

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

ADDENDUM NO. 1

FOR

**Selmon Expressway Himes Avenue Deck and
Slab Restoration & Slab Replacement**

ITB No. O-01520

ADDENDUM NO. 1

PROJECT NAME: **Selmon Expressway Himes Avenue Deck & Slab**

Services DATE OF ADDENDUM: **September 17, 2020**

PLEASE NOTE THE FOLLOWING ADDENDUM TO ITB O-01520:

- **Changes to respective sections are highlighted below:**
 - 2.05.01 In an effort to minimize the inconvenience to THEA customers, THEA will only permit total closure of the eastbound lanes **or a single lane closure** in this area from Friday night at 7:00 PM until 6:00 AM Monday morning, in order for the Contractor to complete the work on the Selmon Expressway Eastbound bridge. The following weekend(s), the Contractor shall complete the same operation for the westbound direction within the same duration, Friday night at 7:00 PM to Monday morning at 6:00 AM.
 - 2.05.02 **Other** ~~Single~~ lane closures shall only be permitted for lifting preparation work and for final striping activities. No other single lane closures shall be allowed.
 - 2.06 Perform the work during the weekend between the hours of 7:00 PM on a Friday night and 6:00 AM the following Monday. The work may be performed across **two** non-sequential weekends, however work for each direction of travel shall be performed in the same weekend to minimize full closure and detours. Single lane closures specifically for work identified in Section 2.05.02 shall be permitted from 9:00 AM to 4:00 PM and from 8:00 PM to 5:30 AM.
 - 2.09 The Contractor shall be responsible for **liquidated damage recovery** for failure to complete the work necessary to allow THEA to re-establish tolling upon reopening the full **or single** closure within the Contractor's Maintenance of Traffic Plan. The Contractor shall coordinate with THEA and its tolling contractor (Transcore) as needed to minimize interruptions to the ITS equipment in the performance of the work.
- **Revised Specification Package O-01520, dated 9/15/2020 attached.**
- **Latest Bridge Inspection Reports attached.**
- **Detour Plans attached.**

Respondents MUST acknowledge receipt of this Addendum by signing, dating and returning the completed Acknowledgement of Receipt of Letter of Clarification/ Addendum form with Respondent's proposal.

All other items, conditions, and specifications in the procurement document not specifically changed by the Addendum remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at Man.Le@tampa-xway.com.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM and/or LETTER OF CLARIFICATION

Were Addenda issued on this Solicitation?

- Yes
- No

Were Letter of Clarification issued on this Solicitation?

- Yes
- No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum _____
Addendum _____

Date: _____
Date: _____

Letter of Clarification _____
Letter of Clarification _____

Date: _____
Date: _____

Respondent:

By: _____
Authorized Signature

Printed Name of Signer

Title of Signer

Date Signed

[END OF ACKNOWLEDGMENT OF RECEIPT FORM]

September 15, 2020

PREPARED BY: David Hubbard, P.E./Ed Ponce, P.E.



SPECIFICATIONS PACKAGE
THEA PROJECT ID. O-01520

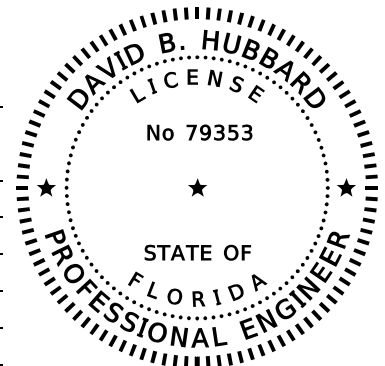
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
HILLSBOROUGH COUNTY

The July 2020 Edition of the Florida Department of Transportation Standard Specifications is revised as follows:

I hereby certify that this specifications package has been properly prepared by me, or under my responsible charge, in accordance with procedures adopted by the Florida Department of Transportation.

This item has been digitally signed and sealed by David B. Hubbard, P.E. 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.

Date:	<u>September 15, 2020</u>
State of Florida,	
Professional Engineer, License No.:	<u>79353</u>
Firm Name:	<u>HNTB Corporation</u>
Firm Address:	<u>201 N. Franklin Street, Ste. 1200</u>
City, State, Zip Code:	<u>Tampa, FL 33602</u>
Certificate of Authorization Number:	<u>6500</u>
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SPECIAL PROVISIONS

The following special provisions have been prepared on behalf of the Tampa Hillsborough Expressway Authority, hereinafter referred to as the "Authority".

DEFINITIONS AND TERMS

ARTICLE 1-3 is deleted and the following substituted:

Advertisement.

The public announcement, as required by law, inviting bids for work to be performed or materials to be furnished, usually issued as "Invitation to Bid", "Notice to Contractors," or "Notice to Bidders."

Article.

The numbered prime subdivision of a Section of these Specifications.

Authority.

The Tampa-Hillsborough County Expressway Authority, a public agency of the state created and established by the Florida Legislature pursuant to Section 348.52(1), Florida Statutes.

Bidder.

An individual, firm, or corporation submitting a proposal for the proposed work.

Bridge.

A structure, including supports, erected over a depression or over an obstruction such as water, highway or railway, or for elevated roadway, for carrying traffic or other moving loads, and having a length, measured along the center of the roadway, of more than 20 feet between the inside faces of end supports. A multiple-span box culvert is considered a bridge, where the length between the extreme ends of the openings exceeds 20 feet.

Calendar day.

Every day shown on the calendar, ending and beginning at midnight.

Contract.

The term "Contract" means the entire and integrated agreement between the parties thereunder and supersedes all prior negotiations, representations, or agreements, either written or oral. The Contract Documents form the Contract between the Authority and the Contractor setting forth the obligations of the parties thereunder, including, but not limited to, the performance of the Work and the basis of payment.

Contract Bond.

The security furnished by the Contractor and the surety as a guaranty that the Contractor shall fulfill the terms of the Contract and pay all legal debts pertaining to the construction of the project.

Contract Claim (Claim).

A written demand submitted to the Authority by the Contractor in compliance with 5-12.3 seeking additional monetary compensation, time, or other adjustments to the Contract, the entitlement or impact of which is disputed by the Authority.

Contract Documents.

The term “Contract Documents” includes: Advertisement for Proposal, Proposal, Certification as to Publication and Notice of Advertisement for Proposal, Appointment of Agent by Nonresident Contractors, Noncollusion Affidavit, Warranty Concerning Solicitation of the Contract by Others, Resolution of Award of Contract, Executed Form of Contract, Performance Bond and Payment Bond, Specifications, Plans (including revisions thereto issued during construction), Standard Plans, Addenda, or other information mailed or otherwise transmitted to the prospective bidders prior to the receipt of bids, work orders and supplemental agreements, all of which are to be treated as one instrument whether or not set forth at length in the form of contract.

Note: As used in Sections 2 and 3 only, Contract Documents do not include work orders, and supplementary agreements. As used in Section 2 only, Contract Documents also do not include Resolution of Award of Contract, Executed Form of Contract, and Performance and Payment Bond.

Contract Letting.

The date that the Authority opened the bid proposals.

Contract Time.

The number of calendar days allowed for completion of the Contract work, including authorized time extensions.

Contractor.

The individual, firm, joint venture, or company contracting with the Authority to perform the work.

Contractor’s Engineer of Record.

A Professional Engineer registered in the State of Florida, other than the Engineer of Record or his subcontracted consultant, who undertakes the design and drawing of components of the permanent structure as part of a redesign or Cost Savings Initiative Proposal, or for repair designs and details of the permanent work. The Contractor’s Engineer of Record may also serve as the Specialty Engineer.

The Contractor’s Engineer of Record must be an employee of a pre-qualified firm. The firm shall be pre-qualified in accordance with the Rules of the Department of Transportation, Chapter 14-75. Any Corporation or Partnership offering engineering services must hold a Certificate of Authorization from the Florida Department of Business and Professional Regulation.

As an alternate to being an employee of a pre-qualified firm, the Contractor’s Engineer of Record may be an Authority-approved Specialty Engineer. For items of the permanent work declared by the Authority to be ”major” or “structural”, the work performed by an Authority-approved Specialty Engineer must be checked by another Authority-approved Specialty Engineer. An individual Engineer may become an Authority-approved Specialty Engineer if the individual meets the Professional Engineer experience requirements set forth within the individual work groups in Chapter 14-75, Rules of the Department of Transportation, Florida Administrative Code. Authority-approved Specialty Engineers will not be authorized to perform redesigns or Cost Savings Initiative Proposal designs of items fully detailed in the Plans.

Controlling Work Items.

The activity or work item on the critical path having the least amount of total float. The controlling item of work will also be referred to as a Critical Activity.

Culverts.

Any structure not classified as a bridge that provides an opening under the roadway.

Delay.

Any unanticipated event, action, force or factor which extends the Contractor's time of performance of any controlling work item under the Contract. The term "delay" is intended to cover all such events, actions, forces or factors, whether styled "delay", "disruption", "interference", "impedance", "hindrance", or otherwise, which are beyond the control of and not caused by the Contractor, or the Contractor's subcontractors, materialmen, suppliers or other agents. This term does not include "extra work".

Department.

State of Florida Department of Transportation.

Developmental Specification.

See definition for Specifications.

Engineer.

The Director of Operations and Engineering, acting directly or through duly authorized representatives; such representatives acting within the scope of the duties and authority assigned to them.

Note: In order to avoid cumbersome and confusing repetition of expressions in these Specifications, it is provided that whenever anything is, or is to be done, if, as, or, when, or where "acceptable, accepted, approval, approved, authorized, condemned, considered necessary, contemplated, deemed necessary, designated, determined, directed, disapproved, established, given, indicated, insufficient, ordered, permitted, rejected, required, reserved, satisfactory, specified, sufficient, suitable, suspended, unacceptable, or unsatisfactory," it shall be understood as if the expression were followed by the words "by the Engineer," "to the Engineer," or "of the Engineer."

Engineer of Record.

The Professional Engineer or Engineering Firm registered in the State of Florida that develops the criteria and concept for the project, performs the analysis, and is responsible for the preparation of the Plans and Specifications. The Engineer of Record may be Authority staff or a consultant retained by the Authority.

The Contractor shall not employ the Engineer of Record as the Contractor's Engineer of Record or as a Specialty Engineer.

Equipment.

The machinery and equipment, together with the necessary supplies for upkeep and maintenance thereof, and all other tools and apparatus necessary for the construction and acceptable completion of the work.

Extra Work.

Any “work” which is required by the Engineer to be performed and which is not otherwise covered or included in the project by the existing Contract Documents, whether it be in the nature of additional work, altered work, deleted work, work due to differing site conditions, or otherwise. This term does not include a “delay”.

Federal, State, and Local Rules and Regulations.

The term “Federal, State and Local Rules and Regulations” includes: any and all Federal, State, and Local laws, bylaws, ordinances, rules, regulations, orders, permits, or decrees including environmental laws, rules, regulations, and permits.

Highway, Street, or Road.

A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

Holidays.

Days designated by the State Legislature or Cabinet as holidays, which include, but are not limited to, New Year’s Day, Martin Luther King’s Birthday, Memorial Day, Independence Day, Labor Day, Veterans’ Day, Thanksgiving Day and the following Friday, and Christmas Day.

Inspector.

An authorized representative of the Engineer, assigned to make official inspections of the materials furnished and of the work performed by the Contractor.

Laboratory.

The official testing laboratory used by the Authority.

Major Item of Work.

Any item of work having an original Contract value in excess of 5% of the original Contract amount.

Materials.

Any substances to be incorporated in the work under the Contract.

Median.

The portion of a divided highway or street separating the traveled ways for traffic moving in opposite directions.

Plans.

The approved Plans, including reproductions thereof, showing the location, character, dimensions, and details of the work.

Proposal (Bid, Bid Proposal).

The offer of a bidder, on the prescribed form, to perform the work and to furnish the labor and materials at the prices quoted.

Proposal Form.

The official form or the electronically generated bid item sheets on which the Authority

requires formal bids to be prepared and submitted for the work.

Proposal Guaranty

The security furnished by the bidder as guaranty that the bidder will enter into the Contract for the work if the Authority accepts the proposal.

Right-of-Way.

The land that the Authority has title to, or right of use, for the road and its structures and appurtenances, and for material pits furnished by the Authority.

Roadbed.

The portion of the roadway occupied by the subgrade and shoulders.

Roadway.

The portion of a highway within the limits of construction.

Section.

A numbered prime division of these Specifications.

Special Event.

Any event, including but not limited to, a festival, fair, run or race, motorcade, parade, civic activity, cultural activity, charity or fund drive, sporting event, or similar activity designated in the Contract Documents.

Special Provisions.

See definition for Specifications.

Specialty Engineer.

A Professional Engineer registered in the State of Florida, other than the Engineer of Record or his subcontracted consultant, who undertakes the design and drawing preparation of components, systems, or installation methods and equipment for specific temporary portions of the project work or for special items of the permanent works not fully detailed in the Plans and required to be furnished by the Contractor. The Specialty Engineer may also provide designs and details, repair designs and details, or perform Engineering Analyses for items of the permanent work declared by the Authority to be “minor” or “non-structural”.

For items of work not specifically covered by the Rules of the Department of Transportation, a Specialty Engineer is qualified if he has the following qualifications:

1. Registration as a Professional Engineer in the State of Florida.
2. The education and experience necessary to perform the submitted design as required by the Florida Department of Business and Professional Regulation.

Specifications.

The directions, provisions, and requirements contained herein, together with all stipulations contained in the Contract Documents, setting out or relating to the method and manner of performing the work, or to the quantities and qualities of materials and labor to be furnished under the Contract.

Standard Specifications: “Standard Specifications for Road and Bridge Construction” an

electronic book, applicable to all Authority Contracts containing adopted requirements, setting out or relating to the method or manner of performing work, or to the quantities and qualities of materials and labor.

Supplemental Specifications: Approved additions and revisions to the Standard Specifications, applicable to all Authority Contracts.

Special Provisions: Specific clauses adopted by the Authority that add to or revise the Standard Specifications or supplemental specifications, setting forth conditions varying from or additional to the Standard Specifications applicable to a specific project.

Technical Special Provisions: Specifications, of a technical nature, prepared, signed, and sealed by an Engineer registered in the State of Florida other than the State Specifications Engineer or his designee, that are made part of the Contract as an attachment to the Contract Documents.

Developmental Specification: A specification developed around a new process, procedure, or material.

Standard Plans.

“Standard Plans for Road and Bridge Construction”, an electronic book describing and detailing aspects of the Work. Where the term Design Standards appears in the Contract Documents, it will be synonymous with Standard Plans.

Standard Specifications.

See definition for Specifications.

State.

State of Florida.

Subarticle.

A headed and numbered subdivision of an Article of a Section of these Specifications.

Subgrade.

The portion of the roadbed immediately below the base course or pavement, including below the curb and gutter, valley gutter, shoulder and driveway pavement. The subgrade limits ordinarily include those portions of the roadbed shown in the Plans to be constructed to a design bearing value or to be otherwise specially treated. Where no limits are shown in the Plans, the subgrade section extends to a depth of 12 inches below the bottom of the base or pavement and outward to 6 inches beyond the base, pavement, or curb and gutter.

Substructure.

All of that part of a bridge structure below the bridge seats, including the parapets, backwalls, and wingwalls of abutments.

Superintendent.

The Contractor’s authorized representative in responsible charge of the work.

Superstructure.

The entire bridge structure above the substructure, including anchorage and anchor bolts, but excluding the parapets, backwalls, and wingwalls of abutments.

Supplemental Agreement.

A written agreement between the Contractor and the Authority, and signed by the surety, modifying the Contract within the limitations set forth in these Specifications.

Supplemental Specifications.

See definition for Specifications.

Surety.

The corporate body that is bound by the Contract Bond with and for the Contractor and responsible for the performance of the Contract and for payment of all legal debts pertaining thereto.

Technical Special Provisions.

See definition for Specifications.

Traveled Way.

The portion of the roadway for the movement of vehicles, exclusive of shoulders and bicycle lanes.

Unilateral Payment.

A payment of money made to the Contractor by the Authority pursuant to Section 337.11(12), Florida Statutes (2009), for sums the Authority determines to be due to the Contractor for work performed on the project, and whereby the Contractor by acceptance of such payment does not waive any rights the Contractor may otherwise have against the Authority for payment of any additional sums the Contractor claims are due for the work.

Work.

All labor, materials and incidentals required to execute and complete the requirements of the Contract including superintendence, use of equipment and tools, and all services and responsibilities prescribed or implied.

Work Order.

A written agreement between the Contractor and the Authority modifying the Contract within the limitations set forth in these Specifications. Funds for this agreement are drawn against the Initial Contingency Pay Item or a Contingency Supplemental Agreement.

Working Day.

Any calendar day on which the Contractor works or is expected to work in accordance with the approved work progress schedule.

PROPOSAL REQUIREMENTS AND CONDITIONS - EXAMINATION OF PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND SITE OF WORK.

(REV 11-3-15) (FA 1-27-16) (7-20)

ARTICLE 2-4 is deleted and the following substituted:

2-4 Examination of Plans, Specifications, Special Provisions, and Site of Work.

Examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated. Investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents.

Direct all questions to the Authority by posting the question to Man Le at man.le@tampaxway.com. Questions posted to Man Le before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth calendar day prior to the December bid opening, will be responded to by the Authority. For questions posted after these times, an answer cannot be assured. For all questions posted before the deadline, the Authority will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening. Take responsibility to review and be familiar with all questions and responses posted to this website and to make any necessary adjustments in the proposal accordingly.

When, in the sole judgment of the Authority, responses to questions require Plan revisions, Specification revisions and/or addenda, the Contracts Office will issue them as necessary.

The Authority does not guarantee the details pertaining to borings, as shown in the Plans, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. The Bidder shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid solely on their own opinion of the conditions likely to be encountered.

The Bidder's submission of a Proposal is prima facie evidence that the Bidder has made an examination as described in this Article.

AWARD AND EXECUTION OF CONTRACT – CONSIDERATION OF BIDS (LUMP SUM).

(REV 8-1-00) (1-20)

ARTICLE 3-1. The first paragraph is deleted and the following substituted:

For the purpose of award, after opening and reading the Proposals, the Authority will consider the total Contract Lump Sum Price as the bid. On this basis, the Authority will compare the amounts of each bid and make the results of such comparison available to the public. Until the actual award of the Contract, however, the Authority reserves the right to reject any or all Proposals and to waive technical errors that the Authority determines, in its sole discretion, to be in the best interest of the State. In the event of any discrepancy in the two entries of the Contract Lump Sum Price, the Authority will evaluate the bid based on the lump sum price shown in words.

**AWARD AND EXECUTION OF CONTRACT – PUBLIC RECORDS.
(REV 10-17-16) (FA 10-24-16) (7-20)**

ARTICLE 3-9 is expanded by the following:

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

**Man Le
Procurement Manager
(813) 272-6740, Ext. 135
man.le@tampa-xway.com
Tampa Hillsborough Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, FL 33602**

**SCOPE OF THE WORK (LUMP SUM).
(REV 6-3-16) (FA 6-9-16) (7-20)**

ARTICLE 4-1 is expanded by:

4-1 Intent and Scope.

The Improvements under this Contract consist of removing and replacing the departure slab for Bridge #100309 (Selmon Expressway Eastbound over Himes Avenue) and restoration of the bridge decks and approach/departure slabs for Bridge #100308 and #100309 (Selmon Expressway Westbound/Eastbound over Himes Avenue) in Hillsborough County.

This is a Lump Sum Contract with only one pay item listed in the Contract.

All references to payment under individual pay item numbers, regardless of where those references are contained in the Contract Documents or when in time any such pay item reference is incorporated in the Contract Documents, are superseded by the pay item references in this Special Provision.

Payment for all work in this Contract will be made under:

Item No. 999-2 Lump Sum Contract - LS

Pay adjustments as shown in the Contract Documents, regardless of where those pay adjustments are referenced, shall not apply, except as provided for in 9-2 Scope of Payments.

SUBARTICLE 4-3.1 is deleted and the following substituted:

4-3.1 General: The Engineer reserves the right to make, at any time prior to or during the

progress of the work, alterations or changes, whether a significant change or not, and such alterations in the details of construction, whether a substantial change or not, including but not limited to alterations in the grade or alignment of the road or structure or both, as may be found necessary or desirable by the Engineer. Such alterations or changes shall not constitute a breach of Contract, shall not invalidate the Contract, nor release the Surety from any liability arising out of this Contract or the Surety bond. The Contractor agrees to perform the work, as altered or changed, the same as if it had been a part of the original Contract.

The term “significant change” applies only when the Engineer determines that the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction. The allowance due to the Contractor will be in accordance with 4-3.2, below.

In the instance of an alleged “significant change”, the determination by the Engineer shall be conclusive and shall not be subject to challenge by the Contractor in any forum, except upon the Contractor establishing by clear and convincing proof that the determination by the Engineer was without any reasonable and good-faith basis.

SUBARTICLE 4-3.4 is deleted and the following substituted:

4-3.4 Conditions Requiring a Supplemental Agreement or Unilateral Payment: A Supplemental Agreement or Unilateral Payment will be used to clarify the Plans and Specifications of the Contract; to provide for Unforeseen Work, grade changes, or alterations in Plans which could not reasonably have been contemplated or foreseen in the Original Plans and Specifications; to change the limits of construction to meet field conditions; to provide a safe and functional connection to an existing pavement; to settle documented Contract claims; to make the project functionally operational in accordance with the intent of the original Contract and subsequent amendments thereto.

SUBARTICLE 4-3.9.4 is deleted and the following substituted:

4-3.9.4 Processing Procedures: Submit Proposals to the Engineer or his duly authorized representative. The Authority will process Proposals expeditiously; however, the Authority is not liable for any delay in acting upon a Proposal submitted pursuant to this Subarticle. The Contractor may withdraw, in whole or in part, a Proposal not accepted by the Authority within the period specified in the Proposal. The Authority is not liable for any Proposal development cost in the case where the Authority rejects or the Contractor withdraws a Proposal.

The Engineer is the sole judge of the acceptability of a Proposal and of the estimated net savings in construction costs from the adoption of all or any part of such Proposal.

Prior to approval, the Engineer may modify a Proposal, with the concurrence of the Contractor, to make it acceptable. If any modification increases or decreases the net savings resulting from the Proposal, the Authority will determine the Contractor’s fair share upon the basis of the Proposal as modified. The Authority will compute the net savings by subtracting the revised total cost affected by the Proposal from the total cost as represented in the original Contract.

Prior to approval of the Proposal that initiates the supplemental agreement, submit acceptable Contract-quality plan sheets revised to show all details consistent with the Proposal design.

CONTROL OF THE WORK (LUMP SUM).
(REV 3-15-02) (7-20)

SUBARTICLE 5-1.1 is expanded by the following:

All reference to separate payment for individual items of work will not apply. The cost for various items of work will be included and paid for under the Contract Lump Sum Price.

ARTICLE 5-2. The first paragraph is deleted and the following substituted:

These Specifications, the Plans, Special Provisions, and all supplementary documents are integral parts of the Contract; a requirement occurring in one is as binding as though occurring in all. In addition to the work and materials specifically called for in the Contract Documents and any additional incidental work, not specifically mentioned, when so shown in the Plans, or if indicated, or obvious and apparent, as being necessary for the proper completion of the work will be included in the Contract Lump Sum Price.

SUBARTICLE 5-7.6 is deleted.

CONTROL OF MATERIALS – ACCEPTANCE CRITERIA (LUMP SUM).
(REV 8-17-09) (FA 8-24-09) (7-20)

ARTICLE 6-1 is expanded by the following new Subarticles:

6-1.3.3 Lump Sum Project General Requirements: Material is accepted by material sampling and testing requirements for the following work activities: earthwork and related operations, base courses, hot bituminous mixtures, portland cement concrete, and reinforcing steel as stated in 105-2. Fabricated metal acceptance will be in accordance with 105-1.2.3. All other material acceptance will be in accordance with 6-1.

6-1.3.4 Certification on Approved Product List (APL) Products: Submit to the Engineer a notarized manufacturer's certification on each APL product that will be incorporated in the project. Submit the certification prior to utilization of the material on the project. Each certification will have the manufacturer letterhead, product name, batch number, FPID, Contract Number, category, county, title of certification person and test results in each product listed in the Department Specification. This letter will also provide the following statement: "This product meets the material specifications as provided in the Contract Documents." Ensure that the date of the manufacturer's certification is current to the shelf life of the product. This letter will be delivered to the jobsite prior to placement or utilization. Retain test results for a minimum of three years.

6-1.3.5 Certification on all Other Materials Not Specified: Submit to the Engineer a notarized manufacturer's certification on each product that will be incorporated in the project. Submit the certification prior to utilization on the project. Each certification will have the manufacturer letterhead, identification and type of material, FPID, Contract Number, county, test results of the material and notarized signature from the manufacturer. This letter will also provide the following statement: "This product meets the material specifications as provided in

the Contract Documents.” Ensure that the date of the manufacturer’s certification is current to the shelf life of the product. Retain test results for a minimum of three years.

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – PRESERVATION OF EXISTING PROPERTY – UTILITIES - UTILITY ADJUSTMENTS (NO UTILITY WORK SCHEDULE).

(REV 2-10-94) (7-20)

SUBARTICLE 7-11.5.3 is expanded by the following:

For this project, no utility work involving facilities owned by other agencies is anticipated.

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS.

(REV 4-25-02) (FA 7-17-02) (7-20)

SECTION 7 is expanded by the following:

7-27 Equal Employment Opportunity Requirements.

7-27.1 Equal Employment Opportunity Policy: Accept as the operating policy, the following statement which is designed to further the provision of equal employment opportunity to all persons without regard to their age, race, color, religion, national origin, sex, or disability and to promote the full realization of equal employment opportunity through a positive continuing program:

“It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their age, race, religion, color, national origin, sex, or disability. Such action must include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training.”

7-27.2 Equal Employment Opportunity Officer: Designate and make known to the Authority’s contracting officers an equal employment opportunity officer (hereinafter referred to as the EEO Officer) who must be capable of effectively administering and promoting an active Contractor program employment opportunity and who must be assigned adequate authority and responsibility to do so.

7-27.3 Dissemination of Policy: All members of the Contractor’s staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the Contractor’s equal employment opportunity policy and contractual responsibilities.

7-27.4 Recruitment: When advertising for employees, include in all advertisements for employees the notation “An Equal Opportunity Employer”.

7-27.5 Personnel Actions: Establish and administer wages, working conditions, employee benefits, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination without regard to age, race, color, religion, national

origin, sex, or disability.

Follow the following procedures:

1. Conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

2. Periodically evaluate the spread of wages paid with each classification to determine any evidence of discriminatory wage practices.

3. Periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action must include all affected persons.

4. Investigate all complaints of alleged discrimination made in connection with obligations under this Contract, attempt to resolve such complaints, and take appropriate corrective action. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action must include such other persons. Upon completion of each investigation inform every complainant of all of the avenues of appeal.

7-27.6 Subcontracting: Use the best efforts to ensure subcontractor compliance with their equal employment opportunity policy.

7-27.7 Records and Reports: Keep such records as are necessary to determine compliance with the equal employment opportunity obligations. The records kept will be designed to indicate the following:

1. The number of minority and nonminority group members employed in each work classification on the project.

2. The progress and efforts being made in cooperation with unions to increase minority group employment opportunities (applicable only to Contractors who rely in whole or in part on unions as a source of their work force).

3. The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority group employees as deemed appropriate to comply with their Equal Employment Opportunity Policy.

4. The progress and efforts being made in securing the services of minority group subcontractors or subcontractors with meaningful minority group representation among their employees as deemed appropriate to comply with their Equal Employment Opportunity Policy.

All such records must be retained for a period of three years following completion of the contract work and be available at reasonable times and places for inspection by authorized representatives to the Authority and the Federal Highway Administration.

Upon request, submit to the Authority a report of the number of minority and nonminority group employees currently engaged in each work classification required by the Contract work.

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - TRUCK HAUL ROUTES.

(REV 04-06-00) (7-20)

SECTION 7 is expanded by the following new Article:

7-28 Truck Haul Routes.

Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties located within District Seven have established Truck Haul Route Ordinances restricting the use of certain roadways for hauling materials, equipment and supplies. Conform to these ordinances.

All state roadways are exempt from these ordinances and may be used for Truck Haul Routes.

**LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC –
PREFERENCE TO STATE RESIDENTS.**

(REV 1-13-12) (7-20)

SECTION 7 is expanded by the following new Article:

7-29 Preference to State Residents.

Florida Statutes 255.099 (Chapter 2010-147, Section 50, Laws of Florida), providing for preference to residents of the State of Florida, is hereby made a part of this Contract:

Each contract that is funded by state funds must contain a provision requiring the Contractor to give preference to the employment of state residents in the performance of the work on the project if state residents have substantially equal qualifications to those of nonresidents.

As used in this Section, the term “substantially equal qualifications” means the qualification of two or more persons among whom the employer cannot make a reasonable determination that the qualifications held by one person are better suited for the position than the qualifications held by the other person or persons.

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – E-VERIFY.

(REV 6-13-11) (FA 6-16-11) (7-20)

SECTION 7 is expanded by the following new Article:

7-30 E-Verify.

The Contractor shall utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the term of the Contract and shall expressly require any subcontractors performing work or providing services pursuant to the Contract to likewise utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the Contract term.

**LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC –
SCRUTINIZED COMPANIES.**

(REV 3-22-18) (7-20)

SECTION 7 is expanded by the following new Article:

7-31 Scrutinized Companies.

For Contracts of any amount, if the Authority determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the Authority shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Authority's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

For Contracts \$1,000,000 and greater, if the Authority determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies with Activities in the Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, the Authority shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Authority's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

**PROSECUTION AND PROGRESS – COMPUTATION OF CONTRACT TIME –
ADJUSTING CONTRACT TIME – INCREASED WORK (LUMP SUM).
(REV 8-1-00) (7-20)**

SUBARTICLE 8-4.1. The fifth paragraph is deleted.

SUBARTICLE 8-7.3.1 is deleted and the following substituted:

8-7.3.1 Increased Work: The Authority may grant an extension of Contract Time when it increases the Contract amount due to adding new work or providing for unforeseen work. The Authority will base the consideration for granting an extension of Contract Time on the extent that the time normally required to complete the additional designated work delays the Contract completion schedule.

**PROSECUTION AND PROGRESS - LIMITATIONS OF OPERATIONS – FENCING.
(REV 6-17-04) (FA 7-13-04) (7-20)**

SUBARTICLE 8-4.8 is deleted and the following substituted:

8-4.8 Fencing: Erect permanent fence as a first order of business on all projects that include fencing where the Engineer determines that the fencing is necessary to maintain the security of livestock and other animals on adjacent property, or for protection of pedestrians who are likely to gain access to the project from adjacent property. Secure the right of way on Limited Access Facilities at all times by a fence, either temporary or permanent, that meets the height of the existing fence or the height required in the Contract.

PROSECUTION AND PROGRESS – LIQUIDATED DAMAGES FOR FAILURE TO COMPLETE THE WORK.

(REV 5-2-17) (FA 6-20-17) (7-20)

SUBARTICLE 8-10.1 and 8-10.2 are deleted and the following substituted:

8-10 Liquidated Damages for Failure to Complete the Work.

8-10.1 Highway Code Requirements Pertaining to Liquidated Damages:

Section 337.18, paragraph (2) of the Florida Statutes, requires that the Authority adopt regulations for the determination of default and provides that the Contractor pay liquidated damages to the Authority for any failure of the Contractor to complete the Contract work within the Contract Time. These Code requirements govern, and are herewith made a part of the Contract.

Liquidated damages for this Contract will be a summation of the damages referenced above and projected lost toll revenues due to failure to timely open the project to revenue-producing traffic.

8-10.2 Amount of Liquidated Damages: Applicable liquidated damages are the sum of the daily rate of \$15,000 per Calendar Day assessed as projected lost toll revenues for failure to complete the Work within the Contract Time plus the amounts established in the following schedule:

Original Contract Amount	Daily Charge Per Calendar Day
\$50,000 and under.....	\$956
Over \$50,000 but less than \$250,000.....	\$964
\$250,000 but less than \$500,000.....	\$1,241
\$500,000 but less than \$2,500,000.....	\$1,665
\$2,500,000 but less than \$5,000,000.....	\$2,712
\$5,000,000 but less than \$10,000,000.....	\$3,447
\$10,000,000 but less than \$15,000,000.....	\$4,866
\$15,000,000 but less than \$20,000,000.....	\$5,818
\$20,000,000 and over.....	\$9,198 plus 0.00005 of any amount over \$20 million (Round to nearest whole dollar)

PROSECUTION AND PROGRESS - DAMAGE RECOVERY.

(REV 8-7-17) (7-20)

ARTICLE 8-12 is deleted and the following substituted:

8-12 Damage Recovery.

8-12.1 Damages Suffered by Third Parties: In addition to the damages provided for in 8-10.2 and pursuant to Section 337.18 of the Florida Statutes, when the Contractor fails to complete the work within the Contract Time the Authority may recover from the Contractor amounts that the Authority pays for damages suffered by third parties unless the failure to timely complete the work was caused by the Authority’s act or omission.

8-12-2 Damage Recovery/User Costs: A damage recovery/user cost will be assessed against the Contractor if all lanes are not open to traffic during the times as shown in the Invitation to Bid (ITB). Costs will be assessed beginning at the appropriate time as shown in the ITB and continue until all lanes are open as recorded by the Engineer. This assessment will be in

the following amounts:

First 30 minutes and under: \$25,000

Each additional 30 minute period or portion thereof: \$5,000

Such costs will not exceed \$75,000 over a 24 hour period.

At the discretion of the Engineer, damage recovery/user cost will not be assessed for failure to open traffic lanes if such cause is beyond the control of the Contractor, i.e., catastrophic events, accidents not related or caused by the Contractor's operations.

The Authority will have the right to apply as payment on such damages any money which is due to the Contractor by the Authority.

MEASUREMENT AND PAYMENT (LUMP SUM).

(REV 7-10-19) (FA 7-22-19) (7-20)

SUBARTICLE 9-1.3 is deleted and the following substituted:

9-1.3 Determination of Pay Reduction: In measurement of areas of work, where pay reductions are to be assessed, the Engineer will use the lengths and/or widths in the calculations based upon station to station dimensions in the Contract Documents, the station to station dimensions actually constructed within the limits designated by the Engineer; or the final dimensions measured along the final surface of the completed work within the neat lines shown in the Contract Documents or designated by the Engineer. The Engineer will use the method or combination of methods of measurement which will reflect with reasonable accuracy, the actual surface area of the finished work as the Engineer determines.

Failure on the part of the Contractor to construct any item of work to plan or authorized dimensions within the Specification tolerances will result in: reconstruction to acceptable tolerances at no additional cost to the Authority; acceptance at no pay; or, acceptance at reduced pay, all at the discretion of the Engineer.

When acceptance at no pay occurs for any material not listed in 9-2, the Engineer will apply a reduction in payment for the material in question based on the weighted average unit price in the Six Month Moving Statewide Averages report. The dates will be the six months prior to the letting date for this Contract.

ARTICLE 9-2 is deleted and the following substituted:

9-2 Scope of Payments.

9-2.1 Items Included in Payment: Accept the compensation as provided in the Contract Documents as full payment for furnishing all materials and for performing all work contemplated and embraced under the Contract; also for all loss or damage arising out of the nature of the work or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its final acceptance; also for all other costs incurred under the provisions of Division I.

The Contract Lump Sum Price will include overhead, profits, and direct and indirect costs required to complete the project except as described below.

9-2.1.1 Fuels: On Contracts with an original Contract Time in excess of 120 calendar days, the Authority will make price adjustments on each applicable progress estimate to reflect increases or decreases in the price of gasoline and diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of

accepting or rejecting these adjustments. Price adjustments for these fuels will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the portion that exceeds 5%.

The Contractor will certify the number of gallons of fuel (gasoline and/or diesel) used on this Contract during the period represented by each Contractor's Certified Monthly Estimate.

Price adjustments will be based on the monthly bulk average price for gas and diesel as derived by the Authority. These average indexes shall be determined by averaging bulk fuel prices on the first day of each month as quoted by major oil companies that are reasonably expected to furnish fuel for projects in the State of Florida. Average price indices for gasoline and diesel will be available on the State Construction Office website before the 15th of each month at the following URL:

<https://www.fdot.gov/construction/fuel-Bit/Fuel-Bit.shtm>.

Payment on progress estimates will be adjusted to reflect adjustments in the prices for fuel in accordance with the following:

When fuel prices have decreased between month of bid and month of this progress estimate:

$A_i = F_i (P_i - 0.95 P_b)$ during a period of decreasing prices.

A_i = Total dollar amount - positive or negative - of the cost adjustment for each kind of fuel used by the Contractor during the month "i."

F_i = Total gallons calculated as being used during the month.

P_i = Average price for fuel prevailing during month "i."

P_b = Average price for fuel prevailing during the month "b" when bids were received on this Contract.

When fuel prices have increased between month of bid and month of this progress estimate:

$A_i = F_i (P_i - 1.05 P_b)$ during a period of increasing prices.

A_i = Total dollar amount - positive or negative - of the cost adjustment for each kind of fuel used by the Contractor during the month "i."

F_i = Total gallons calculated as being used during the month.

P_i = Average price for fuel prevailing during month "i."

P_b = Average price for fuel prevailing during the month "b" when bids were received on this Contract.

Gallons will be derived only from the established Standard Fuel Factor list posted on the State Construction Office website at the following URL:

<https://www.fdot.gov/construction/fuel-Bit/Fuel-Bit.shtm>.

The Authority will provide a computer application that will calculate and print the gallons of gasoline and/or diesel for the items that these factors represent. The Contractor will attach this worksheet and record these gallons on the Contractor's Certified Monthly Estimate as required in 9-11.3.

Payment will be based on the quantities shown on the Contractor's Certified Monthly Estimate on all items for which established standard fuel factors are posted on the State Construction Office website at the following URL:

<https://www.fdot.gov/construction/fuel-Bit/Fuel-Bit.shtm>.

Payment will be made on the current progress estimate to reflect the index difference at the time work was performed. The total price adjustment for the Contract is limited to the pay quantity as specified in 9-2.2.2.

Adjustments will be paid or charged to the Prime Contractor only. Any Contractor receiving an adjustment under this provision shall distribute the proper proportional part of such adjustment to subcontractors who perform applicable work.

9-2.1.2 Bituminous Material: Prepare a Contractor's Certification of Quantities, using the Authority's current approved form for Superpave Asphalt Base, Driveway Asphalt Base, Asphalt Treated Permeable Base, Superpave Asphaltic Concrete, Miscellaneous Asphalt Pavement, Asphalt Concrete Friction Course, and Asphalt Membrane Interlayer items. On Contracts having an original Contract Time of more than 365 calendar days, or more than 5,000 tons of asphalt concrete, the Authority will adjust the bid unit price for bituminous material, excluding cutback and emulsified asphalt to reflect increases or decreases in the Asphalt Price Index (API) of bituminous material from that in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting this adjustment. Bituminous adjustments will be made only when the current API (CAPI) varies by more than 5% of the API prevailing in the month when bids were received (BAPI), and then only on the portion that exceeds 5%.

The Authority will determine the API for each month by averaging quotations in effect on the first day of the month at all terminals that could reasonably be expected to furnish bituminous material to projects in the State of Florida.

The API will be available on the State Construction Office website before the 15th day of each month at the following URL:

<https://www.fdot.gov/construction/fuel-Bit/Fuel-Bit.shtm>.

The Authority will provide a computer application that will calculate and print the number of gallons of bituminous material for the items that these factors represent. The Contractor will attach this worksheet and record these gallons on the Contractor's Certified Monthly Estimate as required in 9-11.3.

Payment on progress estimates will be adjusted to reflect adjustments in the prices for bituminous materials in accordance with the following:

$$\text{\$ Adjustment} = (\text{ID})(\text{gallons})$$

Where ID = Index Difference = [CAPI - 0.95(BAPI)] when the API has decreased between the month of bid and month of this progress estimate.

Where ID = Index Difference = [CAPI - 1.05(BAPI)] when the API has increased between the month of bid and month of this progress estimate.

For all asphalt concrete, the number of gallons will be determined assuming a mix design with 6.25% liquid asphalt weighing 8.58 pounds per gallon.

Payment will be made on the current progress estimate to reflect the index difference at the time work was performed. The total price adjustment for the Contract is limited to the pay quantity as specified in 9-2.2.2.

Adjustments will be paid or charged to the Prime Contractor only. Any Contractor receiving an adjustment under this provision shall distribute the proper proportional part of such adjustment to subcontractors who perform applicable work.

9-2.2 General Basis of Adjusted Pay:

9-2.2.1 Deficiencies: When a deficiency occurs that results in the acceptance of a material at a reduced payment level as defined in these Specifications, the Engineer will apply a reduction in payment for the material in question based on the unit prices shown in Table 9-1.

Item Description	Unit	Unit Prices
Superpave Asphaltic Concrete (Traffic A)	TN	\$125.00
Superpave Asphaltic Concrete (Traffic B)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic C)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic D)	TN	\$100.00
Superpave Asphaltic Concrete (Traffic E)	TN	\$115.00
Superpave Asphaltic Concrete (Traffic B, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic C, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic D, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic E, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic B, High Polymer)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic C, High Polymer)	TN	\$140.00
Superpave Asphaltic Concrete (Traffic D, High Polymer)	TN	\$130.00
Superpave Asphaltic Concrete (Traffic E, High Polymer)	TN	\$105.00
Asph. Conc. Friction Course (FC-5, PG 76-22)	TN	\$155.00
Asph. Conc. Friction Course (FC-5) (High Polymer)	TN	\$155.00
Asph. Conc. Friction Course (Traffic B, FC-9.5, PG 76-22)	TN	\$140.00
Asph. Conc. Friction Course (Traffic B, FC-12.5, PG 76-22)	TN	\$130.00
Asph. Conc. Friction Course (Traffic C, FC-9.5, PG 76-22)	TN	\$140.00
Asph. Conc. Friction Course (Traffic C, FC-12.5, PG 76-22)	TN	\$125.00
Asph. Conc. Friction Course (Traffic D, FC-12.5, PG 76-22)	TN	\$140.00
Optional Base (Base Group 1)	SY	\$20.00
Optional Base (Base Group 2)	SY	\$20.00
Optional Base (Base Group 3)	SY	\$20.00
Optional Base (Base Group 4)	SY	\$20.00
Optional Base (Base Group 5)	SY	\$20.00
Optional Base (Base Group 6)	SY	\$25.00
Optional Base (Base Group 7)	SY	\$20.00
Optional Base (Base Group 8)	SY	\$35.00
Optional Base (Base Group 9)	SY	\$25.00
Optional Base (Base Group 10)	SY	\$25.00
Optional Base (Base Group 11)	SY	\$30.00
Optional Base (Base Group 12)	SY	\$30.00
Optional Base (Base Group 13)	SY	\$50.00
Optional Base (Base Group 14)	SY	\$50.00
Optional Base (Base Group 15)	SY	\$60.00

9-2.2.2 Asphalt Pay Adjustments: Asphalt pay quantity adjustments apply to asphalt items listed in Sections 234, 334, 337 and 339.

For each item, the pay quantity will be based on the quantity placed on the project, limited to 105% of the adjusted quantity for the item. The adjusted quantity will be determined by dividing the sum of the quantities from the plan summary boxes (including any Engineer approved quantity revisions) by the design G_{mm} stated in 334-1.4 (design G_{sb} stated in 337-8.2 for FC-5), and multiplying by the tonnage-weighted average G_{mm} (tonnage-weighted average G_{sb} for FC-5) of the mixes used.

For each item, additions in pay will be made if the actual quantity placed exceeds the adjusted quantity. Additions in pay will be calculated by subtracting the adjusted

quantity placed from the actual quantity placed, multiplied by the unit prices as determined by 9-2.3.1. The additional pay quantity shall not exceed 5% of the adjusted quantity.

For each item, reductions in pay will be made if the quantity placed is less than the adjusted quantity. Reduction in pay will be calculated by subtracting the adjusted quantity from the quantity placed, then multiplying by the unit prices as shown in Table 9-1.

9-2.2.3 Asphalt Overbuild: Where overbuild is called for in the Plans for the correction of cross-slope, the Engineer will make an adjustment in payment should the quantity of material placed be less than the adjusted quantity as calculated in 9-2.2.2. In addition, should the material placed exceed the adjusted quantity with no negative effect to the correction of cross-slope, an upward adjustment will be made representing the additional material placed. Adjustments in pay will be determined by subtracting the adjusted quantity from the quantity placed, then multiplying by the unit prices as shown in Table 9-2.

Table 9-2

Item Description	Unit	Unit Prices
Superpave Asphaltic Concrete (Traffic A)	TN	\$125.00
Superpave Asphaltic Concrete (Traffic B)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic C)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic D)	TN	\$100.00
Superpave Asphaltic Concrete (Traffic E)	TN	\$115.00
Superpave Asphaltic Concrete (Traffic B, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic C, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic D, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic E, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic B, High Polymer)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic C, High Polymer)	TN	\$140.00
Superpave Asphaltic Concrete (Traffic D, High Polymer)	TN	\$130.00
Superpave Asphaltic Concrete (Traffic E, High Polymer)	TN	\$105.00
Asph. Conc. Friction Course (FC-5, (PG 76-22)	TN	\$155.00
Asph. Conc. Friction Course (FC-5) (High Polymer)	TN	\$155.00
Asph. Conc. Friction Course (Traffic B, FC-9.5, PG 76-22)	TN	\$140.00
Asph. Conc. Friction Course (Traffic B, FC-12.5, PG 76-22)	TN	\$130.00
Asph. Conc. Friction Course (Traffic C, FC-9.5, PG 76-22)	TN	\$140.00
Asph. Conc. Friction Course (Traffic C, FC-12.5, PG 76-22)	TN	\$125.00
Asph. Conc. Friction Course (Traffic D, FC-12.5, PG 76-22)	TN	\$140.00
Optional Base (Base Group 1)	SY	\$20.00
Optional Base (Base Group 2)	SY	\$20.00
Optional Base (Base Group 3)	SY	\$20.00
Optional Base (Base Group 4)	SY	\$20.00
Optional Base (Base Group 5)	SY	\$20.00
Optional Base (Base Group 6)	SY	\$25.00
Optional Base (Base Group 7)	SY	\$20.00
Optional Base (Base Group 8)	SY	\$35.00
Optional Base (Base Group 9)	SY	\$25.00
Optional Base (Base Group 10)	SY	\$25.00
Optional Base (Base Group 11)	SY	\$30.00
Optional Base (Base Group 12)	SY	\$30.00

Optional Base (Base Group 13)	SY	\$50.00
Optional Base (Base Group 14)	SY	\$50.00
Optional Base (Base Group 15)	SY	\$60.00

An average spread rate, per calculations as specified in 9-2.2, will be used to determine verification of the required amount of asphalt for the project.

9-2.2.4 Foundations: Adjustment in the lump sum payment will be made for actual quantities installed of piling and drilled shafts, as additions or deletions for the total project quantity determined from the pile/drilled shaft elevations shown in the Contract Documents.

The Engineer will base all adjustments in payment on the unit prices as shown in Table 9-3.

Table 9-3

Item Description	Unit	Unit Prices
Prestressed Concrete Piling 14" SQ	LF	\$150.00
Prestressed Concrete Piling 18" SQ	LF	\$115.00
Prestressed Concrete Piling 24" SQ	LF	\$110.00
Steel Piling, HP 14 x 102	LF	\$140.00
Steel Piling, HP 14 x 117	LF	\$190.00
Steel Piling, HP 24" Dia. Pipe	LF	\$205.00

Payment listed above for Piling and Drilled Shafts includes all work required to install the foundation element to the required capacity/depth.

9-2.2.5 Quality: Where an adjustment of payment for quality is called for in the Contract Documents, the Engineer will make such adjustments for the corresponding quantity of material based on the unit prices shown in Table 9-4, or the adjustment defined in Section 346, Developmental Specification Section 330, and Developmental Specification Section 350.

Table 9-4

Item Description	Unit	Unit Prices
Superpave Asphaltic Concrete (Traffic A)	TN	\$125.00
Superpave Asphaltic Concrete (Traffic B)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic C)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic D)	TN	\$100.00
Superpave Asphaltic Concrete (Traffic E)	TN	\$115.00
Superpave Asphaltic Concrete (Traffic B, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic C, PG 76-22)	TN	\$120.00
Superpave Asphaltic Concrete (Traffic D, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic E, PG 76-22)	TN	\$110.00
Superpave Asphaltic Concrete (Traffic B, High Polymer)	TN	\$105.00
Superpave Asphaltic Concrete (Traffic C, High Polymer)	TN	\$140.00
Superpave Asphaltic Concrete (Traffic D, High Polymer)	TN	\$130.00
Superpave Asphaltic Concrete (Traffic E, High Polymer)	TN	\$105.00
Asph. Conc. Friction Course (FC-5, PG 76-22)	TN	\$155.00
Asph. Conc. Friction Course (FC-5) (High Polymer)	TN	\$155.00
Asph. Conc. Friction Course (Traffic B, FC-9.5, PG 76-22)	TN	\$140.00

Asph. Conc. Friction Course (Traffic B, FC-12.5, PG 76-22)	TN	\$130.00
Asph. Conc. Friction Course (Traffic C, FC-9.5, PG 76-22)	TN	\$140.00
Asph. Conc. Friction Course (Traffic C, FC-12.5, PG 76-22)	TN	\$125.00
Asph. Conc. Friction Course (Traffic D, FC-12.5, PG 76-22)	TN	\$140.00
Optional Base (Base Group 1)	SY	\$20.00
Optional Base (Base Group 2)	SY	\$20.00
Optional Base (Base Group 3)	SY	\$20.00
Optional Base (Base Group 4)	SY	\$20.00
Optional Base (Base Group 5)	SY	\$20.00
Optional Base (Base Group 6)	SY	\$25.00
Optional Base (Base Group 7)	SY	\$20.00
Optional Base (Base Group 8)	SY	\$35.00
Optional Base (Base Group 9)	SY	\$25.00
Optional Base (Base Group 10)	SY	\$25.00
Optional Base (Base Group 11)	SY	\$30.00
Optional Base (Base Group 12)	SY	\$30.00
Optional Base (Base Group 13)	SY	\$50.00
Optional Base (Base Group 14)	SY	\$50.00
Optional Base (Base Group 15)	SY	\$60.00

9-2.2.6 Adjustment to the Lump Sum Payment for Deleted Items of Work:

When items of work are shown in the Contract Documents to be constructed or installed and due to actual field conditions; it is determined by the Engineer that the items are not needed, a negative adjustment to the Contract will be made. The negative adjustment will be based on the actual cost of the items being deleted less all costs incurred prior to the date the Engineer determined the items are not needed and the Contractor will retain ownership. The negative adjustment will be processed in accordance with 4-3.2.

ARTICLE 9-3 is deleted.

SUBARTICLE 9-5.5.2 is deleted and the following substituted:

9-5.5.2 Partial Payment Amounts: The following partial payment restrictions apply:

1. Partial payments less than \$5,000 for any one month will not be processed.
2. Partial payment will not be made for aggregate and base course material received after paving or base construction operations begin except when a construction sequence designated by the Authority requires suspension of paving and base construction after the initial paving operations, partial payments will be reinstated until the paving and base construction resumes.

SECTION 9 is expanded by the following new Article:

9-11 Submittals.

9-11.1 Submittal Instructions: The Contractor will prepare a monthly estimate for each project in the Contract. Submit the Contractor's monthly estimate to the Engineer. The Engineer will not pay for any item of work until the Contractor's monthly estimate is approved.

9-11.2 Schedule of Values: Within 21 calendar days after contract award or at the

preconstruction conference, whichever is earlier, prepare and submit a schedule of values to the Engineer for approval prior to invoicing. Assign the schedule of values to the scheduled work activities in the project schedule with the total being the lump sum contract amount.

The schedule of values will be the basis for determining monthly payments.

Quantities will be compared with the project schedule to determine the percentage earned. The percentage shall be that portion of the work completed as compared to the total work contracted.

9-11.3 Contractor's Certified Monthly Estimate: The Contractor must make a request for payment by submitting a monthly estimate, no later than 12 O'clock noon, Monday, after the estimate cut-off date or as directed by the Engineer, based on the amount of work done or completed. The Contractor's Certified Monthly Estimate must consist of the following:

1. Contract Number, Financial Project Identification Number, Estimate Number, Monthly Estimate Date and the period that the monthly estimate represents.

2. The basis for arriving at the amount of the monthly estimate including approximate quantities of work completed, less payments previously made and less an amount previously retained or withheld.

3. Contract Summary showing the percentage of dollar value of completed work based on the present Contract amount and the percentage of days used based on the present Contract Days.

4. Certify the number of gallons of gasoline used during the monthly estimate period.

5. Certify the number of gallons of diesel used during the monthly estimate period.

6. Certify the number of gallons of bituminous material used during the monthly estimate period.

7. Certify weight of steel for indexed items.

9-11.4 Payment to the Contractor: Upon receipt of the Contractor's monthly estimate and approval by the Engineer, payment will be made, less an amount retained or withheld per provisions included in the Contract. The monthly payments will be approximate only and will be subject to reduction for overpayments or increase for underpayments on preceding payments to the Contractor and to correction in the subsequent estimates and the final estimate and payment process.

MOBILIZATION (LUMP SUM).
(REV 12-13-18) (FA 1-23-19) (7-20)

SECTION 101 is deleted and the following substituted:

SECTION 101
MOBILIZATION

101-1 Description.

Perform preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site and for the establishment of temporary offices, buildings, safety equipment and first aid supplies, and sanitary and other facilities.

Include the costs of bonds and any required insurance and any other preconstruction expense necessary for the start of the work, excluding the cost of construction materials.

101-2 Basis of Payment.

101-2.1 General: The work and incidental costs specified as being covered under this Section will be paid for at the lump sum prices for the items of mobilization included in the Schedule of Values.

101-2.2 Partial Payments: When the Notice to Proceed has been issued, partial payments will be made in accordance with the following:

For Contracts of 120 Contract days duration or less, partial payment will be made at 50% of the Mobilization amount shown in the Schedule of Values per month for the first two months until 100% of the Mobilization amount shown in the Schedule of Values is paid. For Contracts in excess of 120 Contract days duration, partial payment will be made at 25% of the Mobilization amount shown in the Schedule of Values per month for the first four months until 100% of the Mobilization amount shown in the Schedule of Values is paid. In no event shall more than 50% of the Mobilization amount shown in the Schedule of Values be paid prior to commencing construction on the project site.

Total partial payments for Mobilization on any project, including when more than one project or job is included in the Contract, will be limited to 10% of the original Contract amount for that project. Any remaining amount will be paid upon completion of all work on the Contract.

Retainage, as specified in 9-5, will be applied to all partial payments.

Partial payments made on this item will in no way act to preclude or limit any of the provisions for partial payments otherwise provided for by the Contract.

APPENDICES

TECHNICAL SPECIAL PROVISIONS.

The following Technical Special Provisions are individually signed and sealed but are included as part of this Specifications Package.

CONCRETE DECK RESTORATION

TECHNICAL SPECIAL PROVISIONS
FOR
CONCRETE DECK RESTORATION

FINANCIAL PROJECT IDS:

Prepared for:
Tampa Hillsborough Expressway Authority

Prepared By: George Vaso, P.E.
November 21, 2019

T405 : CONCRETE RESTORATION

T405-1 Description:

Replace deteriorated concrete by placing polymer/latex modified concrete containing micro-silica or other specified material as indicated in the plans and these Technical Special Provisions.

For other specified materials, install in accordance with manufacturer's recommendations and the following installation requirements.

T405-2 Materials:

Mortar/concrete shall be polymer/latex modified-silica fume enhanced mortar/concrete and be approved by the engineer. The selected material shall achieve a minimum compressive strength of 4,500 psi in seven days and 5,500 psi in 28 days. Due to the nature of the repairs, materials applied with pneumatic sprayers are not allowed.

For horizontal spalls greater than 1 inch deep, use repair mortar that includes an FDOT approved aggregate in accordance with manufacturer's recommendations.

Proposed repair material and method of application (including manufacturer's specifications and formulation) shall be submitted to and approved by the Engineer prior to commencing work.

Materials must be applied in accordance with Section 400 of the FDOT Standards Specifications, these Technical Special Provisions, the plans, and the manufacturer's recommendations.

T405-3 Surface Preparation:

Perimeter of the repair area for all spall repairs to be saw cut along straight lines to 1- inch deep prior to removal of the existing concrete and repair material commences.

Remove deteriorated concrete to sound material (or limits described in plans) by chipping with light duty pneumatic or electric concrete chippers (30 LB or less).

Sandblast all reinforcing bars exposed after cleaning to leave a near white metal surface. Replace bars that have lost 1/4 or more of their original diameter with new bars spliced in place within the original cover, lapping sufficiently to develop the full strength of the bar as detailed in the plans and, if necessary, providing additional chipping. Dual bars of equivalent or greater section may be used. Where the bond between existing concrete and reinforcing steel has been destroyed, or where more than half the diameter of the steel is exposed, remove the concrete adjacent to the bar to a depth that will permit modified concrete to bond to the entire periphery of the exposed bar. A minimum of 1-inch clearance is required for this purpose. Prevent cutting, stretching or damaging of exposed reinforcing steel.

Sandblast clean existing concrete surfaces that will be in contact with freshly placed repair material and clean to remove loose material and dust immediately prior to application of repair material.

T405-4 Mixing:

Provide a Mix Plan for quantities of bag mix in excess of 1.0 cubic yard at a single location for the Engineer's approval including: manufacturer's specifications, method of mixing, means of application, and placement procedure to provide a homogenous pour free of cold joints. Use clean mixers and accurately proportioned ingredients. Mix the materials at the site in accordance with the specific equipment requirements. Ensure that the material, as discharged from the mixer, is uniform in composition and consistency.

T405-5 Quality Control:

A quality control/quality assurance (QC/QA) plan that shall govern all work shall be submitted by the Contractor to the Engineer for approval prior to commencing the installation work for the concrete restoration. Cost of the quality control and other technical services shall be included as incidental to the concrete restoration. No additional payments will be allowed for technical services.

As a minimum, include in the QC/QA Plan means and methods and equipment for removing the deficient concrete and cleaning the reinforcing steel, repair materials, and forming and placement methods (including testing). Also include frequency of intended QA visits and time to discuss QC and method of construction with Contractor's and the Engineer.

T405-6 Placing and Finishing:

Typical spall repair:

An epoxy bonding compound for bonding concrete, compatible with the repair material and approved by the Engineer, shall be applied and cured in accordance with approved manufacturer's instructions and Section 400-13 of the FDOT Standards Specifications. All work incidental to the concrete restoration work, shall be submitted to the Engineer for approval.

Typical crack repair:

Comply with FDOT Standard Specifications, Section 411.

T405-7 Limitations:

Make 4 to 6 extra test cylinders or cubes (as requested by the Engineer) and test for compressive strength gain determinations. The Engineer will determine the time of testing. Cure test cylinders in air for the full curing period required before testing. Do not place repair material at temperatures below 45°F, or above 85°F, or more stringent temperature ranges provided by the manufacturer unless adequate protection is provided against adverse effects of extreme temperature conditions.

Coarse aggregate for repair material (when bagged mix is used) shall be maintained at a clean, dry, location where protected from the elements to avoid material contamination. Amount of aggregate shall be as recommended by material manufacturer. Use coarse aggregate approved by the repair material manufacturer or from an FDOT approved source.

T405-8 Method of Measurement:

The quantity to be paid for will be the volume in the specified units of concrete repair material authorized, complete, in place and accepted. The method utilized in determining the volume shall be calculated by the Contractor for concurrence by the Engineer and will be the surface area multiplied by the average depth of such areas.

T405-9 Basis of Payment:

Payment will be made under:

Typical spall repair:

Price and payment will be full compensation for all work specified in this Technical Special Provision including all removals, surface preparations, bonding compound, concrete placement, forming, materials, equipment, tools, labor and other materials necessary to complete the work as outlined in these Technical Special Provisions and the plans.

Pay Item No. 405- 70- 2
Latex Modified Portland Cement Concrete
(Type III Cement) per cubic foot

Typical crack repair:

Per FDOT Standard Specifications, Section 411.

**THIS COMPLETES
THIS
SPECIFICATIONS
PACKAGE**



BRIDGE INSPECTION REPORT

DBi

PREPARED FOR: FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE OWNER: TAMPA HILLSBOROUGH EXPRESSWAY
AUTHORITY

INSPECTED BY:
VOLKERT

BRIDGE NO. 100308 CONTENTS OF REPORT INSPECTION DATE: 07/30/2019

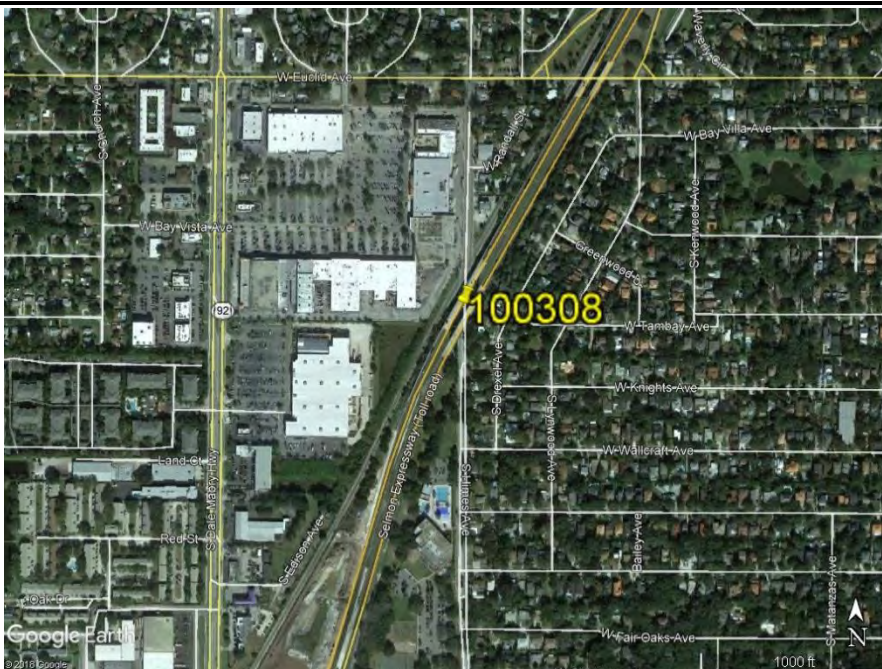
- | | |
|--|--------------------------------|
| BrM Report | * U/W Inspection Report |
| CIDR | * Fracture Critical Data |
| * Scour Elevation (Profile) | * Load Rating Analysis Summary |
| * Addendum (Element Notes & Photos/Sketches) | |

*This section is not included in this report.



CROSTOWN WB OVER HIMES AVENUE

0.9 MI NORTH OF GANDY BLVD



**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

**Inspection/CIDR Report
Inspection**

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

BY: VOLKERT, INC.	STRUCTURE NAME: SELMON WB OVER HIMES AVE.
OWNER: 31 State Toll Authority	YEAR BUILT: 1975
MAINTAINED BY: 1 State Highway Agency	SECTION NO.: 10 002 000
STRUCTURE TYPE: 4 Steel Continuous - 02 Stringer/Girder	MP: 0.962
LOCATION: 0.9Mi N OF GANDY BLVD.	ROUTE: 00618
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: SR618 SELMON WB
SERV. TYPE UNDER: 1 Highway	FEATURE INTERSECTED: HIMES AVENUE

 FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2019 UNDERWATER: N/A

SUFFICIENCY RATING: 96.4
HEALTH INDEX: 82.64

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

BY: VOLKERT, INC.	STRUCTURE NAME: SELMON WB OVER HIMES AVE.
OWNER: 31 State Toll Authority	YEAR BUILT: 1975
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LOCATION: 0.9Mi N OF GANDY BLVD.	ROUTE: 00618
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: SR618 SELMON WB
SERV. TYPE UNDER: 1 Highway	FEATURE INTERSECTED: HIMES AVENUE

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

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2019 UNDERWATER: N/A

OVERALL NBI RATINGS:

DECK: 7 Good	CHANNEL: N N/A (NBI)
SUPERSTRUCTURE: 7 Good	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 7 Good	SUFF. RATING: 96.4
PERF. RATING: Good	HEALTH INDEX: 82.64

FIELD PERSONNEL / TITLE / NUMBER:**INITIALS**

Walker, Dave - Bridge Inspector (CBI #00493) (lead)

Bias, Josh - Bridge Inspector

REVIEWING BRIDGE INSPECTION SUPERVISOR:

Rucks, Edward - CBI (#00273)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:

Appler, James - Professional Engineer (PE#76076) Volkert, Inc.
 1408 N. Westshore Blvd., Suite 600
 CERTIFICATE OF AUTHORIZATION NUMBER 4641
 Tampa FL 33607

SIGNATURE:

DATE:

This item has been digitally signed and sealed by James Appler 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
Inspection**

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

All Elements

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 4	Re Concrete Deck	0	.	12604	99.94	8	0.06	0	.	12612 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	112	93.33	8	6.67	0	.	120 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	12492	100	0	.	0	.	12492 sq.ft

Element Inspection Notes:

- 12/4 CS2 1130: The deck top in all three spans has moderate wear, transverse cracks up to 1/32in. wide and map cracking spaced 6in. to 12in. apart and up to 1/64in. wide throughout. (12492SF)
- CS2 1080: Lane 1 in Span 2 has two large epoxy repair areas at mid-span 12ft. x 5ft. (112SF)
- CS3 1080: The eastern repair has three delaminated areas up to 1ft. x 1ft. and exposed transverse rebar up to 1ft. long, due to lack of epoxy cover. Refer to Photo 1. P3W0 (6SF)
- CS3 1080: The left side of the western repair is delaminating 2ft. x 1ft. Refer to Photo 2. P3W0 (2SF)
- There is ponding water in the Span 2 south shoulder at the 1/4 point and 3/4 point. Not seen this inspection.
- The deck underside has minor transverse cracks, five with light efflorescence up to 5ft. x 1/64in.
- CORRECTIVE ACTION TAKEN:
PREVIOUS RECOMMENDATION:
Repair 2ft. x 1ft. unsound repair, Span 2 Lane 1, western repair - Repair not completed.
Repair unsound epoxy repair Lane 1, Span 2, eastern repair - Repair not completed.
- 1080/4 Refer to Parent Element
- 1130/4 Refer to Parent Element

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 4	Pourable Joint Seal	164	100	0	.	0	.	0	.	164 ft

Element Inspection Notes:

- 301/4 The expansion joints have a light accumulation of dirt and debris, primarily within the shoulder areas.

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 4	Re Conc Approach Slab	0	.	3518	99.46	19	0.54	0	.	3537 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	36	97.3	1	2.7	0	.	37 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	0	.	18	100	0	.	18 sq.ft
0	1190 / 4	Abrasion(PSC/RC)	0	.	3482	100	0	.	0	.	3482 sq.ft

Element Inspection Notes:

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
Inspection**

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

321/4 Both approach slabs have multi-directional cracks up to 1/16in. wide that have been saw-cut and sealed. Several cracks have settled and have different elevations.

CS2 1190: Both approach slabs have moderate wear. (3482FT)

WEST APPROACH SLAB:

CS3 1130: 6ft. of the longitudinal crack in Lane 2 is unsealed 8ft. x up to 3/4in. adjacent to the roadway transition. Refer to Photo 3. P3WO (8FT)

Three sealed diagonal cracks, 6ft. x 1/16in.

CS2 1080: There are eight sound repairs up to 3ft. x 1ft. (24FT)

Two sealed longitudinal cracks, 50ft. x 1/16in.

Fourteen sealed transverse cracks, 8ft. x 1/16in.

The sealant between the north edge of the approach slab and the left approach barrier is deteriorated and has vegetation growing in the joint - NEW. Refer to Photo 4. P3WO

EAST APPROACH SLAB:

CS2 1080: There are four sound repairs up to 3ft. x 1ft. (12FT)

Two sealed longitudinal cracks, 100ft. x 1/16in. and 20ft. x 1/16in.

Eleven sealed transverse cracks, 10ft. x 1/16in.

One sealed diagonal crack, 5ft. x 1/16in.

CS3 1130: 10ft. of the longitudinal crack adjacent to the east approach roadway has a 3/8in. elevation difference and is unsealed 10ft. x up to 1/2in. Refer to Photo 5. P3WO (10FT)

CS3 1080: There is a 1ft. x 3in. delamination in Lane 1, 19ft. from the east approach roadway. Refer to Photo 6. (1FT)

CORRECTIVE ACTION TAKEN:**PREVIOUS RECOMMENDATION:**

Reseal 10FT of crack Lane 1 east approach slab at roadway transition - Repair not completed.

Seal 6FT of unsealed crack west approach slab adjacent to roadway transition - Repair not completed.

Repair 1ft. x 3in. delamination east approach slab Lane 1 19ft. from roadway transition - Repair not completed.

1080/4 Refer to Parent Element

1130/4 Refer to Parent Element

1190/4 Refer to Parent Element

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 4	R/Conc Walls	117	91.41	10	7.81	1	0.78	0	.	128 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	10	90.91	1	9.09	0	.	11 ft

Element Inspection Notes:

8475/4 Note: The quantity includes the retaining walls at the four corners of the bridge and the retaining walls between the structures at the abutments.

CS3 1080: The southwest retaining wall has a 7in. x 4in. x 1-1/4in. spall in the east face at the construction joint above a repair area. (1FT)

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

CS2 1080: The northwest and northeast wingwalls have ten minor pop-outs up to 2in. diameter x 3/4in. deep. (10FT)

1080/4 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	205 / 4	Re Conc Column	8	100	0	.	0	.	0	.	8 each

Element Inspection Notes:

205/4 The Class 5 finish on the columns is peeling in localized areas.

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 4	Re Conc Abutment	169	98.83	2	1.17	0	.	0	.	171 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	2	100	0	.	0	.	2 ft

Element Inspection Notes:

215/4 The applied finish on Abutment Cap 1 is chipping throughout.

The abutment backwalls have vertical cracks up to wall height x 1/64in. wide in isolated locations throughout, some with efflorescence.

The abutment backwalls have minor pop-outs with exposed tie wires in isolated locations throughout.

CS2 1080: The pedestal for Bearing 1-5 at Abutment Cap 1 has an 18in. x 1ft. sound repair. (2FT)

1080/4 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 4	Re Conc Pier Cap	150	100	0	.	0	.	0	.	150 ft

Element Inspection Notes:

234/4 Note: There is under bridge lighting attached to the pier caps, adjacent to the under route roadway. Anchorage types are unknown.

SUPERSTRUCTURE : Bearings

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	310 / 4	Elastomeric Bearing	18	90	0	.	2	10	0	.	20 each
0	1020 / 4	Connection	0	.	0	.	2	100	0	.	2 each

Element Inspection Notes:

310/4 CS3 1020: Bearings 1-3 and 1-4 at Abutment 1 are missing one anchor bolt nut at each location. (2EA)

1020/4 Refer to Parent Element

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 4	Steel Opn Girder/Beam	1464	91.27	140	8.73	0	.	0	.	1604 ft
0	1000 / 4	Corrosion	0	.	140	100	0	.	0	.	140 ft
0	8516 / 4	Painted Steel	0	.	23419	100	0	.	0	.	23419 sq.ft
0	3410 / 4	Chalk(Steel Protect Coatings)	0	.	23419	100	0	.	0	.	23419 sq.ft

Element Inspection Notes:

107/4 CS2 1000: The bottom flange of Beams 1 through 4 and the diaphragms and cross-bracing in all spans have localized areas of minor surface corrosion throughout. Refer to Photo 7. (140FT)

CORRECTIVE ACTION TAKEN:

PREVIOUS RECOMMENDATION:

Clean and paint 140LF of beam corrosion all spans - Repair not completed, repeat recommendation not warranted.

1000/4 Refer to Parent Element

8516/4 CS2 3410: The paint on the beams has areas of reduced effectiveness and is chalking throughout - INCREASE. (23419SF)

3410/4 Refer to Parent Element

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 4	Other Bridge Railing	620	96.57	12	1.87	10	1.56	0	.	642 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	12	54.55	10	45.45	0	.	22 ft

Element Inspection Notes:

333/4 Note: This element represents the concrete barriers with aluminum rail attached to the top.

CS2 1080: The inside and top face of the left barrier in all spans have 12 sound repairs up to 1ft. x 1in. (12FT)

CS3 1080: The inside and top face of the left rail in Span 1 has 10 unsound repairs up to 1ft. x 6in. - NEW. (10FT)

1080/4 Refer to Parent Element

Total Number of Elements*: 10

*excluding defects/protective systems

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD

Structure Notes

BRIDGE OWNER: TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

Structure inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the load rating analysis dated 02/20/2017, posting is not required. The structure is not posted.

Bridge Nos. 100306 WB and 100307 EB are to the west and Bridge Nos. 100310 WB and 100311 EB are to the east of this Bridge No. 100308.

A new photo inventory will be required in 2029, unless upgrades/reconstruction occur.

INSPECTION NOTES: **VYGD** **7/30/2019**

Sufficiency Rating Calculation Accepted by knvolsc at 8/20/2019 10:14:08 AM.

LOAD CAPACITY EVALUATION:

The current load rating dated 02/20/2017 appears complete and applicable to the reported structure conditions. – James Appler, PE, 08/30/2019.

New Inventory photos have been submitted.

The NBI rating for SIA Item 58, Deck has been raised from a 6 to a 7 to better reflect current conditions.

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

Structure ID: 100308
DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 1: Element 12 Re Concrete Deck

Spalling/delaminated repairs in deck top, eastern repair, Lane 1 Span 2.

WORK ORDER RECOMMENDATION:

P3WO: Remove unsound epoxy repair Lane 1 Span 2 eastern repair. MOT 6SF

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 2: Element 12 Re Concrete Deck

Spall/delaminated areas, western repair, Span 2 Lane 1.

WORK ORDER RECOMMENDATION:

P3WO: Repair 2ft. x 1ft. unsound repair, Span 2 Lane 1, western repair. 2SF

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 3: Element 321 Re Conc Approach Slab

Unsealed crack, west approach slab, Lane 2 adjacent to roadway transition.

WORK ORDER RECOMMENDATION:

P3WO: Seal 8ft. of unsealed crack west approach slab adjacent to roadway transition. MOT 8SF

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 4: Element 321 Re Conc Approach Slab

Vegetation growing along the joint between the west approach slab and the left barrier.

WORK ORDER RECOMMENDATION:

P3WO: Remove vegetation and seal joint between west approach slab and left barrier. 10SF

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

Structure ID: 100308

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 5: Element 321 Re Conc Approach Slab

Unsealed crack, east approach slab, Lane 1 adjacent to roadway transition with elevation difference.

WORK ORDER RECOMMENDATION:

P3WO: Reseal 10ft. of crack, Lane 1 east approach slab at roadway transition. MOT 10SF

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

Structure ID: 100308
DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 6: Element 321 Re Conc Approach Slab

Delamination, Lane 1 east approach slab, 19ft. from roadway transition.

WORK ORDER RECOMMENDATION:

P3WO: Repair 1ft. x 3in. delamination, east approach slab Lane 1, 19ft. from roadway transition. 1SF

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

Structure ID: 100308
DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 VYGD



Photo 7: Element 107 Steel Opn Girder/Beam

Corrosion on Beam 1-1.

WORK ORDER RECOMMENDATION:
NONE

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

Description

Structure Unit Identification

Bridge/Unit Key: 100308 0
 Structure Name: SELMON WB OVER HIMES AVE.
 Description: Spans 1 thru 3
 Type: M - Main

Roadway Identification

NBI Structure No (8): 100308
 Position/Prefix (5): 1 - Route On Structure
 Kind Hwy (Rte Prefix): 3 State Hwy
 Design Level of Service: 1 Mainline
 Route Number/Suffix: 00618 / 0 N/A (NBI)
 Feature Intersect (6): HIMES AVENUE
 Critical Facility: * Defense-critical
 Facility Carried (7): SR618 SELMON WB
 Mile Point (11): 0.962
 Latitude (16): 027d54'19.7" Long (17): 082d30'07.5"

Roadway Traffic and Accidents

Lanes (28): 2 Medians: 0 Speed: 55 mph
 ADT Class: 4 ADT Class 4
 Recent ADT (29): 16750 Year (30): 2019
 Future ADT (114): 29061 Year (115): 2040
 Truck % ADT (109): 8
 Detour Length (19): 1 mi
 Detour Speed: 55 mph
 Accident Count: -1 Rate:

Roadway Classification

Nat. Hwy Sys (104): 1 On the NHS
 National base Net (12): 1 - On Base Network
 LRS Inventory Rte (13a): 10 002 000 Sub Rte (13b): 00
 Functional Class (26): 12 Urban Fwy/Expwy
 On Federal Aid System: Yes
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 1 1-way traffic
 Emergency:

Roadway Clearances

Vertical (10): 99.99 ft Appr. Road (32): 36.4 ft
 Horiz. (47): 36.4 ft Roadway (51): 36.4 ft
 Truck Network (110): 0 Not part of natl netwo
 Toll Facility (20): 2 On toll 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): 7 Good
 Superstructure (59): 7 Good
 Substructure (60): 7 Good

Culvert (62): N N/A (NBI)
 Waterway (71): N Not applicable
 Unrepaired Spalls: -1 sq.ft.
 Review Required:

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

Structure Identification

Admin Area: Hillsborough County
 District (2): D7 - Tampa
 County (3): (10)Hillsborough
 Place Code (4): Tampa
 Location (9): 0.9Mi N OF GANDY BLVD.
 Border Br St/Reg (98): Not Applicable (P) Share: 0 %
 Border Struct No (99):
 FIPS State/Region (1): 12 Florida Region 4-Atlanta
 NBIS Bridge Len (112): Y - Meets NBI Length

Parallel Structure (101): Left of || bridge
 Temp. Structure (103): Not Applicable (P)
 Maint. Resp. (21): 1 State Highway Agency
 Owner (22): 31 State Toll Authority
 Historic Signif. (37): 5 Not eligible for NRHP

Structure Type and Material

Curb/Sidewalk (50): Left: 0 ft Right: 0 ft
 Bridge Median (33): 0 No median
 Main Span Material (43A): 4 Steel Continuous
 Appr Span Material (44A): Not Applicable (P)
 Main Span Design (43B): 02 Stringer/Girder
 Appr Span Design (44B): 00 Other (NBI)

Appraisal**Structure Appraisal**

Open/Posted/Closed (41): A Open, no restriction
 Deck Geometry (68): 5 Above Tolerable
 Underclearances (69): 5 Above Tolerable
 Approach Alignment (72): 8-No Speed Red thru Curv
 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): N Not Over Waterway

Minimum Vertical Clearance

Over Structure (53): 99.99 ft
 Under (reference) (54a): H Hwy beneath struct
 Under (54b): 14.9 ft

Schedule**Current Inspection**

Inspection Date: 07/30/2019
 Inspector: KNVOLDW - Dave Walker
 Bridge Group: E7J67
 Alt. Bridge Group:
 Primary Type: Regular NBI
 Review Required:

Geometrics

Spans in Main Unit (45): 3
 Approach Spans (46): 0
 Length of Max Span (48): 155.5 ft
 Structure Length (49): 320.9 ft
 Total Length: 410.9 ft
 Deck Area: 12612 sqft
 Structure Flared (35): 0 No flare

Age and Service

Year Built (27): 1975
 Year Reconstructed (106): 0
 Type of Service On (42a): 1 Highway
 Under (42b): 1 Highway
 Fracture Critical Details: Not Applicable

Deck Type and Material

Deck Width (52): 39.3 ft
 Skew (34): 62 deg
 Deck Type (107): 1 Concrete-Cast-in-Place
 Surface (108): 0 None
 Membrane: 0 None
 Deck Protection: None

Navigation Data

Navigation Control (38): NA-no waterway
 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: 96.4
 Health Index: 82.64
 Structural Eval (67): 7 Above Min Criteria
 Deficiency: Not Deficient

Minimum Lateral Underclearance

Reference (55a): H Hwy beneath struct
 Right Side (55b): 8 ft
 Left Side (56): 0 ft

Next Inspection Date Scheduled

NBI: 07/30/2021
 Element: 07/30/2021
 Fracture Critical:
 Underwater:
 Other/Special:

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

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:	4	
Underwater	<input type="checkbox"/>	mos			Flagger Hours:	0	
Other Special	<input type="checkbox"/>	mos			Helper Hours:	0	
NBI		24 mos	(91)	07/30/2019	(90)	Snooper Hours:	0
						Special Crew Hours:	0
						Special Equip Hours:	0

Bridge Related

General Bridge Information

Parallel Bridge Seq: 0309	Bridge Rail 1: Conc parapet-alum-rail
Channel Depth: -1 ft	Bridge Rail 2: Not applicable-No rail
Radio Frequency: -1	Electrical Devices: Roadway lighting only
Phone Number:	Culvert Type: Not applicable
Exception Date:	Maintenance Yard: 796-Tampa
Exception Type: Unknown	FIHS ON / OFF: Under-Route Only on FIHS
Accepted By Maint: 01/01/1975	Previous Structure:
Warranty Expiration: 00/00/0000	2nd Previous Structure:
Performance Rating: Good	Replacement Structure:

Permitted Utilities: Power Water Gas Fiber Optic Sewage Other

Bridge Load Rating Information

Inventory Type (065): 3 LRFR Load & Res. Fact	Inventory Rating (066): 33.8 tons
Operating Type (063): 3 LRFR Load & Res. Fact	Operating Rating (064): 43.6 tons
Original Design Load (031): 4 M 18 (H 20)	FL120 Permit Rating: 70.8 tons
Date: 02/20/2017	HS20/FL120 Max Span Rating: 83.4 tons
Initials: VL	Dynamic Impact in Percent: 33 %
Load Rating Rev. Recom.: No	Governing Span Length: 78.4 ft
Load Rating Plans Status: Built	Minimum Span Length:
	Distribution Method: Refined Analysis (RA)

Load Rating Notes:

LEGAL LOADS

SU2: 62.6 tons
 SU3: 63.7 tons
 SU4: 63.4 tons
 C3: 76.7 tons
 C4: 79.9 tons
 C5: 78.0 tons
 ST5: 90.0 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: Not Applicable	Scour Recommended I: Not Applicable
Foundation Type: Unknown	Scour Recommended II: Not Applicable
Mode of Flow: Not Applicable	Scour Recommended III: Not Applicable
Rating Scour Eval: Not Applicable	Scour Elevation: -1 ft
Highest Scour Eval: Not Applicable	Action Elevation: -1 ft
Scour Evaluation Method:	Storm Frequency: -1

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

Elements

Inspection Date: 07/30/2019 VYGD

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 4	Re Concrete Deck	0	.	12604	99.94	8	0.06	0	.	12612 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	112	93.33	8	6.67	0	.	120 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	12492	100	0	.	0	.	12492 sq.ft

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 4	Pourable Joint Seal	164	100	0	.	0	.	0	.	164 ft

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 4	Re Conc Approach Slab	0	.	3518	99.46	19	0.54	0	.	3537 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	36	97.3	1	2.7	0	.	37 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	0	.	18	100	0	.	18 sq.ft
0	1190 / 4	Abrasion(PSC/RC)	0	.	3482	100	0	.	0	.	3482 sq.ft

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 4	R/Conc Walls	117	91.41	10	7.81	1	0.78	0	.	128 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	10	90.91	1	9.09	0	.	11 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	205 / 4	Re Conc Column	8	100	0	.	0	.	0	.	8 each

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 4	Re Conc Abutment	169	98.83	2	1.17	0	.	0	.	171 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	2	100	0	.	0	.	2 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 4	Re Conc Pier Cap	150	100	0	.	0	.	0	.	150 ft

SUPERSTRUCTURE : Bearings

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	310 / 4	Elastomeric Bearing	18	90	0	.	2	10	0	.	20 each
0	1020 / 4	Connection	0	.	0	.	2	100	0	.	2 each

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 4	Steel Opn Girder/Beam	1464	91.27	140	8.73	0	.	0	.	1604 ft
0	1000 / 4	Corrosion	0	.	140	100	0	.	0	.	140 ft
0	8516 / 4	Painted Steel	0	.	23419	100	0	.	0	.	23419 sq.ft
0	3410 / 4	Chalk(Steel Protect Coatings)	0	.	23419	100	0	.	0	.	23419 sq.ft

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 4	Other Bridge Railing	620	96.57	12	1.87	10	1.56	0	.	642 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	12	54.55	10	45.45	0	.	22 ft

Total Number of Elements*: 10

*excluding defects/protective systems

Inspection Information**Inspection Date:** 07/30/2019**Type:** Regular NBI**Inspector:** KNVOLDW - Dave Walker**Inspection Notes:** Sufficiency Rating Calculation Accepted by knvolsc at 8/20/2019 10:14:08 AM.**LOAD CAPACITY EVALUATION:**

The current load rating dated 02/20/2017 appears complete and applicable to the reported structure conditions. – James Appler, PE, 08/30/2019.

New Inventory photos have been submitted.

The NBI rating for SIA Item 58, Deck has been raised from a 6 to a 7 to better reflect current conditions.

Structure Notes

BRIDGE OWNER: TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

Structure inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the load rating analysis dated 02/20/2017, posting is not required. The structure is not posted.

Bridge Nos. 100306 WB and 100307 EB are to the west and Bridge Nos. 100310 WB and 100311 EB are to the east of this Bridge No. 100308.

A new photo inventory will be required in 2029, unless upgrades/reconstruction occur.

Schedule Notes

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100308

CIDR

DATE PRINTED: 9/11/2019

Under Route Information

Roadway Identification

NBI Structure No (8): 100308
 Position/Prefix (5): 2 - One Route Under
 Kind Hwy (Rte Prefix): 5 City Street
 Design Level of Service: 1 Mainline
 Route Number/Suffix: 00000 / 0 N/A (NBI)
 District (2): D7 - Tampa
 County (3): (10)Hillsborough
 Place Code (4): Tampa
 Feature Intersect (6): HIMES AVENUE
 Facility Carried
 by Structure (7): SR618 SELMON WB
 Critical Facility: Not Defense-crit
 Roadway Name: HIMES AVE
 Mile Point (11): 2.071
 Latitude (16): 027d54'19.7" Long (17): 082d30'07.5"

Roadway Classification

Nat. Hwy Sys (104): 0 Not on NHS
 National base Net (12): 0 - Not on Base Network
 LRS Inventory Rte (13a): 10 000 031 Sub Rte (13b): 00
 Functional Class (26): 17 Urban Collector
 On Federal Aid System: Yes
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 2 2-way traffic
 Emergency:

Roadway Traffic and Accidents

Lanes (28): 3 Medians: 0 Speed: 35 mph
 ADT Class: 4 ADT Class 4
 Recent ADT (29): 1950 Year (30): 2019
 Future ADT (114): 3383 Year (115): 2040
 Truck % ADT (109): 6
 Detour Length (19): 1 mi
 Detour Speed: 30 mph
 Accident Count: -1 Rate:

Roadway Clearances

Vertical (10): 14.9 ft Appr. Road (32): 52.5 ft
 Horiz. (47): 52.5 ft Roadway (51): 52.5 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:

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

Structure ID: 100309

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 CAWV

BY: VOLKERT, INC.	STRUCTURE NAME: SELMON EB - HIMES AVE
OWNER: 31 State Toll Authority	YEAR BUILT: 1975
MAINTAINED BY: 1 State Highway Agency	SECTION NO.: 10 002 000
STRUCTURE TYPE: 4 Steel Continuous - 02 Stringer/Girder	MP: 0.939
LOCATION: 0.9MI NORTH OF GANDY BLVD	ROUTE: 00618
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: SR618 SELMON EB
SERV. TYPE UNDER: 1 Highway	FEATURE INTERSECTED: HIMES AVENUE

 FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2019 UNDERWATER: N/A

SUFFICIENCY RATING: 97.7
HEALTH INDEX: 71.79

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

Structure ID: 100309

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 CAWV

BY: VOLKERT, INC.	STRUCTURE NAME: SELMON EB - HIMES AVE
OWNER: 31 State Toll Authority	YEAR BUILT: 1975
MAINTAINED BY: 1 State Highway Agency	SECTION NO.: 10 002 000
STRUCTURE TYPE: 4 Steel Continuous - 02 Stringer/Girder	MP: 0.939
LOCATION: 0.9MI NORTH OF GANDY BLVD	ROUTE: 00618
SERV. TYPE ON: 1 Highway	FACILITY CARRIED: SR618 SELMON EB
SERV. TYPE UNDER: 1 Highway	FEATURE INTERSECTED: HIMES AVENUE

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

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/30/2019 UNDERWATER: N/A

OVERALL NBI RATINGS:

DECK: 7 Good	CHANNEL: N N/A (NBI)
SUPERSTRUCTURE: 7 Good	CULVERT: N N/A (NBI)
SUBSTRUCTURE: 7 Good	SUFF. RATING: 97.7
PERF. RATING: Good	HEALTH INDEX: 71.79

FIELD PERSONNEL / TITLE / NUMBER:**INITIALS**

Walker, Dave - Bridge Inspector (CBI #00493) (lead)

Bias, Josh - Bridge Inspector

REVIEWING BRIDGE INSPECTION SUPERVISOR:

Rucks, Edward - CBI (#00273)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:

Appler, James - Professional Engineer (PE#76076) Volkert, Inc.
 1408 N. Westshore Blvd., Suite 600
 CERTIFICATE OF AUTHORIZATION NUMBER 4641
 Tampa FL 33607

SIGNATURE:

DATE:

This item has been digitally signed and sealed by James Appler 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
Inspection

Structure ID: 100309

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 CAWV

All Elements

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 4	Re Concrete Deck	0	.	12608	99.97	4	0.03	0	.	12612 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	5	55.56	4	44.44	0	.	9 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	12603	100	0	.	0	.	12603 sq.ft

Element Inspection Notes:

12/4 The deck top has minor abrasive wear throughout.

The deck underside has transverse cracks up to 1/64in. wide, some with light efflorescence.

DECK TOPSIDE:

CS3 1080: There is a failed deck top repair in Span 2, Lane 2 at mid-span with exposed steel, 22in. x 7in. x 1in. Refer to Photo 1. P3W0 (2SF)

CS2 1130: The deck top has transverse cracks and map cracks spaced 6in. to 12in. apart and up to 1/32in. wide - INCREASE. (12603SF)

CS2 1080: In Span 2, the deck top in Lane 2 has a spall, 5in. x 3in. x 1/2in. near mid-span at the center of the lane. P3W0 (1SF)

CS2 1080: The deck top in Span 2 has 2 sound repairs in the right shoulder up to 12in. x 6in. each. (2SF)

CS2 1080: Span 2 Lane 2 at mid-point has two sound repairs up to 10in. x 10in. - NEW. (2SF)

DECK UNDERSIDE:

CS3 1080: Span 3 underside, northeast corner by Abutment 4 has an 18in. x 8in. x 1in. spall with exposed steel - NEW. Refer to Photo 2. (2SF)

CORRECTIVE ACTION TAKEN:**PREVIOUS RECOMMENDATION:**

Remove concrete & repair failed repair 22in. x 7in. x 1in. & spall 5in. x 3in. x 1/2in. Span 2 Lane 2 near mid-span - Repair not completed, repeat recommendation.

1080/4 Refer to Parent Element

1130/4 Refer to Parent Element

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 4	Pourable Joint Seal	154	93.9	10	6.1	0	.	0	.	164 ft
0	2320 / 4	Seal Adhesion	0	.	10	100	0	.	0	.	10 ft

Element Inspection Notes:

301/4 The deck expansion joints have a light accumulation of dirt and debris in the shoulder areas.

CS2 2320: There are areas of adhesion loss with associated minor header spalls up to 5in. x 1in. x 1in. (10FT)

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

Structure ID: 100309

DISTRICT: D7 - Tampa

INSPECTION DATE: 7/30/2019 CAWV

CORRECTIVE ACTION TAKEN:
 PREVIOUS RECOMMENDATION:
 Repair adhesion failures along Abutment 4 deck expansion joint in both lanes - Repair completed.

2320/4 Refer to Parent Element

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 4	Re Conc Approach Slab	3172	89.68	0	.	5	0.14	360	10.18	3537 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	0	.	5	100	0	.	5 sq.ft
0	4000 / 4	Settlement	0	.	0	.	0	.	360	100	360 sq.ft

Element Inspection Notes:

321/4 Both of the approach slabs have longitudinal, diagonal, and transverse cracks up to 1/32in. wide. Several of these cracks have been saw-cut and sealed.

The east approach slab is up to 1-1/2in. higher than the bridge deck in the southeast shoulder and is up to 1/2in. higher in the travel lanes.

CS3 1080: The west approach slab has spalling delamination along the cracks in Lane 2 near the right shoulder stripe approximately 15ft. from the west end, 3ft. long x 1ft. wide x 2in. deep. Refer to Photo 3. P3W0 (4SF)

CS3 1080: The west approach slab also has a 12in. x 4in. x 1-3/4in. spall in Lane 2 near the right shoulder stripe approximately 12ft. from the west end, which is partially filled with sealant. (1SF)

CS4 4000: The east approach slab in Lane 2 has a 30ft. x 12ft. (approximately 360SF) fractured and settled area. This area has settled up to 2in. There are associated longitudinal and diagonal cracks full length x by 1/4in. that had previously been routed out and sealed with pourable sealant. There is also a 18ft. x 12ft. section in the center of the settled area that is visibly rocking when large trucks drive over. There are two associated spalls/delaminations up to 6ft. x 3ft. x 2in. adjacent to the rocking section. There are 20 other areas of spalls and delaminations within this area up to 1ft. x 6in. - INCREASE. Refer to Photos 4, 5, and 6. P2W0 (360SF) The owner was notified at the time of inspection.

CORRECTIVE ACTION TAKEN:
 PREVIOUS RECOMMENDATION:
 Remove concrete & repair 2 spall/delaminated areas west approach slab 3ft. L x 1ft. W Lane 2 right shoulder stripe - Repair not completed, repeat recommendation.
 Repair approx 20 areas spalls & delaminations up to 2ft x 2ft. and 1 up to 6ft. x 3ft. in Lane 2 - Repair not completed, repeat recommendation.

1080/4 Refer to Parent Element

4000/4 Refer to Parent Element

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 4	R/Conc Walls	109	100	0	.	0	.	0	.	109 ft

Element Inspection Notes:

8475/4 The quantity includes the retaining walls at the four corners of the bridge

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and the retaining walls between the structures at the abutments.

The following is considered incidental to this element:
 There is minor impact damage on all but three stanchions for the aluminum rail of the southeast approach barrier; however, they still appear sound.

There are minor chips and spalls adjacent to the abandoned guardrail transition mounting areas.

The southeast approach barrier inside face has minor areas of delaminated repairs.

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	205 / 3	Re Conc Column	7	87.5	1	12.5	0	.	0	.	8 each
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	100	0	.	0	.	1 each

Element Inspection Notes:

205/3 CS2 1080: Column 3-3 has minor impact-related scrapes in the west quadrant and a 3in. x 3in. pop-out spall exposing a piece of trash steel at the groundline. (1EA)

1080/3 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 4	Re Conc Abutment	170	99.42	0	.	1	0.58	0	.	171 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	0	.	1	100	0	.	1 ft

Element Inspection Notes:

215/4 The abutments have vertical cracks up to full height x 1/64in. wide throughout.

CS3 1080: Abutment 1 Pedestal 1-5 has an 11in. x 7in. x 4-1/2in. spalled repair on the southeast corner exposing Beam 1-5 anchor bolt - NEW. Refer to Photo 7. P3WO (1FT)

There is minor dirt and debris on the abutment caps.

1080/4 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 4	Re Conc Pier Cap	149	100	0	.	0	.	0	.	149 ft

Element Inspection Notes:

234/4 Note: There is under bridge lighting attached to the pier caps, adjacent to the under route roadway. Anchorage types are unknown.

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8394 / 4	R/Conc Abut Slope Protection	990	100	0	.	0	.	0	.	990 (SF)

Element Inspection Notes:

8394/4 The concrete slope protection has transverse and longitudinal cracks up to 1/64in. wide in the joints between the panels.

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There is rooted vegetation in the slope paving joints in the southwest radius area.

SUPERSTRUCTURE : Bearings

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	310 / 4	Elastomeric Bearing	15	75	0	.	5	25	0	.	20 each
0	1000 / 4	Corrosion	0	.	0	.	1	100	0	.	1 each
0	1020 / 4	Connection	0	.	0	.	4	100	0	.	4 each

Element Inspection Notes:

- 310/4 CS3 1020: Bearings 1-1, 1-2, 1-3, and 1-4 at Abutment 1 are missing one of two anchor bolt nuts. (4EA)
- CS3 1000: The right anchor bolt for Bearing 3-5 at Abutment 4 has moderate to heavy corrosion. (1EA)
- 1000/4 Refer to Parent Element
- 1020/4 Refer to Parent Element

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 4	Steel Opn Girder/Beam	1504	93.77	100	6.23	0	.	0	.	1604 ft
0	1000 / 4	Corrosion	0	.	100	100	0	.	0	.	100 ft
0	8516 / 4	Painted Steel	0	.	0	.	23419	100	0	.	23419 sq.ft
0	3440 / 4	Eff (Stl Protect Coat)	0	.	0	.	23419	100	0	.	23419 sq.ft

Element Inspection Notes:

- 107/4 CS2 1000: The beams have small isolated areas of minor surface corrosion on the bottom faces of the bottom flanges and diaphragms throughout. (100FT)
- 1000/4 Refer to Parent Element
- 8516/4 CS3 3440: The paint has areas of reduced effectiveness and is chalking throughout. (23419SF)
- 3440/4 Refer to Parent Element

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 4	Other Bridge Railing	622	96.88	19	2.96	1	0.16	0	.	642 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	19	95	1	5	0	.	20 ft

Element Inspection Notes:

- 333/4 CS3 1080: The exterior face of the left barrier in Span 1 has a spall with exposed steel 8in. diameter x 1/2in. deep. (1FT)
- CS2 1080: The right barrier in Span 1 has a delamination 10in. x 6in. in the lower outside face at Post 1-8 - DECREASE. (1FT)
- CS2 1080: The exterior face of left barrier in Span 2 near Post 2-12 has a lack of cover spall/delamination up to 4in. x 4in. x 1/2in. - DECREASE. (1FT)

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CS2 1080: The right barrier at Abutment 4 has two spalls with exposed steel up to 4in. x 4in. x 3/8in. in the lower outside face - DECREASE. (2FT)

Aluminum Posts 1-8 and 1-9 on the left barrier have light to moderate impact damage.

CS2 1080: The right exterior face of Span 1 interior barrier has 15 sound repairs up to 12in. x 12in. - NEW. (15FT)

There is graffiti on Span 1 interior barrier at the abutment and is visible to the public - NEW. Refer to Photo 8. P3WO

CORRECTIVE ACTION TAKEN:

PREVIOUS RECOMMENDATION:

Remove loose concrete Paint exp steel in 5 spalls up to 10in. x 8in. EA listed in 7-13-17 report ELEM notes - Repair not completed, repeat recommendation not warranted.

1080/4 Refer to Parent Element

Total Number of Elements*: 11

*excluding defects/protective systems

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Structure ID: 100309

DISTRICT: D7 - Tampa

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Inspector Recommendations

UNIT: 0 DECKS**ELEMENT/ENV: 12 / 4 Re Concrete Deck****ELEM CATEGORY: Decks/Slabs**

CONDITION STATE		PRIORITY
2, 3	MMS Quantity: 3 sf Element Estimated Quantity: 1 sq.ft	3
WORK ORDER RECOMMENDATION: RPR failed RPR 22in x 7in x 1in and spall 5in x 3in x 1/2in in Span 2 Lane 2 near mid-span. MOT 3SF		

UNIT: 0 MISCELLANEOUS**ELEMENT/ENV: 321 / 4 Re Conc Approach Slab****ELEM CATEGORY: Other Elements**

CONDITION STATE		PRIORITY
1, 3, 4	MMS Quantity: 3 sf Element Estimated Quantity: 1 sq.ft	3
WORK ORDER RECOMMENDATION: RPR 2 SPL-DEL areas W approach slab up to 3ft. x 1ft. Lane 2 along right shoulder stripe. MOT 3SF		
1, 3, 4	MMS Quantity: 360 sf Element Estimated Quantity: 1 sq.ft	2
WORK ORDER RECOMMENDATION: Repair or replace settled area of east approach slab in Lane 2. 360SF		

UNIT: 0 SUBSTRUCTURE**ELEMENT/ENV: 215 / 4 Re Conc Abutment****ELEM CATEGORY: Substructure**

CONDITION STATE		PRIORITY
1, 3	MMS Quantity: 4 mh Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Repair spall in Beam Pedestal 1-5 at Abutment 1. 4MH		

UNIT: 0 SUPERSTRUCTURE**ELEMENT/ENV: 333 / 4 Other Bridge Railing****ELEM CATEGORY: Superstructure**

CONDITION STATE		PRIORITY
1, 2, 3	MMS Quantity: 10 lf Element Estimated Quantity: 1 ft	3
WORK ORDER RECOMMENDATION: Remove graffiti from right bridge rail at Abutment 1. 10LF		

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Structure Notes

BRIDGE OWNER: TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

Structure inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the load rating analysis dated 02/20/2017, posting is not required. The structure is not posted.

Bridge Nos. 100306 WB and 100307 EB are to the west and Bridge Nos. 100310 WB and 100311 EB are to the east of this Bridge No. 100309.

A new photo inventory will be required in 2029, unless upgrades/reconstruction occur.

INSPECTION NOTES: **CAWV** **7/30/2019**

Sufficiency Rating Calculation Accepted by knvolsc at 8/12/2019 13:32:16 PM.

LOAD CAPACITY EVALUATION:

The current load rating dated 02/20/2017 appears complete and applicable to the reported structure conditions. – James Appler, PE, 08/30/2019.

New Inventory photos have been submitted.

NON-STRUCTURAL ITEMS:

LIGHT POLES:

The anchor fasteners for the light pole at the right side of Abutment 1 have light surface corrosion.

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Photo 1: Element 12 Re Concrete Deck

Failed deck top repair with exposed steel Span 2 Lane 2 at mid-span, 22in. x 7in. x 1in. deep.

WORK ORDER RECOMMENDATION:

P3WO: Repair a failed repair 22in. x 7in. x 1in. and a spall 5in. x 3in. x 1/2in. in Span 2 Lane 2 near mid-span. MOT 3SF

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Photo 2: Element 12 Re Concrete Deck

Spall on the northeast overhang of Span 3 at Abutment 4.

WORK ORDER RECOMMENDATION:
NONE

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Photo 3: Element 321 Re Conc Approach Slab

Spall/delamination at west approach slab, Lane 2 near right shoulder, 15ft. from west end.

WORK ORDER RECOMMENDATION:

P3WO: Repair 2 spalling-delaminated areas west approach slab up to 3ft. x 1ft. Lane 2 along right shoulder stripe. MOT 3SF

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Photo 4: Element 321 Re Conc Approach Slab

Overview of settled east approach slab.

WORK ORDER RECOMMENDATION:

P2WO: Repair or replace settled area of east approach slab in Lane 2. 360SF

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Photo 5: Element 321 Re Conc Approach Slab

Area of movement in approach slab with associated spalls and delaminations.

WORK ORDER RECOMMENDATION:
Refer to Photo 4.

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Photo 6: Element 321 Re Conc Approach Slab

Location of settlement in east approach slab.

WORK ORDER RECOMMENDATION:
Refer to Photo 4.

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Photo 7: Element 215 Re Conc Abutment

Spall in Beam Pedestal 1-5 at Abutment 1.

WORK ORDER RECOMMENDATION:

P3WO: Repair spall in Beam Pedestal 1-5 at Abutment 1. 4MH

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Photo 8: Element 333 Other Bridge Railing

Graffiti on right bridge rail at Abutment 1.

WORK ORDER RECOMMENDATION:

P3WO: Remove graffiti from right bridge rail at Abutment 1. 10LF

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100309

CIDR

DATE PRINTED: 9/11/2019

Description

Structure Unit Identification

Bridge/Unit Key: 100309 0
 Structure Name: SELMON EB - HIMES AVE
 Description: Spans 1 thru 3
 Type: M - Main

Roadway Identification

NBI Structure No (8): 100309
 Position/Prefix (5): 1 - Route On Structure
 Kind Hwy (Rte Prefix): 3 State Hwy
 Design Level of Service: 1 Mainline
 Route Number/Suffix: 00618 / 0 N/A (NBI)
 Feature Intersect (6): HIMES AVENUE
 Critical Facility: * Defense-critical
 Facility Carried (7): SR618 SELMON EB
 Mile Point (11): 0.939
 Latitude (16): 027d54'18.4" Long (17): 082d30'07.6"

Roadway Traffic and Accidents

Lanes (28): 2 Medians: 0 Speed: 55 mph
 ADT Class: 4 ADT Class 4
 Recent ADT (29): 16750 Year (30): 2019
 Future ADT (114): 29061 Year (115): 2040
 Truck % ADT (109): 8
 Detour Length (19): 1 mi
 Detour Speed: 55 mph
 Accident Count: -1 Rate:

Roadway Classification

Nat. Hwy Sys (104): 1 On the NHS
 National base Net (12): 1 - On Base Network
 LRS Inventory Rte (13a): 10 002 000 Sub Rte (13b): 00
 Functional Class (26): 12 Urban Fwy/Expwy
 On Federal Aid System: Yes
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 1 1-way traffic
 Emergency:

Roadway Clearances

Vertical (10): 99.99 ft Appr. Road (32): 36 ft
 Horiz. (47): 36.4 ft Roadway (51): 36.4 ft
 Truck Network (110): 0 Not part of natl netwo
 Toll Facility (20): 2 On toll 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): 7 Good
 Superstructure (59): 7 Good
 Substructure (60): 7 Good

Culvert (62): N N/A (NBI)
 Waterway (71): N Not applicable
 Unrepaired Spalls: -1 sq.ft.
 Review Required:

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100309

CIDR

DATE PRINTED: 9/11/2019

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: 4	
Underwater	<input type="checkbox"/>	mos			Flagger Hours: 0	
Other Special	<input type="checkbox"/>	mos			Helper Hours: 0	
NBI		24 mos	(91)	07/30/2019	(90)	Snooper Hours: 0
						Special Crew Hours: 0
						Special Equip Hours: 0

Bridge Related

General Bridge Information

Parallel Bridge Seq: 0308	Bridge Rail 1: Conc parapet-alum-rail
Channel Depth: -1 ft	Bridge Rail 2: Not applicable-No rail
Radio Frequency: -1	Electrical Devices: Roadway lighting only
Phone Number:	Culvert Type: Not applicable
Exception Date:	Maintenance Yard: 796-Tampa
Exception Type: Unknown	FIHS ON / OFF: On-Route Only on FIHS
Accepted By Maint: 01/01/1975	Previous Structure:
Warranty Expiration: 00/00/0000	2nd Previous Structure:
Performance Rating: Good	Replacement Structure:

Permitted Utilities: Power Water Gas Fiber Optic Sewage Other

Bridge Load Rating Information

Inventory Type (065): 3 LRFR Load & Res. Fact	Inventory Rating (066): 34.2 tons
Operating Type (063): 3 LRFR Load & Res. Fact	Operating Rating (064): 44.6 tons
Original Design Load (031): 4 M 18 (H 20)	FL120 Permit Rating: 72.0 tons
Date: 02/20/2017	HS20/FL120 Max Span Rating: 78.0 tons
Initials: VL	Dynamic Impact in Percent: 33 %
Load Rating Rev. Recom.: No	Governing Span Length: 86.0 ft
Load Rating Plans Status: Built	Minimum Span Length:
	Distribution Method: Refined Analysis (RA)

Load Rating Notes:

LEGAL LOADS

SU2: 62.6 tons
 SU3: 66.0 tons
 SU4: 42.0 tons
 C3: 80.4 tons
 C4: 82.5 tons
 C5: 82.0 tons
 ST5: 92.4 tons

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

Posting (070): 5 At/Above Legal Loads
 Open/Posted/Closed (041): A Open, no restriction

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: Not Applicable	Scour Recommended I: Not Applicable
Foundation Type: Unknown	Scour Recommended II: Not Applicable
Mode of Flow: Not Applicable	Scour Recommended III: Not Applicable
Rating Scour Eval: Not Applicable	Scour Elevation: -1 ft
Highest Scour Eval: Not Applicable	Action Elevation: -1 ft
Scour Evaluation Method:	Storm Frequency: -1

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100309

CIDR

DATE PRINTED: 9/11/2019

Elements

Inspection Date: 07/30/2019 CAWV

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	12 / 4	Re Concrete Deck	0	.	12608	99.97	4	0.03	0	.	12612 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	5	55.56	4	44.44	0	.	9 sq.ft
0	1130 / 4	Cracking (RC and Other)	0	.	12603	100	0	.	0	.	12603 sq.ft

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 4	Pourable Joint Seal	154	93.9	10	6.1	0	.	0	.	164 ft
0	2320 / 4	Seal Adhesion	0	.	10	100	0	.	0	.	10 ft

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 4	Re Conc Approach Slab	3172	89.68	0	.	5	0.14	360	10.18	3537 sq.ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	0	.	5	100	0	.	5 sq.ft
0	4000 / 4	Settlement	0	.	0	.	0	.	360	100	360 sq.ft

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 4	R/Conc Walls	109	100	0	.	0	.	0	.	109 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	205 / 3	Re Conc Column	7	87.5	1	12.5	0	.	0	.	8 each
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	100	0	.	0	.	1 each

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 4	Re Conc Abutment	170	99.42	0	.	1	0.58	0	.	171 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	0	.	1	100	0	.	1 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 4	Re Conc Pier Cap	149	100	0	.	0	.	0	.	149 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8394 / 4	R/Conc Abut Slope Protection	990	100	0	.	0	.	0	.	990 (SF)

SUPERSTRUCTURE : Bearings

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	310 / 4	Elastomeric Bearing	15	75	0	.	5	25	0	.	20 each
0	1000 / 4	Corrosion	0	.	0	.	1	100	0	.	1 each
0	1020 / 4	Connection	0	.	0	.	4	100	0	.	4 each

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100309

CIDR

DATE PRINTED: 9/11/2019

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	107 / 4	Steel Opn Girder/Beam	1504	93.77	100	6.23	0	.	0	.	1604 ft
0	1000 / 4	Corrosion	0	.	100	100	0	.	0	.	100 ft
0	8516 / 4	Painted Steel	0	.	0	.	23419	100	0	.	23419 sq.ft
0	3440 / 4	Eff (Stl Protect Coat)	0	.	0	.	23419	100	0	.	23419 sq.ft

SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	333 / 4	Other Bridge Railing	622	96.88	19	2.96	1	0.16	0	.	642 ft
0	1080 / 4	Delamination/Spall/Patched Area	0	.	19	95	1	5	0	.	20 ft

Total Number of Elements*: 11

*excluding defects/protective systems

Inspection Information**Inspection Date:** 07/30/2019**Type:** Regular NBI**Inspector:** KNVOLDW - Dave Walker**Inspection Notes:** Sufficiency Rating Calculation Accepted by knvolsc at 8/12/2019 13:32:16 PM.**LOAD CAPACITY EVALUATION:**

The current load rating dated 02/20/2017 appears complete and applicable to the reported structure conditions. – James Appler, PE, 08/30/2019.

New Inventory photos have been submitted.

NON-STRUCTURAL ITEMS:**LIGHT POLES:**

The anchor fasteners for the light pole at the right side of Abutment 1 have light surface corrosion.

Structure Notes

BRIDGE OWNER: TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

Structure inventoried from west to east.

TRAFFIC RESTRICTIONS: Based on the load rating analysis dated 02/20/2017, posting is not required. The structure is not posted.

Bridge Nos. 100306 WB and 100307 EB are to the west and Bridge Nos. 100310 WB and 100311 EB are to the east of this Bridge No. 100309.

A new photo inventory will be required in 2029, unless upgrades/reconstruction occur.

Schedule Notes

**FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM**

REPORT ID: INSP005

Inspection/CIDR Report

Structure ID: 100309

CIDR

DATE PRINTED: 9/11/2019

Under Route Information

Roadway Identification

NBI Structure No (8): 100309
 Position/Prefix (5): 2 - One Route Under
 Kind Hwy (Rte Prefix): 5 City Street
 Design Level of Service: 1 Mainline
 Route Number/Suffix: 00000 / 0 N/A (NBI)
 District (2): D7 - Tampa
 County (3): (10)Hillsborough
 Place Code (4): Tampa
 Feature Intersect (6): HIMES AVENUE
 Facility Carried
 by Structure (7): SR618 SELMON EB
 Critical Facility: Not Defense-crit
 Roadway Name: HIMES AVE
 Mile Point (11): 2.048
 Latitude (16): 027d54'18.4" Long (17): 082d30'07.6"

Roadway Classification

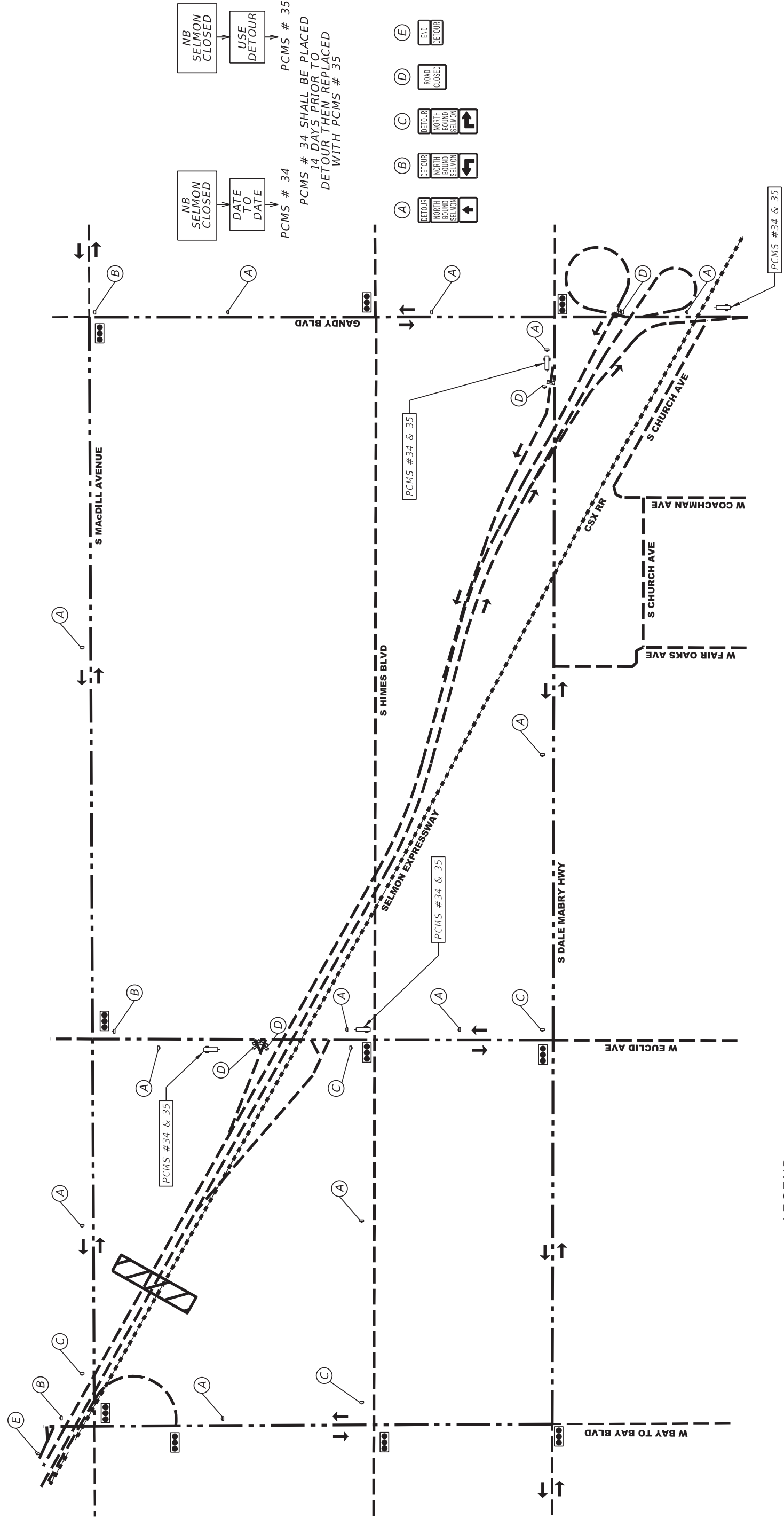
Nat. Hwy Sys (104): 0 Not on NHS
 National base Net (12): 0 - Not on Base Network
 LRS Inventory Rte (13a): 10 000 031 Sub Rte (13b): 00
 Functional Class (26): 17 Urban Collector
 On Federal Aid System: Yes
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 2 2-way traffic
 Emergency:

Roadway Traffic and Accidents

Lanes (28): 3 Medians: 0 Speed: 35 mph
 ADT Class: 4 ADT Class 4
 Recent ADT (29): 1950 Year (30): 2019
 Future ADT (114): 3383 Year (115): 2040
 Truck % ADT (109): 6
 Detour Length (19): 1 mi
 Detour Speed: 30 mph
 Accident Count: -1 Rate:

Roadway Clearances

Vertical (10): 15.2 ft Appr. Road (32): 52.5 ft
 Horiz. (47): 52.5 ft Roadway (51): 52.5 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:



NB SELMON CLOSED → DATE TO DATE → PCMS # 34
 NB SELMON CLOSED → USE DETOUR → PCMS # 35
 PCMS # 34 SHALL BE PLACED 14 DAYS PRIOR TO DETOUR THEN REPLACED WITH PCMS # 35

- (A) DETOUR NORTH BOUND SELMON →
- (B) DETOUR NORTH BOUND SELMON ←
- (C) DETOUR NORTH BOUND SELMON ↗
- (D) ROAD CLOSED
- (E) END DETOUR

LEGEND
 - - - LOCAL TRAFFIC ONLY
 - - - DETOUR ROUTE
 - - - ROAD CLOSED
 [Hatched Box] WORK ZONE
 □ WORK ZONE SIGNS
 → LANE IDENTIFICATION + DIRECTION OF TRAFFIC
 [Type III Barricade] TYPE III BARRICADE
 ● ROAD CLOSED

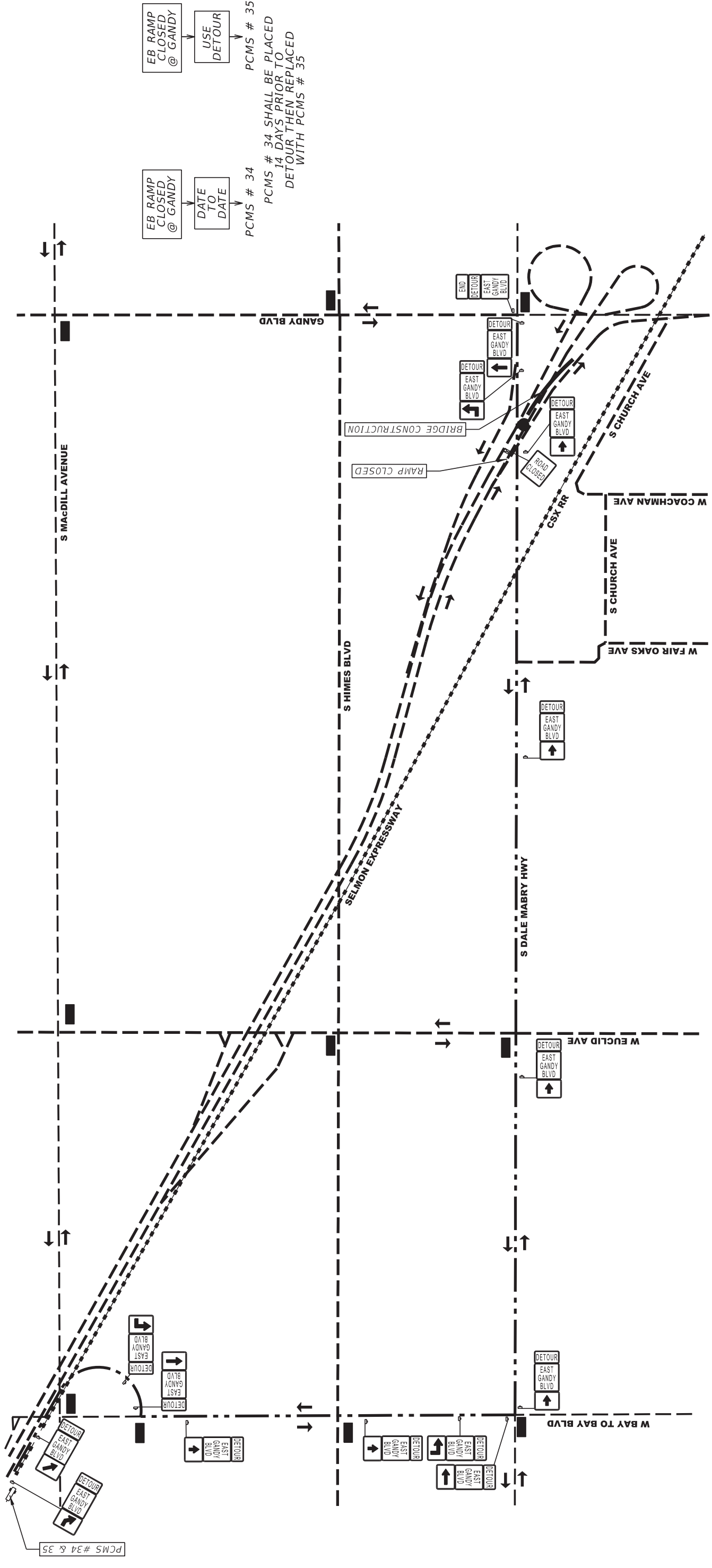
DESCRIPTION OF WORK DURING DETOUR USE
 CONSTRUCTION OF OVERHEAD SIGN STRUCTURE

REVISIONS	
DATE	DESCRIPTION

AECOM Technical Services, Inc.
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 C.A. No. 8115
 David M. Robinson, P.E. No. 73888

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY	
ROAD NO.	THEA PROJECT NO. FDOT FINANCIAL PROJECT ID
SR 618	O-17-00217
SR 600	439023-1-52-01
COUNTY	HILLSBOROUGH

NB SELMON
CLOSURE DETOUR PLAN
 SHEET NO. A2-349



EB RAMP CLOSED @ GANDY
DATE TO DATE
PCMS # 34

EB RAMP CLOSED @ GANDY
USE DETOUR
PCMS # 35

PCMS # 34 SHALL BE PLACED 14 DAYS PRIOR TO DETOUR THEN REPLACED WITH PCMS # 35

LEGEND

- LOCAL TRAFFIC ONLY
- DETOUR ROUTE
- ROAD CLOSED
- WORK ZONE
- WORK ZONE SIGNS
- LANE IDENTIFICATION + DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- ROAD CLOSED

DESCRIPTION OF WORK DURING DETOUR USE

CONSTRUCTION OF SELMON NB RAMP BRIDGE SPAN 3

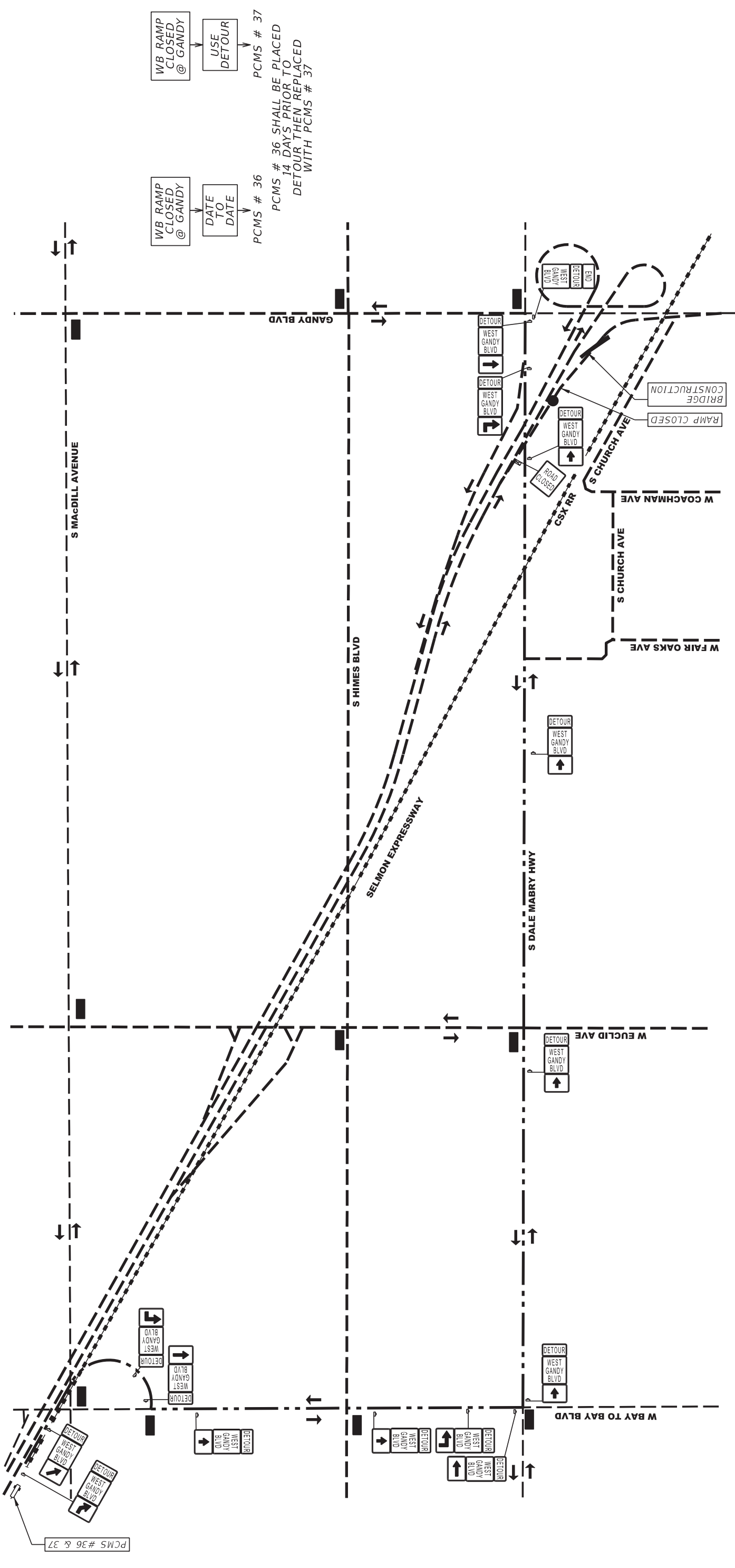
CONSTRUCTION OF RAMP D STEEL BOX SEGMENT 5 & SPAN 6

REVISIONS	
DATE	DESCRIPTION

AECOM Technical Services, Inc.
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
C.A. No. 8115
David M. Robinson, P.E. No. 73888

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY	
ROAD NO.	THEA PROJECT NO. FDOT FINANCIAL PROJECT ID
SR 618 SR 600	0-17-00217 439023-1-52-01
COUNTY	HILLSBOROUGH

SB SELMON TO EB GANDY CLOSURE DETOUR PLAN	
SHEET NO.	A2-350



WB RAMP CLOSED @ GANDY
 → USE DETOUR
 PCMS # 37

WB RAMP CLOSED @ GANDY
 → DATE TO DATE
 PCMS # 36

PCMS # 36 SHALL BE PLACED 14 DAYS PRIOR TO DETOUR THEN REPLACED WITH PCMS # 37

LEGEND

- LOCAL TRAFFIC ONLY
- DETOUR ROUTE
- ROAD CLOSED
- WORK ZONE
- ◻ WORK ZONE SIGNS
- LANE IDENTIFICATION + DIRECTION OF TRAFFIC
- ▮ TYPE III BARRICADE
- ROAD CLOSED

DESCRIPTION OF WORK DURING DETOUR USE
 CONSTRUCTION OF SELMON NB RAMP BRIDGE SPAN 1

REVISIONS	
DATE	DESCRIPTION

AECOM Technical Services, Inc.
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 C.A. No. 8115
 David M. Robinson, P.E. No. 73888

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY	
ROAD NO.	THEA PROJECT NO.
SR 618	FDOT FINANCIAL PROJECT ID
SR 600	0-17-00217
COUNTY	
HILLSBOROUGH	
439023-1-52-01	

RAMP G CLOSURE	
DETOUR PLAN	
SHEET NO.	A2-351