

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

BRIDGE ID: 868108
DISTRICT: 04 Fort Lauderdale

PAGE: 1 OF 63
INSPECTION DATE: 3/12/2013 TRQS

BY: Kisinger Campo and Assoc.	STRUCTURE NAME: Not Recorded
OWNER: 4 City/Municipal Hwy Agy	YEAR BUILT: 1959
MAINTAINED BY: 4 City/Municipal Hwy Agy	SECTION NO.: 86 000 181
STRUCTURE TYPE: 5 Prestressed Concrete - 01 Slab	MP: 0.142
LOCATION: 0.8MI WEST OF US-1	ROUTE: 00000
SERVICE TYPE ON: 5 Highway-pedestrian	FACILITY CARRIED: MCNAB RD(SE 15 ST)
SERV TYPE UND: 5 Waterway	FEATURE INTERSECTED: CYPRESS CK C-14 CANAL

FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 03/12/2013 UNDERWATER: 3/19/2013

SUFFICIENCY RATING: 49.6
HEALTH INDEX: 81.57

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SECTION NO.: 86 000 181
MP: 0.142
ROUTE: 00000
FACILITY CARRIED: MCNAB RD(SE 15 ST)
FEATURE INTERSECTED: CYPRESS CK C-14 CANAL

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

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 03/12/2013 UNDERWATER: 3/19/2013

SMART FLAGS:	OVERALL NBI RATINGS:	
None	DECK: 5 Fair	CHANNEL: 7 Minor Damage
	SUPERSTRUCTURE: 5 Fair	CULVERT: N N/A (NBI)
	SUBSTRUCTURE: 6 Satisfactory	SUFF. RATING: 49.6
	PERF. RATING: Fair	HEALTH INDEX: 81.57

FIELD PERSONNEL / TITLE / NUMBER	INITIALS
McMinn, Brice - Bridge Inspector (CBI#00405) (lead)	<u>Bm</u>
Favreau, Andre - BI Tech	_____
Hoogland, Keith - Bridge Inspector (CBI #00341)	_____
Payne, Timothy - Diver	_____
Ruiz, Hector - Diver	_____

REVIEWING BRIDGE INSPECTION SUPERVISOR: _____

Ritzler, William - Senior QC Inspector (CBI #00124) WR

CONFIRMING REGISTERED PROFESSIONAL ENGINEER: _____

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

SIGNATURE: _____

DATE: _____



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All Elements

UNIT: 0 DECKS

ELEMENT/ENV: 301/4 Pourable Joint Seal 170 lf. ELEM CATEGORY: Joints

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows minimal deterioration. Adhesion is sound with no signs of leakage. There are no cohesion cracks. The adjacent deck and/or header is sound.	168 lf.
3	Major adhesion and/or cohesion failures may be present. Signs or observance of leakage along the joint may be present. Joint may be heavily impacted with debris and/or stones. Major spalls may be present in the deck and/or header adjacent to the joint.	2 lf.

ELEMENT INSPECTION NOTES:

Note:

This element represents only the portions of the joints that are fully visible (left and right sidewalks, intermediate bents). The areas of the joints that are not visible will be considered incidental to this element.

CS3:

Bent 2 joint has a 1.5ft. long area of deteriorated sealant in eastbound lane, adjacent to epoxy patches in the deck top – NO CHANGE. Refer to photo 10.

ELEMENT/ENV: 333/4 Other Bridge Railing 306 lf. ELEM CATEGORY: Railing

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be minor cracking, corrosion and/or other minor deterioration having no affect on strength or serviceability.	303 lf.

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All Elements

UNIT: 0 DECKS

ELEMENT/ENV: 333/4 Other Bridge Railing 306 lf. ELEM CATEGORY: Railing

CONDITION STATE (3)	DESCRIPTION	QUANTITY
2	Minor cracking, spalls, decay of timber portions or corrosion of metal may be present.	3 lf.

ELEMENT INSPECTION NOTES:

Note:

This element represents the concrete posts and rails with aluminum handrails on top.

CS2:

The northeast corner of concrete Post 5-1 left and the adjacent upper beam rail have spalls up to 13in. x 4in. x 1-1/2in. - NO CHANGE.

Post 5-1 left, the southeast corner has a 5in. x 3in. delamination at the bottom rail – NO CHANGE.

Post 5-1 right, the northeast corner has a 4in. x 2in. x 1/2in. spall at the sidewalk – NO CHANGE.

INCIDENTAL:

A threaded rod attaches the southeast guardrail panel to the second post west of the end terminal. The rod protrudes 4in. out on the panel side and 6in. out on back side of post – NO CHANGE. Refer to photo 11.

Most of the approach guardrail reflectors are broken – NO CHANGE. Refer to photo 12.

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All Elements

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 205/4 R/Conc Column 48 ea. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	42 ea.
3	Some delaminations, moderate cracks, spalls and/or scaling may be present and some reinforcing may be exposed. Corrosion of rebar may be present but loss of section is incidental and does not significantly affect the strength and/or serviceability of either the element or the bridge.	6 ea.

ELEMENT INSPECTION NOTES:

Note:
Piles 1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 2-1, 2-2, 2-5, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 4-1, 4-2, 4-3, 4-5, 4-6, 4-7 and 4-8 have been jacketed. Refer to Element 298 Pile Jacket Bare for related comments.

CS3:
Pile 2-5, southwest corner at cap, spall/delamination 5in. x 5in. x 1in. – NO CHANGE. Refer to photo 13.

Pile 2-6, northwest and southwest corners at cap, delaminations up to 14in. x 3in. – NO CHANGE. Refer to photo 14.

Pile 2-7, the southeast corner, 3ft. below cap, delamination 24in. x 14in. – INCREASE. Refer to photo 15.

Pile 2-8, southeast and northeast corners, 3ft. below the cap, has delaminations with corrosion staining, 2ft. x 10in. - NO CHANGE. Refer to photo 16.

Pile 3-3, northwest corner above the jacket, 1ft. x 8in. delaminated area - NO CHANGE. Refer to photo 17.

The following was noted by the underwater inspectors:
CS3:
Pile 2-3; north face 4ft. 2in. below cap, vertical crack with corrosion staining, extending up from patch, 14in. x 1/32in. – INCREASE.

Pile 2-3, south face, 4ft. below the cap, vertical crack with corrosion staining, 22in. x 1/64in. – INCREASE.

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All Elements

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 215/4 R/Conc Abutment 90 lf. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	90 lf.

ELEMENT INSPECTION NOTES:

INCIDENTAL:

There is graffiti on the channel face of Abutment 6 – NO CHANGE.

ELEMENT/ENV: 234/4 R/Conc Cap 180 lf. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	180 lf.

ELEMENT INSPECTION NOTES:

INCIDENTAL:

A light amount of vegetation is growing on the north and south ends of the intermediate bent caps - NO CHANGE.

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All Elements

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 298/4 Pile Jacket Bare 25 ea. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
2	There may be minor deterioration, cracking and weathering. Mortar in joints may show minor deterioration.	25 ea.

ELEMENT INSPECTION NOTES:

CS2:

The pile jackets typically exhibit vertical and horizontal cracking up to 1/64in. wide - NO CHANGE. Refer to photo 18.

The south face of Pile Jacket 2-5 has a 3ft. long x 1/16in. wide vertical crack, starting at the top - NO CHANGE. Refer to photo 19.

The following was noted by the underwater inspectors:

CS3:

The southwest corner of Pile Jacket 3-3 has a 1ft. x 2ft. x 5in. void with exposed horizontal and vertical rebar at the bottom of the jacket - NEW. Refer to photo 20.

CS1:

The bottom 14in. of several jackets are irregular - NO CHANGE.

ELEMENT/ENV: 396/4 Other Abut Slope Pro 1560 sf. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	There is little or no deterioration. Surface defects only are in evidence. Random open joints may exist.	1560 sf.

ELEMENT INSPECTION NOTES:

Note:

This element represents the fabric formed concrete mat under water at both abutments; only visible at low tide.

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All Elements

UNIT: 0 MISCELLANEOUS

ELEMENT/ENV: 475/4 R/Conc Walls	142 lf.	ELEM CATEGORY: Other Elements
CONDITION STATE (4)	DESCRIPTION	QUANTITY
3	Some delaminations and/or spalls and/or minor settlement may be present and some reinforcing may be exposed. Corrosion of rebar may be present but loss of section is incidental and does not significantly affect the strength and/or serviceability of either the element or the bridge.	142 lf.

ELEMENT INSPECTION NOTES:

Note:

This element represents both abutment backwalls and the retaining walls at the four corners of the structure. The 12in. square concrete retaining wall piles were evaluated with this element.

CS3:

Second pile from west end of northwest retaining wall has a delaminated patch 8in. x 4in., on the southeast corner - NO CHANGE. Refer to photo 21.

First soldier pile from Abutment 1 of northwest retaining wall has spalls/delaminations up to 5ft. x 14in. x 2-1/2in. with exposed vertical rebar (70% section remaining), in south face and southeast corner, and a delamination 16in. x 4in. in northeast corner with corrosion staining - NO CHANGE. Refer to photo 22.

Northeast retaining wall cap, east bottom edge, horizontal crack 12ft. long x 1/64in. wide with two areas of corrosion stains - NO CHANGE. Refer to photo 23.

The south and north faces of the Abutment 6 backwall each have a 6ft. high vertical crack with an associated delamination 4ft. x 9in. with corrosion stains - NO CHANGE. Refer to photo 24.

First soldier pile east of Abutment 6 of the southeast retaining wall has a spall/delamination with exposed vertical rebar 1ft. x 3in. x 1-1/2in., on southwest corner, at cap - NO CHANGE. Refer to photo 25.

Second soldier pile east of Abutment 6 of the southeast retaining wall has a spall/delamination, 2ft. x 10in. x 1in. with exposed vertical rebar (60% section remaining) on northwest corner, at cap - NO CHANGE. Refer to photo 26.

The Abutment backwalls have typical horizontal, vertical and diagonal cracks up to full height or panel width 1/8in. wide - INCREASE.

Refer to the additional Element Notes section for further deficiencies noted by the underwater inspectors.

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Inspector Recommendations

UNIT: 0 DECKS

ELEMENT/ENV:99/4 PS Conc Slab

ELEM CATEGORY: Decks/Slabs

CONDITION STATE (5)		Priority
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2	6483 sf.	3
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WORK ORDER RECOMMENDATION:

Repair the spall with exposed tie wire in keyway adjacent to Slab Unit 1-14 at Abutment 1. 4MH

2	6483 sf.	3
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WORK ORDER RECOMMENDATION:

Repair the two delaminated areas in the right sidewalk at bridge rail Posts 2-4 and 4-1. 4MH

2	6483 sf.	3
----------	-----------------	----------

WORK ORDER RECOMMENDATION:

Repair the cracks and settlement in the asphalt surfacing over both approach roadways and deck transitions. 24MH

2	6483 sf.	3
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WORK ORDER RECOMMENDATION:

Repair the spall/delaminations in the underside of Slab Units 4-1 and 5-16. 20MH

2	6483 sf.	3
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WORK ORDER RECOMMENDATION:

Repair all spalls/delaminations in the deck top of Spans 1 and 5. 20MH

2	6483 sf.	3
----------	-----------------	----------

WORK ORDER RECOMMENDATION:

Remove the vegetation growing between the slab units and caps throughout the structure. 4MH

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Inspector Recommendations

UNIT: 0 DECKS

ELEMENT/ENV:301/4 Pourable Joint Seal

ELEM CATEGORY: Joints

CONDITION STATE (3)		Priority
3	2 lf.	3

WORK ORDER RECOMMENDATION:

Clean and seal Bent 2 expansion joint in eastbound lane. 4MH

ELEMENT/ENV:333/4 Other Bridge Railing

ELEM CATEGORY: Railing

CONDITION STATE (3)		Priority
1	303 lf.	3

WORK ORDER RECOMMENDATION:

Replace all broken guardrail reflectors. 6MH

1	303 lf.	3
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WORK ORDER RECOMMENDATION:

Replace threaded rod with carriage bolt at second post west of the southeast guardrail end terminal. 4MH

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Inspector Recommendations

UNIT: 0 MISCELLANEOUS

ELEMENT/ENV:475/4 R/Conc Walls

ELEM CATEGORY: Other Elements

CONDITION STATE (4)		Priority
3	142 lf.	3

WORK ORDER RECOMMENDATION:

Repair all spalls/delaminations in the piles and retaining walls/backwalls and clean and seal all horizontal, diagonal and vertical cracks at both abutment backwalls. 140MH

Structure Notes

BRIDGE OWNER: CITY OF POMPANO BEACH

Bridge inventoried from west to east.

This structure is on a 12 month inspection frequency due to SIA Item 70 Bridge Posting being coded a 2.

TRAFFIC RESTRICTIONS: Based on the current load rating analysis dated 4/15/02, posting is required for the SU type vehicles at or below 27 tons and for the C type vehicles at or below 35 tons. The structure is posted in advance and at both approaches for the SU type vehicles at 27 tons and for the C type vehicles at 35 tons. Refer to the weight limit sign photos.

This structure is classified as Functionally Obsolete due to SIA Item 68 Deck Geometry being coded a 2. The minimum required roadway width based on the number of lanes (2) for a rating of 4 is 29.8ft. for this structure.

The following elements were inspected underwater:
205 R/Conc Column - Bents 1 through 6 each with eight piles
298 Pile Jacket bare
290 Channel
396 Other Abut Slope Pro
475 R/Conc Walls

INSPECTION NOTES: TRQS 3/12/2013

Sufficiency Rating Calculation Accepted by KNKCAWM-P at 2013-04-23 13:06:39

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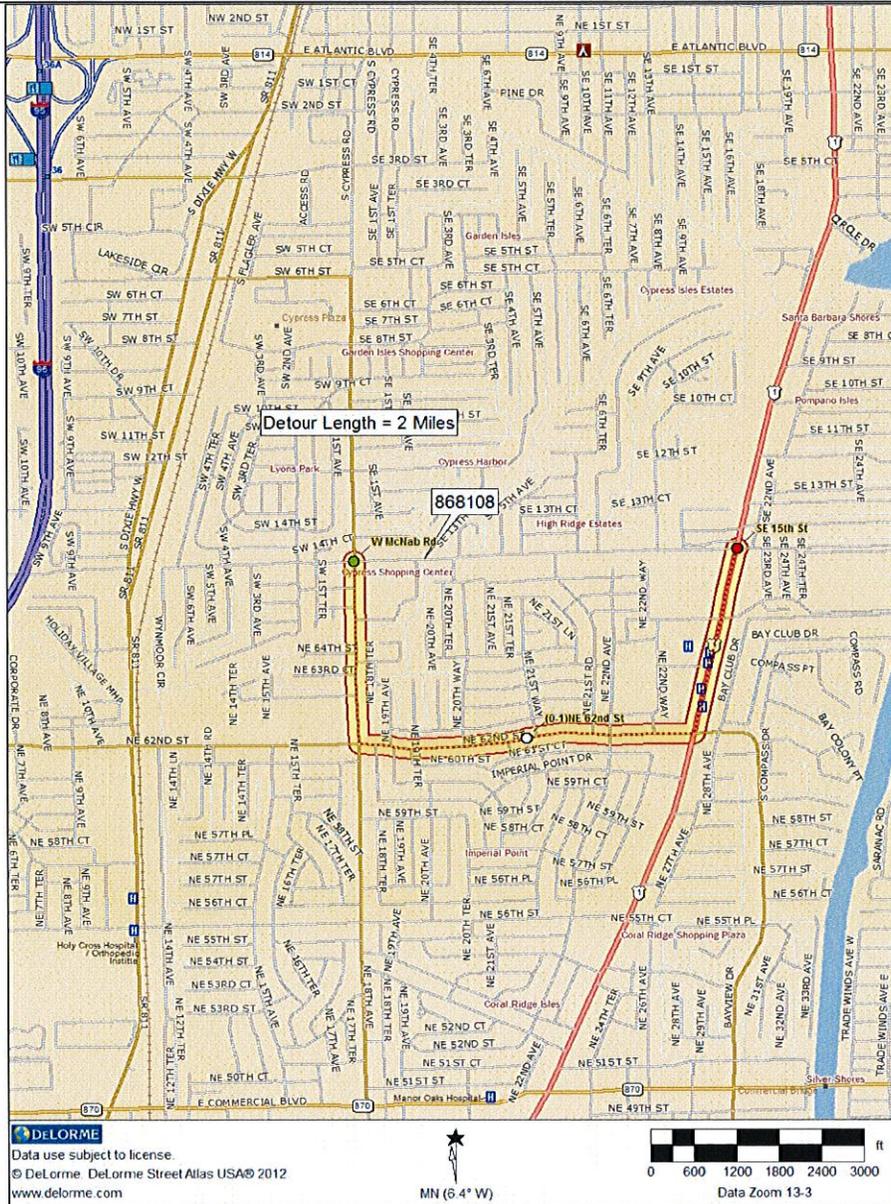
SOUTH ELEVATION

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McNab Road over Cypress Creek (C-14) Canal

0.8 Mile West of US-1

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WEST WEIGHT LIMIT SIGN

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EAST WEIGHT LIMIT SIGN

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
David Volkert & Associates Inc.
I. LOAD CAPACITY INFORMATION

1. **BRIDGE DATA:**
 Bridge Number 868108 Date 4/8/02
 STR Type Main [BMS Item B1(43)] 101 STR Type APR [BMS Item B2(44)] 0

2. **POSTING DATE:**
 Posted YES If Yes, Existing
 Restrictions 14 TONS
 BMS Item H6(41) P
 Posting Needed YES If Yes, Proposed
 Restrictions SU=27, C=35
 BMS Item H11(70) 2
 BMS Item H7(31) 0

3. **ANALYSIS DATA:**
A. Method of Analysis:
 Load Factor
 Working Stress
B. Analysis System:
 BARS
 SALOD
 BRUFEM
 Load Test
 Other _____
Analysis Based On:
 Design Drawings
 As-Built Record Plans
 Shop Drawings
 Field Measurement
 Catalogs
 Sample Testing
 Other _____
D. Data Stored:
 District Office
 Central Office
 Microfilm
 Bridge Owner
 Materials Test Lab
 Other _____
E. Control Member Analyzed:
Material:
 Steel
 Concrete
 Cast In Place
 Precast
 Prestressed
 Post Tensioned
 Timber
 Other _____
Function:
 Slab
 Stringer
 Floor Beam
 Girder
 Culvert
 Truss
Substructure:
 Bent Construction
 Piling
 Cap
 Pier Construction
 Piling
 Footing
 Column
 Cap
Span:
 Simple
 Continuous
 Frame
Slab:
 Non-Composite
 Composite
Shane:
 Rolled
 Built-up Welded
 Built-up Riveted
 Box Shape
 AASHTO Girders
 Other FLAT SLAB

4. **LOAD RATING SUMMARY TABLE:**

LOAD RATING SUMMARY (Gross Tons)								
VEHICLE TYPE	TONS	OPR RATING	OPR FACTOR	SPAN NO.	SPAN LENGTH	CONTR MEMBER	MOR V	LLDF
SU2	37	28	1.586	1	29.4 FT	1	M	0.353
SU3	33	28	0.856	1	29.4 FT	1	M	0.353
SU4	35	27	0.793	1	29.4 FT	1	M	0.353
C3	28	40	1.435	1	29.4 FT	1	M	0.353
C4	36.6	35	0.982	1	29.4 FT	1	M	0.353
C5	40	46	1.218	1	29.4 FT	1	M	0.353
ST5	40	43	1.078	1	29.4 FT	1	M	0.353
HS20	36	39.3	1.093	1	29.4 FT	1	M	0.353

HS20 Inventory Rating 23.6 HS20 Inventory Rating Factor 0.656 Impact Factor 30.00%

5. **COMMENTS:**

6. **COMPUTATIONS:**
 Performed By: FXH Date: 4/8/02
 Checked By: [Signature] Date: 4/8/02
 Reviewed By: [Signature] Date: 4/8/02

7. **RESPONSIBLE ENGINEER:** [Signature] P.E. # 42097
 Date: APR 15 2002

D1

LOAD RATING ANALYSIS SUMMARY

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Element 99 PS Conc Slab (Continued):

CS2:

Deck Underside:

The keyway has a 3in. x 3in. x 1/4in. spall with exposed tie wire adjacent to Slab Unit 1-14 at Abutment 1 - NO CHANGE. Refer to photo 4.

The bottom north edge of Slab Unit 4-1 has a 3ft. x 1ft. x 2in. spalled/delaminated area, 3ft. from Bent 5 - NO CHANGE. Refer to photo 5.

The bottom south edge of Slab Unit 5-16 has a 3ft. x 6in. delamination, 1ft. west of Abutment 6 cap - NO CHANGE. Refer to photo 6.

INCIDENTAL:

A tree is growing between Slab Unit 4-2 and Bent 5 cap and another between Slab Unit 5-16 and Abutment 6 cap - NO CHANGE. Refer to photo 7.

Light vegetation is growing between numerous slab units and the intermediate caps - NO CHANGE.

Right sidewalk has two delaminated areas up to 6in. x 3in. at bridge rail Posts 2-4 and 4-1 - NO CHANGE. Refer to photo 8.

There is an 8in. x 5in. delamination in the underside face of the northeast approach sidewalk at Abutment 6 - NEW.

The asphalt surfacing over the approach roadways and deck transitions has multiple settlement-related cracks up to roadway width x 1/4in. wide and depressions up to 10ft. wide x 1in. deep causing vehicles to bounce - NO CHANGE. Refer to photo 9.

ELEMENT NOTES

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Element 475 R/Conc Walls (Continued):

The following was noted by the underwater inspectors:

The northeast wingwall second pile from the transition, southwest corner 18in. below the cap, delamination/spall with corrosion staining, 3ft. 6in. x 6in. x 1in. – NO CHANGE.

The first pile from the southeast wingwall has an area of corrosion stains on the west face at the top of marine growth from an unknown source, 3in. x 4in. – NO CHANGE.

The second pile from the southeast wingwall on the west, 24in. below the cap has a delamination with corrosion stains, 3ft. x 14in. – NO CHANGE.

The southwest wingwall at the transition 4ft. below the cap has an area of corrosion stains from an unknown source, 3in. x 3in. – NO CHANGE.

ELEMENT NOTES

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Photo 1 - Element 99 PS Conc Slab

Typical previously sealed longitudinal cracks in deck top (Spans 1, 2 and 3 shown)

REPAIR RECOMMENDATION:
None

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Photo 2 - Element 99 PS Conc Slab

Spall/delamination with exposed rebar in the westbound lane of Span 5 deck top at Bent 5

REPAIR RECOMMENDATION:

Repair all spalls/delaminations in the deck top of Spans 1 and 5. 20MH

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Photo 3 - Element 99 PS Conc Slab

Delaminated repair with associated cracking in the eastbound lane of Span 5, 6ft. from Abutment 6

REPAIR RECOMMENDATION:
Refer to photo 2.

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Photo 4 - Element 99 PS Conc Slab

Spall with exposed tie wire in keyway adjacent to Slab Unit 1-14 at Abutment 1

REPAIR RECOMMENDATION:

Repair the spall with exposed tie wire in keyway adjacent to Slab Unit 1-14 at Abutment 1. 4MH

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Photo 5 - Element 99 PS Conc Slab

Spall/delamination in bottom north edge of Slab Unit 4-1, 3ft. from Bent 5

REPAIR RECOMMENDATION:

Repair the spall/delaminations in the underside of Slab Units 4-1 and 5-16. 20MH

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Photo 6 - Element 99 PS Conc Slab

Delamination in bottom south edge of Slab Unit 5-16, 1ft. west of Abutment 6

REPAIR RECOMMENDATION:
Refer to photo 5.

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Photo 7 - Element 99 PS Conc Slab

Typical tree growing between slab units and cap (Slab Unit 4-2 at Bent 5 shown)

REPAIR RECOMMENDATION:

Remove the vegetation growing between the slab units and caps throughout the structure. 4MH

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Photo 8 - Element 99 PS Conc Slab

Typical delaminated area in the right sidewalk (delamination at bridge rail Posts 2-4 shown)

REPAIR RECOMMENDATION:

Repair the two delaminated areas in the right sidewalk at bridge rail Posts 2-4 and 4-1. 4MH

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Photo 9 - Element 99 PS Conc Slab

Typical cracks and settlement in the asphalt surface over the approach roadway (east approach roadway shown)

REPAIR RECOMMENDATION:

Repair the cracks and settlement in the asphalt surfacing over both approach roadways and deck transitions. 24MH

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Photo 10 - Element 301 Pourable Joint Seal

Deteriorated expansion joint sealant in eastbound lane of Bent 2 joint

REPAIR RECOMMENDATION:

Clean and seal Bent 2 expansion joint in eastbound lane. 4MH

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Photo 11 – Element 333 Other Bridge Railing

Threaded rod protruding at second post from southeast end terminal

REPAIR RECOMMENDATION:

Replace threaded rod with carriage bolt at second post west of the southeast guardrail end terminal. 4MH

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Photo 12 - Element 333 Other Bridge Railing

Typical broken guardrail reflector (southeast guardrail at Abutment 6 shown)

REPAIR RECOMMENDATION:
Replace all broken guardrail reflectors. 6MH

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Photo 13 - Element 205 R/Conc Column

Spall/delamination in southwest corner of Pile 2-5

REPAIR RECOMMENDATION:
None

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Photo 14 - Element 205 R/Conc Column

Delaminations at northwest and southwest corners of Pile 2-6 (view looking east)

REPAIR RECOMMENDATION:
None

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Photo 15 - Element 205 R/Conc Column

Delamination in southeast corner of Pile 2-7

REPAIR RECOMMENDATION:
None

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Photo 16 - Element 205 R/Conc Column

Delaminations with corrosion stains in east face of Pile 2-8

REPAIR RECOMMENDATION:
None

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Photo 17 - Element 205 R/Conc Column

Delamination in northwest corner of Pile 3-3

REPAIR RECOMMENDATION:
None

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Photo 18 - Element 298 Pile Jacket Bare

Typical cracks in pile jackets (Jacket 2-2 shown)

REPAIR RECOMMENDATION:
None

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Photo 19 - Element 298 Pile Jacket Bare

Vertical crack in south face of Pile Jacket 2-5

REPAIR RECOMMENDATION:
None

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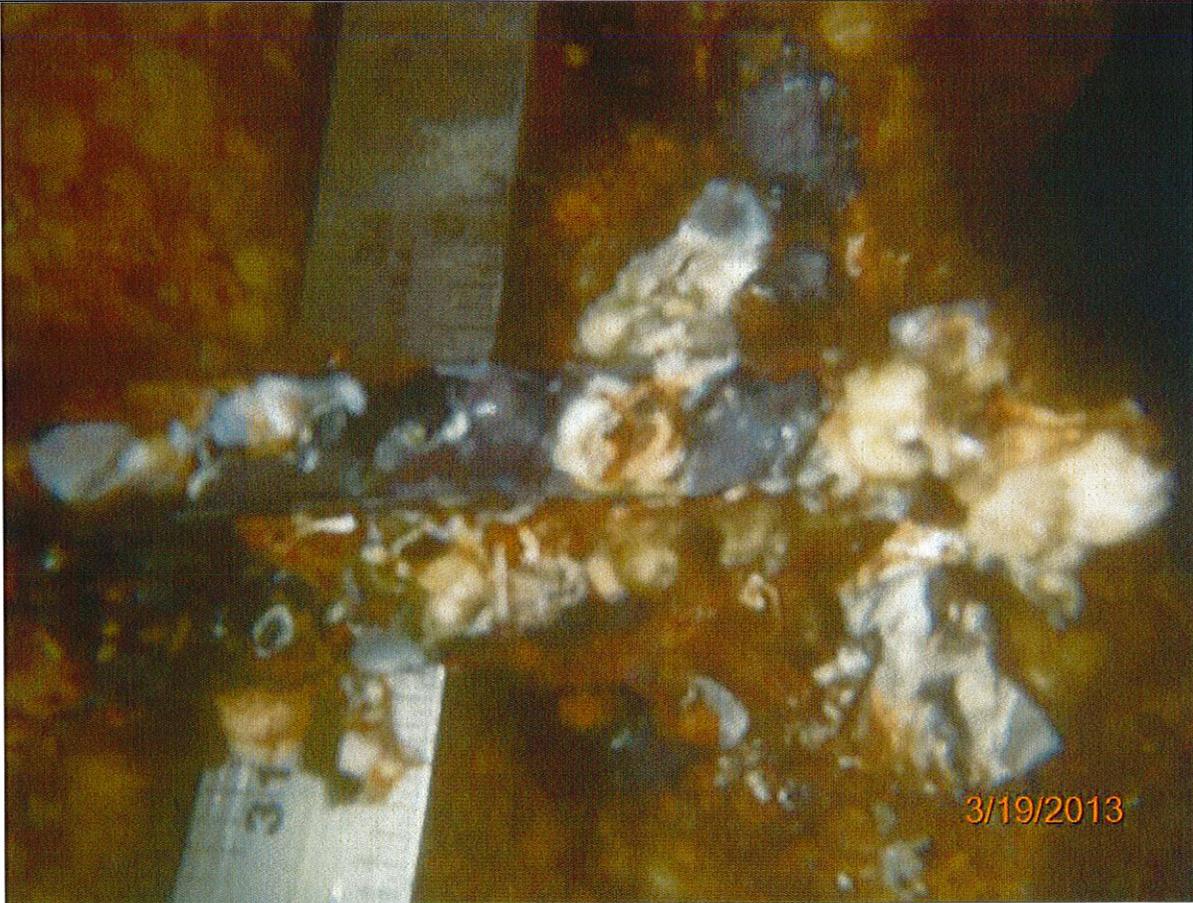


Photo 20 - Element 298 Pile Jacket Bare

Void with exposed rebar in the southwest corner of Pile Jacket 3-3

REPAIR RECOMMENDATION:
None

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Photo 21 - Element 475 R/Conc Walls

Delaminated patch at southeast corner of second pile from west end of northwest retaining wall

REPAIR RECOMMENDATION:

Repair all spalls/delaminations in the piles and retaining walls/backwalls and clean and seal all horizontal, diagonal and vertical cracks at both abutment backwalls. 140MH

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Photo 22 - Element 475 R/Conc Walls

Spall/delamination with exposed vertical rebar in first soldier pile from Abutment 1 of northwest retaining wall

REPAIR RECOMMENDATION:
Refer to photo 21.

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Photo 23 - Element 475 R/Conc Walls

Horizontal crack with corrosion stains in the east bottom edge of northeast retaining wall cap

REPAIR RECOMMENDATION:
Refer to photo 21.

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Photo 24 - Element 475 R/Conc Walls

Delamination in south face of Abutment 6 backwall

REPAIR RECOMMENDATION:
Refer to photo 21.

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Photo 25 - Element 475 R/Conc Walls

Spall/delamination with exposed rebar in southwest corner of first soldier pile from Abutment 6 of the southeast retaining wall

REPAIR RECOMMENDATION:
Refer to photo 21.

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Photo 26 - Element 475 R/Conc Walls

Spall/delamination with exposed rebar in northwest corner of second soldier pile from Abutment 6 of the southeast retaining wall

REPAIR RECOMMENDATION:
Refer to photo 21.

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SCOUR EVALUATION

Channel Looking North

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SCOUR EVALUATION

Channel Looking South

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Routine Underwater Bridge Inspection Report

for
KISINGER CAMPO & ASSOCIATES, CORP.

Bridge ID: 868108 Underwater Date (93): 03/19/13
Location (9): 8.0 miles west of US 1
Featured Intersected (6): SW 15th St. (McNab Rd.) / Cypress Canal C-14
Special Crew Hours: 3.0 Max. Depth: 14ft.
District: 04 Local Broward County

FIELD PERSONNEL/TITLE/NUMBER

Hoogland, Keith S. – Diver / Inspector (CBI# 00341) (Lead)	DIVE	<u> </u>
Payne, Timothy N. – Diver	TEND	<u> </u>
Ruiz, Hector G. – Diver / Inspector	DIVE	<u> </u>

PILING/COLUMNS

ELEMENT: 205 R/CONCRETE 48: ea.
NCR: 7

NOTE: Piles 1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 2-1, 2-2, 2-5, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 4-1, 4-2, 4-3, 4-5, 4-6, 4-7 and 4-8 have been jacketed.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	45	Do Nothing

CS-3	3	REPAIR		
Pile	Location	Type	Comment	Size
2-3	North face 4ft. 2in. below the cap extending up from the patch	Vertical crack	Corrosion bleedout	14in. L x 1/32in. W – INCREASE
	South face 4ft. below the cap	Vertical crack	No corrosion bleedout	22in. L x 1/64in. W – NO CHANGE
2-7	East face 3ft. below the cap	Delamination	Corrosion bleedout	24in. H x 14in. W – INCREASE
2-8	Southeast and northeast corner 24in. below the cap (previously reported 3ft. below cap)	Delaminations	Corrosion bleedout	Up to 24in. H x 10in. W – NO CHANGE

NOTE: Piles 2-3, 2-4, 2-6, 2-7, 2-8 and all deficiencies are cleaned.

JACKETS

ELEMENT: 298 PILE JACKET BARE 25: ea.

NOTE: Piles 1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 2-1, 2-2, 2-5, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 4-1, 4-2, 4-3, 4-5, 4-6, 4-7 and 4-8 have been jacketed.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	23	Do Nothing

The pile jackets have vertical and horizontal cracking with no corrosion bleedout up to 1/16in. – NO CHANGE.
The bottom 14in. of several jackets are irregular – NO CHANGE.

CS-2 1 Do Nothing
Jacket 2-5: South face starting at the top of the jacket, vertical crack with no corrosion bleedout, 3ft. L x 1/16in. W – NO CHANGE.

CS-3 1 REPAIR
Jacket 3-3: Southwest corner at the bottom of the jacket, void with exposed horizontal and vertical rebar, 12in. H x 24in. W x 5in. D – NEW.

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UNDERWATER INSPECTION REPORT

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BOLT UNDERWATER SERVICES, INC.		
Bridge ID: 868108 District: 04 Local	Inspection Date: 03/19/13	
<hr/>		
CHANNEL		
ELEMENT: 290 NCR: 7	1: ea.	
Condition State: CS-2	QTY: 1	Recommended Feasible Action: Do Nothing
There is scattered drift and debris throughout the channel - <i>NO CHANGE</i> .		
<hr/>		
ABUT. SLOPE PROTECTION		
ELEMENT: 396: OTHER: Bubble Mat	1560 sf.	
Condition State: CS-1	QTY: 1560	Recommended Feasible Action: Do Nothing
<hr/>		
WINGWALLS/RET. WALLS		
ELEMENT: 475 R/CONCRETE	142 lf.	
NOTE: The 12in. square concrete retaining wall piling were evaluated with this element.		
Condition State: CS-3	QTY: 142	Recommended Feasible Action: REPAIR
Both abutment backwalls and wingwalls have horizontal, vertical and diagonal cracks some with corrosion bleedout up to full height or panel width x 1/8in. wide - <i>INCREASE</i> .		
The first pile from Abutment 1 of the northwest retaining wall has spalls/delaminations up to 5ft. H x 14in. W x 2 1/2in. D with exposed steel having 70% remaining section, in the south face and southeast corner. And a delamination up to 4ft. high x pile width in all four faces with corrosion bleedout - <i>INCREASE</i> .		
The south and north ends of Abutment 6 backwall have a 6ft. high vertical crack with an associated delamination 4ft. H x 9in. W with corrosion bleedout - <i>NO CHANGE</i> .		
The northeast wingwall second pile from the transition, southwest corner 18in. below the cap, delamination/spall with corrosion bleedout, 3ft. 6in. H x 6in. W x 1in. D - <i>NO CHANGE</i> .		
The southeast wingwall first pile has an area of corrosion bleedout on the west face at the top of marine growth from an unknown source, 3in H x 4in. W - <i>NO CHANGE</i> .		
The southeast wingwall second pile on the west face, 24in. below the cap has a delamination with corrosion bleedout, 3ft. H x 14in. W - <i>NO CHANGE</i> .		
The southwest wingwall at the transition 4ft. below the cap has an area of corrosion bleedout from an unknown source, 3in. H x 3in. W - <i>NO CHANGE</i> .		
<hr/>		
<small>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.</small>		
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UNDERWATER INSPECTION REPORT

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Description

Structure Unit Identification

Bridge/Unit Key: 868108 0
Structure Name:
Description: SPANS 1 THRU 5
Type: M Main

Roadway Identification:

NBI Structure No (8) 868108
Position/Prefix (5) Route On Structure
Kind Hwy (Rte Prefix) 5 City Street
Design Level of Service 1 Mainline
Route Number/Suffix 00000/ 0 N/A (NBI)
Feature Intersect (6) CYPRESS CK C-14 CANAL
Critical Facility Not Defense-crit
Facility Carried (7) MCNAB RD(SE 15 ST)
Mile Point (11) 0.142
Latitude (16) 026d12'40.3" Long (17) 080d07'12.3"

Roadway Traffic and Accidents

Lanes (28) 2 Medians 0 Speed 30 mph
ADT Class ADT Class 4
Recent ADT (29) 14984 Year (30) 2012
Future ADT (114) 25997 Year (115) 2032
Truck % ADT (109) 5
Detour Length (19) 2.0 mi
Detour Speed -1 mph
Accident Count -1 Rate -1

Roadway Classification

Nat. Hwy Sys (104) 0 Not on NHS
National base Net (12) Not on Base Network
LRS Inventory Rte (13a) 86 000 181 Sub Rte (13b) 00
Functional Class (26) 17 Urban Collector
On Federal Aid System Y
Defense Hwy (100) 0 Not a STRAHNET hwy
Direction of Traffic (102) 2 2-way traffic
Emergency

Roadway Clearances

Vertical (10) 99.99 ft Appr. Road (32) 23.5
Horiz. (47) 36.7 ft Roadway (51) 28 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

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Structure Identification

Admin Area Broward
District (2) D4 - Ft. Lauderdale
County (3) (86)Broward
Place Code (4) Pompano Beach
Location (9) 0.8MI WEST OF US-1
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) Meets NBI Length
Parallel Structure (101) No || bridge exists
Temp. Structure (103) Not Applicable (P)
Maint. Resp. (21) 4 City/Municipal Hwy Agy
Owner (22) 4 City/Municipal Hwy Agy
Historic Signif. (37) 5 Not eligible for NRHP

Geometrics

Spans in Main Unit (45) 5
Approach Spans (46) 0
Length of Max Span (48) 30.7 ft
Structure Length (49) 152.9 ft
Total Length 152.9 ft
Deck Area 6483 sqft
Structure Flared (35) 0 No flare

Age and Service

Year Built (27) 1959
Year Reconstructed (106) 0
Type of Service On (42a) 5 Highway-pedestrian
Under (42b) 5 Waterway
Fracture Critical Details Not Applicable

Structure Type and Material

Curb/Sidewalk (50): Left 4.6 ft Right 4.6 ft
Bridge Median (33): 0 No median
Main Span Material (43A): 5 Prestressed Concrete
Appr Span Material (44A): Not Applicable
Main Span Design (43B): 01 Slab
Appr Span Design (44B): Not Applicable

Deck Type and Material

Deck Width (52): 42.4
Skew (34): 0
Deck Type (107): 2 Concrete Precast Panel
Surface (108): 2 Integral Concrete
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) 9-No Speed Red No Curve
Bridge Railings (36a) 0 Substandard
Transitions (36b) 0 Substandard
Approach Guardrail (36c) 0 Substandard
Approach Guardrail ends (36d) 0 Substandard
Scour Critical (113) 5 Stable w/in footing

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 49.6
Health Index 81.57
Structural Eval (67) 5 Above Min Tolerable
Deficiency Functionally Obsolete

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

Load Rating

Design Load (31) 0 Unknown
Rating Date 4/15/2002 Initials DBT
Posting (70) 2 20.0-29.9%below

Operating Type (63) 1 LF Load Factor
Operating rating (64) 39.3 tons Alternate -1
Inventory Type (65) 1 LF Load Factor
Inventory Rating (66) 23.6 tons Alternate -1
Alt Meth -1

Schedule

Current Inspection

Inspection Date: 03/12/2013
Inspector: KNKCAMB-P - Brice McMinn
Bridge Group: C9882
Primary Type: Regular NBI
Review Required:

Next Inspection Date Scheduled

NBI: 3/12/2015
Element: 03/12/2014
Fracture Critical:
Underwater: 03/12/2015
Other/Special: 03/12/2014

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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 type="checkbox"/>	mos		Crew Hours 4
Underwater	<input checked="" type="checkbox"/>	24 mos	03/19/2013	Flagger Hours 0
Other Special	<input checked="" type="checkbox"/>	12 mos	03/12/2013	Helper Hours 0
NBI		24 mos (91)	03/12/2013 (90)	Snooper Hours 0
				Special Crew Hours 3
				Special Equip Hours 0

Custom

General Bridge Information

Parallel Bridge Seq	Bridge Rail 1 Other
Channel Depth 15.2 ft	Bridge Rail 2 Not applicable-No rail
Radio Frequency -1	Electrical Devices No electric service
Phone Number (000) 000-0001	Culvert Type Not applicable
Exception Date	Maintenance Yard Not FDOT Maintained
Exception Type Unknown	FIHS ON / OFF No Routes on FIHS
Accepted By Construction 01/01/1959	Previous Structure
Warranty Expiration 00/00/0000	2nd Previous Structure
	Replacement Structure

Bridge Load Rating Information

HS20 Govr. Span Length 29.5 ft	Single Unit Truck 2 Axles 26 tons
L-Rating Origination Design Plans	Single Unit Truck 3 Axles 28 tons
Load Rating Date 04/15/2002	Single Unit Truck 4 Axles 27 tons
Method Calculation AASHTO formula	Combination Unit Truck 3 Axles 40 tons
Load Dist. Factor 0.353	Combination Unit Truck 4 Axles 34.999 tons
Impact Factor 30	Combination Unit Truck 5 Axles 48 tons
Design Method Load Factor	Truck Trailer 5 Axles 43 tons
Design Measure English	Posting Weight 99 tons
Recommend SU Posting 27 tons	Actual SU Posting 27 tons
Recommend C Posting 34.999 tons	Actual C Posting 34.999 tons
Recommend ST Posting 99 tons	Actual ST Posting 99 tons
Gov FB Span 0 ft	FL 120 Long Gov Span -1 tons
Gov FB Spacing 0 ft	FL 120 Trans -1 tons
FB HS20 Rating 0 tons	Single Axle Trans -1 tons
FB SU4 Rating 0 tons	Tandem Axle Trans -1 tons
FB Present N	Wing Span -1 ft
FB INV Rating Factor 0	Web to Web Span -1 ft
FB OPR Rating Factor 0	HS20 OPR Rating Max Span 39.3 tons
FB FL 120 0 tons	FL120 Long Max Span -1 tons

Bridge Scour and Storm Information

Pile Driving Record Unknown	Scour Recommended I Stop scour evaluations
Foundation Type Unknown	Scour Recommended II No recommendation
Mode of Flow Tidal	Scour Recommended III No recommendation
Rating Scour Eval Low Risk - High	Scour Elevation -1 ft
Highest Scour Eval Phase I completed	Action Elevation -1 ft
	Storm Frequency -1

Condition

NBI Rating

Channel (61) 7 Minor Damage	Culvert (62) N N/A (NBI)
Deck (58) 5 Fair	Waterway (71) 6 Equal Minimum
Superstructure (59) 5 Fair	Unrepaired Spalls -1 sq.ft.
Substructure (60) 6 Satisfactory	Review Required <input checked="" type="checkbox"/>

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Elements

Inspection Date: 3/12/2013TRQS

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
0	99/4	PS Conc Slab	0	.	6483	100.	0	.	0	.	0	.	6483 sf.

Notes Note:

There is a concrete wearing surface over the slab units.

CS2:

Deck Top: The concrete wearing surface has numerous epoxy repairs and heavy wear damage throughout - NO CHANGE.

There are sealed longitudinal cracks up to span length x 1/32in. wide, mostly in Spans 1, 2 and 3 - NO CHANGE. Refer to photo 1.

Eastbound lane of Span 1 has a 2ft. x 4in. x 1in. spall at Abutment 1 - NO CHANGE.

Westbound lane of Span 5 has an 8in. x 4in. x 2in. spall with exposed transverse rebar within a 3ft. x 8in. delaminated area at Bent 5 - NO CHANGE. Refer to photo 2.

Eastbound lane of Span 5 has a 6ft. x 1ft. delaminated repair associated with longitudinal and diagonal cracks up to 1/32in. wide, 7ft. from right sidewalk and 6ft. from Abutment 6. There is moderate efflorescence on underside at this location - NO CHANGE. Refer to photo 3.

Eastbound lane of Span 5 has a 1ft. 8in. long x 1/16in. wide transverse crack, 7ft. from right sidewalk, at Bent 5 - NO CHANGE.

Westbound lane of Span 5 has a 7in. x 1-3/4in. x 1in. area of spalled/delaminated epoxy near mid-span, 2ft. right of the left sidewalk - NO CHANGE.

North face of Slab Unit 4-1 has a 2ft. x 8in. x 6in. spall with exposed steel under the utility conduit at Bent 5 - NO CHANGE.

Refer to the additional Element Notes for further deficiencies.

0	301/4	Pourable Joint Seal	168	98.82	0	.	2	1.18	0	.	0	.	170 lf.
---	-------	---------------------	-----	-------	---	---	---	------	---	---	---	---	---------

Notes Note:

This element represents only the portions of the joints that are fully visible (left and right sidewalks, intermediate bents). The areas of the joints that are not visible will be considered incidental to this element.

CS3:

Bent 2 joint has a 1.5ft. long area of deteriorated sealant in eastbound lane, adjacent to epoxy patches in the deck top - NO CHANGE. Refer to photo 10.

0	333/4	Other Bridge Railing	303	99.02	3	.98	0	.	0	.	0	.	306 lf.
---	-------	----------------------	-----	-------	---	-----	---	---	---	---	---	---	---------

Notes Note:

This element represents the concrete posts and rails with aluminum handrails on top.

CS2:

The northeast corner of concrete Post 5-1 left and the adjacent upper beam rail have spalls up to 13in. x 4in. x 1-1/2in. - NO CHANGE.

Post 5-1 left, the southeast corner has a 5in. x 3in. delamination at the bottom rail - NO CHANGE.

Post 5-1 right, the northeast corner has a 4in. x 2in. x 1/2in. spall at the sidewalk - NO CHANGE.

INCIDENTAL:

A threaded rod attaches the southeast guardrail panel to the second post west of the end terminal. The rod protrudes 4in. out on the panel side and 6in. out on back side of post - NO CHANGE. Refer to photo 11.

Most of the approach guardrail reflectors are broken - NO CHANGE. Refer to photo 12.

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Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
0	205/4	R/Conc Column	42	87.5	0	.	6	12.5	0	.	0	.	48 ea.

Notes

Note:
Piles 1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 2-1, 2-2, 2-5, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 4-1, 4-2, 4-3, 4-5, 4-6, 4-7 and 4-8 have been jacketed. Refer to Element 298 Pile Jacket Bare for related comments.

CS3:

Pile 2-5, southwest corner at cap, spall/delamination 5in. x 5in. x 1in. - NO CHANGE. Refer to photo 13.

Pile 2-6, northwest and southwest corners at cap, delaminations up to 14in. x 3in. - NO CHANGE. Refer to photo 14.

Pile 2-7, the southeast corner, 3ft. below cap, delamination 24in. x 14in. - INCREASE. Refer to photo 15.

Pile 2-8, southeast and northeast corners, 3ft. below the cap, has delaminations with corrosion staining, 2ft. x 10in. - NO CHANGE. Refer to photo 16.

Pile 3-3, northwest corner above the jacket, 1ft. x 8in. delaminated area - NO CHANGE. Refer to photo 17.

The following was noted by the underwater inspectors:

CS3:

Pile 2-3; north face 4ft. 2in. below cap, vertical crack with corrosion staining, extending up from patch, 14in. x 1/32in. - INCREASE.

Pile 2-3, south face, 4ft. below the cap, vertical crack with corrosion staining, 22in. x 1/64in. - INCREASE.

0	215/4	R/Conc Abutment	90	100.	0	.	0	.	0	.	0	.	90 lf.
---	-------	-----------------	----	------	---	---	---	---	---	---	---	---	--------

Notes

INCIDENTAL:
There is graffiti on the channel face of Abutment 6 - NO CHANGE.

0	234/4	R/Conc Cap	180	100.	0	.	0	.	0	.	0	.	180 lf.
---	-------	------------	-----	------	---	---	---	---	---	---	---	---	---------

Notes

INCIDENTAL:
A light amount of vegetation is growing on the north and south ends of the intermediate bent caps - NO CHANGE.

0	298/4	Pile Jacket Bare	0	.	25	100.	0	.	0	.	0	.	25 ea.
---	-------	------------------	---	---	----	------	---	---	---	---	---	---	--------

Notes

CS2:
The pile jackets typically exhibit vertical and horizontal cracking up to 1/64in. wide - NO CHANGE. Refer to photo 18.

The south face of Pile Jacket 2-5 has a 3ft. long x 1/16in. wide vertical crack, starting at the top - NO CHANGE. Refer to photo 19.

The following was noted by the underwater inspectors:

CS3:

The southwest corner of Pile Jacket 3-3 has a 1ft. x 2ft. x 5in. void with exposed horizontal and vertical rebar at the bottom of the jacket - NEW. Refer to photo 20.

CS1:

The bottom 14in. of several jackets are irregular - NO CHANGE.

0	396/4	Other Abut Slope Pro	1560	100.	0	.	0	.	0	.	0	.	1560 sf.
---	-------	----------------------	------	------	---	---	---	---	---	---	---	---	----------

Notes

Note:
This element represents the fabric formed concrete mat under water at both abutments; only visible at low tide.

0	290/4	Channel	0	.	1	100.	0	.	0	.	0	.	1 ea.
---	-------	---------	---	---	---	------	---	---	---	---	---	---	-------

Notes

The following was noted by the underwater inspectors:
CS2:
There is scattered drift and debris throughout the channel - NO CHANGE.

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Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
0	475/4	R/Conc Walls	0	.	0	.	142	100.	0	.	0	.	142 lf.

Notes

Note:
This element represents both abutment backwalls and the retaining walls at the four corners of the structure. The 12in. square concrete retaining wall piles were evaluated with this element.

CS3:

Second pile from west end of northwest retaining wall has a delaminated patch 8in. x 4in., on the southeast corner - NO CHANGE. Refer to photo 21.

First soldier pile from Abutment 1 of northwest retaining wall has spalls/delaminations up to 5ft. x 14in. x 2-1/2in. with exposed vertical rebar (70% section remaining), in south face and southeast corner, and a delamination 16in. x 4in. in northeast corner with corrosion staining - NO CHANGE. Refer to photo 22.

Northeast retaining wall cap, east bottom edge, horizontal crack 12ft. long x 1/64in. wide with two areas of corrosion stains - NO CHANGE. Refer to photo 23.

The south and north faces of the Abutment 6 backwall each have a 6ft. high vertical crack with an associated delamination 4ft. x 9in. with corrosion stains - NO CHANGE. Refer to photo 24.

First soldier pile east of Abutment 6 of the southeast retaining wall has a spall/delamination with exposed vertical rebar 1ft. x 3in. x 1-1/2in., on southwest corner, at cap - NO CHANGE. Refer to photo 25.

Second soldier pile east of Abutment 6 of the southeast retaining wall has a spall/delamination, 2ft. x 10in. x 1in. with exposed vertical rebar (60% section remaining) on northwest corner, at cap - NO CHANGE. Refer to photo 26.

The Abutment backwalls have typical horizontal, vertical and diagonal cracks up to full height or panel width 1/8in. wide - INCREASE.

Refer to the additional Element Notes section for further deficiencies noted by the underwater inspectors.

Total Number of Elements: 10

Inspection Information

Inspection Date: 03.12.2013

Type: Regular NBI

Inspector: KNKCAMB-P - Brice McMinn

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCAWM-P at 2013-04-23 13:06:39

Inspection Date: 03.28.2012

Type: Special-Posted Bridge

Inspector: KN538OJ-P - John O'Grady

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCAWM-P at 2012-05-09 16:36:00

This structure is classified as Functionally Obsolete due to SIA Item 68, Deck Geometry, being coded a 4 or less.

This Special-Posted Bridge inspection is being conducted based on SIA Item 70, Bridge Posting, being coded a 2. Only the controlling member (Element 99 PS Conc Slab) was inspected, evaluated and included in this report. For all other deficiencies, refer to the previous routine inspection report dated 3/22/2011.

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Inspection Information

Inspection Date: 03.22.2011

Type: Regular NBI

Inspector: KNKCAST-P - Timothy Sweeney

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCARS-P at 2011-04-28 14:52:07

Note: This structure is classified as Functionally Obsolete due to SIA Item 68, Deck Geometry, being coded a 3 or less.

Note: The lead underwater inspector for the current routine inspection is Stephen Hays (CBI #00438).

The following underwater elements were inspected:

205 R/Concrete Column

290 Channel

298 Pile Jacket Bare

396 Other Abutment Slope Protection

475 R/Concrete Walls

Note: Element 396 Other Abutment Slope Protection was created during this inspection; the slope is underwater at both abutments at all times. Element 321 R/Conc Approach Slab was deleted during this inspection.

Inspection Date: 03.05.2010

Type: Special-Posted Bridge

Inspector: 1334

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCABT-P at 2010-04-14 15:46:13

Note: This Special - Posted Bridge inspection is being conducted based on SIA Item No. 70, Bridge Posting, being coded a 2. Only Pontis Element 99 PS Concrete Slab was inspected, evaluated and included in this report, since it is the controlling member of the most recent load rating analysis dated 04/08/02. For a comprehensive list of all other deficiencies, refer to the previous routine inspection report dated 03/27/09.

Inspection Date: 03.27.2009

Type: Regular NBI

Inspector: KNKCACE-P - Charles Elliott

Inspection Notes: Sufficiency Rating Calculation Accepted by kn538pl-P at 2009-05-07 15:44:24

Inspection Date: 03.12.2008

Type: Special-Posted Bridge

Inspector: KNKCAST-P - Timothy Sweeney

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCARL-P at 2008-04-02 11:31:39

Note: This interim inspection is being conducted based on S.I.A. Item No. 70 Bridge Posting being coded a 2. Only Pontis Element 99 PS Concrete Slab was inspected, evaluated and included in this report, since it is the controlling member of the most recent load rating analysis dated 4/8/02. For a comprehensive list of all other deficiencies, refer to the previous routine inspection report dated 3/21/07.

Inspection Date: 03.21.2007

Type: Regular NBI

Inspector: KNKCAST-P - Timothy Sweeney

Inspection Notes: Sufficiency Rating Calculation Accepted by knkcast-P at 2007-04-06 07:20:11

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Inspection Information

Inspection Date: 03.29.2006 **Type:** Special-Posted Bridge

Inspector: KN538OJ-P - John O'Grady

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCAES-P at 2006-05-11 14:54:18

Note: This interim inspection is being conducted based on S.I.A. Item #70 Bridge Posting being rated a 1. Only Pontis Element 99 PS Conc Slab was reviewed and included in this report, since it is the controlling member of the most recent load rating analysis dated 4/8/02. For a comprehensive list of all other deficiencies, refer to the previous routine inspection report dated 3/23/05.

Inspection Date: 10.25.2005 **Type:** Special-Nat Disaster Dmg

Inspector: KN853KR-P - Ken Reinhold

Inspection Notes: NOTE: Storm damage assessment completed on 10/25/2005 following Hurricane Wilma. No storm related damage was found in the structure as a result of the hurricane.

Inspection Date: 08.26.2005 **Type:** Special-Nat Disaster Dmg

Inspector: 887

Inspection Notes: NOTE: Storm damage assessment completed on 08/26/2005 following Hurricane Katrina. No storm related damage was found in the structure as a result of the hurricane.

Inspection Date: 03.23.2005 **Type:** Regular NBI

Inspector: 840

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCAES-P at 2005-05-02 16:27:12

Inspection Date: 03.23.2004 **Type:** Interim

Inspector: KNVOLWW-P - Wade Wolfe

Inspection Notes: KN738WW inspection comments -
Structure 868108 -
Date 3/23/04 - Interim inspection - Only element 99 is included in this report, for all other elements refer to 3/6/03 routine inspection report.

Inspection Date: 03.06.2003 **Type:** Regular NBI

Inspector: KNVOLSH-P - Scott Hughes

Inspection Notes: Sufficiency Rating Calculation Accepted by kn110mb-P at 2004-04-08 14:16:20
Sufficiency Rating Calculation Accepted by kn738vb-P at 2003-03-20 15:23:25
KN738SH-P inspection comments -
Structure 868108 -
Date 2003-03-06 -

Inspection Date: 03.06.2002 **Type:** Interim

Inspector: 322

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738vb at 4/15/02 15:32:19
KN738DR inspection comments -
Structure 868108 -
Date 3/6/02 -
This is an interim inspection only Elements 99/4 PS Conc Slab and 369 Sub Sect Loss are included.
For a comprehensive list of all deficiencies refer to the previous routine report.
Signs - There are advance warning signs for 14 tons approximately 200m west and 400m east of the structure. The posting signs at the structure have been removed.

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Inspection Information

Inspection Date: 03.22.2001 Type: Regular NBI
Inspector: KNVOLSE-P - Steve Eorgan

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738vb at 5/9/01 12:12:51
KN738SE inspection comments -
Structure 868108 -
Date 3/22/01 -
The following deficiencies were noted in elements not covered by Pontis. For recommended repairs for these elements refer to the Recommended Repairs section in the Addendum.
Approach Slopes - There is a 4.6m x 600mm x 300mm washout behind the NE riprap retaining wall, guardrails at the SE and SW approaches are under reconstruction.
Reflectors - Hazard markers have not been provided.
Signs - Signs are posted at each end of the bridge for a 14 ton weight restriction. There are no advance warning signs. The signs do not conform to FDOT Standard Index 17357 guidelines.

Inspection Date: 03.29.2000 Type: Interim
Inspector: 311

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738ds at 4/27/00 09:29:52
KN738DC inspection comments -
Structure 868108 -
Date 3/29/00 -
Refer to the attached addendum for all non-Pontis element deficiencies and recommendations.
This Interim inspection is being conducted based on SIA Item 60 Substructure and SIA Item 70 Bridge Posting being rated 4 or less. Structural deficiencies affecting the piling and load carrying capacity were reviewed and will be included in this report. For a comprehensive list of all other deficiencies, refer to the previous routine report dated 3/18/99.
Previous comments >

Inspection Date: 03.18.1999 Type: Regular NBI
Inspector: 315

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738lp at 4/28/99 11:20:11
KN738MB inspection comments -
The following deficiencies were noted in elements not covered by PONTIS. For recommended repairs for these elements refer to the recommended repair section in the attached addendum.
Approach Slopes - There is a 4.6m x 600mm x 300mm washout behind the northeast rip-rap retaining wall.
Guardrails - The northwest and northeast guardrails are not attached to the bridge and are substandard. There are no guardrails at the southeast and southwest approaches.
Reflectors - Hazard markers have not been provided.
Signs - Signs are posted at each end of the bridge for a 14 ton weight restriction. There are no advance warning signs. The signs do not conform to FDOT Standard Index 17357 guidelines.
Structure 868108 -
Date 3/18/99 -
Previous comments > (none)

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection/CID/Bridge Profile Report
COMPREHENSIVE

REPORT ID: INVT001A

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Structure Notes

BRIDGE OWNER: CITY OF POMPANO BEACH

Bridge inventoried from west to east.

This structure is on a 12 month inspection frequency due to SIA Item 70 Bridge Posting being coded a 2.

TRAFFIC RESTRICTIONS: Based on the current load rating analysis dated 4/15/02, posting is required for the SU type vehicles at or below 27 tons and for the C type vehicles at or below 35 tons. The structure is posted in advance and at both approaches for the SU type vehicles at 27 tons and for the C type vehicles at 35 tons. Refer to the weight limit sign photos.

This structure is classified as Functionally Obsolete due to SIA Item 68 Deck Geometry being coded a 2. The minimum required roadway width based on the number of lanes (2) for a rating of 4 is 29.8ft. for this structure.

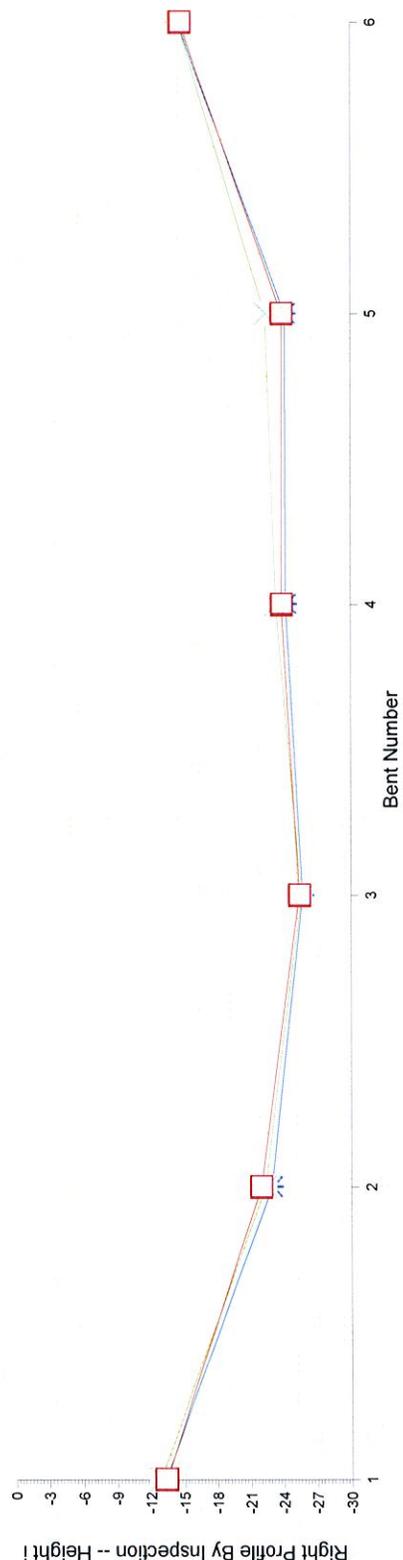
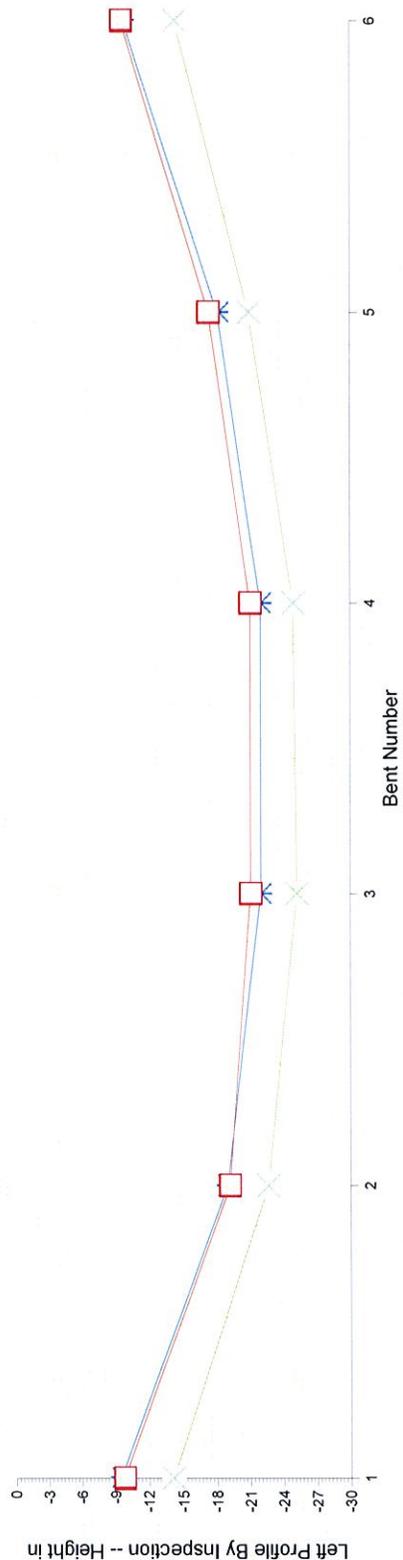
The following elements were inspected underwater:

205 R/Conc Column - Bents 1 through 6 each with eight piles
298 Pile Jacket bare
290 Channel
396 Other Abut Slope Pro
475 R/Conc Walls

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM
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Profile Data - Numerical Summary

Inspection Date and Key:	TRQS	Bent #	Left Height	Right Height	(All Heights Are In Feet)
03/12/2013		1	9.8	13.3	
		2	19.2	21.9	
		3	21.1	25.4	
		4	21.1	23.8	
		5	17.4	23.8	
		6	9.7	14.6	

Air Temp: 1

Profile Notes:

Measurements referenced to the top of the concrete deck on the left side and the top of the concrete parapet on the right side.
 Waterline at Bent 3 = Left 7.4ft. Right 10.2ft.

Inspection Date and Key: 03/22/2011 LPXP

1	9.5	13.2
2	19	22.9
3	22	25.7
4	22	24.2
5	18.2	24.1
6	9.9	14.4

Air Temp:

Profile Notes:

Measurements referenced to the top of the concrete deck on the left side and the top of the concrete parapet on the right side.
 Waterline at Bent 3 = Left 11.8ft. Right 14.0ft.

Inspection Date and Key: 03/22/2001 LGYF

1	14.11	12.8
2	22.64	22.31
3	25.26	25.59
4	24.93	23.29
5	21	22.31

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM
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Profile Data - Numerical Summary

Inspection Date and Key:	Bent #	Left Height	Right Height	(All Heights Are In Feet)
03/22/2001 LGYF	6	14.44	14.44	

Air Temp: 1

Profile Notes:
Measurements from top of bridgerail.
