

AGENDA
PUBLIC WORKS COMMISSION
CITY OF CROSSLAKE
MONDAY, MARCH 3, 2025
4:00 P.M. – CITY HALL

1. Call to Order
2. Approval of February 3, 2025 Minutes (Motion)
3. Pat - 2024 Annual Bridge Inspection Reports for Milinda Shores Road over Channel Rush Lake & Sunrise Island Road over Cross Lake Channel
4. Pat – Update on County response to CR 103 recommendation for rumble strips and 11-foot driving lanes
5. Pat – Quote for chip sealing West Shore and Daggett Pine Trails and update on review of crack filling previously chip sealed roads
6. Pat – Update on receiving final plans for pavement accessing new Bar Stock Building and letters Pat is sending out
7. Pat - Discussion per request from Warren Stock on Island View Road, make it a City Road and soil borings done
8. Phil Martin – Proposal for bidding and construction engineering for Harbor Lane. Final design and construction plan/documents preparation
9. Phil Martin - Update on 2025 Projects mock assessment roll/Construction Cost Share Agreement
10. Phil Martin – Update on Private Developer Road sub-base
11. Other Business That May Arise
12. Adjourn

CITY OF CROSSLAKE
PUBLIC WORKS COMMISSION
MEETING MINUTES
MONDAY, FEBRUARY 3, 2025
4:00 P.M. – CITY HALL

Pursuant to due notice and call the Public Works Commission held its regular monthly meeting on Monday, February 3, 2025, in City Hall. The following Commission Members were present: Tom Swenson, Gordon Wagner, Tim Berg, and Mary Prescott. Also in attendance were Public Works Director Pat Wehner, City Administrator Lori Conway, City Council Member Robin Sylvester & City Engineer Phil Martin. Dave Schrupp was via zoom from location Estancia Villas, Venice, Florida 34292. There were 4 in the audience.

The meeting was called to order at 4:00 P.M. by Tom Swenson.

Tom Swenson introduced Mary Prescott as our new Commission Member for Public Works and Robin Sylvester as our new Public Works Council Liaison.

Tom Swenson was appointed as the Chairman for Public Works for the upcoming year.

A MOTION WAS MADE BY GORDON WAGNER AND SECONDED BY TIM BERG TO APPROVE TOM SWENSON AS THE NEW CHAIRMAN.
A ROLL CALL VOTE CARRIED WITH ALL AYES.

Tim Berg as the Vice Chairperson for Public Works for the upcoming year.

A MOTION WAS MADE BY TOM SWENSON AND SECONDED BY GORDON WAGNER TO APPROVE TIM BERG AS THE NEW VICE CHAIRMAN.
A ROLL CALL VOTE CARRIED WITH ALL AYES

A MOTION WAS MADE BY TOM SWENSON AND SECONDED BY TIM BERG TO APPROVE THE MEETING MINUTES FROM DECEMBER 2, 2024.
A ROLL CALL VOTE CARRIED WITH ALL AYES.

Pat gave an update on the new Side x Side for clearing the sidewalks and mentioned a sander was installed as well. He also mentioned that their John Deere tractor is also being used for clearing sidewalks and is working well. As of today, we are hauling the snow away. If it continues to snow and having to haul it away, manpower may become an issue for the Public Works Department. Discussion with the County was mentioned for a sidewalk on the east side of the road from Lakes Craft & Cones to the Bridge and the addition of a temporary pedestrian crosswalk. Dave Schrupp would like to see documentation more often from the County on the progress of the sidewalks to stay on top and prevent things from slipping through the cracks.

Pat updated with the status on the current and future County projects. Future projects include, CR 103 Resurfacing in 2026, CSAH 66 Daggett Brook Bridge rehabilitation in 2026, CSAH 3/CSAH 36/CR 103 Roundabout in 2028 and CSAH 66 Resurfacing and CR 120 Resurfacing in 2028.

A MOTION WAS MADE BY DAVE SCHRUPP AND SECONDED BY TIM BERG TO RECOMMEND TO THE CITY COUNCIL THAT THE COUNCIL RECOMMEND TO THE COUNTY TO ADD RUMBLE STRIPS TO THE PROJECT ON CR 103 AND STRIPE THE LANES AT 11' WIDE IN ORDER TO GAIN 1' OF ADDITIONAL SHOULDER.

A ROLL CALL VOTE CARRIED WITH ALL AYES.

Lori Conway spoke regarding her meeting with Park & Rec. Director TJ Graumann and Public Works Director Pat and has agreed to possibly add another committee to coordinate all future trails. The City has filled out and submitted the SS4 Grant for approval. A Feasibility Study is being worked on and when that is published, it will help with all the segments.

Robin Sylvester felt we should wait and do a little more work on this project before moving forward. Phil Martin feels a trail is a better option and adding 1 extra foot to the shoulder will not be sufficient for pedestrian safety. He also feels the city needs to step up and push for easements to add the off-road Trail for safety reasons.

Mike O'Connell in the audience spoke raising his concerns on the trails and agrees with Phil that the city needs to step up and push for the off road trails. Start applying for more grants and push more for this project to happen. He feels the City should not give in to the County so easily. This is a highly traveled and dangerous road. O'Connell offered to work with the City to obtain easements along East Shore Road, Happy Landing and CR 103 in order to do an off road trail.

Phil mentioned that the County is going to do some research on this and see what the best option for the city will be to proceed.

A MOTION WAS MADE BY DAVE SCHRUPP AND SECONDED BY TIM BERG TO RECOMMEND TO THE CITY COUNCIL THAT THEY RECOMMEND TO THE COUNTY THE FOLLOWING DETOURS FOR THE CSAH 3 & 36 ROUNDABOUT PROJECT. COMING FROM THE NORTH AND SOUTH, CONSTRUCT A TEMPORARY ROAD IN THE SOUTH EAST CORNER OF THE INTERSECTION AND UTILIZE NORTHERN TERRACE AND BLACK BEAR PATH FOR THE DETOUR. TRAFFIC COMING FROM THE WEST BE DETOURED TO CR 120. A ROLL CALL VOTE CARRIED WITH ALL AYES.

Pat spoke regarding Reeds & Bar Stock Sewer easement and will speak more with Bill Reed regarding the parking lot. We do not want to own the parking lot or maintain it. Phil is concerned if there are any problems with the sewer line under the blacktop that we will have increased costs to repair the line. Gordon would like more information on this before any commitment is made. Easements need to be checked with the Planning & Zoning Department.

The Public Works Commission would like to see the final drawings of their plan before we commit. However, Pat can let them know we tentatively would approve the blacktopping pending review of the plan.

Phil gave an update on the Year 2 Improvements and the potential range for assessments based on the Nagel benefit analysis. A discussion ensued comparing the 2024 mil and overlay assessments with the 2025 ranges provided by Nagel and whether there should be an inflationary adjustment in 2025. Tom suggested running numbers for all the parcels using Phil's best estimate of project costs to get an idea of the percentage of the cost being paid by assessments.

Phil would like to close out sewer connection charge balances with Moonlite Square Car Wash, Moonlite Square Convenience Store & Moonlite Bay Restaurant with appropriate refunds or collections from each based on a full year of metered water use.

A MOTION WAS MADE BY DAVE SCHRUPP AND SECONDED BY GORDON WAGNER TO RECOMMEND TO THE CITY COUNCIL TO REIMBURSE MOONLITE SQUARE CAR WASH \$7,360.00 AND COLLECT OUTSTANDING BALANCES FROM MOONLITE BAY CONVENIENCE STORE \$3,680.00 AND MOONLITE BAY RESTAURANT \$7,360.00 FOR THEIR SEWER CONNECTION CHARGES.
A ROLL CALL VOTE CARRIED WITH ALL AYES.

Phil gave an update on the Harbor Lane project and stated the easements are being finalized for this project. Plans will be completed in February and the project can be bid in March.

A MOTION WAS MADE BY DAVE SCHRUPP AND SECONDED BY TOM SWENSON TO RECOMMEND TO THE CITY COUNCIL TO MOVE FORWARD WITH THIS PROJECT.
A ROLL CALL VOTE CARRIED WITH ALL AYES.

Phil discussed a Private Development Road which the Developer would like to turn over to the city and stated some concerns about it meeting City standards. The sub-base was not inspected prior to placing class 5. The consensus of the Commission was to have Phil ask for soil borings from a geotechnical firm or have class 5 pulled back to view the sub-base. Developers need to know what their responsibilities are and to follow the Cities process if they want the City to take over a road.

Tom asked for an update on the Ground rod which was driven through the sewer and who is paying for the incident which resulted in digging up the sewer line. Lori has sent 2 invoices for the damage which has been ignored by the contractor. She will send a certified letter for another attempt to collect and will notify the City Attorney of the situation.

Tom raised some concerns on Sand Point Drive regarding the chip seal which was done in 2023 and he noticed cracks that were opening again. He mentioned that maybe a year or 2 after chip sealing, the roads should be looked at to determine if any crack filling is necessary.

A MOTION WAS MADE BY GORDON WAGNER AND SECONDED BY TOM SWENSON TO ADJOURN THE MEETING AT 6:00 P.M.
A ROLL CALL VOTE CARRIED WITH ALL AYES.

Sharyl Murphy
Deputy Clerk/City Treasurer



January 22, 2025

City of Crosslake
 Char Nelson, Clerk
 37028 County Rd 66
 Crosslake, Minnesota 56442

Re: Annual Bridge Inspections

Dear Char Nelson,

The annual bridge inspections for 2024 have been completed in accordance with Minnesota Statutes, Chapter 165. A bridge is defined as a drainage structure with a span of 10-feet or more; therefore, large culverts are considered bridges for inspection purposes as well as the more conventional bridge structures. A copy of the inspection report for bridges inspected in 2024 under your jurisdiction is enclosed. Please note that all bridges are not necessarily inspected each year. Depending on the type and condition of a structure the inspection frequency may be as high as a 48-month interval.

The key information to look at on the inspection report may be the comments made by the Inspector and any change in an element condition from years prior printed in red. The "Sufficiency Rating" has moved to the first page of the "Minnesota Bridge Inspection Report", located on right, just above the first element in the report.

Since bridges represent a considerable investment of taxpayer dollars, you are encouraged to seriously review each report as well as conduct an on-site review of your bridges to confirm existing conditions and take appropriate action. This office is available to provide advice as to maintenance procedures and answer any questions related to bridges. You may contact the following: Wayne Dosh, Senior Engineering Technician and Certified Bridge Inspector; Rob Hall, Assistant County Highway Engineer and Timothy Bray, County Highway Engineer.

Sincerely,

Timothy Bray P.E.
 County Highway Engineer

By: Wayne Dosh
 Wayne Dosh Senior Engineering Technician

Timothy V. Bray
County Engineer
 Highway Department
 16589 County Road 142
 Brainerd, MN 56401

Office: (218) 824-1110
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Our Vision: Being Minnesota's favorite place.
Our Mission: Serve well. Deliver value. Drive results.
Our Values: Be responsible. Treat people right. Build a better future.

2024 ROUTINE
BRIDGE INSPECTION REPORT



BRIDGE # L4044
MELINDA SHORES RD over CHANNEL RUSH LAKE

DISTRICT: District 3 COUNTY: Crow Wing CITY/TOWNSHIP: Cross Lake
STATE: Minnesota

Date of Inspection: 10/18/2024

Equipment Used: Life Jacket, Probing Rod, Other - waders, tape-measure,
flashlight Assisted by Brian Winskowski

Owner: City or Municipal Highway Agency

Inspected By: Dosh, Wayne; Winskowski, Brian

Report Written By: Wayne Dosh
Report Reviewed By: Timothy Bray
Final Report Date: 01/13/2025



Structure Number: L4044
Facility Carried: M 205

MINNESOTA BRIDGE INSPECTION REPORT

01/13/2025

BRIDGE L4044 M 205 OVER CHANNEL RUSH LAKE

County: Crow Wing	Location: 1.5 MI SW OF JCT CSAH 6	Length: 29.2 ft.
City: Cross Lake	Route: 10 - MUN 205 Ref. Pt.: 000+00.077	Deck Width: 16.0 ft.
Township:	Control Section:	Rdwy. Area/ Pct. Unsnd: 409 sq. ft. / 6%
Section: 07 Township: 137N Range: 27W Maint. Area:		Paint Area/ Pct. Unsnd: sq. ft. / 0%
Span Type: 5 - Prestressed Concrete 4 - Tee Beam Local Agency Bridge Nbr.: CITY34		Culvert: N/A
List:		Postings:
NBI Deck: 7 Super: 7 Sub: 5 Chan: 6 Culv: N		
	Open, Posted, Closed: A - Open	
	MN Scour Code: I - LOW RISK	

Appraisal Ratings - Approach: 5	Waterway: 7	Unofficial Structurally Deficient	N
Required Bridge Signs - Load Posting: 0 - Not Required	Traffic: 0 - Not Required	Unofficial Functionally Obsolete	N
Horizontal: 1 - Object Markers	Vertical: N - Not Applicable	Unofficial Sufficiency Rating	67.8

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
15	Prestressed Concrete Top Flange	Routine	10/18/2024	467 SF	436	29	2	0
		Routine	10/21/2022	467 SF	438	29	0	0
	Notes: 10/18/2024: Isolated delamination and spalls w/ exposed steel (CS3 -2) at the bridge railing posts, located on the north outside deck face below the 2 most northwest posts. There is some minor leakage between the beam at the beam joint w/ minor rust staining and rusting of the welded spreader plates. 10/21/2022 - 10/13/2014: There is some minor leakage between the beam at the beam joint w/ minor rust staining and rusting of the welded spreader plates.							
	510 - Wearing Surfaces	Routine	10/18/2024	467 SF	467	0	0	0
		Routine	10/21/2022	467 SF	467	0	0	0
Notes: 10/18/2024 - 10/06/2020: Pavement over bridge was new in summer of 2018. Pavement was seal coated 2019. 10/04/18: Pavement over bridge was new in summer of 2018. 10/13/16 - 10/13/14: There is an unsealed longitudinal crack at the centerline of the wearing surface. 10/11/12: Single sealed longitudinal crack in bituminous surface over joint between the 2 double "T" beams.								
109	Prestressed Concrete Open Girder/Beam	Routine	10/18/2024	116 LF	114	2	0	0
		Routine	10/21/2022	116 LF	114	2	0	0
	Notes: 10/18/2024 - 10/21/2022: There is a minor crack and spall at the end of the sole plate in beam #1 over the west abutment at the bottom of the beam. There are hairline diagonal cracks near the abutment on all beams located in the haunch between web and flange. The neoprene pads below beams are starting to walk out. 10/06/2020 - 10/13/2016: Hairline diagonal cracks near the abutment on all beams located in the haunch between web and flange. The neoprene pad at the east abutment below the north beam is starting to walk out.							
215	Reinforced Concrete Abutment	Routine	10/18/2024	40 LF	0	40	0	0
		Routine	10/21/2022	40 LF	0	40	0	0
	Notes: 10/18/2024: Both abutments tip toward the channel. 28.89' South side and 28.97' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/21/2022: Both abutments tip toward the channel. 28.90' South side and 28.99' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/06/2020: Both abutments tip toward the channel. 28.91' South side and 29.00' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/04/18: Both abutments tip toward the channel. 28.92' South side and 28.99' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/13/16: Both abutments tip toward the channel. 28.96' S side and 29.04' N side. Approx 0.05' of change since 2014 measurement. Gabions installed to resist undermining of abutments. 10/13/14 - 10/11/12: Measurement of abutment out to out 29.00' S side & 29.09' N side. Both abutments tip toward the channel. 11/03/10: Measurement of abutment out to out 29.02' S side & 29.09' N side. Both abutments tip toward the channel. 10/13/08: Measurement of abutment out to out 29.02' S side & 29.12' N side, no change from last measurement. Both abutments tip toward the channel. 10/19/06: Both abutments are tipped toward the channel.							

BRIDGE L4044 M 205 OVER CHANNEL RUSH LAKE

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
217	Masonry Abutment	Routine	10/18/2024	48 LF	48	0	0	0
Notes: 10/18/2024: The wood wingwalls were removed and replaced with large landscaping block, each wingwall measures approximately 12 feet long.								
231	Steel Pier Cap	Routine	10/18/2024	40 LF	0	0	40	0
		Routine	10/21/2022	40 LF	0	40	0	0
Notes: 10/18/2024: Flaking rust is present on the top across the length of both pier caps. 10/21/2022 - 10/04/2018: There is surface rust across the entire top surface w/ flaking rust below the bridge beams and diaphragms. The cap is slightly out of position, as the abutment has shifted the cap has moved forward and is tipping back slightly.								
	515 - Steel Protective Coating	Routine	10/18/2024	70 SF	0	0	0	70
		Routine	10/21/2022	70 SF	0	0	0	70
Notes: 10/18/2024 - 10/04/2018: The paint system has failed.								
310	Elastomeric Bearing	Routine	10/18/2024	8 EA	0	3	5	0
		Routine	10/21/2022	4 EA	4	0	0	0
Notes: 10/18/2024: The very thin elastomeric pads appear to be walking out. At the west abutment (CS3 - 2) the #1 pad is torn, and the #3 pad has walked out from below the sole plate 3/4 inch. At the east abutment (CS3 - 3) pads #'s 2,3 & 4 have walk out from below the sole plate by at least 1/2 inch. 10/21/2022: The very thin elastomeric pads appear to be walking out. Pads remain below the sole plates and remain on top of the steel abutment cap but are extruding beyond the concrete diaphragms.								
330	Metal Bridge Railing	Routine	10/18/2024	70 LF	56	14	0	0
		Routine	10/21/2022	70 LF	56	14	0	0
Notes: 10/18/2024 - 10/13/2016: There has been an impact to the SW corner of the bridge railing, bent slightly. Rusting occurring at the bases of the bridge railing. Bridge railing is substandard for all speeds. paint has failed on the lower 1/3 of railing posts. 11/03/10: Bridge railing is substandard for all speeds. Rusting occurring at the bases of the bridge railing. 10/13/08: Rusting occurring at the bases of the bridge railing.								
	515 - Steel Protective Coating	Routine	10/18/2024	291 SF	0	153	0	138
		Routine	10/21/2022	291 SF	0	153	0	138
Notes: 10/18/2024 - 10/13/2016: Light Chalking of galvanized coating along guardrail full length (140 SF). Light chalking on 2" square tubing (13 SF). Coating failure on all 5"x2" posts (62 SF). Coating failure on full length of handrail (36 SF). Coating failure on all 8" round posts (40 SF).								
800	Critical Deficiencies or Safety Hazards	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION.								
822	Bituminous Approach Roadway	Routine	10/18/2024	2 EA	2	0	0	0
		Routine	10/21/2022	2 EA	2	0	0	0
Notes: 10/18/2024 - 10/06/2020: The east approach only was paved summer 2018 and seal coated summer 2019. The new pavement ends at the west abutment, the west approach remains the old pavement which is in good condition. 10/04/18: The east approach is new summer of 2018. The new pavement ends at the west abutment, the west approach remains the old pavement which is in good condition. 10/13/16: Durapatched-smooth transition. 10/13/14: The E approach is settled 1 3/4" below the top of the deck. 10/11/12: E approach has been durra-patched and rubber sealed. There is a slight dip at the E abutment. 11/03/10: E approach has been durra-patched. There is a slight dip at the E abutment. 10/13/08: E approach has a slight bump. 10/19/06: E approach has a slight bump.								
855	Secondary Members (Superstructure)	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024: There is delamination in the NW corner, outside of the beam. Minor cracks in the diaphragm at the west end of the north bridge beam. Cracks are on the inside and outside of the beam. 10/21/2022 - 10/11/2012: Minor cracks in the diaphragm at the west end of the north bridge beam. Cracks are on the inside and outside of the beam.								

BRIDGE L4044 M 205 OVER CHANNEL RUSH LAKE

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
881	Steel Section Loss	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024: Estimate 2% - 5% section loss occurring on the abutment bearing caps. As the cap is supported across its entire length by the abutment stem wall the section loss is considered minor at this time. 10/21/2022 - 10/04/2018: There is some section loss occurring on the abutment bearing caps. As the cap is supported across its entire length by the abutment stem wall the section loss is considered minor at this time.								
884	Substructure Settlement & Movement	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/21/2022	1 EA	0	1	0	0
Notes: 10/18/2024 - 10/21/2022: There have been no significant changes from the measurements taken in 2018. 10/04/18: A difference of 0.04' and 0.05' from measurements taken in 2016. 10/13/16: A difference of 0.05' from 2014 measurements. Gabions installed to resist undermining of abutments. 10/13/14: Measurements from 2014 to 2012 are the same, however there was a difference of 0.02' on the south side and a difference of 0.03' between the measurement taken in 2012 and those taken in 2008. 11/03/10: The abutments are tipping toward the channel. Difference of 0.03' between the abutments on the N side of the bridge from last measured in 2008.								
885	Scour	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024: Counter measures are present and in good condition.								
891	Other Bridge Signing	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	0	1	0	0
Notes: 10/18/2024: New signing installed. 10/21/2022 - 10/13/2014: 3 of the 4 clearance signs are damaged. All 4 should be replaced due to reflectivity purposes.								
892	Slopes & Slope Protection	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024: Slopes have been regraded and seeded with the construction of the new wingwalls. 10/21/2022: Channel has been dredged below the bridge and the sand dumped on the gabion baskets. 10/21/2022 - 10/13/2016: Channel slopes have been repaired with rip-rap gabions. There is sand on top of the bridge seat coming from between and from under the diaphragms. 10/13/14: The backer boards have failed in the on east retaining wall. The backer boards have settled and pushed toward the channel spilling backfill into the channel. There are voids behind the retaining wall that extends 3' - 4' behind it. The slope paving is suspended above the slope fill by a couple of inches to a couple of feet. 11/03/10: Backer boards on the lower slope protection continue to deteriorate. Backfill is spilling into the channel through the breaks and through gaps between the boards at both abutments. The paved inslopes have settled. 10/13/08: Backer boards on the lower slope protection at the E abutment are broke. Backfill is spilling into the channel through the breaks and through gaps between the boards at both abutments. The paved inslopes have settled. 10/19/06: 2 backer boards on the lower slope protection are broke and back fill is spilling in to the channel.								
894	Deck & Approach Drainage	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024: Functioning as intended.								
899	Miscellaneous Items	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/21/2022	1 EA	1	0	0	0
Notes: 10/18/2024 - 10/06/2020: Utilities are attached to both sides of the bridge. There are 2 lines on the south side and 1 on the north side of the bridge. 10/04/18 - 10/13/16: Bush and trees have been removed. 11/03/10: Bush and trees need to be removed from around the abutments.								
900	Protected Species	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/21/2022	1 EA	0	1	0	0
Notes: 10/18/2024 - 10/06/2020: No evidence of birds or bats today. 10/04/18: Birds nest observed today. 10/13/16: None noticed today>Use this element to track the presence of protected species living on this structure.								

BRIDGE L4044 M 205 OVER CHANNEL RUSH LAKE

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
216	Timber-Abutment	Routine	10/18/2024	0-EA	0	0	0	0
228	Timber-Pile	Routine	10/18/2024	0-EA	0	0	0	0

General Notes: 10/18/2024 - 10/04/2018: Was able to wade under the bridge today, Water depth 2.5' deep today. The steel channel on top of the concrete abutment has flaking rust under the concrete beams. The neoprene pad at the east abutment and under the north beam is walking out. Deck was overlaid summer 2018.

10/13/16: Sediment on top bridge seat coming from behind beam diagrams. Full length of west bridge seat. Slope under bridge has been repaired with rock gabions. Paint on bridge seat has failed. Paint failed on lower third of railing posts.

10/13/14 - 10/11/12: Was able to wade beneath the bridge and see all elements. No changes to the crack across the E abutment 6" below the bridge seat. Voids found throughout the full depth of the knee walls. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed. (2014: The paved slope and retention wall continues to deteriorate.)

11/03/10: Was able to wade under the bridge and see all elements. A crack was found across the E abutment 6" below the bridge seat. Voids found throughout the full depth of the knee walls. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed

10/13/08: Was able to wade under the bridge and see all elements. Voids found under the slope paving on both slopes throughout, but more extensive on the E. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed in the early 90's.

10/19/06: Was able to walk under the bridge and see all structural elements. The piling in the channel providing the lower slope protection are severely deteriorated. Need to repair the broken boards to prevent any additional settlement or tipping of the abutments.

11-02-2004: NO APPARENT STRUCTURAL PROBLEMS.

10-09-2002: NO APPARENT STRUCTURAL PROBLEMS. BRUSH CUTTINGS HAVE BEEN REMOVED.

05-19-1999: ABUTMENT WALLS TIP TOWARD THE CHANNEL ABOUT 3/8 INCH PER FOOT. REMOVE BRUSH CUTTINGS FROM UNDER BRIDGE NEAR ABUTMENTS.

58. Deck NBI: 10/18/2024: Deck has minor deterioration. Rust staining in the deck joint between the "T" beams.

36A. Brdg Railings NBI:

36B. Transitions NBI:

36C. Appr Guardrail NBI:

36D. Appr Guardrail
Terminal NBI:

59. Superstructure NBI: 10/18/2024: Isolated spalling in the diaphragms over the abutments.

60. Substructure NBI: 10/18/2024 - 10/04/2018: There is some minor rotation of the abutments occurring. Both abutments are tipping toward the channel.

10/13/14: There has been some minor movement of the abutments in the past. Both abutments tip toward the channel.

61. Channel NBI: 10/18/2024: Channel banks are slumping from erosion and wave action. Counter measures are in place protecting the bridge at this time.

10/13/16: A gabion wall restoration project was completed to fix the slopes between the abutments and channel.

10/13/14: The Knee walls in front of the abutments are badly deteriorated allowing the revetment fill in front of the abutment to spill into the channel.

62. Culvert NBI:

71. Waterway Adeq NBI:

72. Appr Roadway
Alignment NBI: Horizontal Alignment and Vertical Profile are substandard for this approach.

BRIDGE L4044 M 205 OVER CHANNEL RUSH LAKE

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
Wayne Dosh				Timothy Bray				
Inspector's Signature				Reviewer's Signature				



1. 10-18-2024 (47).JPG



2. 10-18-2024 (48).JPG



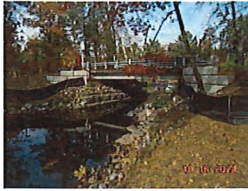
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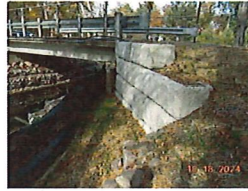
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6. 10-18-2024 (52).JPG



7. 10-18-2024 (53).JPG



8. 10-18-2024 (54).JPG



9. 10-18-2024 (55).JPG



10. 10-18-2024 (56).JPG



11. 10-18-2024 (57).JPG



12. 10-18-2024 (58).JPG



13. 10-18-2024 (59).JPG



14. 10-18-2024 (60).JPG



15. 10-18-2024 (61).JPG



16. 10-18-2024 (62).JPG



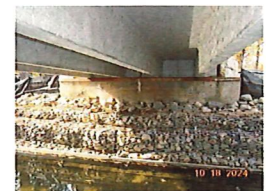
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18. 10-18-2024 (64).JPG



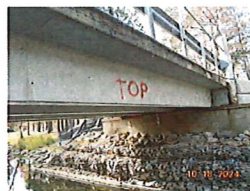
19. 10-18-2024 (65).JPG



20. 10-18-2024 (66).JPG



21. 10-18-2024 (67).JPG



22. 10-18-2024 (68).JPG



23. 10-18-2024 (69).JPG



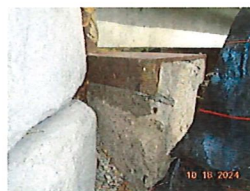
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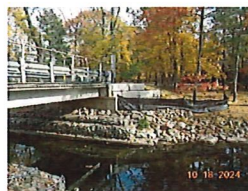
25. 10-18-2024 (71).JPG



26. 10-18-2024 (72).JPG



27. 10-18-2024 (73).JPG



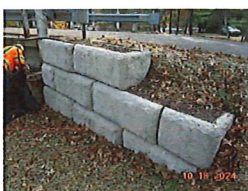
28. 10-18-2024 (74).JPG



29. 10-18-2024 (75).JPG



30. 10-18-2024 (76).JPG



31. 10-18-2024 (77).JPG



32. 10-18-2024 (78).JPG



33. 10-18-2024 (79).JPG



34. 10-18-2024 (80).JPG



35. 10-18-2024 (81).JPG



36. 10-18-2024 (82).JPG



37. 10-18-2024 (83).JPG



38. 10-18-2024 (84).JPG



39. 10-18-2024 (85).JPG



40. 10-18-2024 (86).JPG



41. 10-18-2024 (87).JPG



42. 10-18-2024 (88).JPG

Pictures



Photo 1 - 10-18-2024 (47)



Photo 2 - 10-18-2024 (48)

Pictures



Photo 3 - 10-18-2024 (49)



Photo 4 - 10-18-2024 (50)

Pictures



Photo 5 - 10-18-2024 (51)



Photo 6 - 10-18-2024 (52)

Pictures



Photo 7 - 10-18-2024 (53)

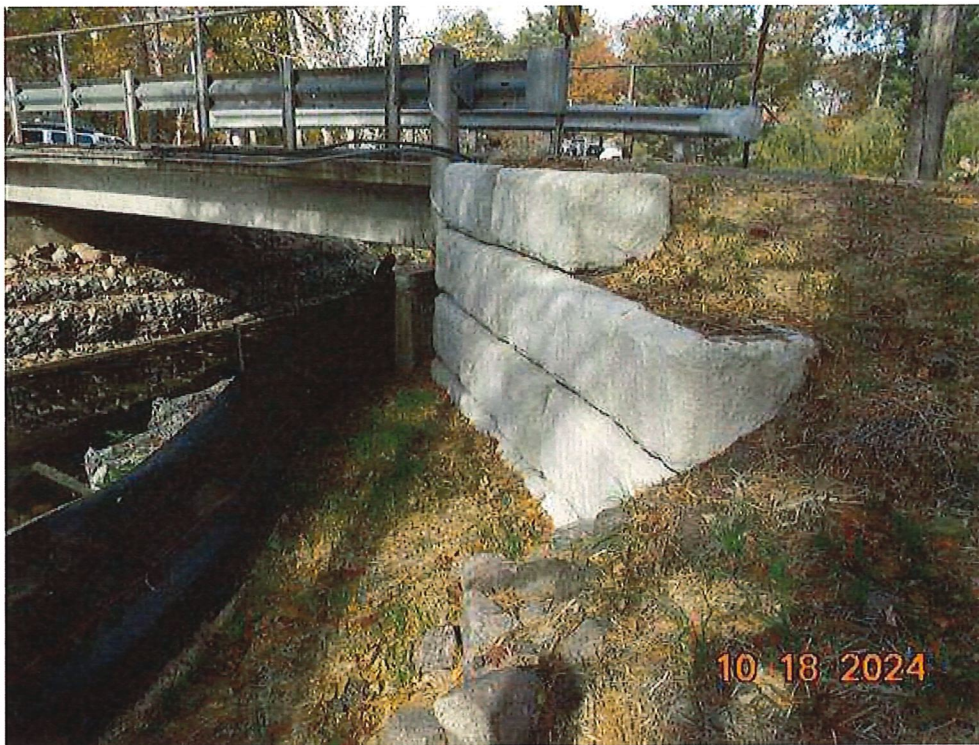


Photo 8 - 10-18-2024 (54)

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Photo 9 - 10-18-2024 (55)



Photo 10 - 10-18-2024 (56)

Pictures



Photo 11 - 10-18-2024 (57)



Photo 12 - 10-18-2024 (58)

Pictures



Photo 13 - 10-18-2024 (59)



Photo 14 - 10-18-2024 (60)

Pictures



Photo 15 - 10-18-2024 (61)



Photo 16 - 10-18-2024 (62)

Pictures



Photo 17 - 10-18-2024 (63)



Photo 18 - 10-18-2024 (64)

Pictures



Photo 19 - 10-18-2024 (65)



Photo 20 - 10-18-2024 (66)

Pictures



Photo 21 - 10-18-2024 (67)

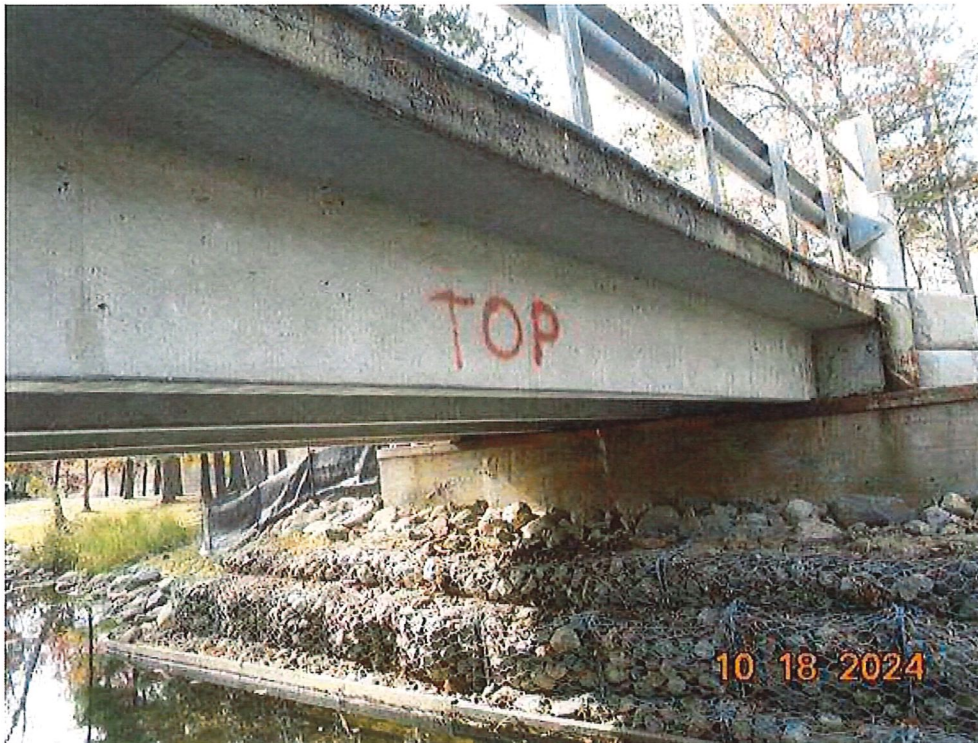


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Photo 23 - 10-18-2024 (69)



Photo 24 - 10-18-2024 (70)

Pictures



Photo 25 - 10-18-2024 (71)



Photo 26 - 10-18-2024 (72)

Pictures



Photo 27 - 10-18-2024 (73)

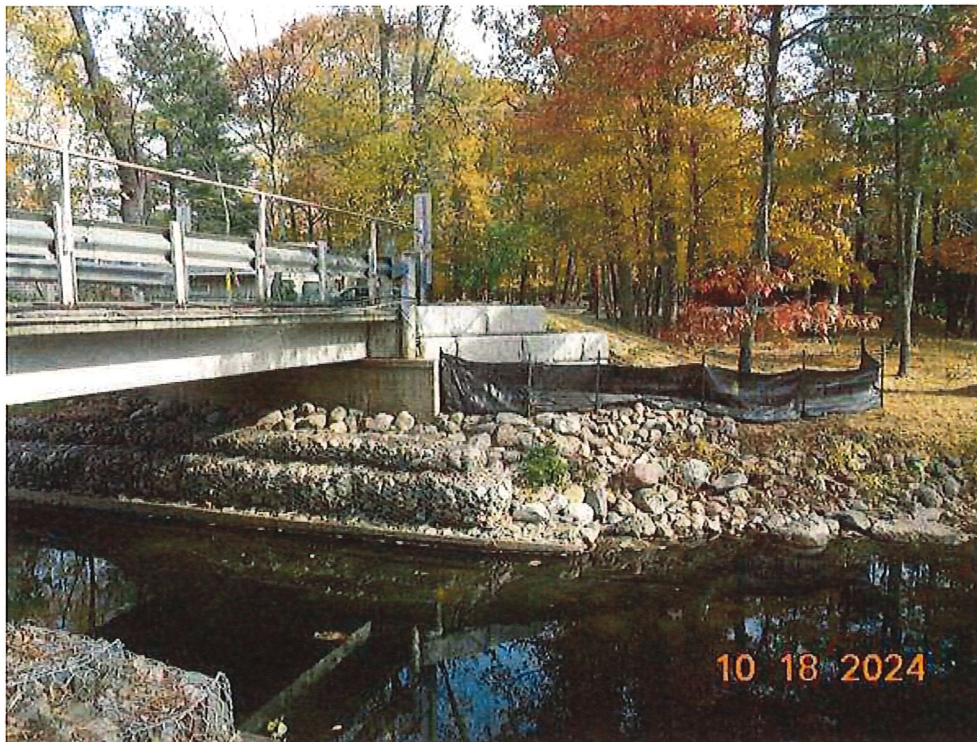


Photo 28 - 10-18-2024 (74)

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Photo 29 - 10-18-2024 (75)



Photo 30 - 10-18-2024 (76)

Pictures



Photo 31 - 10-18-2024 (77)



Photo 32 - 10-18-2024 (78)

Pictures



Photo 33 - 10-18-2024 (79)



Photo 34 - 10-18-2024 (80)

Pictures



Photo 35 - 10-18-2024 (81)



Photo 36 - 10-18-2024 (82)

Pictures



Photo 37 - 10-18-2024 (83)



Photo 38 - 10-18-2024 (84)

Pictures



Photo 39 - 10-18-2024 (85)



Photo 40 - 10-18-2024 (86)

Pictures



Photo 41 - 10-18-2024 (87)



Photo 42 - 10-18-2024 (88)



February 4, 2025

City of Crosslake
 Char Nelson, Clerk
 37028 County Road 66
 Crosslake, Minnesota 56442

Re: Bridge Maintenance

Dear Char Nelson,

Bridges represent a considerable investment and as such to get the maximum life out of a bridge they require periodic maintenance. The current funding levels are not adequate to replace all bridges in need of replacement, as a result there is a need to make existing bridges last longer. Often a little preventative maintenance can add 20 or more years of life to a bridge.

Repairs and Routine Maintenance for Bridge Number 18530 (Sunrise Island Rd over Breezy Channel).

- The Type III object markers are installed too low. They should measure a minimum of 4 feet from the bottom of the sign to the road surface.
- The Type III object marker at the NE corner is bent/damaged, should be replaced.
- Every spring the deck should be flushed to remove any salt or sand left from winter snow removal operations and remove any dirt and debris from the bridge scuppers.
- The city may consider sealing the top surface of the bridge railing with rubber. This helps to keep moisture from penetrating the end-grain of the bridge rail posts and glue laminated wood railing. Functionally the rubber works great, however cosmetically the rubber lacks public appeal and can be a mess until the rubber cures over a period of hours.
- This bridge is on a 2-year inspection cycle.



Deficiencies and potential repairs for Bridge Number L4044 (Melinda Shores Road over Rush Lake).

- The Type III object markers are mounted low on the bridge. The "Minnesota Manual on Uniform Traffic Control Devices" states that the distance from the bottom of the sign to the near edge of the pavement should measure 4 feet.
- Clean the bridge seats of dirt and debris. Dirt holds moisture and will speed rusting on the abutment bridge cap. The city could also consider spot painting the bridge rail posts and abutment cap to slow the rust progression.

Timothy V. Bray
County Engineer
 Highway Department
 16589 County Road 142
 Brainerd, MN 56401

Office: (218) 824-1110
 Fax: (218) 824-1111
www.crowwing.us

Our Vision: Being Minnesota's favorite place.
Our Mission: Serve well. Deliver value. Drive results.
Our Values: Be responsible. Treat people right. Build a better future.

- This bridge has a history of minor settlement occurring between the abutments. The settlement appears to have stabilized. This office will continue to monitor for movement during future inspections.
- If the city has any plan drawing of the new wing walls (Very Nice) I would request copies so that they may be included in the bridge file kept by this office.
- This bridge is on a 2-year inspection cycle.



Please consult this office when planning any bituminous surfacing across a bridge deck. The addition of a 2-inch overlay on a typical bridge, 20 feet long, results in 6 tons of dead load being added to the bridge. At a minimum an overlay does result in the need of a new load rating if additional material is added to the bridge deck

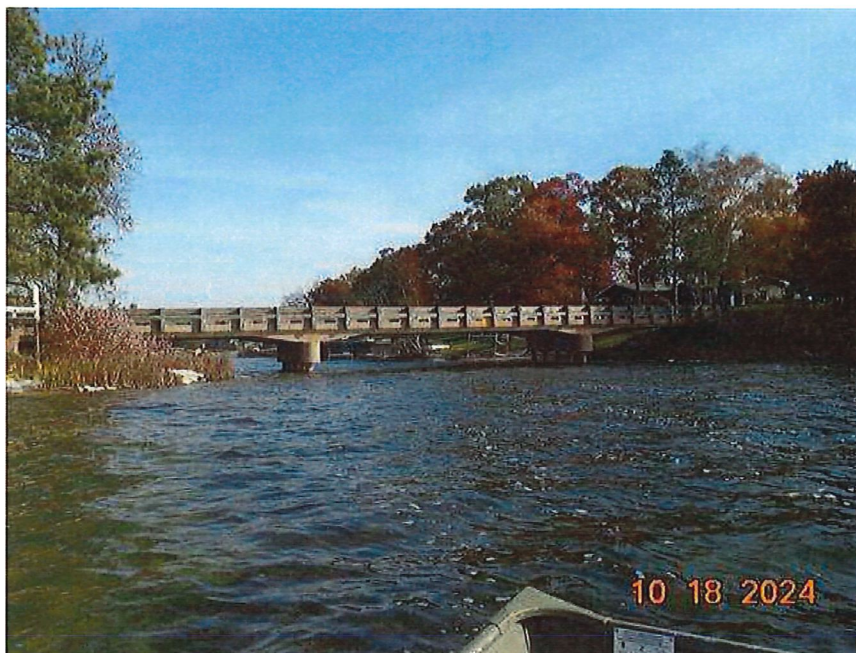
Since bridges represent a considerable investment of taxpayer dollars, you are encouraged to conduct an on-site review of your bridges to confirm existing conditions and take appropriate action. This office is available to provide advice as to maintenance procedures and answer any questions related to bridges. You may contact the following: Wayne Dosh, Senior Engineering Technician and Certified Bridge Inspector; Rob Hall, Assistant County Highway Engineer; and Tim Bray, County Highway Engineer.

Sincerely,

Timothy Bray P.E.
County Highway Engineer

By: Wayne Dosh
Wayne Dosh Senior Engineering Technician

2024 ROUTINE
BRIDGE INSPECTION REPORT



BRIDGE # 18530
SUNRISE ISLAND RD over CROSS LAKE CHANNEL

DISTRICT: District 3 COUNTY: Crow Wing CITY/TOWNSHIP: Cross Lake
STATE: Minnesota

Date of Inspection: 10/18/2024

Equipment Used: Life Jacket, Boat, Probing Rod, Other - waders & flashlight
Assisted by Brian Winskowski

Owner: City or Municipal Highway Agency

Inspected By: Dosh, Wayne; Winskowski, Brian

Report Written By: Wayne Dosh
Report Reviewed By: Timothy Bray
Final Report Date: 01/13/2025



Structure Number: 18530
Facility Carried: M 9

MINNESOTA BRIDGE INSPECTION REPORT

01/13/2025

BRIDGE 18530 M 9 OVER CROSS LAKE CHANNEL

County: Crow Wing	Location: 1.0 MI N OF JCT CR 103	Length: 154.1 ft.
City: Cross Lake	Route: 10 - MUN 9 Ref. Pt.: 000+00.160	Deck Width: 22.0 ft.
Township:	Control Section:	Rdwy. Area/ Pct. Unsnd: 3082 sq. ft. / %
Section: 30 Township: 137N Range: 27W Maint. Area:		Paint Area/ Pct. Unsnd: sq. ft. / %
Span Type: 2 - Concrete Continuous 1 - Slab	Local Agency Bridge Nbr.: CITY34	Culvert: N/A
List:		Postings:

NBI Deck: 7 Super: 7 Sub: 7 Chan: 7 Culv: N
 Open, Posted, Closed: A - Open
 MN Scour Code: L - STBL - LOW RISK

Appraisal Ratings - Approach: 6	Waterway: 9	Unofficial Structurally Deficient	N
Required Bridge Signs - Load Posting: 0 - Not Required	Traffic: 0 - Not Required	Unofficial Functionally Obsolete	N
Horizontal: 1 - Object Markers	Vertical: N - Not Applicable	Unofficial Sufficiency Rating	88.6

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
38	Reinforced Concrete Slab	Routine	10/18/2024	3390 SF	3328	62	0	0
		Routine	10/20/2022	3390 SF	3328	62	0	0

Notes: 10/18/2024 - 10/15/2020: 2% of moved to CS2 because of leaking over the piers and moderate transverse cracks over the piers. There are random cracks radiating out from the abutments and transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers. There is a longitudinal crack on the bottom of the deck located at the centerline of the bridge found at the abutments and piers.

10/25/18: 1% moved to CS2 because of leaking over piers. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/25/16: There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/22/14: There are cracks in all of the spans at the mid point of the spans every 2 to 4 feet apart. The cracks appear to follow the "chairs" used to hold the steel when the bridge was built. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/11/12: 3 minor transverse cracks found at the mid-span of the middle span. 1 minor transverse crack was found at the mid-span of both approach spans. All of the cracks appear to be following the rebar chairs.

[2011-October] 3 minor transverse cracks found at the mid-span of the middle span. 1 minor transverse crack was found at the mid-span of both approach spans. All of the cracks appear to be following the rebar chairs.

510 - Wearing Surfaces	Routine	10/18/2024	3082 SF	3020	62	0	0
	Routine	10/20/2022	3082 SF	3020	62	0	0

Notes: 10/18/2024 - 10/20/2022: Cracks have been epoxy sealed. Estimate cracking effects 2% of the deck area (CS 2). All sealed cracks less than 1/8 inch in width.

10/15/2020: 2% moved to CS2 because of unsealed cracks. The epoxy has deteriorated to the point that all cracks need to be sealed again.

10/25/18: 2% moved to CS2 because of unsealed cracks. The epoxy sealant remains in good shape on the cracks that have been sealed, however there are some new cracks have appeared since the bridge was last sealed in 2012. All of the cracks are insignificant in size but are of moderate density over the piers. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers.

10/25/16: There are new unsealed cracks appearing since the bridge was last sealed. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers.

Concrete Slab with Bituminous Overlay Notes:

10/22/14: There are new unsealed cracks appearing since the bridge was last sealed. There are small, tight transverse cracks over the piers.

10/11/12: There are small, tight transverse cracks over the piers. All cracks have been epoxy sealed at this time.

[2011-June] 2 minor transverse cracks found over each side of the west pier-cap and 1 minor transverse crack found over the east pier-cap.

[2011-October] 2 to 3 transverse cracks found over each side of the piers on top of the deck.

BRIDGE 18530 M 9 OVER CROSS LAKE CHANNEL

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
215	Reinforced Concrete Abutment	Routine	10/18/2024	75 LF	75	0	0	0
		Routine	10/20/2022	75 LF	75	0	0	0
		Notes: 10/18/2024 - 10/20/2022: There are isolated minor vertical cracks near the center of both abutments. Abutment #1 crack is north of center. Abutment #2 crack is south of center. Water has been draining across the bridge seats as indicated by staining. 10/15/2020 - 10/22/2014: From the staining water has been draining across the bridge seat. Some minor erosion at the SE wingwall. It appears to be from road run-off. Wingwall notes: 10/25/16 - 10/22/14: Some minor erosion at the SE wingwall. It appears to be from road run-off.						
225	Steel Pile	Routine	10/18/2024	10 EA	10	0	0	0
		Routine	10/20/2022	10 EA	10	0	0	0
		Notes: 10/18/2024 - 10/20/2022: No notable damage or deficiencies observed.						
515 -	Steel Protective Coating	Routine	10/18/2024	84 SF	0	84	0	0
		Routine	10/20/2022	84 SF	0	84	0	0
		Notes: 10/18/2024 - 10/20/2022: Minor paint fading of the finish coat. 10/15/2020 - 10/25/2018: Paint remains in good condition. 10/25/16: Painted 1 1/2' south pier and 2' north pier. [2016] Migrator assumed CS1 and a quantity of 999 SF.						
234	Reinforced Concrete Pier Cap	Routine	10/18/2024	46 LF	46	0	0	0
		Routine	10/20/2022	46 LF	46	0	0	0
		Notes: 10/18/2024 - 10/20/2022: Pier #1(W) has a minor diagonal crack from the top of the cap above pile #5 to the bottom of cap above pile #4, crack is visible from both side of the pier. There is a minor crack in pier #2(E) above pile #4. 10/15/2020 - 10/25/2016: 1 crack in west pier, in east face under 4th pile.						
332	Timber Bridge Railing	Routine	10/18/2024	309 LF	245	37	27	0
		Routine	10/20/2022	309 LF	276	33	0	0
		Notes: 10/18/2024: 27 Posts (CS3 - 27') have cracks or checks that penetrate more than 50% of the post thickness. 27 Posts (CS2 - 27') have cracks or checks that penetrate 5% to 50% of the post thickness. There is a isolated check (CS2 - 10') in the upper railing 20 to 30 feet from the west end of the bridge on the north rail. 10/20/2022: Only a couple isolated loose bolts in the railing found, connections remained functional. There are 23 posts with checks extending 5% - 50% through the full length of the post. There is an isolated check in the upper railing 20 to 30 feet from the west end of the bridge on the north rail. 10/15/2020: There are 23 posts with checks extending 5% - 50% through the full length of the post. Several of the lower nuts on the outside face of the railing was found to be loose, but the connection was still functioning. There is a isolated check in the upper railing 20 to 30 feet from the west end of the bridge on the north rail. 10/25/18: 23 posts found with checks extending 5% - 50% through the full length of the post. 10/25/16: Only loose connection found today on lower outside nuts. The timber curb has minor checking in isolated locations 10/23/14: Found about 50% of the bolted connections to be loose. 10/11/12: Found some of the bolted connections to be loose.						
800	Critical Deficiencies or Safety Hazards	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION.						
822	Bituminous Approach Roadway	Routine	10/18/2024	2 EA	2	0	0	0
		Routine	10/20/2022	2 EA	2	0	0	0
		Notes: 10/18/2024 - 10/20/2022: Minor settlement at the abutment approaches have been patched. 10/15/2020 - 10/25/2018: Settlement at bridge approaches 1/4" - 1/2" at plow steel. Both sides have been dura-patched. 10/25/16 - 10/22/14: There has been some minor settlement at the abutments. Both sides have been dura-patched.						
883	Concrete Shear Cracking	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: 10/18/2024 - 10/20/2022: Minor diagonal crack observed in pier #1 between the top of the pier cap just above pile #5 to the base of the pier cap above pile #4. Do not believe this crack is a shear crack.						
885	Scour	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: 10/18/2024 - 10/20/2022: No notable damage or deficiencies observed.						

BRIDGE 18530 M 9 OVER CROSS LAKE CHANNEL

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
891	Other Bridge Signing	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/20/2022	1 EA	0	1	0	0
		Notes: 10/18/2024: Required signing is present, placement may not be ideal. SW (small dent) and the NE type III object markers are damaged. All object markers are installed too low. 10/20/2022: NE object marker is damaged. All object markers are installed too low. Required signing is present, placement may not be ideal. 10/15/2020 - 10/25/2016: All markers are good. [2011 October] Object markers have been installed.						
892	Slopes & Slope Protection	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: 10/18/2024 - 10/20/2022: No notable damage or deficiencies observed.						
894	Deck & Approach Drainage	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: 10/18/2024 - 10/25/2018: Washout has stabilized, raspberries are growing in the washout behind the SE wingwall. 10/25/16 - 10/22/14: Runoff from the island is contributing to the erosion occurring behind the SE wingwall.						
899	Miscellaneous Items	Routine	10/18/2024	1 EA	1	0	0	0
		Routine	10/20/2022	1 EA	1	0	0	0
		Notes: 10/18/2024 - 10/20/2022: Trees and brush are growing around the abutments.						
900	Protected Species	Routine	10/18/2024	1 EA	0	1	0	0
		Routine	10/20/2022	1 EA	0	1	0	0
		Notes: 10/18/2024 - 10/25/2016: None observed today. Use this element to track the presence of protected species living on this structure.						
General Notes: 10/18/2024 - 10/25/2018: Able to wade under bridge today and use boat to see center span. All connections are good today. 10/25/16: Was able to wade beneath the bridge and used a boat to see the center span. Bolted connections in bridge are good today. 10/22/14: Was able to wade beneath the bridge and used a boat to see the center span today. 50% of the bolted connections in the railing are loose and am able to spin the nut off by hand. Water is leaking over the bridge seat at the abutments and through cracks in the deck over the piers visible only on the outside edge of the bridge. 10/11/12: Was able to wade beneath the bridge to probe and see all elements. The hardware connections to the wood are loose. Inspection dated 06-23-2011 by WD and TB was entered by MnDOT Bridge Office. Inspection dated 10-05-2011 by WD and RH was entered by MnDOT Bridge Office. [2011 October] Was able to walk under the bridge and use a boat to see and probe all elements.								
58. Deck NBI: 10/18/2024 - 10/15/2020: Transverse cracking in top of the deck over the piers and random cracking radiating out from the abutments.								
36A. Brdg Railings NBI:								
36B. Transitions NBI:								
36C. Appr Guardrail NBI:								
36D. Appr Guardrail Terminal NBI:								
59. Superstructure NBI: 10/18/2024 - 10/15/2020: Transverse cracking in top of the deck over the piers and random cracking radiating out from the abutments.								
60. Substructure NBI: 10/18/2024 - 10/20/2022: Isolated minor vertical cracks near the center of both abutments.								
61. Channel NBI: 10/18/2024: Minor erosion of the banks.								
62. Culvert NBI:								
71. Waterway Adeq NBI:								
72. Appr Roadway Alignment NBI:								

BRIDGE 18530 M 9 OVER CROSS LAKE CHANNEL

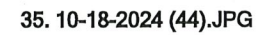
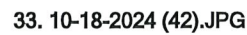
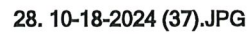
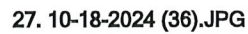
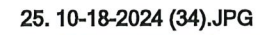
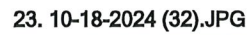
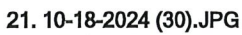
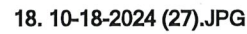
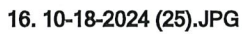
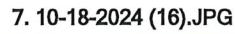
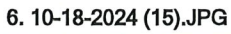
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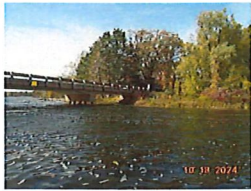
Wayne Dosh

Inspector's Signature

Timothy Bray

Reviewer's Signature





36. 10-18-2024 (45).JPG



37. 10-18-2024 (46).JPG

Pictures



Photo 1 - 10-18-2024 (10)



Photo 2 - 10-18-2024 (11)

Pictures



Photo 3 - 10-18-2024 (12)



Photo 4 - 10-18-2024 (13)

Pictures



Photo 5 - 10-18-2024 (14)



Photo 6 - 10-18-2024 (15)

Pictures



Photo 7 - 10-18-2024 (16)



Photo 8 - 10-18-2024 (17)

Pictures



Photo 9 - 10-18-2024 (18)



Photo 10 - 10-18-2024 (19)

Pictures



Photo 11 - 10-18-2024 (20)

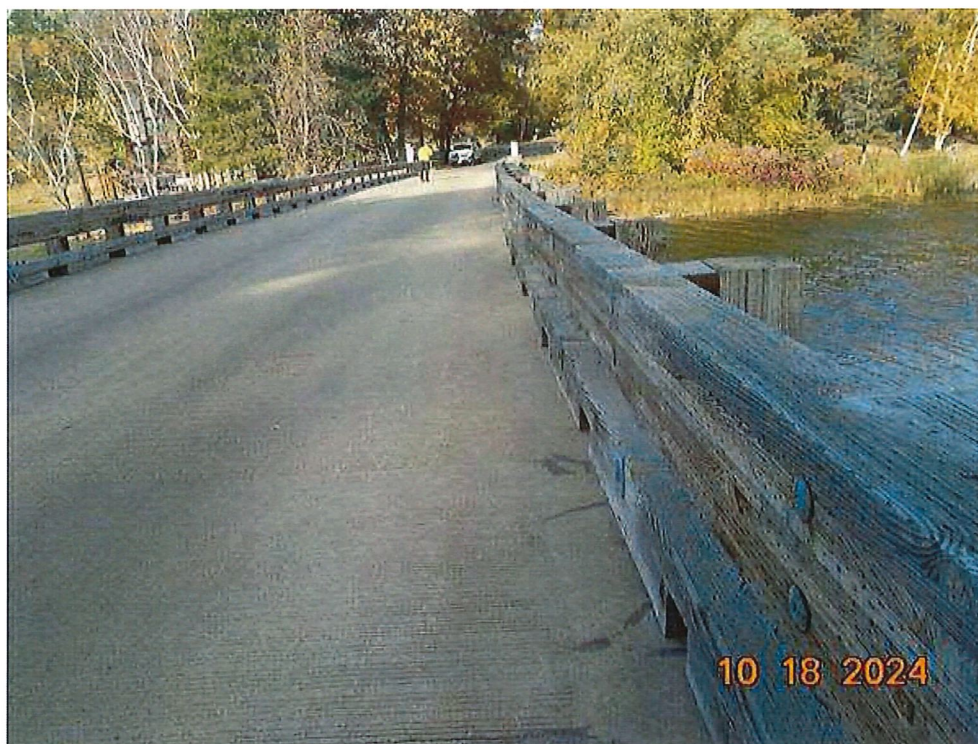


Photo 12 - 10-18-2024 (21)

Pictures



Photo 13 - 10-18-2024 (22)



Photo 14 - 10-18-2024 (23)

Pictures

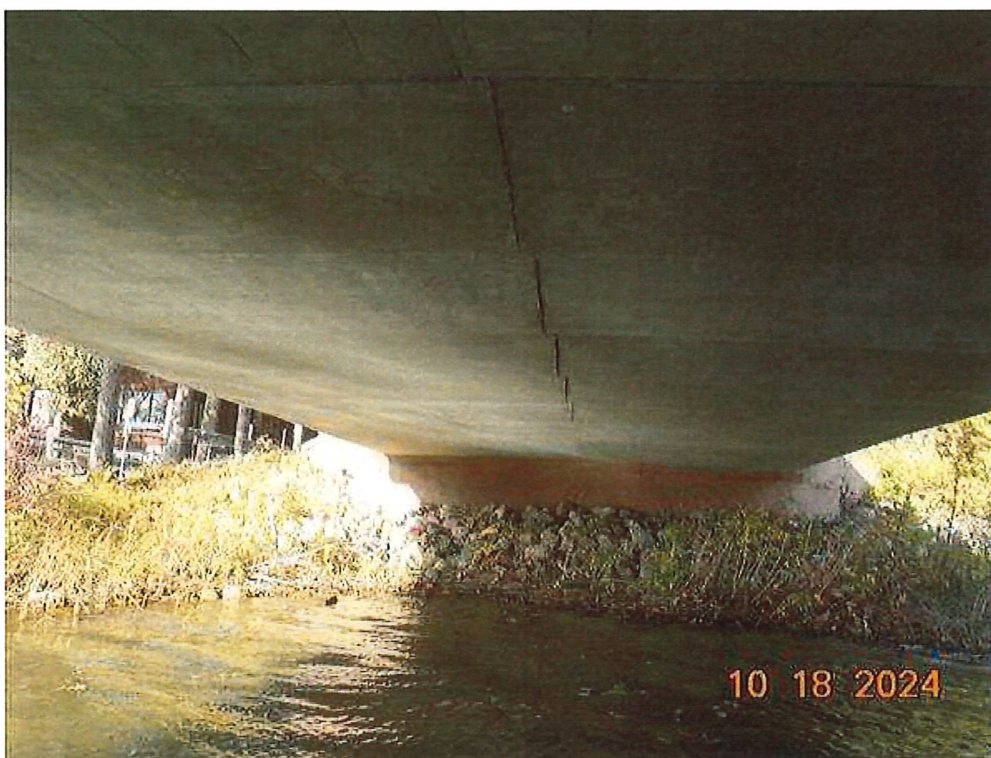


Photo 15 - 10-18-2024 (24)



Photo 16 - 10-18-2024 (25)

Pictures



Photo 17 - 10-18-2024 (26)

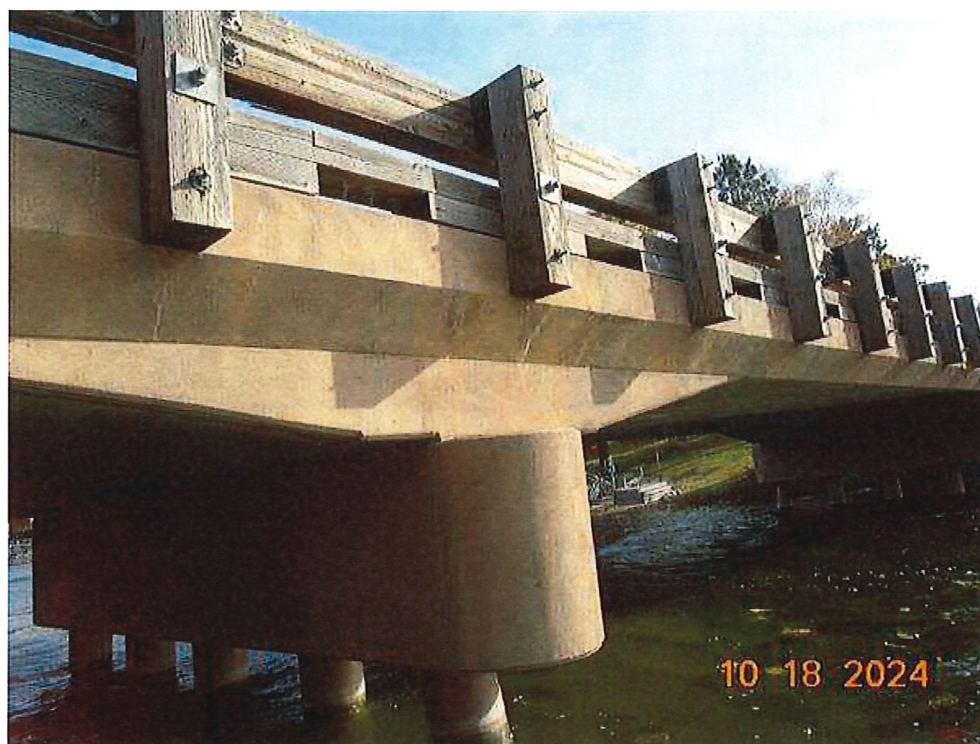


Photo 18 - 10-18-2024 (27)

Pictures

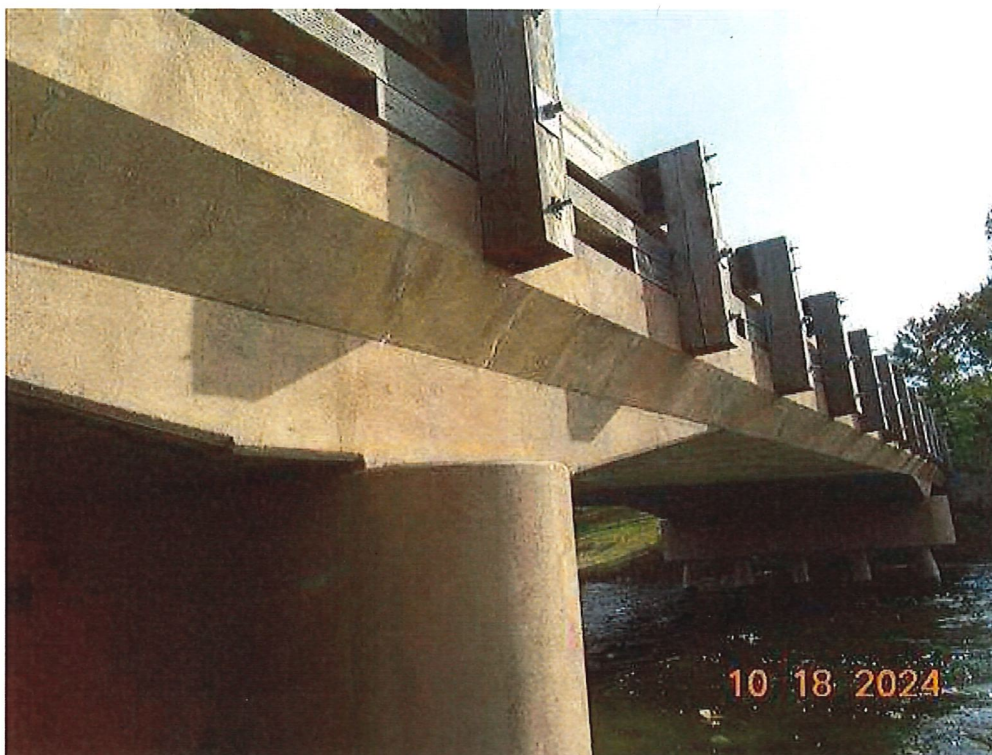


Photo 19 - 10-18-2024 (28)

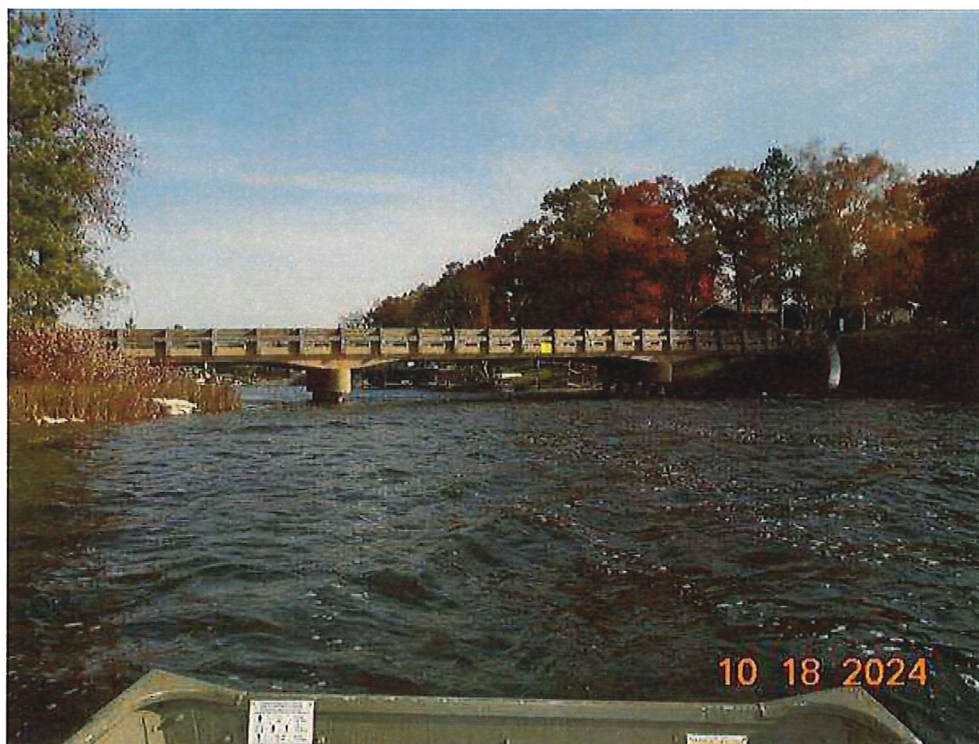


Photo 20 - 10-18-2024 (29)

Pictures

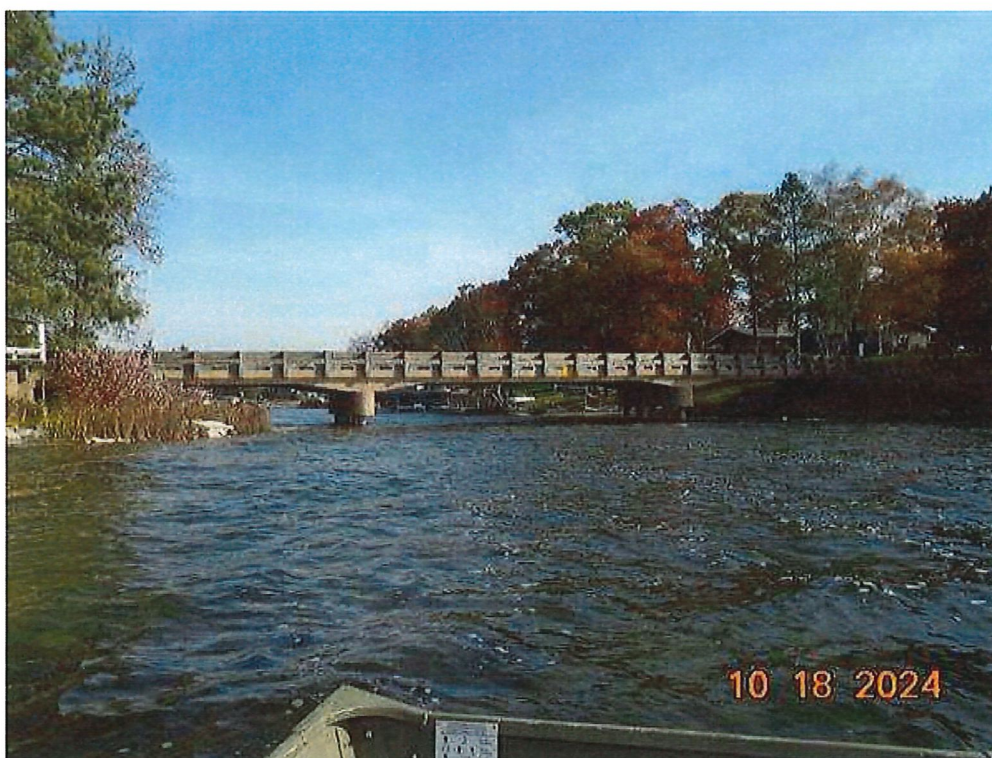


Photo 21 - 10-18-2024 (30)



Photo 22 - 10-18-2024 (31)

Pictures

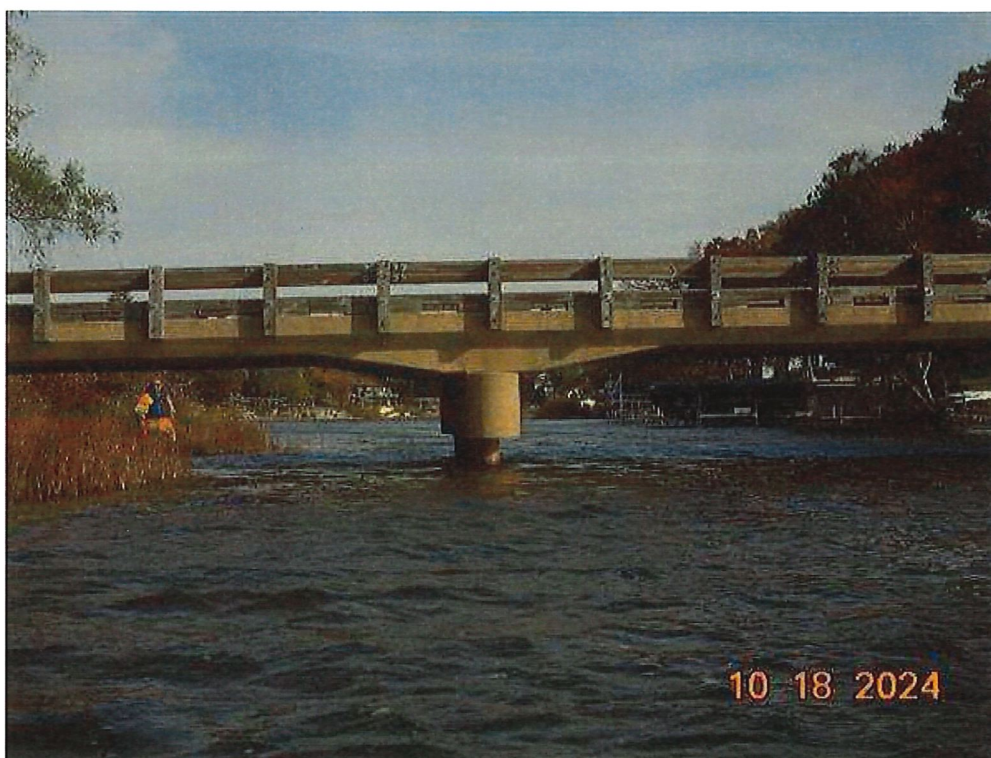


Photo 23 - 10-18-2024 (32)



Photo 24 - 10-18-2024 (33)

Pictures



Photo 25 - 10-18-2024 (34)



Photo 26 - 10-18-2024 (35)

Pictures



Photo 27 - 10-18-2024 (36)



Photo 28 - 10-18-2024 (37)

Pictures



Photo 29 - 10-18-2024 (38)

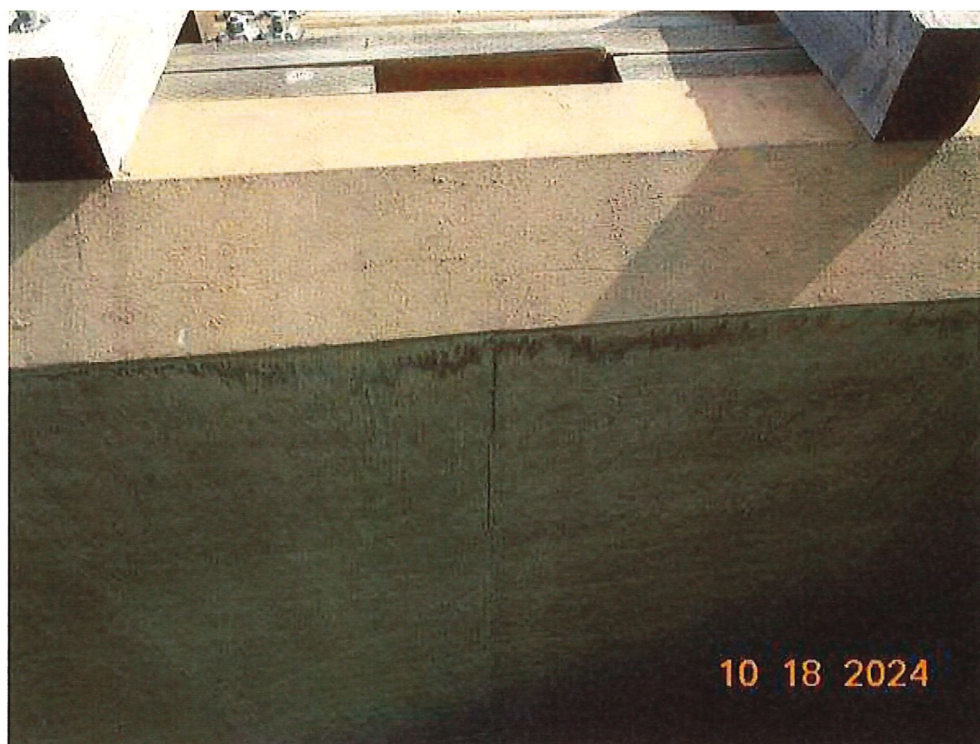


Photo 30 - 10-18-2024 (39)

Pictures

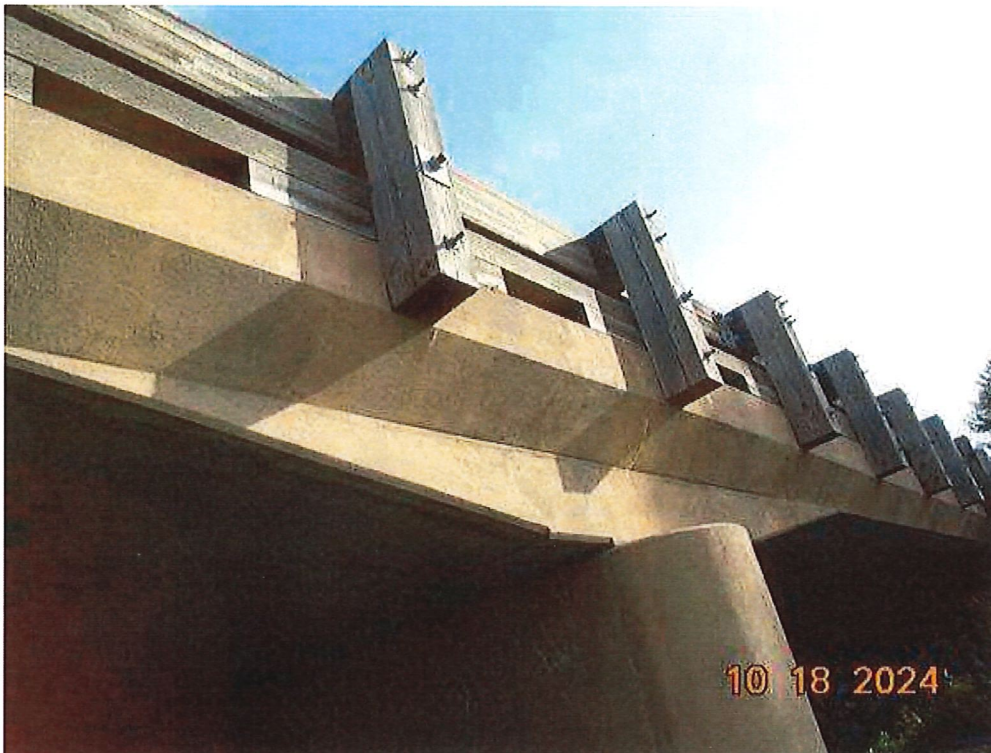


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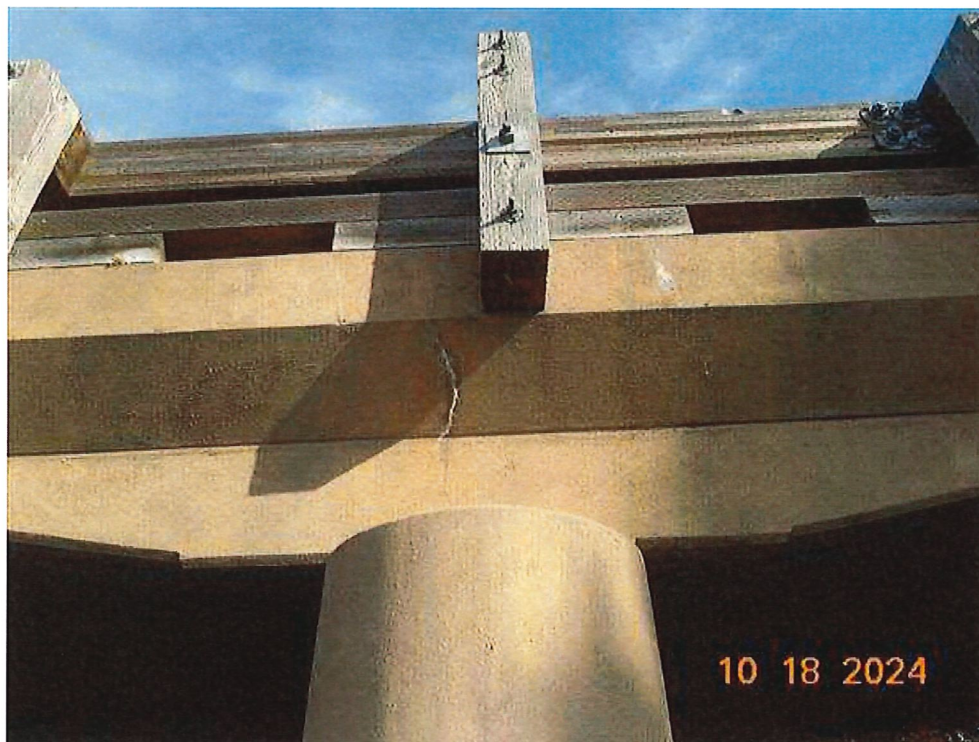


Photo 32 - 10-18-2024 (41)

Pictures

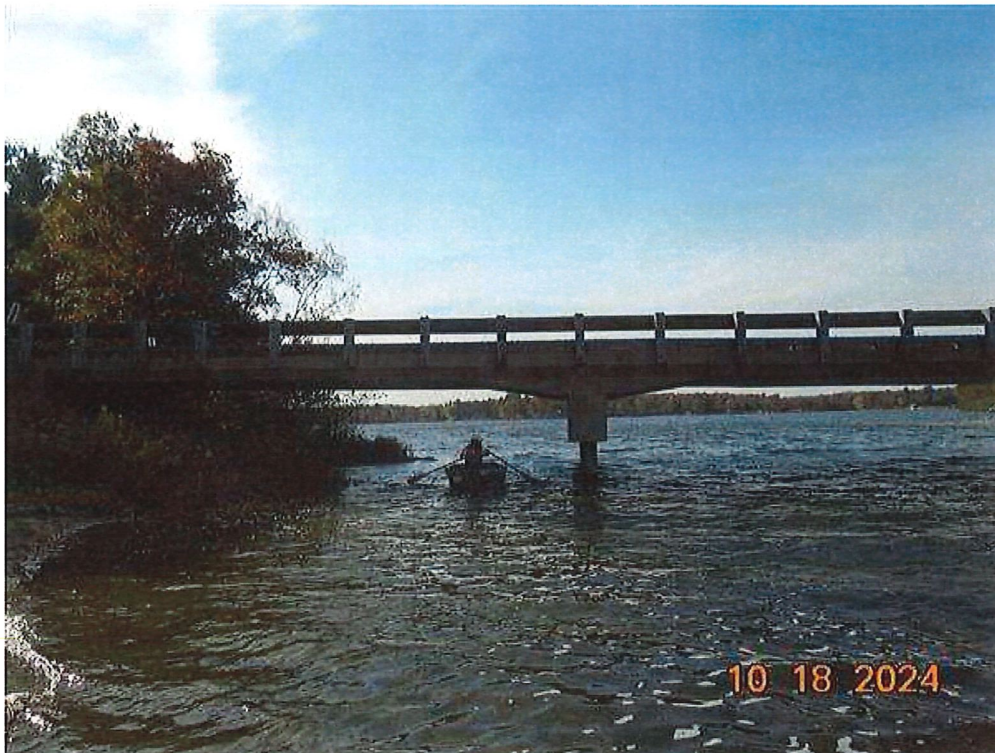


Photo 33 - 10-18-2024 (42)

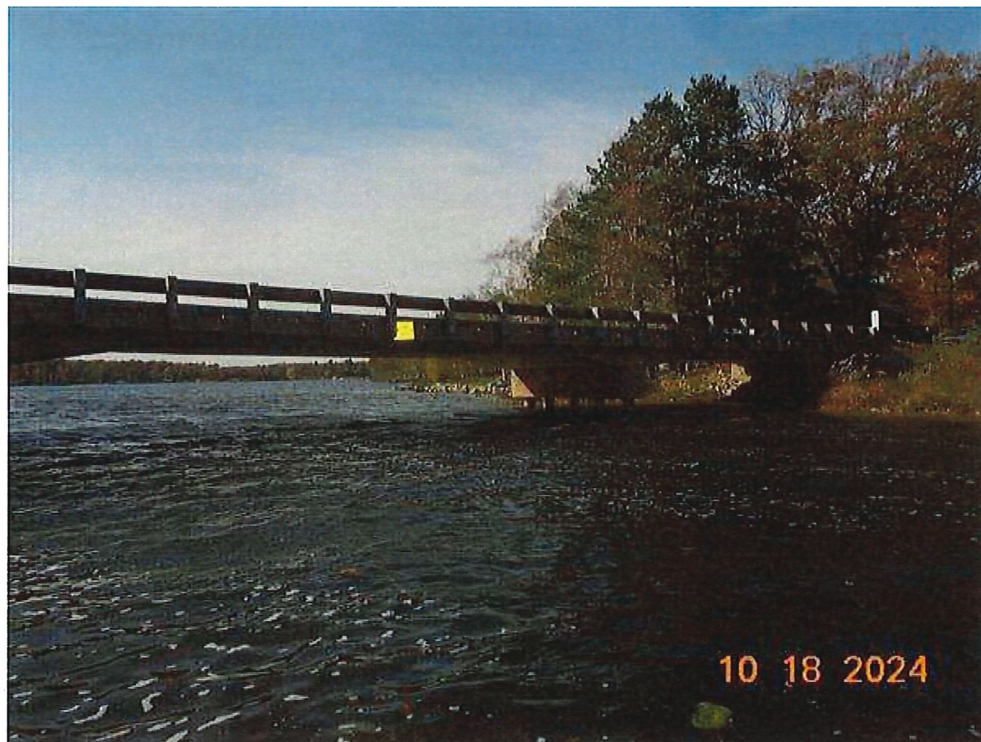


Photo 34 - 10-18-2024 (43)

Pictures



Photo 35 - 10-18-2024 (44)

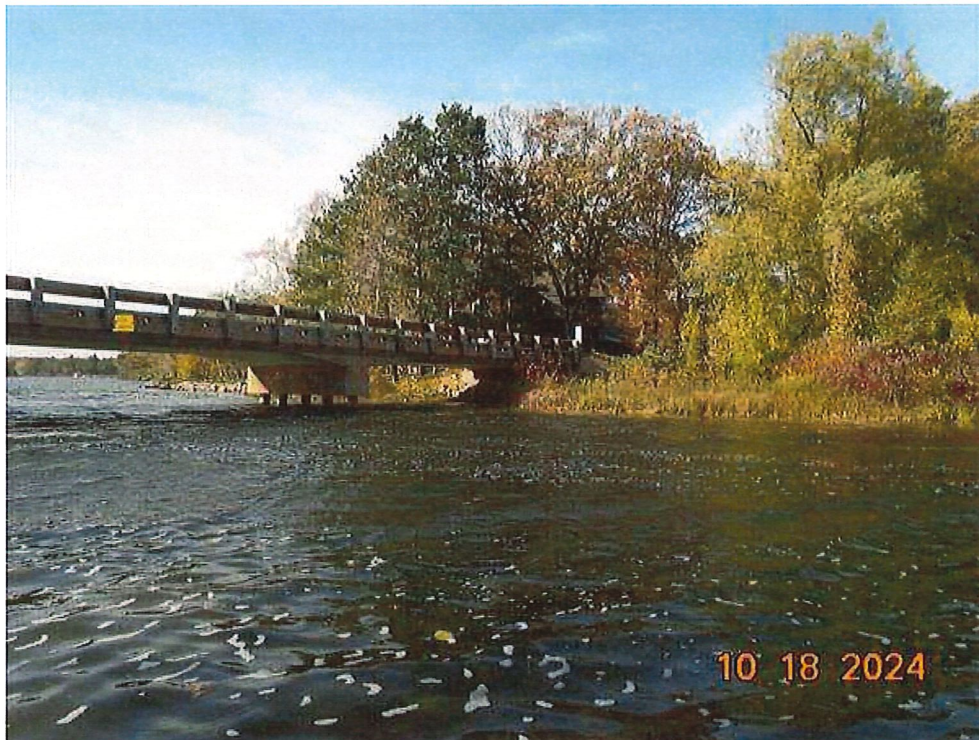


Photo 36 - 10-18-2024 (45)

Pictures

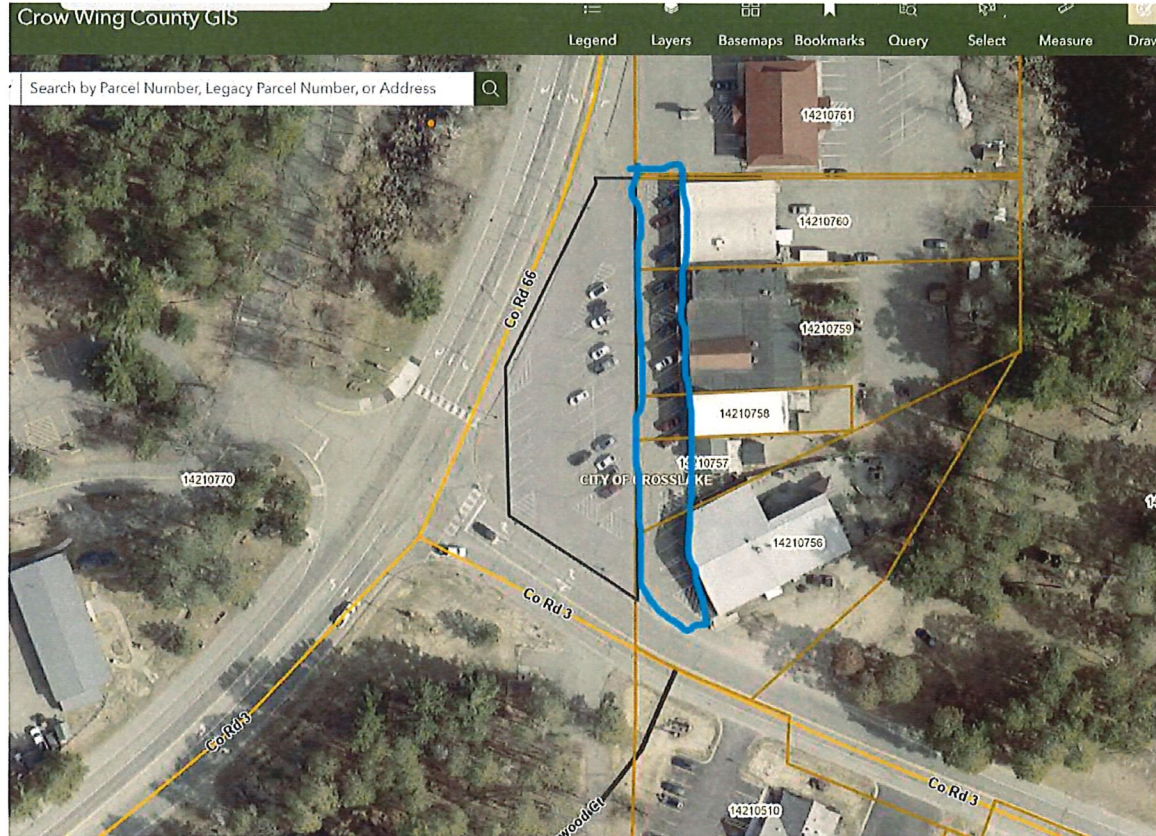


Photo 37 - 10-18-2024 (46)

Sharyl Murphy

From: Lori Conway
Sent: Wednesday, February 19, 2025 8:33 AM
To: Patrick Wehner; Sharyl Murphy
Subject: FW: andys parking lot

Put on the public works agenda



Lori A Conway
 City Administrator
 1-218-692-9803



From: Patrick Wehner <pwehner@cityofcrosslake.org>
Sent: Tuesday, February 18, 2025 9:35 AM
To: Lori Conway <lconway@cityofcrosslake.org>
Subject: andys parking lot

Be for we can do anything I'm guessing we have to bring this to public works and council for their ok to charge the owners along andys parking lot for stripping and sealcoating



**BOLTON
& MENK**

Real People. Real Solutions.

MEMORANDUM

Date: February 27, 2025
To: Pat Wehner, Public Works Director
From: Phil Martin, PE
Subject: Update for March 3, 2025 Public Works Meeting

Year 2 Road Improvements

Plans have been submitted to Crow Wing County for both pavement improvements and aggregate chip sealcoat improvements.

We are working on preparing a mock assessment roll at the low range value for the PW Commission to review which we will have ready for the April 7, 2025 PW Meeting. The County anticipates receiving bids in late March.

Harbor Lane Improvements

Construction plans are complete. Our proposed plan is to open bids the week beginning March 24th or March 31st. Our goal is to have a recommendation to present to the PW Commission on April 7, 2025 so a recommendation can be presented to the City Council at the April 14, 2025 meeting.

For information only:

1. Existing private utility coordination
2. Wetland impact permitting – Meeting set for March 4, 2025 with the Technical Evaluation Panel (TEP) at the Crow Wing County Courthouse.
3. Stormwater Easement (Kavanaugh) – Attorney preparing conveyance document. Correspondence with parcel owner has been positive.
4. Stormwater Easement (Arvig) – Attorney preparing conveyance document. Correspondence with parcel owner has been positive.

For discussion and direction:

1. Construction Schedule – From past experience, we recognize that residents prefer that construction activities and detours do not impact holidays and summer tourism. Unfortunately we don't believe the project can be completed prior to Memorial Day or within acceptable weather conditions if started after Labor Day. As a result, we are suggesting a construction period of August through September. We believe this allows the project area to only be impacted during the Labor Day holiday. What are the PW Commission's thoughts on this approach?
2. Proposal for Bidding and Construction Engineering – We have provided a proposal for public bidding and construction engineering services to complete the project.

Private Development Road (Cunningham) – Based on PW Commission input, we plan to provide Mr. Cunningham with the following options. We have not done that but will make contact before the April 7, 2025 meeting:

1. Require the Developer to pull back the class 5 aggregate so we can inspect the subgrade and conduct a roll test.
2. In lieu of pulling back class 5 aggregate, we will accept soil borings to a depth of 6 feet at 50' intervals throughout the 900' road segment.
3. Do nothing and keep road privately owned and maintained.



Real People. Real Solutions.

7656 Design Road
Suite 200
Baxter, MN 56425-8676

Ph: (218) 825-0684
Fax: (218) 825-0685
Bolton-Menk.com

February 27, 2025

Pat Wehner, Public Works Director
City of Crosslake
37028 County Road 66
Crosslake, MN 56442

RE: Proposal for Bidding and Construction Engineering Services – Harbor Lane Improvement

Dear Pat:

With completion of the final design engineering and preparation of the construction documents, Bolton & Menk has prepared this updated proposal for engineering services for public bidding, contract award, and construction engineering services for the road and trail improvements to Harbor Lane. We understand that the City intends to construct the improvements during the 2025 construction season and assess a portion of the project cost in conjunction with Year 2 of the adopted 5-Year Road Improvement Plan.

Scope:

To assist the City of Crosslake, we propose the following scope of services:

Public Bidding, Award, and Contract Preparation – Our services include facilitating public bidding, reviewing and recommending award based on the bids received, and assembling contracts for the City with the selected contractor.

Construction Staking, Observation, Contract Administration, Assessment – We will provide survey staking for easement and construction activities, construction observation, testing coordination, project communication with the City staff and residents, labor wage compliance, and project close out.

Professional Fee:

Based on our understanding of the City request and the current improvement, we have provided our estimated costs below to provide the professional services outlined previously. We propose to provide our fee on an actual hour basis for the work elements described in this proposal.

Service Provided	Fee
Public Bidding, Award, and Contract Preparation	\$7,850
Construction Staking, Observation*, Contract Administration, Assessment	\$83,800
<i>*Includes a budget of \$6,000 for quality control and materials testing</i>	

Name: Pat Wehner
Date: February 27, 2025
Page: 2

Schedule:

We propose to begin immediately upon receipt of a notice to proceed with the following general schedule:

- | | |
|----------------------------------|-----------------------|
| • Public Bid & Award | March/April 2025 |
| • Construction (8 weeks assumed) | August/September 2025 |

We appreciate the opportunity to assist the City of Crosslake. Please feel free to contact me at 218-821-7265 or via email at Phillip.Martin@bolton-menk.com if you have any questions regarding our proposal for professional services to the City of Crosslake.

Respectfully submitted,
Bolton & Menk, Inc.



Phillip M. Martin, P.E.
Principal Engineer

9.

**CONSTRUCTION COST SHARE AGREEMENT
WITH THE CITY OF CROSSLAKE (CP 18-200-139 & CP 18-300-47)
FOR THE BITUMINOUS SEAL COAT OF
ROADWAYS UNDER THE JURISDICTION OF
CROW WING COUNTY, FIRST ASSESSMENT DISTRICT, CITY OF CROSSLAKE, CITY OF
LAKESHORE, PELICAN TOWNSHIP, ROSS LAKE TOWNSHIP, AND DEERWOOD
TOWNSHIP.**

This Agreement is made and entered into this day of _____, 2025, by and between the County of Crow Wing, State of Minnesota, a political subdivision of the State of Minnesota, 326 Laurel Street, Brainerd, Minnesota, 56401, hereinafter referred to as "County", and the City of Crosslake, City Hall, 13888 Daggett Bay Road, Crosslake, MN 56442 hereinafter referred to as the "City".

WITNESSETH

WHEREAS, the parties mutually agree that a bituminous seal coat desired by the City to be applied to the roadways listed in Attachment A has the potential to result in overall costs savings when combined with the County Project to provide a bituminous seal coat to County roadways and other local agency roadways, and,

WHEREAS, the County has budgeted funds to complete the project; and,

WHEREAS, the Crow Wing County Highway Department has prepared plans and specifications for the project entitled BITUMINOUS SEAL COAT, which plans and specifications are on file in the office of the County Engineer;

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of constructing project CP 18-200-139 & CP 18-300-47. This agreement identifies funding responsibilities and also future responsibilities upon project completion. Attachment B (estimate) is considered a part of this agreement.

II. Duties

A. Design and Construction

For this project, the County shall provide all design-engineering services unless otherwise stated in this agreement. The County shall provide all construction-engineering services, with the City being responsible for its share of design engineering/project development as identified in Attachment B. Attachment B is an estimate and final costs will be determined upon project completion. The County shall do the calling for all bids and the acceptance of all bid proposals and shall enter into a construction contract as the "owner" for purposes of the project.

B. Inspection and Approval

The County shall provide construction inspection and staking for the Project and approval for acceptance of the work as it is completed. The County shall also be available to inspect said work and notify the City of any concerns that arise during or after the completion of the Project. Approval of the completed construction shall be completed by the County and the City.

9.

**CONSTRUCTION COST SHARE AGREEMENT
WITH THE CITY OF CROSSLAKE (CP 18-200-139 & CP 18-300-47)
FOR THE BITUMINOUS SEAL COAT OF
ROADWAYS UNDER THE JURISDICTION OF
CROW WING COUNTY, FIRST ASSESSMENT DISTRICT, CITY OF CROSSLAKE, CITY OF
LAKESHORE, PELICAN TOWNSHIP, ROSS LAKE TOWNSHIP, AND DEERWOOD
TOWNSHIP.**

This Agreement is made and entered into this day of _____, 2025, by and between the County of Crow Wing, State of Minnesota, a political subdivision of the State of Minnesota, 326 Laurel Street, Brainerd, Minnesota, 56401, hereinafter referred to as "County", and the City of Crosslake, City Hall, 13888 Daggett Bay Road, Crosslake, MN 56442 hereinafter referred to as the "City".

WITNESSETH

WHEREAS, the parties mutually agree that a bituminous seal coat desired by the City to be applied to the roadways listed in Attachment A has the potential to result in overall costs savings when combined with the County Project to provide a bituminous seal coat to County roadways and other local agency roadways, and,

WHEREAS, the County has budgeted funds to complete the project; and,

WHEREAS, the Crow Wing County Highway Department has prepared plans and specifications for the project entitled BITUMINOUS SEAL COAT, which plans and specifications are on file in the office of the County Engineer;

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of constructing project CP 18-200-139 & CP 18-300-47. This agreement identifies funding responsibilities and also future responsibilities upon project completion. Attachment B (estimate) is considered a part of this agreement.

II. Duties

A. Design and Construction

For this project, the County shall provide all design-engineering services unless otherwise stated in this agreement. The County shall provide all construction-engineering services, with the City being responsible for its share of design engineering/project development as identified in Attachment B. Attachment B is an estimate and final costs will be determined upon project completion. The County shall do the calling for all bids and the acceptance of all bid proposals and shall enter into a construction contract as the "owner" for purposes of the project.

B. Inspection and Approval

The County shall provide construction inspection and staking for the Project and approval for acceptance of the work as it is completed. The County shall also be available to inspect said work and notify the City of any concerns that arise during or after the completion of the Project. Approval of the completed construction shall be completed by the County and the City.

XI. INDEMNIFICATION

To the extent allowed by law, the County and the City mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

XII. ENTIRE AGREEMENT

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter hereof, as well as any previous agreement presently in effect between the parties to the subject matter hereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

IN WITNESS WHEREOF, the parties of this Agreement have hereunto set their hands on the dates written below:

COUNTY OF CROW WING

By: _____
Robert Hall, P.E.
Assistant County Engineer

Dated: _____

CITY OF CROSSLAKE

By: _____
Lori A. Conway
City Administrator

Dated: _____

III. COSTS

A. Project Costs

The project costs identified in this agreement are based upon current estimates. Attachment B identifies the agreed upon cost share quantities and estimated costs. Actual final costs for each agency will be determined by actual final quantities.

B. SUMMARY OF ESTIMATED COSTS - The estimated construction and engineering costs of the projects are shown in Attachment B and are summarized as follows:

Total Estimated Construction Costs	\$ 2,595,517.09
Estimated City Construction Costs	\$ 135,735.65
Estimated City Engineering Costs	\$ 13,573.57
Total Estimated City Costs	\$ 149,309.22

IV. TERM

This Agreement shall continue until terminated as provided hereinafter.

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County or City pursuant to this Agreement shall be disbursed pursuant to law. Upon project completion, a final cost accounting will be performed totaling costs related to the Project. An invoice will be prepared by the County and submitted to the City. The City shall reimburse the County within 30 days of receipt of invoice.

VI. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the County in conformity with State law.

VII. ACCOUNTABILITY

An accounting shall be made of all receipts and disbursements upon request by either party.

VIII. TERMINATION

This Agreement shall terminate upon completion of all obligations of the parties under this Agreement. This Agreement may be terminated prior to completion by either party only for breach of this Agreement or by mutual consent of the parties.

X. NOTICE

For purposes of deliver of any notices hereunder, the notice shall be effective if delivered to the Office of the Crow Wing County Highway Department, 16589 CR 142, Brainerd, MN 56401, on behalf of the County, and the City of Crosslake, 13888 Daggett Bay Road, Crosslake, MN, on behalf of the City.

**2025 SEAL COAT PROJECT
 PROJECT NO. CP 18-200-139 & CP 18-300-47
 CROW WING COUNTY, FIRST ASSESSMENT DISTRICT,
 CITY OF CROSSLAKE, CITY OF LAKESHORE, ROSS LAKE TOWNSHIP, PELICAN TOWNSHIP,
 AND DEERWOOD TOWNSHIP.**

Crow Wing County

CSAH 15	CSAH 32	CR 121
CSAH 24	CSAH 16	CR 127
CSAH 1	CR 109	CR 128
CSAH 13	CR 107	

First Assessment District

LANDMARK DR	RIVER RIDGE DR	HARTLEY DR
HERITAGE RD	INDIGO RD	SHELLISA LN
CAROLYN LN		

City of Crosslake

DAGGETT PINE RD	MARGARET LN
CROSSLAKE FIRE HALL PARKING LOT	CROSSLAKE CITY HALL PARKING LOT
CROSSLAKE JOINT P.W. PARKING LOT	ANDY'S RESTAURANT PARKING LOT

City of Lakeshore

BALSAM LN	WOODLAND RD
ABBY WAY	LINCOLN GREEN RD

Deerwood Township

RICE LAKE RD

Pelican Township

PELICAN LAKE RD (S)	MIDDLE CULLEN RD	UPPER CULLEN RD
TRAILS END RD	CREE BAY CIR	LINDOVE LN
BAY POINT DR	STEWARTS BAY DR	CANTHOOK DR
LAKEVIEW LN	PELICAN WAY	PELICAN LAKE RD (N)
SHELSTAD LN	CIMINO BAY DR	RED OAK RD
TOWN HALL PARKING LOT		

Ross Lake Township

MCNEIL RD

ATTACHMENT B

NOTES	ITEM NUMBER	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	CROW WING COUNTY	FAD ROADS	CITY OF LAKE SHORE	CITY OF CROSSLAKE	DEERWOOD TOWNSHIP	PELICAN TOWNSHIP	ROSS LAKE TOWNSHIP	UNIT PRICE	CROW WING COUNTY	FAD ROADS	CITY OF LAKE SHORE	CITY OF CROSSLAKE	DEERWOOD TOWNSHIP	PELICAN TOWNSHIP	ROSS LAKE TOWNSHIP	TOTAL COST
	2021.501	MOBILIZATION	LUMP SUM	1	0.79	0.03	0.02	0.05	0.02	0.08	0.01	155,000.00	122,450.00	4,650.00	3,100.00	7,750.00	3,100.00	12,400.00	1,550.00	155,000.00
1	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOOR	21			4	15		2		105.00			420.00	1,575.00		210.00		2,305.00
2	2355.506	BITUMINOUS MATERIAL FOR FOG SEAL	GALLON	113678	91086	2946	1051	5617	2262	9167	1549	5.25	478,201.50	15,466.50	5,517.75	29,489.25	11,875.50	48,126.75	8,132.25	596,809.50
3	2356.504	BITUMINOUS SEAL COAT FA- 2.0	SQ YD	23322				22211		1111		0.80				17,768.80		888.80		18,657.60
3	2356.504	BITUMINOUS SEAL COAT FA- 2.5	SQ YD	816300	649883	24315	8760	26115	18853	75467	12907	0.90	584,894.70	21,883.50	7,884.00	23,503.50	16,967.70	67,920.30	11,616.30	734,670.00
4,5	2356.506	BITUMINOUS MATERIAL FOR SEAL COAT	GALLON	297458	232096	8522	3066	15912	6599	26746	4517	3.00	696,288.00	25,566.00	9,198.00	47,736.00	19,797.00	80,238.00	13,551.00	892,374.00
6	2563.601	TRAFFIC CONTROL	LUMP SUM	1	0.79	0.03	0.02	0.05	0.02	0.08	0.01	50,000.00	39,500.00	1,500.00	1,000.00	2,500.00	1,000.00	4,000.00	500.00	50,000.00
	2580.503	INTERIM PAVEMENT MARKING	LIN FT	316487	295103	1700		19684				0.15	44,265.45	255.00		2,952.60				47,473.05
	2582.503	4" SOLID LINE PAINT	LIN FT	517562	517562							0.12	62,107.44							62,107.44
	2582.503	24" SOLID LINE PAINT	LIN FT	189	189							3.85	727.65							727.65
	2582.503	4" BROKEN LINE PAINT	LIN FT	23800	23800							0.12	2,856.00							2,856.00
	2582.503	3" DOTTED LINE PAINT	LIN FT	447	447							0.55	245.85							245.85
	2582.503	4" DOUBLE SOLID LINE PAINT	SQ FT	125994	115302	850		9842				0.25	28,825.50	212.50		2,460.50				31,498.50
	2582.518	PAVEMENT MESSAGE PAINT	SQ FT	357	357							2.50	892.50							892.50
												TOTAL	2,061,254.59	69,533.50	27,119.75	135,735.65	52,740.20	213,783.85	35,349.55	2,595,517.09

10% Design, Construction, and Contract Admin.

	\$2,711.98	\$13,573.57	\$5,274.02	\$21,378.39	\$3,534.96
Estimated Total	\$29,831.73	\$149,309.22	\$58,014.22	\$235,162.24	\$38,884.51

ATTACHMENT B

NOTES	ITEM NUMBER	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	CROW WING COUNTY	FAD ROADS	CITY OF LAKE SHORE	CITY OF CROSSLAKE	DEERWOOD TOWNSHIP	PELICAN TOWNSHIP	ROSS LAKE TOWNSHIP	UNIT PRICE	CROW WING COUNTY	FAD ROADS	CITY OF LAKE SHORE	CITY OF CROSSLAKE	DEERWOOD TOWNSHIP	PELICAN TOWNSHIP	ROSS LAKE TOWNSHIP	TOTAL COST
	2021.501	MOBILIZATION	LUMP SUM	1	0.79	0.03	0.02	0.05	0.02	0.08	0.01	155,000.00	122,450.00	4,650.00	3,100.00	7,750.00	3,100.00	12,400.00	1,550.00	155,000.00
1	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOOR	21			4	15		2		105.00			420.00	1,575.00		210.00		2,305.00
2	2355.506	BITUMINOUS MATERIAL FOR FOG SEAL	GALLON	113678	91086	2946	1051	5617	2262	9167	1549	5.25	478,201.50	15,466.50	5,517.75	29,489.25	11,875.50	48,126.75	8,132.25	596,809.50
3	2356.504	BITUMINOUS SEAL COAT FA- 2.0	SQ YD	23322				22211		1111		0.80				17,768.80		888.80		18,657.60
3	2356.504	BITUMINOUS SEAL COAT FA- 2.5	SQ YD	816300	649883	24315	8760	26115	18853	75467	12907	0.90	584,894.70	21,883.50	7,884.00	23,503.50	16,967.70	67,920.30	11,616.30	734,670.00
4,5	2356.506	BITUMINOUS MATERIAL FOR SEAL COAT	GALLON	297458	232096	8522	3066	15912	6599	26746	4517	3.00	696,288.00	25,566.00	9,198.00	47,736.00	19,797.00	80,238.00	13,551.00	892,374.00
6	2563.601	TRAFFIC CONTROL	LUMP SUM	1	0.79	0.03	0.02	0.05	0.02	0.08	0.01	50,000.00	39,500.00	1,500.00	1,000.00	2,500.00	1,000.00	4,000.00	500.00	50,000.00
	2580.503	INTERIM PAVEMENT MARKING	LIN FT	316487	295103	1700		19684				0.15	44,265.45	255.00		2,952.60				47,473.05
	2582.503	4" SOLID LINE PAINT	LIN FT	517562	517562							0.12	62,107.44							62,107.44
	2582.503	24" SOLID LINE PAINT	LIN FT	189	189							3.85	727.65							727.65
	2582.503	4" BROKEN LINE PAINT	LIN FT	23800	23800							0.12	2,856.00							2,856.00
	2582.503	3" DOTTED LINE PAINT	LIN FT	447	447							0.55	245.85							245.85
	2582.503	4" DOUBLE SOLID LINE PAINT	SQ FT	125994	115302	850		9842				0.25	28,825.50	212.50		2,460.50				31,498.50
	2582.518	PAVEMENT MESSAGE PAINT	SQ FT	357	357							2.50	892.50							892.50
												TOTAL	2,061,254.59	69,533.50	27,119.75	135,735.65	52,740.20	213,783.85	35,349.55	2,595,517.09

10% Design, Construction, and Contract Admin.

	\$2,711.98	\$13,573.57	\$5,274.02	\$21,378.39	\$3,534.96
Estimated Total	\$29,831.73	\$149,309.22	\$58,014.22	\$235,162.24	\$38,884.51