

Bridge Replacement Process



Corrosion Typical of all Beams



FY19 Assessment Collection



- Property Owner reported large trucks driving over bridge.
- Board members inspected bridge.
- Found holes, severe rust.
- A board member said “If this bridge were in Danville, the city would close it.

Initial Discussion

- Sought advice from Engineering Dept at U of I.
- Beams should support light to medium traffic.
- Bridge needs immediate repairs.
- Board decision: Bridge to remain open at posted limits.

Board Sought Bids for Blasting June 2018

- \$8189 for blasting and painting.
 - Top must be removed by LTEA.
 - Bid did not include structural repairs.
- \$4500 for high pressure wash, structural repairs, and painting.
- \$20,633 to remove bridge and replace with 8' by 30' culvert.

Sept 26, 2018 Board Meeting



BOARD ACCEPTED
BID FOR \$4500.



CONTRACTOR WAS
BUSY AND COULD NOT
BEGIN FOR 60 DAYS.



WORK WAS
POSTPONED TILL
SPRING 2019 DUE
TO WEATHER.

Spring 2019

- Brian McQueen showed pictures of bridge to an engineer.
- Bridge in bad shape and needed further analysis.
- Board and McQueen agreed to cancel McQueen's contract to waterblast and repair bridge.

July 2019 Bridge Options



Remove Bridge.



Put in Detour and
close bridge.



Have bridge
inspected by
engineering firm.

July 24, 19 Board Meeting

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WAS
NOT
AYS.

WORK WAS
POSTPONED TILL
SPRING 2019 DUE
TO WEATHER.

- Board voted 7 to 0 to have Clark Dietz Engineering inspect the bridge.

Sept. 25, 2019 Board Meeting

Bridge Inspection said:

- Weight Limit of 3 tons.
- Speed limit of 5 MPH.
- Keep trucks off; if unable -- close the bridge.
- IDOT would close bridge.
- Bridge deteriorated due to lack of paint at installation and maintenance.
- Structure not suitable for strengthening.
- 10' minimum culvert required for passage.
- Next step is to have Type, Size, and Location (TSL) drawings completed with cost estimates.

Board to follow recommendations.

Upgrades to Garrison Vision and Eagle Bluff were done in anticipation of closing the bridge.

January 8, 2020 Planning Session

- IDNR will inspect bridge to determine if financial assistance can be provided. The answer was “NO”.

Jan. 22, 2020, Board Meeting

- Board voted to complete TSL with Clark Dietz.

June 10, 2020, Board Planning Session

- Received TSL Drawing for Bridge Replacement.
- Tapered culvert – 80' by 10' diameter with 55' tunnel.
- 75-year life span.
- Cost Estimate – \$95,000

October 14, 2020, Board Planning Session

- Dr. Bartosh read letter to Board from Clark Dietz

From: Sean M. Marzano
Sent: Wednesday, October 7, 2020 11:29 AM
To: 'Dr.Bartosh@pro-activewellness.com

Dr. Bartosh,

Please refer to the letter dated September 26, 2019 to Leisure Time Estates from Clark Dietz with regards to the responses below. Please confirm that the bridge is currently posted for 3 Tons with a posted speed of 5 MPH per the letter. Also, on 6-15-2020, Clark Dietz recommended the bridge to be replaced by a circular steel culvert.

Responses to your question)

Is it advisable that the bridge be closed until such time it can be replaced or repaired?

As it has be a little over a year since the last inspection, and given the bridge's condition, the bridge should be inspected within the next month to assess its condition. If more corrosion is found, closing the bridge may be necessary. Also, if it has been observed by residents that vehicles, such as garbage trucks for example, heavier than 3 tons have been using the bridge and there is no certain means to keep such vehicles from using the bridge, the bridge should be closed until replacement is done. Please be aware that the board or community choosing to leave the bridge open does pose a risk and exposes Leisure Time Estates to liability. Clark Dietz is not responsible for the decision to close or leave open the bridge and the effects of taking either action.

Is it still usable under the current posted restrictions and if so, should it be inspected periodically and how often?

If the condition has not changed significantly, the posted load of 3 TONS and 5 MPH speed, may be acceptable. If remaining in use, as a bridge that is actively experiencing corrosion, the bridge should be inspected every 6 months to a year until it is replaced.

And finally, could you estimate, in its current condition, how much longer it could be used until needing repair or replacement?

Given its current condition and inadequate initial design (even without corrosion, the bridge rating is very low), the bridge should be replaced as soon as possible if there is a need to keep the road in service. An inspection within the next month may indicate a progression in the corrosion and allow a better estimate of the rate of corrosion and longevity of the bridge. Based on my findings, however, replacement should be done within 6 months to a year.

Please let me know if the board has any further questions,

Sean Marzano
Sean M. Marzano, SE, PE
Clark Dietz, Inc.
217.373.8957

Property owners and board members observed large trucks continuing to cross the bridge. Dr. Bartosh, after talking with Clark Dietz about trucks ignoring the weight restriction, asked fellow board members to close the bridge.

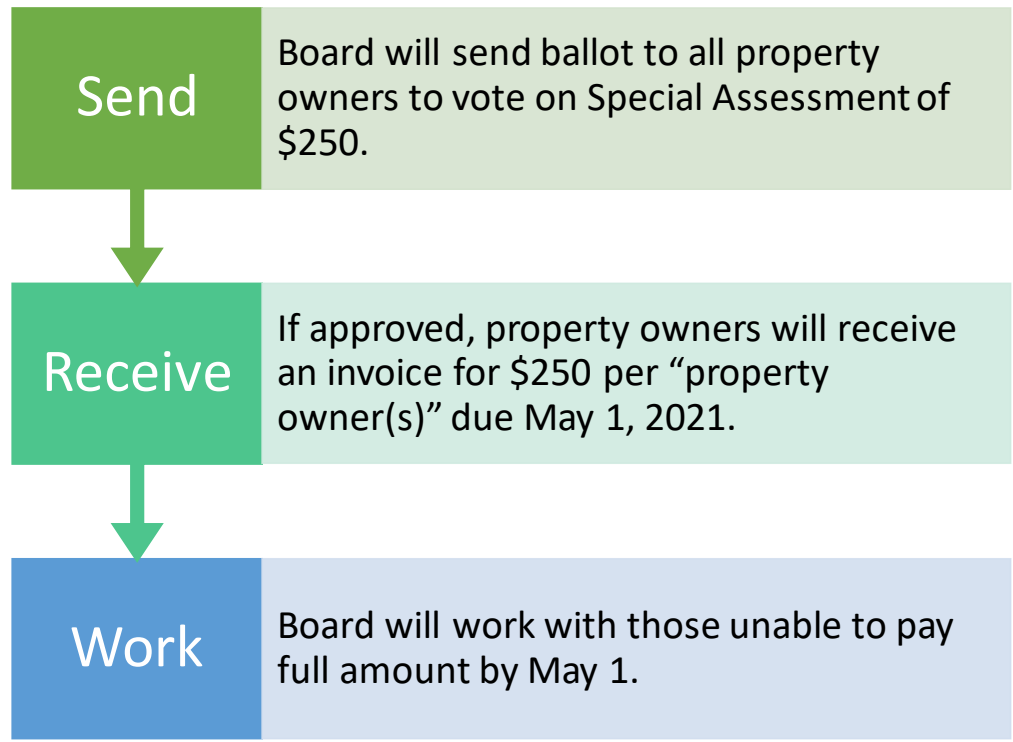
January 13, 2021, Board Planning Session

- Rich Stipp met with Vermilion County Bridge Inspector.
- Inspector said county has worse bridges but would not commit to saying bridge was safe to open.
- Inspector said deck should be 8" of concrete.
- Received a bid from Snider's Trucking to remove deck, add additional beams, pour 6" deck and a bid for a structure with 8" deck.
- Received bid from Big O for concrete box culvert.

Special Board Planning Session Feb. 3, 2021

- Reviewed bids and cost estimate(s) to replace the bridge.
- Costs and/or bids were approximately \$35,250, \$58,378, \$100,000, \$106,256, and \$150,000.
- Board to ask property owners to pass a “Special Assessment” to pay for replacement costs of approximately \$58,378.
- Dr. Bartosh called for a Special Property Owners Meeting on Feb. 17, 2021.
- Appropriate notices posted on LTEA Website, Bulletin Board, gate entrances, and sent by mail to members.

Procedure for voting



Additional Points

- Board is committed to replacing the bridge.
- Bridge is essential component of main roadway.
- Flathill Road and Garrison Vision not best as permanent main route.
- Permanently closing bridge is a liability risk for all Property Owners.
- A closed bridge is detrimental to property values.