EXHIBIT J

BRIDGE INSPECTION REPORT

PREPARED FOR: FLORIDA DEPARTMENT OF TRANSPORTATION

BRIDGE OWNER: LEE COUNTY

INSPECTED BY:

BRIDGE NO. 124116

CONTENTS OF REPORT

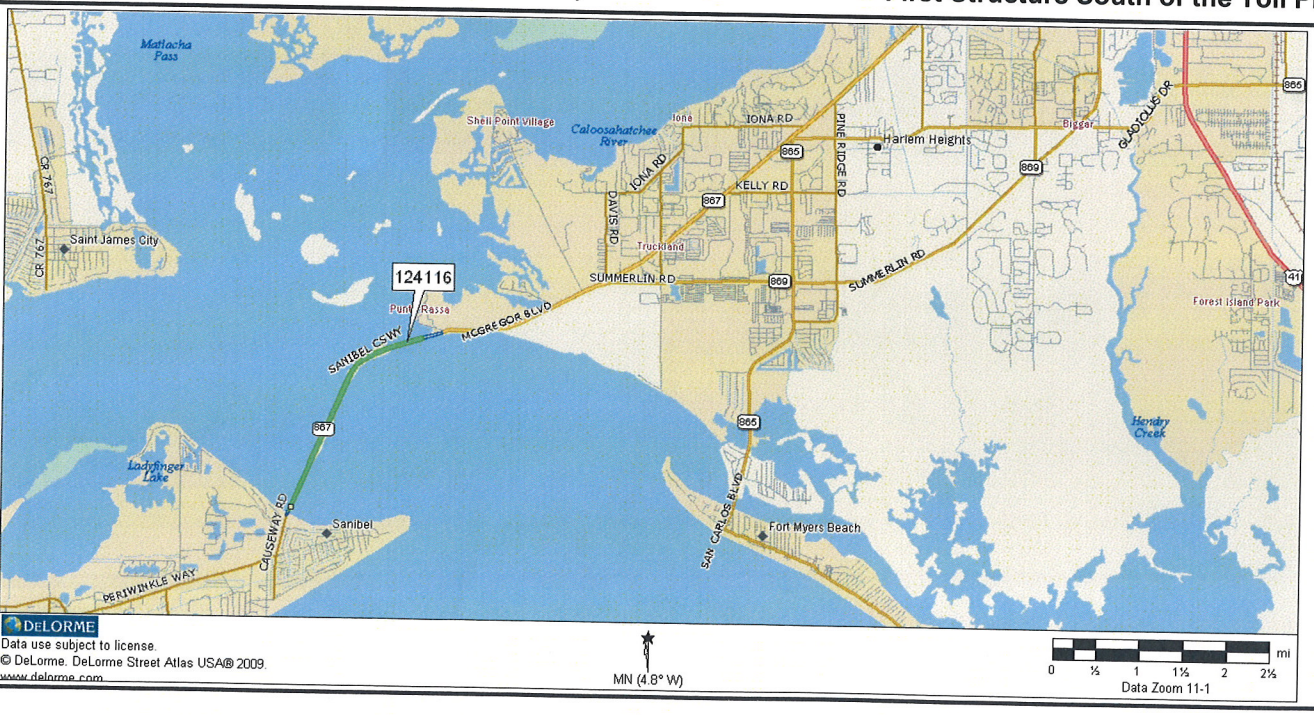
INSPECTION DATE: 11/30/2009

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

*This section is not included in this report.

CR-867 over San Carlos Bay (Sanibel Structure A)

First Structure South of the Toll Plaza



FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection Report with PDF attachment(s)

BRIDGE ID: 124116
DISTRICT: 01 Bartow

INSPECTION DATE: 11/30/2009 ESCS

BY: KCA
OWNER: 2 County Hwy Agency
MAINTAINED BY: 2 County Hwy Agency
STRUCTURE TYPE: 6 P/S Conc Continuous 02 Stringer/Girder
LOCATION: 1ST STRUC S OF TOLL PLAZA
SERVICE TYPE ON: 1 Highway
SERV TYPE UND: 5 Waterway

STRUCTURE NAME: STRUCTURE A SANIBEL CAUSEV
YEAR BUILT: 2007
SECTION NO.: 12 000 000
MP: 0
ROUTE: 00867
FACILITY CARRIED: CR-867
FEATURE INTERSECTED: SAN CARLOS BAY

☐ FUNCTIONALLY OBSOLETE ☐ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI
DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 11/30/2009 UNDERWATER: 10/07/2009

SUFFICIENCY RATING: 79.0
HEALTH INDEX: 98.94

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MP: 0
ROUTE: 00867
FACILITY CARRIED: CR-867
FEATURE INTERSECTED: SAN CARLOS BAY

☐ 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: 11/30/2009 UNDERWATER: 10/07/2009

SMART FLAGS:
None

OVERALL NBI RATINGS:
DECK: 8 Very Good
SUPERSTRUCTURE: 7 Good
SUBSTRUCTURE: 7 Good
CHANNEL: 7 Minor Damage
CULVERT: N N/A (NBI)
SUFFICIENCY RATING: 79.0
HEALTH INDEX: 98.94
PERFORMANCE RATING: Good

FIELD PERSONNEL / TITLE / NUMBER	INITIALS
O'Grady, John - Bridge Inspector (CBI# 00344) (lead)	
Carreno, Fernando - BI Tech	
Hays, Stephen - Bridge Inspector (CBI#00438)/Lead Diver	
Myers, Jared - Diver/Inspector	
Harris, Scott - Diver/Inspector	

REVIEWING BRIDGE INSPECTION SUPERVISOR:
Crissey, Dave - Bridge Inspector (CBI #00321)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:
LoCicero, Thomas - PE #31136
Kisinger Campo & Associates
9270 Bay Plaza Blvd., Suite 605
Certificate of Authorization #2317
Tampa, FL 33619

SIGNATURE: Thomas G. LoCicero
DATE: 1/8/10

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All Elements

UNIT: Structure Unit 1 DECKS

ELEMENT/ENV: 12/4 Bare Concrete Deck 129408 sf. ELEM CATEGORY: Decks/Slabs

CONDITION STATE (5)	DESCRIPTION	QUANTITY
1	The surface and underside of the deck have few repaired areas, there are few spalls/delaminations in the deck surface or underside and the only cracking is superficial or surface map cracking. The combined distressed area is 2% or less of the deck area.	129408 sf.

ELEMENT INSPECTION NOTES:

Note: Two 4-1/2in. diameter fiberglass conduits are attached to hangers anchored to the underside of Bay 3 in all spans. Refer to photo 1. The type of hanger anchorage is unknown.

CS1 = There is a light accumulation of dirt and debris in the shoulder areas - NEW.

The undersides of the overhangs have full width x up to 1/64in. wide transverse cracks, some with efflorescence - NEW.

ELEMENT/ENV: 300/4 Strip Seal Exp Joint 345 lf. ELEM CATEGORY: Joints

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows minimal deterioration. There is no leakage at any point along the joint. Gland is secure and has no defects. Debris in joint is not causing any problems. The adjacent deck and/or header is sound.	345 lf.

ELEMENT INSPECTION NOTES:

Note: Joints are present at Abutments 1 and 22 and Piers 4, 7, 10, 13, 16 and 19.

CS1 = The joints are filling with dirt and debris, but are functioning as intended at this time - NEW. Refer to photo 2.

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FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
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All Elements

UNIT: Structure Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 334/4 Metal Rail Coated 6005 lf. ELEM CATEGORY: Railing

CONDITION STATE (5)	DESCRIPTION	QUANTITY
1	There is no evidence of active corrosion. Protective coating is sound and functioning as intended to protect the element.	6005 lf.

ELEMENT INSPECTION NOTES:

Note: Barriers meet NCHRP TL4 criteria and meet SIA Item #36 standards.

CS1 = There are several tire marks on the barriers.

ELEMENT/ENV: 109/4 P/S Conc Open Girder 12010 lf. ELEM CATEGORY: Superstructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	12006 lf.

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All Elements

UNIT: Structure Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 109/4 P/S Conc Open Girder 12010 lf. ELEM CATEGORY: Superstructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
2	Minor cracks and spalls may be present and there may be exposed reinforcing with no evidence of corrosion. There is no exposure of the prestress system.	4 lf.

ELEMENT INSPECTION NOTES:

CS1 = The beams have diagonal web cracks up to 4ft. long x typically less than 1/64in. wide at the bearing areas, extending up and away from the supports.

The east face of the bottom flange of Beam 14-4 has a 20in. long x 1/64in. wide vertical/diagonal crack over the bearing at Pier 14 - INCREASE. Beam 16-4 at Pier 16 has similar cracking - NEW.

The left top flange of Beam 17-4 has longitudinal hairline cracking, some with efflorescence, up to 1/64in. wide near Pier 18.

CS2 = There are minor spalls with no exposed steel in the bottom flanges of the following beams:
Beam 15-1, east face 7-1/2ft. from Pier 16, 6in. x 2in. x 1/2in.
Beam 15-3, east face at 25-1/2ft. from Pier 16, 4in. x 4in. x 1in.
Beam 15-4, west face 60ft. from Pier 15, 16in. x 4in. x 1in.

CORRECTIVE ACTION TAKEN:
The previously noted spalls and delaminations in the beam ends/closure pours at Pier 11 have been repaired since the previous inspection.

ELEMENT/ENV: 397/4 Drain. Syst Metal 20 ea. ELEM CATEGORY: Superstructure

CONDITION STATE (5)	DESCRIPTION	QUANTITY
1	There is no evidence of active corrosion and the paint system is sound and functioning as intended to protect the metal surface. Drainage system is functioning as intended.	20 ea.

ELEMENT INSPECTION NOTES:

CS1 = Most scupper down spouts are not properly shimmed or anchored to the beams. Refer to photo 3. REPAIR

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All Elements

UNIT: Structure Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 310/4 Elastomeric Bearing **168 ea.** **ELEM CATEGORY:** Bearings

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. Shear deformations are correct for existing temperatures.	168 ea.

ELEMENT/ENV: 563/4 Acc Ladd & Plat **16 ea.** **ELEM CATEGORY:** Movable

CONDITION STATE (5)	DESCRIPTION	QUANTITY
1	There is no evidence of active corrosion, and the paint system is sound and functioning as intended to protect the metal surface.	16 ea.

ELEMENT INSPECTION NOTES:

Note: The quantity includes eight ladders and eight platforms including the two fender access walkways.

ELEMENT/ENV: 580/4 Navigational Lights **1 ea.** **ELEM CATEGORY:** Movable

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	Lights are operational, lenses are clean and not broken, there is no evidence of corrosion.	1 ea.

ELEMENT INSPECTION NOTES:

Note: The element includes six fender lights, two clearance at centerline of channel gauge lights and two swing lights at centerline of channel.

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UNIT: Structure Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 205/4 R/Conc Column **40 ea.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	40 ea.

ELEMENT/ENV: 207/4 P/S Conc Holl Pile **224 ea.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	221 ea.
2	Minor cracks, spalls and scaling may be present and there may be exposed reinforcing with no evidence of corrosion. There is no exposure of the prestress system.	3 ea.

ELEMENT INSPECTION NOTES:

Note: The divers cleaned Piles 4-1, 17-1 through 17-21, 14-13 through 14-16 and all deficiencies.

The following was noted by the underwater inspectors;
CS2 = The northeast corner of Pile 4-1 has a 16in. x 6in. x 2in. spall with no exposed steel, 5ft. below the footer - NEW.
The northwest corner of Pile 11-17 has a 5ft. 6in. x 10in. x 2in. spall with no exposed steel, just below the footer - NEW.
The northeast corner of Pile 17-10 has a 13ft. x 12in. x 3in. spall with no exposed steel, 24in. below the footer.

CORRECTIVE ACTION TAKEN:
Piles 11-8 and 11-15 have been jacketed since the previous inspection.

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All Elements

UNIT: Structure Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 215/4 R/Conc Abutment **70 lf.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	70 lf.

ELEMENT/ENV: 220/4 R/C Sub Pile Cap/Ftg **20 ea.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	13 ea.
2	Minor cracks, spalls and scaling may be present but there is no exposed reinforcing or surface evidence of rebar corrosion.	4 ea.

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All Elements

UNIT: Structure Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 220/4 R/C Sub Pile Cap/Ftg 20 ea. **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
3	Some delaminations, moderate cracks, spalls and/or scaling may be present and some reinforcing may be exposed. Corrosion of rebar may be present but loss of section is incidental and does not significantly affect the strength and/or serviceability of either the element or the bridge.	3 ea.

ELEMENT INSPECTION NOTES:

Note: The divers cleaned Footers 12 and 13 and all deficiencies.

CS1 = The following was noted by the underwater inspectors:
There are several edge scrapes up to 5ft. x 6in. x 3/4in. - NEW.
The footers have concrete formed sides that have vertical cracks with no corrosion bleedout up to full height x 1/16in. wide. Several cracks have efflorescence - NEW.

CS2 = The top northwest corner of Footer 4 has a 24in. x 12in. x 2in. spall with no exposed steel - NEW.

The following was noted by the underwater inspectors:
The southwest corner of Footer 12 has an 8in. x 6in. x 2-1/2in. spall with no exposed steel, 20in. below the top of the footer - NEW.
The southeast corner of Footer 13 has a 12in. x 6in. x 1in. spall with no exposed steel, 15in. below the top of the footer - NEW.
The northeast and southeast corners of Footer 17 have spalls with no exposed steel up to 12in. x 12in. x 2in., 20in. below the top of the footer.

CS3 = The top east edge of Footer 9 has a 30in. x 9in. delamination - NEW. Refer to photo 4.
The top northwest corner of Footer 10 has a 24in. x 8in. x 1in. spalled and delaminated area with no exposed steel - NEW.
The top northwest corner of Footer 16 has a 15in. x 6in. x 1/2in. spalled and delaminated patch with no exposed steel - NEW.
REPAIR ALL

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All Elements

UNIT: Structure Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 234/4 R/Conc Cap **862 lf.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	862 lf.

ELEMENT INSPECTION NOTES:

CORRECTIVE ACTION TAKEN:
The fractured shear blocks in Span 10 at Pier 10 have been repaired since the previous inspection.

ELEMENT/ENV: 387/4 P/S Fender/Dolphin **588 lf.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	588 lf.

ELEMENT INSPECTION NOTES:

Note: The quantity includes the three rectangular dolphins at the southeast corner of the fender and the three rectangular dolphins at the northwest corner of the fender.

ELEMENT/ENV: 396/4 Other Abut Slope Pro **2500 sf.** **ELEM CATEGORY:** Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	There is little or no deterioration. Surface defects only are in evidence. Random open joints may exist.	2500 sf.

ELEMENT INSPECTION NOTES:

Note: This element includes rock rubble rip rap and concrete block mats.

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BRIDGE MANAGEMENT SYSTEM
Inspection Report with PDF attachment(s)

All Elements

UNIT: Structure Unit 1 MISCELLANEOUS

ELEMENT/ENV: 321/4 R/Conc Approach Slab 2 ea. **ELEM CATEGORY:** Other Elements

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The slab has not settled and shows no sign of deterioration other than superficial surface cracks.	2 ea.

ELEMENT INSPECTION NOTES:
Note: The approach slabs are not visible due to an overlay of asphalt.

ELEMENT/ENV: 478/4 MSE Walls 120 lf. **ELEM CATEGORY:** Other Elements

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	There is little or no deterioration. Surface defects only are in evidence.	120 lf.

ELEMENT INSPECTION NOTES:
Note: The MSE walls were measured back 30ft. at each corner of the structure.

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All Elements

UNIT: Structure Unit 1 MISCELLANEOUS

ELEMENT/ENV: 290/4 Channel **1 ea.** **ELEM CATEGORY:** Channel

CONDITION STATE (4)	DESCRIPTION	QUANTITY
2	Bank protection is in need of minor repairs, bank may be beginning to slump, minor stream bed movement may be evident or debris may be present.	1 ea.

ELEMENT INSPECTION NOTES:

Note: The bulkheads were evaluated under this element as channel bank protection.

CS2 = The north bulkhead cap, at the northeast corner of the structure, is intermittently spalled and delaminated with corrosion bleedout, up to 10ft. long 18in. wide x 3in. deep - NEW. Refer to photo 5. REPAIR

Some channel measurements have a 2ft. or greater change since the previous inspection. Reason for change may be due to the strong current and/or ongoing demolition of the old structures during the previous inspection, altering the channel bottom.

The following was noted by the underwater inspectors:
There is scattered timber debris from the previous fender system along the new fender system - NEW.
At Bents 14 through 17, the groundline slopes upward up to 4ft. going away from the piling, on one or more sides - NEW. Several piling have minimal marine growth on the lower 4in. to 6in. - NEW.

Structure Notes

BRIDGE OWNER: LEE COUNTY

TRAFFIC RESTRICTION: Based on the load rating analysis dated 8/1/07, the structure does not require posting. This structure is not posted.

Structure was inventoried from south to north on a west to east leg of a south to north roadway. Direction of stationing is used to describe deficiency locations (left is west).

This structure replaces bascule Bridge No. 124043.

Lane shift required for underbridge inspection vehicle. Power boat used for groundline measurements and substructure inspection.

Owner provided 2008 ADT.

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BRIDGE MANAGEMENT SYSTEM
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INSPECTION NOTES: ESCS 11/30/2009

Sufficiency Rating Calculation Accepted by KNKCARL-P at 2010-01-07 15:14:37

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

Note: NBI Item #59 Superstructure was raised from a 6 to a 7 due to repairs made.
NBI Item #60 Substructure was raised from a 5 to a 7 due to repairs made.
NBI Item #61 Channel was lowered from an 8 to a 7 due to changes of 2ft. or greater in some of the groundline measurements.

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Photo 1 - Element 12 Bare Concrete Deck

Utilities suspended from hangers anchored to the underside of Bay 3 in all spans

REPAIR RECOMMENDATION:
None

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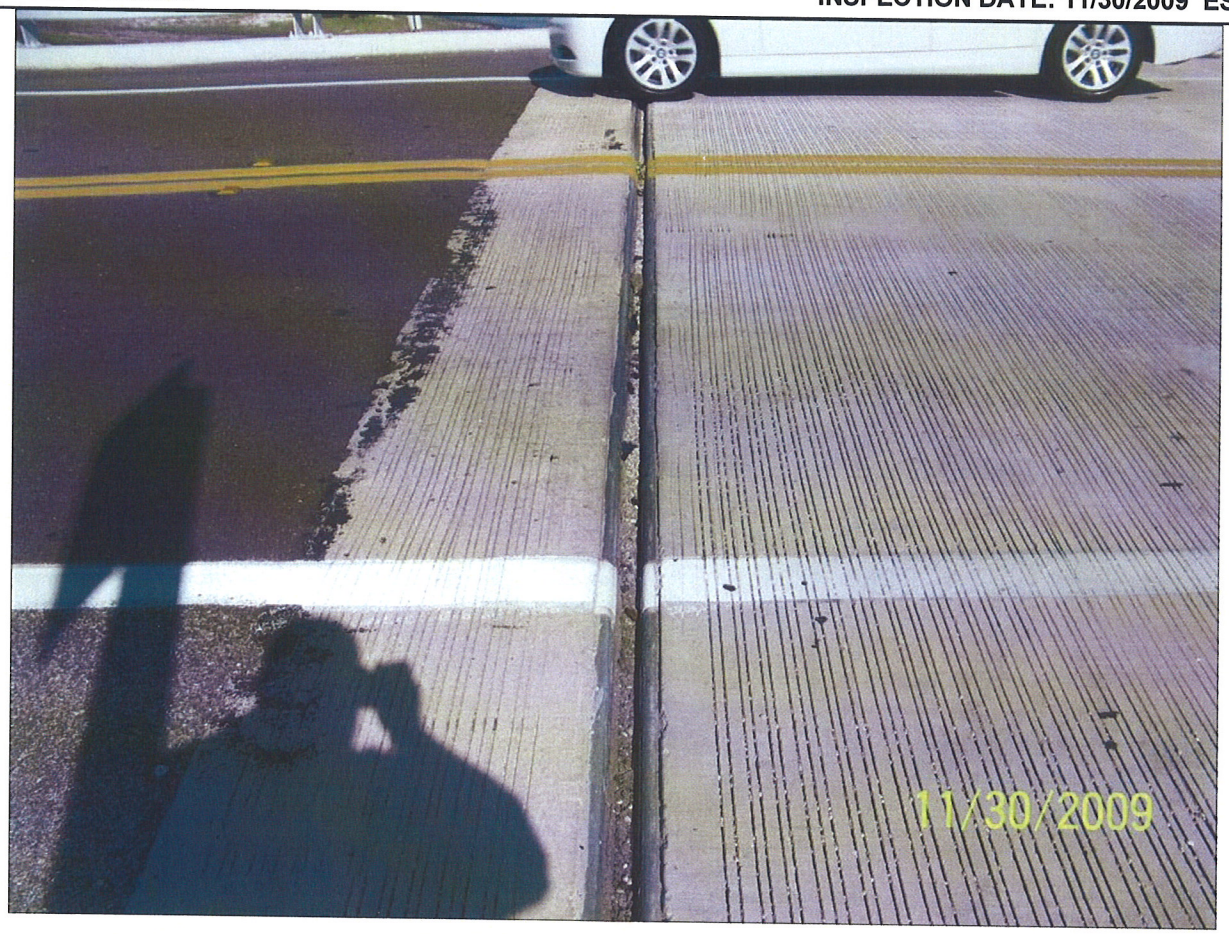

Photo 2 - Element 300 Strip Seal Exp Joint

Typical view of dirt and debris in the joints (Abutment 1 joint shown)

REPAIR RECOMMENDATION:
None

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Photo 3 - Element 397 Drain Syst Metal

Typical view of improperly shimmed drainage down spout and down spout improperly attached to the beam

REPAIR RECOMMENDATION:
Properly shim and attach the drainage system down spouts to the beams.

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BRIDGE MANAGEMENT SYSTEM
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Photo 4 - Element 220 R/C Sub Pile Cap/Ftg

Delamination along the top east edge of Footer 9

REPAIR RECOMMENDATION:
Repair the spalled and/or delaminated areas in the top east edge of Footer 9, the top northwest corner of Footer 10 and the top northwest corner of Footer 16.

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Photo 5 - Element 290 Channel

Typical spalled and delaminated areas with corrosion bleedout in the bulkhead cap at the northeast corner of the structure

REPAIR RECOMMENDATION:
Repair the spalled and delaminated areas in the bulkhead cap at the northeast corner of the structure.

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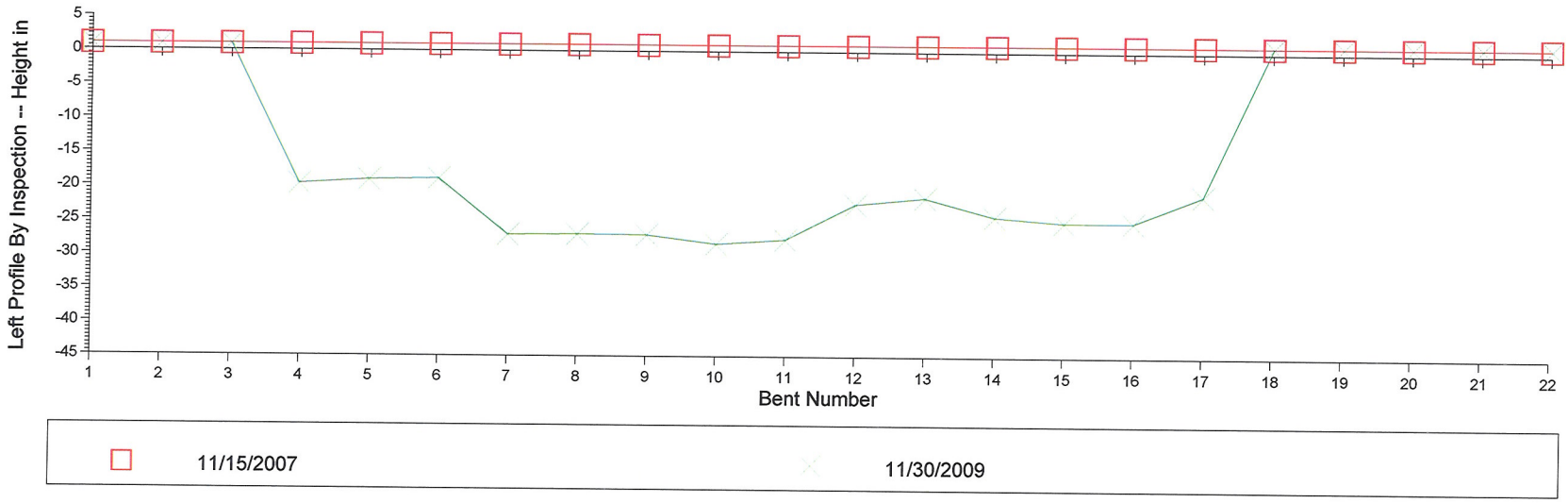
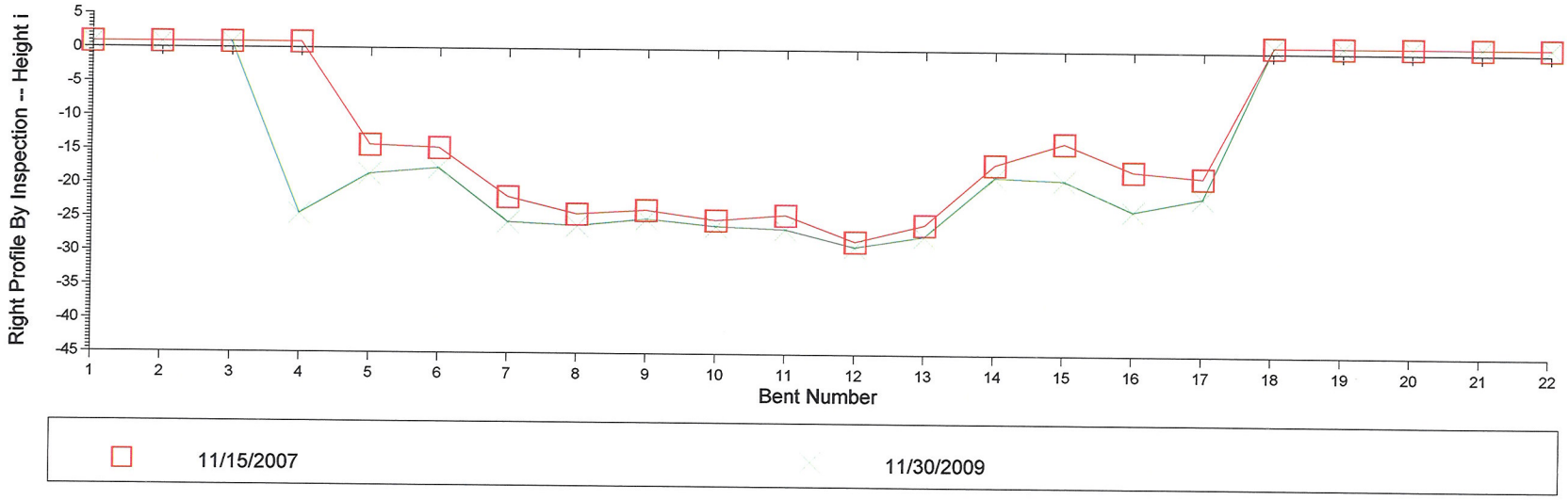
FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM
Bridge Profile Report

REPORT ID: INVT016
Structure #: 124116

DATE PRINTED: 01/07/2010





Profile Data - Numerical Summary

Inspection Date and Key: 11/30/2009 ESCS

(All Heights Are In Feet)

Bent #	Left Height	Right Height
1	-1	-1
2	-1	-1
3	-1	-1
4	19.6	24.4
5	19	18.5
6	18.8	17.6
7	27	25.5
8	26.9	26
9	27	25
10	28.3	26
11	27.6	26.4
12	22.4	29
13	21.4	27.4
14	24.2	18.6
15	25	19
16	25	23.5
17	21	21.5
18	-1	-1
19	-1	-1
20	-1	-1
21	-1	-1
22	-1	-1

Air Temp: 1

Profile Notes:

Measurements referenced from the top of the footers.
Waterline = 2.5ft.
Note: A value of -1 indicates that location was out of the water during this inspection.

Inspection Date and Key: 11/15/2007 GPFO

Bent #	Left Height	Right Height
1	-1	-1
2	-1	-1
3	-1	-1
4	-1	-1

Profile Data - Numerical Summary

Inspection Date and Key: 11/15/2007 GPFO

(All Heights Are In Feet)

Bent #	Left Height	Right Height
5	-1	14.2
6	-1	14.6
7	-1	21.8
8	-1	24.3
9	-1	23.7
10	-1	25.1
11	-1	24.3
12	-1	28.2
13	-1	25.7
14	-1	16.7
15	-1	13.5
16	-1	17.6
17	-1	18.5
18	-1	-1
19	-1	-1
20	-1	-1
21	-1	-1
22	-1	-1

Air Temp:

Profile Notes:

Measurements referenced to top of pier 4 footer.
Waterline: 3.0ft

No left side measurements taken due to ongoing demolition.
Bents 1 - 4 and 18 - 22 are on dryland.

BOLT
UNDERWATER SERVICES
7946 62ND STREET NORTH
PINELLAS PARK, FL 33781

Routine Underwater Bridge Inspection Report
for
Kisinger Campo & Associates, Corp.

NBI Structure No. (8): **124116**

Underwater Date (93): 10/07/09

Structure/Roadway Identification:

District (2): 01
County (3): Lee
Feature Intersected (6): San Carlos Bay
Facility Carried (7): CR 867

Underwater Inspection Details:

Special Crew Hours: 18.0
Max. Depth: 22ft.
Type of Dive Insp.: SCUBA
Type of Boat Used: 21ft.
Water Type/Marine Growth: Salt-Tidal / Barnacles - Oysters

Previous Inspection:

Lead Diver:	C.B.I. No.:	Inspection Date:
Hoogland, Keith S.	00341	10/02/07

Inspection Personnel:

Field Personnel:	Title	C.B.I. No.:	Duty:	Signature:
Hays, Stephen F.	C.B.I. Diver-Inspector	00438/Lead	Dive	
Myers, Jared L	Diver-Inspector		Dive	
Harris, Scott R.	Diver-Inspector		Tend	

PILING/COLUMNS
ELEMENT: 207 HLW CORE

291: ea.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	**288**	**Do Nothing**
CS-2	**3**	**Do Nothing**

Pile 4-1: NE edge 5ft. below footer, SPL, no exposed steel, 16in. x 6in. x 2in. *NEW*
Pile 11-17: NW edge below footer, SPL, no exposed steel, 5ft. 6in. x 10in. x 2in. *NEW*
Pile 17-10: NE edge 24in. below footer, intermittent SPL, no exposed steel, 13ft. x 12in. x 3in.

CAT: Piles 11-8 and 11-15 have jackets installed.

NOTE: Piles 4-1, 17-1 though 17-21, 14-13 through 14-16 and all deficiencies were cleaned.

SUBMERGED FOOTER
ELEMENT: 220 R/CONCRETE

14: ea.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	**11**	**Do Nothing**

There are several edge scrapes up to 6in. x 5ft. x ¾in.
The footers have concrete formed sides that have vertical cracks with no CBO up to 1/16in. wide x full height. Several cracks have efflorescence.

CS-2	**3**	**Do Nothing**

Footer 12: SW edge 20in. below top of footer, SPL, no exposed steel, 6in. x 8in. x 2½in. *NEW*
Footer 13: SE edge 15in. below top of footer, SPL, no exposed steel, 12in. x 6in. x 1in. *NEW*
Footer 17: NE and SE edges 20in. below top of footer, 2 SPL's, no exposed steel, 12in. x 12in. x 2in.

NOTE: Footers 12 and 13 and all deficiencies were cleaned.

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CHANNEL
ELEMENT: 290 **1**: ea.

NOTE: The bulkheads were evaluated under this element as channel bank protection.

Condition State:	QTY:	Recommended Feasible Action:
CS-2	1	Do Nothing

There is scattered timber debris from the previous fender system along the new fender system.
On Bents 14 through 17, the G/L slopes upward going away from the piling up to 4ft. high on one or more sides. Several piling had minimal M/G on the bottom 4in. to 6in.

FENDER SYSTEM
ELEMENT: 387 P/S CONCRETE **256 lf.**

NOTE: Quantity includes dolphins. The lower wales are composite.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	256 lf.	Do Nothing

INSPECTION NOTES: Divers inspected two hundred ninety-one 30in. piling in Bents 4 through 17, eighteen 30in. concrete piling in Bent 4, Jackets, Footings, Fender System and Channel.
STRUCTURE NOTES: Structure inventoried south to north

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Description

Structure Unit Identification

Bridge/Unit Key: 124116 1
Structure Name: STRUCTURE A SANIBEL CAUSEWAY
Description:
Type: M Main

Roadway Identification:

NBI Structure No (8) 124116
Position/Prefix (5) Route On Structure
Kind Hwy (Rte Prefix) 4 County Hwy
Design Level of Service 1 Mainline
Route Number/Suffix 00867/ 0 N/A (NBI)
Feature Intersect (6) SAN CARLOS BAY
Critical Facility Not Defense-crit
Facility Carried (7) CR-867
Mile Point (11) 0
Latitude (16) 026d28'56" Long (17) 082d01'03"

Roadway Traffic and Accidents

Lanes (28) 2 Medians 0 Speed 35 mph
ADT Class ADT Class 4
Recent ADT (29) 19690 Year (30) 2008
Future ADT (114) 20675 Year (115) 2028
Truck % ADT (109) 7
Detour Length (19) 99 mi
Detour Speed -1 mph
Accident Count -1 Rate -1

Roadway Classification

Nat. Hwy Sys (104) 0 Not on NHS
National base Net (12) Not on Base Network
LRS Inventory Rte (13a) 12 000 000 Sub Rte (13b) 00
Functional Class (26) 16 Urban Minor Arterial
On Federal Aid System Y
Defense Hwy (100) 0 Not a STRAHNET hwy
Direction of Traffic (102) 2 2-way traffic
Emergency ☑

Roadway Clearances

Vertical (10) 99.99 ft Appr. Road (32) 40
Horiz. (47) 40 ft Roadway (51) 40 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 ☑

Thomas G. Falcione
1/8/10

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Structure Identification

Admin Area Lee County
District (2) D1 - Bartow
County (3) (12)Lee
Place Code (4) Sanibel
Location (9) 1ST STRUC S OF TOLL PLAZA
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) Meets NBI Length
Parallel Structure (101) No || bridge exists
Temp. Structure (103) Not Applicable (P)
Maint. Resp. (21) 2 County Hwy Agency
Owner (22) 2 County Hwy Agency
Historic Signif. (37) 5 Not eligible for NRHP

Structure Type and Material

Curb/Sidewalk (50): Left 0 ft Right 0 ft
Bridge Median (33): 0 No median
Main Span Material (43A): 6 P/S Conc Continuous
Appr Span Material (44A): Not Applicable (P)
Main Span Design (43B): 02 Stringer/Girder
Appr Span Design (44B): Not Applicable (P)

Geometrics

Spans in Main Unit (45) 21
Approach Spans (46) 0
Length of Max Span (48) 144.2 ft
Structure Length (49) 3002.5 ft
Total Length 3042.5 ft
Deck Area 129408 sqft
Structure Flared (35) 0 No flare

Age and Service

Year Built (27) 2007
Year Reconstructed (106) 0
Type of Service On (42a) 1 Highway
Under (42b) 5 Waterway
Fracture Critical Details Not Applicable

Deck Type and Material

Deck Width (52): 43.1
Skew (34): 0
Deck Type (107): 1 Concrete-Cast-in-Place
Surface (108): 0 None
Membrane: 0 None
Deck Protection: None

Appraisal

Structure Appraisal

Open/Posted/Closed (41) A Open, no restriction
Deck Geometry (68) 5 Above Tolerable
Underclearances (69) N Not applicable (NBI)
Approach Alignment (72) 9-No Speed Red No Curve
Bridge Railings (36a) 1 Meets Standards
Transitions (36b) 1 Meets Standards
Approach Guardrail (36c) 1 Meets Standards
Approach Guardrail ends (36d) 1 Meets Standards
Scour Critical (113) 8 Stable Above Footing

Navigation Data

Navigation Control (38) Permit Required
Nav Vertical Clr (39) 70 ft
Nav Horizontal Clr (40) 111.2 ft
Min Vert Lift Clr (116) 0 ft
Pier Protection (111) 2 In-Place, Functioning

NBI Condition Rating

Sufficiency Rating 79
Health Index 98.94
Structural Eval (67) 7 Above Min Criteria
Deficiency Not Deficient

Minimum Vertical Clearance

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

Minimum Lateral Underclearance

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

Load Rating

Design Load (31) HL 93
Rating Date 8/1/2007 Initials RS
Posting (70) 5 At/Above Legal Loads

Operating Type (63) 3 LRFR Load & Res. Fact
Operating rating (64) 60.9 tons Alternate -1
Inventory Type (65) 3 LRFR Load & Res. Fact
Inventory Rating (66) 47.7 tons Alternate -1
Alt Meth -1

Schedule

Current Inspection

Inspection Date: 11/30/2009
Inspector: KN538OJ-P - John O'Grady
Bridge Group: BD523
Primary Type: Regular NBI
Review Required: ☑

Next Inspection Date Scheduled

NBI: 11/30/2011
Element: 11/30/2011
Fracture Critical:
Underwater: 11/30/2011
Other/Special:

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Schedule Cont.

Inspection Types Performed NBI ☑ Element ☑ Fracture Critical ☐ Underwater ☑ Other Special ☐

Inspection Intervals	Required (92)	Frequency (92)	Last Date (93)
Fracture Critical	☐	mos	
Underwater	☑	24 mos	10/07/2009
Other Special	☐	mos	
NBI		24 mos (91)	11/30/2009 (90)

Inspection Resources

Crew Hours 20
Flagger Hours 8
Helper Hours 0
Snooper Hours 6
Special Crew Hours 18
Special Equip Hours 0

Custom

General Bridge Information

Parallel Bridge Seq 0000
Channel Depth 26.499 ft
Radio Frequency -1
Phone Number (000) 000-0000
Exception Date
Exception Type Unknown
Accepted By Maint 00/00/0000
Warranty Expiration 00/00/0000

Bridge Rail 1 Steel barrier
Bridge Rail 2 Not applicable-No rail
Electrical Devices Navigation lights only
Culvert Type Not applicable
Maintenance Yard 0
FIHS ON / OFF No Routes on FIHS
Previous Structure 124043
2nd Previous Structure
Replacement Structure

Bridge Load Rating Information

HS20 Govr. Span Length 144 ft
L-Rating Origination Design Plans
Load Rating Date 08/01/2007
Method Calculation AASHTO formula
Load Dist. Factor 0.982
Impact Factor 1
Design Method LRFD (Load & Res Factor)
Design Measure English
Recommend SU Posting 99 tons
Recommend C Posting 99 tons
Recommend T Posting 99 tons
Gov FB Span 0 ft
Gov FB Spacing 0 ft
FB HS20 Rating 0 tons
FB SU4 Rating 0 tons
FB Present N
FB INV Rating Factor 0
FB OPR Rating Factor 0
FB FL 120 0 tons

Single Unit Truck 2 Axles -1 tons
Single Unit Truck 3 Axles -1 tons
Single Unit Truck 4 Axles -1 tons
Combination Unit Truck 3 Axles -1 tons
Combination Unit Truck 4 Axles -1 tons
Combination Unit Truck 5 Axles -1 tons
Truck Trailer 5 Axles -1 tons
Posting Weight 99 tons
Actual SU Posting 99 tons
Actual C Posting 99 tons
Actual T Posting 99 tons
FL 120 Long Gov Span 110 tons
FL 120 Trans -1 tons
Single Axle Trans -1 tons
Tandem Axle Trans -1 tons
Wing Span -1 ft
Web to Web Span -1 ft
HS20 OPR Rating Max Span -1 tons
FL120 Long Max Span 110 tons

Bridge Scour and Storm Information

Pile Driving Record All pile driving records
Foundation Type Foundation details
Mode of Flow Tidal
Rating Scour Eval Low Risk - High
Highest Scour Eval No phase completed

Scour Recommended I No recommendation
Scour Recommended II No recommendation
Scour Recommended III No recommendation
Scour Elevation 999 ft
Action Elevation 999 ft
Storm Frequency 100

Condition

NBI Rating

Channel (61) 7 Minor Damage
Deck (58) 8 Very Good
Superstructure (59) 7 Good
Substructure (60) 7 Good

Culvert (62) N N/A (NBI)
Waterway (71) 8 Equal Desirable
Unrepaired Spalls -1 sq.ft.
Review Required ☑

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Elements

Inspection Date: 11/30/2009 ESCS

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	12/4	Bare Concrete Deck	129408	100.	0	.	0	.	0	.	0	.	129408 sf.

Notes Note: Two 4-1/2in. diameter fiberglass conduits are attached to hangers anchored to the underside of Bay 3 in all spans. Refer to photo 1. The type of hanger anchorage is unknown.

CS1 = There is a light accumulation of dirt and debris in the shoulder areas - NEW.

The undersides of the overhangs have full width x up to 1/64in. wide transverse cracks, some with efflorescence - NEW.

Structur	300/4	Strip Seal Exp Joint	345	100.	0	.	0	.	0	.	0	.	345 lf.

Notes Note: Joints are present at Abutments 1 and 22 and Piers 4, 7, 10, 13, 16 and 19.

CS1 = The joints are filling with dirt and debris, but are functioning as intended at this time - NEW. Refer to photo 2.

Structur	334/4	Metal Rail Coated	6005	100.	0	.	0	.	0	.	0	.	6005 lf.

Notes Note: Barriers meet NCHRP TL4 criteria and meet SIA Item #36 standards.

CS1 = There are several tire marks on the barriers.

Structur	109/4	P/S Conc Open Girder	12006	99.97	4	.03	0	.	0	.	0	.	12010 lf.

Notes CS1 = The beams have diagonal web cracks up to 4ft. long x typically less than 1/64in. wide at the bearing areas, extending up and away from the supports.

The east face of the bottom flange of Beam 14-4 has a 20in. long x 1/64in. wide vertical/diagonal crack over the bearing at Pier 14 - INCREASE. Beam 16-4 at Pier 16 has similar cracking - NEW.

The left top flange of Beam 17-4 has longitudinal hairline cracking, some with efflorescence, up to 1/64in. wide near Pier 18.

CS2 = There are minor spalls with no exposed steel in the bottom flanges of the following beams:
Beam 15-1, east face 7-1/2ft. from Pier 16, 6in. x 2in. x 1/2in.
Beam 15-3, east face at 25-1/2ft. from Pier 16, 4in. x 4in. x 1in.
Beam 15-4, west face 60ft. from Pier 15, 16in. x 4in. x 1in.

CORRECTIVE ACTION TAKEN:
The previously noted spalls and delaminations in the beam ends/closure pours at Pier 11 have been repaired since the previous inspection.

Structur	397/4	Drain. Syst Metal	20	100.	0	.	0	.	0	.	0	.	20 ea.

Notes CS1 = Most scupper down spouts are not properly shimmed or anchored to the beams. Refer to photo 3. REPAIR

Structur	310/4	Elastomeric Bearing	168	100.	0	.	0	.	0	.	0	.	168 ea.

Notes

Structur	563/4	Acc Ladd & Plat	16	100.	0	.	0	.	0	.	0	.	16 ea.

Notes Note: The quantity includes eight ladders and eight platforms including the two fender access walkways.

Structur	580/4	Navigational Lights	1	100.	0	.	0	.	0	.	0	.	1 ea.

Notes Note: The element includes six fender lights, two clearance at centerline of channel gauge lights and two swing lights at centerline of channel.

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Elements

Inspection Date: 11/30/2009 ESCS

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	205/4	R/Conc Column	40	100.	0	.	0	.	0	.	0	.	40 ea.

Notes

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	207/4	P/S Conc Holl Pile	221	98.66	3	1.34	0	.	0	.	0	.	224 ea.

Notes Note: The divers cleaned Piles 4-1, 17-1 through 17-21, 14-13 through 14-16 and all deficiencies.

The following was noted by the underwater inspectors;
CS2 = The northeast corner of Pile 4-1 has a 16in. x 6in. x 2in. spall with no exposed steel, 5ft. below the footer - NEW.
The northwest corner of Pile 11-17 has a 5ft. 6in. x 10in. x 2in. spall with no exposed steel, just below the footer - NEW.
The northeast corner of Pile 17-10 has a 13ft. x 12in. x 3in. spall with no exposed steel, 24in. below the footer.

CORRECTIVE ACTION TAKEN:
Piles 11-8 and 11-15 have been jacketed since the previous inspection.

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	215/4	R/Conc Abutment	70	100.	0	.	0	.	0	.	0	.	70 lf.

Notes

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	220/4	R/C Sub Pile Cap/Ftg	13	65.	4	20.	3	15.	0	.	0	.	20 ea.

Notes Note: The divers cleaned Footers 12 and 13 and all deficiencies.

CS1 = The following was noted by the underwater inspectors:
There are several edge scrapes up to 5ft. x 6in. x 3/4in. - NEW.
The footers have concrete formed sides that have vertical cracks with no corrosion bleedout up to full height x 1/16in. wide. Several cracks have efflorescence - NEW.

CS2 = The top northwest corner of Footer 4 has a 24in. x 12in. x 2in. spall with no exposed steel - NEW.

The following was noted by the underwater inspectors:
The southwest corner of Footer 12 has an 8in. x 6in. x 2-1/2in. spall with no exposed steel, 20in. below the top of the footer - NEW.
The southeast corner of Footer 13 has a 12in. x 6in. x 1in. spall with no exposed steel, 15in. below the top of the footer - NEW.
The northeast and southeast corners of Footer 17 have spalls with no exposed steel up to 12in. x 12in. x 2in., 20in. below the top of the footer.

CS3 = The top east edge of Footer 9 has a 30in. x 9in. delamination - NEW. Refer to photo 4.
The top northwest corner of Footer 10 has a 24in. x 8in. x 1in. spalled and delaminated area with no exposed steel - NEW.
The top northwest corner of Footer 16 has a 15in. x 6in. x 1/2in. spalled and delaminated patch with no exposed steel - NEW.
REPAIR ALL

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	234/4	R/Conc Cap	862	100.	0	.	0	.	0	.	0	.	862 lf.

Notes CORRECTIVE ACTION TAKEN:
The fractured shear blocks in Span 10 at Pier 10 have been repaired since the previous inspection.

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	387/4	P/S Fender/Dolphin	588	100.	0	.	0	.	0	.	0	.	588 lf.

Notes Note: The quantity includes the three rectangular dolphins at the southeast corner of the fender and the three rectangular dolphins at the northwest corner of the fender.

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	396/4	Other Abut Slope Pro	2500	100.	0	.	0	.	0	.	0	.	2500 sf.

Notes Note: This element includes rock rubble rip rap and concrete block mats.

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Elements

Inspection Date: 11/30/2009 ESCS

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	290/4	Channel	0	.	1	100.	0	.	0	.	0	.	1 ea.

Notes Note: The bulkheads were evaluated under this element as channel bank protection.

CS2 = The north bulkhead cap, at the northeast corner of the structure, is intermittently spalled and delaminated with corrosion bleedout, up to 10ft. long 18in. wide x 3in. deep - NEW. Refer to photo 5. REPAIR

Some channel measurements have a 2ft. or greater change since the previous inspection. Reason for change may be due to the strong current and/or ongoing demolition of the old structures during the previous inspection, altering the channel bottom.

The following was noted by the underwater inspectors:
There is scattered timber debris from the previous fender system along the new fender system - NEW.
At Bents 14 through 17, the groundline slopes upward up to 4ft. going away from the piling, on one or more sides - NEW. Several piling have minimal marine growth on the lower 4in. to 6in. - NEW.

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	321/4	R/Conc Approach Slab	2	100.	0	.	0	.	0	.	0	.	2 ea.

Notes Note: The approach slabs are not visible due to an overlay of asphalt.

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Structur	478/4	MSE Walls	120	100.	0	.	0	.	0	.	0	.	120 lf.

Notes Note: The MSE walls were measured back 30ft. at each corner of the structure.

Total Number of Elements: 18

Inspection Information

Inspection Date: 11.30.2009 **Type:** Regular NBI
Inspector: KN538OJ-P - John O'Grady

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCARL-P at 2010-01-07 15:14:37

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

Note: NBI Item #59 Superstructure was raised from a 6 to a 7 due to repairs made.
NBI Item #60 Substructure was raised from a 5 to a 7 due to repairs made.
NBI Item #61 Channel was lowered from an 8 to a 7 due to changes of 2ft. or greater in some of the groundline measurements.

Inspection Date: 11.15.2007 **Type:** Regular NBI
Inspector: KNVOLWW-P - Wade Wolfe

Inspection Notes: Sufficiency Rating Calculation Accepted by knvolsg-P at 2008-05-20 14:47:08
Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2007-12-13 11:47:06
Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2007-12-04 11:53:05

LOAD CAPACITY EVALUATION:
The load rating dated 8/1/07 applies to the current condition of this bridge.

Construction of fenders, dolphins, slope protection and navigation lighting still in progress. Demolition of replaced structure ongoing. Left side groundline measurements not taken due to demolition.

Structure sustained damage due to demolition of replaced structure. Refer to Elements 109 P/S Conc Open Girder, 207 P/S Conc Holl Pile and 234 R/Conc Cap.

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Structure Notes

BRIDGE OWNER: LEE COUNTY

TRAFFIC RESTRICTION: Based on the load rating analysis dated 8/1/07, the structure does not require posting. This structure is not posted.

Structure was inventoried from south to north on a west to east leg of a south to north roadway. Direction of stationing is used to describe deficiency locations (left is west).

This structure replaces bascule Bridge No. 124043.

Lane shift required for underbridge inspection vehicle. Power boat used for groundline measurements and substructure inspection.

Owner provided 2008 ADT.

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