BY: Transystems Corporation Consultants  STRUCTURE NAME: New Roosevelt
OWNER: 1 State Highway Agency  YEAR BUILT: 1997
MAINTAINED BY: 1 State Highway Agency  SECTION NO.: 89 015 000
STRUCTURE TYPE: 6 P/S Conc Continuous - 21 Segmental Box Girder  MP: 0.118
LOCATION: 1mi S of SR-707 on SR-5  ROUTE: 00001
SERV. TYPE UNDER: 8 Hwy-waterway-RR  FEATURE INTERSECTED: St Lucie River / SR-707

FUNCTIONALLY OBSOLETE  STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

SUFFICIENCY RATING: 97.8
HEALTH INDEX: 97.08
FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection/CIDR/Bridge Profile Report with PDF attachment(s)
Inspection

Structure ID: 890152
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

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: N N/A (NBI)
CHANNEL: N N/A (NBI)
SUPERSTRUCTURE: 7 Good
CULVERT: N N/A (NBI)
SUBSTRUCTURE: 6 Satisfactory
SUFF. RATING: 97.8
PERF. RATING: Performance Rating Not applicable or not calculable
HEALTH INDEX: 97.08

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

REVIEWS IRIDGE 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

Rudolph W McLennon

SIGNATURE:

DATE: 2018.08.21 09:57:50 -04'00'

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.
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>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>278463 sq.ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:
12/4

Secondary:
3) There is dirt and debris on the sidewalk in Span 15. NO CHANGE.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:
Repaint the white striping in Spans 1 to 3 and 20. (Item 3)

CORRECTIVE ACTION EVALUATION:
Completed. Completion Date 7/26/17. Site # 8068310.

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>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

Secondary:
2) The armor plates at the joint over Bent 21 exhibits areas of corrosion up to 3in. L x 3in. W in random locations (total 5ft.). NO CHANGE.

The previously noted dirt in the joints mainly at the shoulders have been removed.

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>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:

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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>
<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>0</td>
<td>321 / 4</td>
<td>Re Conc Approach Slab</td>
<td>2420</td>
<td>99.18</td>
<td>0</td>
<td>.</td>
<td>20</td>
<td>0.82</td>
<td>0</td>
<td>.</td>
<td>2440 sq.ft</td>
</tr>
<tr>
<td>0</td>
<td>1130 / 4</td>
<td>Cracking (RC and Other)</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>20</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>20 sq.ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

321/4  C/S-3
1) The north and south approach slabs have several longitudinal cracks 20ft. L x up to 1/16in. W (total 20sf.). NO CHANGE. See Photo 321-S01.

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>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>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>184 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

8478/4

### 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>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>430 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

210/4

---

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Structure ID: 890152
DISTRIBUT: D4 - Ft. Lauderdale
INSPECTION DATE: 6/28/2018 UPOY

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>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>
<tr>
<td>0</td>
<td>1120 / 4</td>
<td>Efflorescence/Rust Staining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

215/4

Secondary:
3) The top side of End Bent 1 cap exhibits accumulation of pigeon excrement. NO CHANGE.

1120/4 Refer to EIN 2.

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>0</td>
<td>220 / 4</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>
</tbody>
</table>

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Structure ID: 890152

Element Inspection Notes:

220/4 Secondary (Fishing Pier):
1) The 4th, 5th and 6th joint from the south are deteriorated and part of them are missing (total 12ft.). CHANGE.

Underwater Inspection:
Note: Piers 4 through 18 have 1 footing each.
Cleaning Log: Several strips on Footing 4 and 11 and all deficiencies were cleaned.

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>0</td>
<td>226 / 4</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>
</tbody>
</table>

Element Inspection Notes:

226/4 Underwater Inspection:

No deficiencies were noted.
FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection/CIDR/Bridge Profile Report with PDF attachment(s)
Inspection

Structure ID: 890152
DISTRICT: D4 - Ft. Lauderdale
INSPECTION DATE: 6/28/2018 UPOY

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>0</td>
<td>8387 / 4</td>
<td>PS Fender/Dolphin</td>
<td>137</td>
<td>95.14</td>
<td>0</td>
<td>.</td>
<td>7</td>
<td>4.86</td>
<td>0</td>
<td>.</td>
<td>144 ft</td>
</tr>
<tr>
<td>0</td>
<td>1080 / 4</td>
<td>Delamination/Spall/Patched Area</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>7</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>7 ft</td>
</tr>
</tbody>
</table>

Element Inspection Notes:

8387/4 Underwater Inspection:
Note: The fender system is shared with Bridge Number 890151 SB. Only Sections 10 thru 18 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 S14P1, S14P3, S15P2 and S17P4 (total 4ft.). NO CHANGE.

South Fender:
2) 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 C16P3, C17P3, and S17P3 (total 3ft.). NO CHANGE.

Secondary:
North and South Fender:
3) The cable clamps for the top and bottom wire ropes have heavy corrosion. NO CHANGE.
4) The pile attachment bolts for the bottom 3 wales typically have heavy corrosion. NO CHANGE.
5) All cable wraps exhibit moderate to heavy corrosion. NO CHANGE.

South Fender:
6) The bottom wale in Section 15 has moderate external decay and evidence of minor marine borer attack. NO CHANGE.
7) The ends of the bottom wale in Sections 13, 14 and 16 have light external decay and evidence of minor marine borer attack. NO CHANGE.

PREVIOUS CORRECTIVE ACTION:
1) Repair the corroded saddle clamps throughout the structure. (Item 3)
2) Repair the connection bolts for the bottom 3 wales. (Item 4)
3) Repair the corroded cable wraps. (Item 5)

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 and 2.

SUPERSTRUCTURE : Bearings

<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>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>18 each</td>
</tr>
<tr>
<td>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>
**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**BRIDGE MANAGEMENT SYSTEM**  
**Inspection/CIDR/Bridge Profile Report with PDF attachment(s)**  
**Inspection**

Structure ID: 890152  
DISTRICT: D4 - Ft. Lauderdale  
INSPECTION DATE: 6/28/2018 UPOY

**Element Inspection Notes:**

<table>
<thead>
<tr>
<th>314/4</th>
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<tr>
<td><img src="image2" alt="Element Image" /></td>
<td></td>
</tr>
<tr>
<td><img src="image3" alt="Element Image" /></td>
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</tr>
<tr>
<td><img src="image4" alt="Element Image" /></td>
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<td></td>
</tr>
<tr>
<td><img src="image6" alt="Element Image" /></td>
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**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>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>104 / 4</td>
<td>Pre Csld Box Girder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4567 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

104/4  See Element Inspection Notes following the Photos.

<table>
<thead>
<tr>
<th>0</th>
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</thead>
<tbody>
<tr>
<td><img src="image7" alt="Element Image" /></td>
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</tr>
</tbody>
</table>

**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>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>331 / 4</td>
<td>Re Conc Bridge Railing</td>
<td>9131</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>9131 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

331/4  No deficiencies were noted.

The previously noted corrosion on the metal portion of the east bridge rail at the joint of End Bent 1 and Bent 6 have been painted.

The previously noted misplaced handhole cover for the 4th light pole from the north (44B-I) in Span 18 has been installed.

**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>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>333 / 4</td>
<td>Other Bridge Railing</td>
<td>4566</td>
<td>99.98</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td>.</td>
<td>0.02</td>
<td>0</td>
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</tr>
<tr>
<td>0</td>
<td>1080 / 4</td>
<td>Delamination/Spall/Patched Area</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>1 ft</td>
</tr>
</tbody>
</table>

**Element Inspection Notes:**

333/4  C/S-3

1) There is a spall 11in. L x 4in. H x 1in. D with painted exposed steel on the east face of the parapet at End Bent 1. Corrosion previously noted. DECREASE.

PREVIOUS RECOMMENDED CORRECTIVE ACTION:  
Repair spall with corroded exposed steel on the east face of railing at End Bent 1. (Item 1)(Snooper)

---

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REPORT ID: INSP005  
PRINTED: 08/21/2018
CORRECTIVE ACTION EVALUATION:
Partially Completed. The exposed steel has been painted. Completion Date 03/21/17. Site # 8107152.

1080/4 Refer to EIN 1.

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>
</tr>
</thead>
<tbody>
<tr>
<td>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>
</tr>
</tbody>
</table>

Element Inspection Notes:
8398/4 CS1:
1) The drainage inlets exhibit debris throughout the length of the bridge. NO CHANGE. See Photo 8398-501.

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>
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<td>8580 / 4</td>
<td>Navigational Lights</td>
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<td>100</td>
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Element Inspection Notes:
8580/4 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.

No deficiencies were noted.

Total Number of Elements*: 16
*excluding defects/protective systems

Structure Notes

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

The inventory photos were last updated on 06/04/2014.

The following underwater elements were inspected during the 2018 Routine NBI Inspection:
• 8290 Channel (1 ea.)
• 220 Re Conc Pier Cap/Fig (305 ft.)
• 226 Pre Conc Pillar
• 8387 P/S Fender/Dolphin (144 ft.)
• 8580 Navigational Lights (1 ea.)
• 234 Re Conc Pier Cap (Fishing Pier) (210 ft.)
INSPECTION NOTES: 6/28/2018

Sufficiency Rating Calculation Accepted by kn853lm-P at 8/21/2018 9:38:26 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 06/28/2018 per R. Wayne McLennon, P.E..

ROUTINE INSPECTION FISHING PIER (06/28/18):
Notes: The following information is for the fishing pier located at the south end of 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 Pier 6 Footings.

1) Several railing posts between the 4th and 6th joint from the south exhibit corrosion at the support plate. NO CHANGE.

2) There is a missing vertical pipe at the northeast corner of the pier at Pier 5 Footing. NO CHANGE.

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.

No deficiencies were noted.
Structure ID: 890152
DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 6/28/2018 UPOY

East Elevation

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.
Structure ID: 890152
DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 6/28/2018 UPOY

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
Photo 321-S01 (Unit 0: Re Conc Approach Slab)

Longitudinal crack in the south approach slab.
Debris in the drainage inlet at Span 10.

Photo 8398-S01 (Unit 0: Drainage System - Other)
FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection/CIDR/Bridge Profile Report with PDF attachment(s)
Inspection

Structure ID: 890152
DISTRICT: D4 - Ft. Lauderdale

INSPECTION DATE: 6/28/2018 UPOY

East Channel

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REPORT ID: INSP005
PRINTED: 08/21/2018
Element 104: Pre Clsd Box Girder (Cont’d)

Secondary - Outside of Box Girder:

35) The east side of the web at Span 2 exhibits a 5ft. L scrape mark, 2ft. from the top. NO CHANGE.

36) The underside of the box girder in Spans 3 and 7 exhibits an area up to 12in. L x 4in. W of peeling Class 5 finish at midspan (total 2ft.). Previously noted at Span 3 only. INCREASE.
Direction of Inventory —
Fender Pile Layout

Bridge Number: 890152

North Fender

South Fender

Piles Condition States

Prepared by: TranSystems
Bridge No. 890152
## Fender Wale Layout

**Bridge Number: 890152**  
**Inspection Date: 06/26/2018**

### North Fender

<table>
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<tr>
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### South Fender

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### Fender Color Code

- **Timber Wale**
- **Plastic Wale**
- **Missing Wale**
AYRES ASSOCIATES  
COA 4356  
8875 Hidden River Pkwy. Suite 200  
Tampa, FL 33637  
(813) 978-8688

Underwater Bridge Inspection Report  
For  
TRANSYSTEMS CORPORATION

NBI Structure No. (8): 890152  
Underwater Date (93): 06/26/2018

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) NB (Roosevelt Bridge)

Underwater Inspection Details:
Special Crew Hours: 30  
Max. Depth: 22.6 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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<td>Wichman, Tanner</td>
<td>Diver</td>
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<td>Tend</td>
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</table>

ELEMENT: 226 Pre CONC PILES

Condition State:  

Recommended Feasible Action:  
Do Nothing

No deficiencies were noted.

ELEMENT: 220 R/C SUB PILE CAP/FTG  
305: LF

Note: Piers 4 through 18 have 1 footing each.

Condition State:  

Recommended Feasible Action:  
Do Nothing

Condition State:  

Recommended Feasible Action:  
Do Nothing
Cleaning Log: Several strips on Footing 4 and 11 and all deficiencies were cleaned.

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

Note: The fender system is shared with Bridge Number 890151 SB. Only Sections 10 thru 18 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>
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<tbody>
<tr>
<td>CS-3</td>
<td>7</td>
<td>Do Nothing</td>
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</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 S14P1, S14P3, S15P2 and S17P4. NO CHANGE. (1080 / 4 LF)

South Fender:
2) 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 C16P3, C17P3, and S17P3. NO CHANGE. (1080 / 3 LF)

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
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<tbody>
<tr>
<td>CS-1</td>
<td>137</td>
<td>Do Nothing</td>
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</tbody>
</table>

Secondary:

North and South Fender:

3) The cable clamps for the top and bottom wire ropes have heavy corrosion. NO CHANGE.

4) The pile attachment bolts for the bottom 3 wales typically have heavy corrosion. NO CHANGE.

5) All cable wraps exhibit moderate to heavy corrosion. NO CHANGE.

South Fender:

6) The bottom wale in Section 15 has moderate external decay and evidence of minor marine borer attack. NO CHANGE.

7) The ends of the bottom wale in Sections 13, 14 and 16 have light external decay and evidence of minor marine borer attack. NO CHANGE.

ELEMENT: 8290 CHANNEL 1: EA

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

<table>
<thead>
<tr>
<th>Condition State</th>
<th>QTY</th>
<th>Recommended Feasible Action</th>
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<tbody>
<tr>
<td>CS-1</td>
<td>24</td>
<td>Do Nothing</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
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<th>Condition State</th>
<th>QTY</th>
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<tr>
<td>CS-1</td>
<td>12</td>
<td>Do Nothing</td>
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</table>

No deficiencies were noted.

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 – RE SUB PILE CAP/FTG
8387 – P/S FENDER/ DOLPHIN
8290 – CHANNEL
8580 – NAVIGATIONAL LIGHTS
234 – R/CONCRETE CAP (Fishing Pier)
### SOUNDING DATA

<table>
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<tr>
<th>PIER</th>
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<th>PIER</th>
<th>2018 RIGHT SIDE (EAST) ML</th>
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Note: All measurements are in feet.
## Fender Wale Layout

### Bridge Number: 890152  
**Inspection Date:** 06/26/2018

#### North Fender

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<th>Section</th>
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#### South Fender

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</tbody>
</table>

### Fender Color Code

- **Timber Wale**
- **Plastic Wale**
- **Missing Wale**

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Page 8 of 8
Structure Unit Identification

Bridge/Unit Key: 890152  0
Structure Name: New Roosevelt
Description: MAIN SPAN 1
Type: M - Main

Roadway Identification

NBI Structure No (8): 890152
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 (6): 00001 / 0 N/A (NBI)
Feature Intersect (6): St Lucie River / SR-707
Critical Facility: Not Defense-crit
Facility Carried (7): NB US-1 / SR-5
Mile Point (11): 0.118
Latitude (16): 027d12'03.2" Long (17): 080d15'26.3"

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 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: 
Transit Route: 

NBI Project Data

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

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

NBI Rating

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

Culvert (62): N N/A (NBI)
Waterway (71): N Not applicable
Unrepaired Spalls: -1 sq.ft.
Review Required: X
FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

INSPECTION/CIDR/BRIDGE PROFILE REPORT WITH PDF ATTACHMENT(S)

CISR 890152

REPORT ID: INSP005

DATE PRINTED: 8/21/2018

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 Strct No (99):
FIPS State/Region (1): 12 Florida Region 4-Atlantic
NBIS Bridge Len (112): Y - Meets NBI Length

Parallel Structure (101): Right of P structure
Temp. Structure (103): Not Applicable (P)
Maint. Resp. (21): 1 State Highway Agency
Owner (22): 1 State Highway Agency
Historic Signf. (37): 5 Not eligible for NRHP

Structure Type and Material

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

Appraisal

Structure Appraisal

Open/Posted/Closed (41): A Open, no restriction
Deck Geometry (68): 7 Above Min Criteria
Underclearances (69): 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): 21.3 ft

Schedule

Current Inspection

Inspection Date: 06/28/2018
Inspector: KNTCCBN - Benjamin Noel
Bridge Group: E4H52
Alt. Bridge Group:
Primary Type: Regular NBI
Review Required: X

Geometrics

Spans in Main Unit (45): 20
Approach Spans (46): 0
Length of Max Span (48): 260 ft
Structure Length (49): 4565 ft
Total Length: 4605 ft
Deck Area: 278465 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): 90.1 ft
Min Vert Lift Clr (116): 0 ft
Pier Protection (111): 2 In-Place, Functioning

NB/Condition Rating

Sufficiency Rating: 97.8
Health Index: 97.08
Structural Eval (67): 6 Equal 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

Next Inspection Date

Scheduled

NBI: 06/28/2020
Element: 06/28/2020
Fracture Critical:
Underwater: 06/28/2020
Other/Special:

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## Inspection Cont.

### Inspection Types Performed

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<thead>
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<th>NBI</th>
<th>Element</th>
<th>Fracture Critical</th>
<th>Underwater</th>
<th>Other Special</th>
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### Inspection Intervals

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<th>Frequency (92)</th>
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<tr>
<td>Other Special</td>
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### 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: 0151
- Channel Depth: 22.6 ft
- Radio Frequency: -1
- Phone Number: 
- Exception Date: 
- Exception Type: Unknown
- Accepted By Maint: 01/01/1997
- Warranty Expiration: 00/00/0000
- Performance Rating: Performance Rating Not applicable or not calculable.
- Permitted Utilities: Power, Water, Gas, Fiber Optic, Sewage, Other, Box Girder Lights & Utilities

### 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

### SEGMENTAL (SEG)

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

### Bridge Scour and Storm Information

- Pile Driving Record: Unknown
- Foundation Type: Unknown
- Mode of Flow: Riverine
- Rating Scour Eval: Low Risk - Low
- Highest Scour Eval: Not Applicable
- Scour Recommended I: Stop scour evaluations
- Scour Recommended II: No recommendation
- Scour Recommended III: No recommendation
- Scour Elevation: 999 ft
- Action Elevation: 999 ft

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<table>
<thead>
<tr>
<th>Scour Evaluation Method</th>
<th>Storm Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unknown – Eval Not Comp</td>
<td>999</td>
</tr>
</tbody>
</table>
## 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>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>278463 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>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>

## MISCELLANEOUS: Channel

<table>
<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>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>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>0</td>
<td>321 / 4</td>
<td>Re Conc Approach Slab</td>
<td>2420</td>
<td>99.18</td>
<td>0</td>
<td>.</td>
<td>20</td>
<td>0.82</td>
<td>0</td>
<td>.</td>
<td>2440 sq ft</td>
</tr>
<tr>
<td>0</td>
<td>1130 / 4</td>
<td>Cracking (RC and Other)</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>20</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>20 sq ft</td>
</tr>
</tbody>
</table>

## MISCELLANEOUS: Other Elements

<table>
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<th>Elem/Env</th>
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<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>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>184 ft</td>
</tr>
</tbody>
</table>

## SUBSTRUCTURE: Substructure

<table>
<thead>
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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>
</tr>
</thead>
<tbody>
<tr>
<td>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>430 ft</td>
</tr>
<tr>
<td>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>430 ft</td>
</tr>
</tbody>
</table>

## SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
<th>Elem/Env</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>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>
<tr>
<td>0</td>
<td>1120 / 4</td>
<td>Efflorescence/Rust Staining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5 ft</td>
</tr>
</tbody>
</table>

## SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
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<th>Elem/Env</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>0</td>
<td>220 / 4</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>
</tbody>
</table>

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<table>
<thead>
<tr>
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<th>Elem/Env</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>0</td>
<td>226 / 4</td>
<td>Pre Conc Pile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>580 ft</td>
</tr>
</tbody>
</table>

---

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## FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

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

| REPORT ID: | INSP005 |
| Structure ID: | 890152 |
| DATE PRINTED: | 8/21/2018 |

### SUBSTRUCTURE: Substructure

<table>
<thead>
<tr>
<th>Str Unit</th>
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<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>0</td>
<td>8387 / 4</td>
<td>PS Fender/Dolphin</td>
<td>137</td>
<td>95.14</td>
<td>0</td>
<td>.</td>
<td>7</td>
<td>4.86</td>
<td>0</td>
<td>.</td>
<td>144 ft</td>
</tr>
<tr>
<td>0</td>
<td>1080 / 4</td>
<td>Delamination/Spall/Patched Area</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>7</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>7 ft</td>
</tr>
</tbody>
</table>

### SUPERSTRUCTURE: Bearings

<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>0</td>
<td>314 / 4</td>
<td>Pot Bearing</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>18 each</td>
</tr>
</tbody>
</table>

### SUPERSTRUCTURE: 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>0</td>
<td>104 / 4</td>
<td>Pre Cld Box Girder</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>22.5 ft</td>
</tr>
<tr>
<td>0</td>
<td>332 / 4</td>
<td>Re Conc Bridge Railing</td>
<td>9131</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>9131 ft</td>
</tr>
<tr>
<td>0</td>
<td>1080 / 4</td>
<td>Delamination/Spall/Patched Area</td>
<td>0</td>
<td>.</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td>100</td>
<td>0</td>
<td>.</td>
<td>1 ft</td>
</tr>
</tbody>
</table>

### SUPERSTRUCTURE: Superstructure

<table>
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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>
<th>%2</th>
<th>Qty3</th>
<th>%3</th>
<th>Qty4</th>
<th>%4</th>
<th>T Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>333 / 4</td>
<td>Other Bridge Railing</td>
<td>4566</td>
<td>99.98</td>
<td>0</td>
<td>.</td>
<td>1</td>
<td>0.02</td>
<td>0</td>
<td>.</td>
<td>4567 ft</td>
</tr>
<tr>
<td>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>
</tr>
</tbody>
</table>

### SUPERSTRUCTURE: Superstructure

<table>
<thead>
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<th>%1</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>0</td>
<td>8580 / 4</td>
<td>Navigational Lights</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>

Total Number of Elements*: 16

*excluding defects/protective systems
Inspection Information

Inspection Date: 06/28/2018
Type: Regular NBI
Inspector: KNTCCBN - Benjamin Noel

Inspection Notes:
Sufficiency Rating Calculation Accepted by kn8531m-P at 8/21/2018 9:38:26 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 06/28/2018 per R. Wayne McLennon, P.E.

ROUTINE INSPECTION FISHING PIER (06/28/18):
Notes: The following information is for the fishing pier located at the south end of 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 Pier 6 Footings.

1) Several railing posts between the 4th and 6th joint from the south exhibit corrosion at the support plate. NO CHANGE.

2) There is a missing vertical pipe at the northeast corner of the pier at Pier 5 Footing. NO CHANGE.

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.

No deficiencies were noted.

Structure Notes

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

The inventory photos were last updated on 06/04/2014.

The following underwater elements were inspected during the 2018 Routine NBI Inspection:
• 8290 Channel (1 ea.)
• 220 Re Conc Pile Cap/Fta (305 ft.)
• 225 Pre Conc Pile
• 8387 P/S Fender/Dolphin (144 ft.)
• 8580 Navigational Lights (1 ea.)
• 234 Re Conc Pier Cap (Fishing Pier) (210 ft.)

Schedule Notes
Under Route Information

Roadway Identification

NBI Structure No (8): 890152
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): 20.000
Latitude (16): 027d12'03.2"  Long (17): 080d15'26.3"

Roadway Traffic and Accidents

Lanes (28): 2  Medians: 0  Speed: 35 mph
   ADT Class: 3 ADT Class 3
   Recent ADT (29): 7600  Year (30): 2010
   Future ADT (114): 13186  Year (115): 2040
   Truck % ADT (109): 3
   Detour Length (19): 1.0 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 natl 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 Net (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: 

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