FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection/CIDR/Bridge Profile Report with PDF attachment(s)
Inspection

Structure ID: 890151
DISTRICT: D4 - Ft. Lauderdale

BY: Transystems Corporation Consultants
OWNER: 1 State Highway Agency
MAINTAINED BY: 1 State Highway Agency
STRUCTURE TYPE: 6 P/S Conc Continuous - 21 Segmental Box Girder
LOCATION: 1mi S of SR-707 on SR-5
SERV. TYPE ON: 5 Highway-pedestrian
SERV. TYPE UNDER: 8 Hwy-waterway-RR

STRUCTURE NAME: New Roosevelt
YEAR BUILT: 1997
SECTION NO.: 89 015 000
MP: 0.118
ROUTE: 00001
FACILITY CARRIED: SB US-1/SR-5
FEATURE INTERSECTED: St. Lucie River/SR-707

FUNCTIONALLY OBSOLETE

☐ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI


SUFFICIENCY RATING: 97.8
HEALTH INDEX: 96.22

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REPORT ID: INSP005
PRINTED: 08/21/2018
FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection/CIDR/Bridge Profile Report with PDF attachment(s)
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FEATURE INTERSECTED: St. Lucie River/SR-707

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

OVERALL NBI RATINGS:
DECK: 7 Good
SUPERSTRUCTURE: 7 Good
SUBSTRUCTURE: 7 Good
PERF. RATING: Good
CHANNEL: 7 Minor Damage
CULVERT: N N/A (NBI)
SUFF. RATING: 97.8
HEALTH INDEX: 96.22

FIELD PERSONNEL / TITLE / NUMBER:
Noel, Benjamin - Team Leader (CBI#00537) (lead)
Gutierrez, Carlos - Bridge Inspector (CBI#00492)
Narvaez, Ricardo - Lead Bridge Inspector/Diver (CBI #447)
Seelig, Justin - Assistant Bridge Inspector/Diver
Fishman, David - Assistant Bridge Inspector/Diver
Wichmann, Tanner - Assistant Bridge Inspector/Diver

INITIALS
BN

REVIEWING BRIDGE INSPECTION SUPERVISOR:
Rodriguez, Natalie - Bridge Inspector (PE #70945)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:
McLennon, R. Wayne - PE #49174 Transystems Corporation Consultants
3230 West Commercial Blvd.
Suite 450 (Auth. No. 00007503)
Ft. Lauderdale Florida 33309

SIGNATURE: Rudolph W McLennon
DATE: 2018.08.21 10:00:34 -04'00'

This report has been digitally signed and sealed by Rudolph W. McLennon, PE on the date adjacent to the seal as required by Rule 61G15-23.004, F.A.C.. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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REPORT ID: INSP005
PRINTED: 08/21/2018
**DECKS:** Decks/Slabs

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<thead>
<tr>
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<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
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<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>12 / 4</td>
<td>Re Concrete Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>273701 sq.ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

12/4

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
Remove garbage on the sidewalk at the 4th light pole from the north. (Item 7)

CORRECTIVE ACTION EVALUATION:
Completed. No work order was previously issued.

**DECKS:** Joints

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
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<th>%2</th>
<th>Qty3</th>
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<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>300 / 4</td>
<td>Strip Seal Exp Joint</td>
<td>32</td>
<td>51.61</td>
<td>30</td>
<td>48.39</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>62 ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>2350 / 4</td>
<td>Debris Impaction</td>
<td>0</td>
<td>.</td>
<td>30</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>30 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

300/4  Note: This element quantifies the joint at End Bent 22.

C/S-2
1) There is sand accumulation in the strip joint at End Bent 22 mostly at the shoulders (total 30ft.) NO CHANGE. See Photo 300-S01.

2350/4  Refer to EIN 1.

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**DECKS:** Joints

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
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<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>303/4</td>
<td>Assem Jnt With Seal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>305 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

303/4  
Note: This element quantifies the joint at Piers 6, 11, 16, 21 and End Bent 1.

---

**MISCELLANEOUS:** Channel

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
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<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8290/4</td>
<td>Channel</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1 (EA)</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

8290/4  
Underwater Inspection:

Note: Reason for profile change of 2-feet is due to the change in reference point from the waterline to the top of the footers previous measurement method used and/or local scour. Top of footing will be used in all future inspections as the reference point. The changes do not affect the structural integrity of the bridge at this time.

No deficiencies were noted.
MISCELLANEOUS: Other Elements

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
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<th>%2</th>
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<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>321 / 4</td>
<td>Re Conc Approach Slab</td>
<td>2340</td>
<td>95.9</td>
<td>0</td>
<td>.</td>
<td>100</td>
<td>4.1</td>
<td>0</td>
<td>.</td>
<td>2440 sq.ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>1130 / 4</td>
<td>Cracking (RC and Other)</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>100 sq.ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

321/4
C/S-3
1) There are several longitudinal cracks up to 20 ft. L x 1/16 in. W in the approach slabs (total 100sf.). NO CHANGE. See Photos 321-S01.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
Replace/tighten missing and loose screws on the electrical hatch covers at the north approach sidewalk east face of the west parapet. (Item 2)

CORRECTIVE ACTION EVALUATION:
Completed. No work order was previously issued.

1130/4
Refer to EIN 1.

MISCELLANEOUS: Other Elements

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
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<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8478 / 4</td>
<td>MSE Walls</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>217 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

8478/4
No deficiencies were noted.

The previously noted vegetation growth on the MSE wall at the north end of the bridge have been removed.

SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
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<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>210 / 4</td>
<td>Re Conc Pier Wall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>453 ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>210 / 4</td>
<td>Re Conc Pier Wall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>453 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

210/4
Secondary:
Note: Column lights were inspected as part of this element and no deficiencies were noted.
Structure ID: 890151

DISTRIBUTION: D4 - Ft. Lauderdale

INSPECTION DATE: 6/29/2018 YUWQ

SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
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<th>Description</th>
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<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>215 / 4</td>
<td>Re Conc Abutment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

215/4 Secondary:
1) The top of End Bent 1 cap exhibits pigeon excrement. NO CHANGE.
2) The southwest part of End Bent 1 cap exhibits water stain marks. NO CHANGE.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
Remove pigeon excrement from the top of End Bent 1 cap. (Item 1)

CORRECTIVE ACTION EVALUATION:
Completed; however, this is an ongoing condition. Completion Date 09/26/18. Site # 8458887.

SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>220 / 4</td>
<td>Re Conc Pile Cap/Flg</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>580 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

220/4 Underwater Inspection:
Note: Piers 4 through 18 have 1 footing each.
Cleaning Log: Several strips on Footings 4 and 12 and all deficiencies were cleaned.

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Structure ID: 890151
DISTRCT: D4 - Ft. Lauderdale
INSPECTION DATE: 6/29/2018 YWUQ

SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
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<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
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<tbody>
<tr>
<td>226 / 4</td>
<td>Pre Conc Pile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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Element Inspection Notes:

226/4

SUBSTRUCTURE: Substructure

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<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
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<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>8387 / 4</td>
<td>PS Fender/Dolphin</td>
<td></td>
<td>133</td>
<td>92.36</td>
<td>0</td>
<td>.</td>
<td>11</td>
<td>7.84</td>
<td>0</td>
<td>.</td>
<td>144 ft</td>
</tr>
<tr>
<td>1080 / 4</td>
<td>Delamination/Spall/Patched Area</td>
<td></td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>11</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>11 ft</td>
</tr>
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</table>

Element Inspection Notes:

8387/4 Underwater Inspection:

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Note: The fender system is shared with Bridge No. 890152 NB. Only sections 1 thru 9 of the north and south fender systems were inspected and quantified for this structure. Refer to fender sketches for layout and deficiency locations.

C/S-3
North Fender:
1) The following piles have spalls up to 14in. H x 6in. W x 3in. D with exposed steel at the top of the pile, however, the exposed steel has been epoxy coated since the previous inspection and only minor corrosion is bleeding thru at C2P3, S2P4, C3P3 and S5P2 (total 4ft.). NO CHANGE.
2) The following piles have a spall up to 14in. H x 6in. W x 1in. D with no exposed steel at the top of the pile: C8P3 and S8P2 (total 2ft.). NO CHANGE.

South Fender:
3) The following piles have spalls up to 14in. H x 6in. W x 3in. D with exposed steel at the top of the pile; however, the exposed steel has been epoxy coated since the previous inspection and only minor corrosion is bleeding thru at C7P3 and S7P4 (total 2ft.). NO CHANGE.
4) The following piles have a spall up to 14in. H x 6in. W x 1in. D with no exposed steel at the top of the pile: C8P3, S9P2 and S9P4 (total 3ft.). NO CHANGE.

Secondary:
North and South Fenders:
5) The cable clamps for the top and bottom wire ropes have heavy corrosion. NO CHANGE
6) The pile attachment bolts for the bottom 3 wales typically have heavy corrosion. NO CHANGE
7) All cable wraps exhibit moderate to heavy corrosion. NO CHANGE
8) The south fender section 3, the J-box has a missing the cover with exposed wires. NEW. See Photo B387-S01.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
1) Repair the corroded saddle clamps throughout the fender system. (Item 5)
2) Repair the connection bolts for the bottom 3 walsers. (Item 6)
3) Repair the corroded cable wraps. (Item 7)

CORRECTIVE ACTION EVALUATION:
1) Not Completed. No work order was previously issued.
2) Not Completed. No work order was previously issued.
3) Not Completed. No work order was previously issued.

1080/4 Refer to EIN 1 thru 4.

SUPERSTRUCTURE: Bearings

<table>
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<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
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<th>%1</th>
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<th>%2</th>
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<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>314 / 4</td>
<td>Pot Bearing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20 each</td>
</tr>
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<td></td>
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</tr>
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Element Inspection Notes:

314/4

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**SUPERSTRUCTURE: Superstructure**

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<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>104 / 4</td>
<td>Pre Cisl Box Girder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4488 ft</td>
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<tr>
<td>Structure Unit 0</td>
<td>1120 / 4</td>
<td>Efflorescence/Rust Staining</td>
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<td></td>
<td></td>
<td></td>
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<td>2 ft</td>
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Element Inspection Notes:

104/4  See Element Inspection Notes following the Photos.

1120/4  Refer to EIN 17.

**SUPERSTRUCTURE: Superstructure**

<table>
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<th>Str Unit</th>
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<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>331 / 4</td>
<td>Re Conc Bridge Railing</td>
<td>8976</td>
<td>100</td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>8976 ft</td>
</tr>
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</table>

Element Inspection Notes:

331/4  No deficiencies were noted.

The previously noted spalls with no exposed steel in the east concrete bridge barrier in Span 7 (between the 8th and 9th light poles from the south) have been repaired.

**SUPERSTRUCTURE: Superstructure**

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>333 / 4</td>
<td>Other Bridge Railing</td>
<td>4488</td>
<td>100</td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>4488 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

333/4  No deficiencies were noted.

**SUPERSTRUCTURE: Superstructure**

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8398 / 4</td>
<td>Drainage System - Other</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td>1 (EA)</td>
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</tbody>
</table>

Element Inspection Notes:

8398/4  C/5-1
1) The drainage inlets at the deck top exhibit minor dirt and debris. NO CHANGE. See Photo 398-S01.

**SUPERSTRUCTURE: Superstructure**

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
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</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8580 / 4</td>
<td>Navigational Lights</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td></td>
<td>100</td>
<td></td>
<td>0</td>
<td></td>
<td>1 (EA)</td>
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</tbody>
</table>

Element Inspection Notes:
8580/4  Note: This element quantifies the navigational lights on the bridge rail (1), fender system (4), and clearance gauge light (1) for a total of 6 lights. Refer to fender system layout sketch for locations.

C/S-1
1) The anchor bolts support for the navigational light in Span 8 exhibits corrosion. NO CHANGE.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
1) Clean and paint anchor bolts support for the navigational light in Span 8. (Item 1)
2) Repair the corroded conduit clamps on the north fender. (Item 2)
3) Repair the north fender center light fixture base plate. (Item 3)
4) Repair the south fender center light fixture lid. (Item 4)

CORRECTIVE ACTION EVALUATION:
1) Not Completed. No work order was previously issued.
2) Completed. Completion Date 12/07/17. Site # 8617391.
3) Completed. Completion Date 7/25/17. Site # 8617309.

Total Number of Elements*: 17
*excluding defects/protective systems
Inspector Recommendations

**UNIT:** Structure Unit 0  
**SUBSTRUCTURE**  
**ELEMENT/ENV:** 8387 / 4 PS Fender/Dolphin  
**ELEM CATEGORY:** Substructure

<table>
<thead>
<tr>
<th>CONDITION STATE</th>
<th>PRIORITY</th>
</tr>
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<tbody>
<tr>
<td>1, 3</td>
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</tbody>
</table>

**MMS Quantity:** 1 mh  
**Element Estimated Quantity:** 1 ft

**WORK ORDER RECOMMENDATION:**  
Replace missing J-box cover at the south fender, Section 3. (Item 8)

**Structure Notes**

1) Lighting systems is functioning properly inside the boxes.

3) There is a fishing pier below the bridge at the south end.

The inventory photos were last updated on 06/01/2014.

The following underwater elements were inspected during the 2018 Routine NBI Inspection:
- 8290 Channel (1 ea.)
- 220 Re Conc Pile Cap/Flg (305 ft.)
- 226 Pre Conc Pile [REDACTED]
- 8387 P/S Fender/Dolphin (144 ft.)
- 8580 Navigational Lights (1 ea.)
- 234 Re Conc Pier Cap (Fishing Pier) (210 ft.)
Sufficiency Rating Calculation Accepted by kn853Im-P at 8/21/2018 9:35:57 AM

LOAD CAPACITY EVALUATION:
Since the current load rating dated 03/19/2001, there is no indication that deterioration, geometric changes or additional dead load have occurred that would warrant a new load rating analysis. This only applies to this inspection dated 06/29/2018 per R. Wayne McLennon, P.E..

ROUTINE INSPECTION FISHING PIER (06/29/18):
Notes: The following information is for the fishing pier located at the south end between both bridges.

The Fishing Pier starts on the south shore between Bridge Number 890151 SB and 890152 NB. It extends north from the shoreline and ends at the Pier 6 Footings.

ROUTINE UNDERWATER INSPECTION - FISHING PIER:
Element 226 - Pre Conc Pile QTY=24ea.
Bents 1 thru 12 have two 14in. square concrete piles each.
Cleaning Log: Piles 5-1, 5-2 and 7-1 were cleaned.

No deficiencies were noted.

Element 234 - Re Conc Pier Cap Qty = 210lf.
Bent Caps 1 thru 12 are each 17ft.-6in. long.
Cleaning Log: Several strips at random locations were cleaned.

1) The right rail adjacent to joint 4 has (1) missing Pickett. NEW. See Inspection Notes Photo 1.
2) The fishing pier joints over the bent caps show signs of adhesion failure and weathering. NEW. See Inspection Notes Photo 2.
3) Light Post # 5 left side has a broken / missing cover lens. NEW. See Inspection Notes Photo 3.
4) Light Post #13 at Pier 6 is missing the luminaire assembly. NEW. See Inspection Notes Photo 4.

Fishing Pier Underside:
5) At Bent 2 cap west face the light post J-box wires are exposed. NEW.
6) Span 3 south of Bent 2 cap the light post J-box wires are exposed. NEW. See Inspection Notes Photo 5.
7) Span 4 south of Bent 5 cap the light post J-box wires are exposed. NEW.
8) Span 5 south of Pier 6 broken PVC with exposed wires at the strut. NEW.

Work Order Recommendations:
1) Replace missing Pickett at the right rail adjacent to joint 4. (Item 1)
2) Replace fishing pier joints over the bent cap due to adhesion failure and weathering. (Item 2)
3) Replace missing/broken cover lens at Light Post # 5. (Item 3)
4) Replace missing luminaire assembly at Light Post #13 at Pier 6. (Item 4)
5) Enclose exposed J-box wires at Bent 2 cap west face of the light post. (Item 5)
6) Enclose exposed J-box wires at Span 3 south of Bent 2 cap and Span 4 south of Bent 5 cap light post. (Items 6 and 7)
7) Replace broken PVC with exposed wires at the strut of Span 5 south of Pier 6. (Item 8)
West Elevation
Structure ID: 890151
DISTRICT: D4 - Ft. Lauderdale
INSPECTION DATE: 6/29/2018

North Approach Looking South

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.
Parallel bridge can be used as a temporary bypass

Detour Route
Structure ID: 890151
DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 6/29/2018 YWUQ

---

Photo 300-S01 (Unit 0: Strip Seal Exp Joint)

Accumulation of sand in the strip joint at End Bent 22.
Photo 321-S01 (Unit 0: Re Conc Approach Slab)

Several longitudinal cracks in the north approach slab.
Missing J-Box cover at the south fender, Section 3.

**Photo 8387-U01 (Unit 0: PS Fender/Dolphin)**
<table>
<thead>
<tr>
<th>Structure ID: 890151</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT: D4 - Ft. Lauderdale</td>
</tr>
<tr>
<td>INSPECTION DATE: 6/29/2018 YWUQ</td>
</tr>
</tbody>
</table>

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.

REPORT ID: INSP005

PRINTED: 08/21/2018
Peeling paint on the underside of Span 10.

Photo 104-S07 (Unit 0: Pre Cld Box Girder)
Clogged drainage at Span 18.

Right rail missing Pickett adjacent to Joint 4.
Structure ID: 890151
DISTRCT: D4 - Ft. Lauderdale

INSPECTION DATE: 6/29/2018 YWUQ

Inspection Notes Photo 2

Typical deteriorated joint condition at fishing piers.
Broken/missing lens at Light Post 5, left side.

Missing luminarie assembly at Light Post 13 at Pier 16.
Inspection Notes Photo 5

Exposed wires at J-Box in Span 3 south of Bent 2 cap.
Structure ID: 890151

District: D4 - Ft. Lauderdale

Inspection/CIDR/Bridge Profile Report with PDF attachment(s)

Inspection

Insurance Date: 6/29/2018

West Channel

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.

REPORT ID: INSP005

PRINTED: 08/21/2018
17) There is efflorescence present on the web of box girder P12S1U on the radius at the west side adjacent to the diaphragm (total 2ft.). NO CHANGE.

22) There is an area up to 3ft. L x 2ft. W of peeling Class 5 finish at Spans 1, 3, 5, 6, 7, 8, 10, 11, and 13. NO CHANGE. See Photo 104-S07.

23) There are several areas up to 2ft. L x 6ft. W of peeling Class 5 finish at Span 4. NO CHANGE. See Photo 104-S10.
Fender System Layout

Bridge Number: 890151

Inspection Date: 06/27/2018

Typical section of wales

Prepared by: TranSystems
Bridge No. 890151
Underwater Bridge Inspection Report
For
TRANSYSTEMS CORPORATION

NBI Structure No. (8): 890151

Structure/Roadway Identification:
- District (2): District 4 – Ft. Lauderdale
- County (3): (89) Martin
- Feature Intersected (6): St. Lucie River / SR-707
- Facility Carried (7): US-1 (SR-5) SB (Roosevelt Bridge)

Underwater Inspection Details:
- Special Crew Hours: 30
- Max. Depth: 22 ft.
- Type of Dive Insp.: Level II
- Type of Boat Used: 20 ft Sea Ark
- Water Type/Marine Growth: Salt / Oysters - Barnacles

Inspection Personnel:

<table>
<thead>
<tr>
<th>Field Personnel</th>
<th>Title</th>
<th>C.B.I. No.:</th>
<th>Duty</th>
<th>Signature</th>
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</thead>
<tbody>
<tr>
<td>Narvaez, Ricardo</td>
<td>C.B.I. Diver-Inspector</td>
<td>00447/Lead</td>
<td>Diver</td>
<td>RSN</td>
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<tr>
<td>Seelig, Justin</td>
<td>Diver-Inspector</td>
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<td>Fishman, David</td>
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<tr>
<td>Wichmann, Tanner</td>
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<td>Tender</td>
<td></td>
</tr>
</tbody>
</table>

ELEMENT: 226 Pre CONC PILES

Condition State: 

Recommended Feasible Action: Do Nothing

ELEMENT: 220 R/C SUB PILE CAP/FTG

Note: Piers 4 through 18 have 1 footing each.

Condition State: 

Recommended Feasible Action: Do Nothing
Cleaning Log: Several strips on Footing 4 and 12 and all deficiencies were cleaned.

ELEMENT: 8387 P/S FENDER/DOLPHIN  
144: LF

Note: The fender system is shared with Bridge Number 890152 NB. Only Sections 1 thru 9 of the North and South Fender Systems were inspected and quantified for this structure. Refer to fender sketches for layout and deficiency locations.

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-3</td>
<td>11</td>
<td>Do Nothing</td>
</tr>
</tbody>
</table>

North Fender:
1) The following piles have spalls up to 14 in. H x 6 in. W x 3 in. D with exposed steel at the top of the pile, however, the exposed steel has been epoxy coated since the previous inspection and only minor corrosion is bleeding thru at C2P3, S2P4, C3P3 and S3P2. (1080 / 4 LF) NO CHANGE
2) The following piles have a spall up to 14 in. H x 6 in. W x 1 in. D with no exposed steel at the top of the pile: C8P3 and S8P2. (1080 / 2 LF) NO CHANGE

South Fender:
3) The following piles have spalls up to 14 in. H x 6 in. W x 3 in. D with exposed steel at the top of the pile, however, the exposed steel has been epoxy coated since the previous inspection and only minor corrosion is bleeding thru at C7P3 and S7P4. (1080 / 2 LF) NO CHANGE
4) The following piles have a spall up to 14 in. H x 6 in. W x 1 in. D with no exposed steel at the top of the pile: C8P3, S9P2 and S9P4. (1080 / 3 LF) NO CHANGE

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-1</td>
<td>133</td>
<td>Repair Item 8</td>
</tr>
</tbody>
</table>

SECONDARY:
North and South Fenders:
5) The cable clamps for the top and bottom wire ropes have heavy corrosion. NO CHANGE
6) The pile attachment bolts for the bottom 3 wales typically have heavy corrosion. NO CHANGE
7) All cable wraps exhibit moderate to heavy corrosion. NO CHANGE
8) The south fender section 3, the J-box has a missing the cover with exposed wires. NEW See photo 1.

ELEMENT: 8290 CHANNEL  
1: EA

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-1</td>
<td>1</td>
<td>Do Nothing</td>
</tr>
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</table>

No deficiencies were noted.
ELEMENT: 8580 NAVIGATIONAL LIGHTS

1: EA

Note: This element quantifies the navigational lights on the bridge rail (1), fender systems (4) and clearance gauge light (1) for a total of 6 lights. Refer to fender system layout sketch for locations.

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-1</td>
<td>1</td>
<td>Do Nothing</td>
</tr>
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</table>

No deficiencies were noted.

STRUCTURE NOTES: The following information is for the fishing pier located at the south end of both bridges.

FISHING PIER:

Note: The Fishing Pier starts on the south shore, between Bridge Number 890151 SB and 890152 NB. It extends north to Pier 4 Footing and ends at Pier 5 Footing. Only the elements located in water at the time of inspection were quantified and inspected.

ELEMENT: 226 Pre CONC PILES

24: EA

Note: Bents 1 thru 12 have two 14 in. square concrete piles each.

No deficiencies were noted.

Cleaning Log: Piles 5-1, 5-2 and 7-1 were cleaned.

ELEMENT: 234 R/CONCRETE CAP

210: LF

Note: Bent Caps 1 thru 12 are each 17 ft.-6 in. long.

No deficiencies were noted.

SECONDARY:

Recommended Feasible Action:

1) The right rail adjacent to joint 4 has (1) missing Pickett - NEW. See Photo 2.
2) The fishing pier joints over the bent caps show signs of adhesion failure and weathering - NEW. See photo 3.
3) Light post # 5 left side has a broken / missing cover lens - NEW. See Photo 4.
4) Light post #13 at pier 6 is missing the luminaire assembly - NEW. See Photo 5.

Fishing Pier Underside:

5) At Bent Cap 2 west face the light post J-box wires are exposed - NEW
6) Span 3 south of Bent Cap 2 the light post J-box wires are exposed – NEW See Photo 6.
7) Span 4 south of Bent Cap 5 the light post J-box wires are exposed – NEW
8) Span 5 south of pier 6 broken PVC with exposed wires at the strut – NEW

Cleaning Log: Several strips at random locations were cleaned.

INSPECTION NOTES: Structure was inventoried South to North.

Underwater elements inspected:
- 226 – Pre CONC PILES
- 220 – R/C SUB PILE CAP/FTG
- 8387 – P/S FENDER/ DOLPHIN
- 8290 – CHANNEL
- 8580 – NAVIGATIONAL LIGHTS
- 234 – R/CONCRETE CAP
Photo 1: Element 8387: Showing south fender section 3 missing J-Box cover.

Photo 2: Structure Notes: Showing right rail missing Pickett.
Photo 3: Structure Notes: Showing typical joint condition at fishing piers.

Photo 4: Structure Notes: Showing broken/missing lens at light post 5.
Photo 5: Structural Notes: Showing missing luminaries assembly at post 13.

Photo 6: Structural Notes: Showing exposed wires at J-Box covers.
### Sounding Data

<table>
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<tr>
<th>PIER</th>
<th>2018 LEFT SIDE (WEST)</th>
<th>PIER</th>
<th>2018 RIGHT SIDE (EAST)</th>
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<td>ML</td>
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Note: All measurements are in feet.
Bridge ID: 890151
District: 4

Fender Pile Layout

Bridge Number: 890151
Inspection Date: 06/27/2018

North Fender

South Fender

Files Condition States
1
2
3
4
Fender Wale Layout

Bridge Number: 890151

North Fender

<table>
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<tr>
<th>Section</th>
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South Fender

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</tbody>
</table>

Fender Color Code

- Green: Timber Wale
- White: Plastic Wale
- Red: Missing Wale
Structure Unit Identification

Bridge/Unit Key: 890151 1
Structure Name: New Roosevelt
Description: MAIN SPAN 1
Type: M - Main

Roadway Identification

NBI Structure No (8): 890151
Position/PREFIX (5): 1 - Route On Structure
Kind Hwy (Rte Prefix): 2 U.S. Numbered Hwy
Design Level of Service: 1 Mainline
Route Number/Suffix (0): 00001 / 0 N/A (NBI)
Feature Intersect (6): St. Lucie River/SR-707
Critical Facility: Not Defense-crit
Facility Carried (7): SB US-1/SR-5
Mile Point (11): 0.118
Latitude (16): 027d12'18.0" Long (17): 080d15'31.6"

Roadway Traffic and Accidents

Lanes (28): 3 Medians: 0 Speed: 45 mph
ADT Class: 4 ADT Class 4
Recent ADT (29): 29516 Year (30): 2018
Future ADT (114): 51209 Year (115): 2040
Truck % ADT (109): 4
Detour Length (19): 1.0 mi
Detour Speed: 45 mph
Accident Count: -1 Rate:

Roadway Classification

Nat. Hwy Sys (104): 1 On the NHS
National base Net (12): 1 - On Base Network
LRS Inventory Rte (13a): 89 015 000 Sub Rte (13b): 00
Functional Class (26): 14 Urban Other Princ
On Federal Aid System: Yes
Defense Hwy (100): 0 Not a STRA/NET hwy
Direction of Traffic (102): 1 1-way traffic
Emergency: X

Roadway Clearances

Horiz. (47): 52 ft Roadway (51): 52 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: X
Transit Route: X

NBI Project Data

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

NBI Rating

Channel (61): 7 Minor Damage
Deck (58): 7 Good
Superstructure (59): 7 Good
Substructure (60): 7 Good

Culvert (62): N N/A (NBI)
Waterway (71): 9 Above Desirable
Unrepaired Spalls: -1 sq.ft.
Review Required: X

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**  
**Inspection/CIDR/Bridge Profile Report with PDF attachment(s)**

**Structure Identification**
- Admin Area: Martin
- District (2): D4 - Ft. Lauderdale
- County (3): (89) Martin
- Place Code (4): Stuart
- Location (9): 1mi S of SR-707 on SR-5
- 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):** Left of || bridge
- Temp. Structure (103): Not Applicable (P)
- Maint. Resp. (21): 1 State Highway Agency
- Owner (22): 1 State Highway Agency
- Historic Signif. (37): 5 Not eligible for NRHP

**Structure Type and Material**
- Curb/Sidewalk (50): Left: 5 ft  
  Right: 0 ft
- Bridge Median (33): 0 No median
- Main Span Material (43A): 6 P/S Conc Continuous
- Appr Span Material (44A): Not Applicable (P)
- Main Span Design (43B): 21 Segmental Box Girder
- Appr Span Design (44B): Not Applicable (P)

**Appraisal**

**Structure Appraisal**
- Open/Posted/Closed (41): A Open, no restriction
- Deck Geometry (68): 7 Above Min Criteria
- Underclearances (89): 6 Equal Minimum
- Approach Alignment (72): 8-No Speed Red thru Curv
- Bridge Railings (36a): 1 Meets Standards
- Transitions (36b): 1 Meets Standards
- Approach Guardrail (36c): 1 Meets Standards
- Approach Guardrail Ends (36d): 1 Meets Standards
- Scour Critical (113): 8 Stable Above Footing

**Minimum Vertical Clearance**
- Over Structure (53): 99.99 ft
- Under (reference) (54a): H Hwy beneath struct
- Under (54b): 19 ft

**Geometry**
- Spans in Main Unit (45): 21
- Approach Spans (46): 0
- Length of Max Span (48): 260 ft
- Structure Length (49): 4487 ft
- Total Length: 4527 ft
- Deck Area: 273701 sqft
- Structure Flared (35): 0 No flare

**Age and Service**
- Year Built (27): 1997
- Year Reconstructed (106): 0
- Type of Service On (42a): 5 Highway-pedestrian
  Under (42b): 8 Hwy-waterway-RR
- Fracture Critical Details: Not Applicable

**Deck Type and Material**
- Deck Width (52): 61 ft
- Skew (34): 0 deg
- Deck Type (107): 1 Concrete-Cast-in-Place
- Surface (108): 0 None
- Membrane: 0 None
- Deck Protection: None

**Navigation Data**
- Navigation Control (38): Permit Required
- Nav Vertical Clr (39): 65.3 ft
- Nav Horizontal Clr (40): 89.9 ft
- Min Vert Lift Clr (116): 0 ft
- Pier Protection (111): 2 In-Place, Functioning

**NBI Condition Rating**
- Sufficiency Rating: 97.8
- Health Index: 96.22
- Structural Eval (67): 7 Above Min Criteria
- Deficiency: Not Deficient

**Minimum Lateral Underclearance**
- Reference (55a): H Hwy beneath struct
- Right Side (55b): 18.6 ft
- Left Side (56): 0 ft

**Schedule**

**Current Inspection**
- Inspection Date: 06/29/2018
- Inspector: KNTCCBN - Benjamin Noel
- Bridge Group: E4H52
- Alt. Bridge Group:
  - Primary Type: Regular NBI
- Review Required: X

**Next Inspection Date**
- NBI: 06/29/2020
- Element: 06/29/2020
- Fracture Critical: Underwater: 06/29/2020
- Other/Special:

---

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FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR/Bridge Profile Report with PDF attachment(s)

CIDR

DATE PRINTED: 8/21/2018

REPORT ID: INSP005
Structure ID: 890151

Schedule Cont.

Inspection Types
Performed

- NBI [X]
- Element [X]
- Fracture Critical [ ]
- Underwater [X]
- Other Special [ ]

Inspection Intervals
Required (92)

- Fracture Critical [ ]
- Underwater [X]
- Other Special [ ]

Frequency (92)

- 24 mos
- 24 mos (91)

Last Date (93)

- 06/27/2018
- 06/29/2018 (90)

Inspection Resources

- Crew Hours: 40
- Flagger Hours: 0
- Helper Hours: 0
- Snooper Hours: 20
- Special Crew Hours: 30
- Special Equip Hours: 30

Bridge Related

General Bridge Information

- Parallel Bridge Seq: 0152
- Channel Depth: 22 ft
- Radio Frequency: -1
- Phone Number:
- Exception Date:
- Exception Type:
- Accepted By Maint: 01/01/1997
- Warranty Expiration: 00/00/0000
- Performance Rating: Good

Permitted Utilities: [ ] Power [ ] Water [ ] Gas [ ] Fiber Optic [ ] Sewage [ ] Other [ ]

Bridge Load Rating Information

- Inventory Type (065): 1 LF Load Factor
- Operating Type (063): 1 LF Load Factor
- Original Design Load (031): 6 MS18(HS20)+mod
- Date: 03/19/2001
- Initials: _
- Load Rating Rev. Recom.: No
- Load Rating Plans Status: Design or Construction

Load Rating Notes:

LEGAL LOADS

POSTING

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

FLOOR BEAM (FB)

FB Present: No

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

Bridge Scour and Storm Information

- Pile Driving Record: Unknown
- Foundation Type: Unknown
- Mode of Flow: Riverine
- Rating Scour Eval: Low Risk - Low
- Highest Scour Eval: Not Applicable
- Scour Evaluation Method: Unknown – Eval Not Comp

Scour Recommended I: Stop scour evaluations
Scour Recommended II: No recommendation
Scour Recommended III: No recommendation
Scour Elevation: 999 ft
Action Elevation: 999 ft
Storm Frequency: 999

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## DECKS: Decks/Slabs

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>12 / 4</td>
<td>Re Concrete Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>273701 sq.ft</td>
</tr>
</tbody>
</table>

## DECKS: Joints

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>300 / 4</td>
<td>Strip Seal Exp Joint</td>
<td>32</td>
<td>51.61</td>
<td>30</td>
<td>48.39</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>62 ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>2350 / 4</td>
<td>Debris Impaction</td>
<td>0</td>
<td>.</td>
<td>30</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>30 ft</td>
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## DECKS: Joints

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>303 / 4</td>
<td>Assem Jnt With Seal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>305 ft</td>
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</table>

## MISCELLANEOUS: Channel

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8290 / 4</td>
<td>Channel</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1 (EA)</td>
</tr>
</tbody>
</table>

## MISCELLANEOUS: Other Elements

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>321 / 4</td>
<td>Re Conc Approach Slab</td>
<td>2340</td>
<td>95.9</td>
<td>0</td>
<td>.</td>
<td>100</td>
<td>4.1</td>
<td>0</td>
<td>.</td>
<td>2440 sq.ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>1130 / 4</td>
<td>Cracking (RC and Other)</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>100 sq.ft</td>
</tr>
</tbody>
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## MISCELLANEOUS: Other Elements

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>8478 / 4</td>
<td>MSE Walls</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>217 ft</td>
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</tbody>
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## SUBSTRUCTURE: Substructure

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<tr>
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<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Unit 0</td>
<td>210 / 4</td>
<td>Re Conc Pier Wall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>453 ft</td>
</tr>
<tr>
<td>Structure Unit 0</td>
<td>215 / 4</td>
<td>Re Conc Abutment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125 ft</td>
</tr>
</tbody>
</table>

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## Substructure

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<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>220 / 4</td>
<td>Structure Unit 0</td>
<td>Re Conc Pile Cap/Ftg</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>580 ft</td>
</tr>
<tr>
<td>226 / 4</td>
<td>Structure Unit 0</td>
<td>Pre Conc Pile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8387 / 4</td>
<td>Structure Unit 0</td>
<td>PS Fender/Dolphin</td>
<td>133</td>
<td>92.36</td>
<td>0</td>
<td>.</td>
<td>11</td>
<td>7.64</td>
<td>0</td>
<td>.</td>
<td>144 ft</td>
</tr>
<tr>
<td>1080 / 4</td>
<td>Structure Unit 0</td>
<td>Delamination/Spall/Patched Area</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>11</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>11 ft</td>
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## Superstructure

### Bearings

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
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<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>314 / 4</td>
<td>Structure Unit 0</td>
<td>Pot Bearing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20 each</td>
</tr>
</tbody>
</table>

### Superstructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
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<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>104 / 4</td>
<td>Structure Unit 0</td>
<td>Pre Clad Box Girder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4488 ft</td>
</tr>
<tr>
<td>1120 / 4</td>
<td>Structure Unit 0</td>
<td>Efflorescence/Rust Staining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2 ft</td>
</tr>
</tbody>
</table>

### Superstructure

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<th>Description</th>
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<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>331 / 4</td>
<td>Structure Unit 0</td>
<td>Re Conc Bridge Railing</td>
<td>8976</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>8976 ft</td>
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</table>

### Superstructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>333 / 4</td>
<td>Structure Unit 0</td>
<td>Other Bridge Railing</td>
<td>4488</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>4488 ft</td>
</tr>
</tbody>
</table>

### Superstructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>8398 / 4</td>
<td>Structure Unit 0</td>
<td>Drainage System - Other</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1 (EA)</td>
</tr>
</tbody>
</table>

### Superstructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</th>
<th>Description</th>
<th>Qty1</th>
<th>%1</th>
<th>Qty2</th>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>8580 / 4</td>
<td>Structure Unit 0</td>
<td>Navigational Lights</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1 (EA)</td>
</tr>
</tbody>
</table>

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Inspection Information

Inspection Date: 06/29/2018  
Type: Regular NBI

Inspector: KNTCCBN - Benjamin Noel

Inspection Notes: Sufficiency Rating Calculation Accepted by kn853lm-P at 8/21/2018 9:35:57 AM

LOAD CAPACITY EVALUATION:
Since the current load rating dated 03/19/2001, there is no indication that deterioration, geometric changes or additional dead load have occurred that would warrant a new load rating analysis. This only applies to this inspection dated 06/29/2018 per R. Wayne McLemore, P.E.

ROUTINE INSPECTION FISHING PIER (06/29/18):
Notes: The following information is for the fishing pier located at the south end between both bridges.

The Fishing Pier starts on the south shore between Bridge Number 890151 SB and 890152 NB. It extends north from the shoreline and ends at the Pier 6 Footings.

ROUTINE UNDERWATER INSPECTION - FISHING PIER:
Element 226 - Pre Conc Pile QTY=24ea.
Bents 1 thru 12 have two 14in. square concrete piles each.
Cleaning Log: Piles 5-1, 5-2 and 7-1 were cleaned.

No deficiencies were noted.

Element 234 - Re Conc Pier Cap Qty = 210lf.
Bent Caps 1 thru 12 are each 17ft.-6in. long.
Cleaning Log: Several strips at random locations were cleaned.

1) The right rail adjacent to joint 4 has (1) missing Picket. NEW. See Inspection Notes Photo 1.
2) The fishing pier joints over the bent caps show signs of adhesion failure and weathering. NEW. See Inspection Notes Photo 2.
3) Light Post # 5 left side has a broken / missing cover lens. NEW. See Inspection Notes Photo 3.
4) Light Post #13 at Pier 6 is missing the luminaire assembly. NEW. See Inspection Notes Photo 4.

Fishing Pier Underside:
5) At Bent 2 cap west face the light post J-box wires are exposed. NEW.
6) Span 3 south of Bent 2 cap the light post J-box wires are exposed. NEW. See Inspection Notes Photo 5.
7) Span 4 south of Bent 5 cap the light post J-box wires are exposed. NEW.
8) Span 5 south of Pier 6 broken PVC with exposed wires at the strut. NEW.

Work Order Recommendations:
1) Replace missing Pickett at the right rail adjacent to joint 4. (Item 1)
2) Replace fishing pier joints over the bent cap due to adhesion failure and weathering. (Item 2)
3) Replace missing/broken light at Light Post # 5. (Item 3)
4) Replace missing luminaire assembly at light Post #13 at Pier 6. (Item 4)
5) Enclose exposed J-box wires at Bent 2 cap west face of the light post. (Item 5)
6) Enclose exposed J-box wires at Span 3 south of Bent 2 cap and Span 4 south of Bent 5 cap light post. (Items 6 and 7)
7) Replace broken PVC with exposed wires at the strut of Span 5 south of Pier 6. (Item 8)
Structure Notes

1) Lighting systems is functioning properly inside the boxes.

2) [Redacted]

3) There is a fishing pier below the bridge at the south end.

The inventory photos were last updated on 06/01/2014.

The following underwater elements were inspected during the 2018 Routine NBI Inspection:
- 8290 Channel (1 ea.)
- 220 Re Conc Pile Cap/Ftg (305 ft.)
- 226 Pre Conc Pile (144 ft.)
- 8387 P/S Fender/Dolphin (144 ft.)
- 8590 Navigational Lights (1 ea.)
- 234 Re Conc Pier Cap (Fishing Pier) (210 ft.)

Schedule Notes
Under Route Information

Roadway Identification

- NBI Structure No (8): 890151
- Position/Prefix (5): 2 - One Route Under
- Kind Hwy (Rte Prefix): 3 State Hwy
- Design Level of Service: 1 Mainline
- Route Number/Suffix: 00707 / 0 N/A (NBI)
  - District (2): D4 - Ft. Lauderdale
  - County (3): (89)Martin
  - Place Code (4): Stuart
- Feature Intersect (6): St. Lucie River/SR-707
  - Critical Facility: Not Defense-crit
- Roadway Name: SR-707
- Mile Point (11): 19.778
- Latitude (16): 027d12’18.0”
- Long (17): 080d15’31.6”

Roadway Traffic and Accidents

- Lanes (28): 2
- Medians: 0
- Speed: 35 mph
- ADT Class: 3 ADT Class 3
  - Recent ADT (29): 7600
  - Year (30): 2018
  - Future ADT (114): 13186
  - Year (115): 2040
  - Truck % ADT (109): 3
    - Detour Length (19): 1 mi
    - Detour Speed: 35 mph
    - Accident Count: -1
    - Rate:

Roadway Clearances

- Vertical (10): 21.3 ft
- Appr. Road (32): 50.5 ft
- Horiz. (47): 50.5 ft
- Roadway (51): 69 ft
  - Truck Network (110): 0 Not part of nat’l netwo
  - Toll Facility (20): 3 On free road
  - Fed. Lands Hwy (105): 0 N/A (NBI)
    - School Bus Route: 
    - Transit Route: 

Roadway Classification

- Nat. Hwy Sys (104): 0 Not on NHS
- National base Not (12): 0 - Not on Base Network
- LRS Inventory Rte (13a): 89 030 000
  - Sub Rte (13b): 00
    - Functional Class (26): 16 Urban Minor Arterial
    - On Federal Aid System: Yes
    - Defense Hwy (100): 0 Not a STRAHERNET hwy
    - Direction of Traffic (102): 2 2-way traffic
    - Emergency: 
