

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

**Structure ID: 494096****DISTRICT: D3 - Chipley****INSPECTION DATE: 7/30/2020 NNHH**

BY:	CONSOR Engineers, LLC	STRUCTURE NAME:	Not recorded
OWNER:	2 County Hwy Agency	YEAR BUILT:	1959
MAINTAINED BY:	2 County Hwy Agency	SECTION NO.:	49 000 005
STRUCTURE TYPE:	4 Steel Continuous - 10 Truss-Thru	MP:	3.293
LOCATION:	5.0 Mi N of US98/SR30	ROUTE:	00000
SERV. TYPE ON:	1 Highway	FACILITY CARRIED:	Mill Road
SERV. TYPE UNDER:	5 Waterway	FEATURE INTERSECTED:	Trout Creek

☐ FUNCTIONALLY OBSOLETE ☒ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

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

SUFFICIENCY RATING: 21.7  
HEALTH INDEX: 44.92

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SERV. TYPE ON: 1 Highway	FACILITY CARRIED: Mill Road
SERV. TYPE UNDER: 5 Waterway	FEATURE INTERSECTED: Trout Creek

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

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**OVERALL NBI RATINGS:**

DECK: 6 Satisfactory	CHANNEL: 6 Bank Slumping
SUPERSTRUCTURE: 4 Poor	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 5 Fair	SUFF. RATING: 21.7
PERF. RATING: Poor	HEALTH INDEX: 44.92

**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:

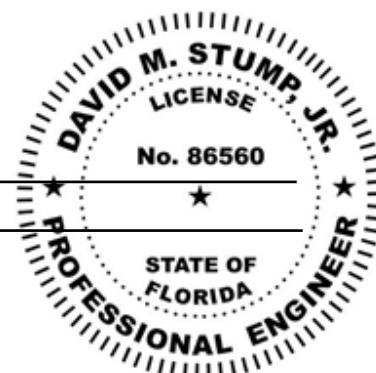
David M Stump Jr.

Digitally signed by David M  
Stump Jr.

DATE:

Date: 2020.09.15  
17:54:31-04'00'

on the date adjacent to the seal. Printed copies of this  
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REPORT ID: INSP005

PRINTED: 09/15/2020

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## All Elements

## DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	28 / 3	Steel Deck - Open Grid	0	.	1022	94.02	65	5.98	0	.	1087 sq.ft
0	1000 / 3	Corrosion	0	.	1022	97.15	30	2.85	0	.	1052 sq.ft
0	1010 / 3	Cracking	0	.	0	.	35	100	0	.	35 sq.ft
0	8516 / 3	Painted Steel	0	.	0	.	0	.	1584	100	1584 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	0	.	0	.	1584	100	1584 sq.ft

## Element Inspection Notes:

28/3

## CORRECTIVE ACTION:

- 1) The object markers have been replaced.

## CONDITION STATE 2

## NO CHANGE:

- 1) Surface corrosion has formed on the steel grid deck (See Photo 1). (1000 - 1022 SF)

## CONDITION STATE 3

## NEW:

- 1) The ends of the deck have areas of advanced corrosion with up to 100% section loss where the dirt has built up (See Photo 2). (1000 - 30 SF)

## NO CHANGE:

- 1) There are randomly located, cracked welds and bent sections in the grid deck (See Photo 3). (1010 - 35 SF)

## NOTES

## NEW:

- 1) The near posting sign is missing.

## NO CHANGE:

- 1) Dirt has collected in the grid deck at both ends of the bridge (See Photo 4).
- 2) Reflectors are not provided on the ends of the wheelguards to define the potential roadway hazards.
- 3) Approach guardrails are not capable of redirecting traffic (See Photo 5).
- 4) The approach guardrails do not have end terminals and are not connected to the bridge (See Photo 6).
- 5) Several timber wheelguards have advanced decay in the ends (See Photo 7).
- 6) There are several wheelguards that are insufficient in height and misaligned (See Photo 8).
- 7) The left wheelguard in Span 1 has one broken and settled timber (See Photo 9).
- 8) The near approach ONE LANE BRIDGE sign is faded and has gunshot damage.
- 9) The far ONE LANE BRIDGE sign has gunshot damage.
- 10) The timber wheelguards have checks, splits, and moderate decay.
- 11) Bridge rails are not provided (See Photo 5).

1000/3

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1010/3

-

8516/3

## CONDITION STATE 4

## NO CHANGE:

- 1) The paint system on the steel grid deck has failed allowing corrosion to form (See Photo 1). (3440 - 1584 SF)

3440/3

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**MISCELLANEOUS : Channel**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	1	100	0	.	0	.	1 (EA)
0	9140 / 3	Debris	0	.	1	100	0	.	0	.	1 (EA)

**Element Inspection Notes:**

8290/3      CONDITION STATE 2

NEW:

1) The piles from the previous structure are present in the left channel (See Photo 10).  
 (9140 - NO QTY)

NO CHANGE:

1) (UW) There is minor drift along the left side of Bents 2 through 4 (See Photo 11).  
 (9140 - 1 EA)

9140/3

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**MISCELLANEOUS : Other Elements**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8476 / 3	Timber Walls	0	.	0	.	49	100	0	.	49 ft
0	1140 / 3	Decay/Section Loss	0	.	0	.	36	100	0	.	36 ft
0	4000 / 3	Settlement	0	.	0	.	13	100	0	.	13 ft

**Element Inspection Notes:**

8476/3      CONDITION STATE 3

NO CHANGE:

1) The near right and far right wingwalls and piles have sustained fire damage and have advanced decay (See Photo 12). (1140 - 12 FT)  
 2) The near right wingwall has separated, up to 0.4 ft, from the top of the backwall allowing loss of fill (See Photo 13). (4000 - 13 FT)  
 3) The wingwall boards have moderate to advanced decay (See Photo 14). (1140 - 24 FT)  
 4) All wingwall piles have advanced decay (See Photo 14). (1140 - NO QTY)

1140/3

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4000/3

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**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	216 / 3	Timber Abutment	0	.	36	100	0	.	0	.	36 ft
0	1150 / 3	Check/Shake	0	.	36	100	0	.	0	.	36 ft

**Element Inspection Notes:**

216/3      CONDITION STATE 2

NEW:

1) The far abutment has an impending shake forming, 5.0 ft L x 0.42 ft H 0.50 ft W, with associated cracks, up to 0.13 in wide, in the near top face (See Photo 15). (1150 - NO QTY)

NO CHANGE:

1) Both abutment caps have seasoning checks. (1150 - 36 FT)  
 2) Both abutment caps have early exterior decay and minor corner sections missing. (1150 - NO QTY)

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## NOTES

NO CHANGE:

1) Dirt has collected on the abutment caps, which could promote decay in the caps (See Photo 16).

1150/3

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**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	228 / 3	Timber Pile	0	.	11	40.74	16	59.26	0	.	27 (EA)
0	1140 / 3	Decay/Section Loss	0	.	0	.	7	100	0	.	7 (EA)
0	1150 / 3	Check/Shake	0	.	11	100	0	.	0	.	11 (EA)
0	1170 / 3	Split/Delamination (Timber)	0	.	0	.	1	100	0	.	1 (EA)
0	4000 / 3	Settlement	0	.	0	.	8	100	0	.	8 (EA)

**Element Inspection Notes:**

228/3

CONDITION STATE 2

NO CHANGE:

- 1) The piles have seasoning checks. (1150 - 11 EA)
- 2) The piles have early exterior decay in the normal water zone. (1140 - NO QTY)
- 3) Pile 4-3 has exterior decay, up to 0.1 ft deep, in the left face, beginning 2.30 ft below the cap and extending down 1.0 ft. (9" diameter) (1140 - NO QTY)
- 4) Pile 6-1 has decay, 0.05 ft deep, in the near right face, beginning 2.0 ft below the cap, extending down 1.7 ft. (12" diameter) (1140 - NO QTY)
- 5) Pile 8-1 has exterior decay, 0.08 ft deep, in the left face beginning 1.3 ft below the cap extending down 1.3 ft. (12" diameter) (1140 - NO QTY)

CONDITION STATE 3

NO CHANGE:

- 1) Pile 1-2 has decay (See Sketch 1). (12" diameter) (1140 - 1 EA)
- 2) Pile 1-3 has decay (See Sketch 1). (12" diameter) (1140 - 1 EA)
- 3) Pile 2-1 has early exterior decay in the far face beginning 4.0 ft below the cap and extending down 2.0 ft, and a split in the far face, 0.5 in W x 0.5 in D, beginning 3.2 ft below the cap and extending down to the groundline. (11" diameter) This pile does not provide pile to cap bearing (See Photo 17). (0.03 ft gap) (4000 - 1 EA)
- 4) Pile 2-2 has decay. (10" diameter) This pile does not provide pile to cap bearing (See Photo 17 and Sketch 2). (4000 - 1 EA)
- 5) Pile 3-2 has decay. (11" diameter) This pile does not provide pile to cap bearing (See Photo 17 and Sketch 3). (0.03 ft gap) (4000 - 1 EA)
- 6) Pile 3-3 has decay (See Sketch 3). (9" diameter) (1140 - 1 EA)
- 7) Pile 4-2 has decay. (12" diameter) This pile does not provide pile to cap bearing (See Photo 17 and Sketch 4). (0.04 ft gap) (4000 - 1 EA)
- 8) Pile 5-2 does not provide pile to cap bearing (See Photo 17). (0.03 ft gap) (10 1/2" diameter) (4000 - 1 EA)
- 9) Pile 5-3 has decay (See Sketch 2). (13" diameter) (1140 - 1 EA)
- 10) Pile 6-3 has checks, up to 0.5 in W x 0.5 in D, in all faces at the normal water zone (See Sketch 2). (13" diameter) (1150 - 1 EA)
- 11) Pile 7-1 has exterior decay, up to 0.08 ft deep, beginning 2.2 ft from the top, extending down 1.2 ft (See Sketch 5). (12" diameter) (1140 - 1 EA)
- 12) Pile 7-2 does not provide pile to cap bearing (See Photo 17). (0.03 ft gap) (11" diameter) (4000 - 1 EA)
- 13) Pile 7-3 has exterior decay, up to 0.2 ft deep, in the near and right faces, beginning 2.0 ft below the cap and extending down 1.0 ft (See Photo 18 and Sketch 5). (13" diameter) (1140 - 1 EA)
- 14) Pile 8-2 does not provide pile to cap bearing (See Photo 17). (0.03 ft gap) (12" diameter) (4000 - 1 EA)

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- 15) Pile 9-2 does not provide pile to cap bearing (See Photo 17). (0.02 ft gap) (11" diameter) (4000 - 1 EA)  
 16) Pile 9-3 has decay (See Sketch 4). (11" diameter) (1140 - 1 EA)

**NOTES****NEW:**

- 1) The far cross bracing for Bent 7 is not anchored on Pile 7-1. It appears the anchors were not installed.  
 2) The pile strapping for Pile 4-1 is broken on the far side (See Photo 19).

**NO CHANGE:**

- 1) The far cross brace at Bent 8 is broken and not attached to Pile 8-1 (See Photo 20).  
 2) The cross braces have early exterior decay.  
 3) Due to bridge design and pile bent configurations, Pile 2 (center pile) in all bents is not load bearing.

1140/3 -

1150/3 -

1170/3 -

4000/3 -

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	235 / 3	Timber Pier Cap	0	.	128	100	0	.	0	.	128 ft
0	1140 / 3	Decay/Section Loss	0	.	128	100	0	.	0	.	128 ft

**Element Inspection Notes:**

- 235/3      **CONDITION STATE 2**  
**NO CHANGE:**  
 1) The bent caps have seasoning checks. (1150 - 128 FT)  
 2) Bent Cap 6 has a section splitting away from the bottom of the near face between Piles 6-1 and 6-2 (See Sketch 6). (12" x 12") (1150 - NO QTY)

**NOTES****NO CHANGE:**

- 1) The timber caps are not positioned under the vertical members of the through truss.

1140/3 -

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8395 / 3	Timber Abutment Slope Protection	0	.	128	99.22	1	0.78	0	.	129 (SF)
0	1140 / 3	Decay/Section Loss	0	.	128	99.22	1	0.78	0	.	129 (SF)

**Element Inspection Notes:**

- 8395/3      **CONDITION STATE 2**  
**NO CHANGE:**  
 1) The backwall boards have early decay. (1140 - 128 SF)

**CONDITION STATE 3****NO CHANGE:**

- 1) The near backwall has one vertical board with advanced decay (See Photo 21). (1140 - 1

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SF)

1140/3

-

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	120 / 3	Steel Truss	180	50	0	.	180	50	0	.	360 ft
0	1000 / 3	Corrosion	0	.	0	.	178	100	0	.	178 ft
0	1900 / 3	Distortion	0	.	0	.	2	100	0	.	2 ft
0	8516 / 3	Painted Steel	0	.	68	5.6	0	.	1147	94.4	1215 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	68	5.6	0	.	1147	94.4	1215 sq.ft

**Element Inspection Notes:**

120/3

CONDITION STATE 3

NEW:

- 1) Panel 6, left truss M0 gusset plate has a bullet hole in the interior face (See Photo 22). (1900 - NO QTY)
- 2) Panel 6, left truss M2 gusset plate has a bullet hole in the interior face (See Photo 22). (1900 - NO QTY)

NO CHANGE:

- 1) Corrosion has formed on the truss members allowing pitting, up to 0.06 in deep (See Photo 23). (1000 - 158 FT)
- 2) Panel 1, right truss has a rod welded as a repair to one of the top flanges; however, the weld is broken on one side (See Photo 24). (1900 - 1 FT)
- 3) Panel 1, left truss and Panel 6, right truss have pack rust between the repair plate and the original bottom chord (See Photo 25). (1000 - 20 FT)
- 4) Panel 2, left truss has bends throughout the bottom chord (See Photo 26). (1900 - NO QTY)
- 5) Panel 2, right truss Vertical Member M2-U2, has a tear on the internal flange (See Photo 27). (1900 - 1 FT)
- 6) All upper and lower truss connection pins are welded in place, however, cotter pins are provided only at Panel 3, near left upper and at Panel 4, far right upper (See Photo 28). (1020 - NO QTY)
- 7) Panel 4, left truss Diagonal Member M0-U1 has a 0.06 ft upward bend (See Photo 26). (1900 - NO QTY)
- 8) Panel 5, right truss Diagonal Member M2-U3 has a 0.06 ft upward bend (See Photo 26). (1900 - NO QTY)
- 9) Panel 5, right truss Diagonal Member U3-M4 has a 0.06 ft upward bend (See Photo 26). (1900 - NO QTY)
- 10) Panel 6, left truss Diagonal Member M2-U3 has a 0.05 ft downward bend (See Photo 26). (1900 - NO QTY)
- 11) Panel 7, left truss Diagonal Member U1-M2 has a 0.05 ft upward bend (See Photo 26). (1900 - NO QTY)

NOTES

NO CHANGE:

- 1) The near right raker at Panel 1 is missing the bottom connection bolt (See Photo 29).
- 2) The near left raker at Panel 8 is distorted 0.03 ft.
- 3) 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 30).
- 4) The lateral bracing under the truss has bends throughout.
- 5) There is a 32 ton weight limit sign at the near approach.

1000/3

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1900/3

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8516/3

CONDITION STATE 2

NO CHANGE:

1) The paint in Panel 8, right truss is losing effectiveness. (3440 - 68 SF)

CONDITION STATE 4

NO CHANGE:

1) The paint system on the truss members has failed (See Photo 23). (3440 - 1147 SF)

3440/3

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**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	152 / 3	Steel Floor Beam	0	.	272	57.14	204	42.86	0	.	476 ft
0	1000 / 3	Corrosion	0	.	272	58.87	190	41.13	0	.	462 ft
0	1010 / 3	Cracking	0	.	0	.	1	100	0	.	1 ft
0	1020 / 3	Connection	0	.	0	.	13	100	0	.	13 ft
0	8516 / 3	Painted Steel	0	.	0	.	0	.	990	100	990 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	0	.	0	.	990	100	990 sq.ft

**Element Inspection Notes:**

152/3

CONDITION STATE 2

NEW:

1) Floor Beam 17 has distortion in the right end. (1900 - NO QTY)

NO CHANGE:

1) Corrosion has formed on the floor beams (See Photo 31). (1000 - 272 FT)

CONDITION STATE 3

NO CHANGE:

1) Corrosion has formed on the floor beams allowing pitting, up to 0.25 in deep (See Photo 31). (1000 - 190 FT)

2) Several floor beams have cracked welds (See Photo 32 and Table 1). (1020 - 13 FT)

3) Floor Beam 22 has a crack in the center of the far top flange, due to deck welding (See Photo 33). (1010 - 1 FT)

NOTES

NO CHANGE:

1) The floor beams have been welded to the lower chords in lieu of the designed transom clamps (See Photo 30).

1000/3

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1010/3

-

1020/3

-

8516/3

CONDITION STATE 4

NO CHANGE:

1) The paint on the floor beams has failed (See Photo 31). (3440 - 990 SF)

3440/3

-

**Total Number of Elements\*: 9**

\*excluding defects/protective systems

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**Inspector Recommendations**

<b>UNIT: 0</b>		<b>DECKS</b>	
<b>ELEMENT/ENV: 28 / 3 Steel Deck - Open Grid</b>		<b>ELEM CATEGORY: Decks/Slabs</b>	
CONDITION STATE			PRIORITY
2 , 3	MMS Quantity: 1 sf	Element Estimated Quantity: 1 sq.ft	3
WORK ORDER RECOMMENDATION:			
Deck ends; remove dirt.			
2 , 3	MMS Quantity: 1 sf	Element Estimated Quantity: 1 sq.ft	3
WORK ORDER RECOMMENDATION:			
Bridge rails; install rail system capable of redirecting traffic.			
2 , 3	MMS Quantity: 1 sf	Element Estimated Quantity: 1 sq.ft	1
WORK ORDER RECOMMENDATION:			
Posting signs; update.			
2 , 3	MMS Quantity: 1 sf	Element Estimated Quantity: 1 sq.ft	3
WORK ORDER RECOMMENDATION:			
Approach guardrails; upgrade rail system capable of redirecting traffic.			

<b>ELEMENT/ENV: 28:1000 / 3 Corrosion</b>		<b>ELEM CATEGORY: Decks/Slabs</b>	
CONDITION STATE			PRIORITY
2 , 3	MMS Quantity: 1 sf	Element Estimated Quantity: 1052 sq.ft	3
WORK ORDER RECOMMENDATION:			
Deck; clean and paint.			

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**Inspector Recommendations**

**UNIT: 0**      **MISCELLANEOUS****ELEMENT/ENV: 8290:9140 / 3 Debris****ELEM CATEGORY: Channel**CONDITION  
STATE

PRIORITY

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

3

WORK ORDER RECOMMENDATION:

Left side of Bent 2 through 4; remove drift.

**ELEMENT/ENV: 8476:1140 / 3 Decay/Section Loss****ELEM CATEGORY: Other Elements**CONDITION  
STATE

PRIORITY

3      MMS Quantity: 1 mh      Element Estimated Quantity: 12 ft

3

WORK ORDER RECOMMENDATION:

Near right and far right wingwalls; replace boards with fire damage.

**ELEMENT/ENV: 8476:4000 / 3 Settlement****ELEM CATEGORY: Other Elements**CONDITION  
STATE

PRIORITY

3      MMS Quantity: 1 mh      Element Estimated Quantity: 13 ft

3

WORK ORDER RECOMMENDATION:

Near right wingwall; secure to headwall.

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**Inspector Recommendations**

<b>UNIT: 0</b>	<b>SUBSTRUCTURE</b>		
<b>ELEMENT/ENV: 228:1140 / 3 Decay/Section Loss</b>	<b>ELEM CATEGORY: Substructure</b>		
CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 2 (EA)	3
WORK ORDER RECOMMENDATION:			
Piles 1-2 and 1-3; replace.			
<b>ELEMENT/ENV: 228:4000 / 3 Settlement</b>	<b>ELEM CATEGORY: Substructure</b>		
CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 8 (EA)	3
WORK ORDER RECOMMENDATION:			
Piles 2-1, 2-2, 3-2, 4-2, 5-2, 7-2, 8-2 and 9-2; shim.			
<b>ELEMENT/ENV: 8395:1140 / 3 Decay/Section Loss</b>	<b>ELEM CATEGORY: Substructure</b>		
CONDITION STATE			PRIORITY
2 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 (SF)	3
WORK ORDER RECOMMENDATION:			
Near backwall vertical board; replace.			

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

Structure ID: 494096

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH

**Inspector Recommendations**

**UNIT: 0**      **SUPERSTRUCTURE****ELEMENT/ENV: 120 / 3 Steel Truss****ELEM CATEGORY: Superstructure**

CONDITION STATE			PRIORITY
1 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Near right raker at Panel 1; install bottom connection bolt.			
1 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Panel 1 at right truss; replace steel rod a top flange with steel cover plate.			
1 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Upper and lower chords; install cotter pins.			

**ELEMENT/ENV: 120:1000 / 3 Corrosion****ELEM CATEGORY: Superstructure**

CONDITION STATE			PRIORITY
3	MMS Quantity: 1 mh	Element Estimated Quantity: 178 ft	3
WORK ORDER RECOMMENDATION: Steel truss; clean and paint.			

**ELEMENT/ENV: 152 / 3 Steel Floor Beam****ELEM CATEGORY: Superstructure**

CONDITION STATE			PRIORITY
2 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Floor beams; remove welds and install transom clamps.			

**ELEMENT/ENV: 152:1000 / 3 Corrosion****ELEM CATEGORY: Superstructure**

CONDITION STATE			PRIORITY
2 , 3	MMS Quantity: 1 mh	Element Estimated Quantity: 462 ft	3
WORK ORDER RECOMMENDATION: Steel floor beams; clean and paint.			

**Structure Notes**

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**Inspection**

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DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH

---

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

Sufficiency Rating Calculation Accepted by KNIEIZS at 9/13/2020 10:58:47 PM

UW TANK = 7/30/20

Sufficiency Rating Calculation Accepted by KNIEIZS at 2/26/2020 3:36:24 PM

UW NOT REQUIRED ON INTERIM

Sufficiency Rating Calculation Accepted by knieisb at 8/22/2019 9:40:51 AM

UW NOT REQUIRED ON INTERIM

Sufficiency Rating Calculation Accepted by KNVOLAH at 7/20/2018 1:17:36 PM

UW TANK = 7/30/18

Sufficiency Rating Calculation Accepted by knvolpt at 1/19/2018 5:16:00 PM

UW TANK = 1/31/18

Sufficiency Rating Calculation Accepted by KNVOLAH at 3/9/2017 6:13:04 PM

UW TANK = 2/1/17

Sufficiency Rating Calculation Accepted by knvolss-P at 2015-02-06 11:02:35

UW TANK = 2/19/15

Sufficiency Rating Calculation Accepted by knvolss-P at 2013-01-28 09:23:18

UW TANK = 1/3/13

Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-01-25 17:50:41

UW TANK = 1/12/11

Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-02-09 15:16:47

UW SNORKEL = 1/12/09

Sufficiency Rating Calculation Accepted by KN338CD-P at 2008-02-25 15:53:52

UW TANK = 2/20/08

Sufficiency Rating Calculation Accepted by knvolpt-P at 2006-03-30 15:15:57

UW TANK = 3/23/06

Sufficiency Rating Calculation Accepted by kn338cd-P at 2004-04-27 16:05:56

UW TANK = 5/12/04

Sufficiency Rating Calculation Accepted by kn338mv at 5/21/02 12:43:48

KN352RT inspection comments - UW TANK = 6/11/02

Structure 494096 - Date 5/13/02

Sufficiency Rating Calculation Accepted by kn352mv at 7/5/00 10:26:59

KN352RC inspection comments - Structure 494096 - Date 6/5/00

Sufficiency Rating Calculation Accepted by kn352mv at 7/27/99 13:38:02

KN352MV inspection comments - UW TANK = 7/27/1999

Structure 494096 - Date 7/19/99

**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 10 U.S. tons for single unit vehicles, 16 U.S. tons for combination unit vehicles, and 24 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.

**FLORIDA DEPARTMENT OF TRANSPORTATION  
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**28 - Steel Deck - Open Grid (8516 - Painted Steel)**

Photo 1: Typical corrosion and paint failure along the deck



**28 - Steel Deck - Open Grid**

Photo 2: Typical advanced corrosion and section loss along deck end

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Inspection**

Structure ID: 494096

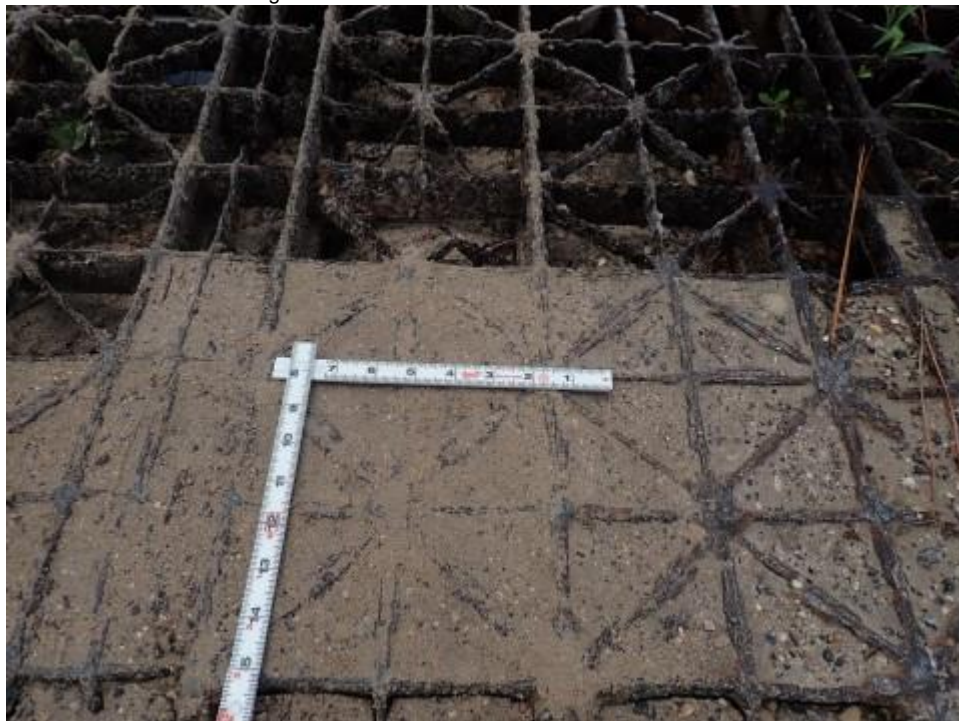
DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH



**28 - Steel Deck - Open Grid**

Photo 3: Typical cracked welds and bent sections along deck



**28 - Steel Deck - Open Grid**

Photo 4: Dirt along deck end

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**28 - Steel Deck - Open Grid**

Photo 5: Approach guardrails are not capable of redirecting traffic; Bridge rails are not provided



**28 - Steel Deck - Open Grid**

Photo 6: Approach guardrail end terminals are not provided

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28 - Steel Deck - Open Grid

Photo 7: Typical decay in wheelguard



28 - Steel Deck - Open Grid

Photo 8: Typical wheelguard insufficient in height and misaligned

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**28 - Steel Deck - Open Grid**

Photo 9: Span 1 wheelguard is broken and settled



**8290 - Channel**

Photo 10: Piles from previous structure in channel

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**8290 - Channel**

Photo 11: Drift along bent in channel



**8476 - Timber Walls**

Photo 12: Typical decay in wingwall pile

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**8476 - Timber Walls**

Photo 13: Separated near right wingwall from backwall



**8476 - Timber Walls**

Photo 14: Typical decay along wingwall

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**216 - Timber Abutment**

Photo 15: Shake in far abutment



**216 - Timber Abutment**

Photo 16: Dirt on abutment cap

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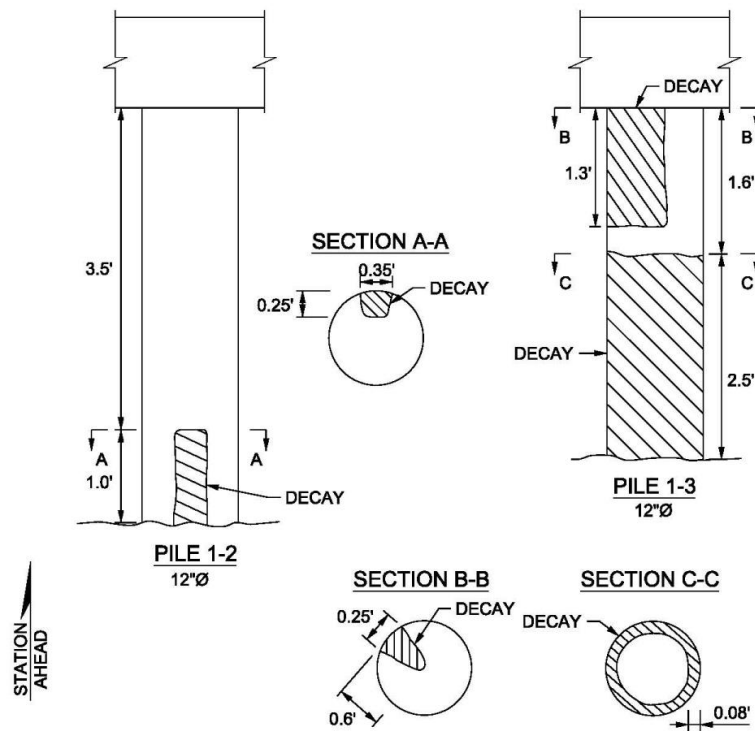
Structure ID: 494096

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BRIDGE NO. 494096  
 FRANKLIN COUNTY

228 TIMBER PILE

**228 - Timber Pile**

Sketch 1

**FLORIDA DEPARTMENT OF TRANSPORTATION  
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Inspection**

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**228 - Timber Pile**

Photo 17: Typical point with no pile to cap bearing

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**BRIDGE MANAGEMENT SYSTEM**  
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**Inspection**

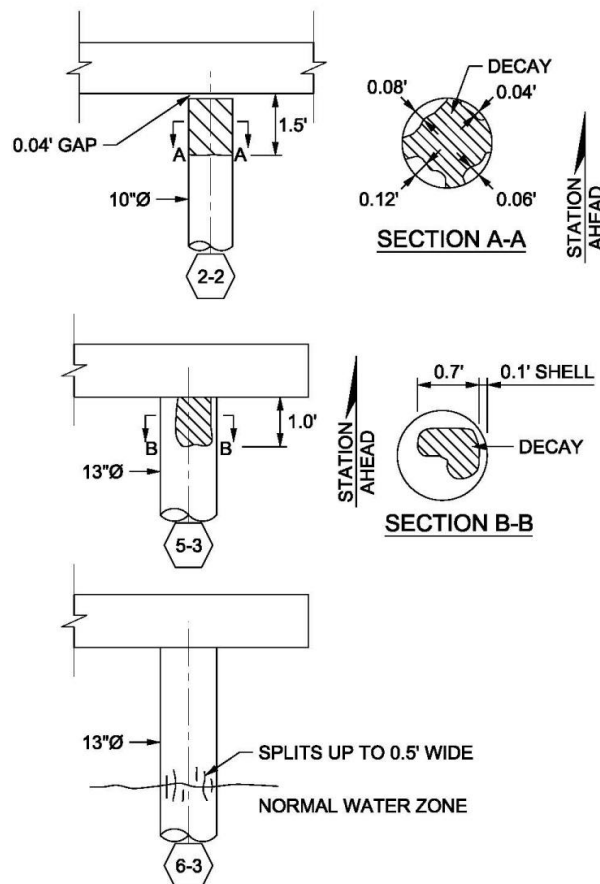
Structure ID: 494096

DISTRICT: D3 - Chipley

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BRIDGE NO. 494096  
 FRANKLIN COUNTY

228 TIMBER PILE

**228 - Timber Pile**

Sketch 2



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

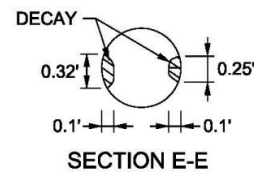
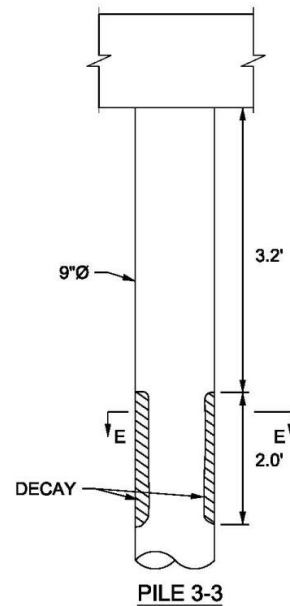
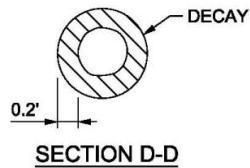
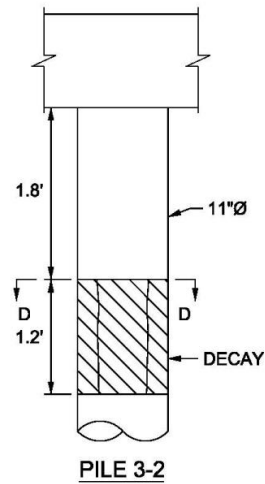
Structure ID: 494096

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BRIDGE NO. 494096  
 FRANKLIN COUNTY

228 TIMBER PILE



STATION  
AHEAD

**228 - Timber Pile**

Sketch 3

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

Structure ID: 494096

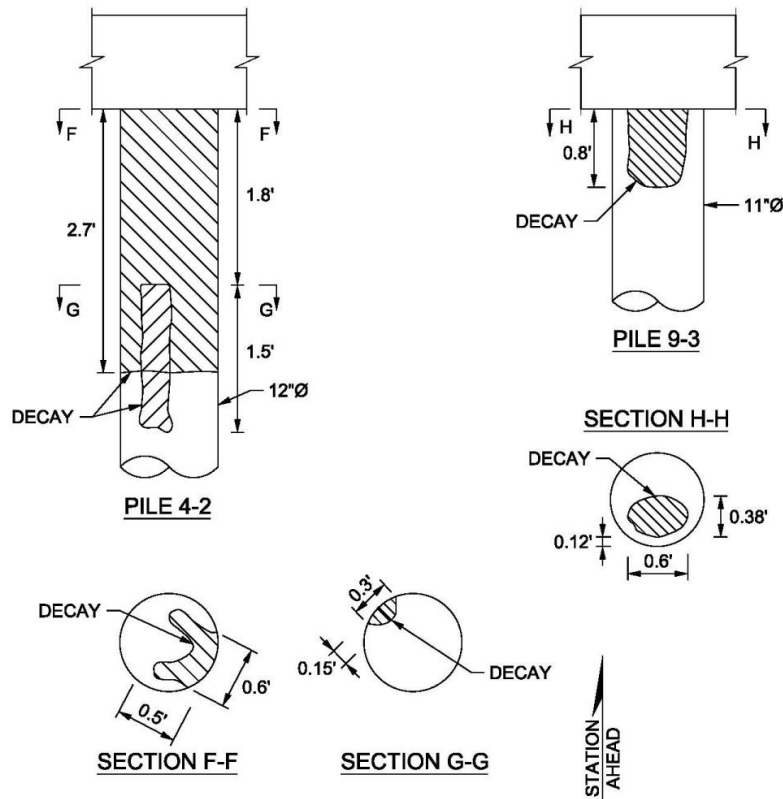
DISTRICT: D3 - Chipley

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BRIDGE NO. 494096

FRANKLIN COUNTY

228 TIMBER PILE

**228 - Timber Pile**

Sketch 4

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
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**Inspection**

Structure ID: 494096

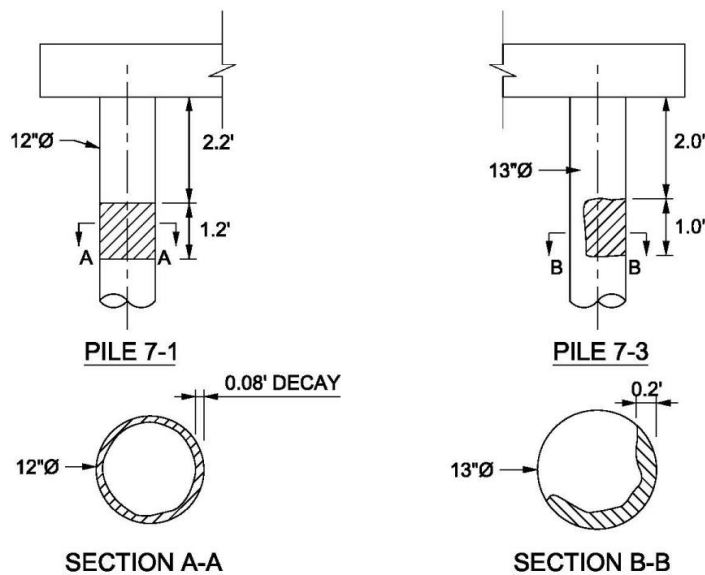
DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH

BRIDGE NO. 494096

FRANKLIN COUNTY

228 TIMBER PILE

**228 - Timber Pile**

Sketch 5

FLORIDA DEPARTMENT OF TRANSPORTATION  
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228 - Timber Pile

Photo 18: Decay in Pile 7-3



228 - Timber Pile

Photo 19: Typical broken pile strapping

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**228 - Timber Pile**

Photo 20: Broken/detached far cross bracing at Pile 8-1

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

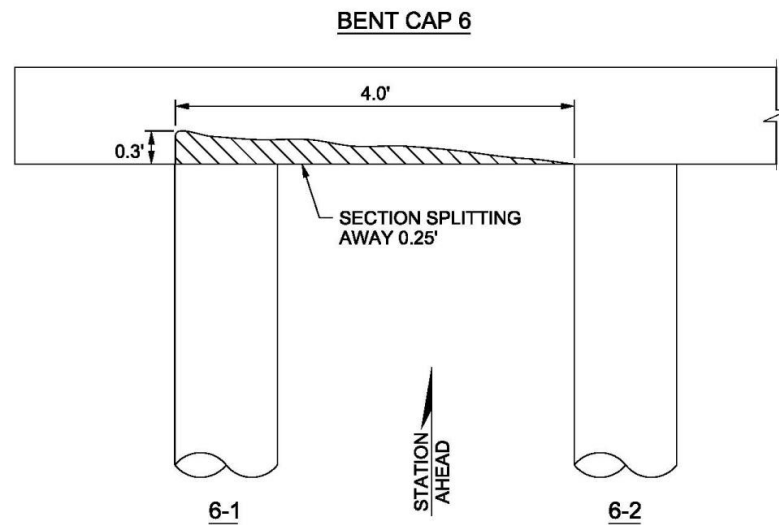
Structure ID: 494096

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BRIDGE NO. 494096  
 FRANKLIN COUNTY

235 TIMBER PIER CAP

235 - Timber Pier Cap

Sketch 6



FLORIDA DEPARTMENT OF TRANSPORTATION  
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Inspection/CIDR/Bridge Profile Report  
Inspection

Structure ID: 494096

DISTRICT: D3 - Chipley

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**8395 - Timber Abutment Slope Protection**

Photo 21: Decay in near backwall board



**120 - Steel Truss (8516 - Painted Steel)**

Photo 22: Typical bullet hole in left truss, Panel 6

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**120 - Steel Truss (8516 - Painted Steel)**

Photo 23: Typical corrosion, pitting and paint failure along truss



**120 - Steel Truss**

Photo 24: Broken weld on right truss rod repair, Panel 1

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120 - Steel Truss

Photo 25: Typical pack rust between repair plate and bottom chord along truss



120 - Steel Truss

Photo 26: Typical bend in truss

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**120 - Steel Truss**

Photo 27: Tear in right truss Vertical Member M2-U2, Panel 2



**120 - Steel Truss**

Photo 28: Typical connection pin welded into place

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**120 - Steel Truss**

Photo 29: Near right raker at Panel 1 missing bottom connection bolt



**120 - Steel Truss / 152 - Steel Floor Beam**

Photo 30: Transom weld to lower chord in lieu of transom clamp

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**152 - Steel Floor Beam (8516 - Painted Steel)**

Photo 31: Typical corrosion, pitting and paint failure along floor beam



**152 - Steel Floor Beam**

Photo 32: Typical cracked weld along floor beam

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**BRIDGE MANAGEMENT SYSTEM**  
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Structure ID: 494096

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH

Bridge No. 494096  
 Franklin County

Inspection Date: 7/30/2020  
 CONSOR Engineers, LLC

**Table 1**  
**Element 152 – Steel Floor Beam**

The following floor beams have cracked welds:

Floor Beam	Side
3	Right
4	Left and Right
6	Right
7	Left
8	Right
10	Left and Right
11	Left and Right
12	Left and Right
13	Left and Right
14	Right
15	Left
16	Left and Right
19	Left and Right
21	Right
22	Left
25	Left and Right
26	Left
27	Left

**152 - Steel Floor Beam**

Table 1



**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM  
Inspection/CIDR/Bridge Profile Report  
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**152 - Steel Floor Beam**

Photo 33: Crack in Floor Beam 22

**FLORIDA DEPARTMENT OF TRANSPORTATION  
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Looking on With Station



FLORIDA DEPARTMENT OF TRANSPORTATION  
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Near Posting Sign



# FLORIDA DEPARTMENT OF TRANSPORTATION

## BRIDGE MANAGEMENT SYSTEM

### Inspection/CIDR/Bridge Profile Report

### Inspection

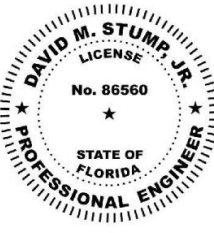
Structure ID: 494096

DISTRICT: D3 - Chipley

INSPECTION DATE: 7/30/2020 NNHH

Bridge No.	494096	Analysis Method:	LFR - Load Factor	FDOT Bridge Load Rating Summary Form (Page 1 of 2)
Location	Tate's Hell State Forest - Mill Road over Trout Creek			
Description	9 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 (axles)	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	0.250	Interior Floorbeam, 50% Span	9.0
Operating	HS20	36	Steel	Strength, Moment	1.00	1.30	1.000	0.410	Interior Floorbeam, 50% Span	14.8
Permit	FL120	60	Member Type	Limit Test	NA	NA				-1
Operating Max Span	HS20	36	Steel	Strength, Moment	1.30	1.30	1.000	0.410	Interior Floorbeam, 50% Span	14.8
Legal	SU2	17	Steel	Strength, Moment	1.30	1.30	1.000	0.600	Interior Floorbeam, 50% Span	10.2
	SU3	33	Steel	Strength, Moment	1.30	1.30	1.000	0.520	Interior Floorbeam, 50% Span	17.2
	SU4	35	Steel	Strength, Moment	1.30	1.30	1.000	0.610	Interior Floorbeam, 50% Span	21.4
	C3	28	Steel	Strength, Moment	1.30	1.30	1.000	0.600	Interior Floorbeam, 50% Span	16.8
	C4	36.7	Steel	Strength, Moment	1.30	1.30	1.000	0.520	Interior Floorbeam, 50% Span	19.1
	C5	40	Steel	Strength, Moment	1.30	1.30	1.000	0.570	Interior Floorbeam, 50% Span	22.8
	ST5	40	Steel	Strength, Moment	1.30	1.30	1.000	0.610	Interior Floorbeam, 50% Span	24.4
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:	06/23/20
Distribution Method	AASHTO Formula	 <p><i>This item has been electronically signed and sealed by</i></p> <p>Digitally signed by David M. Stump Jr. Date: 2020.07.09 10:26:25-0400</p> <p><i>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</i></p>			
Impact Factor	30.0% (axle loading)				
HS20 Gov. Span Length	14.6 (feet)				
Minimum Span Length	14.6 (feet)				
Recommended Posting	30.0 to 39.9% below (0.601-0.700) (Required)				
Recommended SU Posting	10 (tons)				
Recommended C Posting	16 (tons)				
Recommended ST5 Posting	24 (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.shtml](https://fdot.gov/maintenance/LoadRating.shtml)

### Load Rating Summary

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.

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

## Inspection/CIDR/Bridge Profile Report

Structure ID: 494096

CIDR

DATE PRINTED: 9/15/2020

### Description

#### Structure Unit Identification

Bridge/Unit Key: 494096 0  
 Structure Name:  
 Description: MAIN SPAN 1  
 Type: M - Main

#### Roadway Identification

NBI Structure No (8): 494096  
 Position/Prefix (5): 1 - Route On Structure  
 Kind Hwy (Rte Prefix): 8 Other (incl toll rds)  
 Design Level of Service: 1 Mainline  
 Route Number/Suffix: 00000 / 0 N/A (NBI)  
 Feature Intersect (6): Trout Creek  
 Critical Facility: Not Defense-crit  
 Facility Carried (7): Mill Road  
 Mile Point (11): 3.293  
 Latitude (16): 029d52'50.5" Long (17): 084d44'30.9"

#### 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): 9.0 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): 10 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): 31 Repl-Load Capacity  
 Work To Be Done By (075B): 1 Contract  
 Improvement Length (076): 115.81 ft

Improvement Cost (094): \$ 237,000.00  
 Roadway Improvement Cost (095): \$ 25,000.00  
 Total Cost (096): \$ 330,000.00  
 Year of Estimate (097): 1998

#### NBI Rating

Channel (61): 6 Bank Slumping  
 Deck (58): 6 Satisfactory  
 Superstructure (59): 4 Poor  
 Substructure (60): 5 Fair

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/Bridge Profile Report

Structure ID: 494096

CIDR

DATE PRINTED: 9/15/2020

### Structure Identification

Admin Area: Not located in area  
 District (2): D3 - Chipley  
 County (3): (49)Franklin  
 Place Code (4): No city involved  
 Location (9): 5.0 Mi N of US98/SR30  
 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

### Geometrics

Spans in Main Unit (45): 8  
 Approach Spans (46): 0  
 Length of Max Span (48): 13.8 ft  
 Structure Length (49): 90.2 ft  
 Total Length: 90.2 ft  
 Deck Area: 1087 sqft  
 Structure Flared (35): 0 No flare

### Age and Service

Year Built (27): 1959  
 Year Reconstructed (106): 2000  
 Type of Service On (42a): 1 Highway  
 Under (42b): 5 Waterway  
 Fracture Critical Details: Steel trusses

### 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)

### Deck Type and Material

Deck Width (52): 12.3 ft  
 Skew (34): 0 deg  
 Deck Type (107): 3 Open Grating  
 Surface (108): 0 None  
 Membrane: 0 None  
 Deck Protection: None

## 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): 6-Touch Brake/Downshift  
 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

### 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: 21.7  
 Health Index: 44.92  
 Structural Eval (67): 2 Intolerable - Replace  
 Deficiency: Structurally Deficient

### Minimum Vertical Clearance

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

### Minimum Lateral Underclearance

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

## Schedule

### Current Inspection

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

### Next Inspection Date Scheduled

NBI: 07/30/2022  
 Element: 07/30/2021  
 Fracture Critical: 07/30/2021  
 Underwater: 07/30/2022  
 Other/Special: 07/30/2021  
 Inventory Photo Update Due: 01/09/2023

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

## Inspection/CIDR/Bridge Profile Report

REPORT ID: INSP005

Structure ID: 494096

CIDR

DATE PRINTED: 9/15/2020

### 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 checked="" type="checkbox"/>	12 mos	07/30/2020	Crew Hours: 24
Underwater	<input checked="" type="checkbox"/>	24 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)	07/30/2020 (90)	Snooper Hours: 0
				Special Crew Hours: 8
				Special Equip Hours: 0

### Bridge Related

#### General Bridge Information

Parallel Bridge Seq:	Bridge Rail 1: Not applicable-No rail
Channel Depth: 11.6 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: 01/01/1959	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): 9.0 tons
Operating Type (063): 1 LF Load Factor	Operating Rating (064): 14.8 tons
Original Design Load (031): Unknown (P)	FL120 Permit Rating: -1.0 tons
Date: 07/09/2020	HS20/FL120 Max Span Rating: 14.8 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: 10.2 tons
SU3: 17.2 tons
SU4: 21.4 tons
C3: 16.8 tons
C4: 19.1 tons
C5: 22.8 tons
ST5: 24.4 tons
Posting (070): 1 30.0-39.9%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: 14.8 tons
FB SU4 OPR Rating: 21.4 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: Standard Scour Eval

#### POSTING

Recom. SU Posting: 10 tons
Recom. C Posting: 16 tons
Recom. ST5 Posting: 24 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

Scour Recommended I: Stop scour evaluations
Scour Recommended II: Stop scour evaluations
Scour Recommended III: Stop scour evaluations
Scour Elevation: 999 ft
Action Elevation: 999 ft
Storm Frequency: 999

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR/Bridge Profile Report

Structure ID: 494096

CIDR

DATE PRINTED: 9/15/2020

**Elements**

Inspection Date: 07/30/2020 NNHH

**DECKS : Decks/Slabs**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	28 / 3	Steel Deck - Open Grid	0	.	1022	94.02	65	5.98	0	.	1087 sq.ft
0	1000 / 3	Corrosion	0	.	1022	97.15	30	2.85	0	.	1052 sq.ft
0	1010 / 3	Cracking	0	.	0	.	35	100	0	.	35 sq.ft
0	8516 / 3	Painted Steel	0	.	0	.	0	.	1584	100	1584 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	0	.	0	.	1584	100	1584 sq.ft

**MISCELLANEOUS : Channel**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	1	100	0	.	0	.	1 (EA)
0	9140 / 3	Debris	0	.	1	100	0	.	0	.	1 (EA)

**MISCELLANEOUS : Other Elements**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8476 / 3	Timber Walls	0	.	0	.	49	100	0	.	49 ft
0	1140 / 3	Decay/Section Loss	0	.	0	.	36	100	0	.	36 ft
0	4000 / 3	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
0	216 / 3	Timber Abutment	0	.	36	100	0	.	0	.	36 ft
0	1150 / 3	Check/Shake	0	.	36	100	0	.	0	.	36 ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	228 / 3	Timber Pile	0	.	11	40.74	16	59.26	0	.	27 (EA)
0	1140 / 3	Decay/Section Loss	0	.	0	.	7	100	0	.	7 (EA)
0	1150 / 3	Check/Shake	0	.	11	100	0	.	0	.	11 (EA)
0	1170 / 3	Split/Delamination (Timber)	0	.	0	.	1	100	0	.	1 (EA)
0	4000 / 3	Settlement	0	.	0	.	8	100	0	.	8 (EA)

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	235 / 3	Timber Pier Cap	0	.	128	100	0	.	0	.	128 ft
0	1140 / 3	Decay/Section Loss	0	.	128	100	0	.	0	.	128 ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8395 / 3	Timber Abutment Slope Protection	0	.	128	99.22	1	0.78	0	.	129 (SF)
0	1140 / 3	Decay/Section Loss	0	.	128	99.22	1	0.78	0	.	129 (SF)

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	120 / 3	Steel Truss	180	50	0	.	180	50	0	.	360 ft
0	1000 / 3	Corrosion	0	.	0	.	178	100	0	.	178 ft
0	1900 / 3	Distortion	0	.	0	.	2	100	0	.	2 ft

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

## Inspection/CIDR/Bridge Profile Report

REPORT ID: INSP005

Structure ID: 494096

CIDR

DATE PRINTED: 9/15/2020

0	8516 / 3	Painted Steel	0	.	68	5.6	0	.	1147	94.4	1215 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	68	5.6	0	.	1147	94.4	1215 sq.ft

### SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	152 / 3	Steel Floor Beam	0	.	272	57.14	204	42.86	0	.	476 ft
0	1000 / 3	Corrosion	0	.	272	58.87	190	41.13	0	.	462 ft
0	1010 / 3	Cracking	0	.	0	.	1	100	0	.	1 ft
0	1020 / 3	Connection	0	.	0	.	13	100	0	.	13 ft
0	8516 / 3	Painted Steel	0	.	0	.	0	.	990	100	990 sq.ft
0	3440 / 3	Eff (Stl Protect Coat)	0	.	0	.	0	.	990	100	990 sq.ft

Total Number of Elements\*: 9

\*excluding defects/protective systems

### Inspection Information

Inspection Date: 07/30/2020

Type: Regular NBI

Inspector: KNIEIBA - Austin Barber

#### Inspection Notes:

Sufficiency Rating Calculation Accepted by KNIEIZS at 9/13/2020 10:58:47 PM  
 UW TANK = 7/30/20  
 Sufficiency Rating Calculation Accepted by KNIEIZS at 2/26/2020 3:36:24 PM  
 UW NOT REQUIRED ON INTERIM  
 Sufficiency Rating Calculation Accepted by knieisb at 8/22/2019 9:40:51 AM  
 UW NOT REQUIRED ON INTERIM  
 Sufficiency Rating Calculation Accepted by KNOVOLAH at 7/20/2018 1:17:36 PM  
 UW TANK = 7/30/18  
 Sufficiency Rating Calculation Accepted by knvolpt at 1/19/2018 5:16:00 PM  
 UW TANK = 1/31/18  
 Sufficiency Rating Calculation Accepted by KNOVOLAH at 3/9/2017 6:13:04 PM  
 UW TANK = 2/1/17  
 Sufficiency Rating Calculation Accepted by knvolss-P at 2015-02-06 11:02:35  
 UW TANK = 2/19/15  
 Sufficiency Rating Calculation Accepted by knvolss-P at 2013-01-28 09:23:18  
 UW TANK = 1/3/13  
 Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-01-25 17:50:41  
 UW TANK = 1/12/11  
 Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-02-09 15:16:47  
 UW SNORKEL = 1/12/09  
 Sufficiency Rating Calculation Accepted by KN338CD-P at 2008-02-25 15:53:52  
 UW TANK = 2/20/08  
 Sufficiency Rating Calculation Accepted by knvolpt-P at 2006-03-30 15:15:57  
 UW TANK = 3/23/06  
 Sufficiency Rating Calculation Accepted by kn338cd-P at 2004-04-27 16:05:56  
 UW TANK = 5/12/04  
 Sufficiency Rating Calculation Accepted by kn338mv at 5/21/02 12:43:48  
 KN352RT inspection comments - UW TANK = 6/11/02  
 Structure 494096 - Date 5/13/02  
 Sufficiency Rating Calculation Accepted by kn352mv at 7/5/00 10:26:59  
 KN352RC inspection comments - Structure 494096 - Date 6/5/00  
 Sufficiency Rating Calculation Accepted by kn352mv at 7/27/99 13:38:02  
 KN352MV inspection comments - UW TANK = 7/27/1999  
 Structure 494096 - Date 7/19/99

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 10 U.S. tons for single unit vehicles, 16 U.S. tons for combination unit vehicles, and 24 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.



**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR/Bridge Profile Report  
CIDR**

REPORT ID: INSP005

Structure ID: 494096

DATE PRINTED: 9/15/2020

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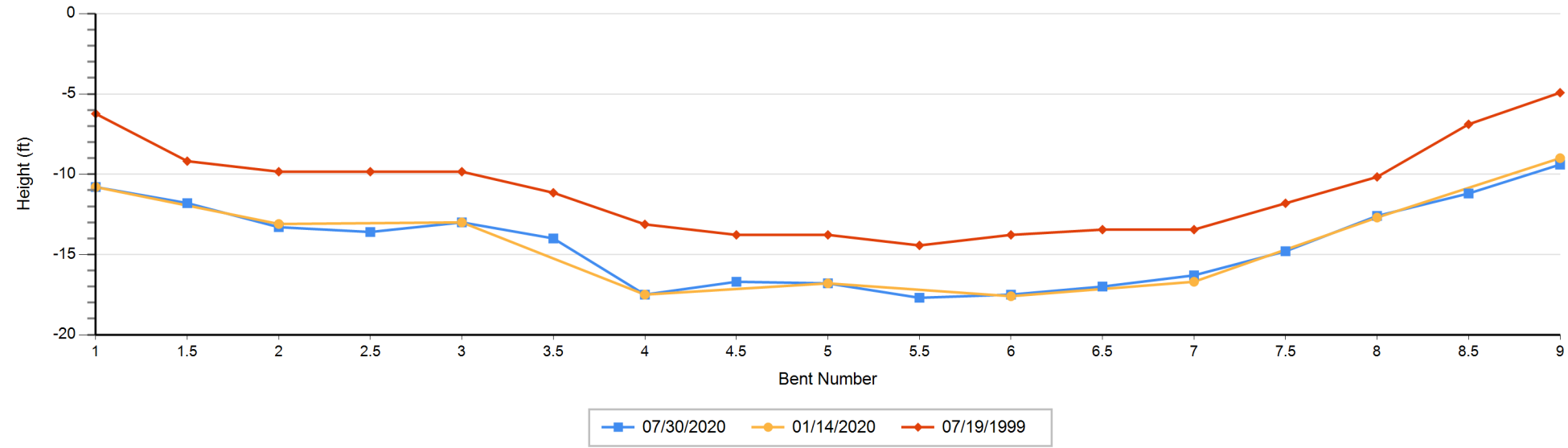
**Structure Notes**

**Schedule Notes**

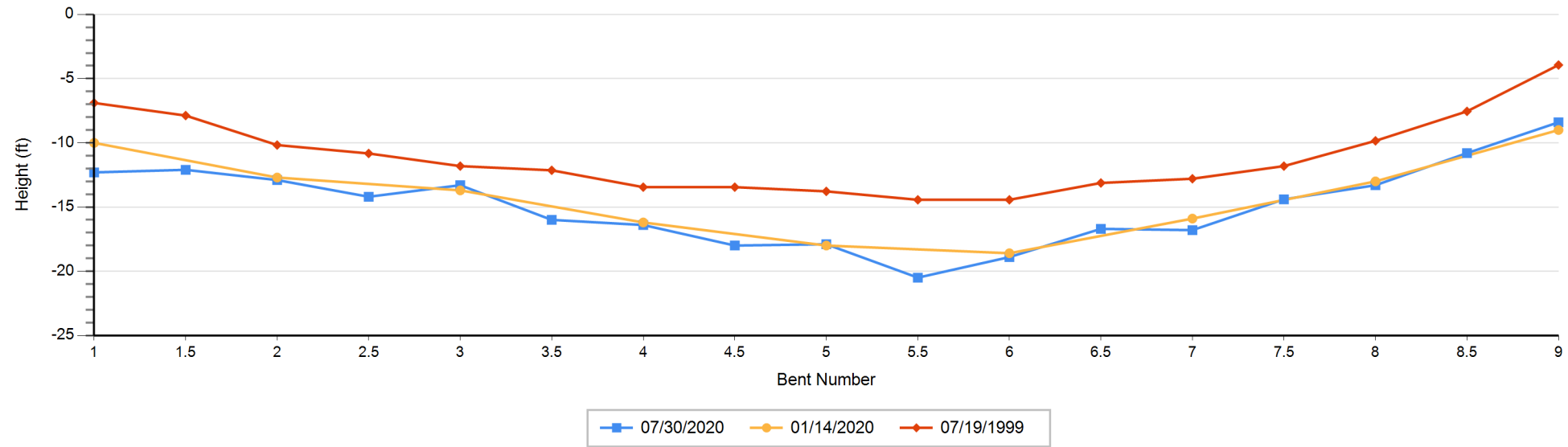
FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM  
Inspection/CIDR/Bridge Profile Report  
Bridge Profile

DATE PRINTED: 9/15/2020 11:53:53 AM

Left Profile by Inspection



Right Profile by Inspection



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

DATE PRINTED: 9/15/2020 11:53:53 AM

Profile Data - Numerical Summary

Inspection Date and Key: 7/30/2020		NNHH		Bent #	Left Height	Right Height	(All Heights are in Feet)
				1	10.80	12.30	
				1.5	11.80	12.10	
				2	13.30	12.90	
				2.5	13.60	14.20	
				3	13.00	13.30	
				3.5	14.00	16.00	
				4	17.50	16.40	
				4.5	16.70	18.00	
				5	16.80	17.90	
				5.5	17.70	20.50	
				6	17.50	18.90	
				6.5	17.00	16.70	
				7	16.30	16.80	
				7.5	14.80	14.40	
				8	12.60	13.30	
				8.5	11.20	10.80	
				9	9.40	8.40	

Air Temp: 85

Profile Notes:

Waterway Measurements: Top of upper chord to waterline at Bent 5 = 8.9 ft left and right.  
Groundling Measurements from top of upper chord.

Inspection Date and Key: 1/14/2020

NPEM

1	10.80	10.00
2	13.10	12.70
3	13.00	13.70

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

DATE PRINTED: 9/15/2020 11:53:53 AM

Profile Data - Numerical Summary

Bent #	Left Height	Right Height	(All Heights are in Feet)
4	17.50	16.20	
5	16.80	18.00	
6	17.60	18.60	
7	16.70	15.90	
8	12.70	13.00	
9	9.00	9.00	

Air Temp: 80  
Profile Notes:

Waterway Measurements: Top of upper chord to waterline at Bent 5 = 11.8 ft left and right.  
Groundling Measurements from top of upper chord.

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

DATE PRINTED: 9/15/2020 11:53:53 AM

Profile Data - Numerical Summary

Inspection Date and Key: 7/19/1999 JYHX		Bent #	Left Height	Right Height	(All Heights are in Feet)
		1	6.23	6.89	
		1.5	9.19	7.87	
		2	9.84	10.17	
		2.5	9.84	10.83	
		3	9.84	11.81	
		3.5	11.15	12.14	
		4	13.12	13.45	
		4.5	13.78	13.45	
		5	13.78	13.78	
		5.5	14.44	14.44	
		6	13.78	14.44	
		6.5	13.45	13.12	
		7	13.45	12.80	
		7.5	11.81	11.81	
		8	10.17	9.84	
		8.5	6.89	7.55	
		9	4.92	3.94	

Air Temp:  
Profile Notes:

Waterway Measurements: Top of deck to waterline at Bent 5; 1.9 m left and right.  
Groundline Measurements from top of deck.