



ADDENDUM NO. 1

TO: ALL BIDDERS  
PROJECT: ITB PW 66-21 – College Road Bypass Bridge (No. 574132)  
Repairs

BID TIME AND DATE: 03:00 PM local time on October 13, 2021 (NEW DATE)

October 04, 2021

The following items are hereby incorporated into the project manual, procurement documents, contract documents, plans and specifications:

ITEM NO. 1 – BID DATE

The date to receive bids is hereby changed to October 13, 2021.

ITEM NO. 2 – QUESTIONS RECEIVED AT PRE-BID MEETING AND LATER

Question 1 – Sheet Nos.: B1-05 & B1-06

Can you please clarify the diameter & steel grade of the bars, and/or any corrosion protection info regarding the all thread bars, plates, and nuts for the post-tensioning bars that are being replaced.

Answer: Per Note 5 on Sheet B1-06, “The post-tension system shall be threaded bars or strand system per Specifications Section 933.”

Question 2 – Sheet No.: B1-06

Can you please clarify the size of the bars listed as 4D1 & 4D2 used in the anchor pour back of the post-tensioning bars that are being replaced.

Answer: Bars 4D1 and 4D2 are #4 bars

Question 3 – Sheet Nos.: B1-01, B1-02, B1-03, & B1-04

So that we are able to accurately fulfill the County's needs, can you please clarify the intent as well as the extent of the required survey of the existing pavement elevations prior to milling.

Answer: The intent is to remove existing asphalt which is in a poor condition and to recover the existing finish grade elevations which will be used for the resurfacing project by the County. The extent shall match the limits of milling and resurfacing.

Question 4 – Sheet No.: B1-06

The Miscellaneous Structures Repair Detail (sheet 1 of 2) was removed from the construction plans between the original bid set and the re-bid set. Is a polymer joint nosing system no longer a requirement for the joint rehabilitation scope of work?.

Answer: Correct, a polymer joint nosing system is no longer required for this project.

Question 5 – Sheet No.: B-03

Project scope of work includes milling of the existing asphalt only, with the resurfacing and striping to be performed by the County. What is the estimated time-frame between the work within this letting and the County paving operations being completed?.

Answer: The County's resurfacing operation will begin as soon as this project is complete.

Question 6 – The existing bridge deck surface displays reflective cracking running parallel to the center line in each travel lane. Are there any plans to address these issues in the project scope?

Answer: The project scope does not include bridge deck surface repair.

Question 7 – Would the County be interested in taking the Asphalt Millings for future use within the County? If so, is there a location the contractor can use to stockpile the millings and would the County help with hauling the millings from the jobsite to the stockpile area?

Answer: The County will accept the Asphalt Millings at the Fort Walton Beach Location 84 Ready Avenue, Fort Walton Beach, FL 32548. The contractor will be responsible for the transportation of the Asphalt Millings from the project location to the Fort Walton Beach Location.

Question 8 – We would like to know if there are any as-builts of the bridge that can be provided?

Is there any other detail of the Post Tensioning, Tendon Replacement or picture from the inspection report that can be provided?

Answer: No as-builts plans are available for this bridge. Please see the attached bridge inspection report performed by the FDOT in August 2020 consisting of 25 pages and included with this Addendum No. 1.

RECEIPT OF THIS ADDENDUM SHALL BE ACKNOWLEDGED BY WRITING THIS ADDENDUM NUMBER AND DATE IN THE SPACE PROVIDED ON DOCUMENT 00410-6, 'ADDENDUM ACKNOWLEDGEMENT - ATTACHMENT A.'

/s/ Scott Bitterman  
Scott Bitterman, P.E.  
Project Manager

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report with PDF attachment(s)  
(INTERIM INSPECTION REPORT)**

Structure ID: 574132

Inspection

DISTRICT: D3 - Chipley

INSPECTION DATE: 8/3/2020 UBL

BY: Kisinger Campo & Associates	STRUCTURE NAME: Not recorded
OWNER: 2 County Hwy Agency	YEAR BUILT: 1997
MAINTAINED BY: 2 County Hwy Agency	SECTION NO.: 57 507 001
STRUCTURE TYPE: 5 Prestressed Concrete - 01 Slab	MP: 1.619
LOCATION: 0.85 Mi West of SR 85	ROUTE: 00000
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: College Rd Bypass
SERV. TYPE UNDER: 5 Waterway	FEATURE INTERSECTED: Turkey Creek

 FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Interim

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 8/3/2020 UNDERWATER: 2/5/2019

SUFFICIENCY RATING: 45.7  
HEALTH INDEX: 93.6

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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**Inspection**

**INSPECTION DATE: 8/3/2020 UBL**

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SECTION NO.: 57 507 001  
MP: 1.619  
ROUTE: 00000  
FACILITY CARRIED: College Rd Bypass  
FEATURE INTERSECTED: Turkey Creek

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

TYPE OF INSPECTION: Interim

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 8/3/2020 UNDERWATER: 2/5/2019

**OVERALL NBI RATINGS:**

DECK: 3 Serious	CHANNEL: 7 Minor Damage
SUPERSTRUCTURE: 3 Serious	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 6 Satisfactory	SUFF. RATING: 45.7
PERF. RATING: Poor	HEALTH INDEX: 93.6

**FIELD PERSONNEL / TITLE / NUMBER:**

Pieczynski, Patrick - CBI #00582/Lead Inspector (lead)  
King, Verdon - Bridge Inspection Technician

**INITIALS**  
**Patrick T Pieczynski**  
Digitally signed by Patrick T Pieczynski  
Date: 2020.10.01 16:03:48 -04'00'

UW NOT REQUIRED ON INTERIM INSPECTION

**REVIEWING BRIDGE INSPECTION SUPERVISOR:**

Rothman, David - Bridge Inspector (CBI #00056)

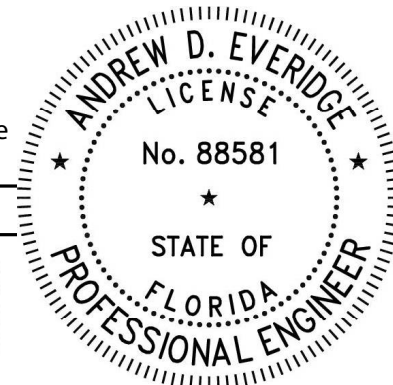
**David A Rothman**  
Digitally signed by David A Rothman  
Date: 2020.10.01 16:23:11 -04'00'

**CONFIRMING REGISTERED PROFESSIONAL ENGINEER:**

Everidge, Dillon - Professional Engineer #88581 Kisinger Campo and Associates  
1950 Commonwealth Lane  
Certificate of Authorization #2317  
Tallahassee Florida 32303

SIGNATURE: **Andrew D Everidge** Digitally signed by Andrew D Everidge  
Date: 2020.10.01 16:39:45 -04'00'

DATE: \_\_\_\_\_



The official record of this package has been electronically signed and sealed using a Digital Signature as required by 61G15-23.004 F.A.C. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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 Report with PDF attachment(s)  
(INTERIM INSPECTION REPORT)**

Structure ID: 574132

Inspection

DISTRICT: D3 - Chipley

INSPECTION DATE: 8/3/2020 UBLL

## All Elements

## DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8099 / 2	PS Conc Slab (Sonovoid)	54594	99.65	0	.	0	.	194	0.35	54788 (SF)
0	1100 / 2	Exposed Prestressing	0	.	0	.	0	.	194	100	194 (SF)
0	510 / 2	Wearing Surfaces	50490	92.16	0	.	4298	7.84	0	.	54788 sq.ft
0	3210 / 2	Del/Spall/Patch/Pot(Wear Surf)	0	.	0	.	476	100	0	.	476 sq.ft
0	3220 / 2	Crack (Wearing Surface)	0	.	0	.	3822	100	0	.	3822 sq.ft

## Element Inspection Notes:

- 8099/2      CONDITION STATE 4  
NO CHANGE:  
1) The following spans have missing or broken post-tensioning bars (See Photos 1 and 2) (194SF):  
Span 5, 1 rod missing  
Span 8, 2 rods missing  
Span 9, 1 rod missing  
Span 22, 1 rod broken  
The NBI rating of a 3 for SIA Items 58 Deck and 59 Superstructure is due to direction given by FDOT Central Office.
- NOTES  
NO CHANGE:  
1) There are signs of active water leakage between the slab units with light efflorescence.
- 2) The approach guardrail reflectors are damaged or missing (See Photo 3).
- 3) Roadway striping is faded.
- 4) Dirt and debris, up to 0.08ft. high, has collected in the gutter lines.
- 5) The near right approach guardrail has a 4ft. section of minor impact damage.
- 6) The near right object marker has been damaged and no longer defines the roadway (See Photo 4).
- 7) The near right and far left approach guardrail end terminals have been damaged (See Photo 5).
- 8) Spans 6 and 7, 12 and 13, 18 and 19, 24 and 25, 29 and 30, 35 and 36 and 42 and 43, are showing signs of vertical and lateral offset with spalls, up to 4ft. L x 0.33ft. W x 0.17ft. D, at the joints with the joint material upheaving and becoming displaced due to the ends of the slab units and bridge rails moving into one another. The measurements to calculate future movements have been established in the bridge rails with orange spray paint at the noted locations within Table 1 (See Photos 6, 7, 8 and See Table 1).
- 9) The dual lines of conduit along the left side of the barrier has a broken coupling over Bent 18 at the creek (See Photo 9).
- 1100/2      Refer to Parent Element
- 510/2      CORRECTIVE ACTION:  
1) The pothole in the right lane of Span 10 at mid-span has been repaired.

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INSPECTION DATE: 8/3/2020 UBL

CONDITION STATE 3

NO CHANGE:

1) The asphalt overlay has longitudinal cracks, up to 0.25in. wide, that coincide with the precast deck units (See Photo 10). (3822SF)

2) There are areas of asphalt breaking up, 4ft. L x 2ft. W x 0.08ft. D, and potholes have formed along the longitudinal cracks (See Photo 11). (476SF)

3210/2 Refer to Parent Element

3220/2 Refer to Parent Element

**Total Number of Elements\*: 1**

\*excluding defects/protective systems

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DISTRICT: D3 - Chipley

INSPECTION DATE: 8/3/2020 UBL

**Inspector Recommendations**

<u>UNIT: 0</u>	<u>DECKS</u>		<u>ELEM CATEGORY: Decks/Slabs</u>
<u>ELEMENT/ENV: 8099 / 2 PS Conc Slab (Sonovoid)</u>			
CONDITION STATE			PRIORITY
1 , 4	MMS Quantity: 50 sf	Element Estimated Quantity: 54788 (SF)	3
WORK ORDER RECOMMENDATION: Approach guardrails; replace missing and damaged reflectors.			
1 , 4	MMS Quantity: 1 sf	Element Estimated Quantity: 54788 (SF)	3
WORK ORDER RECOMMENDATION: Near right object marker; replace.			
1 , 4	MMS Quantity: 54788 sf	Element Estimated Quantity: 54788 (SF)	3
WORK ORDER RECOMMENDATION: Deck; resurface.			
1 , 4	MMS Quantity: 194 sf	Element Estimated Quantity: 54788 (SF)	1
WORK ORDER RECOMMENDATION: Spans 5 8 9 and 22; replace post tensioning bars.			
1 , 4	MMS Quantity: 2 sf	Element Estimated Quantity: 54788 (SF)	3
WORK ORDER RECOMMENDATION: Near right and far left approach guardrail end terminals; repair or replace.			
1 , 4	MMS Quantity: 1 sf	Element Estimated Quantity: 54788 (SF)	3
WORK ORDER RECOMMENDATION: Conduit over Bent 18; repair or replace.			

**Structure Notes**

Bridge Owner: Okaloosa County

This structure is on a 6 month inspection frequency due to the condition of the Deck and Superstructure.



**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report with PDF attachment(s)  
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Structure ID: 574132

Inspection

DISTRICT: D3 - Chipley

INSPECTION DATE: 8/3/2020 UBL

**INSPECTION NOTES:                      UBL                      8/3/2020**

Sufficiency Rating Calculation Accepted by KNKCAPP at 9/30/2020 10:07:49 AM  
UW NOT REQUIRED ON INTERIM INSPECTION

Sufficiency Rating Calculation Accepted by KNKCAJE at 4/21/2020 1:25:41 PM  
UW NOT REQUIRED ON INTERIM INSPECTION

Sufficiency Rating Calculation Accepted by KNKCAJE at 10/14/2019 4:50:46 PM  
UW NOT REQUIRED ON INTERIM INSPECTION

Sufficiency Rating Calculation Accepted by KNKCARX at 4/16/2019 8:19:00 AM

Sufficiency Rating Calculation Accepted by knievd at 4/4/2017 10:39:24 AM

UW TANK = 2/28/17

Sufficiency Rating Calculation Accepted by KNIEISB-P at 2015-03-31 10:56:02

UW TANK = 2/17/15

Sufficiency Rating Calculation Accepted by knvolss-P at 2013-02-28 09:33:54

UW TANK = 3/14/13

Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-03-30 11:31:08

UW SNORKEL = 3/14/11

Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-04-08 11:07:14

UW TANK = 4/8/09

Sufficiency Rating Calculation Accepted by kn338cd-P at 2007-06-04 13:52:29

Sufficiency Rating Calculation Accepted by knvolpt-P at 2007-02-21 15:19:28

Sufficiency Rating Calculation Accepted by kn338cd-P at 2005-06-22 16:19:21

Sufficiency Rating Calculation Accepted by kn338cd-P at 2003-07-18 14:44:30

KN338CD-P inspection comments - Structure 574132 - Date 2003-07-17

Sufficiency Rating Calculation Accepted by kn338mv at 8/16/01 14:54:18

KN352RT inspection comments - Structure 574132 - Date 8/7/01

Sufficiency Rating Calculation Accepted by kn352mv at 8/16/99 16:37:00

KN352MV inspection comments - Structure 574132 - Date 8/11/99

**INTERIM INSPECTION:** This inspection was conducted based on the NBI ratings for SIA Items 58 Deck and 59 Superstructure being coded a 3 - Serious. The deck and Superstructure are coded a 3-Serious due to damaged and missing PT bars and movement in the deck. Only Element 8099 PS Conc Slab (Sonovoid) was inspected and evaluated during this inspection. For all other element notes and defects, refer to the previous routine inspection dated 02/19/19.

**TRAFFIC RESTRICTIONS:** The bridge is not posted. Based on our recent (2020) field inspection and 2013 load capacity analysis, posting restrictions are not considered necessary at this time. As-built plans are unavailable. The design plans show prestressed slabs of 4ft. in width. The existing slabs are 9.7ft. in width.

The load rating currently filed in the Department's Electronic Document Management System, sealed on 11/26/13 by Aaron David Immel, P.E., was reviewed by Dillon Everidge, P.E. The documents were found to be complete, with a minimum summary sheet and calculations, and applicable based on observations made in the field. The load rating information in the FDOT bridge management system matches the summary sheet and calculations on file. The reviewing engineer did not perform a detailed technical review and does not assume any responsibility for the accuracy of the load rating calculations performed by others.

A Prompt Corrective Action advisory was emailed to Okaloosa County on 08/04/20 identifying the deficiencies in Element 8099 PS Conc Slab (Sonovoid) requiring immediate corrective action.

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INSPECTION DATE: 8/3/2020 UBL

**Photo 1 - Element 8099 PS Conc Slab (Sonovoid)**

Missing post tensioning bar in Span 5

REPAIR RECOMMENDATION:

Spans 5 8 9 and 22; replace post tensioning bars.

**Photo 2 - Element 8099 PS Conc Slab (Sonovoid)**

Broken post tensioning bar in Span 22

REPAIR RECOMMENDATION:

See Photo 1.

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INSPECTION DATE: 8/3/2020 UBL

**Photo 3 - Element 8099 PS Conc Slab (Sonovoid)**

Typical missing reflector at near left guardrail

**REPAIR RECOMMENDATION:**

Approach guardrails; replace missing and damaged reflectors.

**Photo 4 - Element 8099 PS Conc Slab (Sonovoid)**

Damaged near right object marker

**REPAIR RECOMMENDATION:**

Near right object marker; replace.



**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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**Photo 5 - Element 8099 PS Conc Slab (Sonovoid)**

Typical damaged guardrail end terminal

**REPAIR RECOMMENDATION:**

Near right and far left approach guardrail end terminals; repair or replace.



**Photo 6 - Element 8099 PS Conc Slab (Sonovoid)**

Bridge rail vertical alignment at Bent 5

**REPAIR RECOMMENDATION:**

None

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**Photo 7 - Element 8099 PS Conc Slab (Sonovoid)**

Horizontal misalignment at Bent 5

REPAIR RECOMMENDATION:  
None



**Photo 8 - Element 8099 PS Conc Slab (Sonovoid)**

Bridge rail offset at Bent 5

REPAIR RECOMMENDATION:  
None

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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**Table 1  
Element 8099 – PS Conc Slab (Sonovoid)**

The following locations in the bridge rails have signs of lateral slab movement:

Span	Bent	Left Bridge Rail			Right Bridge Rail		
		Horizontal Offset	Vertical Offset	Joint Opening @90°F	Horizontal Offset	Vertical Offset	Joint Opening @90°F
5	6	0.13in.	0.06in.	0.93in.	0.06in.	0.06in.	0.88in.
6	7	0.13in.	0.06in.	0.00in.	0.13in.	0.06in.	0.10in.
7	8	0.25in.	0.09in.	0.88in.	0.47in.	0.06in.	0.93in.
11	12	0.06in.	0.10in.	1.00in.	0.10in.	0.03in.	1.06in.
12	13	0.30in.	0.06in.	0.05in.	0.30in.	0.06in.	1.06in.
13	14	0.03in.	0.06in.	1.00in.	0.06in.	0.06in.	1.00in.
17	18	0.13in.	0.00in.	1.00in.	0.13in.	0.06in.	1.25in.
18	19	0.03in.	0.13in.	0.25in.	0.06in.	0.03in.	0.03in.
19	20	0.06in.	0.06in.	1.00in.	0.14in.	0.06in.	1.06in.
23	24	0.06in.	0.06in.	1.13in.	0.09in.	0.06in.	1.38in.
24	25	0.06in.	0.10in.	0.75in.	0.00in.	0.06in.	0.63in.
25	26	0.06in.	0.06in.	1.00in.	0.00in.	0.00in.	0.95in.
29	30	0.06in.	0.06in.	1.00in.	0.08in.	0.03in.	1.00in.
30	31	0.16in.	0.00in.	0.25in.	0.00in.	0.06in.	0.28in.
31	32	0.06in.	0.00in.	1.00in.	0.03in.	0.06in.	0.88in.
35	36	0.13in.	0.03in.	0.88in.	0.08in.	0.00in.	0.81in.
36	37	0.00in.	0.01in.	0.25in.	0.06in.	0.00in.	0.50in.
37	38	0.06in.	0.03in.	1.00in.	0.06in.	0.06in.	1.00in.
41	42	0.06in.	0.00in.	1.00in.	0.06in.	0.03in.	1.00in.
42	43	0.05in.	0.16in.	0.31in.	0.06in.	0.10in.	0.19in.
43	44	0.05in.	0.16in.	0.91in.	0.06in.	0.00in.	0.91in.

Note: Previously recorded as Bents 29, 30 and 31 were off by a span and are Bents 30, 31 and 32

**Table 1**

REPAIR RECOMMENDATION:  
None



**FLORIDA DEPARTMENT OF TRANSPORTATION  
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**Photo 9 - Element 8099 PS Conc Slab (Sonovoid)**

Disconnected conduit over Bent 18

REPAIR RECOMMENDATION:  
Conduit over Bent 18; repair or replace.



**Photo 10 - Element 8099 PS Conc Slab (Sonovoid) (510 Wearing Surfaces)**

Typical cracks in the asphalt overlay

REPAIR RECOMMENDATION:  
Deck; resurface.

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**Photo 11 - Element 8099 PS Conc Slab (Sonovoid) (510 Wearing Surfaces)**

Typical longitudinal crack with the asphalt breaking apart

REPAIR RECOMMENDATION:  
See Photo 10.



**Near Looking Far**

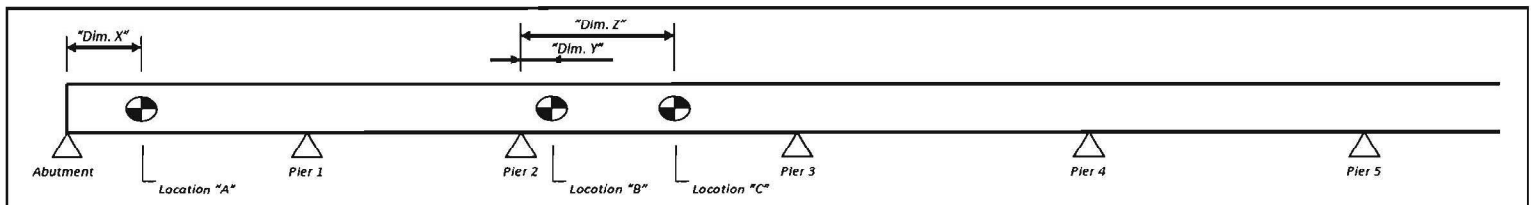


Bridge # <b>574132</b>	<b>Load Rating Summary Details for Prestressed Concrete (Flat Slab &amp; Deck/Girder) Bridges</b>	Table Date <b>11/26/2013</b>
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LRFR using Part A																			
Level	Limit State	Vehicle	Weight (tons)	Load Factors			Moment (Strength) or Stress (Service)				Shear (Strength)				Member & Description (Interior or Exterior, Governing, Member Type, Etc.)	PONTIS Location	PONTIS Value (Tons)		
				LL	DC	DW	Distribution Factor (DF)	Rating Factor	Tons	Location	Dimension	Distribution Factor (DF)	Rating Factor	Tons				Location	Dimension
Design Load Rating	Strength I (Op)	HL93	N/A	1.35	1.25	1.50		1.40	N/A				1.40	N/A	N/A	Operating Rating (64)	<b>50.4</b>		
	Service III (Op)			0.80	1.00	1.00					N/A	N/A							
	Strength I (Inv)			1.75	1.25	1.50		1.00				1.00							
	Service III (Inv)			0.80	1.00	1.00					N/A	N/A							
Legal Load Rating	Strength I	SU2	17.0	1.35	1.25	1.50		1.00	17.00				1.00	17.00		Single Unit Truck 2 Axles	17.0		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
	Strength I	SU3	33.0	1.35	1.25	1.50		1.00	33.00				1.00	33.00		Single Unit Truck 3 Axles	33.0		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
	Strength I	SU4	35.0	1.35	1.25	1.50		1.00	35.00				1.00	35.00		Single Unit Truck 4 Axles	35.0		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
	Strength I	C3	28.0	1.35	1.25	1.50		1.00	28.00				1.00	28.00		Comb. Unit Truck 3 Axles	28.0		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
	Strength I	C4	36.7	1.35	1.25	1.50		1.00	36.65				1.00	36.65		Comb. Unit Truck 4 Axles	36.7		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
	Strength I	C5	40.0	1.35	1.25	1.50		1.00	40.00				1.00	40.00		Comb. Unit Truck 5 Axles	40.0		
	Service III			0.80	1.00	1.00							N/A	N/A	N/A	N/A			
Permit Load Rating	Strength I	ST5	40.0	1.35	1.25	1.50		1.00	40.00				1.00	40.00		Truck Trailer 5 Axles	40.0		
	Service III					0.80	1.00	1.00						N/A	N/A	N/A	N/A		
	Strength II			FL120	60.0	1.35	1.25	1.50		1.00	60.00				1.00	60.00		FL120 Long Gov Span	60.0
	Service I							1.00	1.00	1.00						N/A	N/A	N/A	N/A
Strength II			1.35	1.25	1.50		1.00	60.00				1.00	60.00		FL120 Long Max Span	60.0			
Service I			1.00	1.00	1.00							N/A	N/A	N/A	N/A				

Notes	Comments
<p>General Notes</p> <ol style="list-style-type: none"> <li>This table is based on the requirements established in the [Insert Year Here] "Bridge Load Rating Manual".</li> <li>Permit Capacity is determined by using the permit vehicle in all lanes.</li> <li>If the Design Operating Load Rating is greater than 1.4, Load Rating using Legal Vehicles SU2, SU3, SU4, C3, C4, C5, and ST5 is not required.</li> <li>Service III Design Inventory tensile stress limits = 3√fc or 6√fc. Service III Design Operating Legal, and Permit tensile stress limits = 7.5√fc.</li> <li>Has the AASHTO LRFD Specifications Article 5.8.3.5 longitudinal reinforcement been satisfied? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</li> </ol> <p>Notes to Designer</p> <ol style="list-style-type: none"> <li>Modify or replace the Rating Location sketch showing Span Length(s) to resemble the bridge being rated.</li> </ol> <p>Additional Notes</p> <ol style="list-style-type: none"> <li>For each vehicle in the table, state whether the rating is for the interior or exterior member and whether or not that member governs.</li> <li>Cells shaded in this color will automatically populate based upon data provided in other fields (rating factor, bridge #, etc.) on this form.</li> <li>The value for "FL120 Gov Span Length" under Pontis Information should be placed into the "HS20 Gov Span Length" field in PONTIS.</li> </ol> <p style="text-align: center;">Bridge Load Rating Manual &amp; Bridge Management System (BMS) Coding Guide are available at:  <a href="http://www.dot.state.fl.us/statemaintenanceoffice/StructuresOperations.shtm">http://www.dot.state.fl.us/statemaintenanceoffice/StructuresOperations.shtm</a></p>	<p>Based on condition of structure and the fact the bridge has been carrying legal loads for an appreciable period of time. This bridge is not rated to carry any overloads. See Load Rating Memo, 2003.</p>

PONTIS Information		Structure Number (8)		574132		P.E. Information		
Load Rating Date	11/26/13	Reason for L.R.	Other			Performed By/Date:	Joe C. Thomas, PE 11/26/13	
Initials	JCT	Load Rating Origination	[C] Field Measurements			Checked By/Date:	Aaron Immel, PE 11/26/13	
Load Distribution Factor	0	Method of Calculation	[4] Others			P.E. & FL P.E. Lic. #:	55026	
Impact Factor	30.0%	Design Method	[@] Unknown			Physical Address:	3809 Moffett Road Mobile, AL 36618	
Design Load (31)	[0] UNKNOWN (Describe in Structure Notes) [Absence of Plans, Design Calcs, etc.]						Email Address:	aaron.immel@yolkert.com
Operating Type (63)	[0] Field Evaluation & Documented Engineering Judgement						P.E. SEAL:	
Inventory Type (65)	[0] Field Evaluation & Documented Engineering Judgement							
Main Type Material (43A)	[5] Prestressed Concrete (Post-Tensioned Concrete)							
Main Type Design (43B)	[01] Slab							
Approach Type Material (44A)								
Approach Type Design (44B)								
Open/Posted/Closed (41)								
Posting (70)	[5] AT/ABOVE LEGAL LOADS (1,000 up) (Not Required)							
Posting Recommendation	SU	99.0 tons	Load Ratings			FB Present		No
	C	99.0 tons	Operating Rating (64)	50.4 tons		Gov FB Span		
	T	99.0 tons	Inventory Rating (66)	36.0 tons		Gov FB Spacing		
	Posting Date		Single Unit Truck 2 Axles	17.0 tons		FB HS20 Rating		
Spans in Main Unit (45)	45		Single Unit Truck 3 Axles	33.0 tons		FB SU4 Rating		
Approach Spans (46)	0		Single Unit Truck 4 Axles	35.0 tons		FB FL 120		
FL120 Gov Span Length	31.7 ft		Comb. Unit Truck 3 Axles	28.0 tons		FB OPR Rating Factor		
Length of Max Span (48)	31.7 ft		Comb. Unit Truck 4 Axles	36.7 tons		FB INV Rating Factor		
Structure Length (49)	1415.7 ft		Comb. Unit Truck 5 Axles	40.0 tons		FL120 Long Gov Span	60.0 tons	
Total Length	1415.7 ft		Truck Trailer 5 Axles	40.0 tons		FL120 Long Max Span	60.0 tons	





August 04, 2020

PROMPT CORRECTIVE ACTION ADVISORY		
Okaloosa County	<b>Bridge No. 574132</b>	College Road Bypass over Turkey Creek
Interim Inspection – August 03, 2020		
District 3 Local Government Bridge Inspection Contract (West) Financial No. 224858-1-72-14 & 224859-1-72-14		
TO: Scott Bitterman Okaloosa County 1759 S. Ferdon Blvd. Crestview, FL 32536	FROM: Patrick O'Grady, CBI Kisinger Campo & Associates, Corp. 4524 Oak Fair Blvd., Suite 100 Tampa, FL 33610	Copy to: April Day Williams, PE, FDOT Project Manager David Riley, CBI, FDOT Steven Fisher, PE, FDOT

A Kisinger Campo and Associates inspection team has recently inspected the above referenced bridge and observed the following deficiencies with result in the NBI Rating for the Deck and Superstructure being a 3-“Serious”. As a result, the Prompt Corrective Action (PCA) box will be marked for this report.

The following deficiencies require Prompt Corrective Action:

Element 8099 PS Conc Slab (Sonovoid):

CS4 – The following spans have missing or broken transverse post tensioning bars (See Photos 1 and 2):

Span 5, 1 missing bar  
Span 8, 2 missing bars  
Span 9, 1 missing bar  
Span 22, 1 broken bar

Note – Spans 6 and 7, 12 and 13, 18 and 19, 24 and 25, 30 and 31, 35 and 36 and 42 and 43, are showing sign of vertical and lateral offset with spalls up to 4ft. L x 0.33ft. W x 0.17ft. D at the joints, with the joint material upheaving and becoming displaced due to the ends of the slab units and bridge rails moving into one another. The measurements to calculate future movement have been established in the bridge rails with orange spray paint at the noted locations within Table 1 (See Photos 3, 4, 5 and See Table 1).

#### RECOMMENDATIONS:

Replace post tensioning rods in Spans 5, 8, 9, and 22.

Once the current status of corrective action is determined or has been accomplished, please submit the pertinent information regarding said action to April Day Williams, PE, FDOT DSME, and forward a copy to Kisinger Campo and Associates. A follow-up letter of completed work will be necessary for our files. If you have any questions, please contact Patrick O'Grady at 813-781-8180 or Dillon Everidge at 813-538-0171.

District 3 Local Government Bridge Inspection (West)  
**PROMPT CORRECTIVE ACTION** – August 04, 2020  
Bridge No. 574132



Photo 1 – Missing Post Tensioning Bar in Span 5



Photo 2 – Broken Post Tensioning Bar in Span 22



District 3 Local Government Bridge Inspection (West)  
**PROMPT CORRECTIVE ACTION** – August 04, 2020  
Bridge No. 574132



Photo 3 – Bridge Rail Offset at Bent 8



Photo 4 – Horizontal Misalignment at Bent 13

District 3 Local Government Bridge Inspection (West)  
**PROMPT CORRECTIVE ACTION** – August 04, 2020  
Bridge No. 574132



Photo 5 – Bridge Rail Vertical Alignment at Bent 43



District 3 Local Government Bridge Inspection (West)  
**CRITICAL DEFICIENCY ADVISORY** – August 04, 2020  
 Bridge No. 574132

**Table 1**  
**Element 8099 – PS Conc Slab (Sonovoid)**

The following locations in the bridge rails have signs of lateral slab movement:

Span	Bent	Left Bridge Rail			Right Bridge Rail		
		Horizontal Offset	Vertical Offset	Joint Opening @90°F	Horizontal Offset	Vertical Offset	Joint Opening @90°F
5	6	0.13in.	0.06in.	0.93in.	0.06in.	0.06in.	0.88in.
6	7	0.13in.	0.06in.	0.00in.	0.13in.	0.06in.	0.10in.
7	8	0.25in.	0.09in.	0.88in.	0.47in.	0.06in.	0.93in.
11	12	0.06in.	0.10in.	1.00in.	0.10in.	0.03in.	1.06in.
12	13	0.30in.	0.06in.	0.05in.	0.30in.	0.06in.	1.06in.
13	14	0.03in.	0.06in.	1.00in.	0.06in.	0.06in.	1.00in.
17	18	0.13in.	0.00in.	1.00in.	0.13in.	0.06in.	1.25in.
18	19	0.03in.	0.13in.	0.25in.	0.06in.	0.03in.	0.03in.
19	20	0.06in.	0.06in.	1.00in.	0.14in.	0.06in.	1.06in.
23	24	0.06in.	0.06in.	1.13in.	0.09in.	0.06in.	1.38in.
24	25	0.06in.	0.10in.	0.75in.	0.00in.	0.06in.	0.63in.
25	26	0.06in.	0.06in.	1.00in.	0.00in.	0.00in.	0.95in.
29	30	0.06in.	0.06in.	1.00in.	0.08in.	0.03in.	1.00in.
30	31	0.16in.	0.00in.	0.25in.	0.00in.	0.06in.	0.28in.
31	32	0.06in.	0.00in.	1.00in.	0.03in.	0.06in.	0.88in.
35	36	0.13in.	0.03in.	0.88in.	0.08in.	0.00in.	0.81in.
36	37	0.00in.	0.01in.	0.25in.	0.06in.	0.00in.	0.50in.
37	38	0.06in.	0.03in.	1.00in.	0.06in.	0.06in.	1.00in.
41	42	0.06in.	0.00in.	1.00in.	0.06in.	0.03in.	1.00in.
42	43	0.05in.	0.16in.	0.31in.	0.06in.	0.10in.	0.19in.
43	44	0.05in.	0.16in.	0.91in.	0.06in.	0.00in.	0.91in.

Note: Previously recorded as Bents 29, 30 and 31 were off by a span and are Bents 30, 31 and 32

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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

REPORT ID: INSP005

Structure ID: 574132

DATE PRINTED: 9/30/2020

<b>Description</b>
--------------------

**Structure Unit Identification**

Bridge/Unit Key: 574132 0  
 Structure Name:  
 Description: MAIN SPAN 1  
 Type: M - Main

**Roadway Identification**

NBI Structure No (8): 574132  
 Position/Prefix (5): 1 - Route On Structure  
 Kind Hwy (Rte Prefix): 4 County Hwy  
 Design Level of Service: 1 Mainline  
 Route Number/Suffix: 00000 / 0 N/A (NBI)  
 Feature Intersect (6): Turkey Creek  
 Critical Facility: Not Defense-crit  
 Facility Carried (7): College Rd Bypass  
 Mile Point (11): 1.619  
 Latitude (16): 030d31'54.8"      Long (17): 086d30'21.1"

**Roadway Traffic and Accidents**

Lanes (28): 2      Medians: 0      Speed: 35 mph  
 ADT Class: 3 ADT Class 3  
 Recent ADT (29): 8800      Year (30): 2019  
 Future ADT (114): 15268      Year (115): 2041  
 Truck % ADT (109): 4  
 Detour Length (19): 2.0 mi  
 Detour Speed: 35 mph  
 Accident Count: -1      Rate:

**Roadway Classification**

Nat. Hwy Sys (104): 0 Not on NHS  
 National base Net (12): 0 - Not on Base Network  
 LRS Inventory Rte (13a): 57 507 001      Sub Rte (13b): 00  
 Functional Class (26): 17 Urban Collector  
 Federal Aid System: ON  
 Defense Hwy (100): 0 Not a STRAHNET hwy  
 Direction of Traffic (102): 2 2-way traffic  
 Emergency:

**Roadway Clearances**

Vertical (10): 99.99 ft      Appr. Road (32): 24 ft  
 Horiz. (47): 36.1 ft      Roadway (51): 36.1 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): 7 Minor Damage  
 Deck (58): 3 Serious  
 Superstructure (59): 3 Serious  
 Substructure (60): 6 Satisfactory

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

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report with PDF attachment(s)

Structure ID: 574132

CIDR

DATE PRINTED: 9/30/2020

**Structure Identification**

Admin Area: Okaloosa/Walton  
 District (2): D3 - Chipley  
 County (3): (57)Okaloosa  
 Place Code (4): Valparaiso  
 Location (9): 0.85 Mi West of SR 85  
 Border Br St/Reg (98): Not Applicable (P) Share: 0 %  
 Border Struct No (99):  
 FIPS State/Region (1): 12 Florida Region 4-Atlanta  
 NBIS Bridge Len (112): Y - Meets NBI Length  
 Parallel Structure (101): No || bridge exists  
 Temp. Structure (103): Not Applicable (P)  
 Maint. Resp. (21): 2 County Hwy Agency  
 Owner (22): 2 County Hwy Agency  
 Historic Signif. (37): 5 Not eligible for NRHP

**Geometrics**

Spans in Main Unit (45): 45  
 Approach Spans (46): 0  
 Length of Max Span (48): 31.7 ft  
 Structure Length (49): 1415.7 ft  
 Total Length: 1455.7 ft  
 Deck Area: 54788 sqft  
 Structure Flared (35): 0 No flare

**Age and Service**

Year Built (27): 1997  
 Year Reconstructed (106): 0  
 Type of Service On (42a): 1 Highway  
 Under (42b): 5 Waterway  
 Fracture Critical Details: Not Applicable

**Structure Type and Material**

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

**Deck Type and Material**

Deck Width (52): 38.7 ft  
 Skew (34): 0 deg  
 Deck Type (107): 2 Concrete Precast Panel  
 Surface (108): 6 Bituminous  
 Membrane: 0 None  
 Deck Protection: None

**Appraisal****Structure Appraisal**

Open/Posted/Closed (41): A Open, no restriction  
 Deck Geometry (68): 4 Tolerable  
 Underclearances (69): N Not applicable (NBI)  
 Approach Alignment (72): 8-No Speed Red thru Curv  
 Bridge Railings (36a): 1 Meets Standards  
 Transitions (36b): 0 Substandard  
 Approach Guardrail (36c): 1 Meets Standards  
 Approach Guardrail Ends (36d): 1 Meets Standards  
 Scour Critical (113): 5 Stable w/in footing

**Navigation Data**

Navigation Control (38): Permit Not Required  
 Nav Vertical Clr (39): 0 ft  
 Nav Horizontal Clr (40): 0 ft  
 Min Vert Lift Clr (116): 0 ft  
 Pier Protection (111): Not Applicable (P)

**NBI Condition Rating**

Sufficiency Rating: 45.7  
 Health Index: 93.6  
 Structural Eval (67): 3 Intolerable - Correct  
 Deficiency: Structurally Deficient

**Minimum Vertical Clearance**

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

**Minimum Lateral Underclearance**

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

**Schedule****Current Inspection**

Inspection Date: 08/03/2020  
 Inspector: KNKCAPP - Patrick Pieczynski  
 Bridge Group: CA032  
 Alt. Bridge Group:  
 Primary Type: Interim  
 Review Required:

**Next Inspection Date Scheduled**

NBI: 02/19/2021  
 Element: 02/19/2021  
 Fracture Critical:  
 Underwater: 02/19/2021  
 Other/Special: 02/19/2021  
 Inventory Photo Update Due: 02/14/2023



**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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

REPORT ID: INSP005

Structure ID: 574132

DATE PRINTED: 9/30/2020

**Schedule Cont.**

**Inspection Types Performed**

NBI  Element  Fracture Critical  Underwater  Other Special

**Inspection Intervals Required (92) Frequency (92) Last Date (93) Inspection Resources**

Fracture Critical	<input type="checkbox"/>	mos		Crew Hours: 12
Underwater	<input checked="" type="checkbox"/>	24 mos	02/05/2019	Flagger Hours: 0
Other Special	<input checked="" type="checkbox"/>	6 mos	08/03/2020	Helper Hours: 0
NBI		24 mos (91)	02/19/2019 (90)	Snooper Hours: 0
				Special Crew Hours: 6
				Special Equip Hours: 0

**Bridge Related**

**General Bridge Information**

Parallel Bridge Seq:	Bridge Rail 1: Concrete jersey type
Channel Depth: 8.4 ft	Bridge Rail 2: Not applicable-No rail
Radio Frequency: -1	Electrical Devices: No electric service
Phone Number:	Culvert Type: Not applicable
Exception Date:	Maintenance Yard: Not FDOT Maintained
Exception Type: Unknown	FIHS ON / OFF: No Routes on FIHS
Accepted By Maint: 01/01/1997	Previous Structure:
Warranty Expiration: 00/00/0000	2nd Previous Structure:
Performance Rating: Poor	Replacement Structure:

Permitted Utilities: Power  Water  Gas  Fiber Optic  Sewage  Other

**Bridge Load Rating Information**

Inventory Type (065): Field Eval & Engr Judge	Inventory Rating (066): 36.0 tons
Operating Type (063): Field Eval & Engr Judge	Operating Rating (064): 50.4 tons
Original Design Load (031): 0 Unknown	FL120 Permit Rating: 60.0 tons
Date: 11/26/2013	HS20/FL120 Max Span Rating: 60.0 tons
Initials: ADI	Dynamic Impact in Percent: 30 %
Load Rating Rev. Recom.: No	Governing Span Length: 31.7 ft
Load Rating Plans Status: Field Measurements	Minimum Span Length:
	Distribution Method: Others

Load Rating Notes:

**LEGAL LOADS**

SU2: 17.0 tons  
 SU3: 33.0 tons  
 SU4: 35.0 tons  
 C3: 28.0 tons  
 C4: 36.7 tons  
 C5: 40.0 tons  
 ST5: 40.0 tons  
 Posting (070): 5 At/Above Legal Loads  
 Open/Posted/Closed (041): A Open, no restriction

**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  
 Emergency Vehicle: 1 EV inapplicable

**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 Transverse HL93 Operating: -1.00 RF

**Bridge Scour and Storm Information**

Pile Driving Record: No pile driving records	Scour Recommended I: Stop scour evaluations
Foundation Type: Foundation details	Scour Recommended II: Stop scour evaluations
Mode of Flow: Riverine	Scour Recommended III: Stop scour evaluations
Rating Scour Eval: Low Risk - High	Scour Elevation: 999 ft
Highest Scour Eval: Phase III completed	Action Elevation: 999 ft
Scour Evaluation Method: Standard Scour Eval	Storm Frequency: 999

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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

REPORT ID: INSP005

Structure ID: 574132

DATE PRINTED: 9/30/2020

**Elements**

Inspection Date: 08/03/2020 UBLL

**DECKS : Decks/Slabs**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8099 / 2	PS Conc Slab (Sonovoid)	54594	99.65	0	.	0	.	194	0.35	54788 (SF)
0	1100 / 2	Exposed Prestressing	0	.	0	.	0	.	194	100	194 (SF)
0	510 / 2	Wearing Surfaces	50490	92.16	0	.	4298	7.84	0	.	54788 sq.ft
0	3210 / 2	Del/Spall/Patch/Pot(Wear Surf)	0	.	0	.	476	100	0	.	476 sq.ft
0	3220 / 2	Crack (Wearing Surface)	0	.	0	.	3822	100	0	.	3822 sq.ft

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 2	Pourable Joint Seal	139	9.88	564	40.09	422	29.99	282	20.04	1407 ft
0	2330 / 2	Seal Damage	0	.	0	.	0	.	282	100	282 ft
0	2350 / 2	Debris Impaction	0	.	564	100	0	.	0	.	564 ft
0	2360 / 2	Adjacent Deck or Header	0	.	0	.	422	100	0	.	422 ft

**DECKS : Joints**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	302 / 2	Compressn Joint Seal	0	.	0	.	0	.	253	100	253 ft
0	2330 / 2	Seal Damage	0	.	0	.	0	.	253	100	253 ft

**MISCELLANEOUS : Channel**

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

**MISCELLANEOUS : Other Elements**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 2	Re Conc Approach Slab	1548	100	0	.	0	.	0	.	1548 sq.ft
0	510 / 2	Wearing Surfaces	1468	94.83	80	5.17	0	.	0	.	1548 sq.ft
0	3220 / 2	Crack (Wearing Surface)	0	.	80	100	0	.	0	.	80 sq.ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 2	Re Conc Abutment	81	100	0	.	0	.	0	.	81 ft

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	226 / 2	Pre Conc Pile	0	.	200	90.91	20	9.09	0	.	220 (EA)
0	1080 / 2	Delamination/Spall/Patched Area	0	.	0	.	13	100	0	.	13 (EA)
0	1190 / 2	Abrasion(PSC/RC)	0	.	200	96.62	7	3.38	0	.	207 (EA)

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 2	Re Conc Pier Cap	1773	99.89	0	.	2	0.11	0	.	1775 ft
0	1080 / 2	Delamination/Spall/Patched Area	0	.	0	.	2	100	0	.	2 ft

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM**

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

REPORT ID: INSP005

Structure ID: 574132

DATE PRINTED: 9/30/2020

**SUBSTRUCTURE : Substructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8396 / 2	Other Abutment Slope Protection	0	.	2411	100	0	.	0	.	2411 (SF)
0	1010 / 2	Cracking	0	.	2411	100	0	.	0	.	2411 (SF)

**SUPERSTRUCTURE : Bearings**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	310 / 2	Elastomeric Bearing	90	100	0	.	0	.	0	.	90 each

**SUPERSTRUCTURE : Superstructure**

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	331 / 2	Re Conc Bridge Railing	2469	89.2	277	10.01	22	0.79	0	.	2768 ft
0	1080 / 2	Delamination/Spall/Patched Area	0	.	0	.	22	100	0	.	22 ft
0	1130 / 2	Cracking (RC and Other)	0	.	277	100	0	.	0	.	277 ft

**Total Number of Elements\*:** 11

\*excluding defects/protective systems

# FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

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

Structure ID: 574132

CIDR

DATE PRINTED: 9/30/2020

### Inspection Information

Inspection Date: 08/03/2020

Type: Interim

Inspector: KNKCAPP - Patrick Pieczynski

**Inspection Notes:** Sufficiency Rating Calculation Accepted by KNKCAPP at 9/30/2020 10:07:49 AM  
 UW NOT REQUIRED ON INTERIM INSPECTION  
 Sufficiency Rating Calculation Accepted by KNKCAJE at 4/21/2020 1:25:41 PM  
 UW NOT REQUIRED ON INTERIM INSPECTION  
 Sufficiency Rating Calculation Accepted by KNKCAJE at 10/14/2019 4:50:46 PM  
 UW NOT REQUIRED ON INTERIM INSPECTION  
 Sufficiency Rating Calculation Accepted by KNKCARX at 4/16/2019 8:19:00 AM  
 Sufficiency Rating Calculation Accepted by knieivd at 4/4/2017 10:39:24 AM  
 UW TANK = 2/28/17  
 Sufficiency Rating Calculation Accepted by KNIEISB-P at 2015-03-31 10:56:02  
 UW TANK = 2/17/15  
 Sufficiency Rating Calculation Accepted by knvolss-P at 2013-02-28 09:33:54  
 UW TANK = 3/14/13  
 Sufficiency Rating Calculation Accepted by knvolwc-P at 2011-03-30 11:31:08  
 UW SNORKEL = 3/14/11  
 Sufficiency Rating Calculation Accepted by KN338CD-P at 2009-04-08 11:07:14  
 UW TANK = 4/8/09  
 Sufficiency Rating Calculation Accepted by kn338cd-P at 2007-06-04 13:52:29  
 Sufficiency Rating Calculation Accepted by knvolpt-P at 2007-02-21 15:19:28  
 Sufficiency Rating Calculation Accepted by kn338cd-P at 2005-06-22 16:19:21  
 Sufficiency Rating Calculation Accepted by kn338cd-P at 2003-07-18 14:44:30  
 KN338CD-P inspection comments - Structure 574132 - Date 2003-07-17  
 Sufficiency Rating Calculation Accepted by kn338mv at 8/16/01 14:54:18  
 KN352RT inspection comments - Structure 574132 - Date 8/7/01  
 Sufficiency Rating Calculation Accepted by kn352mv at 8/16/99 16:37:00  
 KN352MV inspection comments - Structure 574132 - Date 8/11/99

INTERIM INSPECTION: This inspection was conducted based on the NBI ratings for SIA Items 58 Deck and 59 Superstructure being coded a 3 - Serious. The deck and Superstructure are coded a 3-Serious due to damaged and missing PT bars and movement in the deck. Only Element 8099 PS Conc Slab (Sonovoid) was inspected and evaluated during this inspection. For all other element notes and defects, refer to the previous routine inspection dated 02/19/19.

TRAFFIC RESTRICTIONS: The bridge is not posted. Based on our recent (2020) field inspection and 2013 load capacity analysis, posting restrictions are not considered necessary at this time. As-built plans are unavailable. The design plans show prestressed slabs of 4ft. in width. The existing slabs are 9.7ft. in width.

The load rating currently filed in the Department's Electronic Document Management System, sealed on 11/26/13 by Aaron David Immel, P.E., was reviewed by Dillon Everidge, P.E. The documents were found to be complete, with a minimum summary sheet and calculations, and applicable based on observations made in the field. The load rating information in the FDOT bridge management system matches the summary sheet and calculations on file. The reviewing engineer did not perform a detailed technical review and does not assume any responsibility for the accuracy of the load rating calculations performed by others.

A Prompt Corrective Action advisory was emailed to Okaloosa County on 08/04/20 identifying the deficiencies in Element 8099 PS Conc Slab (Sonovoid) requiring immediate corrective action.

### Structure Notes

Bridge Owner: Okaloosa County

This structure is on a 6 month inspection frequency due to the condition of the Deck and Superstructure.

### Schedule Notes