

S-15 Tri Co/Cheese Country Bridge #45

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

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 #45 Replacement					Current Funded Miles	New Miles (if applicable)
County Green	Township 01 N	Range 6	Section 2	¼ ¼ SW SW	¼ SW	GPS Coordinates: Lat. 42.578134 Long. -89.759829

Project Description Summary

Proposed project is the complete replacement of Bridge #45 on the Cheese Country Trail over Allen Road in Green 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 is at the end of it's useful life (1 to 2 years of longevity left).

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

RTP = \$100,000.00 (23%)
 ATV/UTV = \$159,748.50 (38.5%)
 Snowmobile = \$159,748.50 (38.5%)

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

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab. \$419,497.00	Trail Rehab.	Total Estimated Cost \$419,497.00
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Leave Blank – DNR Use Only						

Applicant Certification

Printed Name of Authorized Official Max Blackburn	Official's Title Tri-County Trail Coordinator
------------------------------------------------------	--------------------------------------------------

As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.


 Signature of Authorized Official


 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 112' _____	_____
Bridge Manufacturer:	_____ TBD _____	_____
Design Weight Load	_____ 25,000 lbs. _____	_____ lbs. _____
Cost of Structure:	1. Engineering \$ 52,061	\$ _____
	2. Structure \$ 306,240	\$ _____
	Subtotal \$ 358,301	\$ _____

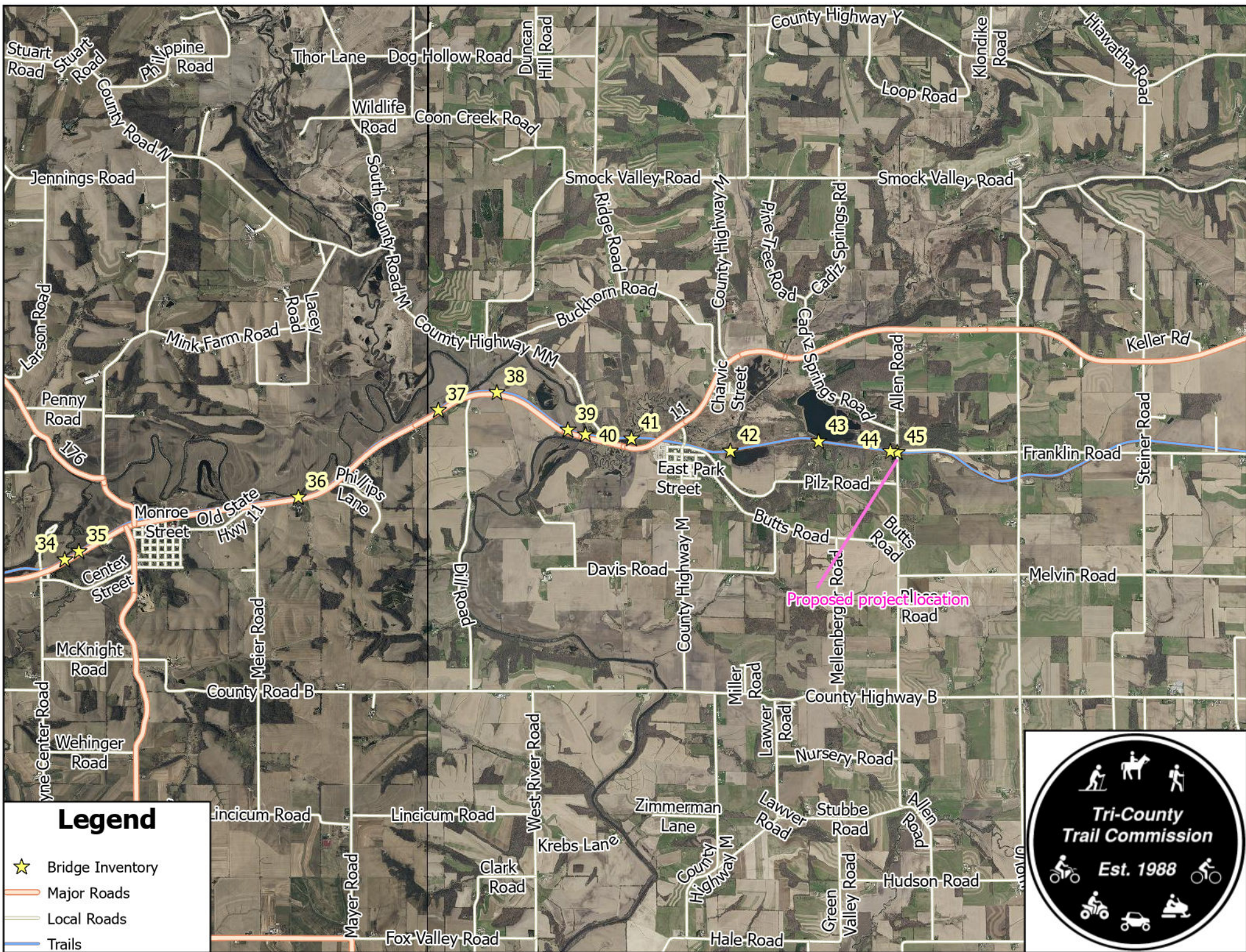
	Quote 1	Quote 2
	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate	<input type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate
Installation Costs:		
1. Engineering	\$ 44,946	\$ _____
2. Site Preparation	\$ _____	\$ _____
3. Abutments	\$ _____	\$ _____
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>	\$ 16,250	\$ _____
	Subtotal \$ 61,196	\$ _____
	Total Cost \$ 419,497	\$ _____

(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	\$ _____



Stuart Road
Stuart Road
Phillippine Road
Thor Lane
Dog Hollow Road
Duncan Hill Road
County Highway Y
Loop Road
Klondike Road
Hiawatha Road
Wildlife Road
Coon Creek Road
South County Road M
Smock Valley Road
Ridge Road
County Highway 11
Pine Tree Road
Cadiz Springs Rd
Smock Valley Road
Jennings Road
Larson Road
Mink Farm Road
Lacey Road
Buckhorn Road
Charvic County Highway 11
Cadiz Springs Rd
Allen Road
Keller Rd
Penny Road
176
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Center Street
Monroe Street
Old State Hwy 11
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Phillips Lane
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Franklin Road
Steiner Road
East Park Street
Pils Road
Butts Road
Butts Road
Melvin Road
Davis Road
County Highway M
Miller Road
Mellenberg Road
County Highway B
McKnight Road
Meier Road
County Road B
Dill Road
Lincicum Road
Lincicum Road
West River Road
Zimmerman Lane
Lawyer Road
Nursery Road
Stubbe Road
Allen Road
Wehinger Road
Mayer Road
Clark Road
Krebs Lane
County Highway M
Lawyer Road
Green Valley Road
Hudson Road
Fox Valley Road
Hale Road

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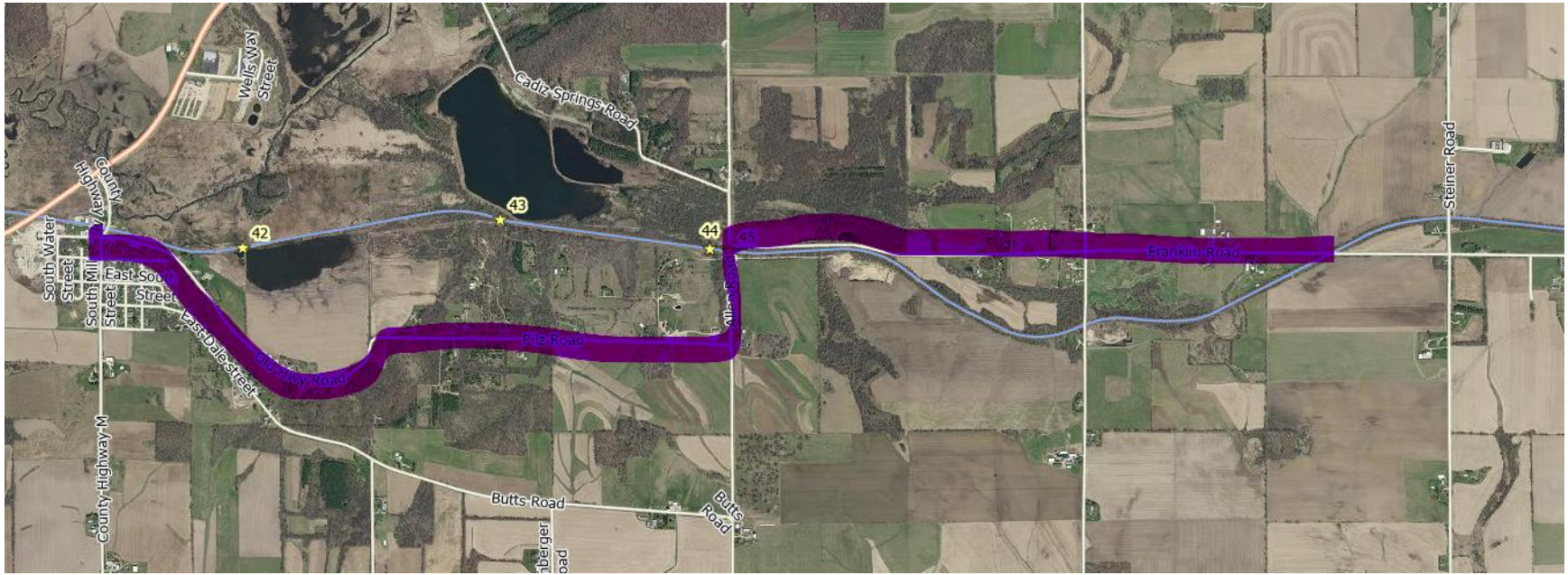
Bridge # 45

Guidelines for Applicant

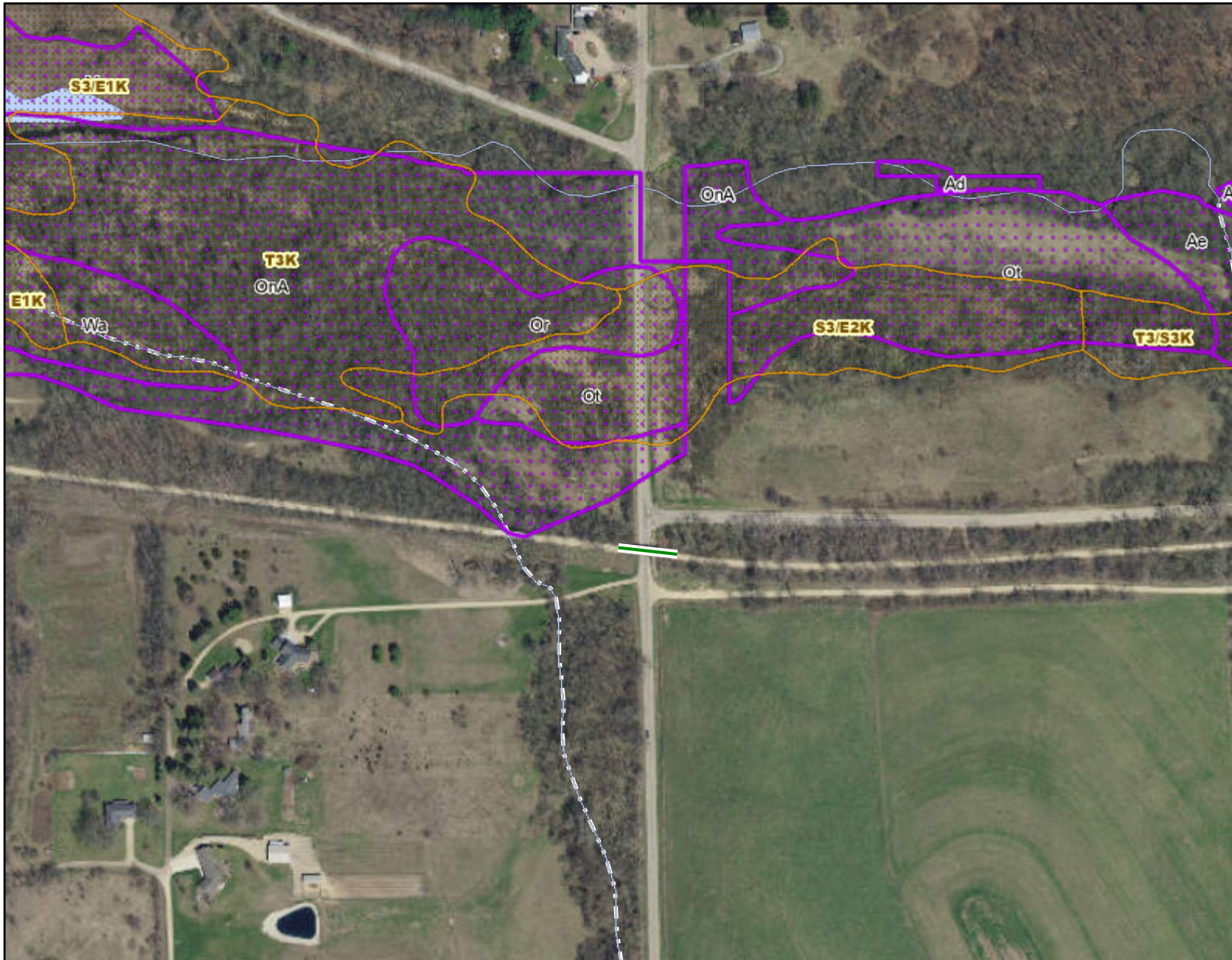
Complete this form for each bridge structure you are submitting a grant application for. Provide any additional documents not requested on application checklist to substantiate your points, including actual deeded easements.

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 <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 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 for potential closure of #45 closure

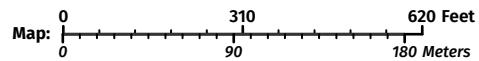


Legend: (some map layers may not be displayed)

- Wetland Class Areas
- 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:

Bridge is located with green line



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>

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Inspection Report for

Bridge #45

Cheese Country Trail over Allen Road

**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 years.
- There are likely no feasible rehabilitation efforts that would extend the longevity of the structure.

Summary of Channel Conditions:

- Loose sandy fill at both abutment embankments are prone to erosion.

Summary of Structural Conditions:

- **Multiple beam ends crushed over piers and abutments. Advanced decay and splitting of pier piles and caps. One pile crushed in Pier W6.**
- Additional overload damage may require immediate closure.

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

- **Owner Notified of CS4 Conditions.**
- **Bridge should be evaluated for structural capacity and posted for load.**
- Posting for reduced load capacity may extend longevity.
- Schedule for complete replacement or closure.

Nathan W. Miller

Bridge Inspection Team Leader, Inspector Number: 9601

11.21.2025

Date

Bridge ID / Structure No. Bridge #45	Inspection Date: 11.21.2025
	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. Beams and piers inspected from ground and deck via pole cam.
- The facility was open to traffic during the inspection.
- No plans or prior inspection information for the structure have been provided.

Time Log	Onsite: 3.75 Hours
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Inventory Data

Feature On:	Cheese Country Trail	Feature Under:	Allen Road
Lat./ Long.:	42.5782, -89.7598		
Orientation:	Traffic Direction: EB/WB	Channel Flow:	Upstream: N/A - Downstream: N/A

Structure Type

No. Spans:	7	Wearing Surface:	Concrete Deck
Deck	Cast-In-Place Concrete over Timber Cross-Ties		
Superstructure	1 Spans: Riveted Steel Deck Girder 6 Spans: 3-Ply Timber Beams	No. Beam Lines:	4 2
Substructure	Abutments: Timber Pile with Timber Backwall Plank Pier(s): Timber Pile Bent		

Geometric - Dimensions are approximate.

Width (O-O):	12.0'	Deck Length (O-O):	111.5'
Width (C-C):	10.5'	Span Length(s):	13.5/14.0/11.5'/29.5'/14.0'/14.0'/13.0'

Assessments

Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4		4			Well Vegetated. Erosion at Wingwalls.
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs - Object Markers	EA	4		1	2	1	Present at All 4 Corners. SE: Bent/Folded. All: Faded/Damaged.
9035	Signs - Other	EA	2		1		1	"BRIDGE XING". W: None.
9035	Signs - Other	EA	2		1		1	"15 MPH ON BRIDGE". W: None. E: Partially Obstructed.
9041	Slope Protection -Bare	EA	2		1	1		Natural Earth Embankments.
9324	Approach Roadway -Gravel	EA	2	1	1			Minor Rutting at Wheel Lines.

Bridge ID / Structure No. Bridge #45	Inspection Date:	11.21.2025
	Inspection TL:	Nate Miller, PE
	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) | 4 | Poor Condition – Stable

1. (3) rows of W-beam bridge rail supported by angled timber posts.
2. Initial signs of incipient decay of timber components. Timber preservative treatment appears marginally effective.
3. Widespread areas of minor damage to w-beam rails. Ends of curb rails damaged.
4. Northwest rail post anchorage/deck embedment failed.

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 50%-90% throughout with widespread prominent checking and generally appear hollow when sounded. Widespread areas of horizontal shear cracking.
3. **Several beam ends show readily evident signs of crushing over abutments and piers.**
4. Beams are highly susceptible to overload damage.

Maintenance/Repair Recommendations

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

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

Substructure (C.03) | 2 | Critical Condition – Deteriorating

Abutments:

1. Driven timber piles, timber pile caps, and timber backwall plank.
2. Decayed timber components throughout with no readily evident signs of crushing.
3. Caps are decayed +/- 75% throughout with widespread minor checking and generally appear hollow when sounded. Areas of more advanced decay and splitting at ends of caps.
4. Piles: Exposed bearing piles are starting sound hollow with an estimated 75%-90% loss of section.

Pier(s):

1. Driven timber piles with timber pile caps. Multi-layer timber cribbing at Piers W3 and W4.
2. **Decayed timber components throughout with readily evident signs of crushing.**
3. Caps are decayed +/-75% throughout with widespread splitting and generally appear hollow when sounded. **Caps are visibly hollow under steel beam bearing areas and are starting to crush. Multiple caps are split vertically through the full depth of the caps and have separated 1"-2".**
4. Piles: Bearing piles are decayed +/-75% throughout with widespread splitting and generally appear hollow when sounded. **Multiple piles are split vertically and one pile in Pier W6 is crushed at the top.**

Maintenance/Repair Recommendations

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

Bridge ID / Structure No. <p style="text-align: center;">Bridge #45</p>	Inspection Date:	11.21.2025
	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

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

1. Embankment Erosion: Loose sandy berms at both abutments are prone to erosion. Top of 1:1 berms are within 5ft of both abutments. Erosion at east abutment berm (2ft gully at north edge of bridge). West backwall plank undermined.
2. Drift: | N/A | Not Applicable.
3. Channel Change: | N/A | Not Applicable.
4. Adequacy of Opening: | N/A | Not Applicable.

Maintenance/Repair Recommendations

Installation of embankment stabilization/armoring would reduce likelihood of future erosion issues. Embankment stabilization may not be feasible, and/or recommended, given the expected longevity of the structure and current observed conditions.

Channel Protection (C.10) | N/A | Not Applicable

1. Vegetation: | N/A | Not Applicable.
2. Channel Protection: | N/A | Not Applicable.

Maintenance/Repair Recommendations

| N/A | Not Applicable.

Scour (C.11) | N/A | Not Applicable

1. Streambed Scour: | N/A | Not Applicable

Maintenance/Repair Recommendations

| N/A | Not Applicable

Bridge ID / Structure No.	Bridge #45	Inspection Date:	11.21.2025
		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	1338		1264	74
		WS-Crack CS3: 6 transverse lines of moderate/wide width cracks across width of deck. CS3: NW corner cracked/broken (2-SF)		SF			632	74
		WS-Abrasion/ Wear/ Rutting or Loss of Friction CS2: Concrete worn to large aggregate at wheel lines. Outside edges of deck covered with crushed stone/vegetation across 50% of length.		0			632	
		8911	Deck-Timber <i>Timber Crossties.</i>	4	SF	1115		558
Deck		TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination CS2: Signs of timber decay throughout. CS3: Full depth splitting and/or decay at end 2ft of 25% of crossties. Assume 25% section loss across all crossties.		SF			558	557
	9004	Drainage-Structure None. No bridge deck drains.	N	EA				

Bridge Railing **Bridge Railing Rating:** 4

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>	4	LF	223		104	108	11
		TBR-Decay/ Section Loss/ Abrasion/ Wear CS2: Timber posts show initial signs of incipient decay and weather checking.		LF			104		
		Steel Protective Coating CS2: Rail galvanizing substantially effective - chalking/surface dulling. CS3: Failed galvanizing with tightly adhered surface corrosion +/-50%.		LF				104	
		Damage CS2: Widespread minor scraping to w-beam top rail. CS3: Collision damage to ends curb rail (4-lf). CS4: NW rail post anchorage/deck embedment failed (11-LF).		LF				4	11
		7000							

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						

Bridge ID / Structure No.	Bridge #45	Inspection Date:	11.21.2025
		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 <i>Spans W1/W2/W3/W5/W6/W7: [2] beam lines of 4-ply timber beams.</i>	2	LF	82			22	60
		TBR-Decay/ Section Loss/ Abrasion/ Wear	LF						
	1140	CS3/CS4: All beams decayed and sound hollow with an estimated 50%-90% loss of section. See 1150/7000 for quantities.							
		TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	LF					22	40
	1150	CS3: Prominent checking (+/- 3/16") throughout length of beams. CS4: Prominent checking/horizontal shear cracking (> 3/16"): Span W1: S. Beam-S. Face/N. Beam-N. Face_Span W2: N. Beam-N. Face_Span W5: S. Beam-S. Face Span W6: S. Beam-S. Face							
		1020 Connection Through-bolts appear intact and functioning as intended.	LF						
		1900 Distortion Beam appear properly aligned with no readily visible signs of distortion.	LF						
		7000 Damage CS4: Signs of overload distress (crushing) of beam ends: Span W1: S. Beam-N. Face over W. Abut._Span W3: N. Beam-N. Face over Pier W3. Span W5: N. Beam-S. Face over Pier W5._Span W7: S. Beam-S. Face over E. Abut.	LF						20
		Protective Coatings: CS4: Timber preservative treatment ineffective.							
	Superstructure	107	Superstructure-Steel-Girder Beam <i>Span W4: Riveted Steel Deck Girder.</i>	4	LF	120		30	90
		STL-Corrosion	LF				30	90	
1000		CS2: Surface corrosion throughout with widespread areas of freckled rust. CS3: Widespread areas of loose flaking rust along top flanges. Widespread areas of pack rust with no signs of deformation between faying surfaces of built-up members.							
		1020 Connection CS2: Widespread areas of pack rust with no distortion. Connections are in place and functioning as intended.	LF						
		1900 Distortion Members generally 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: **N**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4
Bearings		Bearing Type <i>Timber beams and steel girders bear directly on timber caps/cribbing.</i>	N	EA				
		2210 BRG-Movement N/A	EA					
		2240 BRG-Loss of Bearing Area N/A	LF					
		3440 Steel Protective Coating - N/A.						

Bridge ID / Structure No.	Bridge #45	Inspection Date:	11.21.2025
		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501

Substructure

Substructure Rating: **2**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4		
Abutments	216	Substructure-Timber-Abutment <i>Timber Backwall Plank - Timber pile with backwall plank abutment.</i>	4	LF	28			28		
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear CS3: Timber plank showing signs of incipient decay.	LF				14		
		4000	Settlement No readily visible signs of settlement.	LF						
		6000	Scour Both abutments beyond channel flow. CS3: Erosion at west abutment has undermined backwall plank (14-LF).	LF				14		
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	235	Substructure-Timber-Pile Cap-Abutment <i>Timber Pile Cap - Timber Pile with Backwall Plank Abutment.</i>	3	LF	28			14	14	
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear CS3/CS4: Caps sounds hollow throughout with soft/easily dented shell. Prominent horiz. and vert. checking throughout. No definitive signs of crushing. West Abutment: Horizontal shear cracking at north end of cap (5-LF). +/- 75% decay/section loss. East Abutment: +/- 50% decay/section loss.	LF				14	14	
	Protective Coatings: CS4: Timber preservative treatment ineffective.									
	228	Substructure-Timber-Pile-Abutment <i>Timber Piles - Timber Pile with Backwall Plank Abutment.</i>	2	EA	10			5	5	
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear [5] Bearing piles per abutment. CS3/CS4: Tops of piles sound hollow with moderate to wide checking throughout. No definitive signs of crushing. West Abutment: S1-90%_S2-75%_S3-75%_S4-90%_S5-75%. East Abutment: Piles not exposed - Assume +/- 50% decay/section loss-CS3.	EA				5	5	
Protective Coatings: CS4: Timber preservative treatment ineffective.										
8400	Wingwall-Timber <i>Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.</i>	4	EA	4				4		
	8903	WW-Deterioration CS3: Wingwall plank showing signs of incipient decay.	EA				4			
	6000	Scour CS1: Wingwalls beyond channel flow. No signs of undermining.	EA							
Protective Coatings: CS4: Timber preservative treatment ineffective.										

Bridge ID / Structure No.	Bridge #45	Inspection Date:	11.21.2025
		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501

Element	Defect	Description	OUM	Total	Quantity in Condition State				
					1	2	3	4	
235		Substructure-Timber-Pile Cap Pier	2	LF	90			15	75
		<i>Piers W1/W2/W5/W6 - Timber Pile Caps - Assume 15-LF Per Pier</i> <i>Piers W3/W4 - Timber Pile Caps/Cribbing - Assume 15-LF Per Pier</i>							
1140		TBR-Decay/ Section Loss/ Abrasion/ Wear	LF					15	75
		CS3/CS4: Caps sound hollow throughout length with prominent horiz. and vert. checking/splitting throughout-more severe at ends. Visual assessments for elements above 6ft. All dimensions were estimated in the field and should be considered approximate. Pier W1: Full/partial depth split (N:1/4" _S:1/2") wide, vegetation growing through cap, 50%-75% decay. Pier W2: Partial depth split (N:1/4" _S:1/2") wide, vegetation growing through cap, 50%-75% decay. Pier W3_W. Row: Full depth split (3/4"). End of cap under timber beam bearing +/-75% decayed with full/partial depth split (N:1/4" _S:1/2"). Initial signs of crushing under steel beam bearings. Pier W3_E. Row: Pile cap decayed >75% and full depth split (1"). End of cap under steel girder bearing >90% decayed and split (1"-2"). Initial signs of crushing under steel beam bearings. Pier W4_W. Row: Full depth split (N:1/4" _S:1/2"). End of cap under steel girder bearing >90% decayed and split (1"). Initial signs of crushing under steel beam bearings. Pier W4_E. Row: All caps/cribbing full depth split (1/2"). End of cap under timber beam bearing >75% decayed. Pier W5: Partial depth split (3/4") at north end of cap, vegetation growing through cap, 50%-75% decay. Pier W6: Full depth split (1/2") at south end of cap, 50%-75% decay.							
Protective Coatings: CS4: Timber preservative treatment ineffective.									
228		Substructure-Timber-Pile-Pier	3	EA	40			2	38
		<i>Timber Piles - [3 Rows] of [8] Bearing Piles Per Pier.</i>							
1140		TBR-Decay/ Section Loss/ Abrasion/ Wear	EA					2	38
		[5] Bearing piles per pier/row. Visual assessments for elements above 6ft. CS3/CS4: Piles sound hollow with prominent vertical checking/splitting throughout. Pile shells soft/easily damaged. (1)-Vertical Spilt in Pile (1/4"-1"). (2)-Pile Poorly Aligned Under Cap (1"-3" Offset). (3)-Top of Pile Crushed. Pier W1: S1-75%(1)_S2-75%_S3-75%_S4-95%(1)_S5-75%. Pier W2: S1-75%(1)_S2-75%(1)_S3-50%_S4-75%_S5-75%(1). Pier W3_W. Row: S1-90%(1)_S2-75%_S3-75%(1)_S4-75%(1)_S5-75%(1). Pier W3_E. Row: S1-90%(1)_S2-75%_S3-75%(1)_S4-75%_S5-90%(1). Pier W4_W. Row: S1-90%(1)_S2-75%(1)_S3-90%(1)_S4-90%(1)_S5-90%(1). Pier W4_E. Row: S1-75%(1)_S2-75%(1)_S3-75%_S4-75%_S5-95%(1-2"). Pier W5: S1-75%(1)_S2-75%(1)_S3-75%_S4-75%_S5-75%(1). Pier W6: S1-75%(1)_S2-50%_S3-95%(1/2/3)_S4-50%_S5-75%.							
4000		Settlement	EA						
		No readily visible signs of settlement.							
6000		Scour	EA						
		N/A-Bridge not over waterway.							
Protective Coatings: CS4: Timber preservative treatment ineffective.									

Bridge ID / Structure No.

Bridge #45

Inspection Date: 11.21.2025

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 – Allen Road Looking North.



Photo 4 – Allen Road Looking South.



Photo 5 – Side View Looking South.



Photo 6 – Side View Looking North.

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Photo 7 – Northwest Corner of Deck.



Photo 8 – West Abutment.



Photo 9 – Pier W1 Looking West.



Photo 10 – Pier W2 Looking West.



Photo 11 – Pier W3 Looking West.



Photo 12 – Pier W3 Looking East.



Photo 13 – Pier W4 Looking East.



Photo 14 – Pier W4 Looking West.



Photo 15 – Pier W5 Looking East.



Photo 16 – Pier W6 Looking East.



Photo 17 – East Abutment.



Photo 18 – Span W1-S. Beam-N. Face Over W. Abut.



Photo 19 – Span W1-S. Beam-S. Face Over W. Abut.



Photo 20 – Pier W1-Pile S4.



Photo 21 – Pier W1 Cap Looking North.



Photo 22 – Pier W3 Looking North.



Photo 23 – Pier W3.



Photo 24 – Pier W3.



Photo 25 – Pier W3-E. Row-Pile S5.



Photo 26 – Pier W3-E. Row-Pile S1.



Photo 27 – Pier W4-E. Row-Pile S5.



Photo 28 – Pier W4-E. Row-Pile S1.



Photo 29 – Pier W4 Looking North.



Photo 30 – Pier W3 Looking South.



Photo 31 – Pier W4 Looking South.



Photo 32 – Pier W5 Looking South.



Photo 33 – Pier W5-Pile S1 Looking East.



Photo 34 – Pier W6-Pile S3.



Photo 35 – N. Beam-S. Face Over Pier W5.



Photo 36 – Pier W6-Piles S1-S3 Looking West.



Photo 37 – Beams Over Pier W6 Looking West.



Photo 38 – South Beam Over East Abutment.



Photo 39 – Pier W4 Looking South.



Photo 40 – Pier W3 Looking South.



Photo 41 – Span W3-South Beam Looking East.



Photo 42 – Pier W1 Looking North.



Photo 43 – Pier W3 Looking East.



Photo 44 – Pier W3 Looking North.



Photo 45 – Pier W3-South End.



Photo 46 – Pier W4-South End.



Photo 47 – Pier W4-South End.



Photo 48 – Span W5-South Beam Looking East.

-End of Report-