

**2023 ROUTINE
BRIDGE INSPECTION REPORT**



**BRIDGE # 18533
DREAM ISLAND RD over CHANNEL LITTLE PINE LK**

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

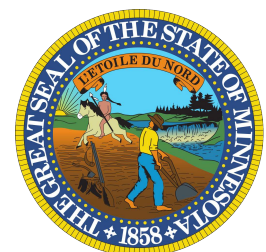
Date of Inspection: 11/02/2023

Equipment Used: Life Jacket, Probing Rod, Other - Waders
Assisted by Ted Dullum

Owner: City or Municipal Highway Agency

Inspected By: Dosh, Wayne; Dullum, Ted

Report Written By: Wayne Dosh
Report Reviewed By: Timothy Bray
Final Report Date: 01/16/2024



MINNESOTA BRIDGE INSPECTION REPORT

01/16/2024

BRIDGE 18533 M 24 OVER CHANNEL LITTLE PINE LK

County: Crow Wing Location: 1.7 MI E OF JCT CSAH 6 Length: 48.1 ft.
 City: Cross Lake Route: 10 - MUN 24 Ref. Pt.: 002+00.070 Deck Width: 22.0 ft.
 Township: Control Section: Rdwy. Area/ Pct. Unsnd: 963 sq. ft. / %
 Section: 10 Township: 137N Range: 27W Maint. Area: Paint Area/ Pct. Unsnd: sq. ft. / %
 Span Type: 5 - Prestressed Concrete 2 - Local Agency Bridge Nbr.: CITY34 Culvert: N/A
 List: Stringer/Multi-beam or Girder Postings:
 NBI Deck: 8 Super: 8 Sub: 8 Chan: 8 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 93.6

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	Reinforced Concrete Deck	Routine	11/02/2023	1060 SF	1060	0	0	0
		Routine	11/03/2021	1060 SF	1060	0	0	0
Notes: 11/02/2023: There are some minor transverse random cracks with minor leaching visible on the side of the deck and minor longitudinal cracks at deck ends. There are minor longitudinal cracks visible on the bottom of the deck following the rebar chairs. None of the cracks visible have any leaching or efflorescence. 11/03/2021: There are minor longitudinal cracks visible on the bottom of the deck following the rebar chairs. None of the cracks visible have any leaching or efflorescence. 11/05/2019: Like new.								
510	Wearing Surfaces	Routine	11/02/2023	963 SF	963	0	0	0
		Routine	11/03/2021	963 SF	963	0	0	0
Notes: 11/02/2023: The surface of the deck has minor unsealed transverse cracks across the deck and minor longitudinal cracks, 10' to 15' long, located at the roadway centerline over the abutments at both ends of the deck. 11/03/2021: The surface of the deck has minor longitudinal cracks, 10' to 15' long, located at the roadway centerline over the abutments at both ends of the deck. 11/05/2019: Like new.								
109	Prestressed Concrete Open Girder/Beam	Routine	11/02/2023	189 LF	189	0	0	0
		Routine	11/03/2021	189 LF	189	0	0	0
Notes: 11/02/2023: No notable defects or deterioration.								
215	Reinforced Concrete Abutment	Routine	11/02/2023	73 LF	73	0	0	0
		Routine	11/03/2021	73 LF	73	0	0	0
Notes: 11/02/2023: No notable defects or deterioration.								
332	Timber Bridge Railing	Routine	11/02/2023	99 LF	83	16	0	0
		Routine	11/03/2021	99 LF	99	0	0	0
Notes: 11/02/2023: All of the rail posts have checks or shakes that penetrates 5% to 50% of the post thickness. 11/03/2021: Timber railing is in good condition. All connections are in place and functional. Timber railing does in fact measure 99 feet!								
800	Critical Deficiencies or Safety Hazards	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
822	Bituminous Approach Roadway	Routine	11/02/2023	2 EA	0	2	0	0
		Routine	11/03/2021	2 EA	0	2	0	0
Notes: 11/02/2023 - 11/03/2021: Minor settlement has occurred at the abutments in the approaches. There is a bituminous patch present at the deck joint to prevent plows from catching the concrete deck. 11/05/2019: Approaches were paved spring 2018.								

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
855	Secondary Members (Superstructure)	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
Notes: 11/02/2023: Isolated minor cracks in the concrete diaphragms.								
885	Scour	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
Notes: 11/02/2023: No scour evident.								
891	Other Bridge Signing	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
Notes: 11/02/2023 - 11/03/2021: Object markers have been mounted on posts and are 4' above the pavement, back from the bridge railing. Object marker sign reflective sheeting has minor damage, suspect from being initially installed too low and damage was done by the plow or a sweeper. 11/05/2019: Object markers are mounted on the bridge railing and the bottom of the signs are inches above the roadway pavement. The Minnesota Manual on Uniform Traffic Control Devices states the bottom of the object marker should be installed 4 feet above the pavement.								
892	Slopes & Slope Protection	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
Notes: 11/02/2023: Past eroded areas have been repaired with sewer rock. Slopes appear to be stable. 11/03/2021: Erosion behind the wing-walls appears to have stabilized. Erosion appears to have been initially caused by utility work in the area of the west wingwalls. 11/05/2019: Erosion occurring behind the wing-walls at the SW and NW corners. It appears the erosion was caused by utility work in the area of the wingwall.								
893	Guardrail	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	0	1	0	0
Notes: 11/02/2023: Repairs have been made. No notable damage or deterioration. 11/03/2021: The cable guardrail on the north side of the bridge has settled. Today the height to the center cable measures 14 inches, and should measure 24 inches. The SW cable has had a traffic impact bending over 2 posts in the middle of the run and the king post at the bridge in the SW run is leaning slightly to the south. 11/05/2019: Cable has now been installed on the south approach as well. Again none of the cable is attached to the bridge and the anchorage for the cable is installed just before the wing-walls. The SW cable has had a traffic impact bending over 2 posts in the middle of the run and the king post at the bridge in the SW run is leaning slightly to the south. 12/06/17: Cable guardrail installed on both sides of the north approach only. Guardrail is not attached to the bridge. The cable rail in place with the original bridge on this site was installed to discourage snowmobilers from using the road embankment as a launch pad.								
894	Deck & Approach Drainage	Routine	11/02/2023	1 EA	0	1	0	0
		Routine	11/03/2021	1 EA	0	1	0	0
Notes: 11/02/2023 - 11/03/2021: Water is draining the minor erosion behind the wingwalls and through the cork joints, then draining across the bridge seat.								
899	Miscellaneous Items	Routine	11/02/2023	1 EA	1	0	0	0
		Routine	11/03/2021	1 EA	1	0	0	0
Notes: 11/02/2023 - 11/03/2021: Utility is attached to the west bridge curb.								
900	Protected Species	Routine	11/02/2023	1 EA	0	1	0	0
		Routine	11/03/2021	1 EA	0	1	0	0
Notes: 11/02/2023 - 11/05/2019: None observed.								

General Notes: 11/02/2023: Water was about 2' deep. Inspected without waders or boat today.
11/03/2021 - 11/05/2019: Was able to wade beneath the bridge. Water depth in the channel is 2 - 2.5 feet deep today.
12/06/17: Bridge has opened to traffic on November 13th of 2017. Was able to walk beneath the bridge to inspect. Water is open beneath bridge today. Water depth in the channel under the bridge is 1-1.5 feet deep. Roadway approaches are gravel and will not be paved till spring.
The, "dummy" inspection was created by the MnDOT Bridge Office --- THIS IS NOT AN ACTUAL FIELD INSPECTION.

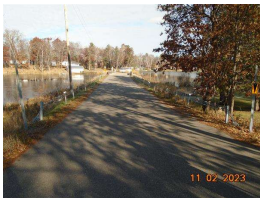
58. Deck NBI:

36A. Brdg Railings NBI:

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
	36B. Transitions NBI:							
	36C. Appr Guardrail NBI:							
	36D. Appr Guardrail Terminal NBI:							
	59. Superstructure NBI:							
	60. Substructure NBI:							
	61. Channel NBI:							
	62. Culvert NBI:							
	71. Waterway Adeq NBI:							
	72. Appr Roadway Alignment NBI:							

Wayne Dosh
Inspector's Signature

Timothy Bray
Reviewer's Signature



1. 11-02-2023 (101).JPG



2. 11-02-2023 (102).JPG



3. 11-02-2023 (103).JPG



4. 11-02-2023 (104).JPG



5. 11-02-2023 (105).JPG



6. 11-02-2023 (106).JPG



7. 11-02-2023 (107).JPG



8. 11-02-2023 (108).JPG



9. 11-02-2023 (109).JPG



10. 11-02-2023 (110).JPG



11. 11-02-2023 (111).JPG



12. 11-02-2023 (112).JPG



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14. 11-02-2023 (114).JPG



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16. 11-02-2023 (116).JPG



17. 11-02-2023 (117).JPG



18. 11-02-2023 (118).JPG



19. 11-02-2023 (119).JPG



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21. 11-02-2023 (121).JPG



22. 11-02-2023 (122).JPG



23. 11-02-2023 (123).JPG



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33. 11-02-2023 (133).JPG



34. 11-02-2023 (134).JPG



35. 11-02-2023 (135).JPG

Pictures



Photo 1 - 11-02-2023 (101)



Photo 2 - 11-02-2023 (102)

Pictures



Photo 3 - 11-02-2023 (103)



Photo 4 - 11-02-2023 (104)

Pictures



Photo 5 - 11-02-2023 (105)



Photo 6 - 11-02-2023 (106)

Pictures



Photo 7 - 11-02-2023 (107)



Photo 8 - 11-02-2023 (108)

Pictures



Photo 9 - 11-02-2023 (109)



Photo 10 - 11-02-2023 (110)

Pictures



Photo 11 - 11-02-2023 (111)



Photo 12 - 11-02-2023 (112)

Pictures



Photo 13 - 11-02-2023 (113)



Photo 14 - 11-02-2023 (114)

Pictures



Photo 15 - 11-02-2023 (115)



Photo 16 - 11-02-2023 (116)

Pictures



Photo 17 - 11-02-2023 (117)



Photo 18 - 11-02-2023 (118)

Pictures



Photo 19 - 11-02-2023 (119)



Photo 20 - 11-02-2023 (120)

Pictures



Photo 21 - 11-02-2023 (121)



Photo 22 - 11-02-2023 (122)

Pictures



Photo 23 - 11-02-2023 (123)



Photo 24 - 11-02-2023 (124)

Pictures



Photo 25 - 11-02-2023 (125)



Photo 26 - 11-02-2023 (126)

Pictures



Photo 27 - 11-02-2023 (127)



Photo 28 - 11-02-2023 (128)

Pictures



Photo 29 - 11-02-2023 (129)



Photo 30 - 11-02-2023 (130)

Pictures



Photo 31 - 11-02-2023 (131)



Photo 32 - 11-02-2023 (132)

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Photo 33 - 11-02-2023 (133)



Photo 34 - 11-02-2023 (134)

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Photo 35 - 11-02-2023 (135)