

S-14 Tri Co (Cheese Country) Bridge #30

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)

Due Date: April 15

- ATV/UTV Trail Aid
- Snowmobile Trail Aid

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 #30 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 01 N	Range 4	Section 2	¼ ¼ GL10	GPS Coordinates: Lat. 42.580673 Long. -89.976718	

Project Description Summary

Proposed project is the complete replacement of Bridge #30 on the Cheese Country Trail over the Pecatonica River 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 any use and continues to be closed.

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

RTP = \$100,000.00 (16%)
 ATV/UTV = \$252,973.50 (42%)
 Snowmobile = \$252,973.50 (42%)

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$605,947.00		\$605,947.00
Leave Blank – DNR Use Only						

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

2/27/2026
 Date Prepared

Appendix A (continued)

Summarize Costs in Appropriate Categories:

Bridge Structure

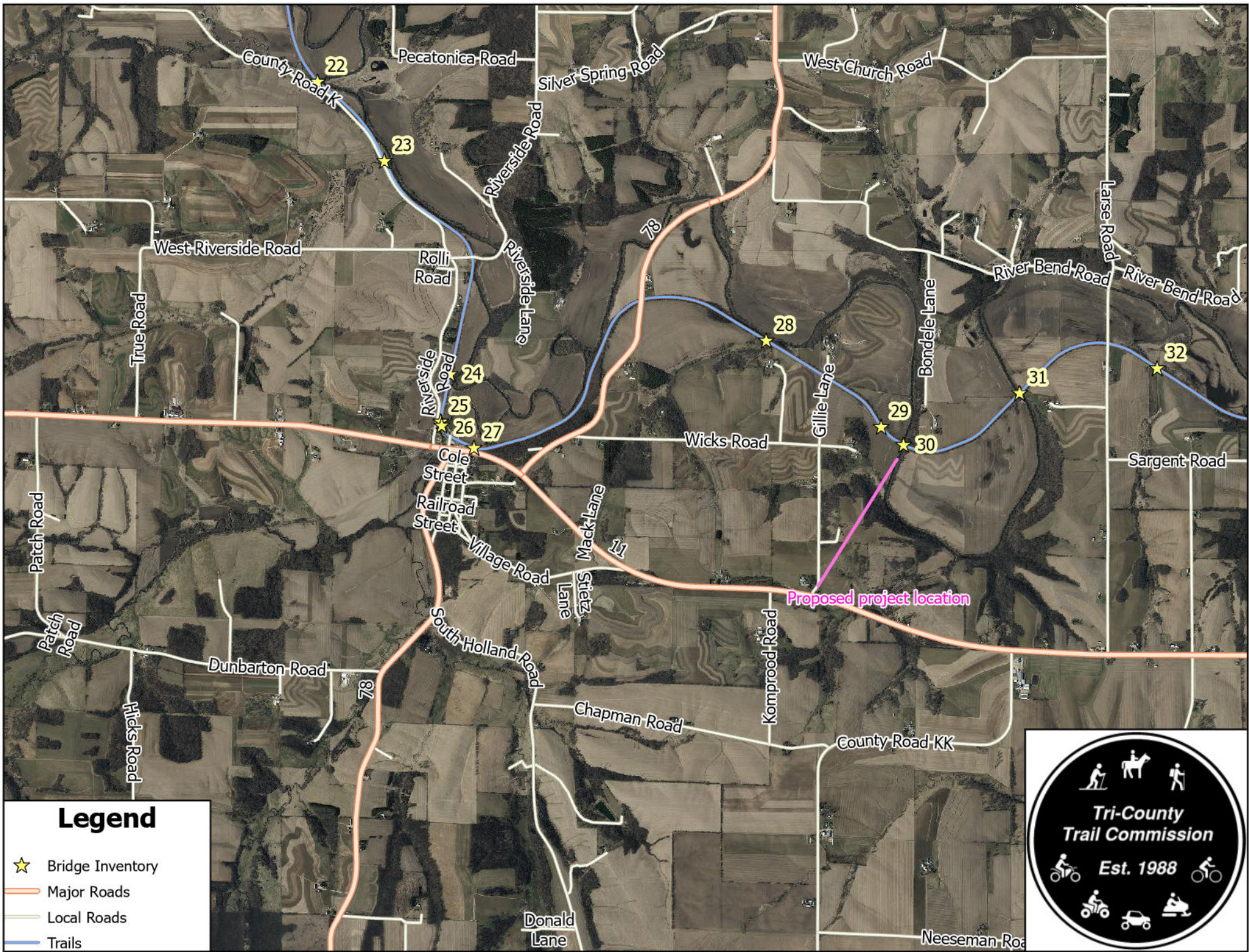
	Quote 1	Quote 2
	<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:	12' X 168'	_____
Bridge Manufacturer:	TBD	_____
Design Weight Load	24,000 lbs.	_____ lbs.
Cost of Structure:		
1. Engineering	\$ 77,194	\$ _____
2. Structure	\$ 454,080	\$ _____
Subtotal	\$ 531,274	\$ _____

	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 (includes construction labor too see attached cost estimate)	\$ 64,923	\$ _____
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	\$ 9,750	\$ _____
Subtotal	\$ 74,673	\$ _____
Total Cost	\$ 605,947	\$ _____

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	\$ _____



County Road K
22
23

Pecatonica Road

Silver Spring Road

West Church Road

West Riverside Road

Rolli Road

Riverside Road

Riverside Lane

78

True Road

Riverside Road

24

25

26

27

Cole Street

Railroad Street

Village Road

Wicks Road

28

Gillie Lane

Bondele Lane

River Bend Road

River Bend Road

31

32

Sargent Road

Patch Road

Patch Road

Dunbarton Road

78

Hicks Road

South Holland Road

Chapman Road

Mack Lane

11

Stietz Lane

Komprood Road

Proposed project location

29

30

County Road KK

Donald Lane

Neeseman Road

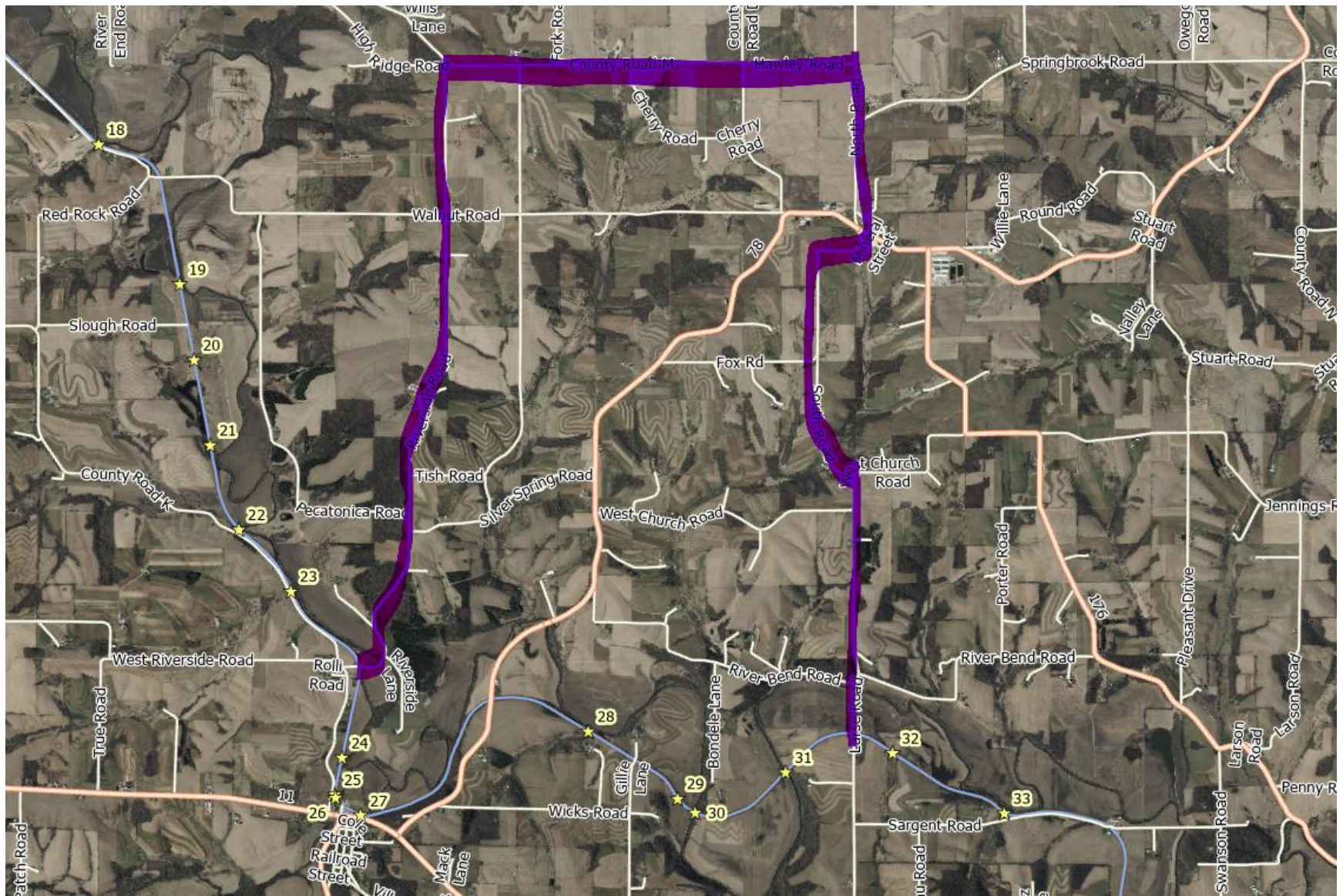
Bridge #30

Guidelines for Applicant

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

This ranking tool is used for both **Snowmobile** and **ATV/UTV Trail Aids** programs, though each program may score things differently. If you are seeking funding from **BOTH** programs for a dual use bridge, please score **ALL** questions

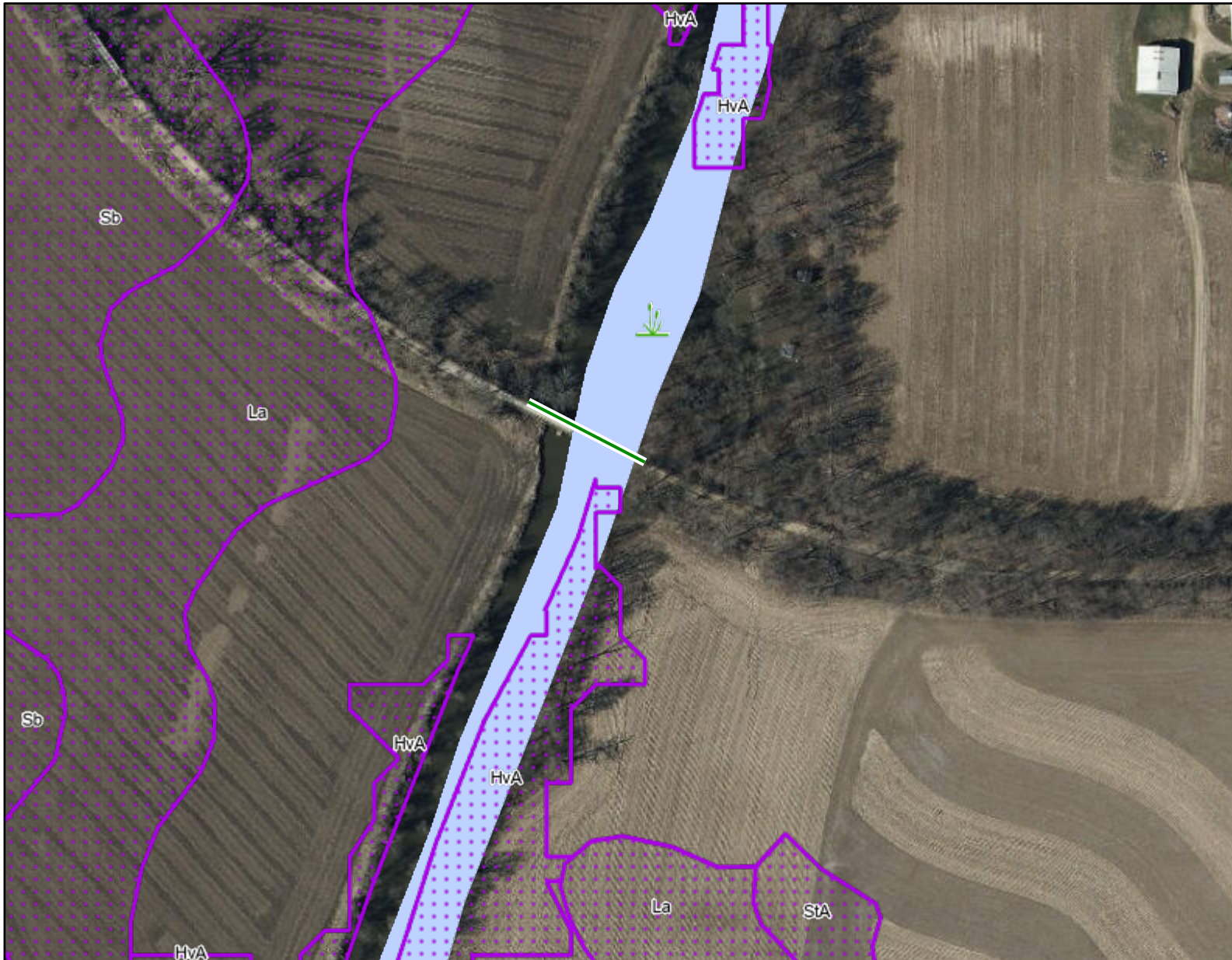
Category	Possible Points	Snow Points	ATV/UTV Points
1 Condition of the Structure (max of 10 points)			
Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. Snowmobile Funded Projects	10	10	
Calculation: 10 minus NBI Rating Score (0-9) ATV Funded Projects Use overall NBI # if provided, or an average of the components. Redecking projects should just use the deck NBI #.	10		9
2 Permits (maximum points 4)			
Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	-	-
Permit in hand / Bridge already permitted	3	-	-
3 Funding (maximum points 2) Has an application been submitted for other funding			
50% or greater from other funding source(s)? (includes 50/50 Snow/ATV projects)	2	2	2
11% - 49% from other funding source(s)?	1	-	-
4 Length of Written Easements or Land Use Agreement (max points 5)(ch. 23.09(26)(am)1 WI Stats)			
On public land (County, State, Federal)	5	5	5
10 or more year deeded easement on private land or other public land, for <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 Snowmobile Funded Projects	1	1	
20 miles or more Snowmobile Funded Projects	3	-	
No other snowmobile trails connect. Snowmobile Funded Explain:	4	-	
For ATV/UTV projects, describe the relocation (on routes? Trail?) Include sketch/map		✓	
6 If ATV/UTV, Seasons of Use (max 3 points)			
Year-Round or Summer Only ATV/UTV Trail	3		3
Winter Only ATV/UTV Trail	1		-
DEDUCTIONS			
7 County Active Project Deduction (maximum deduction 1 point) A snowmobile active project is one that has exceeded it's initial grant period.			
Two or more active projects - deduct 1 point	-1	-1	
GRAND TOTAL		17	19



Trail re-route because of #30 closure.



Bridge is located at the black bullseye. This area is within FEMA regulated floodplain.

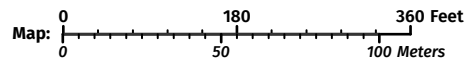


Legend: (some map layers may not be displayed)

- 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 Lakes and Open Water
- Latest Leaf Off Index
- Latest Leaf Off Imagery

Notes:

Bridge is located with green line



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

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: 2/27/2026 2:48 PM

Inspection Report for

Bridge #30

Cheese Country Trail over Pecatonica River



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 stabilize the pier are likely not economically/hydraulically feasible.

Summary of Channel Conditions:

- Scour depths of 4.5ft-7.5ft measured surrounding pier. Erosion approaching east abutment.

Summary of Structural Conditions:

- Masonry blocks at the north end of the pier are in an active state of collapse. The unstable masonry extends below north girder bearings. Pier shows signs of global settlement.

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.**
- An underwater inspection, scour analysis, and unknown foundation analysis would be required to fully assess the pier and scour conditions prior to developing a potential repair/stabilization concept.

Nate Miller

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

11.14.2025

Date

Bridge ID / Structure No. <p style="text-align: center;">Bridge #30</p>	Inspection Date: 11.14.2025
	Inspection TL: Nate Miller, PE
	NBI Project No: 2503501
Facility Owner/Managing Agency: Tri-County Trails Commission Email: trails@lafayettecountywi.org	Representative: Max Blackburn 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.
- 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: 4.0 Hours
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Inventory Data

Feature On:	Cheese Country Trail	Feature Under:	Pecatonica River
Lat./ Long.:	42.5806, -89.9766		
Orientation:	Traffic Direction: EB/WB	Channel Flow:	Upstream: North - Downstream: South

Structure Type

No. Spans:	2	Wearing Surface:	Concrete Deck
Deck	Cast-In-Place Concrete over Timber Cross-Ties		
Superstructure	Riveted Steel Deck Girder	No. Beam Lines:	2
Substructure	Abutments: Cast-In-Place Concrete		
	Pier(s): Stone Masonry		

Geometric - Dimensions are approximate.

Width (O-O):	11.0'	Deck Length (O-O):	168.0'
Width (C-C):	10.5'	Span Length(s):	83.0'/83.0'

Assessments

Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4		2			Steep/Poorly Vegetated. Loose Fill at East Approach.
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs - Object Markers	EA	4	1	2	1		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		Natural Earth Embankments.
9324	Approach Roadway -Gravel	EA	2		2			Minor Rutting at Wheel Lines.

Bridge ID / Structure No. Bridge #30	Inspection Date:	11.14.2025
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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. Widespread 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. Complete replacement of deck system should be considered as part of a comprehensive rehabilitation plan.

Railings (C.05) | 5 | Fair Condition – Choose an item.

1. Hog panel fencing supported by dimensional timber rails with angled timber posts.
2. Initial signs of incipient decay of timber components. Timber preservative treatment appears marginally effective.
3. Multiple areas of severe damage to hog panel fencing.

Maintenance/Repair Recommendations

No feasible rehabilitation options to extend longevity of component. Complete replacement of railing system should be considered as part of a comprehensive rehabilitation plan.

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

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

Superstructure (C.02) | 4 | Poor Condition - Deteriorating

1. Riveted steel deck girder superstructure.
2. Surface corrosion throughout length of bridge with isolated areas of section loss (pitting) and pack rust.
3. Coating system has failed and offers no effective protection to steel elements.

Maintenance/Repair Recommendations

No immediate recommended maintenance/repair recommendations.
Corrosion mitigation should be considered as part of a comprehensive rehabilitation plan.

Bearings (C.07) | 5 | Fair Condition - Deteriorating

1. Sliding plate bearings covered with debris over abutments. Impacted debris accelerates corrosion and limits movement.
2. Surface corrosion with areas of section loss (pitting) and pack rust.
3. Coating system has failed and offers no effective protection to bearings.
4. Scaling/spalling concrete approaching bearings.

Maintenance/Repair Recommendations

Remove debris from bearings.
Corrosion mitigation should be considered as part of a comprehensive rehabilitation plan.

Bridge ID / Structure No. Bridge #30	Inspection Date:	11.14.2025
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Substructure (C.03) | 1 | Imminent Failure – Deteriorating

Abutments:

1. Stone Block Masonry Abutments with Cast-In-Place Concrete Bearing Seats/Backwalls. **Unknown bearing conditions**
2. General concrete/masonry deterioration throughout with widespread areas of cracking and scaling concrete, missing mortar in joints, and split/spalling masonry blocks.

Pier:

1. Stone block masonry pier wall with cast-in-place concrete cap/bearing seat. **Unknown bearing conditions.**
2. **Readily visible signs of global settlement of the pier column. Masonry bed joints are not level and clearly not parallel with waterline.**
3. **Masonry blocks at the north end of the pier are in an active state of collapse with the north end of the pier shifting northeast. The collapsing masonry extends below north girder bearings creating an unstable cantilever for the remaining cast-in-place concrete cap and top row of masonry.**

Maintenance/Repair Recommendations

An underwater inspection, scour analysis, and unknown foundation analysis would be required to fully assess the pier and scour conditions prior to developing a potential repair/stabilization concept.

Complete an unknown foundation/scour analysis.

Unknown Foundations

Bridge has been identified as having unknown foundations, which is a classification for bridge substructures where the foundation type and bearing details are unknown and therefore cannot be appraised for scour vulnerability. Per the Wisconsin Structure Inspection Manual 5.24.1:

These bridges with unknown foundations pose a potential problem from a scour safety perspective. Since the undermining of bridge foundations poses a risk to the public safety, it is crucial to evaluate all bridges over or near water and determine their susceptibility to scour. In addition to scour concerns, unknown foundations are also a concern when a bridge is considered for improvements.

It is strongly recommended that an unknown foundation/scour analysis be completed. The results of this analysis will likely include the development and implementation of a plan of action (POA) for monitoring to reduce the risk to users from scour induced bridge failures surrounding flood events.

Channel (C.09) | 4 | Poor Condition - Deteriorating

1. Embankment Erosion: 10ft vertically cut natural earth berms at both abutments are prone to erosion.
2. Drift: No significant deposits in channel.
3. Channel Change: Waterway flows through east span, around pier, and easterly 20ft of west span. Waterway is relatively straight and migrating east. Continued waterway migration may pose a threat to the bridge.
4. Adequacy of Opening: Flood debris on the underside x-bracing is likely indicative of previously low-member submergence.

Maintenance/Repair Recommendations

See *Channel Protection*.

Channel Protection (C.10) | 4 | Poor Condition - Deteriorating

1. Vegetation: Channel is well vegetated.
2. Channel Protection: No channel armoring present-unprotected embankments adjacent to substructure units are actively eroding.

Maintenance/Repair Recommendations

An underwater inspection, scour analysis, and unknown foundation analysis would be required to fully assess the scour conditions prior to developing a potential repair/stabilization concept.

Bridge ID / Structure No. <p style="text-align: center;">Bridge #30</p>	Inspection Date: 11.14.2025
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Scour (C.11) | 1 | Imminent Failure - Deteriorating

1. Streambed Scour: Scour depths of 5ft-7ft measured surrounding pier. Readily visible signs of pier settlement are indicative of a loss of stable bearing material. Underwater inspection is required to determine extent of scour and potential undermining.

Maintenance/Repair Recommendations

See Channel Protection.

Bridge ID / Structure No.	Bridge #30	Inspection Date:	11.14.2025
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		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 cross ties.</i>	6	SF	1848		1638	210	
		WS-Crack	SF				210		
		CS3: 19 transverse lines of moderate/wide width cracks across width of deck.							
	8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction CS2: Concrete worn at wheel lines. Outside edges of deck covered with crushed stone/vegetation across 50% of surface.	0			1638			
Deck	31	Deck-Timber <i>Timber Cross ties.</i>	4	SF	1680		610	1070	
		TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	SF				610	1070	
	1150	CS2: Signs of timber decay throughout. CS3: Full depth splitting and/or decay at end 2ft of 10% of cross ties. Assume 25% section loss across all cross ties.							
9004	Drainage-Structure None. No bridge deck drains.	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>Hog panel fencing supported by dimensional timber rails with angled timber posts.</i>	5	LF	336		301	30	5
		TBR-Decay/ Section Loss/ Abrasion/ Wear	LF				301		
		CS2: Timber posts show initial signs of incipient decay and weather checking.							
	9001	Timber Preservative Treatment CS3: Timber preservative treatment marginally effective.	LF						
	7000	Damage CS3: Damaged hog fencing (30-LF) CS4: Extends into traveled lane (5-LF).	LF				30	5	

Bridge Joints

Bridge Joints Rating: **N**

Quantity in Condition State

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

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Superstructure

Superstructure Rating: **5**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Superstructure	107		Superstructure-Steel-Girder Beam <i>[2 Rows] Longitudinal Steel Girders-[Riveted] Sections</i>	5	LF	336		168	168	
		1000	STL-Corrosion CS2: Surface corrosion throughout with widespread areas of freckled rust. CS3: Areas of section loss (pitting) at base of web plates near stiffeners. Wide spread areas of pack rust (minimal distortion) along bottom flanges.		LF			168	168	
		1020	Connection CS2: Widespread areas of pack rust with no distortion. Connections are in place and functioning as intended.		LF					
		1900	Distortion Members appear properly aligned with no readily visible signs of distortion.		LF					
		7000	Damage No readily visible signs of damage.		LF					
		3440	Steel Protective Coating - CS4: Paint system has completely failed-protective coatings are ineffective.							

Bearings

Bearing Rating: **5**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Bearings			Bearing Type <i>Girders: Sliding Plate Bearings: [2] at EA. Abutment-[4] at Pier.</i>	5	EA	8		8		
		1000	STL-Corrosion CS2: Tightly adhered surface corrosion with areas of section loss (pitting) throughout bearings.		EA			8		
		2240	BRG-Loss of Bearing Area CS1: Spalling at south end of pier is approaching bearings. No loss of bearing area.		EA					
		3440	Steel Protective Coating - CS4: Paint system has completely failed-protective coatings are ineffective.							

Bridge ID / Structure No.	Bridge #30	Inspection Date:	11.14.2025
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Substructure

Substructure Rating: **1**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4	
Abutments	216	Substructure-Masonry-Abutment	4	LF	30			30	
		<i>Stone Block Masonry Abutments with Cast-In-Place Concrete Bearing Seats/Backwalls.</i>							
		1610	MSN-Mortar Breakdown	LF				30	
			CS3: Widespread areas of missing mortar in joints. Areas split/spalling block (E:5-LF_W:5-LF). Scaling concrete (+/- 6" deep) throughout length of bearing seats-no loss of bearing area.						
		4000	Settlement	LF					
			No readily visible signs of settlement.						
	6000	Scour	LF						
		CS1: Both abutments beyond channel flow. No signs of undermining.							
220		Pile Cap/Footing	U	LF					
		<i>Unknown Bearing Conditions.</i>							
Protective Coatings: N/A.									
Wingwalls	8401	Wingwall-Masonry	4	EA	4			4	
		<i>Stone Block Masonry Wingwalls with Cast-In-Place Concrete Parapets.</i>							
		8903	WW-Deterioration	LF				4	
			CS3: Widespread areas of missing mortar in joints. Areas split/spalling block. Scaling concrete (+/- 6" deep) throughout length of concrete parapets.						
	6000	Scour	LF						
		CS1: All wingwalls beyond channel flow. No signs of undermining.							
Protective Coatings: N/A.									
Pier(s)	210	Substructure-RC-Pier Wall	1	LF	25			25	
		<i>Stone Block Masonry Pier Wall with Cast-In-Place Concrete Cap/Bearing Seat.</i>							
		1620	MSN-Split/ Spall	LF				25	
			Cap: CS3: Widespread areas scaling concrete (+/- 6" deep) throughout length of bearing seat-no loss of bearing area. Pier Column: CS3: Widespread areas of missing mortar in joints. CS4: Active failure of north end of pier column. Unstable blocks extend under north girder bearings. Underwater inspection required to determine extent of damage-reasonable to assume several missing and/or undermined blocks below waterline at north end of pier.						
		4000	Settlement	LF					
			Readily visible signs of settlement at north end of pier column.						
	6000	Scour	LF						
		CS3/CS4: 5'-7' of scour surrounding pier. Underwater inspection required to determine extent of scour and potential undermining.							
Protective Coatings: N/A.									
220		Pile Cap/Footing	U	LF					
		<i>Unknown Bearing Conditions. - Active settlement of pier indicative of loss of stable bearing conditions.</i>							

Bridge ID / Structure No.

Bridge #30

Inspection Date: 11.14.2025

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 West.



Photo 2 – Trail View Looking East.



Photo 3 – Upstream Looking North.



Photo 4 – Downstream Looking South.



Photo 5 – Side View Looking South.



Photo 6 – Pier Looking West.



Photo 7 – Deck Near Pier.



Photo 8 – Pier Looking South.



Photo 9 – Pier Looking West .



Photo 10 – East Abutment.



Photo 11 – Placard.



Photo 12 – Pier Looking North.



Photo 13 – Pier Looking East.



Photo 14 – Pier Looking South.



Photo 15 – Pier Looking South.



Photo 16 – West Abutment.



Photo 17 – West Abutment-South Bearing.



Photo 18 – West Span-South Beam.

Bridge ID / Structure No.

Bridge #30

Inspection Date: 11.14.2025

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NBI Project No: 2503501



Photo 19 – West Span-North Beam.



Photo 20 – West Span Looking East.



Photo 21 – Southeast Wing Wall Parapet.

-End of Report-