting a grant application for. Provide any additional documents not requested on application checklist to substantiate your points, including actual deeded easements.

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

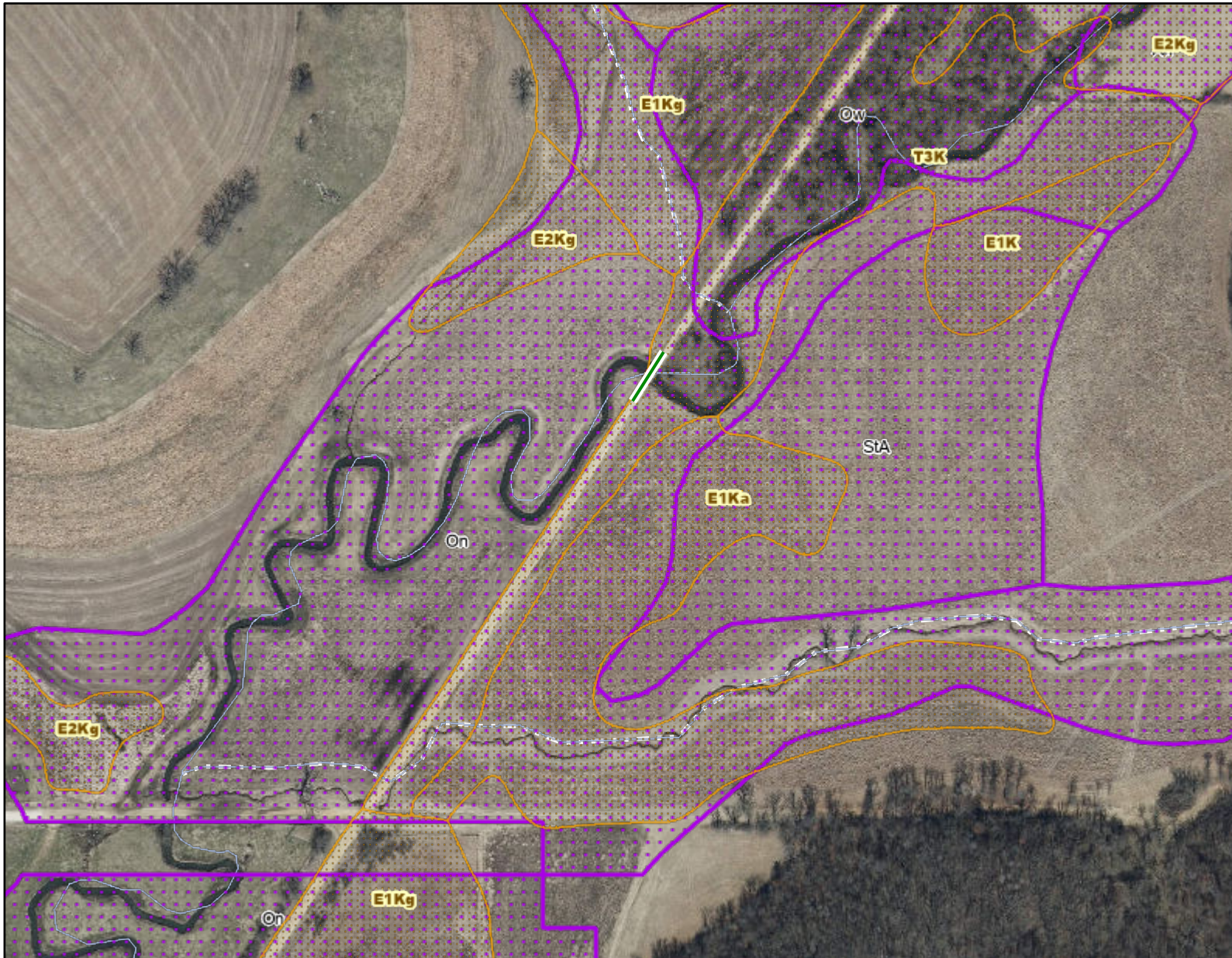
Category	Possible Points	Snow Points	ATV/UTV Points
1 Condition of the Structure (max of 10 points)			
Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. Snowmobile Funded Projects	10	10	
Calculation: 10 minus NBI Rating Score (0-9) ATV Funded Projects Use overall NBI # if provided, or an average of the components. Redecking projects should just use the deck NBI #.	10		5
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	-	
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	15



Trail re-route if bridge 5 would have to close.



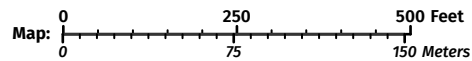
Bridge is located in the purple highlighted area. This area is within FEMA regulated floodplain.



Legend: (some map layers may not be displayed)

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

Notes:



Map projection: NAD 1983 HARN Wisconsin TM

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

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 1:56 PM

Bridge ID / Structure No. Bridge #5	Inspection Date:	10.29.2025
	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

Inspection Report for

Bridge #5

Cheese Country Trail over Furnace Creek



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:

- Vertical cut embankments are present throughout which are prone to erosion.

Summary of Structural Conditions:

- Advanced decay of timber components throughout structure. **Crushing timber beams are indicative of overload distress.**

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

- **Bridge should be evaluated for structural capacity posted for load at the most restrictive allowable limit.**
- Schedule for complete replacement.

Nate Miller

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

10.29.2025

Date

Bridge ID / Structure No. Bridge #5	Inspection Date: 10.29.2025
	Inspection TL: Nate Miller, PE
	NBI Project No: 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 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: 2.5 Hours
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Inventory Data

Feature On:	Cheese Country Trail	Feature Under:	Furnace Creek
Lat./ Long.:	42.8098, -90.1857		
Orientation:	Traffic Direction: NB/ SB	Channel Flow:	Upstream: East - Downstream: West

Structure Type

No. Spans:	3	Wearing Surface:	Concrete
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):	10.0'	Deck Length (O-O):	46.5'
Width (C-C):	10.0'	Span Length(s):	15.5'/15.5'/15.5'

Assessments

Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4	4				Steep/Well Vegetated.
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	2				"BRIDGE AHEAD".
9035	Signs - Other	EA	2	2				"15 MPH ON BRIDGE".
9041	Slope Protection -Bare	EA	2		1	1		CS3: South Backwall Plank Undermined.
9324	Approach Roadway -Gravel	EA	2		2			Rutted at Wheel Lines. N: 1" Low. S: 3" High.

Bridge ID / Structure No. Bridge #5	Inspection Date:	10.29.2025
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	NBI Project No:	2503501

SNBI Condition Ratings & Commentary

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

1. Concrete slab (wearing surface) over timber crossties(deck).
2. Minor 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) | 6 | Satisfactory Condition – Stable

1. (3) rows of W-beam bridge rail supported by angled timber posts.
2. Minor inherent damage to rails. Timber preservative treatment appears effective.
3. Southwest rail post anchorage damaged.

Maintenance/Repair Recommendations

Repair damaged rail post anchorage.

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 throughout with prominent checking and portions appear hollow when sounded.
3. **Beams are showing signs of overload distress** (crushing) over the south abutment. Condition is indicative that the strength/performance of the bridge has been compromised, and the structure is unable to support the existing loads.

Maintenance/Repair Recommendations

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

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

Substructure (C.03) | 4 | Poor Condition - Deteriorating

Abutments:

1. Driven timber piles, timber pile caps, and timber backwall plank.
2. South backwall plank undermined.
3. Decayed timber components throughout. Backwall piles checking w/ signs of decay and section loss. All bearing piles sound hollow with an estimated 25%-50% loss section. No signs of lateral/overload distress observed.

Piers:

1. Driven timber pile bent piers.
2. Decayed timber components throughout with no readily evident signs of crushing.
3. Caps are decayed throughout and generally appear hollow when sounded. Widespread checking and throughout length of caps. Areas of more advanced decay and full depth splitting at ends of pile caps.
4. Piles are starting to sound hollow with an estimated 25%-50% loss of section. Piles are checking throughout with initial signs (<1/4") vertical splitting.

Maintenance/Repair Recommendations

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

Bridge ID / Structure No. Bridge #5	Inspection Date:	10.29.2025
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	NBI Project No:	2503501

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

1. Embankment Erosion: Erosion at the south embankment has undermined the south abutment backwall plank. Vertical cut embankments throughout channel.
2. Drift: Flood debris built-up on south pier.
3. Channel Change: Channel favors south side of opening. Waterway flows through center span, north ¼ of south span. Both piers within channel flow during inspection with less than 2ft max water depth.
4. Adequacy of Opening: Debris on south pier cap may be evident of low member submergence.

Maintenance/Repair Recommendations

- Remove flood debris.
- Repair erosion/undermining of south abutment backwall plank.

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

1. Vegetation: Channel is well vegetated.
2. Channel Protection: No channel armoring present.

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) | 6 | Satisfactory Condition - Deteriorating

1. Streambed Scour: Soft/silty streambed is prone to scour. Less than 2ft of local scour observed at piers.

Maintenance/Repair Recommendations

See Channel Protection.

Bridge ID / Structure No.

Bridge #5

Inspection Date: 10/29/2025
 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 <i>Retrofit C-I-P concrete slab over timber crossties.</i>	6	SF	465		440	25
		WS-Crack		SF				25
	3220	CS3: 20ft-Moderate/wide width transverse cracking across width of deck. CS3: 5ft-Wide width diagonal cracking at NW corner.						
	8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction CS2: Concrete worn to large aggregate.		0		440		
Deck	31	Deck-Timber <i>Timber Crossties.</i>	4	SF	280		140	140
		TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		SF			140	140
	1150	CS2/CS3: Signs of timber decay throughout crossties-more severe at ends. Assume 25% section loss across all crossties. CS2/CS3: Full depth splitting and/or decay at end 2ft in 75% of crossties. Assume 10% split for full length.						
9004	Drainage-Structure None.	N	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	Metal Bridge Railing <i>(3) rows of W-beam bridge rail supported by angled timber posts.</i>	5	LF	93		83	10
		TBR-Decay/ Section Loss/ Abrasion/ Wear		LF			83	
		CS2: Timber posts show initial signs of incipient decay and weather checking.						
	1020	Connection <i>See Damage.</i>		LF				
	7000	Damage CS3: 10ft-SW rail post anchorage damaged.		LF				10

Bridge Joints

Bridge Joints Rating: **N**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4
Joints		Joint Type None.	N	LF				
		JT-Leakage/ Seal Adhesion/ Damage/ Cracking		LF				
	2310	None.						
	2350	JT-Debris Impaction None.		LF				

Bridge ID / Structure No.

Bridge #5

Inspection Date: 10/29/2025
Inspection TL: Nate Miller, PE
NBI Project No: 2503501

Superstructure

Superstructure Rating: **2**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Superstructure			Superstructure Type 2 beam lines of 3-ply timber beams.	2	LF	93			88	5
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear CS3: All beams sound hollow. Estimated 50%-75% decay/section loss.		LF				88	
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination CS3: Prominent checking throughout length of beams. CS4: 5ft-South end of beams crushing over south abutment. Readily evident signs of overload distress.		0					5
		1020	Connection Through-bolts appear intact and functioning as intended.		LF					
		1900	Distortion See 1150 for overload distress/damage to south end of beams.		LF					
		7000	Damage See 1150 for overload distress/damage to south end of beams.		0					
	Protective Coatings: 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			Bearing Type None.	N	EA					
		2210	BRG-Movement None.		EA					
		2240	BRG-Loss of Bearing Area None.		EA					

Substructure

Substructure Rating **4**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4	
Abutments	216	Substructure-Timber-Abutment	5	LF	28		14	14	
		<i>Timber Backwall Plank - Timber pile with backwall plank abutment.</i>							
	1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	LF				14		
		CS2: All timber plank showing signs of incipient decay.							
	4000	Settlement	LF						
		No readily visible signs of settlement.							
	6000	Scour	LF					14	
		CS3: 14ft-undermining of south abutment backwall plank. Approx. 1ft below plank.							
	235	Substructure-Timber-Pile Cap-Abutment	4	LF	28			28	
		<i>Timber Pile Cap - Timber pile with backwall plank abutment.</i>							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	LF					28
			CS3: 28ft-Both pile caps sound hollow. Estimated 25%-50% decay/section loss.						
1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	LF							
	CS2: No readily signs of cracking or overload distress.								
228	Substructure-Timber-Pile-Abutment	4	EA	10			10		
	<i>Timber Piles - Timber pile with backwall plank abutment.</i>								
	1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	EA					10	
		[5] Bearing piles per abutment. CS3: South abutment piles sound hollow. Estimated 25%-50% decay/section loss. North piles not exposed, buried in earth. Assumed CS3 similar to exposed conditions in south abutment.							
1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	EA							
	CS2: No readily visible signs of cracking or overload distress.								
Wingwalls	8400	Wingwall-Timber	5	EA	4		4		
		<i>Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.</i>							
	8902	WW-Movement	EA						
8903	WW-Deterioration	EA				4			
	CS2: Wingwall plank decayed.								
Piers	235.2	Substructure-Timber-Pile Cap Pier	4	LF	28			28	
		<i>Timber Pile Cap - Timber pile bent pier.</i>							
	1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	LF					20	
		CS3: 28ft-Both pile caps sound hollow. Estimated 25%-50% decay/section loss. No signs of overload distress.							
	1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	LF					8	
		CS3: Prominent checking in north pier cap may be indicative of early signs of overload distress.							
	228	Substructure-Timber-Pile-Pier	3	EA	10			9	1
		<i>Timber Piles - Timber pile bent pier. [5] driven piles per pier.</i>							
1140		TBR-Decay/ Section Loss/ Abrasion/ Wear	EA					9	
		CS3: All pier piles sound hollow. Estimated 25%-50% decay/section loss. No signs of overload distress.							
1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	EA						1	
	CS4: Prominent checking/splitting of pile W3 in north pier may be indicative of early signs of overload distress.								
4000	Settlement	EA							
	No readily visible signs of settlement.								
6000	Scour	EA							
	CS2: Less than 2ft scour at piers.								

Inspection Photos:

All photos taken at above referenced inspection date unless noted otherwise



Photo 1 – Trail View Looking North.



Photo 2 - Trail View Looking South.



Photo 3 – Upstream Looking East.



Photo 4 – Downstream Looking West.



Photo 5 – Side View Looking West.



Photo 6 – South Abutment.



Photo 7 – North Pier Looking North.



Photo 8 – Beams Crushing Over South Abutment.



Photo 9 – East Beam Over South Abutment.



Photo 10 – West beam Over South Abutment.



Photo 11 – North Abutment.



Photo 12 – South Pier Looking South.

Bridge ID / Structure No.

Bridge #5

Inspection Date: 10.29.2025

Inspection TL: Nate Miller, PE

NBI Project No: 2503501



Photo 13 –North Pier Looking North: Piles W2-W4.



Photo 14 – West Beam/Edge of Deck-Center Span.



Photo 15 – East Beam-North Span Over North Pier.

-End of Report-