

WHY REPLACE THE RIDGEMOOR BRIDGE?

- DEEMED SCOUR CRITICAL IN 2013 BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT).
- RECEIVED A "POOR" RATING ON THE DECK AND SUPERSTRUCTURE.
- THE EXISTING BRIDGE REQUIRES INCREASED MAINTENANCE AND INSPECTIONS.
- THE EXISTING BRIDGE COULD BE CLOSED DURING A MAJOR RAIN EVENT.

FOR THESE REASONS, A COMPLETE BRIDGE REPLACEMENT IS REQUIRED.

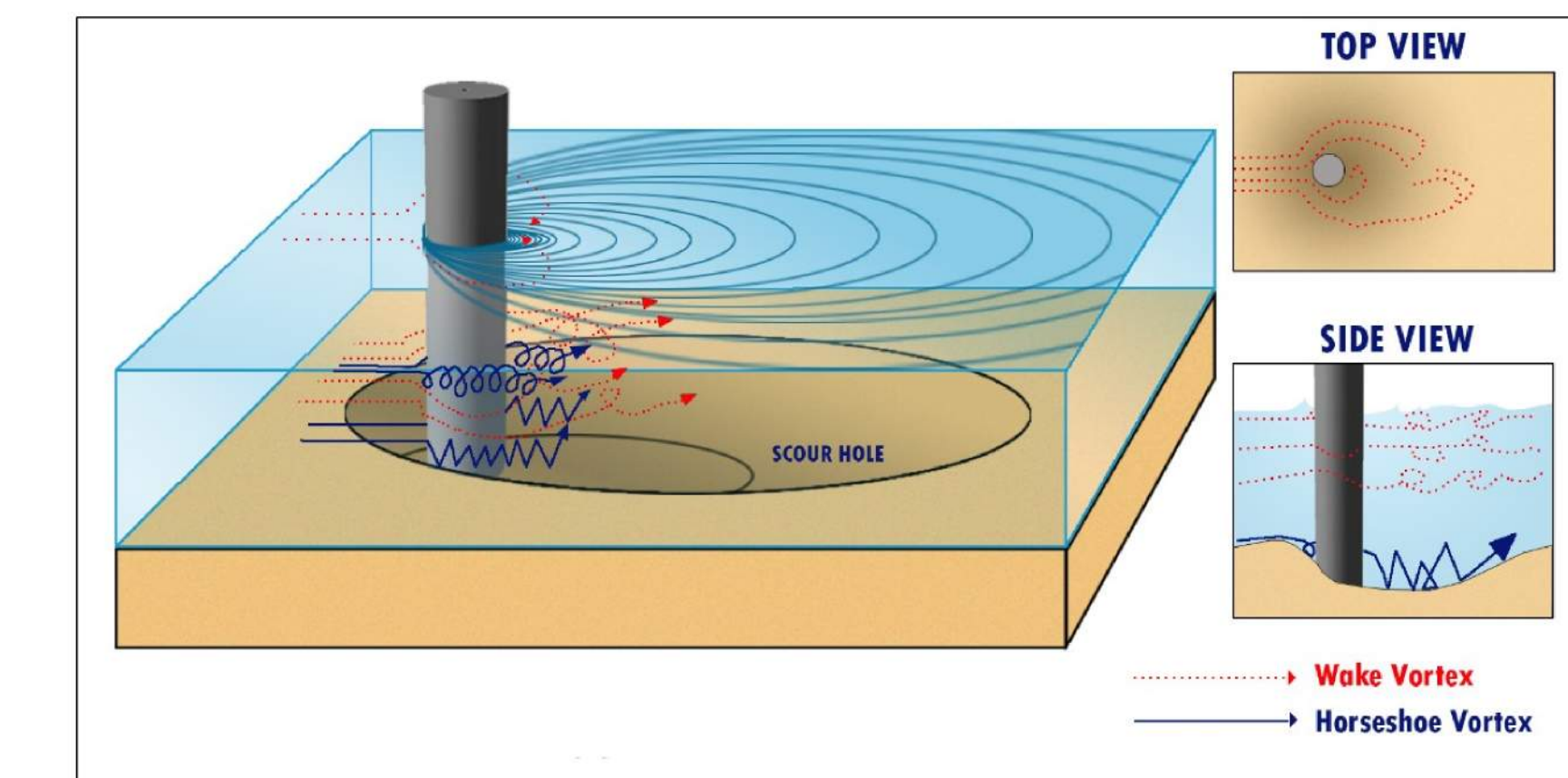


THE DARK DISCOLORATION OF BRIDGE DECK IS THE RESULT OF A REPAIR DONE TO A SONOVOID SLAB BEAM.

RIDGEMOOR BRIDGE OVER BOOKER CREEK

(PICTURE FROM GOOGLE EARTH 03-25-2023)

THE BRIDGE WAS BUILT IN 1985 WHICH WAS PRIVATELY FUNDED AND CONSTRUCTED BY A RESIDENTIAL DEVELOPER



BRIDGE SCOUR ILLUSTRATION

(PICTURE & DESCRIPTION FROM WIKIPEDIA)

BRIDGE SCOUR IS THE REMOVAL OF SEDIMENT SUCH AS SAND AND GRAVEL FROM AROUND BRIDGE ABUTMENTS OR PIERS. HYDRODYNAMIC SCOUR, CAUSED BY FAST FLOWING WATER, CAN CARVE OUT SCOUR HOLES, COMPROMISING THE INTEGRITY OF A STRUCTURE. IN THE UNITED STATES, BRIDGE SCOUR IS ONE OF THE THREE MAIN CAUSES OF BRIDGE FAILURE.



RIDGEMOOR BRIDGE PAVEMENT ASPHALT AND BRIDGE CONDITION

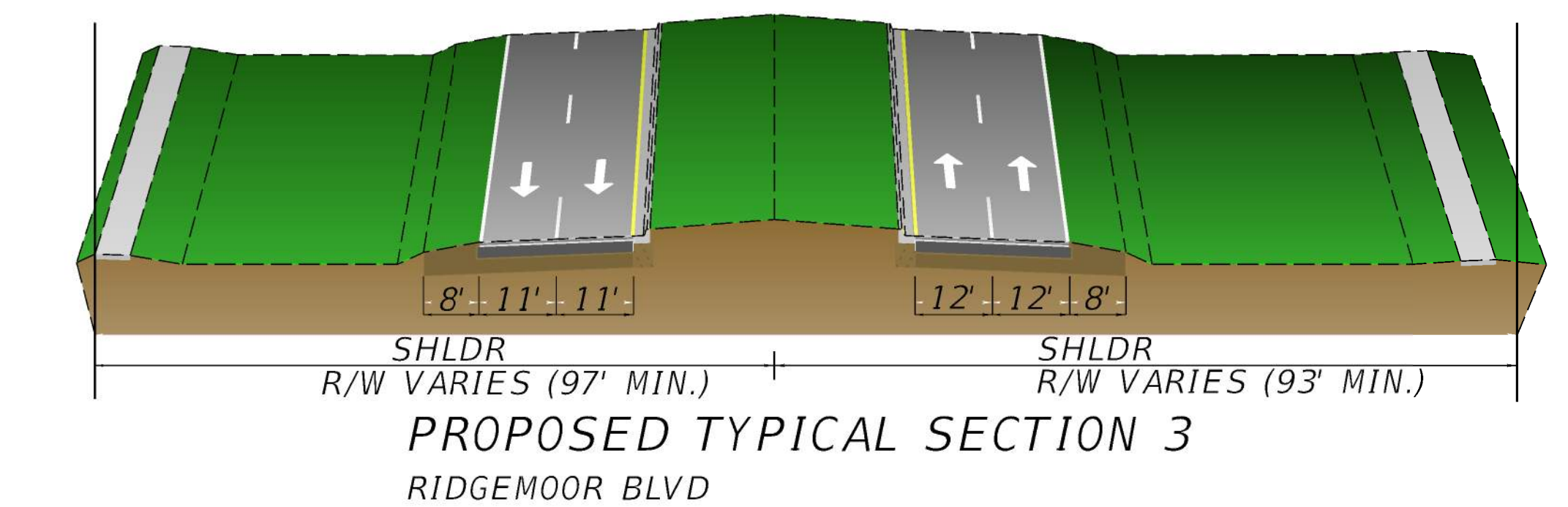
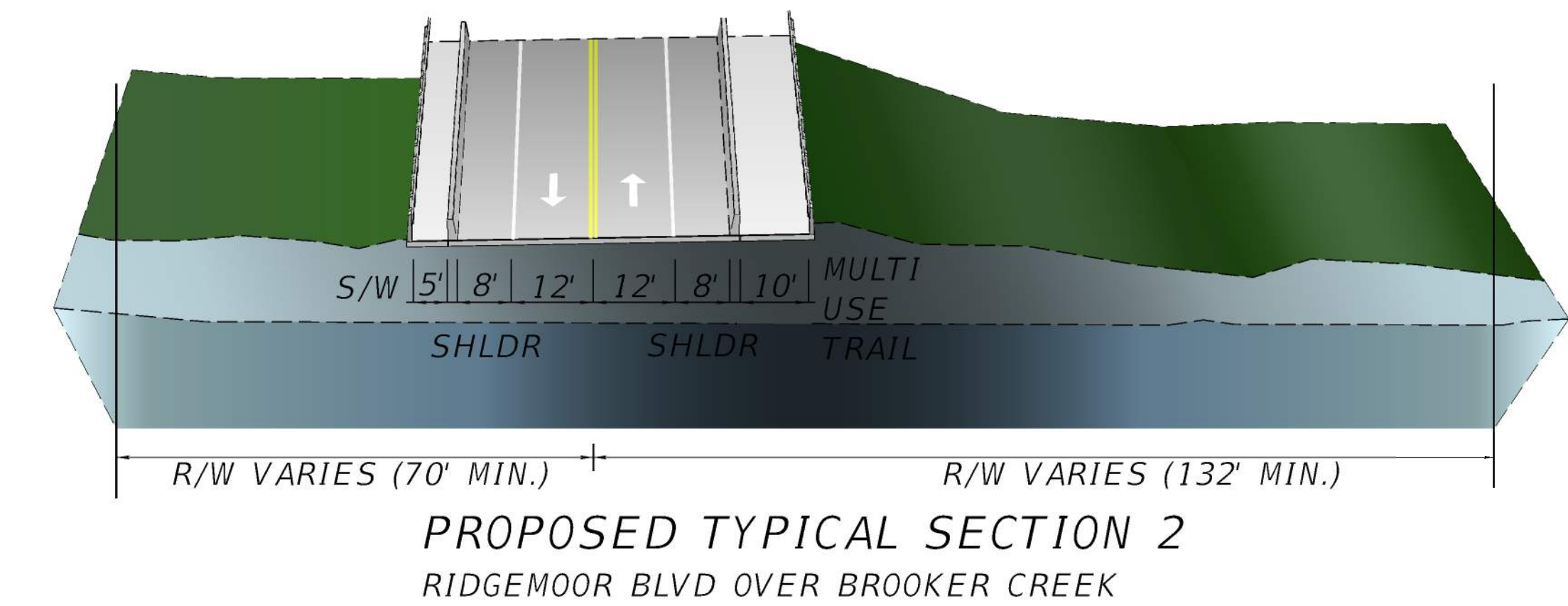
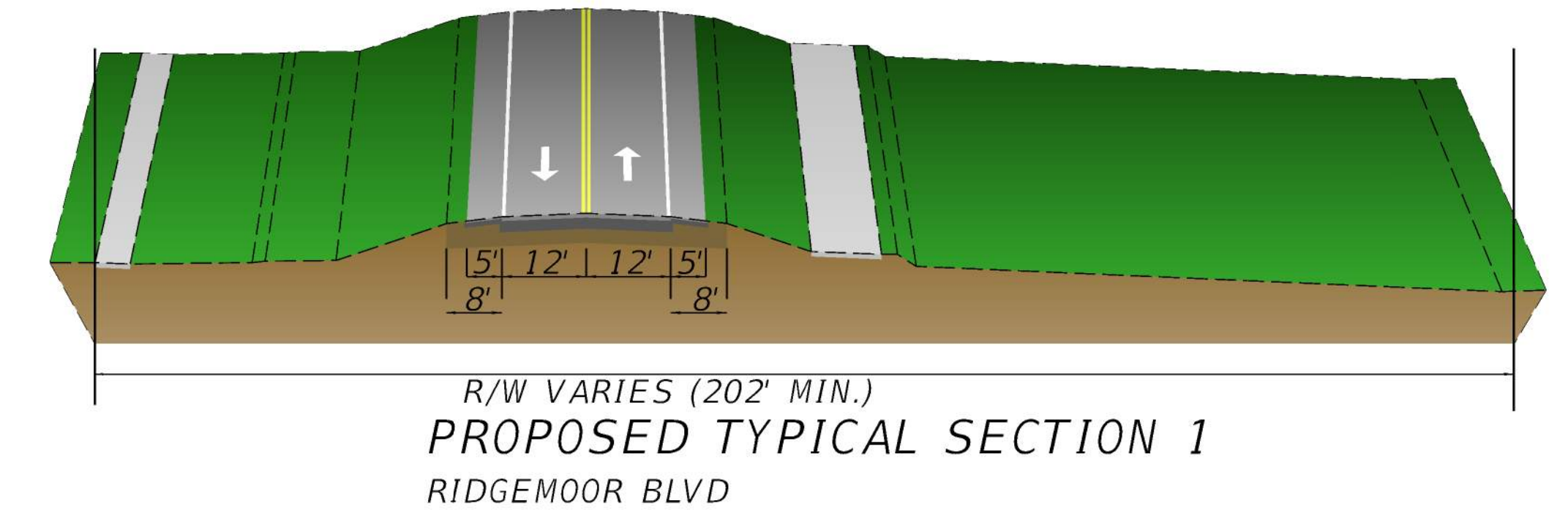
(PICTURES PROVIDED BY PINELLAS COUNTY PUBLIC WORKS)



SCHOHARIE CREEK BRIDGE (PICTURE FROM WIKIPEDIA)

IN 1987, THE SCHOHARIE CREEK BRIDGE CARRYING I-90 THROUGH NEW YORK COLLAPSED. SUBSEQUENT INVESTIGATIONS IDENTIFIED FOUNDATION SCOUR AS A CONTRIBUTING FACTOR; CONSEQUENTLY, THE FEDERAL GOVERNMENT DIRECTED ALL BRIDGE AGENCIES AND OWNER TO DETERMINE IF ANY BRIDGE ON THEIR SYSTEM INCORPORATED SCOUR CRITICAL FEATURES.

IN 2025, THE REPLACEMENT BRIDGE CONSTRUCTION IS SCHEDULED TO START, UTILIZING A PHASED CONSTRUCTION APPROACH. DEMOLITION OF THE EXISTING BRIDGE AND CONSTRUCTION OF THE NEW BRIDGE IS EXPECTED TO TAKE 18 TO 24 MONTHS. THE NEW BRIDGE WILL HAVE A SLIGHTLY LARGER FOOTPRINT AS THE EXISTING BRIDGE DUE TO THE MULTI-USE TRAIL.



REPLACING THE RIDGEMOOR BOULEVARD BRIDGE WILL:

1. PROVIDE A NEW BRIDGE THAT MEETS ALL CURRENT DESIGN REQUIREMENTS. (SCOUR RESISTANCE FOR 100YR AND 500YR STORM EVENTS)
2. THE NEW DECK AND SUPERSTRUCTURE WILL PROVIDE A SMOOTH RIDING SURFACE.
3. REMOVE THE SCOUR CRITICAL DESIGNATION PERMITTING THE BRIDGE TO RETURN TO A STANDARD 24-MONTH STRUCTURAL INSPECTION CYCLE AND 24-MONTH UNDERWATER INSPECTION CYCLE SAVING COUNTY RESIDENTS MONEY.