

February 20, 2017

Mr. Jack Andrews, P.E.  
City of Ft. Pierce  
P.O. Box 1480  
Ft. Pierce, Florida 34954

RECEIVED  
FEB 24 2017  
CITY OF FORT PIERCE  
ENGINEERING DEPARTMENT

RE: Bridge Inspection Report Submittals to Local Owners  
District Four Bridge Inspection Report

Dear Mr. Andrews:

The following inspection reports are attached for your review:

Bridge No.	Inspection Type	Inspection Date	Dive Date	Analysis Type	Analysis Date
940047	Routine	12/15/16	N/A	N/A	N/A
945009	Routine	12/13/16	N/A	N/A	N/A

If you have any questions, please e-mail ([tlocicero@kisingercampo.com](mailto:tlocicero@kisingercampo.com)) or call me at (813) 871-5331, ext. 5009.

Sincerely,



Thomas A. LoCicero, P.E.  
Bridge Structures Engineer

TAL:AC

Enclosures

Cc: Ray Radman, FDOT Consultant Inspection Project Manager  
Patrick O'Grady, CBI, KCA Bridge Inspection Department Manager  
David Crissey, CBI, KCA Bridge Inspection Supervisor

File: CityFtPierce 092515

FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM  
Inspection/CIDR Report  
Inspection

Structure ID: 940047

DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 12/15/2016 GAUE

BY: Kisinger Campo and Associates	STRUCTURE NAME: Not recorded
OWNER: 4 City/Municipal Hwy Agy	YEAR BUILT: 1957
MAINTAINED BY: 4 City/Municipal Hwy Agy	SECTION NO.: 94 100 000
STRUCTURE TYPE: 3 Steel - 02 Stringer/Girder	MP: 0.052
LOCATION: Citrus Ave/FEC RR	ROUTE: 00707
SERV. TYPE ON: 5 Highway-pedestrian	FACILITY CARRIED: CR-707(Citrus Ave)
SERV. TYPE UNDER: 2 Railroad	FEATURE INTERSECTED: FEC Railroad

 FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 12/15/2016 UNDERWATER: N/A

SUFFICIENCY RATING: 93.5  
HEALTH INDEX: 49.21

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- THIS BRIDGE CONTAINS FRACTURE CRITICAL COMPONENTS
- THIS BRIDGE IS SCOUR CRITICAL
- THIS REPORT IDENTIFIES DEFICIENCIES WHICH REQUIRE PROMPT CORRECTIVE ACTION
- FUNCTIONALLY OBSOLETE
- STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 12/15/2016 UNDERWATER: N/A

OVERALL NBI RATINGS:

DECK: 6 Satisfactory	CHANNEL: N N/A (NBI)
SUPERSTRUCTURE: 6 Satisfactory	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 7 Good	SUFF. RATING: 93.5
PERF. RATING: Good	HEALTH INDEX: 49.21

FIELD PERSONNEL / TITLE / NUMBER:

Carreno, Fernando - Bridge Inspector (CBI#00496) (lead)	INITIALS <u>FC</u>
Beamer, David - Bridge Inspection Technician	<u>          </u>

REVIEWING BRIDGE INSPECTION SUPERVISOR:

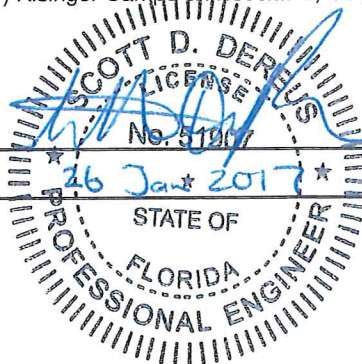
Ferrera, Carlo - Bridge Inspector (CBI#00156)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:

DeReus, Scott - Professional Engineer (#51907) Kisinger Campo & Associates, Corp  
9270 Bay Plaza Boulevard  
Certificate of Authorization #2317  
Tampa FL 33619

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_



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All Elements

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Structure ID: 940047

DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 12/15/2016 GAUE

**DECKS : Decks/Slabs**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 3	Re Concrete Deck	0	.	0	.	34739	100	0	.	34739 sq.ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	50	100	0	.	50 sq.ft
0	1130 / 3	Cracking (RC and Other)	0	.	0	.	34689	100	0	.	34689 sq.ft

**Element Inspection Notes:**

12 / 3

Note:

Lanes are numbered left to right in the direction of inventory.

CS3:

Deck Top:

There is map and transverse cracking up to 1/64in. wide in the deck top of all spans - NO CHANGE.

The right fascia in Span 1 has a 13ft. x 16in. x 6in. spall/delamination with one exposed longitudinal rebar and eight exposed stirrups with moderate to heavy surface corrosion, starting at the beginning of the utility connection – NO CHANGE. Refer to photo 1.

In Span 8, the right fascia has a 4ft. x 8in. x 3in. spall 10ft. east of Bent 8 – NO CHANGE.

Span 9 westbound, Lane 2 has five spalls up to 1ft. x 6in. x 1in. and associated delaminated concrete around the spalls up to 15.5ft. long x 6ft. wide in between the first and second construction joints – NO CHANGE. Refer to photo 2.

There is a 2ft. x 2ft. x 1/2in. spalled/delaminated area, 8ft. east of the second construction joint, at centerline of Lane 2 – NO CHANGE.

In Spans 2 through 10 along the joint adjacent to the steel headers of the compression seals, there are isolated areas of delaminations and spalls up to 9in. x 5in. x 1-1/4in., with the worst being at Bent 10 - NO CHANGE. Refer to photo 3.

Deck Underside:

The deck underside in Bay 6-2 has a 14in. x 3in. x 3/4in. spall with exposed rebar, 12ft. west of Bent 7 - NO CHANGE. Refer to photo 4.

INCIDENTAL:

In the median of Span 2 at the 1/4 point, there is a 3in. long exposed rebar due to lack of cover - NO CHANGE.

In Span 2, 10ft. west of the Bent 3 joint in the median, there is a minor spall/delamination up to 5in. x 4in. x 1/2in. - NO CHANGE.

The left curb in Span 9 has a 2ft. long x 3in. wide delamination with 1/32in. wide associated cracking with efflorescence - NO CHANGE.

The electrical junction box attached to the left fascia in Span 4 is heavily corroded with 100% section loss - NO CHANGE. Refer to photo 5.

1080 / 3

See Element 12.

1130 / 3

See Element 12.

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DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 12/15/2016 GAUE

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 3	Pourable Joint Seal	102	73.91	36	26.09	0	.	0	.	138 ft
0	2330 / 3	Seal Damage	0	.	32	100	0	.	0	.	32 ft
0	2360 / 3	Adjacent Deck or Header	0	.	4	100	0	.	0	.	4 ft

**Element Inspection Notes:**

301 / 3      Note:  
This element represents the pourable joints at Abutments 1 and 11.

CS2:  
The east joint header at Abutment 1 has three spalls/delaminations up to 1-1/2ft. x 1-1/2in.; two in Lane 3 and one in Lane 4 - NO CHANGE. Refer to photo 6.

The pourable sealant has light abrasive wear in the wheel paths - NO CHANGE.

2330 / 3      See Element 301.

2360 / 3      See Element 301.

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	302 / 3	Compressn Joint Seal	0	.	0	.	623	100	0	.	623 ft
0	2320 / 3	Seal Adhesion	0	.	0	.	623	100	0	.	623 ft

**Element Inspection Notes:**

302 / 3      CS3:  
The intermediate expansion joints (Bents 2 through 10) have major adhesion failures and/or missing seal along the length of the compression joint seals for the full roadway width - NO CHANGE. Refer to photo 7.

2320 / 3      See Element 302.

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INSPECTION DATE: 12/15/2016 GAUE

**MISCELLANEOUS : Other Elements**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 3	Re Conc Approach Slab	2760	100	0	.	0	.	0	.	2760 sq.ft
0	510 / 3	Wearing Surfaces	2690	97.46	0	.	70	2.54	0	.	2760 sq.ft
0	3220 / 3	Crack (Wearing Surface)	0	.	0	.	70	100	0	.	70 sq.ft

**Element Inspection Notes:**

321 / 3

Note:

The approach slabs are not visible due to an asphalt overlay.

**INCIDENTAL:**

At the southwest approach sidewalk, there is a transverse crack 3ft. west of Abutment 1 that is sidewalk width x 3/16in. wide and one 7in. x 5in. delamination adjacent to the southwest end post - NO CHANGE.

There is moderate erosion at all four approach sidewalks - NO CHANGE.

The southeast approach sidewalk is undermined up to 7ft. x 1ft. 3in. x 5ft. back under at Abutment 11 - NO CHANGE.

The southeast approach sidewalk has a transverse crack that is sidewalk width x 1/16in. wide - NO CHANGE.

The southwest approach sidewalk is undermined up to 3ft. x 6in. x 3ft. back under near Abutment 1 - NEW. Refer to photo 8.

The southwest end post is delaminated along the top 4in. - NO CHANGE. (previously noted under Element 333)

The northeast approach slope has a 4ft. x 4ft. x 1ft. 6in. area of erosion exposing the bottom of the approach sidewalk which has a 3ft. long x 1ft. high x 1ft. of penetration area of minor undermining - NO CHANGE.

The northeast end post has a 5in. x 4in. x 1/2in. spall with exposed rebar in the east face - NO CHANGE. Refer to photo 9.

The northwest approach curb traffic face has a 3ft. x 8in. x 4in. spall, 13ft. west of Abutment 1 - NO CHANGE.

510 / 3

CS3:

The asphalt overlay at the west and east approach slab/approach roadway transitions has a roadway width x up to 1/2in. wide transverse crack - NO CHANGE.

3220 / 3

See Element 510

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 3	Re Conc Abutment	151	100	0	.	0	.	0	.	151 ft

**Element Inspection Notes:**

215 / 3

INCIDENTAL:

There is trash from vagrants on both abutment caps - NO CHANGE. Refer to photo 10.

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INSPECTION DATE: 12/15/2016 GAUE

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	226 / 3	Pre Conc Pile	0	.	111	95.69	5	4.31	0	.	116 (EA)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	111	96.52	4	3.48	0	.	115 (EA)
0	1110 / 3	Cracking (PSC)	0	.	0	.	1	100	0	.	1 (EA)

**Element Inspection Notes:**

226 / 3

CS3:

Pile 5-12, southwest corner has a 3ft. x 9in. x 1-3/4in. spall, 4ft. up from the groundline - NO CHANGE.

Pile 7-12, east face has a 18in. x 18in. x 1-1/2in. spall/delamination with a 1in. diameter area of corrosion staining at the cap - NO CHANGE. Refer to photo 11.

Pile 10-1, northeast corner has two up to 14in. x 5in. x 3in. spalls; one is 2ft. and the other is 6ft. above the ground line - NO CHANGE.

Pile 10-7, southeast corner has a 2ft. 3in. x 11in. x 1-1/4in. spall, 3ft. above the groundline - NO CHANGE.

Pile 10-10, southeast corner has a 45in. long x 1/32in. wide vertical crack starting 6ft. above the groundline - NO CHANGE.

CS2:

The piles have up to 5in. x 2in. x 1/2in. handling spalls throughout - NO CHANGE.

Pile 7-5, west face has an intermittent 6ft. x 4in. x 1/2in. spall - NO CHANGE.

Pile 9-5, northwest corner has a 6in. x 4in. x 1in. spall at Bent 9 cap - NO CHANGE.

Pile 10-14, southwest corner has a 10in. x 4in. x 1in. spall, 9ft. above the groundline - NO CHANGE.

INCIDENTAL:

The piles at Bents 4 through 9 have moderate to heavy vegetation growth on and around them - NO CHANGE.

Several piles at Bents 8, 9, and 10 have graffiti - NO CHANGE. Refer to photo 12.

1080 / 3

See Element 226.

1110 / 3

See Element 226.

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 3	Re Conc Pier Cap	0	.	646	99.38	4	0.62	0	.	650 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	4	100	0	.	4 ft

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**Element Inspection Notes:**

234 / 3      CS3:  
Bent 9 cap, east face has a 12in. x 7in. x 3/4in. spall/delamination with exposed rebar over Pile 9-14 - NO CHANGE. Refer to photo 13.

Bent 10 cap, west face has a 10in. x 5in. x 1/2in. spall/delamination with exposed rebar over Piles 10-5 and 10-6 - NO CHANGE.

Bent 10 cap, east face has two up to 6in. x 5in. x 3/4in. spalls with exposed rebar over Pile 10-1 - NO CHANGE.

CS2:  
There are random spalls in the east and west faces of the caps throughout - NO CHANGE.

1080 / 3      See Element 234.

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8396 / 3	Other Abutment Slope Protection	5199	100	0	.	0	.	0	.	5199 (SF)

**Element Inspection Notes:**

8396 / 3      Note:  
This element represents the grout topped sand-cement riprap bag slope protection.

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INSPECTION DATE: 12/15/2016 GAUE

**SUPERSTRUCTURE : Bearings**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	311 / 3	Moveable Bearing	0	.	90	90	10	10	0	.	100 each
0	1000 / 3	Corrosion	0	.	90	90	10	10	0	.	100 each
0	8516 / 3	Painted Steel	0	.	1200	100	0	.	0	.	1200 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	1200	100	0	.	0	.	1200 sq.ft

**Element Inspection Notes:**

311 / 3

CS3:

The bearings at Bent 9 show heavy flaking corrosion and pitting on the masonry plates and bearing assemblies throughout - INCREASE. Refer to photo 14.

CS2:

Typically, the bearings at the intermediate bents have light to moderate surface corrosion on the masonry plates and bearing assemblies with isolated bearing anchor bolts having moderate to heavy surface corrosion - INCREASE. Refer to photo 15.

The south anchor bolt for Bearing 9-10 at Bent 9 and the north anchor bolt for Bearing 10-3 at Bent 10 are sheared - NO CHANGE. Refer to photo 16.

The north anchor bolt nut for Bearing 9-10 is not fully seated and the bolt has heavy surface corrosion - NO CHANGE. Refer to photo 17.

1000 / 3

See Element 311.

8516 / 3

CS2:

The protective coating is deteriorated throughout, with areas of peeling, bubbling and chalking paint along the masonry plate and bearing assemblies - INCREASE. Refer to photo 15.

3420 / 3

See Element 8516.

**SUPERSTRUCTURE : Bearings**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	313 / 3	Fixed Bearing	0	.	64	64	36	36	0	.	100 each
0	1000 / 3	Corrosion	0	.	0	.	36	100	0	.	36 each
0	8516 / 3	Painted Steel	0	.	1200	100	0	.	0	.	1200 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	1200	100	0	.	0	.	1200 sq.ft

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**Element Inspection Notes:**

313 / 3

CS3:

The fixed bearings for the beams at Abutment 1, Beams 6-5, 6-6, 6-9, 7-4, 7-5, 7-6, 7-7, 7-8, 8-3, 8-4, 10-2, 10-3, 10-5, 10-6, 10-7, 10-8 and for the beams at Abutment 11 have heavy flaking corrosion on the masonry plates and bearing assemblies with pitting/section loss anywhere from 1/8in. to 3/16in. deep - INCREASE. Refer to photo 18.

CS2:

Typically, the bearings at the intermediate bents have light to moderate surface corrosion on the masonry plates and bearing assemblies with isolated bearing anchor bolts having moderate to heavy surface corrosion - NO CHANGE. Refer to photo 19.

The north anchor bolt nut for Bearing 9-2 at Bent 10 has 100% section loss - NO CHANGE.

1000 / 3

See Element 313.

8516 / 3

CS2:

The protective coating is deteriorated throughout, with areas of peeling, bubbling and chalking paint along the masonry plate and bearing assemblies - INCREASE. Refer to photo 19.

3420 / 3

See Element 8516.

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 3	Steel Opn Girder/Beam	2310	46.02	0	.	2710	53.98	0	.	5020 ft
0	1000 / 3	Corrosion	0	.	0	.	2710	100	0	.	2710 ft
0	8516 / 3	Painted Steel	16735	50	0	.	16735	50	0	.	33470 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	0	.	16735	100	0	.	16735 sq.ft

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**Element Inspection Notes:**

107 / 3

CS3:

In the beam ends, corrosion is accelerated due to the deteriorated intermediate bent expansion joints - INCREASE.

The web of the beams at the end diaphragms and several intermediate diaphragms have areas of heavy flaking corrosion up to 8in. long x up to 4in. wide with pitting up to 1/8in. deep - INCREASE. Refer to photo 20.

Beam 3-2 has a 1in. diameter corrosion through hole in the web at the end diaphragm over Bent 3 - NEW.

Beam 4-2 has a 2-1/2in. diameter corrosion through hole in the web at the end diaphragm over Bent 4 - NO CHANGE. Refer to photo 21.

The beams have moderate surface corrosion along the bottom face of the bottom flanges and on the webs intermittently throughout - INCREASE. Refer to photo 22.

The top face of the bottom flanges has random areas of moderate to heavy flaking corrosion throughout - INCREASE. Refer to photo 23.

The top outside flanges of the exterior beams have light to moderate surface corrosion along the deck - INCREASE.

INCIDENTAL:

There are up to 1ft. diameter holes, some with exposed rebar, in the concrete diaphragms at Bents 2 through 6 and 8 through 10 in Bays 1 and 10 - NO CHANGE.

The mid-span diaphragm in Bay 1-3 has a 1-1/2ft. x 8in. x 1in. spall with two exposed rebar with heavy surface corrosion - NO CHANGE.

The diaphragm in Bay 2-3 over Bent 2 has two 7in. x 4in. x 1/2in. spalls with exposed rebar - NO CHANGE.

The end diaphragms in Bays 10-2 and 10-9 at Abutment 11 each have an up to 28in. x 6in. x 1-1/2in. spall with exposed and corroded rebar in the bottom face - NO CHANGE.

There are loose mounting bolts for the diaphragms at Beams 5 and 6 of all spans in random locations - NO CHANGE.

There is graffiti on the beams in Spans 1 and 10 - NO CHANGE. Refer to photo 24.

1000 / 3

See Element 107.

8516 / 3

CS3:

The protective coating is deteriorated throughout, with areas of peeling, bubbling and chalking paint along the webs, top and bottom flanges - INCREASE. Refer to photo 22.

3420 / 3

See Element 8516.

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 3	Other Bridge Railing	809	80.58	176	17.53	19	1.89	0	.	1004 ft
0	1000 / 3	Corrosion	0	.	176	100	0	.	0	.	176 ft

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0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	19	100	0	.	19 ft
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**Element Inspection Notes:**

333 / 3

CS3:

Bridge rail Panel 9-7 Right has a spall with exposed rebar in bottom south edge 3-1/2in. x 1in. x 1/4in. - NO CHANGE.

Bridge rail Panel 10-1 Right over Bent 10 has a 1ft. x 6in. x 2in. spall with exposed rebar - NO CHANGE.

Bridge rail Panel 10-5 Left has a 1ft. x 6in. x 1in. spall with exposed rebar in the bottom north edge – NO CHANGE.

Bridge rail Panel 10-6 Left has a 6in. x 6in. x 1in. spall with exposed rebar in the bottom north edge – NO CHANGE. Refer to photo 25.

There are intermittent spalls with exposed rebar throughout bridge rail posts – NO CHANGE. The following is a list of bridge rail posts have spalls with exposed rebar measuring up to 7in. x 2in. x 1in.:

Posts:

5-6 Left, northeast and northwest corners

5-8 Left, northwest corner

7-8 Left, southwest corner

8-8 Left, northwest corner

9-8 Left, southwest corner

9-9 Left, southwest corner

3-3 Right, southeast and southwest corners

4-1 Right, southeast corner

5-2 Right, southeast corner

5-8 Right, north face

6-9 Right, southeast corner

8-1 Right, southeast corner

9-8 Right, northwest corner

9-9 Right, northeast corner

10-5 Right southeast corner

CS2:

The attachment hardware for the aluminum rail has light to moderate surface corrosion - NO CHANGE.

INCIDENTAL:

The end caps of the aluminum rail in Spans 9 and 10 are missing - NO CHANGE.

Stanchions 4-3 Left, 8-3 Left, 10-8 Left, 10-7 Right, and 10-8 Right are each missing one of four anchor bolt nuts – NO CHANGE. Refer to photo 26.

The light pole in Span 6 right side and Span 8 left side are each missing one of two access hatch screws – NO CHANGE.

There is graffiti on the west face of southwest end post - NO CHANGE.

1000 / 3

See Element 333.

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**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM  
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**Structure ID: 940047**

**DISTRICT: D4 - Ft. Lauderdale**

**INSPECTION DATE: 12/15/2016 GAUE**

---

1080 / 3      See Element 333.

**Total Number of Elements\*: 12**  
\*excluding defects/protective systems

---

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**Inspector Recommendations**

**UNIT: 0      DECKS****ELEMENT/ENV: 12 / 3 Re Concrete Deck****ELEM CATEGORY: Decks/Slabs**

CONDITION STATE	PRIORITY
3      MMS Quantity: 1 sf    Element Estimated Quantity: 34739 sq.ft	3
WORK ORDER RECOMMENDATION: Replace the corroded junction box on the left fascia of Span 4. 10MH	

**ELEMENT/ENV: 12:1080 / 3 Delamination/Spall/Patched Area****ELEM CATEGORY: Decks/Slabs**

CONDITION STATE	PRIORITY
3      MMS Quantity: 50 sf    Element Estimated Quantity: 50 each	3
WORK ORDER RECOMMENDATION: Repair the spalls and delaminations in the right fascia in Spans 1 and 8. 10MH	
3      MMS Quantity: 50 sf    Element Estimated Quantity: 50 each	3
WORK ORDER RECOMMENDATION: Repair the spalls and delaminations in the deck top. 10MH	

**UNIT: 0      MISCELLANEOUS****ELEMENT/ENV: 311:8516 / 3 Painted Steel****ELEM CATEGORY: Other Elements**

CONDITION STATE	PRIORITY
2      MMS Quantity: 1200 mh    Element Estimated Quantity: 1200 (SF)	3
WORK ORDER RECOMMENDATION: Clean and paint all moveable bearings. 80MH	

**ELEMENT/ENV: 321 / 3 Re Conc Approach Slab****ELEM CATEGORY: Other Elements**

CONDITION STATE	PRIORITY
1      MMS Quantity: 2 sf    Element Estimated Quantity: 2760 sq.ft	3
WORK ORDER RECOMMENDATION: Repair the undermining along the southwest and southeast approach sidewalks. 8MH	

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**Inspector Recommendations**

**UNIT: 0****SMART FLAG****ELEMENT/ENV: 226:1080 / 3 Delamination/Spall/Patched Area****ELEM CATEGORY: Defect**CONDITION  
STATE

PRIORITY

2, 3

MMS Quantity: 4 mh Element Estimated Quantity: 115 each

3

## WORK ORDER RECOMMENDATION:

Repair the delaminations and spalls in Piles 5-12 7-12 10-1 and 10-7. 10MH

**ELEMENT/ENV: 301:2360 / 3 Adjacent Deck or Header****ELEM CATEGORY: Defect**CONDITION  
STATE

PRIORITY

2

MMS Quantity: 4 lf Element Estimated Quantity: 138 each

3

## WORK ORDER RECOMMENDATION:

Repair the spalls and delaminations in Abutment 1 joint header. 10MH

**ELEMENT/ENV: 302:2320 / 3 Seal Adhesion****ELEM CATEGORY: Defect**CONDITION  
STATE

PRIORITY

3

MMS Quantity: 623 lf Element Estimated Quantity: 623 each

3

## WORK ORDER RECOMMENDATION:

Repair the failed seals throughout Bents 2 thru 10. 80MH

**ELEMENT/ENV: 313:8516:3420 / 3 Peel/Bub/Crack(Stl Protect Coat)****ELEM CATEGORY: Defect**CONDITION  
STATE

PRIORITY

2

MMS Quantity: 1200 mh Element Estimated Quantity: 100 each

3

## WORK ORDER RECOMMENDATION:

Clean and paint all fixed bearings. 80MH

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**Inspector Recommendations**

**UNIT: 0      SUPERSTRUCTURE****ELEMENT/ENV: 107 / 3 Steel Opn Girder/Beam****ELEM CATEGORY: Superstructure**

CONDITION STATE		PRIORITY
1, 3	MMS Quantity: 20 mh    Element Estimated Quantity: 5020 ft	3
WORK ORDER RECOMMENDATION: Remove the graffiti on the beams in Span 10. 8MH		
1, 3	MMS Quantity: 36 mh    Element Estimated Quantity: 5020 ft	3
WORK ORDER RECOMMENDATION: Remove graffiti on Bent 8 9 and 10 piles. 16MH		

**ELEMENT/ENV: 107:8516 / 3 Painted Steel****ELEM CATEGORY: Superstructure**

CONDITION STATE		PRIORITY
1, 3	MMS Quantity: 16735 mh    Element Estimated Quantity: 5020 (SF)	3
WORK ORDER RECOMMENDATION: Clean and paint the steel beams. 80MH		

**ELEMENT/ENV: 333 / 3 Other Bridge Railing****ELEM CATEGORY: Superstructure**

CONDITION STATE		PRIORITY
1, 2, 3	MMS Quantity: 176 lf    Element Estimated Quantity: 1004 ft	3
WORK ORDER RECOMMENDATION: Install missing anchor bolt nuts at Stanchions 8-3 left 10-8 left 10-7 left and 10-8 right. 4MH		

**ELEMENT/ENV: 333:1080 / 3 Delamination/Spall/Patched Area****ELEM CATEGORY: Superstructure**

CONDITION STATE		PRIORITY
3	MMS Quantity: 19 lf    Element Estimated Quantity: 1004 each	3
WORK ORDER RECOMMENDATION: Repair the spalls with exposed rebar in the bridge rail panels. 40MH		

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**Structure Notes**

BRIDGE OWNER: CITY OF FT. PIERCE

Bridge inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the current load rating analysis dated 10/17/91, posting is not required. The structure is not posted.

**LOAD CAPACITY EVALUATION:**

Since the current load rating dated 10/1/91, there is no indication that deterioration, geometric changes or additional dead load have occurred that would warrant a new load rating analysis. This only applies to this inspection dated 12/15/16 per Scott DeReus, P.E.

A 40ft. ladder or bucket van is needed to reach the bearings at the intermediate bents.

Contact Brad at (772) 461-7102 (Rinker Office) or (561) 262-2324 (mobile phone), before the next scheduled inspection. Rinker Concrete and FEC Railroad are the property owners and have the right-of-way for the underside. Bucket van access can be made in Spans 1 through 7 from the Rinker property and Spans 8 through 11 can be made from the intersection of Orange Ave/railroad crossing, just north of the structure.

**INSPECTION NOTES:**      **GAUE**                      **12/15/2016**

A bucket van was utilized during this inspection.

Sufficiency Rating Calculation Accepted by KNKCADG at 1/26/2017 11:51:09 AM

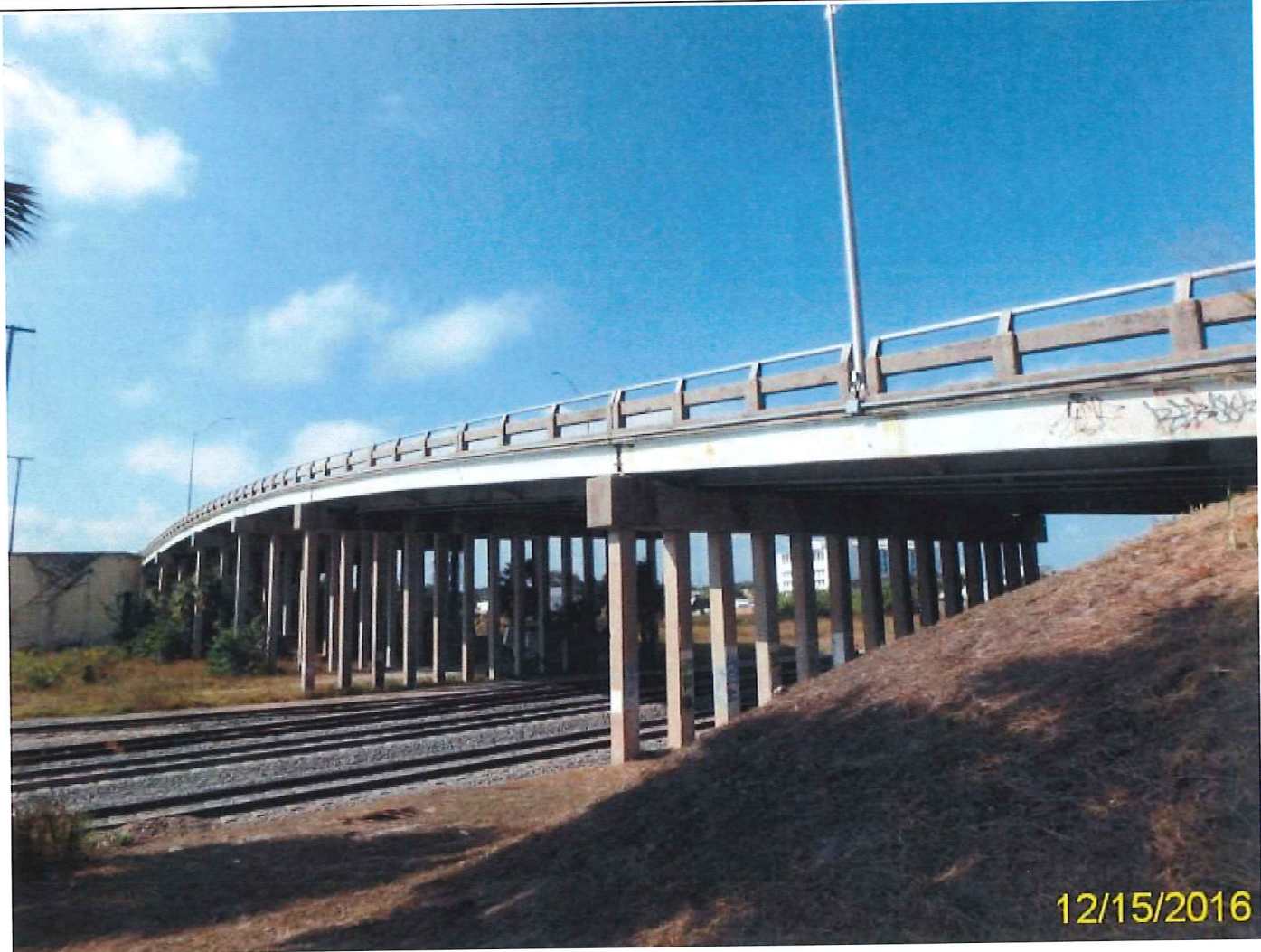
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SOUTH ELEVATION

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# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM Inspection/CIDR Report Inspection

Structure ID: 940047

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### CR-707 (Citrus Ave.) over FEC Railroad

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# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM Inspection/CIDR Report Inspection

Structure ID: 940047  
DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 12/15/2016 GAUE

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
D: LOAD CAPACITY INFORMATION

FORM 815-910-05-1  
REPLACES 871-32  
MAINTENANCE  
02/18

- 1) BRIDGE NUMBER: 940047 DATE: 10/17/91
- 2) INVENTORY RATING:  
FORM (HS 20) LOADING 35.3  
OTHER ( ) LOADING \_\_\_\_\_
- 3) POSTING DATA:  
POSTED N/A; IF YES, EXISTING RESTRICTIONS \_\_\_\_\_  
POSTING NEEDED \_\_\_\_\_; IF YES, SEE TABLE BELOW.  
DATE SIGNS ERECTED \_\_\_\_\_
- 4) GOVERNING SPAN DATA:  
A) METHOD OF ANALYSIS:  
 I.F.D.  
\_\_\_\_ W.S.D.  
B) ANALYSIS SYSTEM:  
 BARS  
\_\_\_\_ BRUFEM  
\_\_\_\_ OTHER
- C) CONTROLLING FACTORS:  
SPAN NO. 1-3 & 7  
SPAN LTH. 45'4"  
DES. VEH. HS20-44  
DISTR. F. 1.602; DISTR. F. METHOD SALOD  
CONTINUOUS NO  
V OR M M; LOC. 22.7'
- D) MEMBER ANALYZED:
- |   |  |
|---|--|
| <p style="text-align: center;"><u>SUPERSTRUCTURE</u></p> <p>____ PRESTRESSED CONCRETE SECT. <input checked="" type="checkbox"/> R/CONC. SECT.</p> <p>____ AASHTO GIRDERS <input checked="" type="checkbox"/> C.I.P. SLAB</p> <p>____ NON-STANDARD SECT. _____ PRECAST SLAB</p> <p>____ BULB-T _____ BOX CULVERT</p> <p>____ SINGLE-T _____ C.I.P. BOX</p> <p>____ DOUBLE-T <input checked="" type="checkbox"/> STEEL SECT.</p> <p>____ HOLLOW VOID SLAB _____ I-BEAM</p> <p>____ SOLID SLAB _____ PLATE GIR.</p> <p>____ PRECAST SEGMENTAL BOX _____ BOX</p> <p>____ POST TENSIONED _____ COMPOSITE</p> | <p style="text-align: center;"><u>SUBSTRUCTURE</u></p> <p><input checked="" type="checkbox"/> BENT CONSTR.</p> <p><input checked="" type="checkbox"/> PILING</p> <p><input checked="" type="checkbox"/> CAP</p> <p>____ PIER CONSTR.</p> <p>____ PILING</p> <p>____ FOOTING</p> <p>____ COLUMN</p> <p>____ CAP</p> |
|---|--|

5) LOAD RATING SUMMARY TABLE:

LOAD RATING SUMMARY FOR OPERATING RATING (Gross Tons)															
SPAN NO.	G02			G03			G01			G04	G05	G06	G07	G08	G09
	LTH. BRG. TO BRG	T O N S	SPAC	LTH. BRG. TO BRG	T O N S	SPAC	LTH. BRG. TO BRG	T O N S	SPAC						
	65'0"			74'8"			45'4"								
FLORIDA LEGAL DESIGN	SU2	17	62	X			85	X				48	X		
	SU3	33	63	X			85	X				49	X		
	SU4	35	63	X			85	X				49	X		
	C3	28	77	X			102	X				69	X		
	C4	36.6	81	X			106	X				69	X		
	C5	36.6 40.0	82	X			107	X				71	X		
	ST5	36.6	95	X			124	X				74	X		
HS	36	70	X			94	X				59	X			

- NOTES:
- FOR EACH SPAN ANALYZED, ENTER SPAN NUMBER AND BEARING TO BEARING LENGTH IN SPACES PROVIDED.
  - FOR LOAD RATINGS CALCULATED BY WORKING STRESS DESIGN, PLACE ASTERISK (\*) TO RIGHT OF RATING.
  - WHEN SHEAR OR MOMENT DETERMINES LOAD RATING, MARK APPROPRIATE COLUMN.

6) COMMENTS: UPDATED FOR SALOD AND SHEAR AND ADDED DEAD LOAD.

7) COMPUTATIONS: PERFORMED BY A. C. BORCENA DATE 10/15/91  
 CHECKED BY J. MUSTAFA DATE 10/17/91  
 8) RESPONSIBLE ENGINEER: JESUS MUSTAFA PE # 43809 DATE 10/17/91

### LOAD RATING ANALYSIS SUMMARY

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**Photo 1 - Element 12 Re Concrete Deck**

Spall/delamination in the right fascia in Span 1

**REPAIR RECOMMENDATION:**

Repair the spalls and delaminations in the right fascia in Spans 1 and 8. 10MH

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**Photo 2 - Element 12 Re Concrete Deck**

Spalls and delaminations in the deck top of Span 9

REPAIR RECOMMENDATION:  
Repair the spalls and delaminations in the deck top. 10MH

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**Photo 3 - Element 12 Re Concrete Deck**

Typical spalls and delaminations along the joint headers (Bent 10 joint shown)

REPAIR RECOMMENDATION:  
Refer to photo 2.

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**Photo 4 - Element 12 Re Concrete Deck**

Spall with exposed rebar in the deck underside in Bay 6-2

REPAIR RECOMMENDATION:  
None

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**Photo 5 - Element 12 Re Concrete Deck**

Corroded junction box on the left fascia of Span 4

**REPAIR RECOMMENDATION:**

Replace the corroded junction box on the left fascia of Span 4. 10MH

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**Photo 6 - Element 301 Pourable Joint Seal**

Spalls and delaminations in Abutment 1 joint header

**REPAIR RECOMMENDATION:**

Repair the spalls and delaminations in Abutment 1 joint header. 10MH

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**Photo 7 - Element 302 Compressn Joint Seal**

Typical deteriorated and/or missing compression seal (Bent 10 joint shown)

**REPAIR RECOMMENDATION:**

Repair the failed seals throughout Bents 2 thru 10. 80MH

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**Photo 8 - Element 321 Re Conc Approach Slab**

Undermining along the southwest approach sidewalk

**REPAIR RECOMMENDATION:**

Repair the undermining along the southwest and southeast approach sidewalks. 8MH

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**Photo 9 - Element 321 Re Conc Approach Slab**

Spall with exposed steel in the northeast end post

REPAIR RECOMMENDATION:

None

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**Photo 10 - Element 215 Re Conc Abutment**

Trash on Abutment 11 cap

REPAIR RECOMMENDATION:  
None

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**Photo 11 - Element 226 Pre Conc Pile**

Spall/delamination in the east face of Pile 7-12

**REPAIR RECOMMENDATION:**

Repair the delaminations and spalls in Piles 5-12 7-12 10-1 and 10-7. 10MH

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**Photo 12 - Element 226 Pre Conc Pile**

Graffiti on Bent 10 piles

REPAIR RECOMMENDATION:  
Remove graffiti on Bent 8, 9 and 10 piles. 16MH

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**Photo 13 - Element 234 Re Conc Pier Cap**

Spall/delamination with exposed rebar in the east face of Bent 9 cap over Pile 9-14

REPAIR RECOMMENDATION:

None

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**Photo 14 - Element 311 Moveable Bearing**

Heavy flaking corrosion and pitting on Beam 9-5 bearing over Bent 9

**REPAIR RECOMMENDATION:**

Clean and paint all moveable bearings. 80MH

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**Photo 15 - Element 311 Moveable Bearing**

Typical corrosion on the moveable bearings

REPAIR RECOMMENDATION:  
Refer to photo 14.

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**Photo 16 - Element 311 Moveable Bearing**

South anchor bolt for Bearing 9-10 sheared

REPAIR RECOMMENDATION:  
None

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**Photo 17 - Element 311 Moveable Bearing**

North anchor bolt for Bearing 9-10 not fully seated

REPAIR RECOMMENDATION:  
None

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INSPECTION DATE: 12/15/2016 GAUE



**Photo 18 - Element 313 Fixed Bearing**

Heavy flaking corrosion with pitting (Bearing 10-5 at Bent 10 shown)

**REPAIR RECOMMENDATION:**

Clean and paint all fixed bearings. 80MH

FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM  
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Inspection

Structure ID: 940047

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**Photo 19 - Element 313 Fixed Bearing**

Typical corrosion on the fixed bearings (Bearing 3-9 at Bent 3 shown)

REPAIR RECOMMENDATION:  
Refer to photo 18.

This report contains information relating to the physical security of a structure and depictions of the structure. This information is confidential and exempt from public inspection pursuant to sections 119.071(3)(a) and 119.071(3)(b), Florida Statutes. Only the cover page of this report may be inspected and copied.

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DISTRICT: D4 - Ft. Lauderdale

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**Photo 20 - Element 107 Steel Opn Girder/Beam**

Typical heavy flaking corrosion on the web of the beams at the diaphragms (Beam 6-3 shown)

**REPAIR RECOMMENDATION:**

Clean and paint the steel beams. 80MH

FLORIDA DEPARTMENT OF TRANSPORTATION  
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**Photo 21 - Element 107 Steel Opn Girder/Beam**

Through hole in the web of Beam 3-2 at Bent 3

REPAIR RECOMMENDATION:  
Refer to photo 20.

FLORIDA DEPARTMENT OF TRANSPORTATION  
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Inspection

Structure ID: 940047

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**Photo 22 - Element 107 Steel Opn Girder/Beam**

Typical surface corrosion on the web and bottom flange of the beams

REPAIR RECOMMENDATION:  
Refer to photo 20.

FLORIDA DEPARTMENT OF TRANSPORTATION  
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**Photo 23 - Element 107 Steel Opn Girder/Beam**

Typical heavy flaking corrosion on the top face of the bottom flange of the beams (Beam 3-8 shown)

REPAIR RECOMMENDATION:  
Refer to photo 20.

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**Photo 24 - Element 107 Steel Opn Girder/Beam**

Graffiti on the beams in Span 10

**REPAIR RECOMMENDATION**

Remove the graffiti on the beams in Span 10. 8MH

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FLORIDA DEPARTMENT OF TRANSPORTATION  
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Inspection

Structure ID: 940047

DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 12/15/2016 GAUE



**Photo 25 - Element 333 Other Bridge Railing**

Spall with exposed rebar in Span 10 left rail

**REPAIR RECOMMENDATION:**

Repair the spalls with exposed rebar in the bridge rail panels. 40MH

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**Photo 26 - Element 333 Other Bridge Railing**

Typical missing anchor bolt nut for the bridge rail stanchions.

**REPAIR RECOMMENDATION:**

Install missing anchor bolt nuts at Stanchions 8-3 left, 10-8 left, 10-7 left and 10-8 right. 4MH

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report  
CIDR**

REPORT ID: INSP005

Structure ID: 940047

DATE PRINTED: 1/26/2017

<b>Description</b>
--------------------

**Structure Unit Identification**

Bridge/Unit Key: 940047 0  
Structure Name:  
Description: MAIN SPAN 1  
Type: M - Main

**Roadway Identification**

NBI Structure No (8): 940047  
Position/Prefix (5): 1 - Route On Structure  
Kind Hwy (Rte Prefix): 4 County Hwy  
Design Level of Service: 3 Bypass  
Route Number/Suffix: 00707 / 0 N/A (NBI)  
Feature Intersect (6): FEC Railroad  
Critical Facility:  
Facility Carried (7): CR-707(Citrus Ave)  
Mile Point (11): 0.052  
Latitude (16): 027d26'39.2" Long (17): 080d19'26.5"

**Roadway Classification**

Nat. Hwy Sys (104): 0 Not on NHS  
National base Net (12): 0 - Not on Base Network  
LRS Inventory Rte (13a): 94 100 000 Sub Rte (13b): 00  
Functional Class (26): 16 Urban Minor Arterial  
On Federal Aid System: Yes  
Defense Hwy (100): 0 Not a STRAHNET hwy  
Direction of Traffic (102): 2 2-way traffic  
Emergency:

**NBI Project Data**

Proposed Work (075A):  
Work To Be Done By (075B):  
Improvement Length (076): 120.08 ft

**NBI Rating**

Channel (61): N N/A (NBI)  
Deck (58): 6 Satisfactory  
Superstructure (59): 6 Satisfactory  
Substructure (60): 7 Good

**Roadway Traffic and Accidents**

Lanes (28): 4 Medians: 1 Speed: 30 mph  
ADT Class: 3 ADT Class 3  
Recent ADT (29): 9200 Year (30): 2012  
Future ADT (114): 15962 Year (115): 2034  
Truck % ADT (109): 3  
Detour Length (19): 2.0 mi  
Detour Speed: -1 mph  
Accident Count: -1 Rate: -1

**Roadway Clearances**

Vertical (10): 99.99 ft Appr. Road (32): 55.8 ft  
Horiz. (47): 55.8 ft Roadway (51): 55.8 ft  
Truck Network (110): 0 Not part of natl netwo  
Toll Facility (20): 3 On free road  
Fed. Lands Hwy (105): 0 N/A (NBI)  
School Bus Route:   
Transit Route:

Improvement Cost (094): \$ 154,000.00  
Roadway Improvement Cost (095): \$ 4,000.00  
Total Cost (096): \$ 209,000.00  
Year of Estimate (097):

Culvert (62): N N/A (NBI)  
Waterway (71): N Not applicable  
Unrepaired Spalls: -1 sq.ft.  
Review Required:

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

## Inspection/CIDR Report

CIDR

REPORT ID: INSP005

Structure ID: 940047

DATE PRINTED: 1/26/2017

### Structure Identification

Admin Area: St. Lucie  
 District (2): D4 - Ft. Lauderdale  
 County (3): (94)St. Lucie  
 Place Code (4): Fort Pierce  
 Location (9): Citrus Ave/FEC RR  
 Border Br St/Reg (98): Not Applicable (P) Share: 0 %  
 Border Struct No (99):  
 FIPS State/Region (1): 12 Florida Region 4-Atlanta  
 NBIS Bridge Len (112): Y - Meets NBI Length

Parallel Structure (101): No || bridge exists  
 Temp. Structure (103): Not Applicable (P)  
 Maint. Resp. (21): 4 City/Municipal Hwy Agy  
 Owner (22): 4 City/Municipal Hwy Agy  
 Historic Signif. (37): 5 Not eligible for NRHP

### Structure Type and Material

Curb/Sidewalk (50): Left: 5.5 ft Right: 5.5 ft  
 Bridge Median (33): 2 Closed Med w/o Barrier  
 Main Span Material (43A): 3 Steel  
 Appr Span Material (44A): Not Applicable  
 Main Span Design (43B): 02 Stringer/Girder  
 Appr Span Design (44B): Not Applicable

### **Appraisal**

#### Structure Appraisal

Open/Posted/Closed (41): A Open, no restriction  
 Deck Geometry (68): 5 Above Tolerable  
 Underclearances (69): 5 Above Tolerable  
 Approach Alignment (72): 7-No Accel/Reduce Curve  
 Bridge Railings (36a): 0 Substandard  
 Transitions (36b): 0 Substandard

Approach Guardrail (36c): 0 Substandard  
 Approach Guardrail Ends (36d): 0 Substandard  
 Scour Critical (113): N Not Over Waterway

#### Minimum Vertical Clearance

Over Structure (53): 99.99 ft  
 Under (reference) (54a): R Railroad beneath struc  
 Under (54b): 21.9 ft

### **Schedule**

#### Current Inspection

Inspection Date: 12/15/2016  
 Inspector: KNKCACF - Fernando Carreno  
 Bridge Group: C9H85  
 Alt. Bridge Group:  
 Primary Type: Regular NBI  
 Review Required:

### Geometrics

Spans in Main Unit (45): 10  
 Approach Spans (46): 0  
 Length of Max Span (48): 76.1 ft  
 Structure Length (49): 502 ft  
 Total Length: 542 ft  
 Deck Area: 34738.99 sqft  
 Structure Flared (35): 0 No flare

### Age and Service

Year Built (27): 1957  
 Year Reconstructed (106): 0  
 Type of Service On (42a): 5 Highway-pedestrian  
 Under (42b): 2 Railroad  
 Fracture Critical Details: Not Applicable

### Deck Type and Material

Deck Width (52): 69.2 ft  
 Skew (34): 0 deg  
 Deck Type (107): 1 Concrete-Cast-in-Place  
 Surface (108): 0 None  
 Membrane: 0 None  
 Deck Protection: None

### Navigation Data

Navigation Control (38): NA-no waterway  
 Nav Vertical Clr (39): 0 ft  
 Nav Horizontal Clr (40): 0 ft  
 Min Vert Lift Clr (116): 0 ft  
 Pier Protection (111): Not Applicable (P)

### NBI Condition Rating

Sufficiency Rating: 93.5  
 Health Index: 49.21  
 Structural Eval (67): 6 Equal Min Criteria  
 Deficiency: Not Deficient

### Minimum Lateral Underclearance

Reference (55a): R Railroad beneath struc  
 Right Side (55b): 13.1 ft  
 Left Side (56): 0 ft

### Next Inspection Date Scheduled

NBI: 12/15/2018  
 Element: 12/15/2018  
 Fracture Critical:  
 Underwater:  
 Other/Special:

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report**

CIDR

REPORT ID: INSP005

Structure ID: 940047

DATE PRINTED: 1/26/2017

**Schedule Cont.**

**Inspection Types Performed**

NBI  Element  Fracture Critical  Underwater  Other Special

**Inspection Intervals**      **Required (92)**      **Frequency (92)**      **Last Date (93)**      **Inspection Resources**

Fracture Critical	<input type="checkbox"/>	mos			Crew Hours: 14
Underwater	<input type="checkbox"/>	mos			Flagger Hours: 0
Other Special	<input type="checkbox"/>	mos			Helper Hours: 0
NBI		24 mos	(91)	<span style="border: 1px solid red; padding: 2px;">12/15/2016</span>	(90)
					Snooper Hours: 0
					Special Crew Hours: 0
					Special Equip Hours: 0

**Bridge Related**

**General Bridge Information**

Parallel Bridge Seq:	Bridge Rail 1: Concrete post & beam
Channel Depth: -1 ft	Bridge Rail 2: Not applicable-No rail
Radio Frequency: -1	Electrical Devices: Roadway lighting only
Phone Number: (000) 000-0001	Culvert Type: Not applicable
Exception Date:	Maintenance Yard: 490-Ft. Pierce
Exception Type: Unknown	FIHS ON / OFF: No Routes on FIHS
Accepted By Maint: 01/01/1957	Previous Structure:
Warranty Expiration: 00/00/0000	2nd Previous Structure:
	Replacement Structure:

Permitted Utilities: Power  Water  Gas  Fiber Optic  Sewage  Other

**Bridge Load Rating Information**

Inventory Type (065): 1 LF Load Factor	Inventory Rating (066): 35.3 tons
Operating Type (063): 1 LF Load Factor	Operating Rating (064): 59.0 tons
Original Design Load (031): 5 MS 18 (HS 20)	FL120 Permit Rating: -1.0 tons
Date: 10/17/1991	HS20/FL120 Max Span Rating: 59.0 tons
Initials: JNM	Dynamic Impact in Percent: 30 %
Load Rating Rev. Recom.:	Governing Span Length: 45.3 ft
Load Rating Plans Status: Design Plans	Minimum Span Length:
	Distribution Method: SALOD

Load Rating Notes:

**LEGAL LOADS**

SU2: 48.0 tons  
 SU3: 49.0 tons  
 SU4: 49.0 tons  
 C3: 69.0 tons  
 C4: 69.0 tons  
 C5: 71.0 tons  
 ST5: 74.0 tons

Posting (070): 5 At/Above Legal Loads

Open/Posted/Closed (041): A Open, no restriction

**FLOOR BEAM (FB)**

FB Present: No

FB Span Length, Gov: 0.0 ft  
 FB Spacing, Gov: 0.0 ft  
 FB OPR Rating: 0.0 tons  
 FB SU4 OPR Rating: 0.0 tons  
 FB FL120 Rating: 0.0 tons

**POSTING**

Recom. SU Posting: 99 tons  
 Recom. C Posting: 99 tons  
 Recom. ST5 Posting: 99 tons  
 Actual SU Posting: 99 tons  
 Actual C Posting: 99 tons  
 Actual ST5 Posting: 99 tons  
 Actual Blanket Posting: 99 tons

**SEGMENTAL (SEG)**

SEG Wing-Span: -1.0 ft  
 SEG Web-to-Web Span: -1.0 ft  
 SEG FL120 Transverse: -1.0 tons  
 SEG Single Axle Transverse: -1.0 tons  
 SEG Tandem Axle Transverse: -1.0 tons

**Bridge Scour and Storm Information**

Pile Driving Record: All pile driving records	Scour Recommended I: Not Applicable
Foundation Type: Foundation details	Scour Recommended II: Not Applicable
Mode of Flow: Not Applicable	Scour Recommended III: Not Applicable
Rating Scour Eval: Not Applicable	Scour Elevation: 999 ft
Highest Scour Eval: Not Applicable	Action Elevation: 999 ft
Scour Evaluation Method:	Storm Frequency: 999

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report  
CIDR**

REPORT ID: INSP005

Structure ID: 940047

DATE PRINTED: 1/26/2017

**Elements**

Inspection Date: 12/15/2016 GAUE

**DECKS : Decks/Slabs**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 3	Re Concrete Deck	0	.	0	.	34739	100	0	.	34739 sq.ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	50	100	0	.	50 sq.ft
0	1130 / 3	Cracking (RC and Other)	0	.	0	.	34689	100	0	.	34689 sq.ft

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 3	Pourable Joint Seal	102	73.91	36	26.09	0	.	0	.	138 ft
0	2330 / 3	Seal Damage	0	.	32	100	0	.	0	.	32 ft
0	2360 / 3	Adjacent Deck or Header	0	.	4	100	0	.	0	.	4 ft

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	302 / 3	Compressn Joint Seal	0	.	0	.	623	100	0	.	623 ft
0	2320 / 3	Seal Adhesion	0	.	0	.	623	100	0	.	623 ft

**MISCELLANEOUS : Other Elements**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 3	Re Conc Approach Slab	2760	100	0	.	0	.	0	.	2760 sq.ft
0	510 / 3	Wearing Surfaces	2690	97.46	0	.	70	2.54	0	.	2760 sq.ft
0	3220 / 3	Crack (Wearing Surface)	0	.	0	.	70	100	0	.	70 sq.ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 3	Re Conc Abutment	151	100	0	.	0	.	0	.	151 ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	226 / 3	Pre Conc Pile	0	.	111	95.69	5	4.31	0	.	116 (EA)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	111	96.52	4	3.48	0	.	115 (EA)
0	1110 / 3	Cracking (PSC)	0	.	0	.	1	100	0	.	1 (EA)

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 3	Re Conc Pier Cap	0	.	646	99.38	4	0.62	0	.	650 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	4	100	0	.	4 ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8396 / 3	Other Abutment Slope Protection	5199	100	0	.	0	.	0	.	5199 (SF)

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 940047

CIDR

DATE PRINTED: 1/26/2017

**SUPERSTRUCTURE : Bearings**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	311 / 3	Moveable Bearing	0	.	90	90	10	10	0	.	100 each
0	1000 / 3	Corrosion	0	.	90	90	10	10	0	.	100 each
0	8516 / 3	Painted Steel	0	.	1200	100	0	.	0	.	1200 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	1200	100	0	.	0	.	1200 sq.ft

**SUPERSTRUCTURE : Bearings**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	313 / 3	Fixed Bearing	0	.	64	64	36	36	0	.	100 each
0	1000 / 3	Corrosion	0	.	0	.	36	100	0	.	36 each
0	8516 / 3	Painted Steel	0	.	1200	100	0	.	0	.	1200 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	1200	100	0	.	0	.	1200 sq.ft

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 3	Steel Opn Girder/Beam	2310	46.02	0	.	2710	53.98	0	.	5020 ft
0	1000 / 3	Corrosion	0	.	0	.	2710	100	0	.	2710 ft
0	8516 / 3	Painted Steel	16735	50	0	.	16735	50	0	.	33470 sq.ft
0	3420 / 3	Peel/Bub/Crack(Stl Protect Coat)	0	.	0	.	16735	100	0	.	16735 sq.ft

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 3	Other Bridge Railing	809	80.58	176	17.53	19	1.89	0	.	1004 ft
0	1000 / 3	Corrosion	0	.	176	100	0	.	0	.	176 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	19	100	0	.	19 ft

**Total Number of Elements\*:** 12

\*excluding defects/protective systems

**Inspection Information****Inspection Date:** 12/15/2016**Type:** Regular NBI**Inspector:** KNKCACF - Fernando Carreno**Inspection Notes:** A bucket van was utilized during this inspection.

Sufficiency Rating Calculation Accepted by KNKCADG at 1/26/2017 11:51:09 AM

**Inspection Date:** 12/11/2014**Type:** Regular NBI**Inspector:** INACTIVE1519 - Andre Favreau**Inspection Notes:** Sufficiency Rating Calculation Accepted by KNKCADG-P at 2015-01-21 08:18:32

A bucket van was utilized during this inspection.

**Inspection Date:** 12/20/2012**Type:** Regular NBI**Inspector:** KNKCACF - Fernando Carreno**Inspection Notes:** Sufficiency Rating Calculation Accepted by KNKCAWM-P at 2013-02-18 13:55:49

A bucket van was utilized during this inspection.

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report**

**CIDR**

REPORT ID: INSP005

Structure ID: 940047

DATE PRINTED: 1/26/2017

**Inspection Information**

**Inspection Date:** 12/09/2010                      **Type:** Regular NBI  
**Inspector:** KNKCAMB - Brice McMinn

**Inspection Notes:** Sufficiency Rating Calculation Accepted by kn538pl-P at 2011-01-20 13:54:58

**Inspection Date:** 12/15/2008                      **Type:** Regular NBI  
**Inspector:** KNKCALE - Eric Lambert

**Inspection Notes:** Sufficiency Rating Calculation Accepted by knkcale-P at 2009-01-16 08:57:29

**Inspection Date:** 12/07/2006                      **Type:** Regular NBI  
**Inspector:** KNKCAST - Timothy Sweeney

**Inspection Notes:** Sufficiency Rating Calculation Accepted by knkcast-P at 2006-12-14 16:42:20

**Inspection Date:** 12/01/2004                      **Type:** Regular NBI  
**Inspector:**

**Inspection Notes:** Sufficiency Rating Calculation Accepted by kn110mb-P at 2005-01-09 14:40:27  
Routine inspection

This structure was transferred from state to county on 8/15/04.

**Inspection Date:** 12/11/2002                      **Type:** Regular NBI  
**Inspector:** INACTIVE98 - Mike Rausch

**Inspection Notes:**

**Inspection Date:** 01/24/2001                      **Type:** Regular NBI  
**Inspector:** INACTIVE98 - Mike Rausch

**Inspection Notes:** MT438MR inspection comments -  
Structure 940047 -  
Date 01/24/2001 -  
Previous comments > (none)

**Inspection Date:** 01/28/1999                      **Type:** Regular NBI  
**Inspector:**

**Inspection Notes:**

**Structure Notes**

BRIDGE OWNER: CITY OF FT. PIERCE

Bridge inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the current load rating analysis dated 10/17/91, posting is not required. The structure is not posted.

**LOAD CAPACITY EVALUATION:**

Since the current load rating dated 10/1/91, there is no indication that deterioration, geometric changes or additional dead load have occurred that would warrant a new load rating analysis. This only applies to this inspection dated 12/15/16 per Scott DeReus, P.E.

A 40ft. ladder or bucket van is needed to reach the bearings at the intermediate bents.

Contact Brad at (772) 461-7102 (Rinker Office) or (561) 262-2324 (mobile phone), before the next scheduled inspection. Rinker Concrete and FEC Railroad are the property owners and have the right-of-way for the underside. Bucket van access can be made in Spans 1 through 7 from the Rinker property and Spans 8 through 11 can be made from the intersection of Orange Ave/railroad crossing, just north of the structure.