

S-22 Tri Co/Cheese Country Bridge #7

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)

- ATV/UTV Trail Aid
- Snowmobile Trail Aid

Due Date: April 15

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

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

DNR Use Only	
Category	Number

Section 1: Applicant Information

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

Section 2: Project Information Required for all Projects

Project Title Cheese Country Trail Bridge #7 Replacement					Current Funded Miles	New Miles (if applicable)
County Lafayette	Township 04 N	Range 3	Section 31	¼ ¼ NW	¼ SW	GPS Coordinates: Lat. 42.778328 Long. -90.188072

Project Description Summary

Proposed project is the complete replacement of Bridge #7 on the Cheese Country Trail over the Furnace Creek in Lafayette County. Project scope is to include removing deteriorated components and replacement with a new structure.

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

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

ATV/UTV = \$38,234.50(50%)
 Snowmobile = \$38,234.50(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
				\$76,469.00		\$76,469.00

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 – 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	31	NW	SW	Lat. 42.8778328 Long. -90.188072
Water Body Name			Bridge Name		County Inventory Number	
Pecatonica River			Bridge #7		#7	
Funded Trail Name or Number (SNARS if applicable)			Has this bridge site ever received development or rehabilitation funds in the past? <input type="radio"/> Yes <input checked="" type="radio"/> No Year: _____ \$ _____			
Cheese Country Trail						
Bridge is located on: <input checked="" type="radio"/> Private property <input type="radio"/> Public property			Old Bridge/Culvert Size 11.5' X 20' New Bridge/Culvert Size 12' X 20'			
Landowner Where Bridge is Located			Telephone Number		Length of Trail Use Agreement (5 year minimum)	
Pecatonica Rail Transit Commission					Non-Expiring	
Current maximum load		25,000 lbs.	Age of Bridge		Bridge Material	
Proposed maximum load		25,000 lbs.	50+ yr.		Wood foundations, wood superstructure	
Sponsoring Club Name			Club Contact		Telephone Number	
Tri-County Trail Commission			Max Blackburn		(608) 776-4983	
Do you have your trail bridges posted as to maximum load? <input type="radio"/> Yes <input checked="" type="radio"/> No			What is the maximum load of the other bridges on the system if groomed with this bridge?			
What is the weight of your puller & drag/grading equipment? ~25,000			At this time, maximum loads allowed on trail system are variable due to varying conditions of bridges.			
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						

Bridge Project Detailed Description

Proposed project is the complete replacement of Bridge #7 on the Cheese Country Trail.

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 we are looking at proposing a new 12' X 20' 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
		<input checked="" type="radio"/> Steel <input type="radio"/> Wooden	<input type="radio"/> Steel <input type="radio"/> Wooden
Bridge Dimensions:		12' X 20'	_____
Bridge Manufacturer:	TBD	_____	_____
Design Weight Load		25,000 lbs.	_____ lbs.
Cost of Structure:	1. Engineering	\$ 8,976	\$ _____
	2. Structure	\$ 52,800	\$ _____
	Subtotal	\$ 61,776	\$ _____
Installation Costs:		Quote 1	Quote 2
		<input checked="" type="radio"/> Contractor or <input type="radio"/> Sponsor	<input type="radio"/> Contractor or <input type="radio"/> Sponsor
		Estimate	Estimate
	1. Engineering	\$ 8,193	\$ _____
	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	\$ 6,500	\$ _____	
	Subtotal	\$ 14,693	\$ _____
	Total Cost	\$ 76,469	\$ _____

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

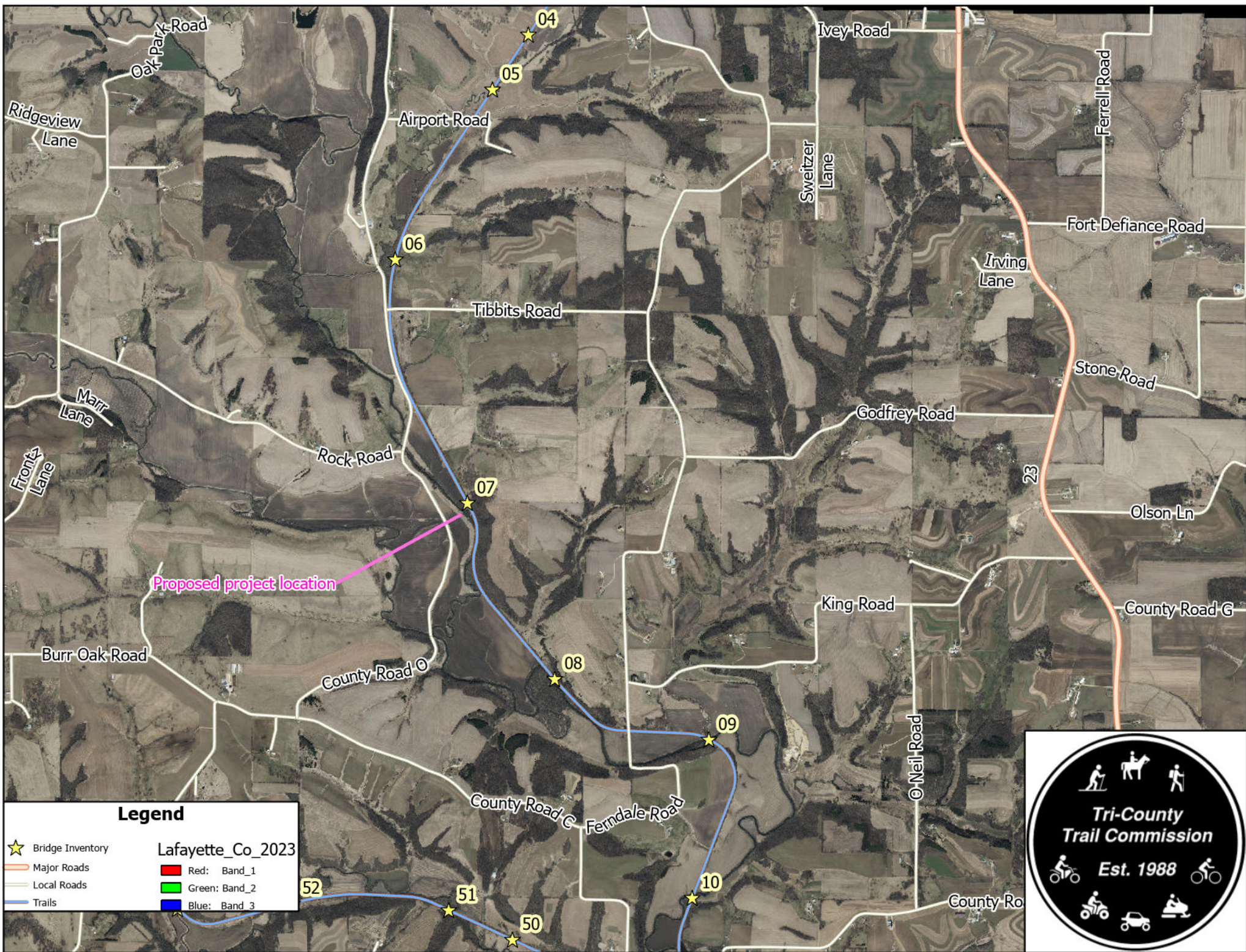
Bridge Dimensions: _____

Design Weight Load _____ lbs.

1. Materials \$ _____

2. Labor \$ _____

Total \$ _____



Oak Park Road

Ridgeview Lane

Airport Road

Ivey Road

Ferrell Road

Sweitzer Lane

Fort Defiance Road

Tibbits Road

Irving Lane

Stone Road

Marr Lane

Godfrey Road

Rock Road

23

Olson Ln

Proposed project location

King Road

County Road G

Burr Oak Road

County Road C

08

King Road

County Road C

Ferndale Road

© Neil Road

County Road

52

51

50

10

09

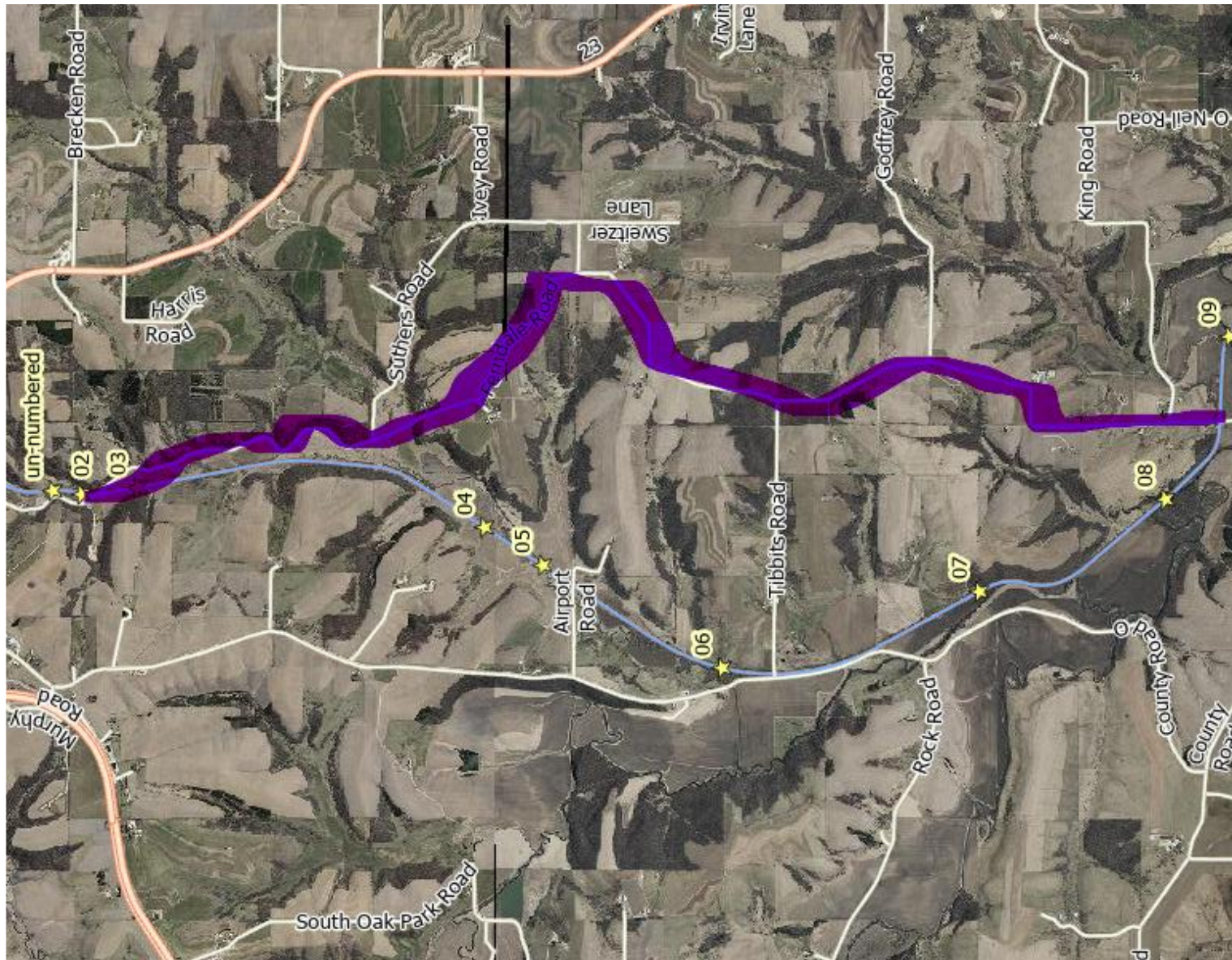
Bridge # 7

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

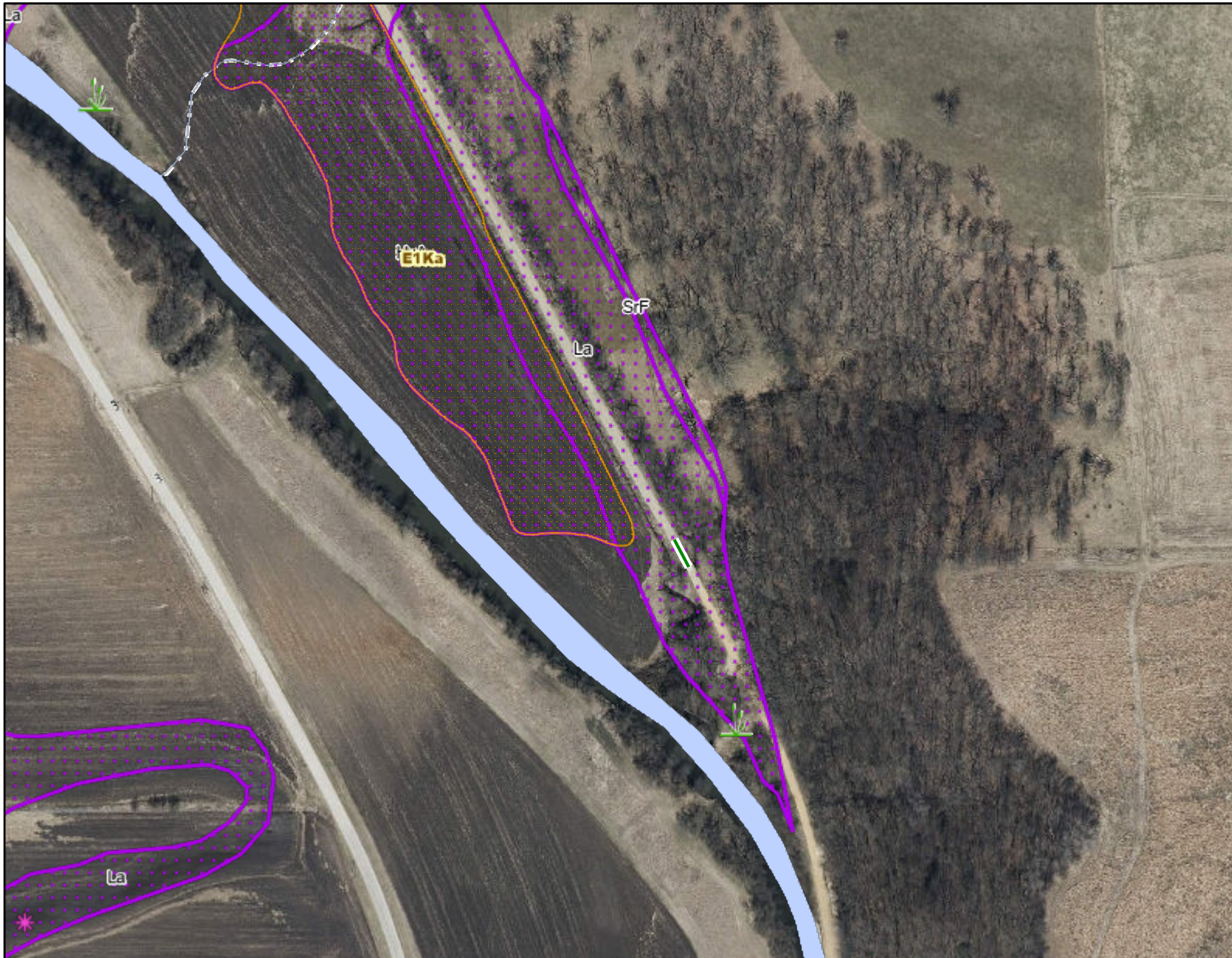
Category		Possible Points	Snow Points	ATV/UTV Points
1	Condition of the Structure (max of 10 points)			
	Has a certified bridge inspection report that supports the project & demonstrates need. Copy of report needed. Snowmobile Funded Projects	10	16	
	Calculation: 10 minus NBI Rating Score (0-9) ATV Funded 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 <u>all portions of</u> 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 <u>all portions of that</u> 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 <u>just the bridge</u> site	3	—	—
	3-9 deeded easement on private land or other public land, for <u>just the bridge</u> 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	15



Trail re-route if bridge 7 would have to close.



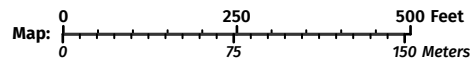
Bridge is located in the purple highlighted area. This area is within FEMA regulated floodplain.



Legend: (some map layers may not be displayed)

- Wetland Class Points
 - Wetland too small to delineate
- Wetland Class Areas
- USDA Wetspots
- 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:



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 2:20 PM

Bridge ID / Structure No. Bridge #7	Inspection Date:	10.29.2025
	Inspection TL:	Nate Miller, PE
	NBI Project No:	2503501

Inspection Report for

Bridge #7

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:

- Erosion at the south abutment has undermined the wingwall plank.

Summary of Structural Conditions:

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

Maintenance/Repair Recommendations:

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

Nate Miller

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

10.29.2025

Date

Bridge ID / Structure No. Bridge #7	Inspection Date: 10.29.2025
	Inspection TL: Nate Miller, PE
	NBI Project No: 2503501
Facility Owner/Managing Agency: Tri-County Trails Commission	Representative: Max Blackburn
Email: trails@lafayettecountywi.org	Phone: 608-776-4893

Summary of Inspection Intent, Procedures, and Limitations

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

Time Log	Onsite: 2.5 Hours
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Inventory Data

Feature On:	Cheese Country Trail	Feature Under:	Unnamed Stream
Lat./ Long.:	42.7786, -90.1883		
Orientation:	Traffic Direction: NB/ SB	Channel Flow:	Upstream: East - Downstream: West

Structure Type

No. Spans:	1	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): N/A		

Geometric - Dimensions are approximate.

Width (O-O):	11.5'	Deck Length (O-O):	15.0'
Width (C-C):	11.5'	Span Length(s):	14.0

Assessments

Quantity in CS

Assessment	Description	UOM	Total	1	2	3	4	Comments
9001	Drainage -Ends of Structure	EA	4			4		Erosion at corners undermining approach slabs.
9004	Drainage - Structure	EA	0					No Bridge Deck Drains.
9030	Signs - Object Markers	EA	4	1		3		Present at All 4 Corners. Bent/Faded/Damaged.
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		Erosion/Undermining at South Abutment.
9324	Approach Roadway -Gravel	EA	2		2			Minor Rutting at Wheel Lines.

Bridge ID / Structure No. Bridge #7	Inspection Date:	10.29.2025
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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. Minor 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.

Railings (C.05) | 4 | Poor Condition – Stable

1. (3) rows of dimensional timber bridge rail supported by angled timber posts.
2. Patched collision damage to rails. Posts and rail decayed/loosely connected. Timber preservative treatment appears marginally effective.

Maintenance/Repair Recommendations

Repair damaged railing components.

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 north 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/wingwall plank undermined and separating. Portion of north backwall plank undermined.
3. Decayed timber components throughout. Backwall piles checking w/ signs of decay and section loss. All bearing piles sound hollow with +/- 50% loss section. No signs of lateral/overload distress observed.

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 has undermined the full-length south abutment backwall plank and approximately 8ft of the north abutment backwall plank.
2. Drift: No significant deposits in channel.
3. Channel Change: Channel flows through the center of the opening.
4. Adequacy of Opening: No readily visible signs of overtopping. Low clearance opening is susceptible to overtopping during high flow events.

Maintenance/Repair Recommendations

Repair erosion/undermining of south abutment backwall plank.

Bridge ID / Structure No. <p style="text-align: center;">Bridge #7</p>	Inspection Date:	10.29.2025
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Channel Protection (C.10) | 5 | Fair Condition - Deteriorating

1. Vegetation: Channel is well vegetated.
2. Channel Protection: Minimal channel armoring present at the north abutment.

Maintenance/Repair Recommendations

Installation of channel protection is recommended but may not be feasible given the expected longevity of the bridge.

Scour (C.11) | 6 | Satisfactory Condition - Deteriorating

1. Streambed Scour: Soft/silty streambed with scattered cobbles is moderately prone to scour. Less than 1ft of local scour observed within opening.

Maintenance/Repair Recommendations

See Channel Protection.

Bridge ID / Structure No.

Bridge #7

Inspection Date: 10/29/2025
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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 crossties.</i>	5	SF	173		173	
		3220	WS-Crack CS2: Minor/Moderate width longitudinal cracking across length of deck.	SF			15		
		8911	WS-Abrasion/ Wear/ Rutting or Loss of Friction CS2: Ends covered with crushed stone. Concrete worn to large aggregate. 5SF surface scaling on wearing surface.	0			158		
Deck	31		Deck-Timber Timber Crossties.	4	SF	150		75	75
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination 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.	SF			75	75	
	9004		Drainage-Structure None.	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	332		Timber Bridge Railing <i>(3) rows of dimensional timber rails supported by angled timber posts.</i>	4	LF	30			30
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear Timber rails and posts decayed/loose/damaged/patched.	LF				30	
		1020	Connection <i>See Damage.</i>	LF					
		7000	Damage N/A	LF					

Bridge Joints

Bridge Joints Rating: **N**

Quantity in Condition State

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

Bridge ID / Structure No.

Bridge #7

Inspection Date: 10/29/2025
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 NBI Project No: 2503501

Superstructure

Superstructure Rating: **2**

Quantity in Condition State

	Element	Defect	Description	OUM	Total	Quantity in Condition State				
						1	2	3	4	
Superstructure	111		Superstructure-Timber-Open Girder/ Beam 2 beam lines of 3-ply timber beams.	2	LF	30				30
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear CS4: All beams sound hollow with an estimated 75% decay.		LF					27
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination CS3: Prominent checking/horizontal shear cracking throughout all outside beam ply's. CS4: East beam crushing over north abutment.	0						3
		1020	Connection Through-bolts appear intact and functioning as intended.		LF					
		1900	Distortion N/A		LF					
		7000	Damage N/A		0					
	Protective Coatings: Timber preservative treatment ineffective.									

Bearings

Bearing Rating: **N**

Quantity in Condition State

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

Bridge ID / Structure No.

Bridge #7

Inspection Date: 10/29/2025
 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	4	LF	28			28	
		Timber pile with backwall plank abutment-timber backwall plank.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	LF				14	
			CS3: All timber plank showing signs of incipient decay.						
		4000	Settlement	LF					
			No readily visible signs of settlement.						
		6000	Scour	LF				14	
			CS3: South abutment backwall plank undermined 1ft along length of backwall.						
		235	Substructure-Timber-Pile Cap-Abutment	4	LF	28			28
			Timber pile with backwall plank abutment-timber pile cap.						
			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 pile with backwall plank abutment-5 driven timber piles per backwall.							
		1140	TBR-Decay/ Section Loss/ Abrasion/ Wear	EA				10	
		CS3: Backwall piles showing signs of decay. All bearing piles sound hollow with an estimated 50% loss section. No signs overload distress.							
		1150	TBR-Checks/ Shakes/ Cracks/ Splits/ Delamination	EA					
		CS2: Backwall piles weather checked with prominent checking.							
Wingwalls	8400	Wingwall-Timber	4	EA	4			4	
		Integral timber wingwalls. Timber backwall plank extends beyond bearing piles-no supplemental wingwall piles.							
		8902	WW-Movement	EA				2	
		CS3: South wingwall plank undermined/separating.							
		8903	WW-Deterioration	EA				2	
		CS3: Wingwall plank decayed.							

Bridge ID / Structure No.

Bridge #7

Inspection Date: 10.29.2025

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 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 – North Abutment



Photo 7 – South Abutment.



Photo 8 – West Corner of North Approach. Typical.



Photo 9 – North End of West Rail.



Photo 10 – East Beam Over North Abutment.



Photo 11 – South Abutment

-End of Report-