

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM****Inspection/CIDR Report
Inspection****Structure ID: 494099****DISTRICT: D3 - Chipley****INSPECTION DATE: 7/30/2020 ZKMT**

BY: CONSOR Engineers, LLC	STRUCTURE NAME: Not recorded
OWNER: 2 County Hwy Agency	YEAR BUILT: 1999
MAINTAINED BY: 2 County Hwy Agency	SECTION NO.: 49 000 005
STRUCTURE TYPE: 4 Steel Continuous - 10 Truss-Thru	MP: 4.158
LOCATION: 0.8 Mile North of Mill Rd	ROUTE: 00000
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: New River Road
SERV. TYPE UNDER: 5 Waterway	FEATURE INTERSECTED: Syrup Branch

☐ FUNCTIONALLY OBSOLETE☒ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Interim

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2020 UNDERWATER: 7/30/2020

SUFFICIENCY RATING: 23.9

HEALTH INDEX: 51.6

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR Report Inspection

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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: Interim

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2020 UNDERWATER: 7/30/2020

OVERALL NBI RATINGS:

DECK: 6 Satisfactory	CHANNEL: 6 Bank Slumping
SUPERSTRUCTURE: 4 Poor	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 4 Poor	SUFF. RATING: 23.9
PERF. RATING: Poor	HEALTH INDEX: 51.6

FIELD PERSONNEL / TITLE / NUMBER:**INITIALS**

Barber, Austin - Bridge Inspector (CBI #00584) (lead)

AB

Kilbourn, Jonathan - Assistant Bridge Inspector

Lane, Jeffrey - Bridge Inspector (CBI# 00545) / Lead Diver

JL

Allen, Adrian - Assistant Bridge Inspector / Diver

REVIEWING BRIDGE INSPECTION SUPERVISOR:

Akers, Matt - Bridge Inspector (CBI#00386)

MA

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:

Stump, Jr., David M. - Professional Engineer (#86560) CONSOR Engineers, LLC
2121 Old Hickory Tree Road
Registry No. 6876
Saint Cloud FL 34772

This item has been digitally signed and sealed by:

SIGNATURE:

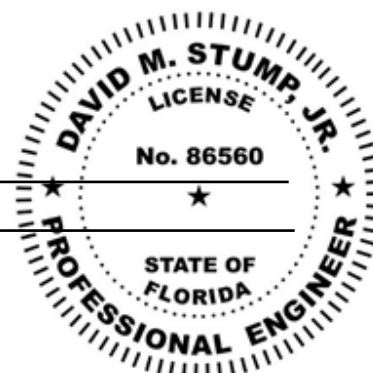
David M Stump Jr.

Digitally signed by David M
Stump Jr.

DATE:

Date: 2020.09.17
14:18:00-04'00'

on the date adjacent to the seal. Printed copies of this
document are not considered signed and sealed and
the signature must be verified on any electronic copies.



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The official record of this document is the electronic file digitally signed and sealed under Rule 61G15-23.004, F.A.C.

REPORT ID: INSP005

PRINTED: 09/17/2020

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR Report Inspection

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT

All Elements

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	8476 / 2	Timber Walls	0	.	0	.	52	100	0	.	52 ft
UNIT 0	4000 / 2	Settlement	0	.	0	.	52	100	0	.	52 ft

Element Inspection Notes:

- 8476/2 CONDITION STATE 3
NO CHANGE:
- 1) The near right wingwall has decay in the top board (See Photo 1). (1140 - NO QTY)
 - 2) The wingwall boards and the piles have early to moderate decay. (1140 - NO QTY)
 - 3) The near left wingwall is bowed and leaning 10° toward the stream (See Photo 2). (4000 - 13 FT)
 - 4) The near left wingwall has three boards with advanced decay (See Photo 3). (1140 - NO QTY)
 - 5) The near right wingwall is leaning 10° toward the stream, has gaps between the boards; up to 0.25 ft wide, and does not extend to the groundline allowing loss of fill in the 2.0 ft opening (See Photo 4). (4000 - 13 FT)
 - 6) The near and far left wingwalls are separating from the adjacent backwall up to 0.33 ft (See Photo 5). (4000 - NO QTY)
 - 7) The far left wingwall is leaning inward 10° toward the stream (See Photo 6). (4000 - 13 FT)
 - 8) The top three boards in the far left wingwall are missing (See Photo 7). (1140 - NO QTY)
 - 9) The far right wingwall is bowed (See Photo 2). (4000 - 13 FT)
 - 10) The far right wingwall has one board that is broken (See Photo 3). (1170 - NO QTY)

NOTES

NO CHANGE:

- 1) The far left and right wingwalls are obscured by vegetation.

4000/2 -

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	216 / 2	Timber Abutment	13	50	0	.	13	50	0	.	26 ft
UNIT 0	4000 / 2	Settlement	0	.	0	.	13	100	0	.	13 ft

Element Inspection Notes:

- 216/2 CONDITION STATE 3
NO CHANGE:
- 1) Abutment Cap 1 is rotated 9° against station (See Photo 8). (4000 - 13 FT)

NOTES

NO CHANGE:

- 1) A limited inspection was performed at the abutments due to fill.

4000/2 -

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	228 / 2	Timber Pile	0	.	7	77.78	2	22.22	0	.	9 (EA)
UNIT 0	1140 / 2	Decay/Section Loss	0	.	0	.	2	100	0	.	2 (EA)

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UNIT 0	1150 / 2	Check/Shake	0	.	4	100	0	.	0	.	4 (EA)
UNIT 0	4000 / 2	Settlement	0	.	3	100	0	.	0	.	3 (EA)

Element Inspection Notes:

228/2 CONDITION STATE 2
 NO CHANGE:
 1) The piles have seasoning checks. (1150 - 4 EA)
 2) Piles 2-1 and 2-2 have decay (See Sketch 1). (10" diameter each) (1140 - NO QTY)
 3) Piles 2-1, 2-2, and 4-3 do not provide full bearing due to cut-off angle, up to 0.03 ft gap. (4000 - 3 EA)
 4) Pile 3-2 has decay (See Sketch 1). (11" diameter) (1140 - NO QTY)
 5) Pile 4-1 has decay and a section splitting away (See Sketch 2). (1140 - NO QTY)

CONDITION STATE 3
 NO CHANGE:
 1) Pile 3-1 has decay (See Sketch 1). (11" diameter) (1140 - 1 EA)
 2) Pile 4-2 has advanced decay in the top 2.5 ft (See Sketch 2). (12" diameter) (1140 - 1 EA)

NOTES
 NO CHANGE:
 1) The near cross brace at Bent 3 has moderate decay (See Photo 9).
 2) The piles at Abutments 1 and 5 are not visible and could not be inspected.

1140/2 -

1150/2 -

4000/2 -

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	235 / 2	Timber Pier Cap	0	.	39	100	0	.	0	.	39 ft
UNIT 0	1150 / 2	Check/Shake	0	.	39	100	0	.	0	.	39 ft

Element Inspection Notes:

235/2 CONDITION STATE 2
 NO CHANGE:
 1) Bent Caps 2 through 4 have deep seasoning checks, up to 0.13 in W x 0.25 in D. (1150 - 39 FT)

1150/2 -

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	8395 / 2	Timber Abutment Slope Protection	54	21.77	150	60.48	44	17.74	0	.	248 (SF)
UNIT 0	1140 / 2	Decay/Section Loss	0	.	50	71.43	20	28.57	0	.	70 (SF)
UNIT 0	1150 / 2	Check/Shake	0	.	100	100	0	.	0	.	100 (SF)
UNIT 0	4000 / 2	Settlement	0	.	0	.	24	100	0	.	24 (SF)

Element Inspection Notes:

8395/2 CONDITION STATE 2
 NO CHANGE:
 1) (UW) The near and far backwalls have areas of early to moderate decay and

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deterioration. (1140 - 50 SF)
2) The near and far backwalls have seasoning checks randomly located. (1150 - 100 SF)

CONDITION STATE 3

NO CHANGE:

- 1) The top board of the near backwall has rotated 20° against stations (See Photo 10). (4000 - 12 SF)
- 2) The top board in the near backwall is split at Pile 2-1 (See Photo 11). (1150 - NO QTY)
- 3) The near and far backwalls have isolated areas of moderate exterior decay (See Photo 12). (1140 - 20 SF)
- 4) The top board of the far backwall has rotated 20° with stations (See Photo 10). (4000 - 12 SF)

1140/2 -

1150/2 -

4000/2 -

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	120 / 2	Steel Truss	0	.	40	66.67	20	33.33	0	.	60 ft
UNIT 0	1000 / 2	Corrosion	0	.	32	76.19	10	23.81	0	.	42 ft
UNIT 0	1020 / 2	Connection	0	.	0	.	4	100	0	.	4 ft
UNIT 0	1900 / 2	Distortion	0	.	8	57.14	6	42.86	0	.	14 ft
UNIT 0	8516 / 2	Painted Steel	0	.	0	.	243	60	162	40	405 sq.ft
UNIT 0	3440 / 2	Eff (Stl Protect Coat)	0	.	0	.	243	60	162	40	405 sq.ft

Element Inspection Notes:

- 120/2 CONDITION STATE 2
NO CHANGE:
1) There are minor bends throughout the top chord (See Photo 13). (1900 - 8 FT)
2) There is corrosion along the steel truss members (See Photo 14). (1000 - 32 FT)
- CONDITION STATE 3
NO CHANGE:
1) There are isolated areas of pitting and section loss, up to 0.09 in deep, randomly located along truss members (See Photo 14). (1000 - 10 FT)
2) All of the connection pins are missing cotter keys along the left and right bottom chords, welds placed in lieu of the pins are cracked (See Photo 15). (1020 - 2 FT)
3) Left truss, Panel 1, Member M2 to U3 has a 0.05 ft downward bend, also Member U3 to M4 has a 0.03 ft upward bend (See Photo 16). (1900 - 4 FT)
4) Right truss, Panel 1, Member U2 to M2 has a 0.03 ft bend with stations (See Photo 17). (1900 - 1 FT)
5) The following connection pins are missing the cotter keys (See Photo 15 and Table 1). (1020 - 2 FT)
6) The bottom chord in Panel 3 on the right side has a bend and a tear in the steel, 0.15 ft at the connection pin of Panels 2 and 3 (See Photo 18). (1900 - 1 FT)
- NOTES
NO CHANGE:
1) The lateral cross bracing in Spans 1 and 4 are covered by fill which could promote corrosion.
2) The floor beam/transoms have been welded to the lower chords in lieu of the designed transom clamps. This induces stress onto the lower chord (See Photo 19).

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1000/2 -

1020/2 -

1900/2 -

8516/2
 CONDITION STATE 3
 NO CHANGE:
 1) The paint is losing effectiveness in some areas (See Photo 14). (3440 - 243 SF)

CONDITION STATE 4
 NO CHANGE:
 1) The paint has lost effectiveness in some areas (See Photo 14). (3440 - 162 SF)

3440/2 -

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	152 / 2	Steel Floor Beam	0	.	116	98.31	2	1.69	0	.	118 ft
UNIT 0	1000 / 2	Corrosion	0	.	116	100	0	.	0	.	116 ft
UNIT 0	1020 / 2	Connection	0	.	0	.	2	100	0	.	2 ft
UNIT 0	8516 / 2	Painted Steel	0	.	0	.	230	69.7	100	30.3	330 sq.ft
UNIT 0	3440 / 2	Eff (Stl Protect Coat)	0	.	0	.	230	69.7	100	30.3	330 sq.ft

Element Inspection Notes:

152/2
 CONDITION STATE 2
 NO CHANGE:
 1) There is corrosion along the floor beams (See Photo 20). (1000 - 116 FT)

CONDITION STATE 3
 NO CHANGE:
 1) The connection welds for Floor Beams 3 and 7, right truss are cracked (See Photo 21). (1020 - 2 FT)

NOTES
 NO CHANGE:
 1) The floor beams have been welded to the lower chord in lieu of the designed transom clamps this induces undesired stress onto the lower chord.

1000/2 -

1020/2 -

8516/2
 CONDITION STATE 3
 NO CHANGE:
 1) The paint is losing effectiveness in some areas (See Photo 20). (3440 - 230 SF)

CONDITION STATE 4
 NO CHANGE:
 1) The paint has lost effectiveness in some areas (See Photo 20). (3440 - 100 SF)

3440/2 -

Total Number of Elements*: 7

*excluding defects/protective systems

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Inspector Recommendations

UNIT: UNIT 0 MISCELLANEOUS**ELEMENT/ENV: 8476 / 2 Timber Walls****ELEM CATEGORY: Other Elements**

CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Far left and right wingwalls; remove vegetation.			
3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Near and far left wingwalls; seal gap with backwall.			
3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	1
WORK ORDER RECOMMENDATION: Posting signs; update.			

ELEMENT/ENV: 8476:4000 / 2 Settlement**ELEM CATEGORY: Other Elements**

CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 52 ft	3
WORK ORDER RECOMMENDATION: All wingwalls; replace.			

UNIT: UNIT 0 SUBSTRUCTURE**ELEMENT/ENV: 216 / 2 Timber Abutment****ELEM CATEGORY: Substructure**

CONDITION STATE			PRIORITY
1 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Abutments; remove fill.			

ELEMENT/ENV: 216:4000 / 2 Settlement**ELEM CATEGORY: Substructure**

CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 13 ft	3
WORK ORDER RECOMMENDATION: Abutment Cap 1; realign and secure.			

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Inspector Recommendations

UNIT: UNIT 0**SUBSTRUCTURE****ELEMENT/ENV: 228:1140 / 2 Decay/Section Loss****ELEM CATEGORY: Substructure**CONDITION
STATE

PRIORITY

3 MMS Quantity: 1 mh Element Estimated Quantity: 2 (EA)

3

WORK ORDER RECOMMENDATION:

Piles 3-1 and 4-2; replace.

ELEMENT/ENV: 228:4000 / 2 Settlement**ELEM CATEGORY: Substructure**CONDITION
STATE

PRIORITY

2 MMS Quantity: 1 mh Element Estimated Quantity: 3 (EA)

3

WORK ORDER RECOMMENDATION:

Piles 2-1 2-2 and 4-3; shim.

ELEMENT/ENV: 8395 / 2 Timber Abutment Slope Protection**ELEM CATEGORY: Substructure**CONDITION
STATE

PRIORITY

1 , 2 , 3 MMS Quantity: 1 mh Element Estimated Quantity: 1 (SF)

3

WORK ORDER RECOMMENDATION:

Top board of near backwall at Pile 1-2; replace.

ELEMENT/ENV: 8395:4000 / 2 Settlement**ELEM CATEGORY: Substructure**CONDITION
STATE

PRIORITY

3 MMS Quantity: 1 mh Element Estimated Quantity: 24 (SF)

3

WORK ORDER RECOMMENDATION:

Top board of near and far backwalls; realign and secure.

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Inspector Recommendations

UNIT: UNIT 0**SUPERSTRUCTURE****ELEMENT/ENV: 120:1000 / 2 Corrosion****ELEM CATEGORY: Superstructure**CONDITION
STATE

PRIORITY

2, 3

MMS Quantity: 1 mh

Element Estimated Quantity: 42 ft

3

WORK ORDER RECOMMENDATION:

Truss members; clean and paint.

ELEMENT/ENV: 120:1020 / 2 Connection**ELEM CATEGORY: Superstructure**CONDITION
STATE

PRIORITY

3

MMS Quantity: 1 mh

Element Estimated Quantity: 4 ft

3

WORK ORDER RECOMMENDATION:

Missing cotter keys; replace.

ELEMENT/ENV: 152:1000 / 2 Corrosion**ELEM CATEGORY: Superstructure**CONDITION
STATE

PRIORITY

2

MMS Quantity: 1 mh

Element Estimated Quantity: 116 ft

3

WORK ORDER RECOMMENDATION:

Floor beams; clean and paint.

ELEMENT/ENV: 152:1020 / 2 Connection**ELEM CATEGORY: Superstructure**CONDITION
STATE

PRIORITY

3

MMS Quantity: 1 mh

Element Estimated Quantity: 2 ft

3

WORK ORDER RECOMMENDATION:

Floor Beams 3 and 7 at the right truss; remove welds and install transom clamps.

Structure Notes

PRIOR BRIDGE# = 494097

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INSPECTION NOTES: **ZKMT** **7/30/2020**

Sufficiency Rating Calculation Accepted by KNIEIZS at 9/14/2020 11:03:55 AM

UW TANK = 07/30/20

Sufficiency Rating Calculation Accepted by knieisb at 8/22/2019 11:20:36 AM

LOW WATER - DIVE NOT NEEDED

Sufficiency Rating Calculation Accepted by KNVOLAH at 7/23/2018 5:09:18 PM

UW TANK = 7/30/18

Sufficiency Rating Calculation Accepted by knvolss-P at 2015-08-07 15:03:38

UW TANK = 8/1/17

Sufficiency Rating Calculation Accepted by knvolss-P at 2013-08-02 15:09:03

Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-07-22 14:27:30

Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-08-31 10:13:41

Sufficiency Rating Calculation Accepted by KN338CD-P at 2007-10-01 16:18:55

Sufficiency Rating Calculation Accepted by kn338cd-P at 2005-11-07 11:15:55

Sufficiency Rating Calculation Accepted by kn338mv-P at 2003-11-18 11:26:04

KN338MV-P inspection comments - Structure 494099 - Date 2003-11-10

Sufficiency Rating Calculation Accepted by kn338mv at 1/7/02 12:36:54

KN352RC inspection comments - Structure 494099 - Date 12/3/01

Sufficiency Rating Calculation Accepted by kn352mv at 1/19/00 10:59:59

KN352MV inspection comments - Structure 494099 - Date 1/10/00

TRAFFIC RESTRICTIONS: The bridge is posted 32 U.S. tons on the near side. Based on our recent (2020) field inspection and the 2020 load capacity analysis, the bridge should be posted 13 U.S. tons for single unit vehicles, 23 U.S. tons for combination unit vehicles, and 33 U.S. tons for tandem trailer vehicles.

The load rating currently filed in the Department's Electronic Document Management System, sealed on 7/9/2020 by David M. Stump, Jr., P.E., was reviewed by David M. Stump, Jr., P.E., and found to be complete and applicable.

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8476 - Timber Walls

Photo 1: Decay in top board of near right wingwall



8476 - Timber Walls

Photo 2: Typical bowing of wingwall

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8476 - Timber Walls

Photo 3: Typical decayed/broken wingwall board



8476 - Timber Walls

Photo 4: Near right wingwall leaning with gaps between boards

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8476 - Timber Walls

Photo 5: Typical separation of near and far left wingwalls from adjacent backwall



8476 - Timber Walls

Photo 6: Far left wingwall leaning inward

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8476 - Timber Walls

Photo 7: Top three boards missing from far left wingwall



216 - Timber Abutment

Photo 8: Abutment Cap 1 rotated against station

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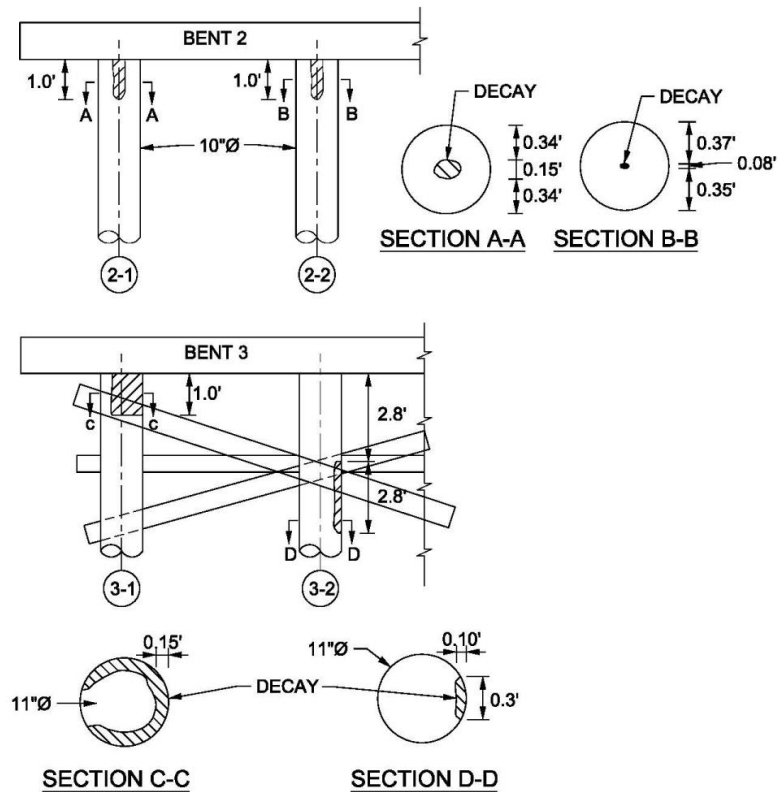
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BRIDGE NO. 494099
 FRANKLIN COUNTY

228 TIMBER PILE

228 - Timber Pile

Sketch 1

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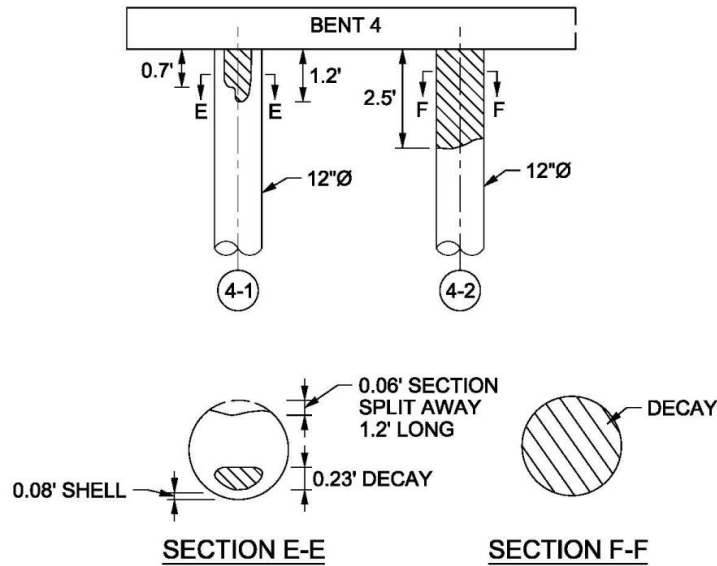
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BRIDGE NO. 494099
 FRANKLIN COUNTY

228 TIMBER PILE

**228 - Timber Pile**

Sketch 2

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228 - Timber Pile

Photo 9: Decay of near cross brace at Bent 3



8395 - Timber Abutment Slope Protection

Photo 10: Typical rotation of top backwall board

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8395 - Timber Abutment Slope Protection

Photo 11: Split in top board of near backwall at Pile 2-1



8395 - Timber Abutment Slope Protection

Photo 12: Typical decay in backwalls

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



120 - Steel Truss

Photo 13: Bends throughout top chord



120 - Steel Truss (8516 - Painted Steel)

Photo 14: Corrosion, pitting and paint failure on steel truss members

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



120 - Steel Truss

Photo 15: Cotter key missing from connection pin



120 - Steel Truss

Photo 16: Typical bend in left truss member

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



120 - Steel Truss

Photo 17: Bend in right truss member

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

Structure ID: 494099**DISTRICT: D3 - Chipley****INSPECTION DATE: 7/30/2020 ZKMT**

Bridge No. 494099
Franklin County

Inspection Date: 7/22/2019
CONSOR Engineers, LLC

Table 1
Element 120 – Steel Truss

The following connection pins are missing corer keys:

Panel	Side
1	Left
2	Left
2	Right
3	Right

120 - Steel Truss

Table 1

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



120 - Steel Truss

Photo 18: Bend and tear in bottom chord in Panel 3, right side



120 - Steel Truss / 152 - Steel Floor Beam

Photo 19: Typical floor beam/transom welded to lower chord in lieu of designed transom clamp

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



152 - Steel Floor Beam (8516 - Painted Steel)

Photo 20: Corrosion and paint failure along floor beams



152 - Steel Floor Beam

Photo 21: Typical cracked connection weld for Floor Beams 3 and 7, right truss

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



Looking on With Station

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT



Near Posting Sign

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

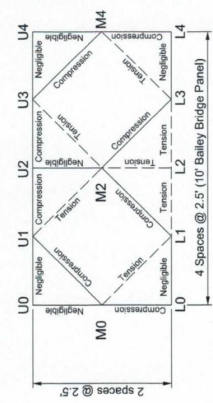
Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT

Bridge No.: 494099

Panel No.: 1



Standard 10' Bailey Bridge Panel

Member	Detail	Cat.	Insp.	Def.
Horizontal				
L1/L2 in	4" x 2" Channel	A	✓	✓
L1/L2 out	4" x 2" Channel	A	✓	✓
L2/L3 in	4" x 2" Channel	A	✓	✓
L2/L3 out	4" x 2" Channel	A	✓	✓
VERTICAL				
L2/M2	3" x 1.5" Channel	A	✓	✓
M0/L1	3" x 1.5" Channel	A	✓	✓
U1/M2	3" x 1.5" Channel	A	✓	✓
M2/U3	3" x 1.5" Channel	A	✓	✓
L3/M4	3" x 1.5" Channel	A	✓	✓
Connections				
L0	Fillet Welds	D	✓	✓
L1	Fillet Welds	D	✓	✓
L2	Fillet Welds	D	✓	✓
L3	Fillet Welds	D	✓	✓
L4	Fillet Welds	D	✓	✓
M0	Fillet Welds	D	✓	✓
M2	Fillet Welds	D	✓	✓
M4	Fillet Welds	D	✓	✓
U1	Fillet Welds	D	✓	✓
U2	Fillet Welds	D	✓	✓
U3	Fillet Welds	D	✓	✓

Member	Detail	Cat.	Insp.	Def.
Floor Beams				
FL0	W10 Section	A	✓	✓
FL2	W10 Section	A	✓	✓
FL4 near	W10 Section	A	✓	✓
FL4 far	W10 Section	A	✓	✓
FL6	W10 Section	A	✓	✓
FL8	W10 Section	A	✓	✓

Note: Standard bridge inspection stationing used in orientation of members, floor beams and connection locations.

Deficiency Notes:
Left member, M2-U3, has an 0.05 ft downward bend.

Signature: *Quinton Barker*

DATE: 7-30-20

CONSOR

DATE: 07/30/2020

FRACURE CRITICAL CHECKLIST

PAGE: A-1

Fracture Critical Checklist 1

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

Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT

Bridge No.: 494099 Panel No.: 2

Standard 10' Bailey Bridge Panel

Member	Detail	Cat	Insp	Def
Floor Beams				
FL0	W10 Section	A	✓	✓
FL2	W10 Section	A	✓	✓
FL4	W10 Section	A	✓	✓
FL6	W10 Section	A	✓	✓
FL8	W10 Section	A	✓	✓

Note: Standard bridge inspection stationing used in orientation of members. Beam and connection locations.

Deficiency Notes:

Member	Detail	Cat	Insp	Def
L1L2 in	4" x 2" Channel	A	✓	✓
L1L2 out	4" x 2" Channel	A	✓	✓
L2L3 in	4" x 2" Channel	A	✓	✓
L2L3 out	4" x 2" Channel	A	✓	✓
VERTICAL	3" x 1.5" Channel	A	✓	✓
DIAGONAL	3" x 1.5" Channel	A	✓	✓
M0L1	3" x 1.5" Channel	A	✓	✓
U1M2	3" x 1.5" Channel	A	✓	✓
M2U3	3" x 1.5" Channel	A	✓	✓
L3M4	3" x 1.5" Channel	A	✓	✓
Connection				
L0	Fillet Welds	D	✓	✓
L2	Fillet Welds	D	✓	✓
L4	Fillet Welds	D	✓	✓
M0	Fillet Welds	D	✓	✓
M2	Fillet Welds	D	✓	✓
U1	Fillet Welds	D	✓	✓
U2	Fillet Welds	D	✓	✓
U3	Fillet Welds	D	✓	✓

Member	Detail	Cat	Insp	Def
Left Panel				
Right Panel				

Signature: *Justin Barber* DATE: 7-30-20

CONSOR

DATE: 07/30/2020

NEW RIVER ROAD OVER SYRUP BRANCH
BRIDGE NO. 494099

FRACTURE CRITICAL CHECKLIST

PAGE A-2

Fracture Critical Checklist 2

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

Structure ID: 494099
 DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT

Bridge No.: 494099 Panel No.: 3

Standard 10' Bailey Bridge Panel

Member	Detail	Cat.	Insp.	Def.
Floor Beams				
FL0	W10 Section	A	✓	✓
FL2	W10 Section	A	✓	✓
FL4	W10 Section	A	✓	✓
FL6	W10 Section	A	✓	✓
FL8	W10 Section	A	✓	✓

Note: Standard bridge inspection stationing used in orientation of members and connection locations.

Member	Detail	Cat.	Left Panel Insp.	Left Panel Def.	Right Panel Insp.	Right Panel Def.
L1L2 in	4" x 2" Channel	A	✓		✓	
L1L2 out	4" x 2" Channel	A	✓		✓	
L2L3 in	4" x 2" Channel	A	✓		✓	
L2L3 out	4" x 2" Channel	A	✓		✓	
L2M1	VERTICAL 5' Channel	A	✓		✓	
M0L1	DIAGONAL 5' Channel	A	✓		✓	
M0L2	3" x 1.5" Channel	A	✓		✓	
M2U3	3" x 1.5" Channel	A	✓		✓	
L3M4	3" x 1.5" Channel	A	✓		✓	
Connections						
L0	Fillet Welds	D	✓		✓	
L1	Fillet Welds	D	✓		✓	
L2	Fillet Welds	D	✓		✓	
L3	Fillet Welds	D	✓		✓	
L4	Fillet Welds	D	✓		✓	
M0	Fillet Welds	D	✓		✓	
M2	Fillet Welds	D	✓		✓	
M4	Fillet Welds	D	✓		✓	
U1	Fillet Welds	D	✓		✓	
U2	Fillet Welds	D	✓		✓	
U3	Fillet Welds	D	✓		✓	

Deficiency Notes:

Audrey Barber DATE: 7-30-20

SIGNATURE DATE

CONSOR

DATE: 07/30/2020

NEW RIVER ROAD OVER SYRUP BRANCH
 BRIDGE NO. 494099

FRACTURE CRITICAL CHECKLIST

PAGE: A-3

Fracture Critical Checklist 3

FLORIDA DEPARTMENT OF TRANSPORTATION

BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR Report

Inspection

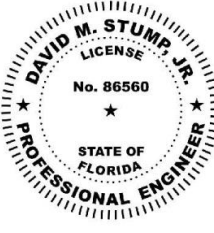
Structure ID: 494099

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 ZKMT

Bridge No.	494099	Analysis Method:	LFR - Load Factor	FDOT Bridge Load Rating Summary Form (Page 1 of 2)
Location	Tate's Hell State Forest - New River Road over Syrup Branch			
Description	2 Span Steel Bailey Truss			

Rating Type	Rating Type	Gross Axle Weight (tons)	Moment/Shear/Service	Dead Load Factor	Live Load Factor	Live Load Distnb. Factor (w/defl)	Rating Factor	Span No. - Girder No., Interior/Exterior, %Span Length	R/F-Weight (tons)
Level	Vehicle	Weight	Member Type Limit	DC	LL	LLDF	RF	Governing Location	RATING
Inventory	HS20	36	Steel Strength, Moment	1.25	1.75	1.000	0.340	Interior Floorbeam, 50% Span	12.2
Operating	HS20	36	Steel Strength, Moment	1.00	1.30	1.000	0.560	Interior Floorbeam, 50% Span	20.2
Permit	FL120	60	Member Type Limit Test	NA	NA				-1
Operating Max Span	HS20	36	Steel Strength, Moment	1.30	1.30	1.000	0.560	Interior Floorbeam, 50% Span	20.2
Legal	SU2	17	Steel Strength, Moment	1.30	1.30	1.000	0.820	Interior Floorbeam, 50% Span	13.9
	SU3	33	Steel Strength, Moment	1.30	1.30	1.000	0.710	Interior Floorbeam, 50% Span	23.4
	SU4	35	Steel Strength, Moment	1.30	1.30	1.000	0.730	Interior Floorbeam, 50% Span	25.6
	C3	28	Steel Strength, Moment	1.30	1.30	1.000	0.820	Interior Floorbeam, 50% Span	23.0
	C4	36.7	Steel Strength, Moment	1.30	1.30	1.000	0.710	Interior Floorbeam, 50% Span	26.0
	C5	40	Steel Strength, Moment	1.30	1.30	1.000	0.780	Interior Floorbeam, 50% Span	31.2
	ST5	40	Steel Strength, Moment	1.30	1.30	1.000	0.830	Interior Floorbeam, 50% Span	33.2
Emergency Vehicle (EV)	EV2	28.75	Member Type Limit Test	NA	NA				-1
	EV3	43	Member Type Limit Test	NA	NA				-1

Original Design Load	Unknown (describe)	Performed by:	David M. Stump Jr, P.E.	Date:	06/01/20
Rating Type, Analysis	Load Factor (LF)	Checked by:	William Lynes, P.E.	Date:	07/06/20
Distribution Method	AASHTO Formula	 <p>This item has been electronically signed and sealed by</p> <p>Digitally signed by David M. Stump Jr. Date: 2020.07.09 10:08:39-04'00'</p> <p>using a Digital Signature as required by Rule 61G15-23, F.A.C. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies</p>			
Impact Factor	30.0% (axle loading)				
HS20 Gov. Span Length	14.6 (feet)				
Minimum Span Length	14.6 (feet)				
Recommended Posting	> 39.9% below (0.000-0.600) (Required)				
Recommended SU Posting	13 (tons)				
Recommended C Posting	23 (tons)				
Recommended ST5 Posting	33 (tons)				
Owner	11 State Park, Forest, or Reservation Age				
Location	Neither interstate traffic nor within 1 mile reasonable access to an interstate				
EV Posting		<p>Comments:</p> <p>These Bailey bridges were not constructed in accordance with original design plans. Due to the condition and temporary nature of these structures, should any further deterioration or distortion be found in the structure, the bridge should be closed and reassessed for structural capacity.</p>			
Floor Beam Present?	Yes; see page 2 for details.				
Segmental Bridge?	No				
Project No. & Reason	224858-1-72-11 Update				
Plans Status	NA (use field measurements)				

This 01-23-2020 summary follows the FDOT Bridge Load Rating Manual (BLRM), and the FDOT BMS Coding Guide.
 *Recommended SU Posting levels for Florida SU trucks adequately restricts AASHTO SU trucks; see BLRM Chapter 7.

fdot.gov/maintenance/LoadRating.shtm

Load Rating Summary

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FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 494099

CIDR

DATE PRINTED: 9/17/2020

Description

Structure Unit Identification

Bridge/Unit Key: 494099 0
 Structure Name:
 Description: MAIN SPAN 1
 Type: M - Main

Roadway Identification

NBI Structure No (8): 494099
 Position/Prefix (5): 1 - Route On Structure
 Kind Hwy (Rte Prefix): 8 Other (incl toll rds)
 Design Level of Service: 0 None of the below
 Route Number/Suffix: 00000 / 0 N/A (NBI)
 Feature Intersect (6): Syrup Branch
 Critical Facility: Not Defense-crit
 Facility Carried (7): New River Road
 Mile Point (11): 4.158
 Latitude (16): 029d53'32.6" Long (17): 084d44'26.8"

Roadway Traffic and Accidents

Lanes (28): 1 Medians: 0 Speed: 15 mph
 ADT Class: 1 ADT Class 1
 Recent ADT (29): 33 Year (30): 2019
 Future ADT (114): 36 Year (115): 2039
 Truck % ADT (109): 0
 Detour Length (19): 2.0 mi
 Detour Speed: 15 mph
 Accident Count: -1 Rate:

Roadway Classification

Nat. Hwy Sys (104): 0 Not on NHS
 National base Net (12): 0 - Not on Base Network
 LRS Inventory Rte (13a): 49 000 005 Sub Rte (13b): 00
 Functional Class (26): 09 Rural Local
 Federal Aid System: OFF
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 3 1-lane Br for 2-way
 Emergency: ☒

Roadway Clearances

Vertical (10): 99.99 ft Appr. Road (32): 19 ft
 Horiz. (47): 11 ft Roadway (51): 11 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: ☒

NBI Project Data

Proposed Work (075A): Not Applicable (P)
 Work To Be Done By (075B): Not Applicable (P)
 Improvement Length (076): 0 ft

Improvement Cost (094): \$ 0.00
 Roadway Improvement Cost (095): \$ 0.00
 Total Cost (096): \$ 0.00
 Year of Estimate (097):

NBI Rating

Channel (61): 6 Bank Slumping
 Deck (58): 6 Satisfactory
 Superstructure (59): 4 Poor
 Substructure (60): 4 Poor

Culvert (62): N N/A (NBI)
 Waterway (71): 7 Above Minimum
 Unrepaired Spalls: -1 sq.ft.
 Review Required: ☒

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 494099

CIDR

DATE PRINTED: 9/17/2020

Structure Identification

Admin Area: Not located in area
 District (2): D3 - Chipley
 County (3): (49)Franklin
 Place Code (4): No city involved
 Location (9): 0.8 Mile North of Mill Rd
 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): 2 County Hwy Agency
 Owner (22): 2 County Hwy Agency
 Historic Signif. (37): 5 Not eligible for NRHP

Structure Type and Material

Curb/Sidewalk (50): Left: 0 ft Right: 0 ft
 Bridge Median (33): 0 No median
 Main Span Material (43A): 4 Steel Continuous
 Appr Span Material (44A): Not Applicable (P)
 Main Span Design (43B): 10 Truss-Thru
 Appr Span Design (44B): Not Applicable (P)

Appraisal**Structure Appraisal**

Open/Posted/Closed (41): P Posted for load
 Deck Geometry (68): 2 Intolerable - Replace
 Underclearances (69): N Not applicable (NBI)
 Approach Alignment (72): 8-No Speed Red thru Curv
 Bridge Railings (36a): 0 Substandard
 Transitions (36b): 0 Substandard
 Approach Guardrail (36c): 0 Substandard
 Approach Guardrail Ends (36d): 0 Substandard
 Scour Critical (113): U Unknown Foundation

Minimum Vertical Clearance

Over Structure (53): 99.99 ft
 Under (reference) (54a): N Feature not hwy or RR
 Under (54b): 0 ft

Schedule**Current Inspection**

Inspection Date: 07/30/2020
 Inspector: KNIEIBA - Austin Barber
 Bridge Group: CA058
 Alt. Bridge Group:
 Primary Type: Interim
 Review Required: ☒

Geometrics

Spans in Main Unit (45): 4
 Approach Spans (46): 0
 Length of Max Span (48): 10.7 ft
 Structure Length (49): 29.8 ft
 Total Length: 29.8 ft
 Deck Area: 328 sqft
 Structure Flared (35): 0 No flare

Age and Service

Year Built (27): 1999
 Year Reconstructed (106): 0
 Type of Service On (42a): 1 Highway
 Under (42b): 5 Waterway
 Fracture Critical Details: Steel trusses

Deck Type and Material

Deck Width (52): 11 ft
 Skew (34): 0 deg
 Deck Type (107): 3 Open Grating
 Surface (108): 0 None
 Membrane: 0 None
 Deck Protection: None

Navigation Data

Navigation Control (38): Permit Not Required
 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: 23.9
 Health Index: 51.6
 Structural Eval (67): 4 Minimum Tolerable
 Deficiency: Structurally Deficient

Minimum Lateral Underclearance

Reference (55a): N Feature not hwy or RR
 Right Side (55b): 0 ft
 Left Side (56): 0 ft

Next Inspection Date Scheduled

NBI: 07/22/2021
 Element: 07/22/2021
 Fracture Critical: 07/22/2021
 Underwater: 07/22/2021
 Other/Special: 07/22/2021
 Inventory Photo Update Due: 07/24/2023

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 494099

CIDR

DATE PRINTED: 9/17/2020

Schedule Cont.

Inspection Types Performed

NBI ☐Element ☒Fracture Critical ☒Underwater ☒Other Special ☒

<u>Inspection Intervals</u>	<u>Required (92)</u>	<u>Frequency (92)</u>	<u>Last Date (93)</u>	<u>Inspection Resources</u>
Fracture Critical	<input checked="" type="checkbox"/>	12 mos	07/30/2020	Crew Hours: 10
Underwater	<input checked="" type="checkbox"/>	12 mos	07/30/2020	Flagger Hours: 0
Other Special	<input checked="" type="checkbox"/>	12 mos	07/30/2020	Helper Hours: 0
NBI		24 mos (91)	07/22/2019 (90)	Snooper Hours: 0
				Special Crew Hours: 2
				Special Equip Hours: 0

Bridge Related

General Bridge Information

Parallel Bridge Seq:	Bridge Rail 1: Not applicable-No rail
Channel Depth: 3 ft	Bridge Rail 2: Not applicable-No rail
Radio Frequency: -1	Electrical Devices: No electric service
Phone Number:	Culvert Type: Not applicable
Exception Date:	Maintenance Yard: Not FDOT Maintained
Exception Type: Unknown	FIHS ON / OFF: No Routes on FIHS
Accepted By Maint: 01/10/2000	Previous Structure:
Warranty Expiration: 00/00/0000	2nd Previous Structure:
Performance Rating: Poor	Replacement Structure:
Permitted Utilities: Power <input type="checkbox"/> Water <input type="checkbox"/> Gas <input type="checkbox"/> Fiber Optic <input type="checkbox"/> Sewage <input type="checkbox"/> Other <input type="checkbox"/>	

Bridge Load Rating Information

Inventory Type (065): 1 LF Load Factor	Inventory Rating (066): 12.2 tons
Operating Type (063): 1 LF Load Factor	Operating Rating (064): 20.2 tons
Original Design Load (031): Unknown (P)	FL120 Permit Rating: -1.0 tons
Date: 07/09/2020	HS20/FL120 Max Span Rating: 20.2 tons
Initials: DMS	Dynamic Impact in Percent: 30 %
Load Rating Rev. Recom.: No	Governing Span Length: 14.6 ft
Load Rating Plans Status: Field Measurements	Minimum Span Length:
	Distribution Method: AASHTO formula
Load Rating Notes:	

LEGAL LOADS

SU2: 13.9 tons
SU3: 23.4 tons
SU4: 25.6 tons
C3: 23.0 tons
C4: 26.0 tons
C5: 31.2 tons
ST5: 33.2 tons
Posting (070): 0 >39.9% below
Open/Posted/Closed (041): P Posted for load

FLOOR BEAM (FB)

FB Present: Yes
FB Span Length, Gov: 14.6 ft
FB Spacing, Gov: 5.0 ft
FB OPR Rating: 20.2 tons
FB SU4 OPR Rating: 25.6 tons
FB FL120 Rating: -1.0 tons

Bridge Scour and Storm Information

Pile Driving Record: No pile driving records
Foundation Type: Unknown
Mode of Flow: Tidal/Riverine
Rating Scour Eval: Minimal Risk
Highest Scour Eval: Low Risk POA Completed
Scour Evaluation Method: Unk Foundation Stat Eval

POSTING

Recom. SU Posting: 13 tons
Recom. C Posting: 23 tons
Recom. ST5 Posting: 33 tons
Actual SU Posting: 99 tons
Actual C Posting: 99 tons
Actual ST5 Posting: 99 tons
Actual Blanket Posting: 32 tons
Emergency Vehicle: 1 EV inapplicable

SEGMENTAL (SEG)

SEG Wing-Span: -1.0 ft
SEG Web-to-Web Span: -1.0 ft
SEG Transverse HL93 Operating: -1.00 RF

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 494099

CIDR

DATE PRINTED: 9/17/2020

Elements

Inspection Date: 07/30/2020 ZKMT

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	28 / 2	Steel Deck - Open Grid	0	.	306	93.29	22	6.71	0	.	328 sq.ft
UNIT 0	1000 / 2	Corrosion	0	.	306	93.29	22	6.71	0	.	328 sq.ft
UNIT 0	8516 / 2	Painted Steel	0	.	0	.	106	20.08	422	79.92	528 sq.ft
UNIT 0	3440 / 2	Eff (Stl Protect Coat)	0	.	0	.	106	20.08	422	79.92	528 sq.ft

MISCELLANEOUS : Channel

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	8290 / 2	Channel	1	100	0	.	0	.	0	.	1 (EA)

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	8476 / 2	Timber Walls	0	.	0	.	52	100	0	.	52 ft
UNIT 0	4000 / 2	Settlement	0	.	0	.	52	100	0	.	52 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	216 / 2	Timber Abutment	13	50	0	.	13	50	0	.	26 ft
UNIT 0	4000 / 2	Settlement	0	.	0	.	13	100	0	.	13 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	228 / 2	Timber Pile	0	.	7	77.78	2	22.22	0	.	9 (EA)
UNIT 0	1140 / 2	Decay/Section Loss	0	.	0	.	2	100	0	.	2 (EA)
UNIT 0	1150 / 2	Check/Shake	0	.	4	100	0	.	0	.	4 (EA)
UNIT 0	4000 / 2	Settlement	0	.	3	100	0	.	0	.	3 (EA)

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	235 / 2	Timber Pier Cap	0	.	39	100	0	.	0	.	39 ft
UNIT 0	1150 / 2	Check/Shake	0	.	39	100	0	.	0	.	39 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	8395 / 2	Timber Abutment Slope Protection	54	21.77	150	60.48	44	17.74	0	.	248 (SF)
UNIT 0	1140 / 2	Decay/Section Loss	0	.	50	71.43	20	28.57	0	.	70 (SF)
UNIT 0	1150 / 2	Check/Shake	0	.	100	100	0	.	0	.	100 (SF)
UNIT 0	4000 / 2	Settlement	0	.	0	.	24	100	0	.	24 (SF)

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	120 / 2	Steel Truss	0	.	40	66.67	20	33.33	0	.	60 ft
UNIT 0	1000 / 2	Corrosion	0	.	32	76.19	10	23.81	0	.	42 ft
UNIT 0	1020 / 2	Connection	0	.	0	.	4	100	0	.	4 ft
UNIT 0	1900 / 2	Distortion	0	.	8	57.14	6	42.86	0	.	14 ft
UNIT 0	8516 / 2	Painted Steel	0	.	0	.	243	60	162	40	405 sq.ft
UNIT 0	3440 / 2	Eff (Stl Protect Coat)	0	.	0	.	243	60	162	40	405 sq.ft

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 494099

CIDR

DATE PRINTED: 9/17/2020

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
UNIT 0	152 / 2	Steel Floor Beam	0	.	116	98.31	2	1.69	0	.	118 ft
UNIT 0	1000 / 2	Corrosion	0	.	116	100	0	.	0	.	116 ft
UNIT 0	1020 / 2	Connection	0	.	0	.	2	100	0	.	2 ft
UNIT 0	8516 / 2	Painted Steel	0	.	0	.	230	69.7	100	30.3	330 sq.ft
UNIT 0	3440 / 2	Eff (Stl Protect Coat)	0	.	0	.	230	69.7	100	30.3	330 sq.ft

Total Number of Elements*: 9

*excluding defects/protective systems

Inspection Information**Inspection Date:** 07/30/2020**Type:** Interim**Inspector:** KNIEIBA - Austin Barber**Inspection Notes:**

Sufficiency Rating Calculation Accepted by KNIEISZS at 9/14/2020 11:03:55 AM
 UW TANK = 07/30/20
 Sufficiency Rating Calculation Accepted by knieisb at 8/22/2019 11:20:36 AM
 LOW WATER - DIVE NOT NEEDED
 Sufficiency Rating Calculation Accepted by KNVOLAH at 7/23/2018 5:09:18 PM
 UW TANK = 7/30/18
 Sufficiency Rating Calculation Accepted by knvolss-P at 2015-08-07 15:03:38
 UW TANK = 8/1/17
 Sufficiency Rating Calculation Accepted by knvolss-P at 2013-08-02 15:09:03
 Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-07-22 14:27:30
 Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-08-31 10:13:41
 Sufficiency Rating Calculation Accepted by KN338CD-P at 2007-10-01 16:18:55
 Sufficiency Rating Calculation Accepted by kn338cd-P at 2005-11-07 11:15:55
 Sufficiency Rating Calculation Accepted by kn338mv-P at 2003-11-18 11:26:04
 KN338MV-P inspection comments - Structure 494099 - Date 2003-11-10
 Sufficiency Rating Calculation Accepted by kn338mv at 1/7/02 12:36:54
 KN352RC inspection comments - Structure 494099 - Date 12/3/01
 Sufficiency Rating Calculation Accepted by kn352mv at 1/19/00 10:59:59
 KN352MV inspection comments - Structure 494099 - Date 1/10/00

TRAFFIC RESTRICTIONS: The bridge is posted 32 U.S. tons on the near side. Based on our recent (2020) field inspection and the 2020 load capacity analysis, the bridge should be posted 13 U.S. tons for single unit vehicles, 23 U.S. tons for combination unit vehicles, and 33 U.S. tons for tandem trailer vehicles.

The load rating currently filed in the Department's Electronic Document Management System, sealed on 7/9/2020 by David M. Stump, Jr., P.E., was reviewed by David M. Stump, Jr., P.E., and found to be complete and applicable.

Structure Notes

PRIOR BRIDGE# = 494097

Schedule Notes