

S-20 Tri Co/Cheese Country Bridge #36

State of Wisconsin  
 Department of Natural Resources  
[dnr.wi.gov](http://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 #36 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 01 N	Range 5	Section 12	¼ ¼ UN	¼ UN	GPS Coordinates: 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 its useful life (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 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:**

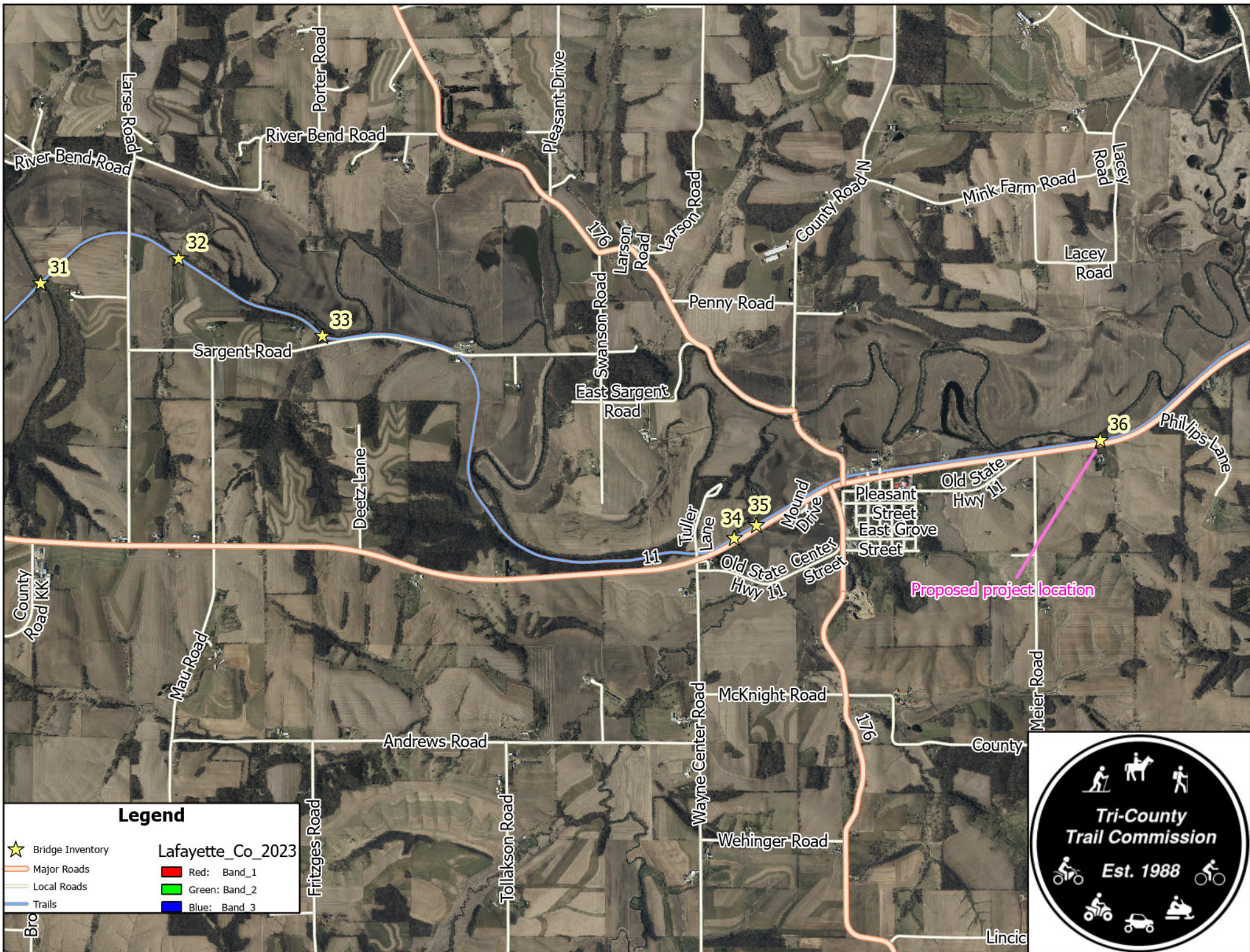
Bridge Structure			
		Quote 1	Quote 2
		<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:		12' X 64'	_____
Bridge Manufacturer:	TBD	_____	_____
Design Weight Load		25,000 lbs.	_____ lbs.
Cost of Structure:	1. Engineering	\$ 30,518	\$ _____
	2. Structure	\$ 179,520	\$ _____
	<b>Subtotal</b>	<b>\$ 210,038</b>	<b>\$ _____</b>
Installation Costs:	<b>Quote 1</b>		<b>Quote 2</b>
	<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor Estimate		<input type="radio"/> Contractor or <input type="radio"/> 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 <u>Soil Borings</u>	\$ 16,250	\$ _____	
	<b>Subtotal</b>	<b>\$ 43,405</b>	<b>\$ _____</b>
	<b>Total Cost</b>	<b>\$ 253,443</b>	<b>\$ _____</b>

*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		<input type="radio"/> Contractor	<input type="radio"/> Sponsor	<input type="radio"/> Club
Bridge Dimensions:	_____			
Design Weight Load	_____ lbs.			
1. Materials	\$ _____			
2. Labor	\$ _____			
<b>Total</b>	<b>\$ _____</b>			





**Legend**

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



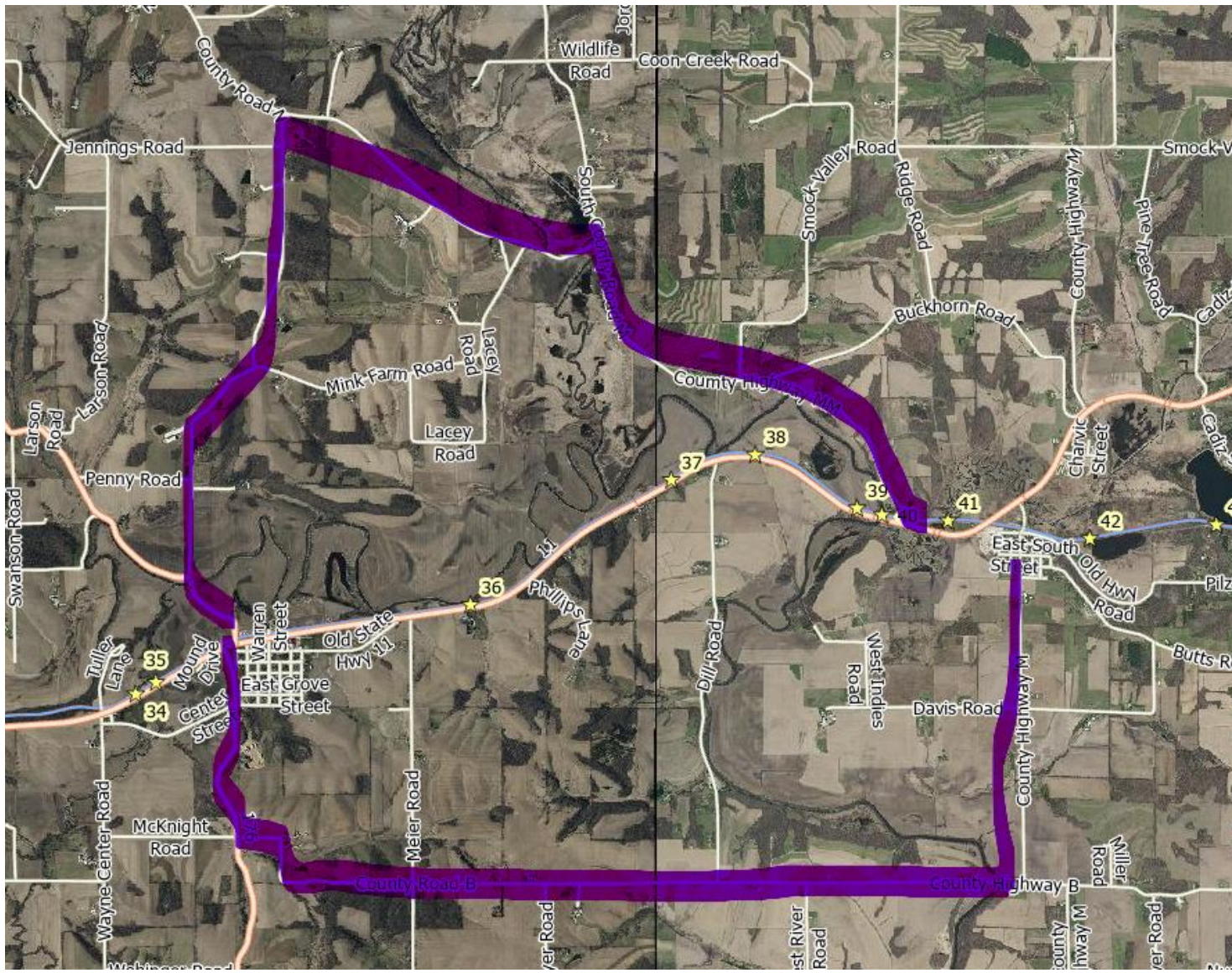
Bridge #36

**Guidelines for Applicant**

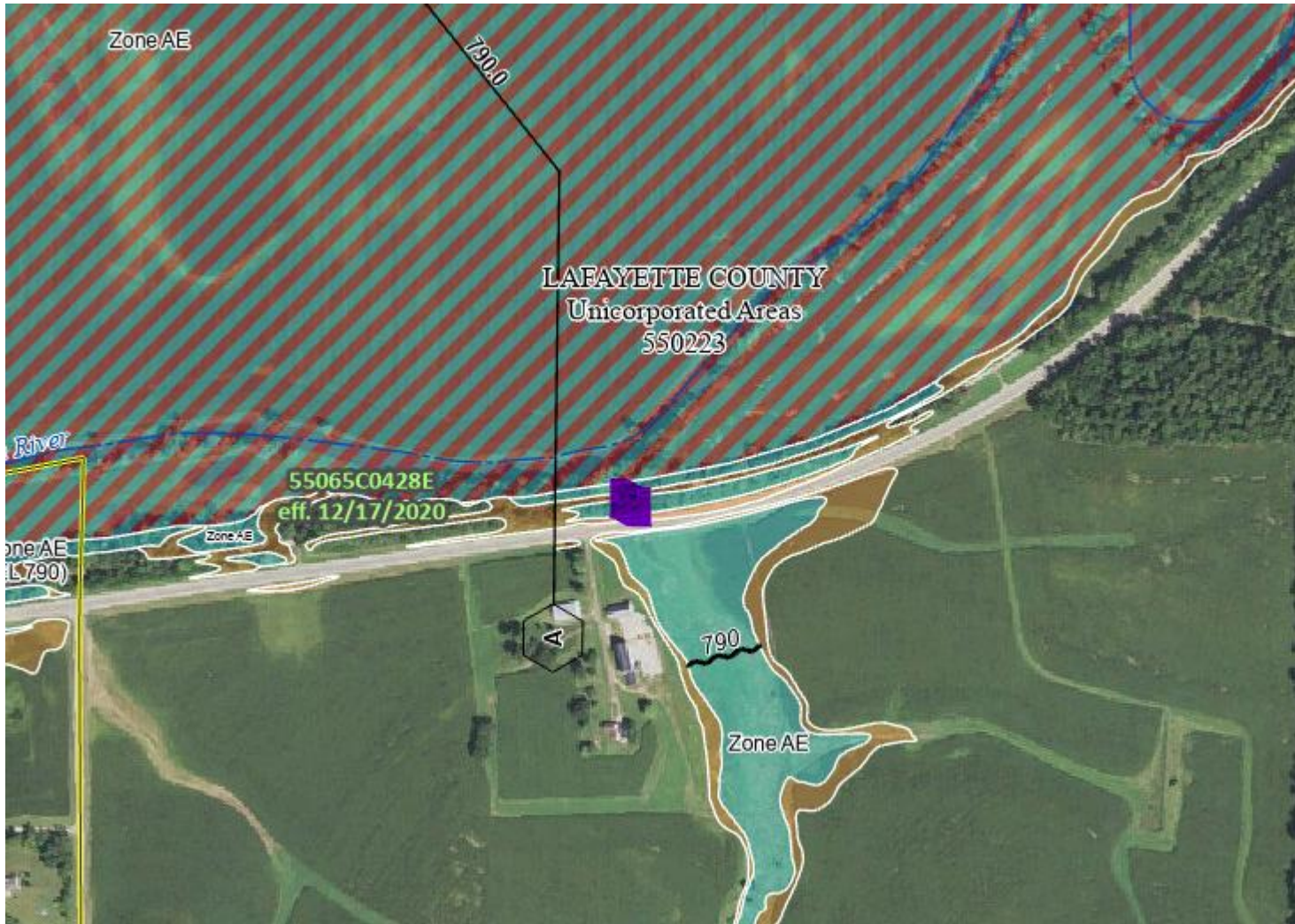
Complete this form for each bridge structure you are submitting a grant application for. Provide any additional documents not requested on application checklist to substantiate your points, including actual deeded easements.

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

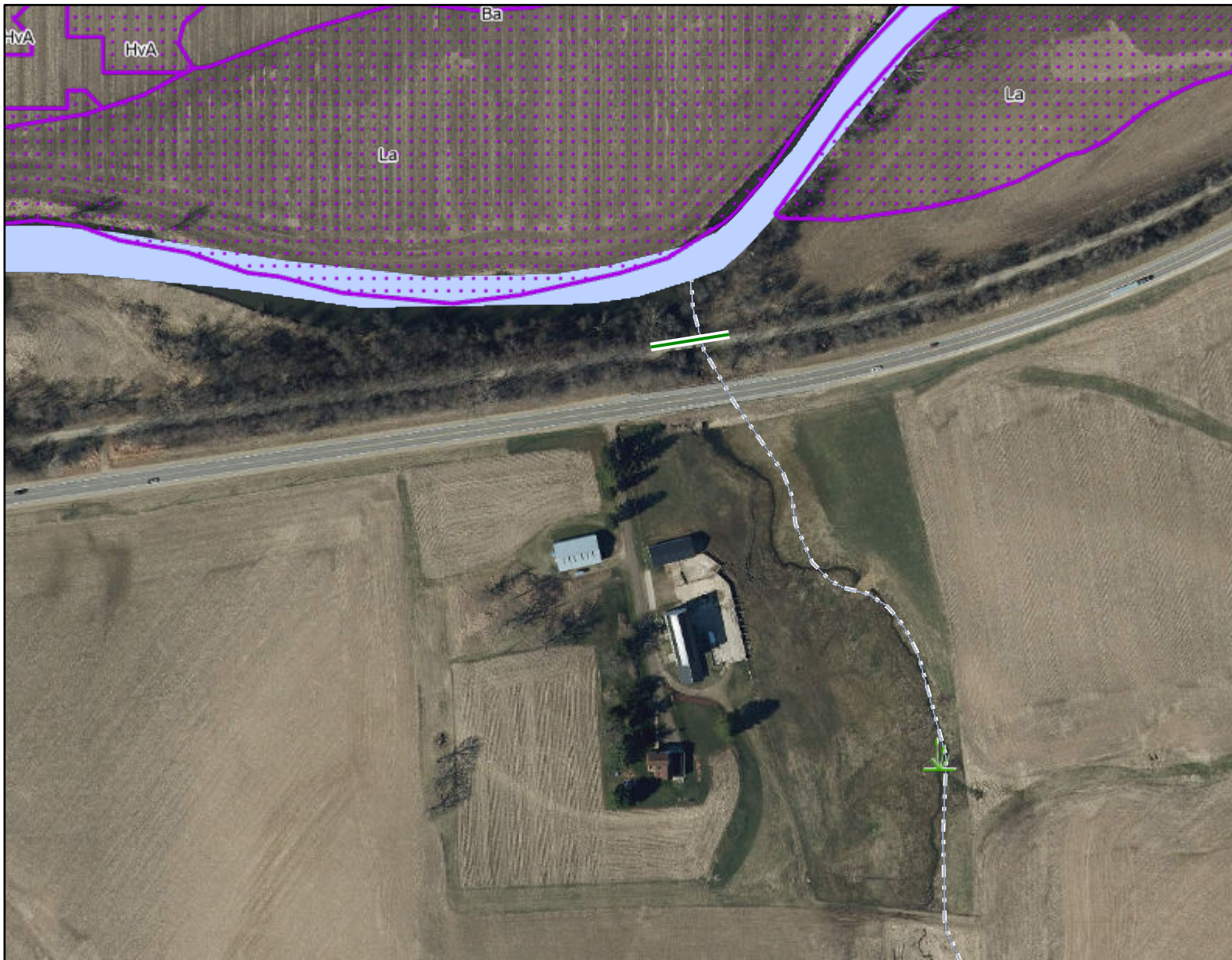
Category		Possible Points	Snow Points	ATV/UTV Points
<b>1</b>	<b>Condition of the Structure (max of 10 points)</b>			
	Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. <b>Snowmobile Funded Projects</b>	10	10	
	Calculation: 10 minus NBI Rating Score (0-9) <b>ATV Funded Projects</b> Use overall NBI # if provided, or an average of the components. Redecking projects should just use the deck NBI #.	10		6
<b>2</b>	<b>Permits (maximum points 4)</b>			
	Consultation with DNR Water Mgmt Specialist has occurred & permit is likely, if needed	1	-	-
	Permit in hand / Bridge already permitted	3	-	-
<b>3</b>	<b>Funding (maximum points 2)</b> 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	-	-
<b>4</b>	<b>Length of Written Easements or Land Use Agreement (max points 5)(ch. 23.09(26)(am)1 WI Stats)</b>			
	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	-	-
<b>5</b>	<b>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)</b>			
	Less than 20 miles <b>Snowmobile Funded Projects</b>	1	1	
	20 miles or more <b>Snowmobile Funded Projects</b>	3	-	
	No other snowmobile trails connect. <b>Snowmobile Funded</b> Explain:	4	-	
	For ATV/UTV projects, describe the relocation (on routes? Trail?) Include sketch/map		✓	
<b>6</b>	<b>If ATV/UTV, Seasons of Use (max 3 points)</b>			
	Year-Round or Summer Only <b>ATV/UTV Trail</b>	3		3
	Winter Only <b>ATV/UTV Trail</b>	1		✓
	<b>DEDUCTIONS</b>			
<b>7</b>	<b>County Active Project Deduction (maximum deduction 1 point)</b> A snowmobile active project is one that has exceeded it's initial grant period.			
	Two or more active projects - deduct 1 point	-1	-1	
<b>GRAND TOTAL</b>			17	16



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



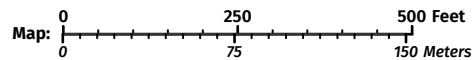
Bridge is located in the purple highlighted area. This area is within FEMA regulated floodplain.



**Legend:** (some map layers may not be displayed)

- Wetland Class Points
  - Wetland too small to delineate
- Wetland Indicators
  -
- Rivers and Streams
  - Open Water
  - Intermittent Streams
- 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  
 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 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 applicable.*

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

Nathan W. Miller

Bridge Inspection Team Leader, Inspector Number: 9601

11.17.2025

Date

<b>Bridge ID / Structure No.</b>  <b>Bridge #36</b>	<b>Inspection Date:</b> 11.17.2025
	<b>Inspection TL:</b> Nate Miller, PE
	<b>NBI Project No:</b> 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: 2.0 Hours
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**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.

<b>Bridge ID / Structure No.</b>  <b>Bridge #36</b>	<b>Inspection Date:</b>	11.17.2025
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	<b>NBI Project No:</b>	2503501

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**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.

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**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.

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

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

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**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.

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

<b>Bridge ID / Structure No.</b>  <b>Bridge #36</b>	<b>Inspection Date:</b>	11.17.2025
	<b>Inspection TL:</b>	Nate Miller, PE
	<b>NBI Project No:</b>	2503501

**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.*

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

## Deck

**Deck Rating:** **4**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4
Wearing Surface	8514	<b>Wearing Surface-Concrete Overlay</b> <i>Retrofit C-I-P concrete slab over timber crossies.</i>	<b>6</b>	SF	704		671	33
		3220 WS-Crack CS3: 3 transverse lines of moderate/wide width cracks across width of deck.		SF				33
		8911 WS-Abrasion/ Wear/ Rutting or Loss of Friction CS2: Concrete worn at wheel lines. Outside edges of deck covered with crushed stone/vegetation.	0				671	
Deck	31	<b>Deck-Timber</b> <i>Timber Crossies.</i>	<b>4</b>	SF	640		320	320
		1150 TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination CS2: Signs of timber decay throughout. CS3: Full depth splitting and/or decay at end 3ft of 90% of crossies. Assume 25% section loss across all crossies.		SF			320	320
	9004	<b>Drainage-Structure</b> None. No bridge deck drains.	<b>N</b>	EA				

## 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	<b>Metal Bridge Railing</b> <i>Hog panel fencing supported by dimensional timber rails with angled timber posts. W-beam bridge rail curbs.</i>	<b>3</b>	LF	128		98	10
		1140 TBR-Decay/ Section Loss/ Abrasion/ Wear CS2: Timber posts show initial signs of incipient decay and weather checking.		LF			98	
		9001 Timber Preservative Treatment CS3: Timber preservative treatment marginally effective.		LF				
		7000 Damage CS2: Damaged hog fencing (See CS3/CS4 below). CS3: Patched/spliced timber rails (10-LF). CS4: Cracked/broken rail posts (20-LF).		LF				10

## Bridge Joints

**Bridge Joints Rating:** **N**

Quantity in Condition State

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

Bridge ID / Structure No.	<b>Bridge #36</b>	Inspection Date:	11/17/2025
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		NBI Project No:	2503501

## Superstructure

Superstructure Rating: **2**

		Quantity in Condition State							
Element	Defect	Description	OUM	Total	1	2	3	4	
Superstructure	111	<b>Superstructure-Timber-Open Girder/ Beam</b> <i>2 beam lines of 3-ply timber beams.</i>	<b>2</b>	LF	128			66	<b>62</b>
		TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				33	<b>32</b>
		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					<b>30</b>	
	<b>CS4: Overload distress (crushing): N.BM over east abutment (N.F.)_S.BM over east pier (N.F.) (30-LF).</b>								
	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		<b>Bearing Type</b> <i>None. Timber beams bear directly on timber caps.</i>	<b>N</b>	EA					
		2210 BRG-Movement		EA					
		N/A							
		2240 BRG-Loss of Bearing Area		EA					
	N/A								

<b>Bridge ID / Structure No.</b>	<b>Bridge #36</b>	<b>Inspection Date:</b>	11/17/2025
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		<b>NBI Project No:</b>	2503501

## Substructure

Substructure Rating: **3**

Quantity in Condition State

Element	Defect	Description	OUM	Total	1	2	3	4	
Abutments	216	<b>Substructure-Timber-Abutment</b> <i>Timber Backwall Plank - Timber pile with backwall plank abutment.</i>	4	LF	30			30	
		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	<b>Substructure-Timber-Pile Cap-Abutment</b> <i>Timber Pile Cap - Timber pile with backwall plank abutment.</i>	4	LF	30			18	12
	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	<b>Substructure-Timber-Pile-Abutment</b> <i>Timber Piles - Timber pile with backwall plank abutment.</i>	4	EA	10			10		
	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	<b>Wingwall-Timber</b> <i>Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.</i>	4	EA	4			4	
		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.								

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

Pier(s)	235	<b>Substructure-Timber-Pile Cap Pier</b> <i>Timber Pile Cap - Timber pile bent pier.</i>	<b>3</b>	LF	45			20	25	
		TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				20	<b>25</b>	
	1140	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	<b>Substructure-Timber-Pile-Pier</b> <i>Timber Piles - Timber pile with backwall plank abutment.</i>	<b>3</b>	EA	15			13	2	
		TBR-Decay/ Section Loss/ Abrasion/ Wear		EA				13	<b>2</b>	
	1140	[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 No readily visible signs of settlement.		EA						
	6000	Scour All piers beyond channel flow during inspection.		EA						
	Protective Coatings: CS4: Timber preservative treatment ineffective.									

Bridge ID / Structure No.

### Bridge #36

Inspection Date: 11.17.2025

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 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.

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**Bridge #36**

Inspection Date: 11.17.2025

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Photo 19 – Pier W2 Looking East.

-End of Report-