



BRIDGE INSPECTION REPORT

PREPARED FOR: FLORIDA DEPARTMENT OF TRANSPORTATION
 BRIDGE OWNER: HARDEE COUNTY

ICA

INSPECTED BY:

KCA

BRIDGE NO. 060034	CONTENTS OF REPORT	INSPECTION DATE: 02/28/2018
BrM Report		U/W Inspection Report
CIDR		* Fracture Critical Data
Scour Elevation (Profile)		* Load Rating Analysis Summary
Addendum (Element Notes & Photos/Sketches)		
*This section is not included in this report.		



2/28/2018

CR-664 over Little Payne Creek

1.6 Miles West of US-17



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

Structure ID: 060034

DISTRICT: D1 - Bartow

INSPECTION DATE: 2/28/2018 YIPJ

All Elements

MISCELLANEOUS : Channel

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	0	.	0	.	1	100	1 (EA)
0	9120 / 3	Degradation	0	.	0	.	0	.	1	100	1 (EA)

Element Inspection Notes:

8290/3 Note: This structure is considered Scour Critical. SIA Item 113 is coded a 3
SC - Unstable. Refer to Table 1 for the channel offset measurements with this report.

Phase IV Scour Recommendation:

The Plan of Action recommends monitoring of the structure during routine bridge inspections as well as during and after major storm events. If the scour critical elevation of +71.0ft. NGVD (8ft.) from the top of barrier wall (+79.0ft. NGVD) to channel bottom at Pier 3 is reached, the owner will evaluate bridge safety and decide if closure is necessary.

CS4 9120 = The west face of Pier 3 footer is exposed up to 12ft. long x 4ft. high, with an area of undermining to the footer up to 7ft. long x 4in. high x 3.6ft. penetration starting from the north end, due to degradation/scour - INCREASE. Refer to Element 220 for related comments. REPAIR (1EA)

The 4.3ft. difference for the Pier 2 right channel measurement (downstream) is due to the back side of the pier/channel bank edge starting to scour - NEW. Refer to photo 1.

The channel has a greater than a 30 degree angle of attack flowing into north face of Pier 3 and flows through Span 2 - NEW. Refer to photo 2. REPAIR

There are vegetation islands with rooted trees along both sides of Pier 3 up to 17ft. x 8ft. x 6ft. which is affecting the flow. Refer to photo 3. REPAIR

The following was noted by the underwater divers:
There is drift and debris throughout the channel - NEW.

9120/3 Refer to Parent Element

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 3	R/Conc Walls	7	21.88	20	62.5	5	15.63	0	.	32 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	5	50	5	50	0	.	10 ft
0	1130 / 3	Cracking (RC and Other)	0	.	10	100	0	.	0	.	10 ft
0	1190 / 3	Abrasion(PSC/RC)	0	.	5	100	0	.	0	.	5 ft

Element Inspection Notes:

8475/3 CS2 1130 = There are intermittent transverse cracks up to 1/16in. wide in the top face of the wingwalls. (10FT)

CS2 1190 = The northeast and southeast wingwalls have light scale damage less than 1/4in. deep. (5FT)

CS2 1080 = There are delaminations up to 1ft. long x 3in. wide intermittently throughout the wingwalls. (5FT)

CS3 1080 = There are spalls up to 1ft. x 7in. x 2in. intermittently throughout. Refer to

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photo 4. (5FT)

- 1080/3 Refer to Parent Element
- 1130/3 Refer to Parent Element
- 1190/3 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	220 / 3	Re Conc Pile Cap/Ftg	0	.	17	48.57	6	17.14	12	34.29	35 ft
0	4000 / 3	Settlement	0	.	0	.	6	100	0	.	6 ft
0	6000 / 3	Scour	0	.	17	58.62	0	.	12	41.38	29 ft

Element Inspection Notes:

- 220/3 Note: The stream is directed towards the north face of Pier 3 and then to the east face of Pier 2. Refer to Element 8290 Channel for related comments.

CS2 6000 = Pier 2 is exposed up to 3ft. deep along the east face - INCREASE. (17FT)

CS4 6000 = Pier 3 footer is exposed on the west face up to 12ft. long x 3.6ft. high and up to 8ft. x 2ft. on the east face. Refer to photo 5. INCREASE REPAIR (12FT)

CS3 4000 = Pier 3 footer appears to be settling at the north end, as the water line measurements reflect up to a 4in. difference in elevation using the the barrier as a datum point - NEW. Refer to photo 6. (6FT)

Pier 3 footer has a 7in. x 7in. x 3in. spall in the northwest corner.

The footers have scale damage up to 2ft. x full width x 1/2in. deep.

The following was noted by the underwater divers:
Pier 3 Footer: West side, starting at north end, undermined, 7ft. x 4in. x 3ft. 6in. of penetration - NEW. Refer to sketch 1. REPAIR (See deficiency above)

Top of footer to groundline measurements:
Footer 2
2018
NE - Buried
East (center) - 34in.
SE - 31in.

Footer 3
2018
NW - 34in.
West (Center) - 3ft. 7in.
SW - 24in.

Top of Footer 3 is irregular.
- 4000/3 Refer to Parent Element
- 6000/3 Refer to Parent Element

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SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	144 / 3	Re Conc Arch	0	.	0	.	54	100	0	.	54 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	27	100	0	.	27 ft
0	1090 / 3	Exposed Rebar	0	.	0	.	1	100	0	.	1 ft
0	1130 / 3	Cracking (RC and Other)	0	.	0	.	26	100	0	.	26 ft

Element Inspection Notes:

144/3 Note: This is a closed filled spandrel arches. No plans are available. Total quantity is the combined width (not length) of the arches.

The arches have intermittent scale damage up to 3/4in. and honeycomb up to 1in.

CS3 1130 = The arches have intermittent cracks up to 1/4in. wide. (4FT)

CS3 1130 = Arch 1 left edge underside has a diagonal/transverse crack, 5ft. from Pier 2, extending southwest 18ft. long x up to 1/4in. wide and a 10ft. long x up to 1/8in. wide longitudinal crack, propagating 6ft. from the left edge. A grout coating has been applied to these cracks. (15FT)

Arch 1 left spandrel wall has a 2ft. long x 10in. wide delamination near Pier 2. This was not observed during this inspection.

CS3 1080 = Arch 1 underside has five spalls up to 1ft. 6in. x 5in. x 3/4in. with exposed steel in the western half of the arch. The exposed steel was coated with ZRC at the time of inspection. REPAIR (6FT)

Arch 1 underside has a 5in. x 4in. x 3in. void at the 2/3rd point.

CS3 1080 = Arch 1 right edge, underside and spandrel wall has intermittent spalls up to 10ft. 6in. x 8in. x 1-1/2in. with exposed steel with intermittent area along the outer rib with up to 100% section loss. A light grout coating has been applied; however, the steel is still exposed. The inspector coated the exposed steel with ZRC at the time of inspection. Refer to photo 7. REPAIR (11FT)

CS3 1080 = Arch 2 underside mid-span near the right edge has two spalls up to 6in. diameter x 1/2in. with exposed flat strap steel. There are also intermittent areas of exposed steel due to lack of cover throughout. All exposed steel was coated with ZRC. REPAIR (2FT)

CS3 1080 = Arch 2 right edge has intermittent spalls up to 10in. x 5in. x 1in. throughout and the underside has two 9in. x 1in. x 5in. deep voids. (5FT)

CS3 1130 = Arch 2 left spandrel wall/underside, starting two feet from Pier 2, has a transverse crack, with spalling up to 8in. x 3in. x 2in., extending east 7ft. long x up to 1/2in. wide and an associated 1/16in. wide multi-directional crack, extending to the midpoint of the arch and back towards Pier 2. A light grout coating has been applied to these cracks - INCREASE. Refer to photo 8. REPAIR (7FT)

CS3 1090 = Arch 3 left spandrel wall, 2ft. from Pier 3, has a 10in. x 10in. x 6in. spall with exposed steel with 30% section remaining. The steel was coated at the time of inspection with ZRC. REPAIR (1FT)

The left arch in Span 3 has a crack up to 1/8in. wide emitting from the above noted spall and extending up to 8ft. in length - NEW. Refer to photo 9. REPAIR

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CS3 1080 = Arch 3 underside near mid-span at the centerline has two spalls up to 20in. x 6in. x 1-1/2in. with exposed steel.

CS3 1080 = The steel was coated with ZRC at the time of inspection. REPAIR (3FT)

There is a 10ft. long x 1/16in. wide longitudinal crack, extends from the spall in Arch 3 underside near mid-span.

1080/3 Refer to Parent Element

1090/3 Refer to Parent Element

1130/3 Refer to Parent Element

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	331 / 3	Re Conc Bridge Railing	112	58.33	50	26.04	30	15.63	0	.	192 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	20	100	0	.	20 ft
0	1130 / 3	Cracking (RC and Other)	0	.	50	83.33	10	16.67	0	.	60 ft

Element Inspection Notes:

- 331/3 CS2 1130 = The top face of both bridge rails have intermittent transverse and vertical cracks up to 1/8in. wide intermittently throughout.(50FT)
- CS3 1130 = The bottom outside left face of the arch and bridge rail in Span 3 has a crack up to 10ft. long x 1/4in. wide - NEW. Refer to photo 10. REPAIR (10FT)
- CS3 1080 = Both bridge rails have intermittent spalls/delaminations up to 10ft. x 8in. x 3/4in. with exposed rebar in the top and outside faces throughout. Refer to photo 11. (20FT)
- 1080/3 Refer to Parent Element
- 1130/3 Refer to Parent Element

Total Number of Elements*: 5
*excluding defects/protective systems

Structure Notes

BRIDGE OWNER: HARDEE COUNTY

Structure inventoried from west to east.

TRAFFIC RESTRICTION: According to the load rating analysis dated 04/11/14, posting is not required. This structure is not posted.

This bridge is Scour Critical. SIA Item 113 is coded a 3 SC-Unstable. Refer to Table 1 for the 100ft. channel offset measurements.

This structure is on a 6 month inspection frequency due to the NBI rating for SIA Item 61 Channel being coded a 3.

This structure is on a 12 month inspection frequency due to the NBI rating for SIA Item 59 Superstructure and SIA Item 60 Substructure each being coded a 4.

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.

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INSPECTION NOTES: YIPJ 2/28/2018

LOAD CAPACITY EVALUATION:

The findings of this inspection reveal the Scour Critical Elevation, as established in the Scour Evaluation report dated 02/27/03, has been exceeded by 3.7ft. at Pier 3, Lt. as well as other critical deficiencies noted in this report. It is recommended the structure be closed to all traffic until permanent repairs are made and a structural evaluation is performed.

An underwater inspection was performed due to the findings during the 2018 routine inspection of increased scour on the west side of Pier 3. Refer to Elements 8290 and 220 for related comments.

A email was sent to DBI requesting a bench mark to be established to monitor the structure, through the means of surveyors. This is due to the signs of suspected settlement. Refer to Element 220 for related comments.

The NBI rating for SIA Item 61 Channel was changed from a 5-Bank Prot Eroded to a 3-Bank Prot Failed during this inspection due to the scour noted at Pier 3 spread footer.

NON-STRUCTURAL ITEMS:

APPROACH ROADWAYS:

The asphalt surfacing over the structure has numerous intermittent longitudinal cracks up to 21ft. long x 1/4in. wide throughout.

The top of the bridge has heavy vegetation along the barriers - NEW. Refer to photo 12. REMOVE

APPROACH GUARDRAILS:

The guardrail end terminal has sustained impact at the southwest corner, resulting in one broken post and damage to a 12ft. panel. Refer to photo 13. REPAIR

OBJECT MARKERS:

The Type III marker at the northeast, southeast and southwest corners have bullet damage - NEW. Refer to photo 14. REPAIR

Sufficiency Rating Calculation Accepted by KNKCARX at 4/6/2018 8:40:33 AM

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Photo 1- Element 8290 Channel

Difference in channel profile right at Pier 2 (downstream)

REPAIR RECOMMENDATION:
None

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Photo 2 - Element 8290 Channel

Channel flow of attack on the substructure grater than 30 degrees

REPAIR RECOMMENDATION:
Regrade and realign channel.

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Photo 3 - Element 8290 Channel

Vegetation island in the south channel at Pier 3

REPAIR RECOMMENDATION:
Refer to photo 2.

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Photo 4 - Element 8475 R/Conc Walls

Typical spall in the northwest wingwall

REPAIR RECOMMENDATION:
None

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Photo 5 - Element 220 Re Conc Pile Cap/Ftg

Pier 3 footer unlevel and exposed on the west side with undermining

REPAIR RECOMMENDATION:

Install recommended scour countermeasures and establish a benchmark to monitor if settlement is increasing.

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Photo 6 - Element 220 Re Conc Pile Cap/Ftg

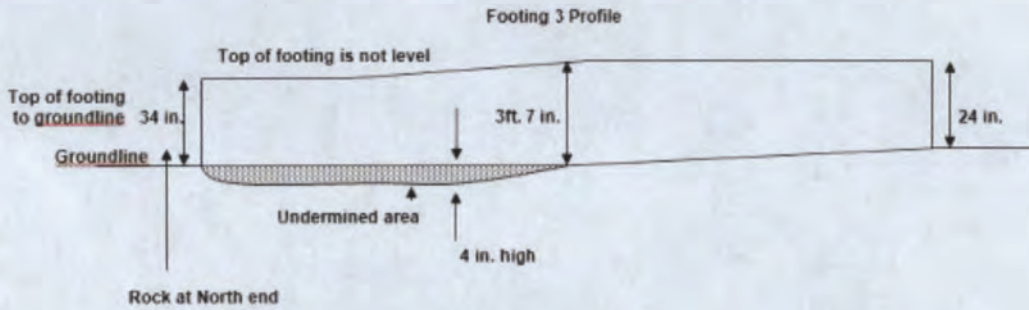
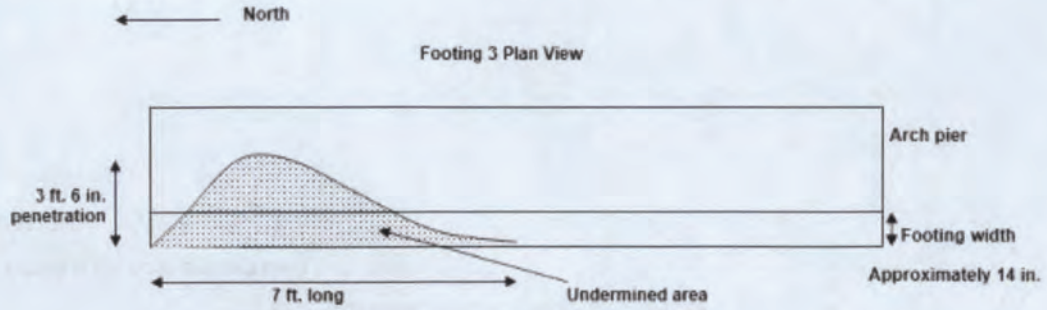
Pier 3 appears to have settled at the north end (left side)

REPAIR RECOMMENDATION:
Refer to photo 5.

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Not to Scale

Sketch 1 - Element 220 Re Conc Pile Cap/Ftg

Footer 3 undermining

WORK ORDER RECOMMENDATION:
Refer to photo 5.

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Photo 7 - Element 144 Re Conc Arch

Spall with exposed steel sprayed with ZRC in the right edge of Arch 1

REPAIR RECOMMENDATION:
Repair all spalls with exposed steel in the arches.

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Photo 8 - Element 144 Re Conc Arch

Spall with associated crack in Arch 2

REPAIR RECOMMENDATION:
Repair spall and crack along the left side of Arch 2.

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2/28/2018

Photo 9 - Element 144 Re Conc Arch

Crack in the left side of Arch 3

REPAIR RECOMMENDATION:
Seal crack in the left side of Arch 3

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Photo 10 - Element 331 Re Conc Bridge Railing

Crack in the bottom outside left face of Span 3

REPAIR RECOMMENDATION:
Repair crack in bottom outside left face of Span 3.

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Photo 11 - Element 331 Re Conc Bridge Railing

Typical spall in the top of the bridge rails

REPAIR RECOMMENDATION:
None

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Photo 12 - Inspection Notes

Heavy vegetation on top of structure along barrier

REPAIR RECOMMENDATION:
Remove vegetation on top of structure.

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Photo 13 - Inspection Notes

Southwest guardrail end terminal damage and broken post

REPAIR RECOMMENDATION:

Repair southwest guardrail end terminal, broken post and damaged 12ft. panel.

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Photo 14 - Inspection Notes

Typical bullet damage in object marker (southeast shown)

REPAIR RECOMMENDATION:
Repair the object markers.

FLORIDA DEPARTMENT OF TRANSPORTATION
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REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 060034

CIDR

DATE PRINTED: 4/6/2018

Description

Structure Unit Identification

Bridge/Unit Key: 060034 0
Structure Name: CR-664 OVER LITTLE PAYNE CREEK
Description: MAIN SPAN 1
Type: M - Main

Roadway Identification

NBI Structure No (8): 060034
Position/Prefix (5): 1 - Route On Structure
Kind Hwy (Rte Prefix): 4 County Hwy
Design Level of Service: 1 Mainline
Route Number/Suffix: 00664 / 0 N/A (NBI)
Feature Intersect (6): LITTLE PAYNE CREEK
Critical Facility: Not Defense-crit
Facility Carried (7): CR-664
Mile Point (11): 6.468
Latitude (16): 027d38'11.8" Long (17): 081d50'58.2"

Roadway Traffic and Accidents

Lanes (28): 1 Medians: 0 Speed: 25 mph
ADT Class: 2 ADT Class 2
Recent ADT (29): 500 Year (30): 2016
Future ADT (114): 868 Year (115): 2038
Truck % ADT (109): 5
Detour Length (19): 1 mi
Detour Speed: 25 mph
Accident Count: -1 Rate: -1

Roadway Classification

Nat. Hwy Sys (104): 0 Not on NHS
National base Net (12): 0 - Not on Base Network
LRS Inventory Rte (13a): 06 520 000 Sub Rte (13b): 00
Functional Class (26): 07 Rural Mjr Collector
On Federal Aid System: Yes
Defense Hwy (100): 0 Not a STRAHNET hwy
Direction of Traffic (102): 3 1-lane Br for 2-way
Emergency:

Roadway Clearances

Vertical (10): 99.99 ft Appr. Road (32): 16.7 ft
Horiz. (47): 16.1 ft Roadway (51): 16.1 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): 31 Repl-Load Capacity
Work To Be Done By (075B): 1 Contract
Improvement Length (076): 96.1 ft

Improvement Cost (094): \$ 401,890.00
Roadway Improvement Cost (095): \$ 33,491.00
Total Cost (096): \$ 435,381.00
Year of Estimate (097): 2013

NBI Rating

Channel (61): 3 Bank Prot Failed
Deck (58): N N/A (NBI)
Superstructure (59): 4 Poor
Substructure (60): 4 Poor

Culvert (62): N N/A (NBI)
Waterway (71): 7 Above Minimum
Unrepaired Spalls: -1 sq.ft.
Review Required:

**FLORIDA DEPARTMENT OF TRANSPORTATION
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Structure Identification

Admin Area: Heartland Regional
 District (2): D1 - Bartow
 County (3): (06)Hardee
 Place Code (4): No city involved
 Location (9): 1.6 MI W OF US-17
 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): 3 Possibly eligible for

Geometrics

Spans in Main Unit (45): 3
 Approach Spans (46): 0
 Length of Max Span (48): 32.2 ft
 Structure Length (49): 96.1 ft
 Total Length: 96.1 ft
 Deck Area: 0 sqft
 Structure Flared (35): 0 No flare

Age and Service

Year Built (27): 1915
 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): 1 Reinforced Concrete
 Appr Span Material (44A): Not Applicable (P)
 Main Span Design (43B): 11 Arch-Deck
 Appr Span Design (44B): 00 Other (NBI)

Deck Type and Material

Deck Width (52): 17.3 ft
 Skew (34): 0 deg
 Deck Type (107): N N/A (NBI)
 Surface (108): N N/A (no deck (NBI))
 Membrane: N N/A (no deck (NBI))
 Deck Protection: N N/A (no deck (NBI))

Appraisal

Structure Appraisal

Open/Posted/Closed (41): A Open, no restriction
 Deck Geometry (68): 2 Intolerable - Replace
 Underclearances (69): N Not applicable (NBI)
 Approach Alignment (72): 5-Steady Brake/Downshift
 Bridge Railings (36a): 0 Substandard
 Transitions (36b): 1 Meets Standards
 Approach Guardrail (36c): 1 Meets Standards
 Approach Guardrail Ends (36d): 1 Meets Standards
 Scour Critical (113): 3 SC - Unstable

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: 60.5
 Health Index: 54.87
 Structural Eval (67): 4 Minimum Tolerable
 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: 02/28/2018
 Inspector: KNKCARK - Kenneth Renfro
 Bridge Group: E1N92
 Alt. Bridge Group:
 Primary Type: Regular NBI
 Review Required:

Next Inspection Date Scheduled

NBI: 02/28/2020
 Element: 08/28/2018
 Fracture Critical:
 Underwater: 07/13/2018
 Other/Special: 08/28/2018

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CIDR

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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: 8
Underwater <input checked="" type="checkbox"/>	4 mos	03/13/2018	Flagger Hours: 0
Other Special <input checked="" type="checkbox"/>	6 mos	02/28/2018	Helper Hours: 0
NBI	24 mos (91)	02/28/2018 (90)	Snooper Hours: 0
			Special Crew Hours: 3
			Special Equip Hours: 0

Bridge Related

General Bridge Information

Parallel Bridge Seq: Channel Depth: 4.4 ft
 Radio Frequency: -1
 Phone Number:
 Exception Date:
 Exception Type: Unknown
 Accepted By Maint: 01/01/1915
 Warranty Expiration: 00/00/0000
 Performance Rating: 4 - Poor

Bridge Rail 1: Other
 Bridge Rail 2: Not applicable-No rail
 Electrical Devices: No electric service
 Culvert Type: Cast-in-place conc arch
 Maintenance Yard: Not FDOT Maintained
 FIHS ON / OFF: No Routes on FIHS
 Previous Structure:
 2nd Previous Structure:
 Replacement Structure:

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): 0 Unknown
 Date: 04/11/2014
 Initials: SLC
 Load Rating Rev. Recom.: Yes
 Load Rating Plans Status: Field Measurements

Inventory Rating (066):
 Operating Rating (064):
 FL120 Permit Rating:
 HS20/FL120 Max Span Rating:
 Dynamic Impact in Percent: 30 %
 Governing Span Length: 30.6 ft
 Minimum Span Length:
 Distribution Method: AASHTO formula

Load Rating Notes:

LEGAL LOADS

SU2: -1.0 tons
 SU3: -1.0 tons
 SU4: -1.0 tons
 C3: -1.0 tons
 C4: -1.0 tons
 C5: -1.0 tons
 ST5: -1.0 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

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: No pile driving records
 Foundation Type: Foundation details
 Mode of Flow: Riverine
 Rating Scour Eval: Scour Critical
 Highest Scour Eval: Phase IV completed
 Scour Evaluation Method:

Scour Recommended I: Perform Phase II
 Scour Recommended II: Perform Phase III
 Scour Recommended III: Perform Phase IV
 Scour Elevation: 71 ft
 Action Elevation: 73 ft
 Storm Frequency: 100

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 060034

CIDR

DATE PRINTED: 4/6/2018

Elements

Inspection Date: 02/28/2018 YIPJ

MISCELLANEOUS : Channel

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	0	.	0	.	1	100	1 (EA)
0	9120 / 3	Degradation	0	.	0	.	0	.	1	100	1 (EA)

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 3	R/Conc Walls	7	21.88	20	62.5	5	15.63	0	.	32 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	5	50	5	50	0	.	10 ft
0	1130 / 3	Cracking (RC and Other)	0	.	10	100	0	.	0	.	10 ft
0	1190 / 3	Abrasion(PSC/RC)	0	.	5	100	0	.	0	.	5 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	220 / 3	Re Conc Pile Cap/Ftg	0	.	17	48.57	6	17.14	12	34.29	35 ft
0	4000 / 3	Settlement	0	.	0	.	6	100	0	.	6 ft
0	6000 / 3	Scour	0	.	17	58.62	0	.	12	41.38	29 ft

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	144 / 3	Re Conc Arch	0	.	0	.	54	100	0	.	54 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	27	100	0	.	27 ft
0	1090 / 3	Exposed Rebar	0	.	0	.	1	100	0	.	1 ft
0	1130 / 3	Cracking (RC and Other)	0	.	0	.	26	100	0	.	26 ft

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	331 / 3	Re Conc Bridge Railing	112	58.33	50	26.04	30	15.63	0	.	192 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	20	100	0	.	20 ft
0	1130 / 3	Cracking (RC and Other)	0	.	50	83.33	10	16.67	0	.	60 ft

Total Number of Elements*: 5

*excluding defects/protective systems

Inspection Information

Inspection Date: 02/28/2018

Type: Regular NBI

Inspector: KNKCARK - Kenneth Renfro

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

REPORT ID: INSP005
Structure ID: 060034

DATE PRINTED: 4/6/2018

Inspection Information

Inspection Notes: LOAD CAPACITY EVALUATION:
The findings of this inspection reveal the Scour Critical Elevation, as established in the Scour Evaluation report dated 02/27/03, has been exceeded by 3.7ft. at Pier 3, Lt. as well as other critical deficiencies noted in this report. It is recommended the structure be closed to all traffic until permanent repairs are made and a structural evaluation is performed.

An underwater inspection was performed due to the findings during the 2018 routine inspection of increased scour on the west side of Pier 3. Refer to Elements 8290 and 220 for related comments.

A email was sent to DBI requesting a bench mark to be established to monitor the structure, through the means of surveyors. This is due to the signs of suspected settlement. Refer to Element 220 for related comments.

The NBI rating for SIA Item 61 Channel was changed from a 5-Bank Prot Eroded to a 3-Bank Prot Failed during this inspection due to the scour noted at Pier 3 spread footer.

NON-STRUCTURAL ITEMS:

APPROACH ROADWAYS:

The asphalt surfacing over the structure has numerous intermittent longitudinal cracks up to 21ft. long x 1/4in. wide throughout.

The top of the bridge has heavy vegetation along the barriers - NEW. Refer to photo 12. REMOVE

APPROACH GUARDRAILS:

The guardrail end terminal has sustained impact at the southwest corner, resulting in one broken post and damage to a 12ft. panel. Refer to photo 13. REPAIR

OBJECT MARKERS:

The Type III marker at the northeast, southeast and southwest corners have bullet damage - NEW. Refer to photo 14. REPAIR

Sufficiency Rating Calculation Accepted by KNKCARX at 4/6/2018 8:40:33 AM

Inspection Date: 02/07/2017 **Type:** Interim
Inspector: KNKCAMB - Brice McMinn

Inspection Notes: LOAD CAPACITY EVALUATION:
The findings of this inspection reveal no reason to warrant a new analysis; therefore, the current load rating results still govern.

NON-STRUCTURAL ITEMS:

GRAFFITI:

There is graffiti on the wingwalls and bridge rails, which is visible to the general public. REMOVE

ASPHALT SURFACING:

The asphalt surfacing over the structure has numerous intermittent longitudinal cracks up to 21ft. long x 1/4in. wide throughout.

APPROACH GUARDRAILS:

The guardrail end terminal has sustained impact at the southwest corner, resulting in one broken post and damage to a 12ft. panel. REPAIR

This is a 12 month Interim Inspection. Only Elements 144 Re Conc Arch and 220 Re Conc Sub Pile Cap/Ftg are included in this report. For all other element comments, refer to the last routine inspection report dated 02/17/2016.

Sufficiency Rating Calculation Accepted by KNKCADG at 3/11/2017 8:26:01 AM

Inspection Date: 02/17/2016 **Type:** Regular NBI
Inspector: KNKCAWR - Randall Whaley

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005
Structure ID: 060034

**Inspection/CIDR Report
CIDR**

DATE PRINTED: 4/6/2018

Inspection Information

- Inspection Notes:** Sufficiency Rating Calculation Accepted by knicawr-P at 2013-03-12 17:11:21
- LOAD CAPACITY EVALUATION:**
The load rating dated 4/8/85 applies to the current condition of this bridge.
- This is a Interim 12 month Inspection. Only Elements 144/3 R/Conc Arch, 220/3 R/C Sub Cap/Ftg and 361/3 Scour Smart Flag are included. For all other element comments refer to the last routine inspection report dated 2-2-12.
- NOTE:** Element 241/3 Concrete Culvert was removed and Element 144/3 R/Conc Arch was created during this current interim inspection.
- Inspection Date:** 02/02/2012 **Type:** Regular NBI
Inspector: INACTIVE1343 - Clayton St.Clair
- Inspection Notes:** Sufficiency Rating Calculation Accepted by knicacs-P at 2012-02-21 08:15:57
- LOAD CAPACITY EVALUATION:**
The load rating dated 4/8/85 applies to the current condition of this bridge.
- NON-STRUCTURAL ITEMS:**
- GRAFFITI:**
There is graffiti on the wingwalls which is not visible to the general public. No repair recommendation will be issued for this condition.
- SURFACING:**
The asphalt surfacing over the structure has numerous intermittent longitudinal cracks up to 20ft. long x 1/4in. wide throughout.
- Inspection Date:** 08/31/2011 **Type:** Interim
Inspector: INACTIVE1343 - Clayton St.Clair
- Inspection Notes:** Sufficiency Rating Calculation Accepted by knicacs-P at 2011-09-29 13:50:49
- LOAD CAPACITY EVALUATION:**
The load rating dated 4/8/85 applies to the current condition of this bridge.
- This is a Interim (6 month) Inspection. Only Elements 241 Concrete Culvert and 220 R/C Sub Cap/Ftg are included. For all other element comments refer to the last routine inspection report dated 2-24-11.
- Inspection Date:** 02/24/2011 **Type:** Regular NBI
Inspector: KNICADQ - Dion Qualls

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005
Structure ID: 060034

Inspection/CIDR Report
CIDR

DATE PRINTED: 4/6/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by knicavg-P at 2011-04-20 13:36:16

LOAD CAPACITY EVALUATION:

The load rating dated 4/8/85 applies to the current condition of this bridge.

NBIS Superstructure (59) and Substructure (60) rating have been lowered from 5 to 4 which more accurately reflects the condition of the structure.

Structure has been placed on a six month frequency inspection for Elements 220/3 R/C Sub Pile Cap/Ftg to monitor Pier 3 Footer exposure and 241/3 Concrete Culvert to monitor the cracking the north face of spandrel walls and arches.

NON-STRUCTURAL ITEMS:

GRAFFITI:

There is non-vulgar graffiti on the wingwalls visible to the general public. Refer to Photo 19, (previously listed in Element 475/3 R/Conc Walls). REPAIR

SURFACING:

The asphalt surfacing over the structure has numerous longitudinal cracks up to 20 ft. x 1/4 in. on all spans.

All spans, Lane 1, right wheel path has 1/2 in. wide x up to 20 in. L cracks.

CORRECTIVE ACTION TAKEN:

Guardrails have been installed.

Type 3 Object Markers have been installed at each corner of the structure and the graffiti and gun shot damage has been repaired. Eroded areas at southeast, northwest, and northeast wingwalls has been repaired by barrier wall installation.

Inspection Date: 03/24/2009

Type: Regular NBI

Inspector: KNVOLWW - Wade Wolfe

Inspection Notes:

Sufficiency Rating Calculation Accepted by knlpaan-P at 2009-12-08 09:33:24

Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2009-04-16 13:31:53

Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2009-04-14 16:51:40

LOAD CAPACITY EVALUATION:

The load rating dated 4/8/85 applies to the current condition of this bridge.

The NBI ratings for SIA Items 59 Superstructure, 60 Substructure and 61 Channel were lowered to a 5 due to deterioration of the concrete and scour at Pier 3.

NON-STRUCTURAL ITEMS:

GUARDRAILS:

Approach guardrails have not been provided for the structure. Refer to Photo 14. REPAIR

APPROACH SLOPES:

There are eroded areas up to 12 ft. x 6 ft. x 1.3 ft. at the ends of the southeast, northwest, and northeast wingwalls - INCREASE. Refer to Photo 15. REPAIR

REFLECTORS:

The Type 3 Object Markers at each corner of the structure have graffiti and gun shot damage. Refer to Photo 16. REPAIR

SURFACING:

The asphalt surfacing over the structure has numerous longitudinal cracks up to 20 ft. x 1/4 in. on all spans.

CORRECTIVE ACTION:

The graffiti on the roadway has been painted over.

Inspection Date: 03/22/2007

Type: Regular NBI

Inspector: KNKCABA - Michael Betz

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR Report
CIDR

REPORT ID: INSP005
Structure ID: 060034

DATE PRINTED: 4/6/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2008-04-07 16:24:05
Sufficiency Rating Calculation Accepted by kn738km-P at 2007-05-02 11:30:02

This report has an Addendum.

NONSTRUCTURAL ITEMS:

GUARDRAILS:

Approach guardrails have not been provided for the approaches to the structure. Refer to Photo 4. REPAIR

APPROACH SLOPES:

There are run-off erosion channels on the approach slopes measuring up to 12 ft. L x 6 ft. W x 1.3 ft. D at the ends of the southeast and northeast wingwalls. PREVIOUS REPAIR RECOMMENDATION NEED NOT BE REPEATED. These areas are heavily vegetated and appear stable.

REFLECTORS:

The Type 3 Object Markers at each corner of the structure have graffiti and gun shot damage - NEW. Refer to Photo 5 - REPAIR.

SURFACING:

The asphalt surfacing over the structure has numerous longitudinal cracks up to 1/4 in. wide and areas of graffiti - NEW.

Inspection Date: 03/25/2005 **Type:** Regular NBI
Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by knhwln-P at 2005-04-13 11:17:24

This report has an Addendum.

NONSTRUCTURAL ITEMS:

GUARDRAILS:

Approach guardrails have not been provided for the approaches to the structure - REPAIR. Refer to Photo 7.

APPROACH SLOPES:

There are run-off erosion channels on the approach slopes measuring up to 12 ft. L x 6 ft. W x 1.3 ft. D at the ends of the southeast and northeast wingwalls - INCREASE - REPAIR. Refer to Photo 8.

Inspection Date: 09/29/2004 **Type:** Special-Nat Disaster Dmg
Inspector: INACTIVE604 - Stanley McClurg

Inspection Notes: This is a special natural disaster damage report due to Hurricane/Tropical Storm Jeanne. No elements are in this report.

This inspection concentrated on wind damage, scour, and object collision damage due to both wind and current. Hurricane Jeanne entered Florida's east coast as a Category 3 hurricane around 10:00 pm September 25, 2004 and exited as a tropical storm on Florida's northern border September 27, 2004. This storm caused flooding and produced high winds.

The structure was closed after Hurricane Frances due to scour conditions noted by the underwater inspectors. The barricades used to close the structure had been removed by locals. The owner was notified of this and the barricades were put back in place. Channel measurements were comparable to those taken after Frances.

Inspection Date: 09/10/2004 **Type:** Special-Nat Disaster Dmg
Inspector: KNKCAGW - William Greer

Inspection Notes: This is a special natural disaster damage report due to Hurricane/Tropical Storm Frances. Only Elements 290 Channel and 361 Scour Smart Flag are included in this report.

This inspection concentrated on wind damage, scour, and object collision damage due to both wind and current. Hurricane Frances was an extremely slow moving Category 4 hurricane that entered Florida's east coast and exited as a tropical storm on Florida's west coast on September 6, 2004. This storm caused flooding and produced high winds.

Based on the findings of the underwater inspection Hardee County decided to close the bridge until the recedes and repairs can be made.

Inspection Date: 08/20/2004 **Type:** Special-Nat Disaster Dmg
Inspector: KNKCAGW - William Greer

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 060034

CIDR

DATE PRINTED: 4/6/2018

Inspection Information

Inspection Notes: This is a special natural disaster damage report due to Hurricane Charley. No elements are in this report.

This inspection concentrated on wind damage, scour, and object collision damage due to both wind and current. Hurricane Charley was a fast moving Category 4 hurricane that produced relatively low rainfall, low storm surge at low tide and high winds.

No storm damage was noted.

Inspection Date: 03/27/2003 **Type:** Regular NBI
Inspector: KN738RE - Robert Erickson

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738bm-P at 2003-04-18 13:30:32
KN738RE-P inspection comments -
Structure 060034 -
Date 2003-03-27 -
Previous comments >

Inspection Date: 04/30/2001 **Type:** Regular NBI
Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738ds at 6/25/01 16:39:02
KN738JO inspection comments -
Structure 060034 -
Date 4/30/01 -

APPROACH ROADWAY - CORRECTIVE ACTION TAKEN: The approach roadways have been asphalt resurfaced and restriped since the 4/15/99 routine inspection.

APPROACH SLOPES - Minor erosion exists in the approach slopes at the ends of the southeast and northeast wingwalls - NO CHANGE.

REFLECTORS - CORRECTIVE ACTION TAKEN: Hazard markers have been installed at the northeast and southwest corners since the 4/15/99 routine inspection.

STRIPING - CORRECTIVE ACTION TAKEN: New roadway striping has been provided since the 4/15/99 routine inspection.

Previous comments >

Inspection Date: 04/15/1999 **Type:** Regular NBI
Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738jp at 5/31/00 14:46:52
KN738KU inspection comments -
Structure 060034 -
Date 4/15/99 - The structure was inventoried from west to east.

Non-PONTIS Items

Approach Slopes/shoulders - The northeast approach slope and shoulder has an area of runoff erosion measuring up to 610 mm W x 610 mm D (2' W x 2' D), that extends around the wing wall and into the channel. This erosion is encroaching on the approach roadway. The southeast approach slope has an area of runoff erosion measuring up to 610 mm W x 610 mm D (2' W x 2' D), that extends around the wing wall and into the channel.

Fill the areas of runoff erosion around the northeast and southeast approach slopes

Guardrails - There are no guardrails provided for the structure.

Suggest providing guardrails which conform to Roadway and Design Standards Index 400 and 401.

Reflectors - Reflectors have been provided at the northwest and southeast corners of the structure. The reflector at the northeast corner has gun shot related damage.

No corrective action recommended at this time.

Previous comments > (none)

Inspection Date: 04/01/1997 **Type:** Regular NBI
Inspector:

Inspection Notes:

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Structure ID: 060034

**Inspection/CIDR Report
CIDR**

DATE PRINTED: 4/6/2018

Structure Notes

BRIDGE OWNER: HARDEE COUNTY

Structure inventoried from west to east.

TRAFFIC RESTRICTION: According to the load rating analysis dated 04/11/14, posting is not required. This structure is not posted.

This bridge is Scour Critical. SIA Item 113 is coded a 3 SC-Unstable. Refer to Table 1 for the 100ft. channel offset measurements.

This structure is on a 6 month inspection frequency due to the NBI rating for SIA Item 61 Channel being coded a 3.

This structure is on a 12 month inspection frequency due to the NBI rating for SIA Item 59 Superstructure and SIA Item 60 Substructure each being coded a 4.

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Bridge Inspection Report Addendum**

**BRIDGE ID: 060034
DISTRICT: 07 TAMPA**

**PAGE: A1 OF A1
INSPECTION DATE: 02/28/2018**

Element Category:
8290 Channel

**TABLE 1
SCOUR CRITICAL MEASUREMENTS**

LEFT SIDE 100FT. OFFSETS

	04/01/97	02/17/16	02/28/18	CHANGE
Bent 1	Dry	11.9	12.1	- 0.2
Span 1	Dry	10.4	10.6	- 0.2
Bent 2	Dry	10.4	10.3	+ 0.1
Span 2	Dry	6.1	6.3	- 0.2
Bent 3	12.0	12.4	12.4	0.0
Span 3	12.4	13.2	13.0	+ 0.2
Bent 4	Dry	11.9	11.9	0.0

RIGHT SIDE 100FT. OFFSETS

	04/01/97	02/17/16	02/28/18	CHANGE
Bent 1	Dry	-1.2	-1.4	+ 0.2
Span 1	Dry	2.6	2.8	- 0.2
Bent 2	Dry	7.6	7.9	- 0.3
Span 2	Dry	8.4	8.3	+ 0.1
Bent 3	Dry	7.6	8.0	- 0.4
Span 3	12.7	10.9	10.7	+ 0.2
Bent 4	12.1	10.6	10.5	+ 0.1

Note: Offset measurements are referenced from the top of the concrete bridge rail.

Note: + = Aggradation
 - = Degradation

Blank box = No previous measurements available.

The waterline and mudline measurements, in reference to the top of the concrete parapet, are provided for future comparison. All measurements are in feet.

**Special Underwater Bridge Inspection Report
BOLT UNDERWATER SERVICES, INC.
for
KISINGER CAMPO & ASSOCIATES, CORP.**

NBI Structure ID. (8): **060034**

Underwater Date (93): 03/13/18


Structure/Roadway Identification:

District (2): 01
County (3): Hardee
Feature Intersected (6): Little Payne Creek
Facility Carried (7): CR-664

Underwater Inspection Details:

Special Crew Hours: 3.0
Max. Depth: 4ft. at Footing 3
Type of Dive Insp.: Level II (Snorkel)
Type of Boat Used: N/A
Water Type/Marine Growth: Fresh/Riverine – Algae

Inspection Personnel:

Field Personnel:	Title	C.B.I. No.:	Duty:	Signature:
Hoogland, Keith S.	SUCBI	00341/Lead	Dive	
Goldman, Derek B.	AUBI		Dive	
Fescina, Michael V.	AUBI		Tend	

8290 CHANNEL 1 EA. = CS-2: 1EA.

CS-2 9140 = There is drift and debris throughout the channel – NEW.

220 RE CONC PILE CAP/FTG 36 FT. = CS-1: 29FT. CS-3: 7FT.

NOTE: Divers inspected Footing 2 east side and Footing 3 west side for scour.

CS-3 6000 = Footing 3: West side, starting at north end, undermined, 7ft. x 4in. x 3ft. 6in. of penetration. (7FT.)

Top of Footing 3 is irregular.

Top of footing to groundline measurement.

Footing 2		Footing 3	
NE	Buried	NW	34in.
East (Center)	34in.	West (Center)	3ft. 7in.
SE	31in.	SW	24in.

INSPECTION NOTES: Divers inspected Channel and Footings.

STRUCTURE NOTES: Structure inventoried west to east.

PHOTO LOG:

- No. 1: Structure ID.
- No. 2: North elevation
- No. 3, 4: Footing 3, undermined area

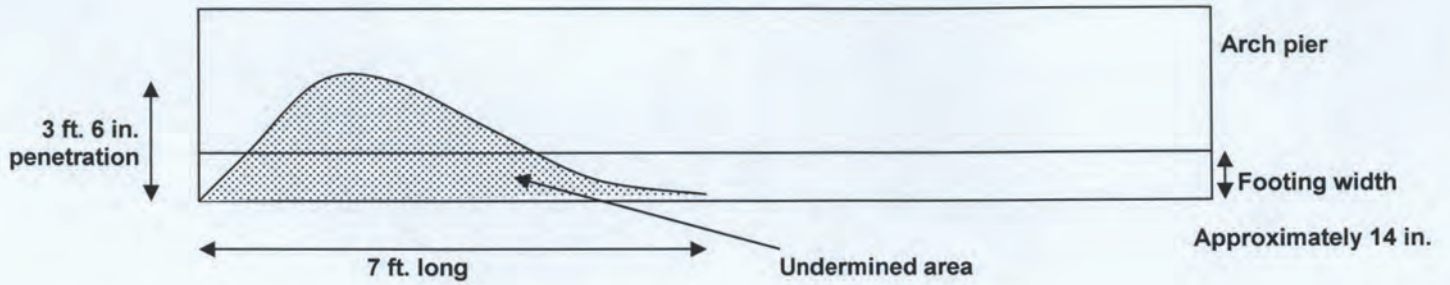
BOLT UNDERWATER SERVICES, INC.

Structure ID: 060034
District: 01

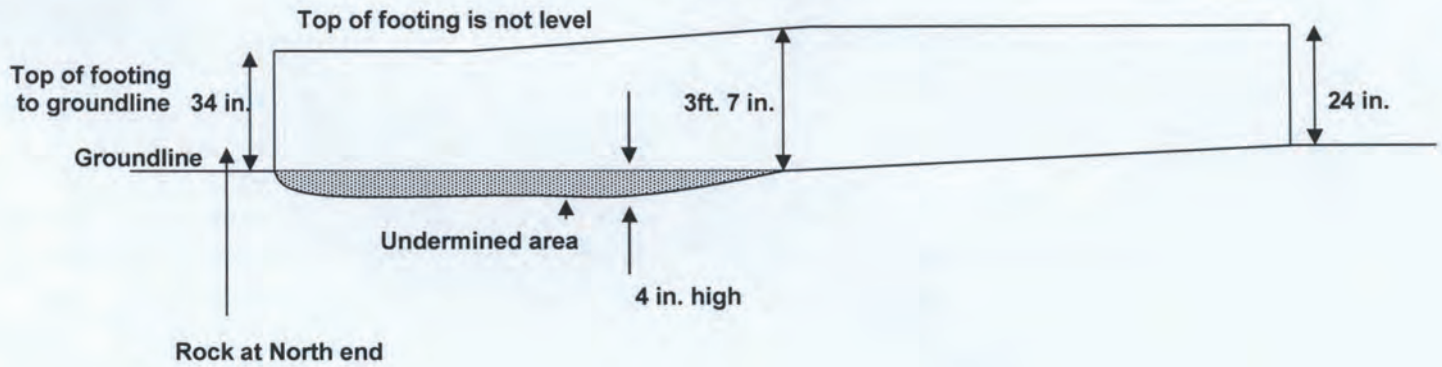
Inspection Date: 03/13/18

← North

Footing 3 Plan View



Footing 3 Profile

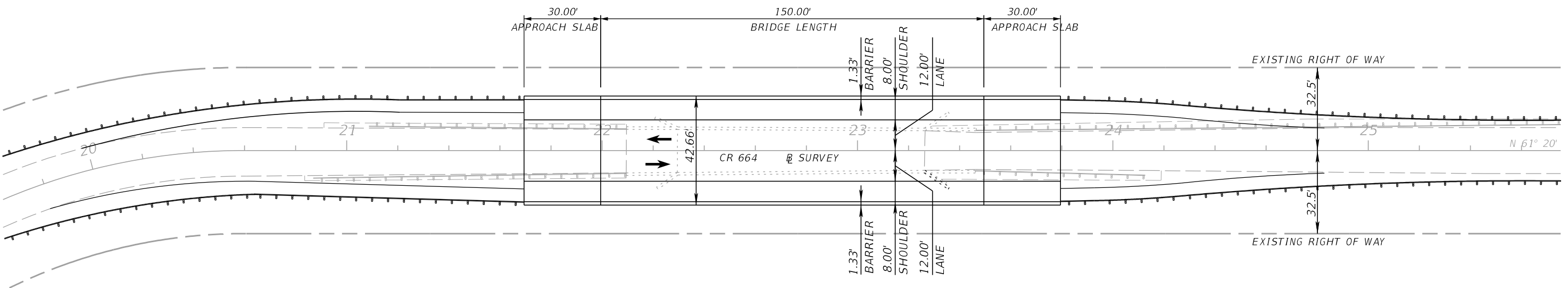
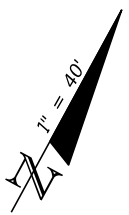


Not to Scale

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

DRAFT DRAFT

On Alignment Alternative



Notes:
Limits of slope protection not shown.
Existing R/W limits to be verified

Existing Bridge No. 060034

REVISIONS				STRUCTURES DESIGN OFFICE DISTRICT 1 801 N. BROADWAY GARTNER, FLORIDA 32859-1249 PE NAME PE NUMBER	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			BRIDGE PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 664	HARDEE	435830-1-52-01		

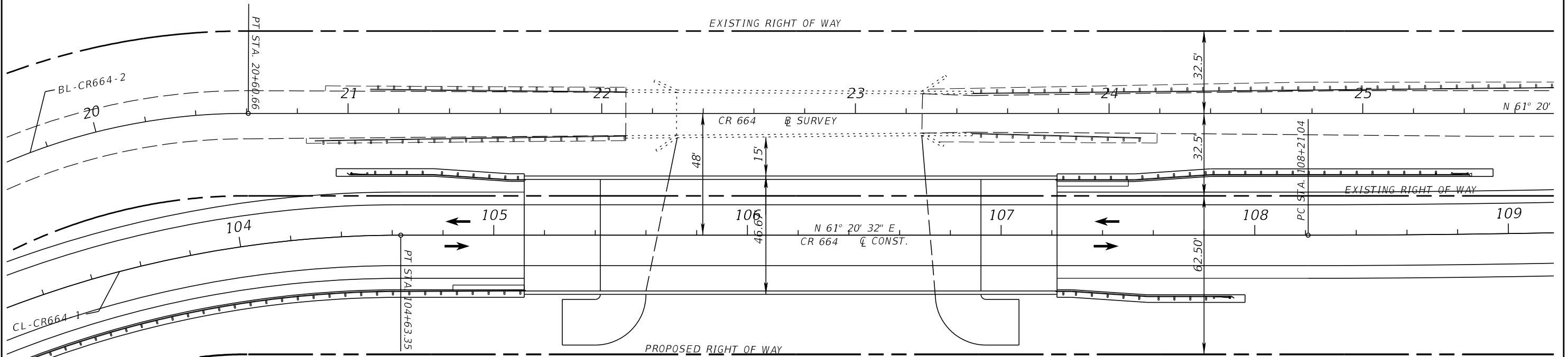
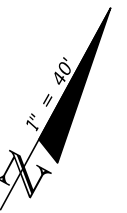
Designed By : XXX MM-YY
Checked By : XXX MM-YY

Drawn By : XXX MM-YY
Checked By : XXX MM-YY

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT

Parallel Alignment Alternative



CURVE DATA CL-CR664-1
 PI STA. = 102+77.50
 Δ = 53° 07' 30" (RT)
 D = 13° 10' 17"
 T = 217.48
 L = 403.33
 R = 435.00
 PC STA. = 100+60.02
 PT STA. = 104+63.35

Existing R/W limits to be verified

Existing Bridge No. 060034

REVISIONS				STRUCTURES DESIGN OFFICE DISTRICT 1 801 N. BROADWAY GAINESVILLE, FLORIDA 32609-1249	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			BRIDGE PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				PE NAME	CR 664	HARDEE	435830-1-52-01		
				PE NUMBER					

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Designed By : XXX MM-YY
 Checked By : XXX MM-YY
 Drawn By : XXX MM-YY
 Checked By : XXX MM-YY

