EXHIBIT K

BRIDGE INSPECTION REPORT

PREPARED FOR: FLORIDA DEPARTMENT OF TRANSPORTATION

BRIDGE OWNER: LEE COUNTY

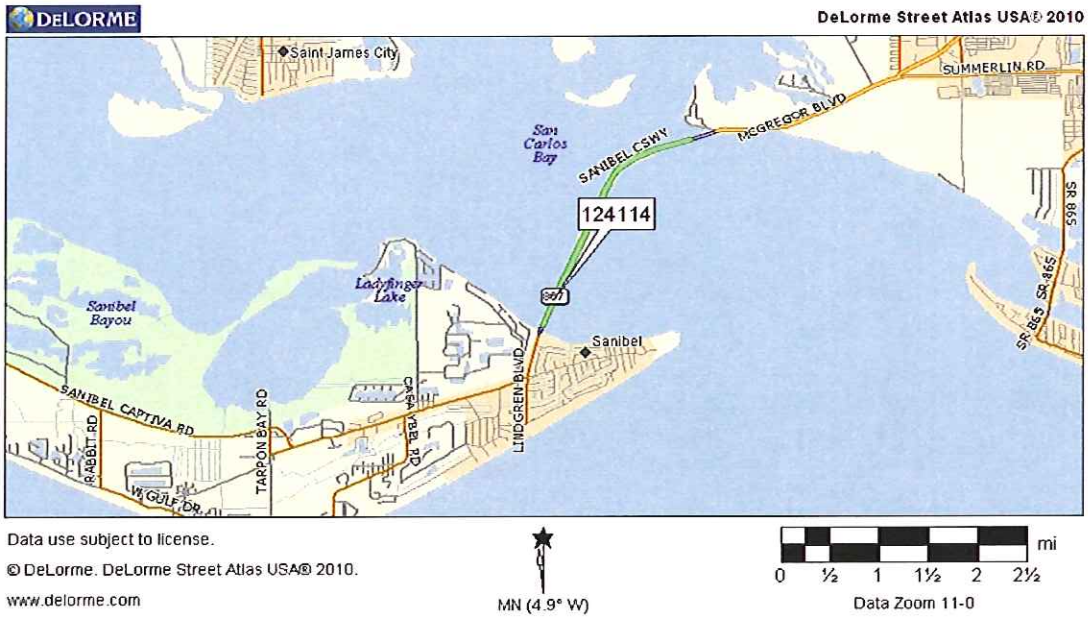
INSPECTED BY: VOLKERT

BRIDGE NO. 124114 **CONTENTS OF REPORT** **INSPECTION DATE:** 11/17/2011

- 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.

STRUCTURE C SANIBEL CAUSEWAY OVER SAN CARLOS BAY **3RD STRUCTURE SOUTH OF TOLL PLAZA**



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

BRIDGE ID: 124114
DISTRICT: 01 Bartow

INSPECTION DATE: 11/17/2011 PROM

BY:	VOLKERT, INC.	STRUCTURE NAME:	STRUCTURE C SANIBEL CAUSEV
OWNER:	2 County Hwy Agency	YEAR BUILT:	2007
MAINTAINED BY:	2 County Hwy Agency	SECTION NO.:	12 000 000
STRUCTURE TYPE:	6 P/S Conc Continuous - 02 Stringer/Girder	MP:	0
LOCATION:	3RD STRUCT S OF TOLL PLAZ	ROUTE:	00867
SERVICE TYPE ON:	1 Highway	FACILITY CARRIED:	CR-867
SERV TYPE UND:	5 Waterway	FEATURE INTERSECTED:	SAN CARLOS BAY

☐ FUNCTIONALLY OBSOLETE ☐ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 11/17/2011 UNDERWATER: 10/25/2011

SUFFICIENCY RATING: 79.0
HEALTH INDEX: 99.25

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

BY: VOLKERT, INC.
OWNER: 2 County Hwy Agency
MAINTAINED BY: 2 County Hwy Agency
STRUCTURE TYPE: 6 P/S Conc Continuous - 02 Stringer/Girder
LOCATION: 3RD STRUCT S OF TOLL PLAZ
SERVICE TYPE ON: 1 Highway
SERV TYPE UND: 5 Waterway

STRUCTURE NAME: STRUCTURE C SANIBEL CAUSEWAY
YEAR BUILT: 2007
SECTION NO.: 12 000 000
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: 11/17/2011 UNDERWATER: 10/25/2011

SMART FLAGS:
None

OVERALL NBI RATINGS:
DECK: 7 Good
SUPERSTRUCTURE: 7 Good
SUBSTRUCTURE: 7 Good
PERF. RATING: Good
CHANNEL: 7 Minor Damage
CULVERT: N N/A (NBI)
SUFF. RATING: 79.0
HEALTH INDEX: 99.25

FIELD PERSONNEL / TITLE / NUMBER	INITIALS
Bibelhauser, Anthony - Bridge Inspector (CBI #00359) (lead)	AB
Eorgan, Steve - Bridge Inspector (CBI#00362)	
Hoogland, Keith - Bridge Inspector/Diver (CBI#00341) (lead)	
Young, Ryan C. - Diver/Inspector	
Tumaniszwili, Alex T. - Diver/Inspector	

REVIEWING BRIDGE INSPECTION SUPERVISOR:
Rucks, Edward - CBI (#00273) ER

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:
Teal, Daniel - PROJECT MANAGER (PE # 42097)
VOLKERT, INC.
3409 W. LEMON STREET STE 1
CERTIFICATE OF AUTHORIZATION NO 4641
TAMPA, FL 33609

DANIEL BOWERS TEAL LICENSE No. 42097 STATE OF FLORIDA PROFESSIONAL ENGINEER
JAN 05 2012

SIGNATURE:
DATE:

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All Elements

UNIT: Unit 1 DECKS

ELEMENT/ENV: 12/4 Bare Concrete Deck 166651 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.	166651 sf.

ELEMENT INSPECTION NOTES:

Note: Two 4-1/2in. diameter fiberglass conduits and one 3-1/2in. diameter PVC conduit are suspended from hangers anchored to the underside of Bay 1 in all spans. The type of anchorage for the hangers is unknown.

There is a navigational swing light attached to the left and right fascia of span 11 by three undetermined type of anchors. Refer to Photo 1.

CS1: There is a light accumulation of dirt and debris in the shoulder areas.

The deck top has minor transverse and diagonal cracks up to 1/64in wide in numerous span and transverse cracks up to 1/32in wide over some bents with no expansion joint - NEW.

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

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All Elements

UNIT: Unit 1 DECKS

ELEMENT/ENV: 300/4 Strip Seal Exp Joint 431 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.	429 lf.
2	Signs of seepage along the joint may be present. The gland may be punctured, ripped or partially pulled out of the extrusion. Significant debris is in all or part of the joint. Minor spalls in the deck and/or header may be present adjacent to the joint.	2 lf.

ELEMENT INSPECTION NOTES:

Note: Joints are at Abutments 1 and 28 and at Piers 4, 7, 10, 13, 16, 19, 22 and 25.

CS1: The joints are filling with dirt and debris, but are functioning as intended at this time.

CS2: There is a 16in long area where the gland has pulled out of its slot in the left shoulder over Pier 10 - NEW. Refer to Photo 2.

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All Elements

UNIT: Unit 1 DECKS

ELEMENT/ENV: 334/4 Metal Rail Coated 7734 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.	7674 lf.
2	There is little or no active corrosion. Surface corrosion has formed or is forming. Protective coating may have minor areas of deterioration.	60 lf.

ELEMENT INSPECTION NOTES:

CS2: The bridge rails have minor impact related scrapes with no surface corrosion at several locations.

Several of the rail to post fasteners on both bridge rails have minor surface corrosion - NEW. Refer to Photo 3. REPAIR

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All Elements

UNIT: Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 109/4 P/S Conc Open Girder 15467 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.	15404 lf.
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.	60 lf.

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All Elements

UNIT: Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 109/4 P/S Conc Open Girder 15467 lf. ELEM CATEGORY: Superstructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
3	Some delaminations and/or spalls may be present. There may be minor exposure but no deterioration of the prestress system. Corrosion of non-prestressed reinforcement 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.	3lf.

ELEMENT INSPECTION NOTES:

CS1: The beams have multiple hairline diagonal cracks in the lower flange and webs up to 10ft. predominately in the exterior beams near the bearing areas, extending up and away from the supports - INCREASED.

These cracks vary in length, number of cracks and exact location and are predominately in the exterior beams. The cracks on Beam 8-4 were marked with a red paint stick to track the general trend in crack lengths. Refer to Photo 4.

The outside faces of the exterior beams have numerous hairline horizontal cracks up to 30in long throughout the length - NEW. Refer to Photo 5.

CS2: The exterior face of Beam 11-1 at the top flange to web chamfer has a 1/32in wide horizontal crack starting at Pier 11 extending to mid-span - NEW. Refer to Photos 6 and 7. REPAIR

CS3: The west face of the bottom flange of Beam 6-4 at Pier 7 has a 30in. x 12in. delamination. Refer to Photo 8. REPAIR

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All Elements

UNIT: Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 310/4 Elastomeric Bearing 216 ea. ELEM CATEGORY: Bearings

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. Shear deformations are correct for existing temperatures.	216 ea.

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All Elements

UNIT: Unit 1 SUPERSTRUCTURE

ELEMENT/ENV: 563/4 Acc Ladd & Plat 8 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.	8 ea.

ELEMENT INSPECTION NOTES:

Note: The quantity includes four fender access ladders and four platforms/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: This element represents six fender lights, two clearance at centerline of channel gauge lights and two centerline of channel swing lights.

CS1: The conduit at the southwest navigational light on the south fender is separated - NEW. Refer to Photo 9. REPAIR

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All Elements

UNIT: Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 205/4 R/Conc Column 52 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.	52 ea.

ELEMENT/ENV: 207/4 P/S Conc Holl Pile 360 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.	359 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.	1 ea.

ELEMENT INSPECTION NOTES:

The following was noted by the underwater inspectors:
CS1: Pile 11-6 has a corrugated metal pipe sleeve around it with no fill material, starting 24in. below the footer and extending to the groundline. This pile could not be inspected (possible incomplete jacket).

CS2: The northeast corner of Pile 6-4 has a 3ft. 7in. x 10in. x 2-1/2in. spall with no exposed steel, 28in. below the footer.

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All Elements

UNIT: 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 INSPECTION NOTES:

CS1: The outside faces of Abutment 1 cheek walls have vertical/diagonal crack up to 1/64in wide - NEW.

ELEMENT/ENV: 220/4 R/C Sub Pile Cap/Ftg 26 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.	18 ea.

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All Elements

UNIT: Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 220/4 R/C Sub Pile Cap/Ftg 26 ea. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
2	Minor cracks, spalls and scaling may be present but there is no exposed reinforcing or surface evidence of rebar corrosion.	8 ea.

ELEMENT INSPECTION NOTES:

CS2: The following footers have spalls with no exposed steel up to 24in. x 12in. x 8in.;
Footer 2, top face adjacent to west side of column 2-2 - NEW.
Footer 5, northeast corner
Footer 6, southeast and northeast corners
Footer 7, southeast and northeast corners
Footer 14, northeast corner
Footer 19, southeast corner

The following was noted by the underwater inspectors:
The northeast corner of Footer 5 has a 30in. x 10in. x 2in. spall with no exposed steel, 3ft. below the top of the footer.
The southeast corner of Footer 19 has a 25in. x 15in. x 2-1/2in. spall with no exposed steel, 27in. below the top of the footer.
Footers 25, 26 and 27 have a different construction with concrete formed sides. The sides have vertical cracks up to 1/16in. wide to full height with efflorescence.

CORRECTIVE ACTION TAKEN:
The spalls on Footings 4, 8, 9, 22 and 23 have been repaired.

ELEMENT/ENV: 234/4 R/Conc Cap 1121 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.	1121 lf.

ELEMENT INSPECTION NOTES:

CS1: There is non-offensive graffiti on the south and north faces of Pier cap 2 - NEW. Refer to Photo 10. REPAIR

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All Elements

UNIT: Unit 1 SUBSTRUCTURE

ELEMENT/ENV: 387/4 P/S Fender/Dolphin 384 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.	384 lf.

ELEMENT INSPECTION NOTES:

The following was noted by the underwater inspectors:
CS1: The lower connecting hardware has light corrosion with no measurable section loss.

ELEMENT/ENV: 393/4 Blkhd Sewl Any Mater 350 ft 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.	350 ft

ELEMENT INSPECTION NOTES:

Note: This element represents the north bulkhead constructed with concrete sheet piling and a concrete cap.

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 the rock rubble rip rap and concrete block mats.

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All Elements

UNIT: Unit 1 CHANNEL

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:

CS2: Some channel measurements have a 2ft. or greater change since the previous inspection. The reason for the changes may be due to the strong currents altering the channel bottom.

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All Elements

UNIT: 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: This element quantifies 30lf at each corner.

Structure Notes

BRIDGE OWNER: LEE COUNTY

TRAFFIC STATEMENT: According to the load rating dated 4/21/04, the structure does not require posting. This structure is not posted.

Structure was inventoried from south to north.

This structure replaced Bridge No. 124041.

Access to the underside of the bridge requires a 60ft. lift boat or an under bridge vehicle with a lane shift traffic control setup.

A power boat was used for groundline measurements and substructure inspection.

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INSPECTION NOTES: PROM 11/17/2011

Sufficiency Rating Calculation Accepted by KNVOLFA-P at 2011-12-06 10:15:43

LOAD CAPACITY EVALUATION:
The findings of this inspection reveal no reason to warrant a new analysis; therefore, the current load rating dated 4/21/04 results still govern.

A 60ft. lift boat was used for this inspection.

The NBI rating for SIA Item 58, Deck, has been lowered from 8 to 7 due to numerous diagonal and transverse cracks in the deck top.

NON-STRUCTURAL ITEMS:

APPROACH ROADWAY:
The south approach roadway in the northbound lane has settled up to 1/2in at the approach slab transition - NEW.

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PHOTO 1: 12 BARE CONCRETE DECK

Navigational swing light attached to deck fascia of Span 11.

REPAIR RECOMMENDATION:
None

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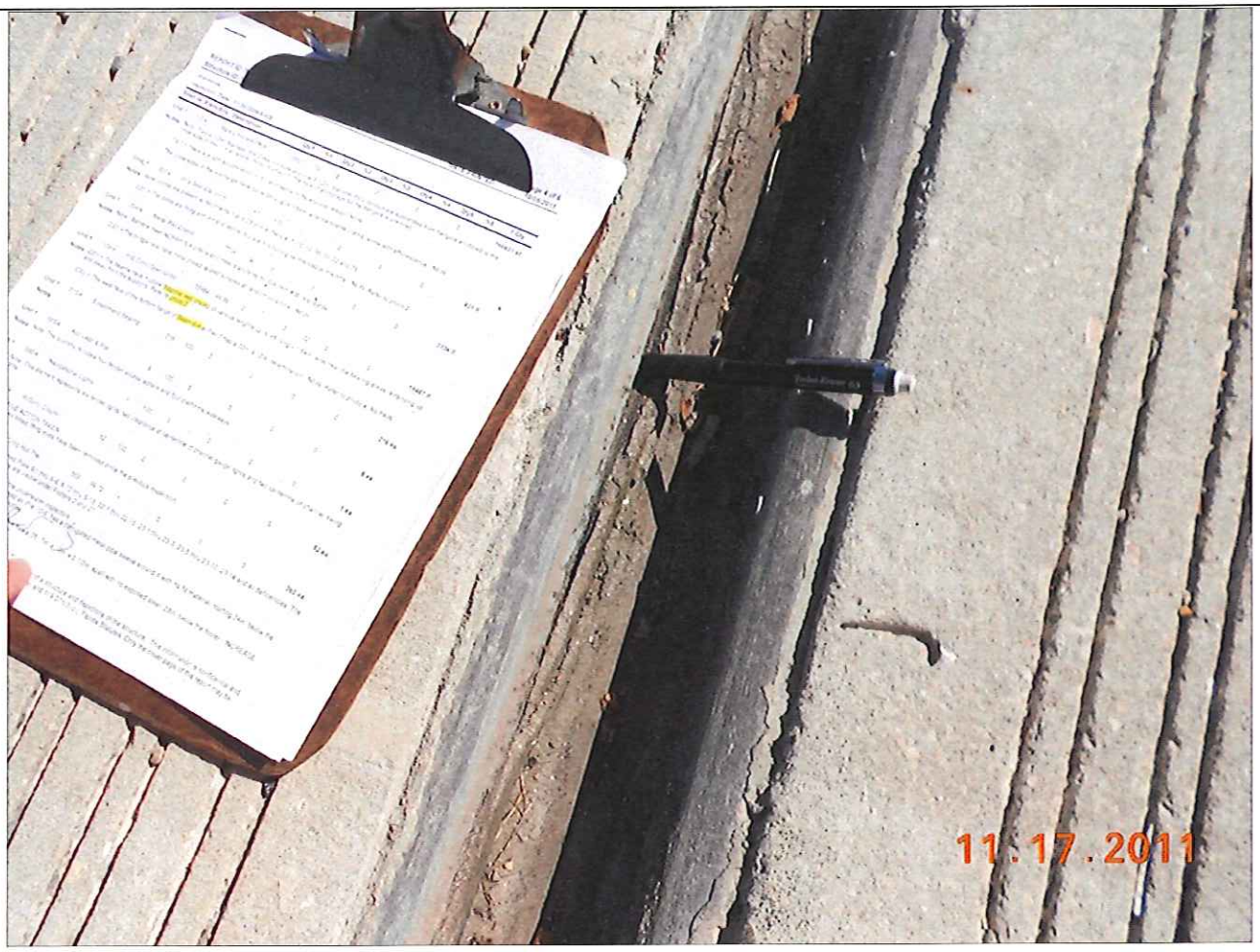

PHOTO 2: 300 STRIP SEAL EXP JOINT

Strip seal pulled out of slot on joint over Pier 10, in left shoulder.

REPAIR RECOMMENDATION:
None

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PHOTO 3: 334 METAL RAIL COATED

Minor surface corrosion on bridge rail to post fasteners.

REPAIR RECOMMENDATION:
Clean corrosion and spot paint on bridge rail to post hardware on exterior face of both bridge rails.

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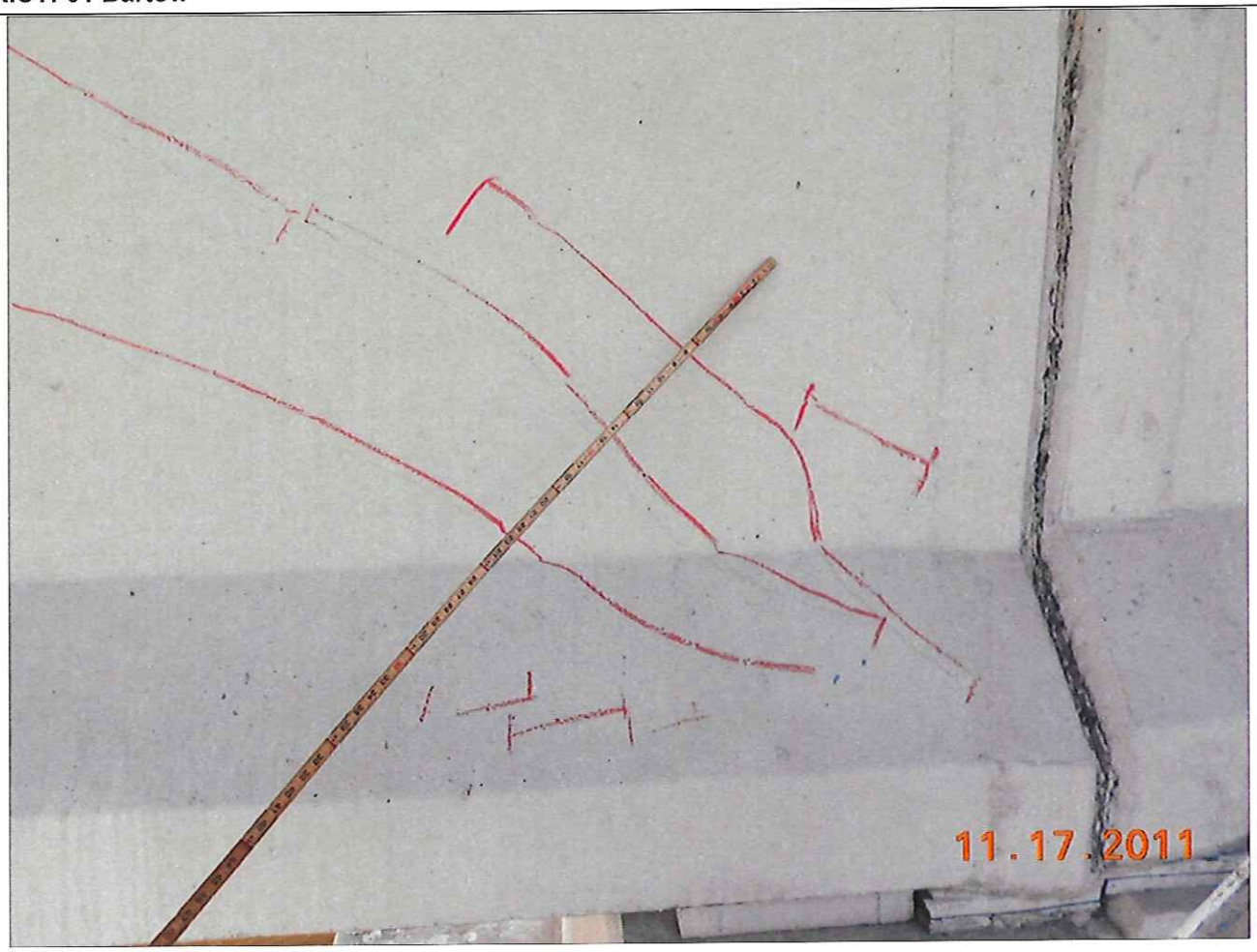

PHOTO 4: 109 P/S CONC OPEN GIRDER

Typical diagonal cracks in bottom flange and web of the exterior beams (Beam 8-4 marked in red shown).

REPAIR RECOMMENDATION:
None

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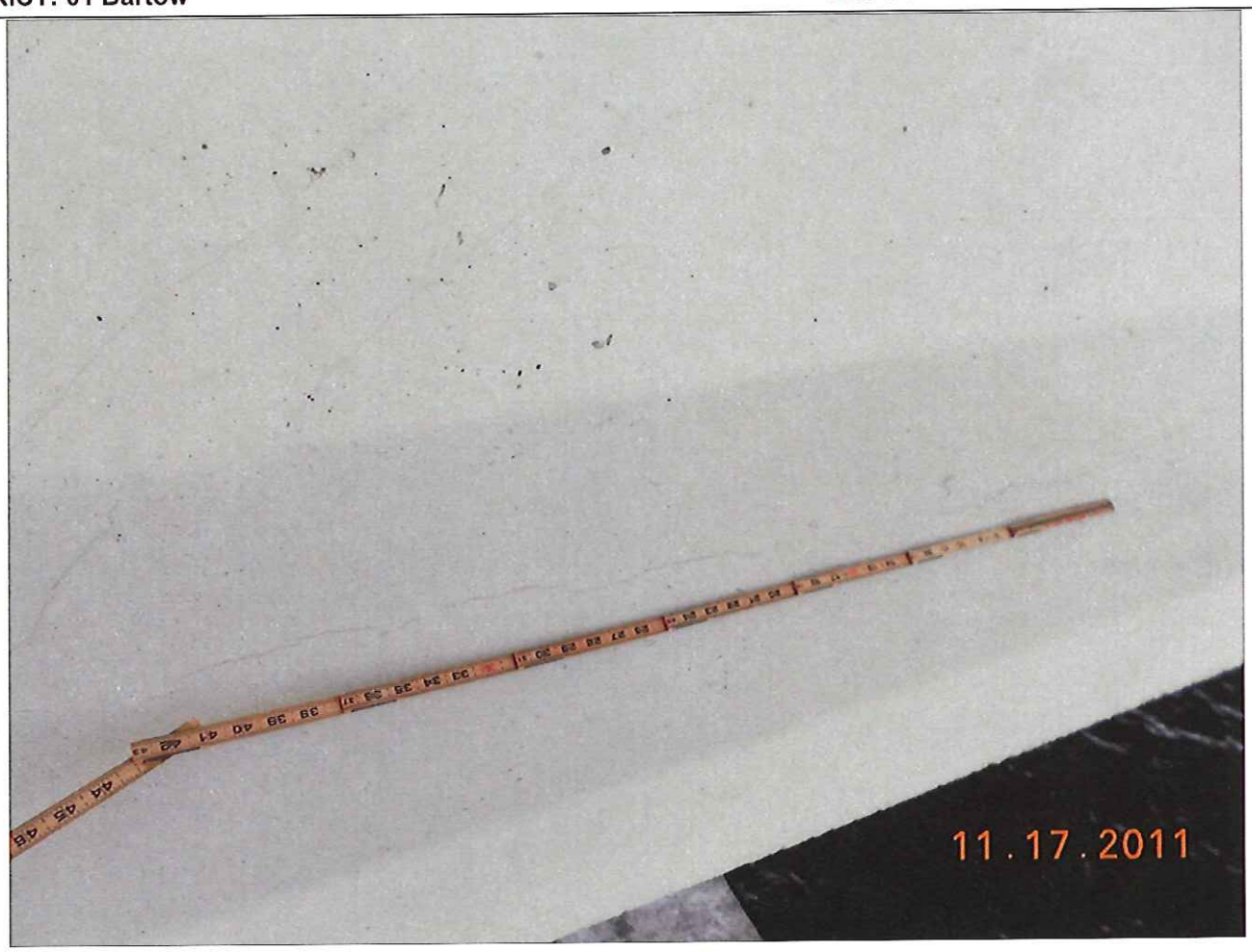

PHOTO 5: 109 P/S CONC OPEN GIRDER

Typical horizontal cracks in bottom flange of the exterior beams.

REPAIR RECOMMENDATION:
None

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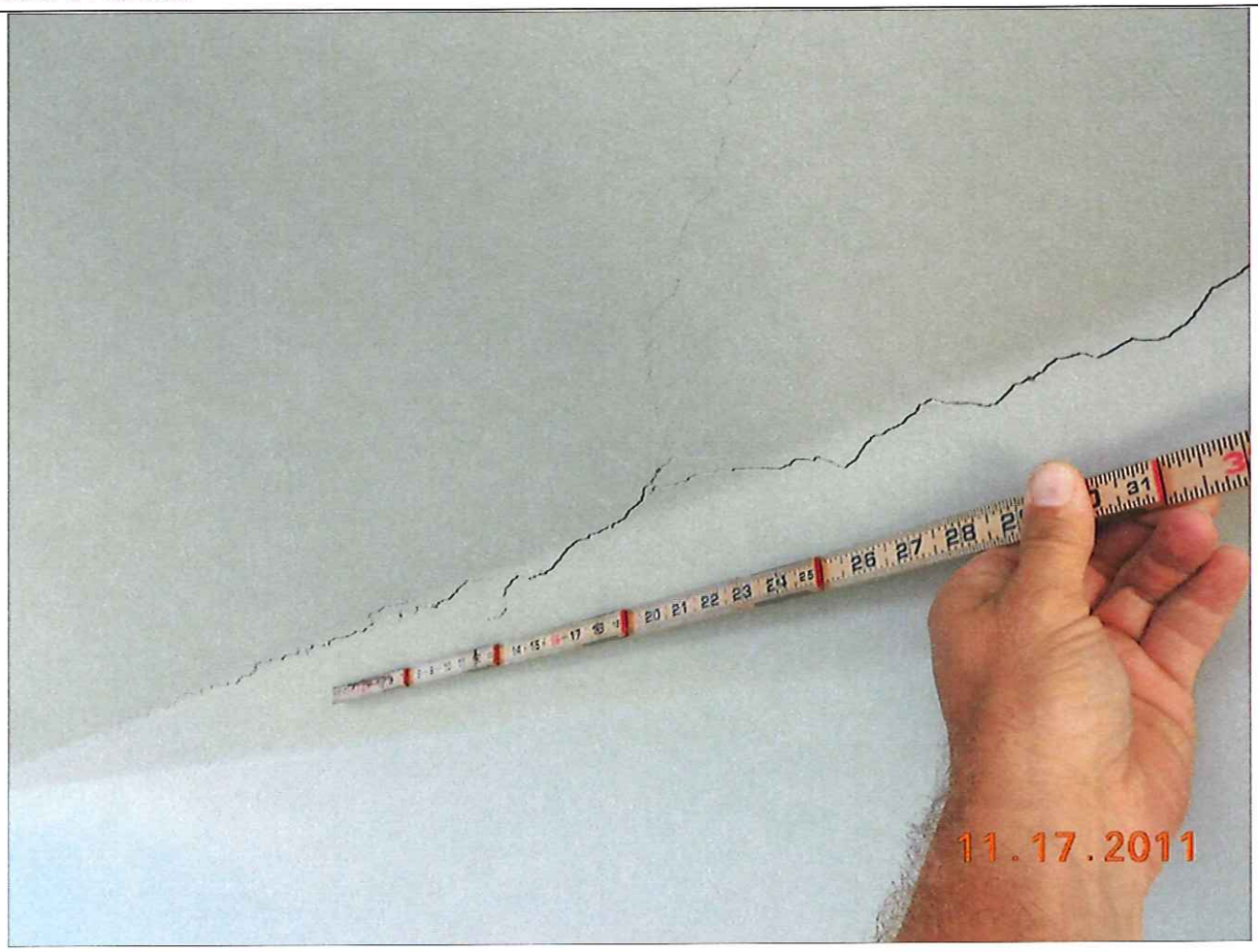

PHOTO 6: 109 P/S CONC OPEN GIRDER

Horizontal crack in exterior face of Beam 11-1 at top flange to web transition.

REPAIR RECOMMENDATION:
Inject horizontal crack in exterior face of Beam 11-1 at top flange to web transition to protect reinforcement.

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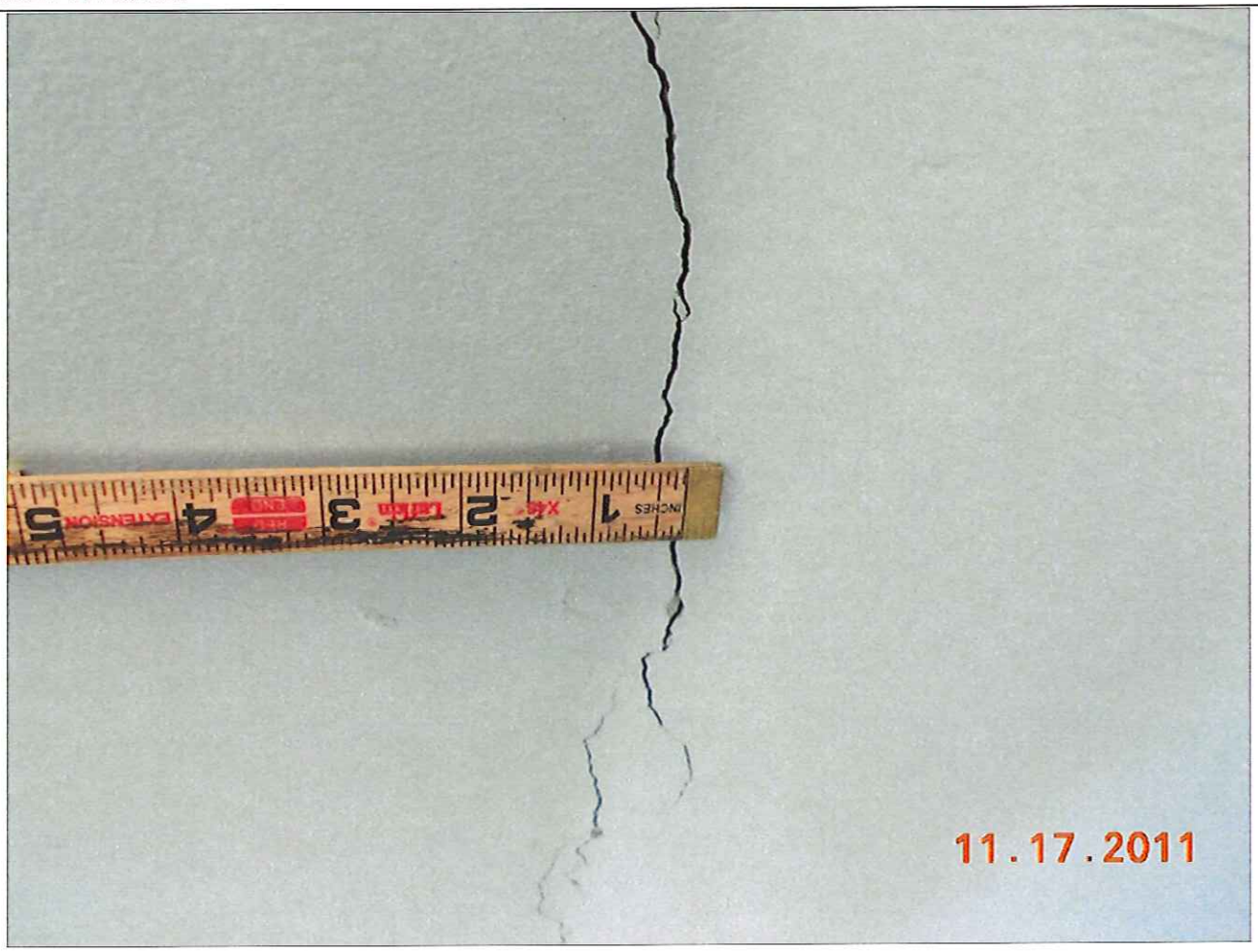

PHOTO 7: 109 P/S CONC OPEN GIRDER

Close up of crack in top flange/web of Beam 11-1.

REPAIR RECOMMENDATION:
Refer to Photo 6.

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PHOTO 8: 109 P/S CONC OPEN GIRDER

Delamination in the west face of the bottom flange of Beam 6-4 at Pier 7.

REPAIR RECOMMENDATION:
Remove delaminated concrete and patch bottom west flange of Beam 6-4 over Pier 7.

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PHOTO 9: 580 NAVIGATIONAL LIGHTS

Separated conduit on south fender at southwest navigational light.

REPAIR RECOMMENDATION:
Repair separated conduit on south fender for southwest navigational light.

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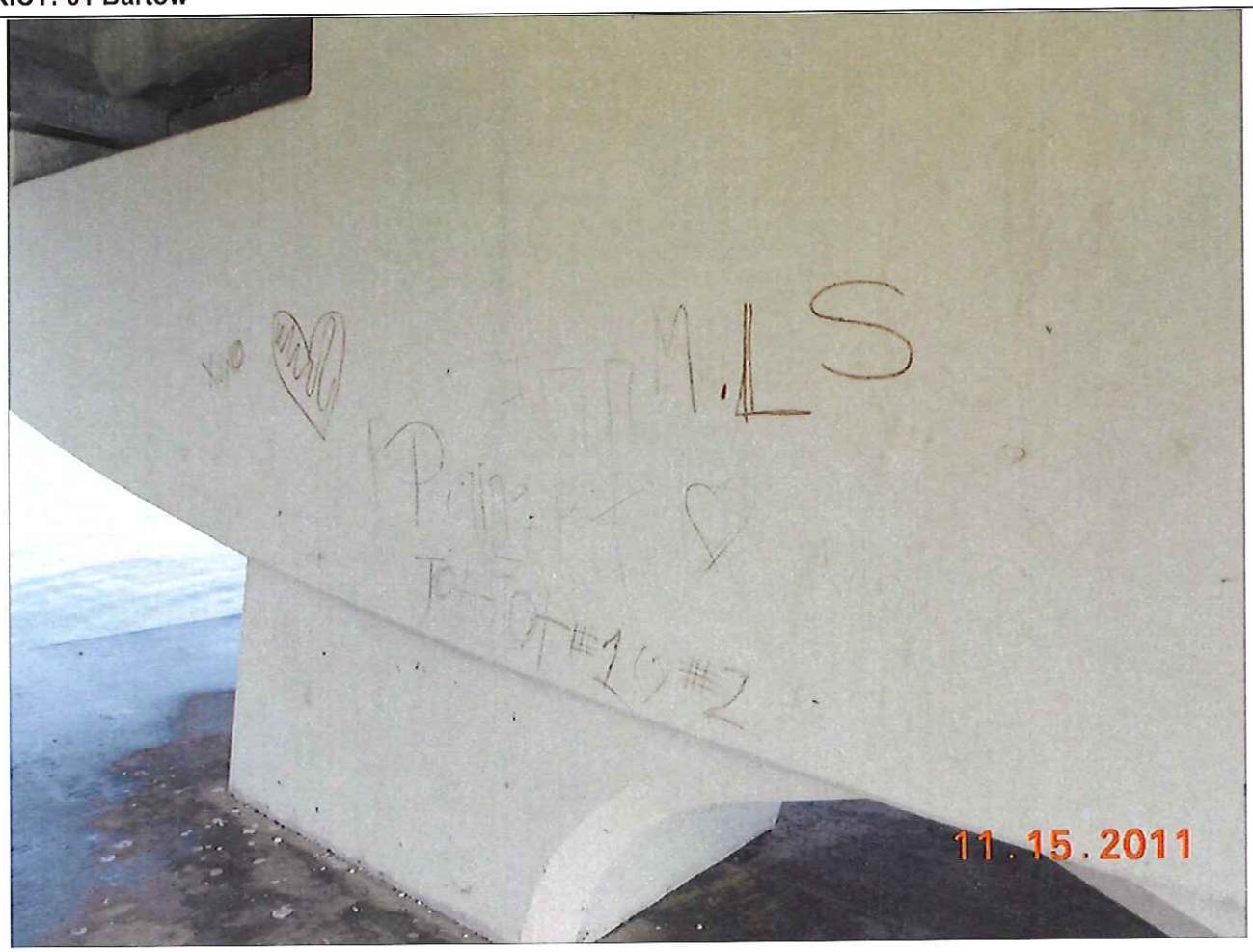

PHOTO 10: 234 R/CONC CAP

Graffiti on Pier Cap 2.

REPAIR RECOMMENDATION:
Remove/paint over graffiti on south and north faces of Pier Cap 2.

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Description

Structure Unit Identification

Bridge/Unit Key: 124114 1
Structure Name: STRUCTURE C SANIBEL CAUSEWAY
Description: MAIN SPAN
Type: M Main

Roadway Identification:

NBI Structure No (8) 124114
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) 026d27'17" Long (17) 082d02'10"

Roadway Traffic and Accidents

Lanes (28) 2 Medians 0 Speed 35 mph
ADT Class ADT Class 4
Recent ADT (29) 19690 Year (30) 2011
Future ADT (114) 20675 Year (115) 2031
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 ☒

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Structure Identification

Admin Area Lee County
District (2) D1 - Bartow
County (3) (12)Lee
Place Code (4) Sanibel
Location (9) 3RD STRUCT S OF TOLL PLAZ
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

Geometrics

Spans in Main Unit (45) 27
Approach Spans (46) 0
Length of Max Span (48) 144 ft
Structure Length (49) 3866.6 ft
Total Length 3906.6 ft
Deck Area 166651 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

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)

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) 8-No Speed Red thru Curv
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) 26 ft
Nav Horizontal Clr (40) 96.2 ft
Min Vert Lift Clr (116) 0 ft
Pier Protection (111) 2 In-Place, Functioning

NBI Condition Rating

Sufficiency Rating 79
Health Index 99.25
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 4/21/2004 Initials MCM
Posting (70) 5 At/Above Legal Loads

Operating Type (63) 1 LF Load Factor
Operating rating (64) 99.9 tons Alternate -1
Inventory Type (65) 1 LF Load Factor
Inventory Rating (66) 59.2 tons Alternate -1
Alt Meth -1

Schedule

Current Inspection

Inspection Date: 11/17/2011
Inspector: KN738AB-P - Anthony Bibelhauser
Bridge Group: BD523
Primary Type: Regular NBI
Review Required: ☒

Next Inspection Date Scheduled

NBI: 11/17/2013
Element: 11/17/2013
Fracture Critical:
Underwater: 11/17/2013
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	10/25/2011
Other Special	☐	mos	
NBI		24 mos (91)	11/17/2011 (90)

Inspection Resources

Crew Hours	40
Flagger Hours	8
Helper Hours	0
Snooper Hours	6
Special Crew Hours	12
Special Equip Hours	0

Custom

General Bridge Information

Parallel Bridge Seq	
Channel Depth	24.701 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	124041
2nd Previous Structure	
Replacement Structure	

Bridge Load Rating Information

HS20 Govr. Span Length	144 ft
L-Rating Origination	Design Plans
Load Rating Date	04/21/2004
Method Calculation	Others
Load Dist. Factor	1.047
Impact Factor	19
Design Method	Load Factor
Design Measure	English
Recommend SU Posting	99 tons
Recommend C Posting	99 tons
Recommend ST 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	91.6 tons
Single Unit Truck 3 Axles	76.6 tons
Single Unit Truck 4 Axles	82.4 tons
Combination Unit Truck 3 Axles	93.5 tons
Combination Unit Truck 4 Axles	84.4 tons
Combination Unit Truck 5 Axles	92.899 tons
Truck Trailer 5 Axles	98.1 tons
Posting Weight	99 tons
Actual SU Posting	99 tons
Actual C Posting	99 tons
Actual ST Posting	99 tons
FL 120 Long Gov Span	-1 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	98.9 tons
FL120 Long Max Span	-1 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	999

Condition

NBI Rating

Channel (61)	7 Minor Damage
Deck (58)	7 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: 11/17/2011PROM

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Unit 1	12/4	Bare Concrete Deck	166651	100.	0	.	0	.	0	.	0	.	166651 sf.

Notes Note: Two 4-1/2in. diameter fiberglass conduits and one 3-1/2in. diameter PVC conduit are suspended from hangers anchored to the underside of Bay 1 in all spans. The type of anchorage for the hangers is unknown.

There is a navigational swing light attached to the left and right fascia of span 11 by three undetermined type of anchors. Refer to Photo 1.

CS1: There is a light accumulation of dirt and debris in the shoulder areas.

The deck top has minor transverse and diagonal cracks up to 1/64in wide in numerous span and transverse cracks up to 1/32in wide over some bents with no expansion joint - NEW.

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

Unit 1	300/4	Strip Seal Exp Joint	429	99.54	2	.46	0	.	0	.	0	.	431 lf.

Notes Note: Joints are at Abutments 1 and 28 and at Piers 4, 7, 10, 13, 16, 19, 22 and 25.

CS1: The joints are filling with dirt and debris, but are functioning as intended at this time.

CS2: There is a 16in long area where the gland has pulled out of its slot in the left shoulder over Pier 10 - NEW. Refer to Photo 2.

Unit 1	334/4	Metal Rail Coated	7674	99.22	60	.78	0	.	0	.	0	.	7734 lf.

Notes CS2: The bridge rails have minor impact related scrapes with no surface corrosion at several locations.

Several of the rail to post fasteners on both bridge rails have minor surface corrosion - NEW. Refer to Photo 3. REPAIR

Unit 1	109/4	P/S Conc Open Girder	15404	99.61	60	.39	3	.	0	.	0	.	15467 lf.

Notes CS1: The beams have multiple hairline diagonal cracks in the lower flange and webs up to 10ft. predominately in the exterior beams near the bearing areas, extending up and away from the supports - INCREASED.

These cracks vary in length, number of cracks and exact location and are predominately in the exterior beams. The cracks on Beam 8-4 were marked with a red paint stick to track the general trend in crack lengths. Refer to Photo 4.

The outside faces of the exterior beams have numerous hairline horizontal cracks up to 30in long throughout the length - NEW. Refer to Photo 5.

CS2: The exterior face of Beam 11-1 at the top flange to web chamfer has a 1/32in wide horizontal crack starting at Pier 11 extending to mid-span - NEW. Refer to Photos 6 and 7. REPAIR

CS3: The west face of the bottom flange of Beam 6-4 at Pier 7 has a 30in. x 12in. delamination. Refer to Photo 8. REPAIR

Unit 1	310/4	Elastomeric Bearing	216	100.	0	.	0	.	0	.	0	.	216 ea.

Notes

Unit 1	563/4	Acc Ladd & Plat	8	100.	0	.	0	.	0	.	0	.	8 ea.

Notes Note: The quantity includes four fender access ladders and four platforms/walkways.

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

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

CS1: The conduit at the southwest navigational light on the south fender is separated - NEW. Refer to Photo 9. REPAIR

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Elements

Inspection Date: 11/17/2011PROM

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Unit 1	205/4	R/Conc Column	52	100.	0	.	0	.	0	.	0	.	52 ea.

Notes

Unit 1	207/4	P/S Conc Holl Pile	359	99.72	1	.	0	.	0	.	0	.	360 ea.

Notes The following was noted by the underwater inspectors:
CS1: Pile 11-6 has a corrugated metal pipe sleeve around it with no fill material, starting 24in. below the footer and extending to the groundline. This pile could not be inspected (possible incomplete jacket).

CS2: The northeast corner of Pile 6-4 has a 3ft. 7in. x 10in. x 2-1/2in. spall with no exposed steel, 28in. below the footer.

Unit 1	215/4	R/Conc Abutment	70	100.	0	.	0	.	0	.	0	.	70 lf.

Notes CS1: The outside faces of Abutment 1 cheek walls have vertical/diagonal crack up to 1/64in wide - NEW.

Unit 1	220/4	R/C Sub Pile Cap/Ftg	18	69.23	8	30.77	0	.	0	.	0	.	26 ea.

Notes CS2: The following footers have spalls with no exposed steel up to 24in. x 12in. x 8in.;
Footer 2, top face adjacent to west side of column 2-2 - NEW.
Footer 5, northeast corner
Footer 6, southeast and northeast corners
Footer 7, southeast and northeast corners
Footer 14, northeast corner
Footer 19, southeast corner

The following was noted by the underwater inspectors:
The northeast corner of Footer 5 has a 30in. x 10in. x 2in. spall with no exposed steel, 3ft. below the top of the footer.
The southeast corner of Footer 19 has a 25in. x 15in. x 2-1/2in. spall with no exposed steel, 27in. below the top of the footer.
Footers 25, 26 and 27 have a different construction with concrete formed sides. The sides have vertical cracks up to 1/16in. wide to full height with efflorescence.

CORRECTIVE ACTION TAKEN:
The spalls on Footings 4, 8, 9, 22 and 23 have been repaired.

Unit 1	234/4	R/Conc Cap	1121	100.	0	.	0	.	0	.	0	.	1121 lf.

Notes CS1: There is non-offensive graffiti on the south and north faces of Pier cap 2 - NEW. Refer to Photo 10. REPAIR

Unit 1	387/4	P/S Fender/Dolphin	384	100.	0	.	0	.	0	.	0	.	384 lf.

Notes The following was noted by the underwater inspectors:
CS1: The lower connecting hardware has light corrosion with no measurable section loss.

Unit 1	393/4	Blkhd Sewl Any Mater	350	100.	0	.	0	.	0	.	0	.	350 ft

Notes Note: This element represents the north bulkhead constructed with concrete sheet piling and a concrete cap.

Unit 1	396/4	Other Abut Slope Pro	2500	100.	0	.	0	.	0	.	0	.	2500 sf.

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

Unit 1	290/4	Channel	0	.	1	100.	0	.	0	.	0	.	1 ea.

Notes CS2: Some channel measurements have a 2ft. or greater change since the previous inspection. The reason for the changes may be due to the strong currents altering the channel bottom.

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Elements

Inspection Date: 11/17/2011PROM

Span Id	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	Qty5	%5	T Qty
Unit 1	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.

Unit 1	478/4	MSE Walls	120	100.	0	.	0	.	0	.	0	.	120 lf.

Notes Note: This element quantifies 30lf at each corner.

Total Number of Elements: 18

Inspection Information

Inspection Date: 11.17.2011 **Type:** Regular NBI

Inspector: KN738AB-P - Anthony Bibelhauser

Inspection Notes: Sufficiency Rating Calculation Accepted by KNVOLFA-P at 2011-12-06 10:15:43

LOAD CAPACITY EVALUATION:
The findings of this inspection reveal no reason to warrant a new analysis; therefore, the current load rating dated 4/21/04 results still govern.

A 60ft. lift boat was used for this inspection.

The NBI rating for SIA Item 58, Deck, has been lowered from 8 to 7 due to numerous diagonal and transverse cracks in the deck top.

NON-STRUCTURAL ITEMS:

APPROACH ROADWAY:
The south approach roadway in the northbound lane has settled up to 1/2in at the approach slab transition - NEW.

Structure Notes

BRIDGE OWNER: LEE COUNTY

TRAFFIC STATEMENT: According to the load rating dated 4/21/04, the structure does not require posting. This structure is not posted.

Structure was inventoried from south to north.

This structure replaced Bridge No. 124041.

Access to the underside of the bridge requires a 60ft. lift boat or an under bridge vehicle with a lane shift traffic control setup.

A power boat was used for groundline measurements and substructure inspection.

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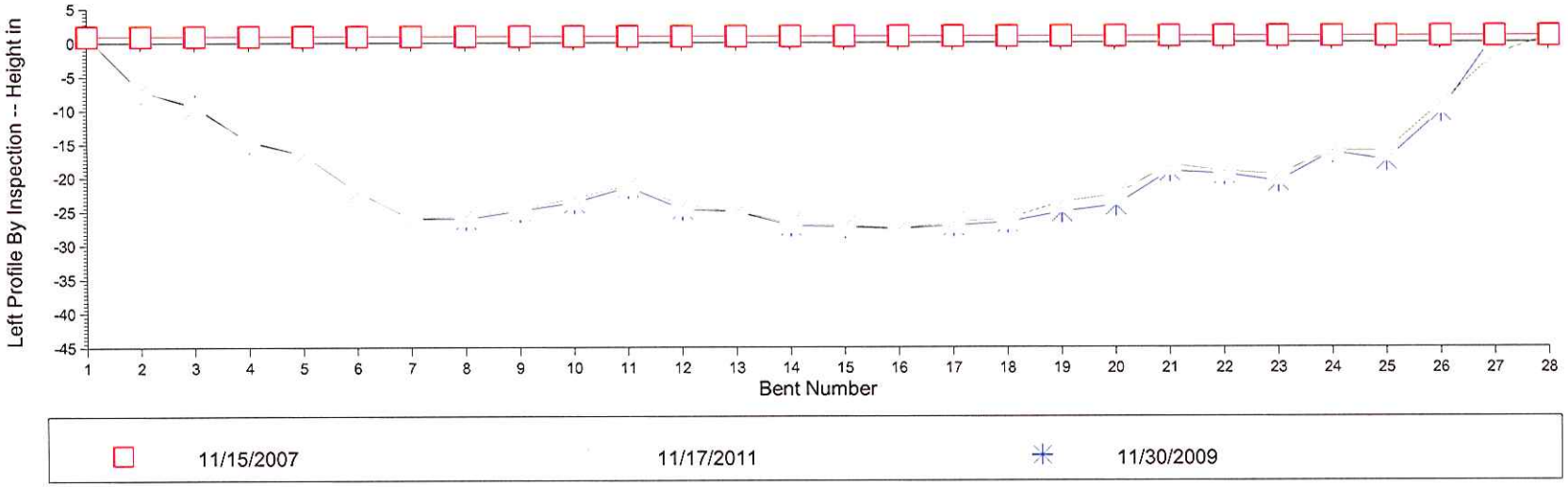
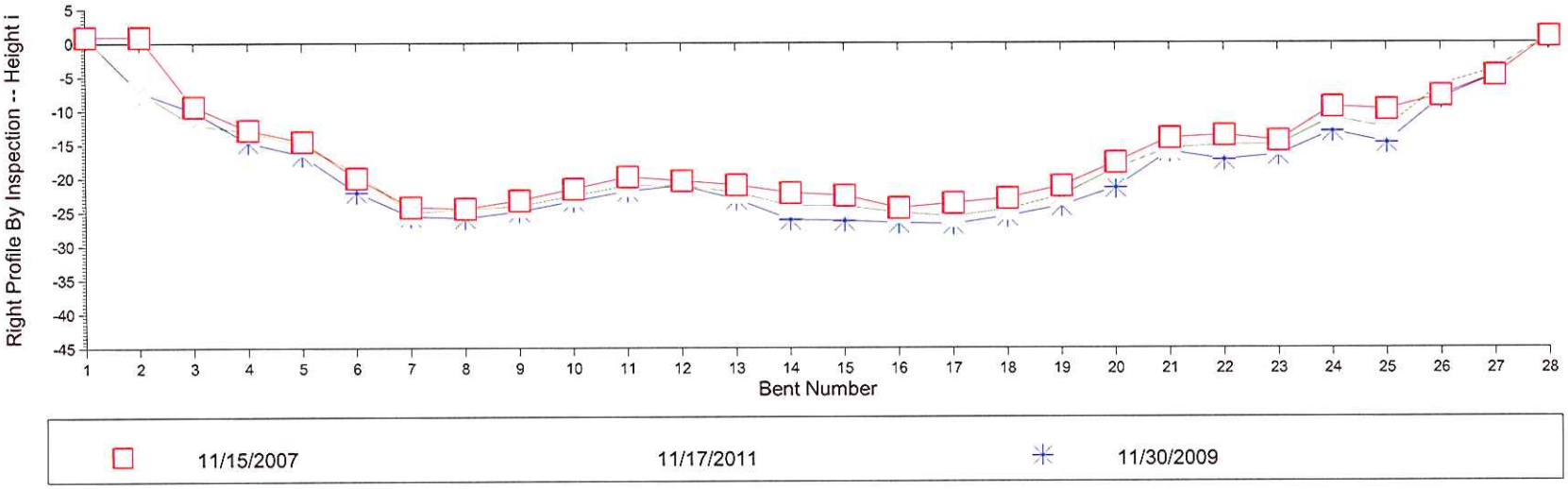
FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM
Bridge Profile Report

REPORT ID: INVT016

Structure #: 124114

DATE PRINTED: 12/28/2011





Profile Data - Numerical Summary

Inspection Date and Key: 11/17/2011 PROM

(All Heights Are In Feet)

Bent #	Left Height	Right Height
1	-1	-1
2	7	7
3	9.5	12
4	14.5	13
5	16.5	15
6	22	19
7	26	25
8	25.5	24.5
9	24.5	24
10	23	22.5
11	21	21
12	24	21
13	25	22
14	26.5	24
15	27	24
16	27.5	25
17	26.5	25.5
18	26	24.5
19	23.5	22.5
20	22.5	18.5
21	18	15.5
22	19	15
23	19.5	15
24	16	11
25	16	12.5
26	9	6.2
27	1.9	3.9

Profile Data - Numerical Summary

Inspection Date and Key: 11/17/2011 PROM

(All Heights Are In Feet)

Bent #	Left Height	Right Height
28	-1	-1

Air Temp:

Profile Notes:

Measurements referenced from the tip of the footing.
Waterline at Footing 3: 4ft.
Note: a measurement showing a -1 indicates that location was out of the water.

Inspection Date and Key: 11/30/2009 SJCS

1	-1	-1
2	7.1	7.1
3	9.3	10
4	14.6	14.6
5	16.5	16.5
6	22	22
7	26	25.5
8	26	25.8
9	24.8	24.8
10	23.6	23.3
11	21.3	21.8
12	24.6	21
13	25	23
14	27	26
15	27.2	26.2
16	27.5	26.5
17	27	26.7
18	26.5	25.5
19	25	24
20	24	21.3
21	19	16
22	19.4	17.2
23	20.5	16.5
24	16.2	13
25	17.4	14.7

Profile Data - Numerical Summary

Inspection Date and Key: 11/30/2009 SJCS

Bent #	Left Height	Right Height
26	10.2	8.2
27	-1	4.8
28	-1	-1

(All Heights Are In Feet)

Air Temp: 1

Profile Notes:

Meaurements referenced from the top of the footers.
Waterline at Footer 3 = 2.8ft.
Note: A meaurement showing a -1 indicates that location was out of the water.

Inspection Date and Key: 11/15/2007 NPFY

1	-1	-1
2	-1	-1
3	-1	9.3
4	-1	12.8
5	-1	14.5
6	-1	19.9
7	-1	24.2
8	-1	24.4
9	-1	23.2
10	-1	21.5
11	-1	19.7
12	-1	20.3
13	-1	20.9
14	-1	22.1
15	-1	22.5
16	-1	24.3
17	-1	23.6
18	-1	22.9
19	-1	21.1
20	-1	17.6
21	-1	14
22	-1	13.6
23	-1	14.4

Profile Data - Numerical Summary

Inspection Date and Key: 11/15/2007 NPFY

(All Heights Are In Feet)

Bent #	Left Height	Right Height
24	-1	9.4
25	-1	9.8
26	-1	7.8
27	-1	4.8
28	-1	-1

Air Temp:

Profile Notes:

Profile Reference: Top of Footer 3.
Waterline at Footer 3: 2.8FT
NOTE: Left side measurements were not taken due to the ongoing demolition of the replaced structure at the time of this inspection.

BOLT Underwater Services, Inc
7950 62ND STREET NORTH, PINELLAS PARK, FL 33781

Routine Underwater Bridge Inspection Report for VOLKERT & ASSOCIATES, INC.

NBI Structure No. (8): **124114 (Structure C / Sanibel)**

Underwater Date (93): 10/25/11

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: 12.0
Max. Depth: 25ft.
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:
Hays, Stephen F.	00438	10/05/2009

Inspection Personnel:

Field Personnel:	Title	C.B.I. No.:	Duty:	Signature:
Hoogland, Keith S.	C.B.I. Diver-Inspector	00341/Lead	Dive	KLH
Young, Ryan C.	Diver-Inspector		Dive	
Tumaniszwili, Alex T.	Diver-Inspector		Tend	

PILING/COLUMNS
ELEMENT: 207 HLW CORE 360: ea.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	359	**Do Nothing**

Footer 2 has no visible piling.

Pile 11-6: There is a CMP sleeve around the pile with no fill material, starting 24in. below footer to the groundline. This pile could not be inspected (possible incomplete jacket).

CS-2	1	**Do Nothing**

Pile 6-4: Northeast edge 28in. below footer, spall, no exposed steel, 3ft. 7in. H x 10in. W x 2½in. D.

NOTE: Piles 3-1 through 3-15, 5-1, 5-2, 5-11 through 5-13, 11-1, 11-2, 11-13 through 11-15, 23-6 through 23-10, 23-15, 26-1, 26-2, 26-11 through 26-14 and all deficiencies were cleaned.

SUBMERGED FOOTER
ELEMENT: 220 R/CONCRETE 25ea.

NOTE: Footer 27 was dry at the time of inspection.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	23	**Do Nothing**

Footers 25 and 26 have a different construction with a concrete formed side. The sides have vertical cracks up to 1/16in. wide to full height some with efflorescence and no corrosion bleedout.

CS-2	2	**Do Nothing**

Footer 5: Northeast corner 3ft. below top of footer, spall, no exposed steel, 30in. H x 10in. W x 2in. D.
Footer 19: Southeast corner 27in. below top of footer, spall, no exposed steel, 25in. H x 15in. W x 2½in. D.

NOTE: Footers 6 through 8 and all deficiencies were cleaned.

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CHANNEL
ELEMENT: 290 1: ea.

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

FENDER SYSTEM
ELEMENT: 387 P/S CONCRETE 384 lf.

NOTE: Bottom wale is composite material.

Condition State:	QTY:	Recommended Feasible Action:
CS-1	384	Do Nothing

The lower connecting hardware has light corrosion with no measureable section loss.

INSPECTION NOTES: Divers inspected three hundred sixty 30in. piling in Bents 3 through 26, Footers 2 through 26, Fender System and Channel.
STRUCTURE NOTES: Structure inventoried south to north.

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