

SIGNIFICANT FINDINGS OVERVIEW

While performing routine bridge inspections, significant defects/deficiencies and maintenance items are encountered on various structures. In addition, structures are encountered which may be considered under-designed for today's vehicle loads. It is our sincere intention to clearly identify, describe, and document these defects/deficiencies in the individual Bridge Inspection Reports and summary documents.

To continue to assist in budget planning and maintenance scheduling, we are including this Significant Findings documentation with our final Bridge Inspection Reports and summary. This documentation is not intended to provide a substitute for thorough review of the individual reports and summary. It is also not intended to list all structures with defects/deficiencies, as these are documented in the individual reports. It is intended to draw attention to encountered defects/deficiencies which may be potential safety concerns, effect structural capacity, and/or present budgetary planning for future replacement/rehabilitation efforts, and general maintenance. Other critical information related to each structure may not be included in the Significant Findings documentation. Review of the individual Bridge Inspection Reports for full details is encouraged for all information related to each structure. Coordination with our staff is encouraged prior to any repair work being performed on the structures referenced in this documentation.

SIGNIFICANT FINDINGS – 2021 INSPECTIONS

- **41-120-105:** This is a 40.5' Single Span Pre-Stressed Precast Concrete Box Beam Bridge (Year constructed is unknown. Estimated to be approximately 1975) on Christensen Road – Immediately West of the intersection with Maitland Road.

It is presently load posted at 75% of legal loads (SU 18 Comb. 30).

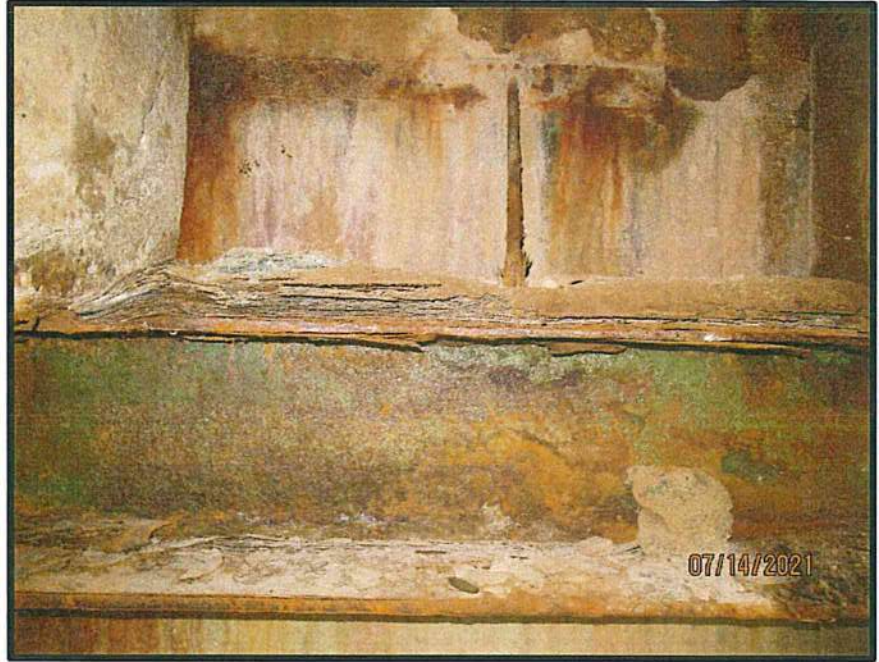
This structure has severe corrosion resulting in significant loss of section of the abutment caps and piling.

The south bridge railing had suffered collision damage resulting large spalls to the deck units' exterior leg.

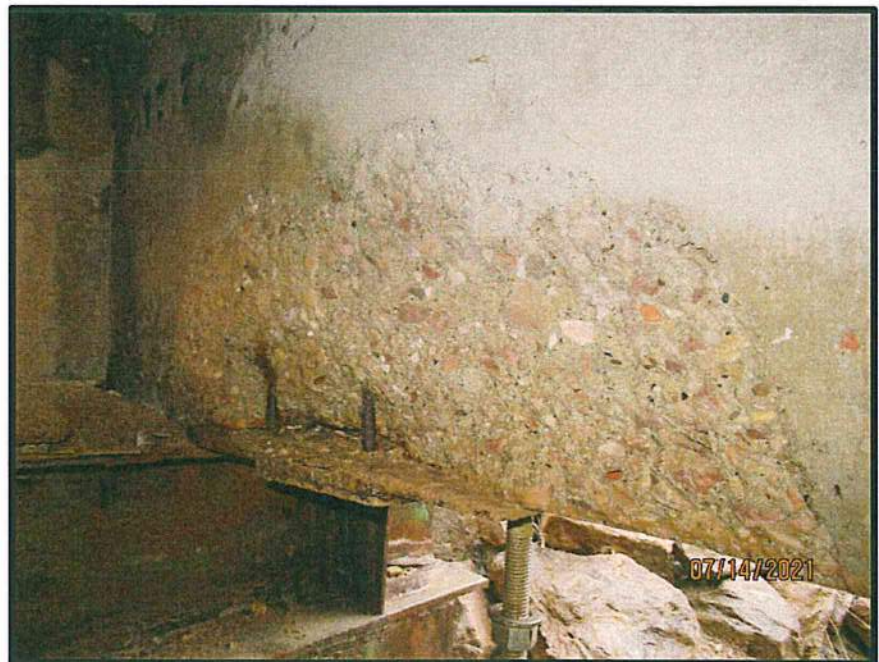
The top flanges to the prestressed double tees are cracked and showing efflorescence below and are also scaled and abraded.

Due to its continuing corrosion/loss of section it is very likely that load rating for this structure will be reduced again soon.

Due to the amount of repair/replacement required to return this structure to legal load capacity we recommend replacement.



Typical Section Loss of Abutment Cap



Spall around SE Rail Post Location

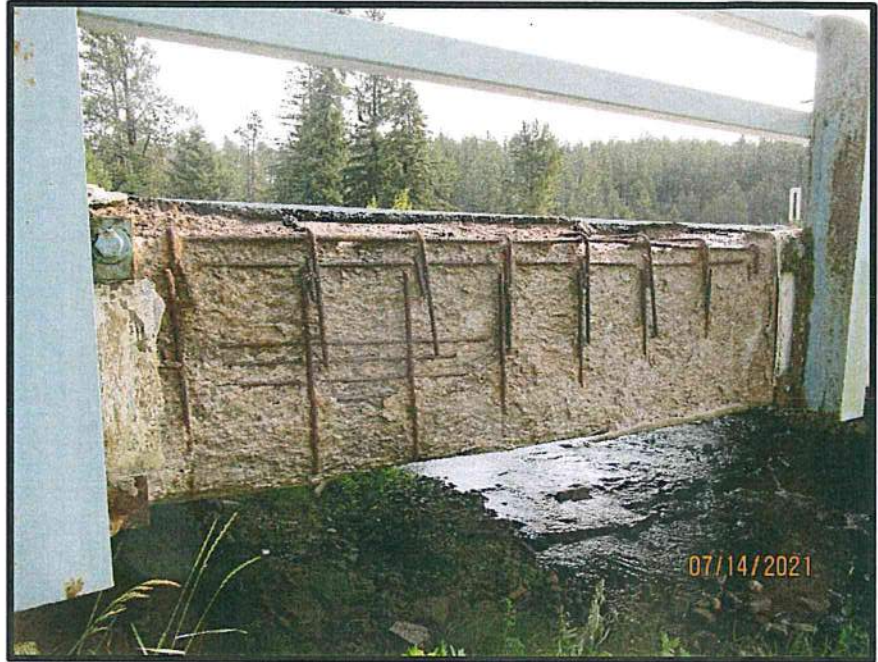
Received 2021 BIG PE Grant and will be considered for future replacement grant

SIGNIFICANT FINDINGS – 2021 INSPECTIONS

- **41-250-268:** This is a 66.0' Single Span Prestressed Precast Concrete Box Beam Bridge. (Constructed in 1975) on Nemo Road – 1.3 Miles North and 2.5 Miles West of Nemo.

This structure is currently not load posted.

In 2020 a critical finding report was filled out for this structure and was submitted due to a failed fiber wrap repair to the southmost prestressed concrete deck unit. The fiber wrap had fallen off exposing a very large area of soft and weak concrete as well as rebar and prestressing strands. We recommended closure of that portion of the bridge. County had properly signed and coned the damaged beam off from traffic, but the cones had been pushed to the side of the rail. Please monitor cones to assure traffic remains off beam 10.



41-250-268 Severe Deterioration of South Exterior Beam



41-249-268 Deterioration of South Exterior Beam