S-22 Tri Co/Cheese Country Bridge #5

State of Wisconsin
Department of Natural Resources
dnr.wi.gov

Due Date: April 15

Motorized Recreation Grant Application

For: (choose all that apply)

☒ ATV/UTV Trail Aid
☒ Snowmobile Trail Aid

Form 8700-159 (R 02/2024)

Notice: Completion of this form is required under Wisconsin Statutes 23.09(26) and 23.33. Failure to complete this form will result in denial of financial assistance. Personally identifiable information found on this form is not intended to be used for any other purpose. The Department of Natural Resources (DNR) may provide this information to requesters as required by Wisconsin's Public Records law {ss. 19.31 – 19.39, Wis. Stats.}.

Instructions: Applications may combine more than one source of funds. They may be submitted for consideration of traditional ATV, UTV, Snowmobile and Motorized Stewardship funding. Submit one copy of all forms and attachments. See Page 2 for necessary attachments. Send applications to your Community Services Specialist.

DNR Use Only	
Category	Number

Section 1: Applicant Information

Applicant / Organization Name	Check Recipient: Individual other than authorized individual to act on behalf of the applicant. ☒ Select if the same as applicant.
Tri-County Trail Commission	
Individual Authorized to Act on Behalf of Applicant per Resolution	**Check Recipient Name** (Name to Appear on Check)
Max Blackbourn	Max Blackbourn
Title	Title
Tri-County Trail Coordiantor	Tri-County Trail Coordiantor
Address	Address
700 Main Street	700 Main Street
City / State / ZIP Code	City / State / ZIP Code
Darlington / WI / 53530	Darlington / WI / 53530
Telephone Number	Email Address
(608) 776-4893	trails@lafayettecountywi.org

Section 2: Project Information Required for all Projects

Project Title	Current Funded Miles	New Miles (if applicable)
Cheese Country Trail Bridge #5 Replacement		

County	Township	Range	Section	¼ ¼	¼	GPS Coordinates
Lafayette	04 N	3 ◉E ○W	19	SE	NW	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 it's useful like (1 to 2 years of longevity left)

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

ATV/UTV = $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

Applicant Certification

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

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

Max Blackbourn
Signature of Authorized Official

4-15-26
Date Prepared

Appendix A – Required for Bridge Rehab/Replace, New, or Reroute with New Bridge

☒ Bridge Rehab/Replace ☐ New Bridge ☐ Reroute with new bridge

County	Township	Range	Section	¼ ¼	¼	GPS Coordinates:
Lafayette	04 N	3 ◉E ○W	19	SE	NW	Lat. 42.809769 Long. -90.185664

Water Body Name	Bridge Name	County Inventory Number
Pecatonica River	Bridge #5	#5

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

Bridge is located on:	Old Bridge/Culvert Size	New Bridge/Culvert Size
◉ Private property ○ Public property	12' X 52'	12' X 52'

Landowner Where Bridge is Located	Telephone Number	Length of Trail Use Agreement (5 year minimum)
Pecatonica Rail Transit Commission		Non-Expiring

Current maximum load	Proposed maximum load	Age of Bridge	Bridge Material
25,000 lbs.	25,000 lbs.	50+ yr.	Wood foundations, wood superstructure

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

Do you have your trail bridges posted as to maximum load?	What is the maximum load of the other bridges on the system if groomed with this bridge?
○ Yes ◉ No	At this time, maximum loads allowed on trail system are variable due to varying conditions of bridges.
What is the weight of your puller & drag/grading equipment?	
~25,000	

What other recreational trail uses are planned for this bridge?
Pedestrian, bicycle and e-bicycle

If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users?
None

○ Yes ◉ No Have you contacted your local DNR Water Management Specialist (WMS) regarding a permit?
◉ Yes ○ No Is a permit needed? (Please provide any written correspondence from WMS.)
○ Yes ◉ No Have you contacted your County Zoning Dept. regarding a floodplain determination?
◉ Yes ○ No Will an H & H (hydrologic and hydraulic) study be required?

Bridge Project Detailed Description

Proposed project is the complete replacement of Bridge #5 on the Cheese Country Trail.

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

Currently we are looking at proposing a new 12' X 52' new bridge structure. Since the structure is so old, changes will have to be evaluated for floodplain compliance.

A pre-application meeting will be scheduled in the immediate future with DNR WMS for permitting requirements and with county zoning to work through floodplain permitting and H&H work that will be needed.

Appendix A (continued)

Summarize Costs in Appropriate Categories:

Bridge Structure

		Quote 1	Quote 2
		◉ Steel ○ Wooden	○ Steel ○ Wooden
Bridge Dimensions:		12' X 52'	
Bridge Manufacturer:		TBD	
Design Weight Load		25,000 lbs.	lbs.
Cost of Structure:	1. Engineering	$ 23,338	$
	2. Structure	$ 137,280	$
	Subtotal	$ 160,618	$

Installation Costs:	Quote 1 ◉ Contractor or ○ Sponsor Estimate	Quote 2 ○ Contractor or ○ Sponsor Estimate
1. Engineering (Includes construction labor too see attached cost estimate)	$ 20,834	$
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	$ 13,000	$
Subtotal	$ 33,834	$
Total Cost	$ 194,452	$

For the application grant, you must take the lowest of the two quotes.

Entire Deck and Railing Projects ○ Contractor ○ Sponsor ○ Club

Bridge Dimensions:	
Design Weight Load	lbs.
1. Materials	$
2. Labor	$
Total	$

State of Wisconsin
Department of Natural Resources
PO Box 7921, Madison WI 53707-7921
dnr.wi.gov

Recreation Grant Project Cost Estimate Worksheet

Form 8700-014 (R 02/23)

For use with Recreation Grant Application Forms

Recieved estimates from Craig Hardy
Iowa Co. Hwy. Commissioner

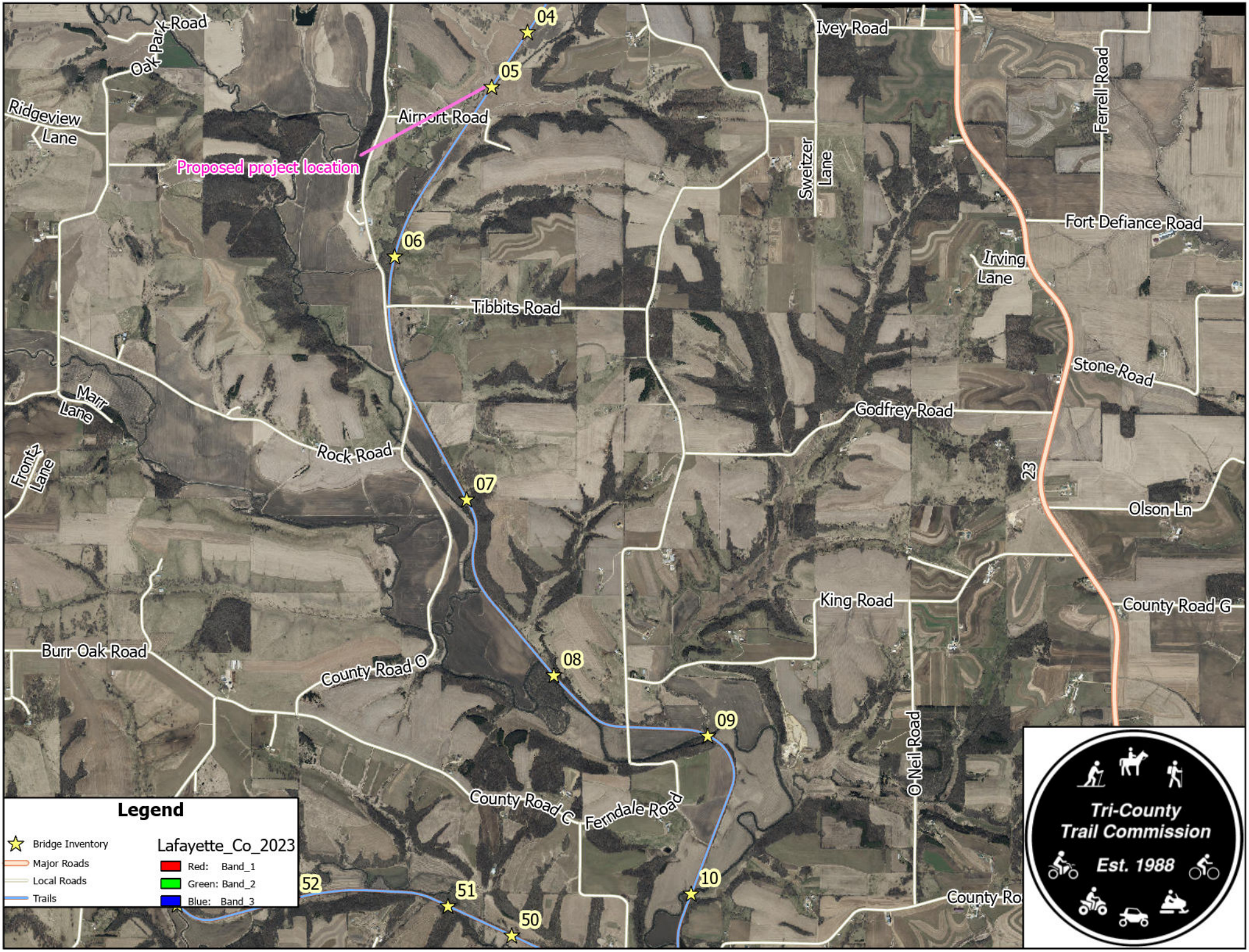
Project Name:		Prepared By:	Date
BRIDGE #5 REPLACEMENT		Max Blackbourn	02/27/2026
County	Project Applicant:	Landowner Name	○ Public
Lafayette	Tri-County Trail Commission	Pecatonica Rail Transit Commission	◉ Private

Indicate - (C) Contract , (F) Force Acct., (D) Donated

	DEVELOPMENT PROJECT ITEMS *List by individual item or break down by Use Areas* (See Item List On Back Of This Form)	Quantity	Unit of Measure	Component Costs	Estimated Total Item Cost
	Bridge Materials	1		$137,280.00	137,280.00
	Design	1		$23,338.00	23,338.00
	Soil Borings	1		$13,000.00	13,000.00
	Engineering & Construction	1		$20,834.00	20,834.00
				TOTAL $	$194,452.00

NOTE:

- **For development projects, contingency and indirect costs are not eligible expenses.**
- **For acquisition projects, complete the Acquisition Project Cost Estimate Section of this form.**


Oak Park Road
Ridgeview Lane
Proposed project location
Airport Road
04
05
06
07
08
09
10
Ivey Road
Ferrell Road
Sweitzer Lane
Fort Defiance Road
Irving Lane
Tibbits Road
Stone Road
Marr Lane
Godfrey Road
Rock Road
Fronk Lane
23
Olson Ln
King Road
County Road G
Burr Oak Road
County Road O
O Neil Road
County Road C
Ferndale Road
52
51
50
County Ro
Legend
Bridge Inventory
Major Roads
Local Roads
Trails
Lafayette_Co_2023
Red: Band_1
Green: Band_2
Blue: Band_3
Tri-County Trail Commission
Est. 1988

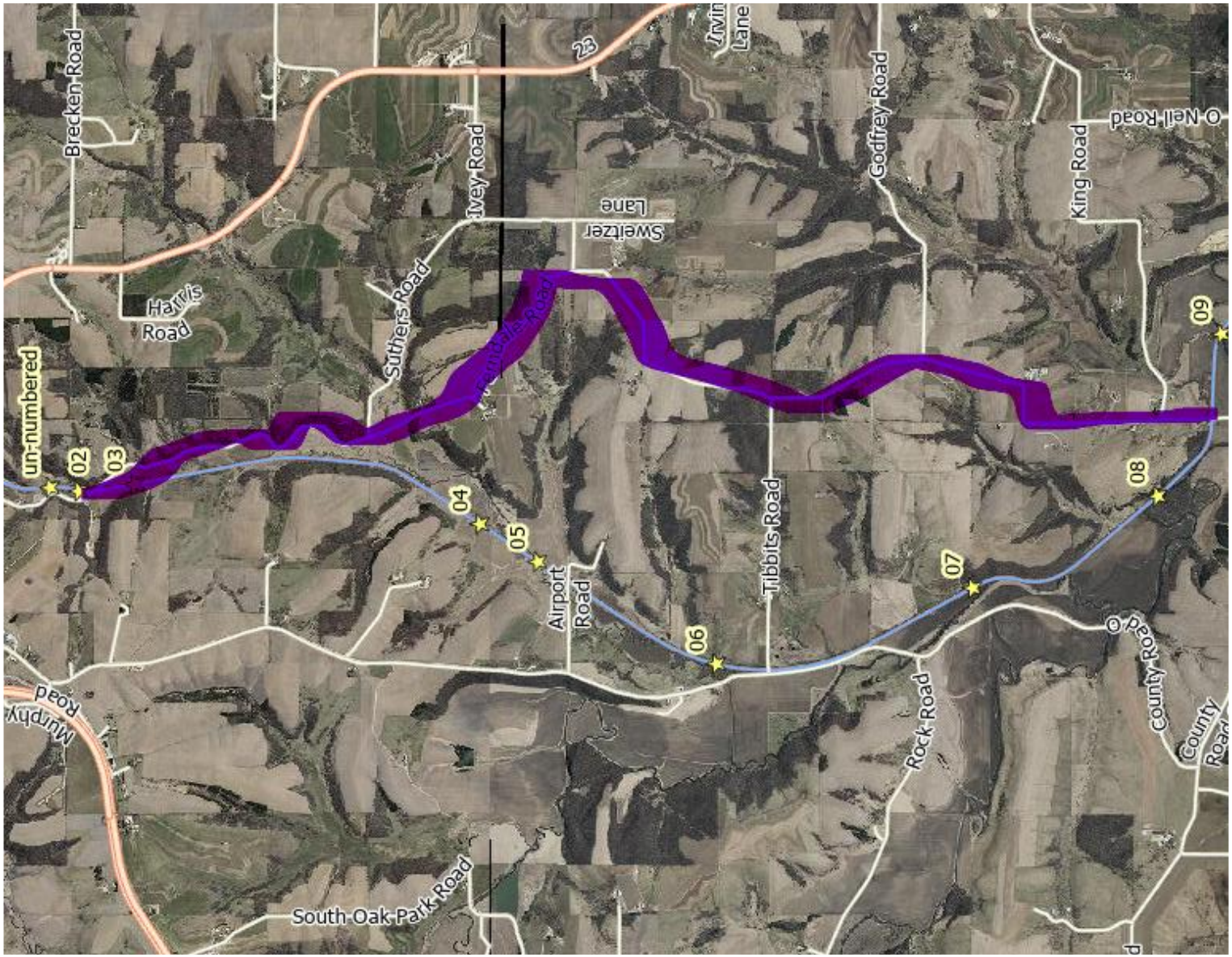
Bridge # 5

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

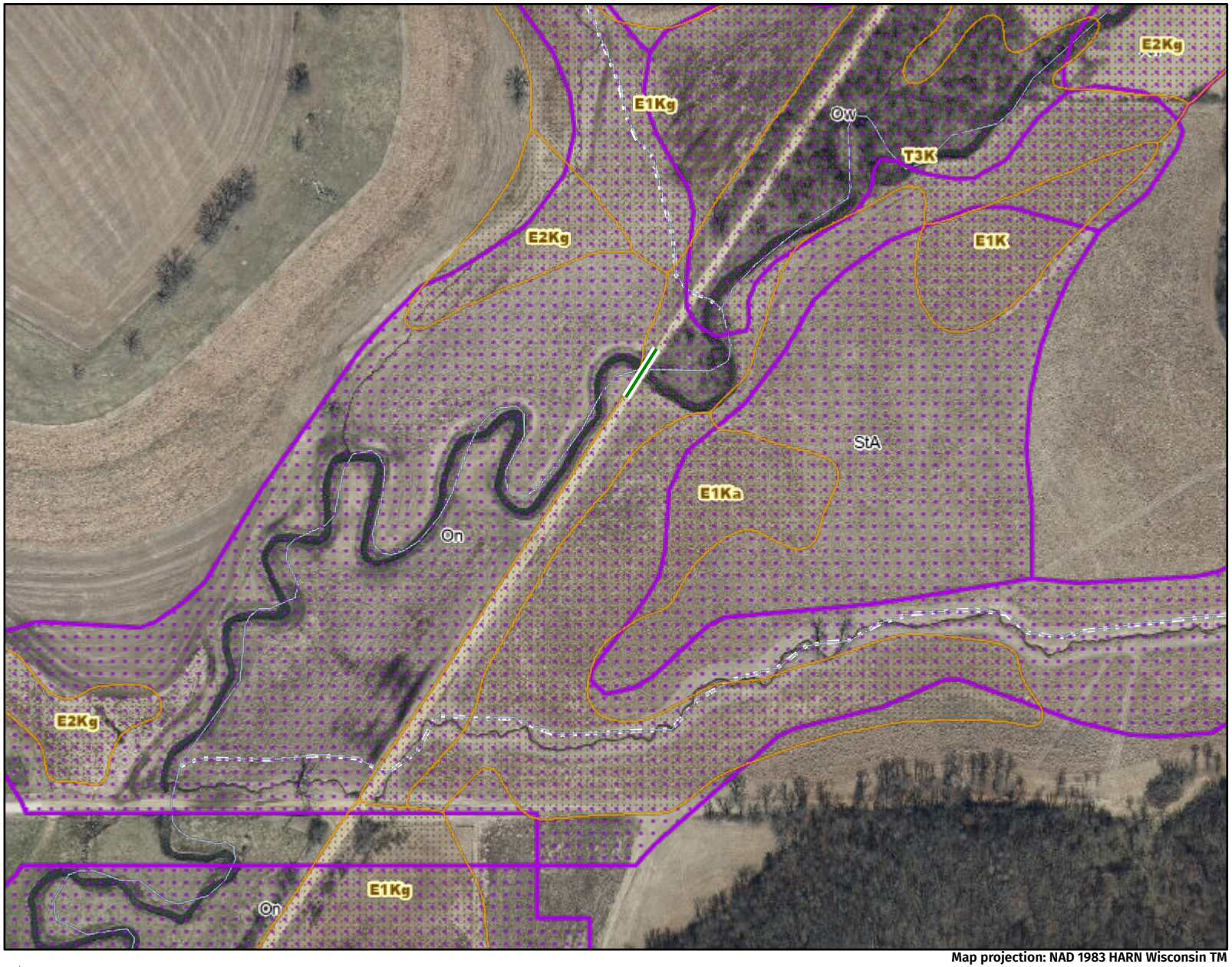


Trail re-route if bridge 5 would have to close.

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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Bridge #5 Map



Legend: (some map layers may not be displayed)

- Wetland Class Areas
- Wetland Indicators
- Rivers and Streams
- Intermittent Streams
- 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

N

Map: 0 250 500 Feet
0 75 150 Meters

Service Layer Credits:
Wetland Indicators & Soils^: Surface Water Data Viewer Team, DNR Basic Feature VTL (WTM): Wisconsin Department of Natural Resources, GIS Section, Latest Leaf Off: , Surface Water: WiDNR, USGS, and other data, Wetland Inventory NWI (Dynamic): Calvin Lawrence, Dennis Weise, Nina Rihn

Date Printed: 4/15/2026 1:56 PM

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 appliable.*

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

Nathan W. Miller — 10.29.2025

Nathan W. Miller — Date

Bridge Inspection Team Leader, Inspector Number: 9601

Bridge ID / Structure No.	Inspection Date:	10.29.2025
Bridge #5	**Inspection TL:**	Nate Miller, PE
	NBI Project No:	2503501
Facility Owner/Managing Agency: Tri-County Trails Commission	Representative: Max Blackbourn	
Email: trails@lafayettecountywi.org	Phone: 608-776-4893	

Summary of Inspection Intent, Procedures, and Limitations

- NBI Engineering Services personnel visited the above referenced structure to observe the existing conditions and collect information on behalf of The Tri-County Trail Commission. The purpose of this inspection was to determine the physical and functional condition of the bridge.
- Observations have been limited to readily available surface conditions. No destructive or invasive testing procedures, load rating, or detailed measurements have been performed as part of this inspection. NBI Engineering Services reserves the right to revise our opinions if additional evidence becomes available.
- Timber conditions were evaluated by visual inspection and acoustic sounding.
- Due to access limitations, assessment of components above 6 ft above grade was limited primarily to visual observation.
- The facility was open to traffic during the inspection.
- No plans or prior inspection information for the structure have been provided.

Time Log	Onsite: 2.5 Hours

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.

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.

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.		Inspection Date:	10/29/2025
Bridge #5		Inspection TL:	Nate Miller, PE
		NBI Project No:	2503501

Deck

Deck Rating: 4

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Wearing Surface	8514		**Wearing Surface-Concrete Overlay**	**6**	SF	465		440	25	
			Retrofit C-I-P concrete slab over timber crossties.							
		3220	WS-Crack		SF				25	
			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	0				440		
			CS2: Concrete worn to large aggregate.							
Deck	31		**Deck-Timber**	**4**	SF	280		140	140	
			Timber Crossties.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		SF			140	140	
			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**	**N**	EA					
			None.							

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**	**5**	LF	93		83	10	
			(3) rows of W-beam bridge rail supported by angled timber posts.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF			83		
			CS2: Timber posts show initial signs of incipient decay and weather checking.							
		1020	Connection		LF					
			See Damage.							
		7000	Damage		LF				10	
			CS3: 10ft-SW rail post anchorage damaged.							

Bridge Joints

Bridge Joints Rating: N

Quantity in Condition State

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

Bridge ID / Structure No.	Inspection Date:	10/29/2025
Bridge #5	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	.		**Superstructure Type**	**2**	LF	93			88	5
			2 beam lines of 3-ply timber beams.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear		LF				88	
			CS3: All beams sound hollow. Estimated 50%-75% decay/section loss.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination		0					**5**
			CS3: Prominent checking throughout length of beams.							
			CS4: 5ft-South end of beams crushing over south abutment. Readily evident signs of overload distress.							
		1020	Connection		LF					
			Through-bolts appear intact and functioning as intended.							
		1900	Distortion		LF					
			See 1150 for overload distress/damage to south end of beams.							
		7000	Damage		0					
			See 1150 for overload distress/damage to south end of beams.							
	Protective Coatings: Timber preservative treatment ineffective.									

Bearings

Bearing Rating: N

Quantity in Condition State

	Element	Defect	Description		OUM	Total	1	2	3	4
Bearings	.		**Bearing Type**	**N**	EA					
			None.							
		2210	BRG-Movement		EA					
			None.							
		2240	BRG-Loss of Bearing Area		EA					
			None.							

Bridge ID / Structure No.	Inspection Date:	10/29/2025
Bridge #5	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

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	
			Timber Backwall Plank - Timber pile with backwall plank abutment.							
		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	
			Timber Pile Cap - Timber pile with backwall plank abutment.							
		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	
			Timber Piles - Timber pile with backwall plank abutment.							
		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		
			Integral timber wingwalls. Backwall plank extends beyond bearing piles-no supplemental wingwall piles.							
		8902	WW-Movement		EA					
			No readily visible signs of movement.							
		8903	WW-Deterioration		EA			4		
			CS2: Wingwall plank decayed.							
Piers	235.2		**Substructure-Timber-Pile Cap Pier**	**4**	LF	28			28	
			Timber Pile Cap - Timber pile bent pier.							
		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
			Timber Piles - Timber pile bent pier. [5] driven piles per pier.							
		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.

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-