

UNDERWATER BRIDGE INSPECTION REPORT

---

STRUCTURE NO. 6610

CSAH NO. 15

OVER THE

MINNESOTA RIVER

DISTRICT 8 - CHIPPEWA COUNTY

---



---

OCTOBER 20, 2012

PREPARED FOR THE

MINNESOTA DEPARTMENT OF TRANSPORTATION

BY

AYRES ASSOCIATES & COLLINS ENGINEERS, INC.

JOB NO. 7423

MINNESOTA DEPARTMENT OF TRANSPORTATION  
UNDERWATER BRIDGE INSPECTION

REPORT SUMMARY:

The substructure units inspected at Bridge No. 6610, Piers 1 and 2, were found to be in good condition with no defects of structural significance. The footing at Pier 2 was exposed at the middle and downstream column with a maximum vertical exposure of 1 foot. A light accumulation of timber debris was observed at Pier 1, and a light to moderate accumulation of timber debris was observed at the upstream end of Pier 2. The channel bottom consisted of firm sand and cobbles and appeared to be stable with no appreciable changes or increased scour since the previous inspection.

INSPECTION FINDINGS:

- (A) The footing was exposed along the west side of the middle and downstream columns of Pier 2 with a maximum vertical exposure of 1 foot.
- (B) A light accumulation of timber debris, consisting of 6 to 8 inch diameter branches, was observed at the upstream column of Pier 1 and along both sides of the pier.
- (C) A light to moderate accumulation of timber debris, consisting of up to 1 foot diameter logs, was observed at the upstream column of Pier 2 and extending to the east shoreline. A light accumulation of timber debris also extended along both sides of the pier.

RECOMMENDATIONS:

- (A) Monitor the accumulations of timber debris at the piers, and if found to be increasing, removal during routine maintenance to prevent further build-up and to restrict scour influence may be required.
- (B) Because the bridge has been evaluated to be scour critical, specifically monitor the footing exposure during future inspections and after periods of high flows. Consider placement of scour countermeasures if foundation exposure is found to be increasing.
- (C) Reinspect the submerged substructure units at the normal maximum recommended (NBIS) interval of sixty (60) months.

Inspection Team Leader

Ayres Associates, Inc.



Brian K. Schroeder  
Registered Professional Engineer  
State of Minnesota

Respectfully submitted,

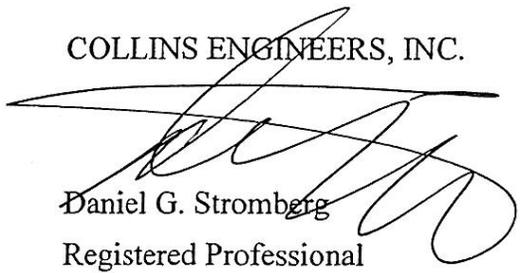
PROFESSIONAL ENGINEER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Daniel G. Stromberg

Date 6/30/14 License # 21491

COLLINS ENGINEERS, INC.



Daniel G. Stromberg

Registered Professional

Engineer, State of Minnesota

MINNESOTA DEPARTMENT OF TRANSPORTATION  
UNDERWATER BRIDGE INSPECTION

1. BRIDGE DATA

Bridge Number: 6610

Feature Crossed: Minnesota River

Feature Carried: CSAH No. 15

Location: District 8 - Chippewa County

Bridge Description: The superstructure consists of three spans of multiple steel beams supporting a reinforced concrete deck. The superstructure is supported by two reinforced concrete piers and two reinforced concrete abutments. The superstructure was widened in 1990 with the addition of two pile bents and an additional steel beam. The original substructure units are founded on square reinforced concrete footings founded on steel H-piles. The piers are numbered 1 and 2 starting from the west end of the bridge.

2. INSPECTION DATA

Professional Engineer/Team Leader: Brian K. Schroeder, P.E.

Dive Team: Ricardo S. Narvaez, Adam J. Enderby

Date: October 20, 2012

Weather Conditions: Cloudy, 40° F

Underwater Visibility: 1.0 foot

Waterway Velocity: Negligible/None

3. SUBSTRUCTURE INSPECTION DATA

Substructure Inspected: Piers 1 and 2.

General Shape: The original piers each consist of two hexagonal-shaped reinforced concrete columns supporting a rectangular reinforced concrete cap. The columns are each supported by a square concrete footing founded on steel H-piles. The extended portion of the piers added to the north end of the bridge each consist of a single H-pile encased in concrete and a steel pile shell. The steel shell and concrete encasement extend up into the rectangular reinforced concrete cap.

Maximum Water Depth at Substructure Inspected: Approximately 3.8 feet.

4. WATERLINE DATUM

Water Level Reference: The top of the pier cap on the downstream end of Pier 2.

Water Surface: The waterline was approximately 15.4 feet below reference.  
Waterline Elevation = 915.4.

5. NBIS CODING INFORMATION (Minnesota specific codes are used for 92B and 113)

Item 60: Substructure: Code 7

Item 61: Channel and Channel Protection: Code 6

Item 92B: Underwater Inspection: Code B/10/12

Item 113: Scour Critical Bridges: Code R/96

Bridge is scour critical because abutment or pier foundation is rated as unstable due to observed scour at bridge site.

X Yes \_\_\_\_\_ No

6. STRUCTURAL ELEMENT CONDITION RATING

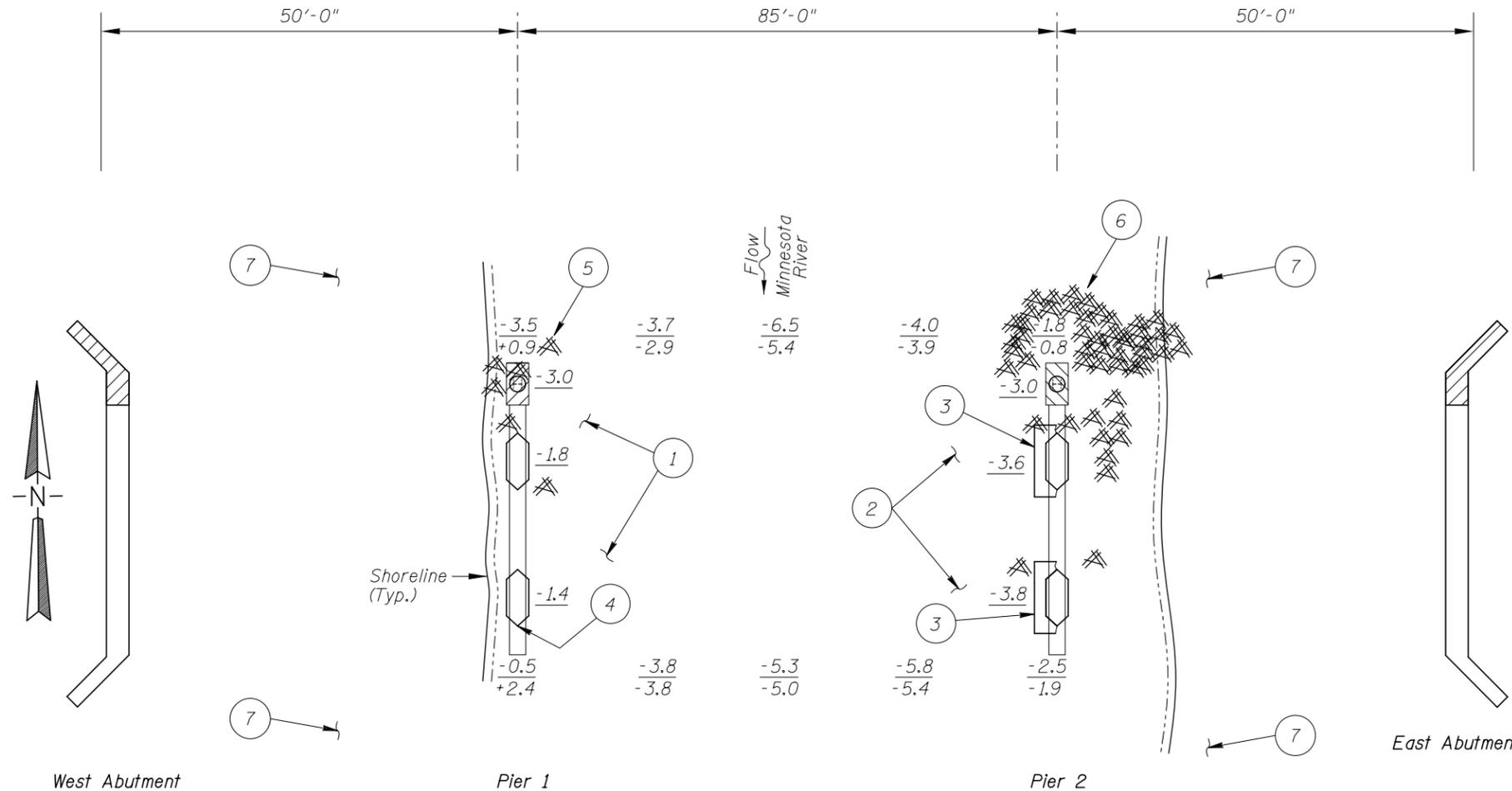
Item #	Element Description	Quantity	Unit	Conditions				
				1	2	3	4	5
205	Concrete Column	4	EA		4			
361	Scour	1	EA	1				
382	Cast-In-Place Piling	2	EA		2			
985	Slopes and Slope Protection	1	EA		1			



Photograph 1. View of Pier 1, Looking East.



Photograph 2. View of Pier 2, Looking East.



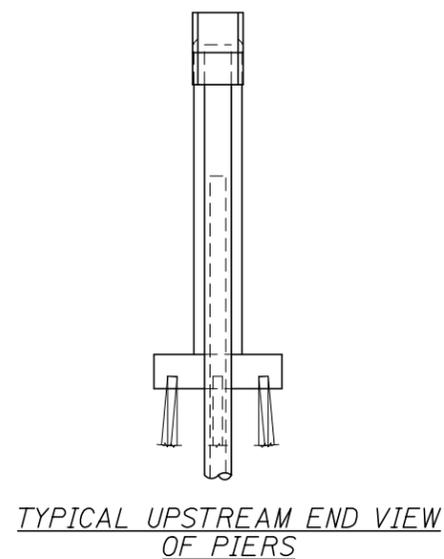
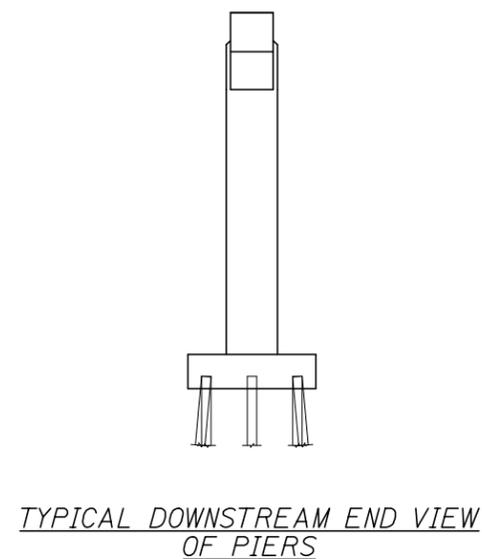
**SOUNDING PLAN**

**GENERAL NOTES:**

1. Piers 1 and 2 were inspected underwater.
2. At the time of inspection on October 20, 2012 the waterline was located approximately 15.4 feet below the top of the pier cap at the downstream end of Pier 2. This corresponds to a waterline elevation of 915.4.
3. Soundings indicate the water depth at the time of inspection and are measured in feet.
4. Soundings were taken parallel to the bridge at 1/4 point intervals between the substructure units.

**INSPECTION NOTES:**

- 1 The channel bottom material around Pier 1 consisted of silty sand with approximately 6 inches of probe rod penetration.
- 2 The channel bottom material around Pier 2 consisted of cobbles, 6 inch diameter riprap, and sandy silt with 4 inches of probe rod penetration.
- 3 The footing was exposed along the west side of the middle and downstream columns of Pier 2 with a maximum vertical exposure of 1 foot.
- 4 A small area of section loss was observed 2 feet above the waterline at the downstream nose of Pier 1, measuring 3 square inches with 1 inch of penetration.
- 5 A light accumulation of timber debris, consisting of 6 to 8 inch diameter branches, was observed at the upstream end of Pier 1.
- 6 A light to moderate accumulation of timber debris, consisting of up to 1 foot diameter logs, was observed at the upstream nose of Pier 2 and extended to the shoreline, and a light accumulation of timber debris extended along both sides of the pier.
- 7 Heavy bank erosion resulting in vertical slopes upstream and downstream of the structure on the east and west banks. Banks were well protected at the structure with up to 2 foot diameter riprap and concrete revetment. The west embankment protection was covered with silty sand.

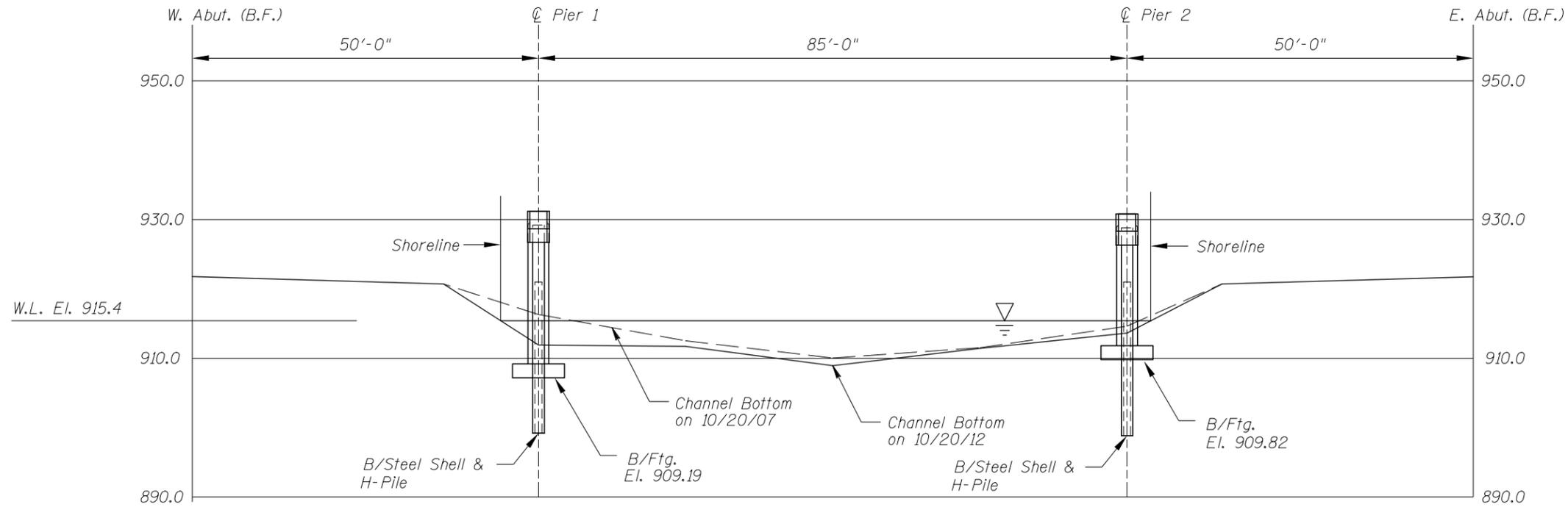


- Legend**
- 2.0 Sounding Depth (10/20/12)
  - 5.2 Sounding Depth (10/20/07)
  - Steel Pile Shell
  - ⊢ Steel H-Pile
  - ▨ Indicates Bridge Widening (c. 1990)
  - ⊘ Timber Debris

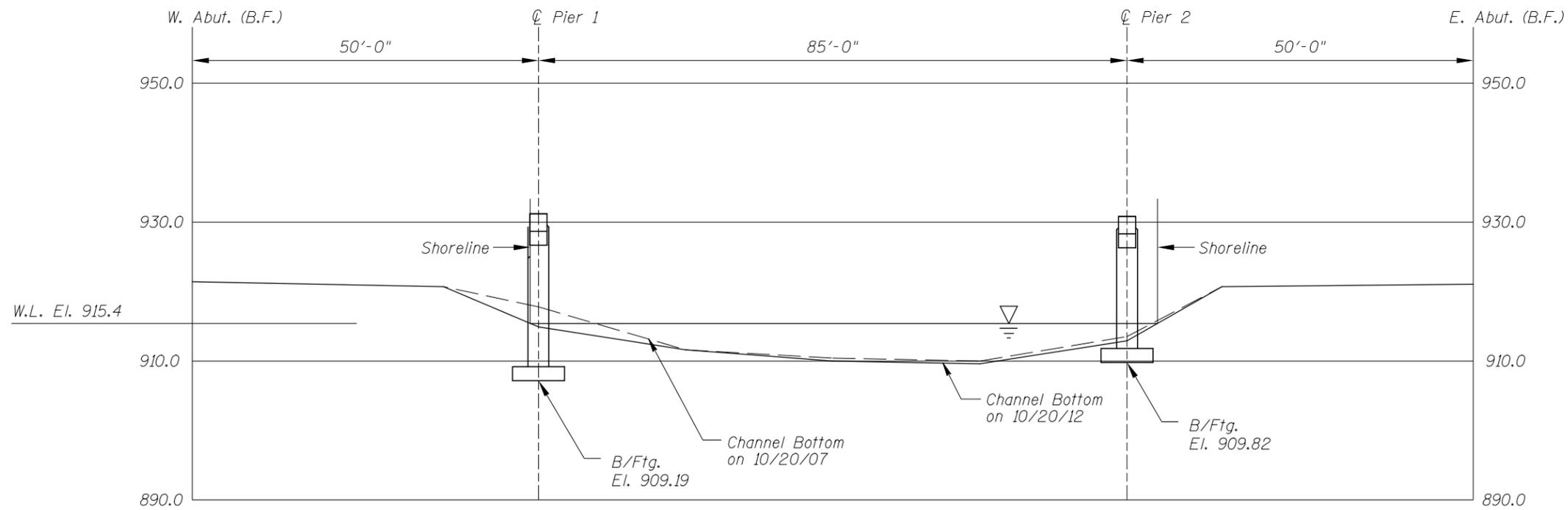
**Note:**  
All soundings based on 2012 waterline location.

<b>MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION</b>		
STRUCTURE NO. 6610 OVER THE MINNESOTA RIVER DISTRICT 8, CHIPPEWA COUNTY		
<b>INSPECTION AND SOUNDING PLAN</b>		
Drawn By: JAC	<b>AVRES ASSOCIATES</b> 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com	Date: OCT, 2012
Checked By: BKS		Scale: NTS
Code: 52210094		Figure No.: 1

**COLLINS ENGINEERS**  
123 North Wacker Drive  
Suite 300  
Chicago, IL 60606  
(312) 704-9300  
www.collinsengr.com



UPSTREAM FASCIA PROFILE



DOWNSTREAM FASCIA PROFILE

Note:  
Refer to Figure 1 for General Notes.

<b>MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION</b>	
STRUCTURE NO. 6610 OVER THE MINNESOTA RIVER DISTRICT 8, CHIPPEWA COUNTY <b>UPSTREAM AND DOWNSTREAM FASCIA PROFILES</b>	
Drawn By: JAC Checked By: BKS Code: 52210094	<div style="display: flex; align-items: center;"> <small>3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com</small> </div>
Date: OCT, 2012 Scale: 1"=20' Figure No.: 2	

<b>COLLINS ENGINEERS</b>	123 North Wacker Drive Suite 300 Chicago, IL 60606 (312) 704-9300 www.collinsengr.com
------------------------------	---

MINNESOTA DEPARTMENT OF TRANSPORTATION  
OFFICE OF BRIDGES AND STRUCTURES  
DAILY DIVING REPORT

INSPECTORS: Ayres Associates DATE: October 20, 2012

ON-SITE TEAM LEADER: Brian K. Schroeder, P.E.

BRIDGE NO: 6610 WEATHER: Cloudy, 40° F

WATERWAY CROSSED: Minnesota River

DIVING OPERATION:  SCUBA  SURFACE SUPPLIED AIR  
 OTHER

PERSONNEL: Ricardo S. Narvaez, Adam J. Enderby

EQUIPMENT: Commercial Scuba, U/W Light, Hammer, Lead Line, Sounding Pole, Probe  
Rod, Camera

TIME IN WATER: 2:45 p.m.

TIME OUT OF WATER: 3:10 p.m.

WATERWAY DATA: VELOCITY Negligible/None

VISIBILITY 1.0 foot

DEPTH 3.8 feet maximum at Pier 2

ELEMENTS INSPECTED: Piers 1 and 2

REMARKS: Overall, the concrete piers and the steel pipe pile shells were in good condition with no structurally significant defects observed. At the middle and downstream columns of Pier 2, there was up to 1 foot of vertical exposure of the footing. A light to moderate accumulation of timber debris was observed at the upstream end of Piers 1 and 2. The embankments, upstream and downstream of the structure, exhibited nearly vertical slopes due to heavy erosion. The channel banks at both abutments were well protected with up to 2 foot diameter riprap and a concrete revetment.

FURTHER ACTION NEEDED:  YES  NO

Monitor the accumulations of timber debris at the piers, and if found to be increasing, removal during routine maintenance to prevent further build-up and to restrict scour influence may be required.

Because the bridge has been evaluated to be scour critical, specifically monitor the footing exposure during future inspections and after periods of high flows.

Reinspect the submerged substructure units at the normal maximum recommended (NBIS) interval of sixty (60) months.

MINNESOTA DEPARTMENT OF TRANSPORTATION  
OFFICE OF BRIDGES AND STRUCTURES

UNDERWATER INSPECTION CONDITION RATING FORM

BRIDGE NO. 6610  
 INSPECTORS Ayres Associates  
 ON-SITE TEAM LEADER Brian K. Schroeder, P.E.  
 WATERWAY CROSSED Minnesota River

INSPECTION DATE October 20, 2012

NOTE: USE ALL APPLICABLE CONDITION DEFINITIONS AS DEFINED IN THE MINNESOTA RECORDING AND CODING GUIDE INCLUDING GENERAL, SUBSTRUCTURE, CHANNEL AND PROTECTION, AND CULVERTS AND WALL DEFINITIONS TO COMPLETE THIS FORM.

CONDITION RATING

UNIT REFERENCE NO.	UNIT DESCRIPTION	MAXIMUM DEPTH OF WATER	SUBSTRUCTURE						CHANNEL					GENERAL					
			PILING	COLUMNS, SHAFTS, OR FACES*	FOOTINGS	DISPLACEMENT	OTHER	OVERALL SUBSTRUCTURE CONDITION CODE*	SCOUR	EMBANKMENT EROSION	EMBANKMENT PROTECTION	OTHER (DRIFT/DEBRIS)	OVERALL CHANNEL & PROTECTION CONDITION	CONCRETE	STEEL	TIMBER	LOSS OF SECTION	PREVIOUS REPAIR OR MAINTENANCE	OTHER
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Pier 1	3.5'	7	7	N	9	N	7	N	6	7	7	6	7	7	N	7	N	N
	Pier 2	3.8'	7	7	7	9	N	7	6	6	7	6	6	7	7	N	7	N	N

\*UNDERWATER PORTION ONLY

REMARKS: Overall, the concrete piers and the steel pipe pile shells were in good condition with no structurally significant defects observed. At the middle and downstream columns of Pier 2, there was up to 1 foot of vertical exposure of the footing. A light to moderate accumulation of timber debris was observed at the upstream end of Piers 1 and 2. The embankments, upstream and downstream of the structure, exhibited nearly vertical slopes due to heavy erosion. The channel banks at both abutments were well protected with up to 2 foot diameter riprap and a concrete revetment.

NOTES: ATTACH SKETCHES AS NEEDED, IDENTIFY REMARK BY REFERRING TO UNIT REFERENCE NO. AND REMARK NO. USE GENERAL SECTION TO IDENTIFY OVERALL PRESENCE OF SPALLS, CRACKS, CORROSION, ETC.