

Community Development District

Board of Supervisors Regular Meeting November 16, 2022 To immediately follow the landowners meeting 505 Whiskey Creek Drive, Marco Island, FL 34145

Anyone wishing to listen and participate in the meeting can do so by calling 1-888-468-1195, Participant Pin 636522.

Additionally, participants are encouraged to submit questions and comments to the District Manager in advance to facilitate the Board's consideration of such questions and comments during the meeting.

The agenda is as follows:

- 1. Call to Order/Roll Call
- 2. Approval of Agenda
- 3. Public Comments
- 4. Approval of Minutes
 - a. October 19, 2022 Regular Meeting
- 5. Old Business
 - a. Update on Annual Financial Report Submission
- 6. New Business
 - a. 2023-04 Canvassing Resolution
 - b. 2023-05 Resolution Appointing Officers
- 7. Attorney Report
- 8. Engineer Report
 - a. Bridge Inspection Report
 - b. Bridge/Gatehouse Painting Quote Update
 - c. Quotes for Drainage System Inspection
 - d. Evaluation of Hurricane Damage to Roads
- 9. Supervisors' Requests
- 10. District Manager Report
 - a. Update on Hurricane Recovery
 - i. Expedited Debris Cleanup
 - ii. Bridge Streetlights and Navigation Lights
 - iii. Gatehouse Electric Repairs

- iv. Irrigation System Repairs
- v. FEMA Mitigation Funding for Bridge & Gatehouse
- b. City of Marco Island Bike Access Meeting Postponed to February
- 11. Public Comments
- 12. Adjournment

1	
2	Key Marco Community Development District
3	Regular Meeting
4	October 19, 2022
5	Appearances
6	Mary Beth Schewitz, Chairman
7	Luanne Kerins, Co-Chair
8	Terri Stanton
9	Lynnn Domenici
10	John Esposito (Via Speakerphone)
11	Also Present
12	Joshua Carter, District Manager
13	Dave Schmitt, Hole Montes
14	
15	CALL TO ORDER/ROLL CALL
16	
17	The meeting was called to order by the Chairman at 8:40 a.m., and it was noted that all
18	members were in attendance.
19	
20	APPROVAL OF AGENDA
21	
22	The Estimate to provide an inspection to the Key Marco Bridge was added to the Engineer's
23	Report, and no public comment was received at this time.
24	
25	APPROVAL OF MINUTES
26	
27	On a voice vote by Mrs. Schewitz and a second by Mrs. Domenici, the June Budget Minutes
28	were unanimously approved.
29	
30	On a voice vote by Mrs. Schewitz and a second by Mrs. Kerins, the June Regular Meeting
31	Minutes were unanimously approved.
32	
33	OLD BUSINESS
34	
35	No old business was addressed at this time.
36	
37	NEW BUSINESS
38	
39	Budget Resolution for CDD Insurance
40	ivir. Carter noted that the proposed premium for the CDD insurance renewal was \$30,922,
41	exceeding the budget originally set at \$30,000. A budget amendment resolution was introduced
4Z	to increase the insurance line-item amount by \$922.
43	On a voice vole by IVITS. Schewitz and a second by IVITS. Domenici, the budget amendment
44	resolution was passed unanimously.

- 45 <u>Resolution to Set Meeting Calendar FY 2022-2023</u>
- 46 Mr. Carter noted that the annual meeting schedule for the upcoming year had not been set and
- 47 introduced a resolution to set the upcoming schedule. The draft schedule included meeting
- dates on the third Wednesday of each month at 8:30 AM at 505 Whiskey Creek Drive. The
- 49 board of supervisors proposed eliminating the August 2023 meeting and move the Preliminary
- 50 budget meeting to April.
- On a voice vote by Mrs. Schewitz, seconded by Mrs. Domenici, the amended resolution to
- 52 approve the meeting schedule was approved unanimously.
- 53

54 Landowners Meeting Resolution

- 55 Mr. Carter noted that the upcoming November 16 Landowners Meeting was approaching and
- as noted in the June 23 Regular Meeting, Mrs. Stanton, Mrs. Schewitz and Mrs. Domenici terms
- 57 would be up for election. All three supervisors indicated that they would be running for re-
- election and a resolution was introduced to confirm the proposed rules, ballots and procedure
- 59 discussed in the June 23 Regular Meeting.
- 60 On a voice vote by Mrs. Schewitz, seconded by Mrs. Kerins, the resolution was passed
- 61 unanimously.
- 62 ATTORNEY'S REPORT
- 63
- 64 Mr. Urbancic did not attend the October 19 Regular Meeting of Key Marco Community
- 65 Development District and a report was not supplied.
- 66

67 ENGINEER'S REPORT

- 69 Hurricane Damage Report
- 70 Mr. Schmitt noted that in the week following Hurricane Ian, Holes Montes provided an
- 71 inspection of the Districts' roadways and bridge roadway for flooding and damages following
- the storm. Bob Ferguson of Holes Montes provided an inspection of the top side of Key Marco
- 73 Bridge, noting the absence of any new damage from the storm. It was noted that while there
- may have been flooding in the low spots in the roadways, new damages were not apparent.
- 75 Bridge Inspection Estimate
- 76 Mr. Schmitt noted that while the roadway of the bridge did not show any damages, the bridge
- pilings may require inspection for any damage caused by increased water levels and flooding.
- 78 Mr. Schmitt noted that such an inspection would require a dive team to inspect cracking,
- 79 scouring and general damage to the waterway pilings supporting the bridge. Mr. Schmitt
- presented an estimate to the amount of \$12,085 for the basic inspection and \$6,000 for the
- 81 diving inspection to a total amount of \$18,085. A member of the public suggested that the
- 82 district may find value in investigating the cost of an acoustic survey noting that this would
- 83 provide sonar imaging of any damage and could cost less than a diving survey. Mr. Schmitt
- 84 noted that he would request a quote for an acoustic survey, though noted that the cost of an
- 85 acoustic may cost more than the diving survey. Mrs. Schewitz suggested that the district should
- 86 only pursue the acoustic survey if the cost were not to exceed the \$6,000 estimate for the
- 87 diving inspection.

On a voice vote by Mrs. Schewitz, second by Mrs. Stanton, a motion to approve the bridge 89 inspection and diving or acoustic survey not to exceed \$6,000 was approved unanimously. 90 Mr. Schmitt noted that he would have an updated estimate for bridge painting and pavement 91 92 services in a future meeting. 93 94 SUPERVISORS' REQUESTS 95 96 No requests from the supervisors were received at this time. 97 98 **DISTRICT MANAGER'S REPORT** 99 100 A. Acceptance of Annual Financial Report 101 Mr. Carter noted that the Annual Financial Report for Fiscal Year 2020-2021 prepared by the 102 district's audit firm had not yet been approved by the Board of Supervisors. The Supervisors 103 reviewed the report. On a voice vote by Mrs. Schewitz, seconded by Mrs. Stanton, the Annual 104 Financial Report was accepted unanimously. 105 106 B. Hurricane Ian Cleanup Report Mr. Carter provided an update on the ongoing cleanup, recovery and repairs following 107 108 Hurricane Ian. Mr. Carter noted that the district's landscape provider cleared the roadway of debris the day following the storm and would begin their pickup of debris piles throughout the 109 CDD property. Mr. Carter noted that due to the saltwater, many of the district's plants and 110 111 trees had been killed and may require replacement. Mr. Carter noted that he would work 112 alongside the district's landscape provider to determine the billing process for plant 113 replacement if required. The Key Marco Gatehouse suffered damage to its gate operators for 114 the resident gate as well as the exterior exit gate due to the storm. Both gates remained open following the storm when power was restored, and the district's access control provider would 115 be out in the coming weeks to repair the gates. 116 117 118 Mrs. Schewitz noted that following the storm, the navigation lights and streetlights on Key 119 Marco bridge were not operating and would require attention. Mr. Carter noted that he would 120 contact the district's electric provider for a service to return functionality to the bridge navigation and streetlights. 121 122 123 124 **PUBLIC COMMENT** 125 No public comment was received at this time. 126 127 NEXT MEETING 128 The next meeting will be held in November on the 16th immediately following the landowners 129 130 meeting 131

132 ADJOURNMENT

- 133 The meeting was then adjourned at 9:45 a.m. on a Motion by Mrs. Schewitz and a second by
- 134 Mrs. Kerins. The motion was passed unanimously.

RESOLUTION 2023-04

A RESOLUTION OF THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT CANVASSING AND CERTIFYING THE RESULTS OF THE LANDOWNERS ELECTION OF SUPERVISORS FOR KEY MARCO COMMUNITY DEVELOPMENT DISTRICT HELD PURSUANT TO SECTION 190.006, FLORIDA STATUTES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR CONFLICT AND PROVIDING AN EFFECTIVE DATE

WHEREAS, based upon records made available to Key Marco Community Development District (the "<u>District</u>"), the District currently has less than 250 qualified electors in the District; and

WHEREAS, pursuant to Section 190.006(3), Florida Statutes, the District must hold a landowners' election to fill the seats of those Supervisors whose terms are expiring; and

WHEREAS, the District called a landowners' meeting for the purpose of holding such a landowners' election; and

WHEREAS, following proper publication of notice thereof, such landowners' meeting was held November 16, 2022, at which the below recited persons were duly elected by virtue of the votes cast in his/her favor; and

WHEREAS, this Resolution canvasses the votes, and declares and certifies the results of said election.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT:

<u>Section 1</u>. <u>Vote Tabulation/Election Results</u>. The following persons are found, certified, and declared to have been duly elected as Supervisors of and for the District, having been elected by the votes cast in his/her favor as shown:

_____Votes
_____Votes
_____Votes

<u>Section 2</u>. <u>Terms</u>. In accordance with said Section 190.006, Florida Statutes, and by virtue of the number of votes cast for the respective Supervisors, they are declared to have been elected for the following term of office:

four (4) year term four (4) year term two (2) year term Section 3. <u>Commencement of Terms</u>. The terms of office set forth in Section 2 shall commence immediately upon the adoption of this Resolution.

<u>Section 4.</u> <u>Severability</u>. If any section or part of a section of this Resolution be declared invalid or unconstitutional, the validity, force and effect of any other section or part of a section of this Resolution shall not thereby be affected or impaired unless it clearly appears that such other section or part of a section of this Resolution is wholly or necessarily dependent upon the section or part of a section so held to be invalid or unconstitutional, it being expressly found and declared that the remainder of this Resolution would have been adopted despite the invalidity of such section or part of such section.

Section 5. <u>Conflicts</u>. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, superseded and repealed.

Section 6. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Board of Supervisors of Key Marco Community Development District this 16th day of November, 2022.

Attest:

KEY MARCO COMMUNITY DEVELOPMENT DISTRICT

Secretary/Assistant Secretary

Chair/Vice-Chair

RESOLUTION 2023-05

A RESOLUTION OF THE BOARD OF SUPERVISORS OF **KEY MARCO COMMUNITY DEVELOPMENT DISTRICT RE-DESIGNATING THE OFFICERS OF THE DISTRICT; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the Board of Supervisors ("Board") of Key Marco Community Development District ("District") previously designated the officers of the District; and

WHEREAS, the Board now desires to re-designate and/or appoint certain persons to the offices specified in this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF **KEY MARCO COMMUNITY DEVELOPMENT DISTRICT**

<u>Section 1</u> . offices shown:	Designation of Offi	cers. The following	persons are appointed to the
Chair			
Vice Cl	hair		
Treasur			
Secreta	ry		

Assistant Secretary	
Assistant Secretary	
Assistant Secretary	

Rescission of Prior Designations. All prior officer designations of the Section 2. Board that are inconsistent with the designations set forth above are hereby rescinded.

Section 3. Severability. If any section or part of a section of this Resolution be declared invalid or unconstitutional, the validity, force and effect of any other section or part of a section of this Resolution shall not thereby be affected or impaired unless it clearly appears that such other section or part of a section of this Resolution is wholly or necessarily dependent upon the section or part of a section so held to be invalid or unconstitutional, it being expressly found and declared that the remainder of this Resolution would have been adopted despite the invalidity of such section or part of such section.

Section 4. <u>Conflicts</u>. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, superseded and repealed.

Section 5. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Board of Supervisors of Key Marco Community Development District this 16th day of November, 2022.

Attest:

KEY MARCO COMMUNITY DEVELOPMENT DISTRICT

Joshua Carter, Secretary

Chair/Vice-Chair

November 10, 2022

Prepared for:



Prepared by:



WHISKEY CREEK DRIVE BRIDGE

BRIDGE INSPECTION AND MANAGEMENT STUDY REPORT

KEY MARCO, FLORIDA

RALPH VERRASTRO, PE

KCI TECHNOLOGIES, INC. 15863 SECOYA RESERVE CIRCLE NAPLES, FLORIDA 34110

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY RALPH VERRASTRO 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 DOCUMENTS.

Contents

Report

Appendix

Site Map – Tab 1

- Bridge Inspection Field Report with Diving Inspection Report Tab 2
 - Bridge Inspection Photographs Tab 3





ISO 9001:2015 CERTIFIED ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS 4041 Crescent Park Drive • Tampa, FL 33578 • Phone 813-740-2300

November 10, 2022

David W. Schmitt, Senior Project Manager Hole Montes, Inc. 950 Encore Way Naples, Florida 34110 c/o Key Marco Community Development District 505 Whiskey Creek Drive Marco Island, FL 34145

RE: Whiskey Creek Drive Bridge over Rookery Bay Bridge Inspection and Management Study Report

Dear Mr. Schmitt:

KCI Technologies, Inc. (KCI) performed a visual inspection of the vehicular bridge that is owned and maintained by the Key Marco Community Development District (CDD) in Collier County, Florida on October 31, 2022. This bridge inspection and evaluation report summarizes the findings of the inspection and provides recommendations for maintenance repairs. The bridge is considered safe to carry legal traffic loadings, but short term and long maintenance repairs are recommended to prevent further deterioration and prolong the service life of the bridge.

The CDD has requested this in-depth inspection of the bridge, as part of their fiduciary responsibility to maintain the infrastructure in the community and provide for adequate financial reserves for future maintenance repairs. KCI performed a visual inspection of all accessible bridge elements and obtained measurements for comparison to the conditions reported from previous inspections. We documented the condition of each bridge element on a copy of the inspection report form prepared in 2012 using a number rating system required by Federal Bridge Inspection procedures. We determined the soundness of the exposed concrete surfaces of the bridge using sounding techniques. We also obtained measurements of the channel bottom profile for evidence of erosion and scour. We hired a Volkert, Inc. to provide a diving inspection of the underwater bridge elements. A copy of their report is attached to our field report included under Tab 2.

1.0 BRIDGE DESCRIPTION

1.1 We prepared a site map to show the location of the bridge and it is included in the Appendix of this report in Tab 1. The bridge carries Whiskey Creek Drive over Blue Hill Creek. The bridge was constructed circa 1994. The reputed owner of the bridge is the Key Marco Community Development District (CDD).

- 1.2 The bridge spans Blue Hill Creek which is designated as a navigable waterway by the US Army Corps of Engineers. The two-lane bridge has 13 spans at a 38'-6" spacing with an approximate total length of 500'-6".
- 1.3 The superstructure consists of nine (9) adjacent, prestressed concrete slab beams that are 3'-8" wide. The slab beams are post tensioned transversely. The wearing surface consists of 2" of asphalt concrete with a sidewalk on the west side of the bridge and a narrow safety walk on the east side.
- 1.4 The sidewalks consist of precast concrete panels that form a utility chase. Utilities owned by the City of Marco Island are carried in these utility chases.
- 1.5 The deck expansion joints consist of elastomeric concrete headers with poured silicone seals.
- 1.6 The traffic railings are a custom designed system made up of concrete pilasters and steel rails.
- 1.7 The substructures consist of cast-in-place concrete bents supported on pre-stressed concrete piles.
- 1.8 The bridge inspection report completed on site during the inspection is included in the Appendix of this report in Tab 2. The bridge inspection photographs are included in the Appendix of this report in Tab 3.
- 1.9 A scour evaluation was performed and compared to the past inspection reports.
- 1.10 Bridge maintenance repairs were performed under the supervision of BSLLC in the spring of 2015 to address some of the deficiencies documented in the 2012 inspection report.

2.0 DEFICIENCIES AND RECOMMENDATIONS

- 2.1 **Abutments and Wingwalls** There are isolated areas that have minor spalling of the concrete surfaces. This deficiency does not warrant immediate attention but should be monitored and repairs will likely be required in the future when the condition advances.
- 2.2 **Piers** There are isolated areas that have minor spalling of the concrete surfaces. This deficiency does not warrant immediate attention but should but should be monitored and repairs will likely be required in the future when the condition advances.
- 2.3 **Expansion Joints** The expansion joints were replaced during the 2015 repairs and are in relatively good condition. We noticed some minor cracking and delamination of the elastomeric concrete headers and minor deterioration of the poured sealant material.

These deficiencies do not warrant immediate attention but should but should be monitored and repairs will likely be required in the future when the condition advances.

- 2.4 **Water Channel** We documented the channel profile using drop line measurements along both sides of the bridge at the same locations that were used in the past inspections. The results of our measurements compared to the prior inspection provides documentation that the river bottom elevations have remained consistent. There does not appear to be any concern about erosion or scour at the bridge channel piers. This was confirmed by Volkert, Inc. during the diving inspection.
- 2.5 **Under Water Inspection -** An underwater inspection was performed in 2012 that found very minor deficiencies and was updated as part of this inspection.
- 2.6 **Roadway Approaches** The embankment slopes are in good condition.
- 2.7 **Bridge Railings** The bridge railings are in good condition. The joint filler material in the gaps between the railing pylons is showing signs of deterioration. This deficiency does not warrant immediate attention but should but should be monitored and repairs will likely be required in the future when the condition advances.
- 2.8 Wearing Surface The asphalt wearing surface was replaced in 2015 and is in good condition. We noticed some very minor longitudinal cracks that appear to align with the joints in the slab beams. This deficiency does not warrant immediate attention but should but should be monitored and repairs will likely be required in the future when the condition advances.
- 2.9 **Prestressed Slab Beams -** There are isolated areas that have minor spalling of the concrete surfaces. This deficiency does not warrant immediate attention but should be monitored and repairs will likely be required in the future when the condition advances. A waterproofing membrane was installed below the asphalt wearing surface in 2015 and is preventing water from leaking through the joints in the slab beams.

3.0 BRIDGE LOAD CAPACITY

3.1 Load rating calculations from the original construction are not available. We contacted the engineering firm that designed the bridge, and they did not have archive copies of the original construction plans. Based on the date of construction, the live load design truck is most likely the HS-20 vehicle which consists of a 36-ton semi-trailer truck configuration. Performing a load rating of this bridge currently is possible but much more expensive than if the original plans were available. A load rating is not required at this time but if deficient conditions become apparent during a future inspection a load rating would be required.

4.0 SHORT TERM REPAIR RECOMMENDATIONS

No short-term repairs are required.

5.0 <u>PREVENTATIVE (LONG TERM) MAINTENANCE REPAIR</u> <u>RECOMMENDATIONS</u>

- 5.1 The design life of concrete bridges is 75 years if the bridge is designed in accordance with the recommendations included in the AASHTO design specifications. Therefore, the estimated remaining design life and the estimated remaining service life of this bridge is approximately 43 years. The actual service life depends on whether preventative maintenance repairs are performed. The estimated remaining life for a bridge is based on engineering judgment and considers the original design life and anticipated time when the bridge conditions may require emergency repairs to remain open to traffic. Upon completion of the recommended repairs, the estimated remaining bridge life is usually extended. However, with proper maintenance this bridge may remain in service beyond its design life if the following preventative maintenance repair recommendations are performed.
- 5.2 **Biennial Bridge Inspections** Perform follow up inspections of the bridge every 2 years in a format like this inspection. We recommend performing updated diving inspections every 5 years. The biennial bridge inspection process facilitates the early detection of structural defects. The cost of repairs is typically much less when the deficiency is detected early, compared to the cost after the condition advances.
- 5.3 **Bridge Cleaning, Sealing and Painting** Regular cleaning of the bridge members is necessary to remove accumulation of sand, debris, bird droppings, and other harmful material by flushing with high-pressure water jet or compressed air, sweeping, or shovel. Preventative maintenance, or periodic cleaning can prolong the service life of the bridge members. There are also numerous concrete sealers that protect the concrete from water intrusion which may be considered after a cleaning is performed. This bridge has painted metal railings which will need to be painted when the coating fails. We recommend cleaning, sealing, and painting the bridge every 10 to 15 years.
- 5.4 **Asphalt Wearing Surface -** Replacement of the asphalt wearing surface includes removal of the existing asphalt by milling. Depending on the condition at the time, the underlying waterproofing membrane may remain in place. The asphalt wearing surface will likely need to be replaced every 10 to 15 years.
- 5.5 **Deck Expansion Joints** Preventive maintenance of bridge deck expansion joints are vital to maintaining the serviceability and prolonging the life of a bridge. Preventive maintenance usually means cleaning the joint. Preventive maintenance is most effective if it begins when a bridge is new and continues throughout the service life. The objective of preventative maintenance for deck joints is keeping the seal securely in place and waterproof. The expansion joints on the bridge will likely need to be replaced every 10 to 15 years.
- 5.6 **Concrete Crack and Spall Repairs** The exposed concrete surfaces of the superstructure and the substructure will likely experience additional deterioration such as cracking and spalling over time which will require crack and spall repairs. Repair to

concrete surfaces is accomplished by removing deteriorated or damaged concrete and placing new concrete material. This method is used to restore the integrity of concrete surfaces that have spalls, cracks, voids, etc. The first step in the repair of any type of deterioration in concrete is complete removal of all unsound concrete. No satisfactory repairs can be made until there is clean and sound concrete to which the new concrete can be bonded. The edge of a cut out area should be undercut for deep patches to help retain the new material. Effective bonding of the new to the old concrete is usually accomplished with a bonding material and is particularly important when deep cracks require a large volume of concrete to be replaced. A grout can also be used when the form for the concrete is so inaccessible that an epoxy material cannot be applied effectively. The exposed area can be sloshed liberally with grout just prior to placing the concrete. Concrete crack and spall repairs will likely be necessary at some future date which will be identified because of future biennial inspections.

5.7 **Pile Jackets** – The concrete piles that support the pier caps of this bridge will eventually show signs of cracking and spalling due to the saltwater environment. Jackets are the most common type of pile protection or repair. They are used for protection of all types of piles: concrete, steel, and timber. The jacket can be for protection from abrasion damage, for repair of section loss, or for both. If the jacket is for protection only, it could consist of a liner placed around the area to be protected with a cement or epoxy grout filler pumped into the space between the pile and the liner. If the jacket is intended to repair structural damage, the jacket will provide space for new reinforcement and the space between the liner and the old pile is filled with concrete. The liner is often a premolded fiberglass stay-in-place form; however, it could also be metal or fabric. Removable forms are also used, usually with reinforced concrete jackets. The biennial inspections will detect when the installation of pile jackets will be required.

6.0 FINANCIAL CONSIDERATIONS

- 6.1 The cost to replace the bridge would be in the \$5 million range assuming a square foot cost of \$300. If no maintenance were performed, the useful life of the bridge would be reduced. If the preventative maintenance repairs discussed in Section 5 of this report are performed, this bridge could last for another 50 years or more. The recommended preventative maintenance repairs and estimated costs (in 2020 dollars) are summarized below:
 - 6.1.1 Bridge cleaning, sealing, and painting in 10 years at \$30,000
 - 6.1.2 Replace asphalt wearing surface in 10 years at \$75,000
 - 6.1.3 Replace expansion joints in 10 years at \$50,000
- 6.2 The CDD Board will need to determine how to finance the future cost of the maintenance repairs. Assuming a 3% rate of inflation, annual reserve savings of approximately \$18,000 would be required starting in 2022 to provide for the funds to accomplish these repairs in 2032.

6.3 The cost of follow up biennial bridge inspections would be \$8,000 every 2 years. The timing and cost of the maintenance repairs would be evaluated and updated as part of each inspection.

Please contact me at 239-216-1370 if you have any questions or comments.

Respectfully,

KCI TECHNOLOGIES, INC.

Ralph 0

Ralph Verrastro, PE Practice Leader - Bridges

TAB 1 SITE MAP



WHISKEY CREEK BRIDGE Inspection Report



505 Whiskey Creek Drive, Marco Island, FL 34145





TAB 2BRIDGE INSPECTION FIELD REPORT



FIELD REPORT PER BRIDGE INSPECTION CONDUCTED BY KCI TECHNOLOGIES, INC. ON OCTOBER 31, 2022. KCI FIELD COMMENTS WILL BE IN RED TEXT.



KISINGER CAMPO & ASSOCIATES CORP.

Allen Kistager

BRIDGE ID: Key Marco Bridge DISTRICT: 01

PAGE: 1 OF 14 INSPECTION DATE: 7/26/2012

BY: K OWNER: K MAINTAINED BY: K STRUCTURE TYPE: 5 LOCATION: 0 SERVICE TYPE ON: H SERV TYPE UNDER: W	KCA Key Marco CDD Key Marco CDD Prestressed Concrete 9.7 Mile South of San Ma lighway/Pedestrian Vaterway	B 01 Slab arco Rd. (CR-92) FACILI FEATURE IN	RIDGE NAME: YEAR BUILT: SECTION NO.: M.P.: ROUTE: TY CARRIED: TERSECTED:	Key Marc 1994 03 000 00 0.000 0000 Whiskey (Rookery I	o Bridge 00 Creek Drive Bay	10/31/2022
THIS BRIDGE CONTA	INS FRACTURE CRITI	CAL COMPONEN	TS		•	
THIS BRIDGE IS SCO	UR CRITICAL					
THIS REPORT IDENT	IFIES DEFICIENCIES	WHICH REQUIRE	PROMPT COR	RECTIVE	ACTION	
FUNCTIONALLY OBS	OLETE	STRUCTURALLY	DEFICIENT			
TYPE OF INSPECTION	Initial NBI	OTTOOTOTOTALLT	DEFICIENT			
DATE FIELD INSPECTION	WAS COMPLETED:	ABOVE WATER:	7/26/2012	UNDER	WATER:	7/19/2012
SMART FLAGS:		OVE	RALL NBI RATI	NGS:		
NOILE		S	D UPERSTRUCT SUBSTRUCT CHAN CULV	ECK: 7 URE: 7 URE: 7 INEL: 8 ERT: N/A	Good Good Good Very Good (NBI)	
FIELD PERSONNEL / TITLE	E / NUMBER		INITIALS			
O'Grady, John – Bridge Insp Ross, John – Bl Tech	pector (CBI #00344) (lea	ad)			Corsa, R	olando (PE#73191,
Hoogland, Keith (Lead Diver Kotsyuba, Taras V. (Diver) Young, Ryan C. (Diver)) (CBI#00341)				CBI#004 Verrastro Verrastro	08) (lead) , Ralph (PE#39784) , Gina
REVIEWING BRIDGE INSPE	ECTION SUPERVISOR	:		W."	\$	
Crissey, David - Bridge Insp	ector (CBI #00321)				/orrastro	Palph (DE#30784)
CONFIRMING REGISTERE	D PROFESSIONAL EN	GINEER:			enasio,	
Kisinger Campo & Associates 9270 Bay Plaza Blvd, Suite 6 Certificate of Authorization #2 Tampa, FL 33619	1136) s 805 2317			\ k 1	/errastro, (CI Techr 5863 Sec	Ralph (PE#39784) ologies, Inc. coya Reserve Circle
SIGNATURE:		A.A		N	laples, Fl	. 34110
DATE:			and a second statement of all other the second statements and the second s			



PAGE: 2 OF 14 INSPECTION DATE: 7/26/2012

Atten Kisteger

UNIT: 0 DECKS

	Prestressed Concrete Slab		ELEM CATEGORY:	Decks/Slabs	
ELEMENT/ENV: 9	9/3	17136sf.			
CONDITION					
STATE(5)	DESCRIPTION		QUANTITY		
1	Repaired areas and/or potholes or impen-	ding potholes			

Repaired areas and/or potholes or impending potholes and/or significant cracks and/or raveling or rutting exist. 17136sf. Their combined area is less than 2% of the deck area.

ELEMENT INSPECTION NOTES:

Note: The tops of the slab units are not visible due an overlay of asphalt. There is one abandoned navigational light fixture attached to the undersides of Slab Units 9-1 and 9-9.

CS1 = DECK TOP: The asphalt surfacing over the slab unit joints has intermittent longitudinal cracks up to 1/16in. wide. on span 9 only.

The asphalt surfacing over the bents with no expansion joints have readway width transverse cracke up to 1/8in. wide. Refer to photo 1 in the attached addendum.

New coating seems to have been applied to barriers and bridge fascia. DECK FASCIA: The grout coating on the east fascia in Span 1 is flaking. Refer to photo 2 in the attached addendum.

The transverse post-tension ducts on the east fascia of Slab Units 10-9 and 11-9 are poorly patched. Refer to photo 3 in the attached addendum.

DECK UNDERSIDE: The west edge of Slab Unit 10-7 has a 6in. x 4in. x 1in. spall at Bent 11.

The east edge of Slab Unit 13-3 has a patch with minor shrinkage cracking and efflorescence, approximately 9ft. from Bent 14. Refer to photo 4 in the attached addendum.

RECOMMENDED REPAIRS:

Clean and seal the transverse cracks in the asphalt surfacing over the bents with no expansion joints.

Repair the flaking grout coating on the east fascia in Span 1.

Repair the poorly patched transverse post-tension ducts on the east fascia of Slab Units 10-9 and 11-9.



PAGE: 3 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 DECKS

ELEMENT/ENV: 30	1/3 Pourable Joint Seal	-27if.	ELEM CAT	EGORY:	Joints
CONDITION STATE (3)	DESCRIPTION		QUANTIT	(
1	The element shows minimal deterioration. sound with no signs of leakage. There are cracks. The adjacent deck and/or header	. Adhesion is e no cohesion is sound.	-25lf .	161 LF	
2	Minor adhesion and/or cohesion failures n present. Signs of seepage along the joint i present. Joint may be slightly impacted wi Minor spalls in the deck and/or headers m adjacent to the joint.	nay be may be ith debris. iay be present	_21f.	10 LF	

162lf

ELEMENT INSPECTION NOTES:

, Bent 4, 7, 9, 11 and Abutment 14.

Note: This element represents the expansion joint over Abutment 1. The joints are not visible over Bents 2, 3, 5, 6, 8, 10, 12, and 13 due to an overlay of asphalt.

CS1 = Light accumulation of dirt and debris is present in the joint.

-CS2 = The concrete joint header has minor longitudinal cracks up to 1/32in. wide, Minor joint material failure at all bents.

There are two delaminations up to 2ft. x 6in. in the concrete joint header in Lane 2 (east lane). Refer to photo 5 in the attached addendum.

RECOMMENDED REPAIRS:

Repair the two delaminations in Abutment 1 concrete joint header in Lane 2 (east lane).

The following repairs have been completed in 2015:

1. Mill and replace asphalt

2. Installation of waterproofing membrane on deck

3. Replacement of concrete headers and joint seals for the deck expansion joints.

Contractor: Quality Enterprises

Engineer: Bridging Solutions, LLC

No repairs required at this time.

	engincorii	ig • inspection •	planning Alli too	NA KIJIMBUT 14 INKI
RIDGE ID: Key N	/arco Bridge			AGE: 4 OF 14
JISTRICT: 01			INSPECTION	DATE: 7/26/2012
	\mathbf{X}			
ELEMENT/ENV: 3	02/3 Compression Joint Seal	346lf.	ELEM CATEGORY:	Joints
CONDITION STATE (3)	DESCRIPTION		QUANTITY	
1	The element shows minimal deterioration sound with no signs of leakage. There a cracks. The adjacent deck and/or heade joint armored, there are no signs of anche	n. Adhesion is re no cohesion r is sound. If orage	341if.	
2	looseness. Signs of seepage along the joint may be may be small adhesion failures. The glan signs of abrasion or minor tearing. Signifi all or part of the joint. Minor spalls in the headers may be present adjacent to the j armored, the anchorage has failed.	present. There d may show cant debris in deck and/or oint. If joint is	5lf.	

Note: This element represents the expansion joints over Bents 4, 7, 9, 11 and Abutment 14.

CS1 = There is light accumulation of dirt and debris present in the joints.

CS2 = The concrete joint headers have isolated spalls up to 7in. x 2in. x 1in. and minor longitudinal cracks up to 1/32in. wide.

Note: New pourable joint
seals have been placed at
bents 4, 7, 9, 11 and 14 in
2015.



PAGE: 5 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUPERSTRUCTURE

ELEMENT/ENV: 3	33/3 Other Bridge Railing 10)10H.	ELEM CATEGORY:	Railing
CONDITION STATE(3)	DESCRIPTION			
1	This element shows little or no deterioration. The be minor cracking, corrosion and/or other minor deterioration having no affect on strength or serviceability.	ere may	/ 1010if.	

ELEMENT INSPECTION NOTES:

Note: This element represents the combination of steel rails and concrete posts. Light poles are attached to the top of the concrete posts at Bent 2 right side, Bent 4 left side, Bent 6 right side, Bent 8 left side, Bent 10 right side, Bent 12 left side and Abutment 14 right side.



PAGE: 6 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUPERSTRUCTURE

Pile

CONDITION STATE(4)				
	DESCRIPTION		QUANTITY	
1	The element shows little or no deterio be discoloration, efflorescence, and/or cracking but without affect on strength serviceability.	ration. There may r superficial a and/or	66ea.	
2	Minor cracks, spalls and scaling may i there may be exposed reinforcing with corrosion. There is no exposure of the system.	be present and no evidence of prestress	6ea.	
ELEMENT INSPE	ECTION NOTES:			
Note: This element r	epresents the prestressed concrete pile	es at the intermedi	ate bents.	
CS2 = The northwes	t corner of Pile 6-2 has a 6in. x 3in. x 3/	/4in. spali, 2-1/2ft.	below the cap.	
The southwest come	er of Pile 6-4 has a poorly patched spall,	, just below the ca	ıp.	
The northeast corner	s of Piles 7-2 and 7-4 have spalls up to) 17in. x 5in. x 3/4	in., just above the marine	e growth.
The east face of Pile vertical cracks up to to photo 6 in the atta	9-6 has a 2ft. x 18in. delamination in an 4ft. long x 1/32in. wide, extending up fro ched addendum.	n epoxy patch at t om the top of the :	he top of the marine gro marine growth in all four	wth, and faces. Refer
The following was no Pile 7-1 has a 10ft. x	ted by the underwater inspectors; 3in. x 3/4in. spall in the northeast corne	er, starting at the	cap.	
RECOMMENDED RI	EPAIRS: ion in the cast face of Pile 9-6 at the top	e time. p of the marine gr	ewth.	
Seal the vertical crac	ks in all four faces of Pile 9-6.			
S-3 1080 Pile 7-1,	northeast corner at cap has a spal	ll, 10ft. H x 3in.	W x 3/4in. D. (1EA)	
6-3 1080 Pile 7-4,	northeast corner 6ft. 4in. below ca	p has a spall, 1	7in. H x 3in. W x 3/4ii	n. D.
0 Pile 9-6, all face	es from splice up have intermittent	vertical cracks,	up to 4ft. L x 1/16in.	W
	2 ELEMENT INSPE Note: This element r CS2 = The northwest The southwest corner The southwest corner The northeast corner The northeast corner The east face of Pile vertical cracks up to 2 o photo 6 in the atta The following was no Pile 7-1 has a 10ft. x RECOMMENDED RI Repair the delaminat Seal the vertical crack Seal the vertical crack	be discoloration, efflorescence, and/o cracking but without affect on strength serviceability. 2 Minor cracks, spalls and scaling may i there may be exposed reinforcing with corrosion. There is no exposure of the system. ELEMENT INSPECTION NOTES: Note: This element represents the prestressed concrete pile CS2 = The northwest corner of Pile 6-2 has a 6in. x 3in. x 3/ The southwest corner of Pile 6-4 has a poorly patched spall The northeast corners of Piles 7-2 and 7-4 have spalls up to The east face of Pile 9-6 has a 2ft. x 18in. delamination in an eventical cracks up to 4ft. long x 1/32in. wide, extending up free ophoto 6 in the attached addendum. The following was noted by the underwater inspectors: Pile 7-1 has a 10ft. x 3in. x 3/4in. spall in the northeast corner. RECOMMENDED REPAIRS: Repair the delamination in the cast face of Pile 9-6 at the top Seal the vertical cracks in all four faces of Pile 9-6. S-3 1080 Pile 7-1, northeast corner at cap has a spall G-3 1080 Pile 7-4, northeast corner 6ft. 4in. below ca 0 Pile 9-6 all faces from splice up have intermittent	 be discoloration, efforescence, and/or superficial cracking but without affect on strength and/or serviceability. 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. ELEMENT INSPECTION NOTES: Note: This element represents the prestressed concrete piles at the intermedi CS2 = The northwest corner of Pile 6-2 has a 6in. x 3in. x 3/4in. spall, 2-1/2ft. The southwest corner of Pile 6-4 has a poorly patched spall, just below the carrosical cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience cracks up to 4ft. long x 1/32in. wide, extending up from the top of the reficience of Pile 7-1 has a 10ft. x 3in. x 3/4in. spall in the northeast corner, starting at the oxidened addendum. The following was noted by the underwater inspectors: Pile 7-1 has a 10ft. x 3in. x 3/4in. spall in the northeast corner, starting at the oxidened addendum. Repair the delamination in the east face of Pile 9-6 at the top of the marine grister the delamination in the east face of Pile 9-6. Sal the vertical cracks in all four faces of Pile 9-6. A 1080 Pile 7-1, northeast corner at cap has a spall, 10ft. H x 3in. A 1080 Pile 7-4, northeast corner of ft. 4in. below cap has a spall, 1 	be discoloration, efforescence, and/or superficial cracking but without affect on strength and/or serviceability. 6ea. 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. 6ea. ELEMENT INSPECTION NOTES: Note: This element represents the prestressed concrete piles at the intermediate bents. CS2 = The northwest corner of Pile 6-2 has a 6in. x 3in. x 3/4in. spall, 2-1/2ft. below the cap. The southwest corner of Pile 6-4 has a poorly patched spall, just below the cap. The northwest corner of Pile 6-2 has a 6in. x 3in. x 3/4in. spall, 2-1/2ft. below the cap. The northwest corner of Pile 6-2 has a 2 poorly patched spall, just below the cap. The northwest corner of Pile 6-4 has a poorly patched spall, just below the cap. The northwest corner of Pile 6-4 has a poorly patched spall, just below the cap. The northeast corners of Piles 7-2 and 7-4 have spalls up to 17in. x 5in. x 3/4in., just above the marine grow/retical cracks up to 4ft. long x 1/32in. wide, extending up from the top of the marine growth in all four o photo 6 in the attached addendum. The following was noted by the underwater inspectors: Pile 7-1 has a 10ft. x 3in. x 3/4in. spall in the northeast corner, starting at the cap. Recommendee prowth. Seal t



PAGE: 7 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 2	15/3 R/Concrete Abutment	76lf.	ELEM CATEGORY	Superstructure
CONDITION STATE (4)	DESCRIPTION		QUANTITY	
1	The element shows little or no deteriorati be discoloration, efflorescence, and/or su cracking but without affect on strength ar serviceability.	ion. There ma uperficial nd/or	ay 72lf.	
2	Minor cracks, spalls and scaling may be there is no exposed reinforcing or surface rebar corrosion.	present but e evidence of	4lf.	
ELEMENT IN	SPECTION NOTES			

INSPECTION NOTES:

CS1 = Abutment 1 cap has a full height x up to 1/64in. wide vertical crack under Slab Unit 1-9.

CS2 = The top edge of Abutment 1 cap has spalls up to 10in. x 5in. x 1in., under Slab Units 1-5, 1-6, 1-7 and 1-9.



PAGE: 8 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 2	34/3 R/Concrete Cap	452lf.	ELEM CATEGORY	Superstructure
CONDITION STATE (4)	DESCRIPTION		QUANTITY	
1	The element shows little or no deterioration be discoloration, efflorescence, and/or su cracking but without affect on strength an serviceability.	on. There ma perficial id/or	ay 452lf.	

ELEMENT INSPECTION NOTES:

No deficiencies noted.

Val	KISINGER CAMPO & A	SSOCIATE	s Corp.	
	engineerin	g • inspecti	on • planning	Allun Klsinger 1304-1361
BRIDGE ID: Key Marco Br DISTRICT: 01	idge		INSPECTI	PAGE: 9 OF 14 ON DATE: 7/26/2012
UNIT: 0 SUBSTRUCTURE				
PERMANENT PALLS FORM	Mandarational Linkt Overtain	4	ELEM OATEOODV	Our another actions

 ELEMENT/ENV: 580/3
 Navigational Light System
 1ea.
 ELEM CATEGORY
 Superstructure

 CONDITION
 STATE (4)
 DESCRIPTION
 QUANTITY

Lights are operational, lenses are clean and not broken, 1ea. there is no evidence of corrosion.

ELEMENT INSPECTION NOTES:

1

Note: This element represents the six navigational lights attached to the deck fascias along the left and right sides of Span 9.



PAGE: 10 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 3	96/3 Other Abut Slope Pro	2796sf.	ELEM CATEGORY	Substructure	
CONDITION STATE (4)	DESCRIPTION		QUANTITY		
1	There is little or no deterioration. Surfa are in evidence. Random open joints n	ce defects only nav exits.	2796sf.		

ELEMENT INSPECTION NOTES:

Note: This element represents the rock rubble slope protection at the four corners of the structure and along each abutment.

No deficiencies noted.



PAGE: 11 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 2	90/3 Channel	1ea.	ELEM CATEGORY	Superstructure
CONDITION STATE (4)	DESCRIPTION		QUANTITY	
1	The channel is in good condition, chan protected or well vegetated, river contro	nel banks are of devices and	1ea.	

protected or well vegetated, river control devices and embankment protection are not required or are in good condition.

ELEMENT INSPECTION NOTES:

The following was noted by the underwater inspectors: There is a 5ft. high x 20in. square concrete pile stub in the channel, east of Pile 10-6.

There is a 6ft. long pile cutoff on the bottom of the channel, lying west to east, 2ft. east of Pile 11-6.



PAGE: 12 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 SUBSTRUCTURE

ELEMENT/ENV: 321/3	R/Conc Approach Slab	2ea.	ELEM CATEGORY	Other Elements
CONDITION				
STATE (4) DE	SCRIPTION		QUANTITY	
	orioration other than superficial surfa	ngri vi	202.	

ELEMENT INSPECTION NOTES:

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

CS1 – The asphalt surface of the north approach slab has a slab length x 1/32in. wide diagonal crack in Lane 2 (east _lane).

The asphalt surfacing has full roadway width x up to 1/32in. wide transverse cracks at each approach -roadway/approach slab transition.



PAGE: 13 OF 14 INSPECTION DATE: 7/26/2012

UNIT: 0 MISCELLANEIOUS

ELEMENT/ENV: 4	75/3 R/Conc Walls	60lf.	ELEM CATEGORY	Channel
CONDITION STATE (4)	DESCRIPTION		QUANTITY	
1	The element shows little or no deterior be discoloration, efflorescence, and/or cracking but without affect on strength serviceability. Random open joints may	ation. There ma superficial and/or y exist.	y 60lf.	

ELEMENT INSPECTION NOTES:

Note: This element represents the retaining walls at the southeast, northwest and northeast corners of the structure.

No deficiencies noted except for some minor mold staining



KISINGER CAMPO & ASSOCIATES CORP.

engineering • inspection • planning Alien Kisinger

BRIDGE ID: Key Marco Bridge DISTRICT: 01 PAGE: 14 OF 14 INSPECTION DATE: 7/26/2012

STRUCTURE NOTES: BRIDGE OWNER: KEY MARCO CDD

Note: This structure was inventoried from south to north.

Asphalt thickness is approximately 2in.

INSPECTION NOTES:

Note: A load rating analysis was not performed for this structure. Therefore, the Bridge Load Rating Information sections in the CIDR will remain blank.

The following elements were inspected underwater by the divers: 204 P/S Concrete Column – Bents 7 through 11 with six 20in. concrete piling 290 Channel – Channel bottom and channel banks



BRIDGE MANAGEMENT SYSTEM COMPREHENSIVE INVENTORY DATA REPORT

Page 1 of 3

Structure ID: Key Marco Bridge

4 Description

Structure Unit Identification

34.1 ft

No median

Bridge/Unit ID: Description: Type: NBI Unit Flag Curb/Sidewalk (50) Deck Width (52) Bridge Median (33)

Key Marco Bridge Spans 1 thru 13 Main Span

Main Approach Left 5.3 ft Right 2.3 ft

UNIT O

Structure Unit Type and Material

 Struct Material (43)
 Prestressed Concrete

 Design Type
 Slab

 Deck Type (107)
 Precast Panel

 Surface (108)
 6 Bituminous

 Membrane
 None

 Deck Protection
 None

 Skew (34)
 25 deg

Roadway Identification

NBI Structure No (8) Position/Prefix (5) Kind Hwy (Rte Prefix) Design Level of Service Route Number/Suffix Feature Intersect (6) Critical Facility Facility Carried (7) Mile Point (11) Latitude (16)

Key Marco Bridge Route On Structure Other Service 0000/ Not applicable Rookery Bay Not Defense - crit Whiskey Creek Drive 0 25d55'31.24" Long (17) 81d40'27.28"

Roadway Traffic and Accidents

1 anes (28) 2	Mediane	0 Speed	20 mph
ADT Class	Class 4	u opecu	20 mpt
Recent ADT (29)	720	Year (30)	2012
Future ADT (114)	864	Year (115)	2032
Truck % ADT	2%		
Detour Length (19)	99 miles		
Detour Speed	-1 N	iph	
Accident Count	-1	Rate	-1

Roadway Classification

0 Not on NHS Not on Base Network 03 000 000 19 Urban Collector No 0 Not a STRAHNET hwy 2 way traffic

Roadway Clearances

Vertical (10)	99.99 ft	Appr. Road (32)	26.4 ft
Horiz. (47)	24.1 ft	Roadway (51)	24.1 ft
Truck Network (110)	0 Not part	of natl netwo	
Toll Facility (20)	3 On free	road	
Fed. Lands Hwy (105)	O N/A (NE	1)	
School Bus Route			
Transit Route			



KISINGER CAMPO & ASSOCIATES CORP.

BRIDGE MANAGEMENT SYSTEM COMPREHENSIVE INVENTORY DATA REPORT

THE REPORT OF DEPARTMENT

Page 2 of 3

Structure ID: Key Marco Bridge

Structure Identification

Admin Area	Not located in area			Spans in Main Unit (45)
District (2)	01			Approach Spans (46)
County (3)	(03) - Collier			Length of Max Span (48)
Place Code (4)	No city involved			Structure Length (49)
Location (9)	0.7 Mile South of Sa	n Marco R	load (CR-92)	Deck Area
Border Br St/Reg (98)	Not Applicable	Share	0 %	Structure Flared (35)
Border Struct No (99)				
FIPS State/Region (1)	Florida	Region	4-Atlanta	Age an
NBIS Bridge Len (112)	Meets NBI Length			Year Built (27)
Parallel Structure (101)	No II bridge exists			Year Reconstructed (106)
Temp. Structure (103)	Not Applicable			Type of Service On (42a)
Maint. Resp. (21)	Key Marco CDD			Under (42b)
Owner (22)	Key Marco CDD			Fracture Critical Details
Historic Signif. (37)	Not eligible for NRH	P		

Appraisal

Structure Appraisal

Open/Posted/Closed (41)	Open, Analysis not complete
Deck Geometry (68)	Not Calculated
Underclearances (69)	N-Not Applicable
Approach Alignment (72)	8 No Speed Red Thru Curv
Bridge Railings (36a)	0 Substandard
Transitions (36b)	0 Substandard
Approach Guardrail (36c)	Not Applicable
Approach Guardrail ends (36d)	Not Applicable
Scour Critical (113)	5 stable w/in footing

Minimum Vertical Clearance

Over Structure (53) 99.99 ft Under (54b) 0 ft

Under (reference) (54a) Feature not a hwy or RR

NBI

Load Rating

Design Load (31) Rating Date Posting (70)

6 Schedule

Current Inspection

Inspection Date Inspector Primary Type Review Required 🖌

7/26/2012 John O'Grady Regular NBI

Inspection Types

Performed

Element 🗸 1

Initials

Fracture Critical

Underwater 🗸 Other Special

0 39 ft

Geometrics

13

h of Max Span (48) 502.5 ft ucture Length (49) Deck Area 17136 sq. ft. ructure Flared (35) No flare

Age and Service

Year Built (27) 1994 econstructed (106) 0 of Service On (42a) 5 Highway - Pedestrian Under (42b) Waterway ture Critical Details Not Applicable

Navigation Data

Navigation Control (38)	Permit Not Required
Nav Vertical Clr (39)	Oft
Nav Horizontal Clr (40)	0 ft
Min Vert Lift Clr (116)	Oft
Pier Protection (111)	Not Required

NBI Condition Rating

Sufficiency Rating Not Calculated Structural Eval (67) Not Calculated Deficiency Not Calculated

Minimum Lateral Underclearance

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

Operating Type (63)	
Operating Rating (64)	Tons
Inventory Type (65)	
Inventory Rating (66)	Tons

Next Inspection Date

Element Fracture Critical Underwater Other Special

Scheduled

7/26/2012

7/26/2012 7/26/2012

NBI

KISINGER CAMPO & ASSOCIATES CORP. adealist + plandlog TO DE LOS

BRIDGE MANAGEMENT SYSTEM COMPREHENSIVE INVENTORY DATA REPORT

Page 3 of 3

Structure ID: Key Marco Bridge

Inspection Intervals	Required (92)	Frequ	uency	(92)	Last Date (93)	Inspection Resou	Irces
Fracture Critical			mos		• •	Crew Hours	4
						Flagger Hours	0
Underwater		24	mos		7/19/2012	Helper Hours	0
Sildoi Mator						Snooper Hours	0
Other Presid			mae			Special Crew Hours	3
Other Special			1105				
				(84)	710010040 (00)	Special Equipment Hours	U
NBI		24	mos	(91)	(126/2012 (90)		
5 Custom							
General Bridge Info	ormation						
Parallel Bridge Seg	N/A				Bridge Rail 1	Combination of materials	not defined
Channel Depth	16.7 ft				Bridge Rail 2	Not applicable-No Rail	
Radio Freq					Electrical Devices	Roadway lighting only	
Phone Number	(000) 000-0000				Cuivert Type	Not Applicable	
Exception Date					Maintenance Yard	0	
Exception Type	Unknown						
Bridge Load Rating	Information						
Govr. Span Length	ft			5	Single Unit Truck 2 Axles	tons	
L-Rating Origination				5	Single Unit Truck 3 Axies	tons	
Load Rating Date				5	Single Unit Truck 4 Axles	tons	
Method Calculation				Combi	nation Unit Truck 3 Axles	tons	
Load Dist. Factor				Combin	nation Unit Truck 4 Axles	tons	
Impact Factor				Combi	nation Unit Truck 5 Axies	tons	
Design Method					Truck Trailer 5 Axles	tons	
Design Measure					Posting Weight	tons	
Recommended Single Unit	tons				Posting Single Unit	tons	
Recommended Combination	tons			ł	Posting Combination Unit	tons	
Recommended landem	tons				Posting randem Unit	tons	
Bridge Scour and S	Storm Information						
Pile Driving Record	Unknown				Scour Recommended I	Unknown	
Foundation Type	Unknown				Scour Recommended II	Unknown	
Mode of Flow	Tidal				Scour Recommended III	Unknown	
Rating Scour Eval	Low Risk				Scour Elevation	Unknown	
Highest Scour Eval	Unknown				Action Elevation	Unknown	
1 Condition							
reonation							
NBI Rating							
Deck (58)	7 Good				Culvert (62)	Not Applicable	
Superstructure (59)	7 Good				Waterway (71)	8 - Equal Desirable	
Substructure (60)	7 Good				Unrepaired Spalls		
Channel (61)	7 Good				Review Required	\checkmark	





Photo #3 Element 99 - Poorly patched post-tension duct on the east fascia of Slab Unit 11-9



Photo #4 Element 99 - Patch with shrinkage cracking and efflorescence on the underside of Slab Unit 13-3 at the east edge



Page 5 of 8

K JGER CAMPO & ASSOCIATES CORK

The state of the second st

ADDENDUM

Bridge ID: Key Marco Bridge

Inspection Date: 7/26/12

SCOUR EVALUATION KEY MARCO BRIDGE COMPARATIVE SOUNDINGS

LEFT SIDE

	1		a. 1. 1. 1.	λ	1 deplan		10/31/22
	07/26/12	Ghange	01/11/11	1~	11000		101011-2
Abutment 1	10.3	+03	10.0		9.1	-05	9.6
Bent 2	14.1	+0.1	14.0	-0.2	13.8	0	13. 8
Bent 3	15.5	-0.1	15.6	1-0,1	15.5	+0.3	15.2
Bent 4	16.5	-0.1	16.6	-0,2	16.4	0	16.4
Bent 5	17.2	-0.3	17.5	-0,1	17.4	10.2	17.2
Bent 6	18.4	-0.2	18.6	+0,1	18.7	+0.3	18,4
Sent 7	21.0	0	21.0	0	21.0	10,4	20.6
Bant 8	32.0	0	32.0	0	32.0	-0.8	32,8
Bent 9	36.0	+0.1	35.9	0	35.9	-1.2	37.1
Bent 10	35.2	-0.6	35.8	40,1	359	-1.0	36.9
Bent 11	26.6	+0.3	26.3	0	26.3	-0.2	26.5
Bent 12	18.6	0	188	0	18.2	+0.6	18.2
Bent 13	17.4	-0.2	17,60	-011	17.5	+ 7.5	17.0
Abutment 14	10.3	+0.3	10.0	0	100	+ 2.1	9.9
W/L at Bent 9	19.3	1				+	•

RIGHT SIDE

					the second se		
and the second s	1 91	0	9.1	4.1	9.2	+1.8	7.4
	13.0	1	13.0	-1	12.9	+0,1	13.0
	15.0	0	15.0	0	15.0	+0.1	14.9
	16.0	0	14.0	0	16.0	+0.	15.9
	16.9	=0.3	17.2	F,1	17.1	t0.3	16.3
	18.0	-0.2	18.2	-,2	18.0	0	18.0
	21.3	-0.2	21.5	2	21.3	-0.1	21.4
	31.0	9	31.0	0	31.0	-1.3	32.3
	35.1	-0.5	35.6	0	356	-0.2	35.8
	36.0	+0,1	35,9	til	36 D	-1.5	37.5
	26.2	-0.8	27.0	-,2	268	-1.7	28.5
1	18.5	-0.3	18.8	0	18.8	10,3	18.5
)	17.6	-0,2	17.8	1	17.7	-0.7	18,4
	10.7	40,7	10.0	Fol	9.9	+0.1	9,3
	<u>\</u>	16.0 16.9 18.0 21.3 31.0 35.1 36.0 26.2 18.5 17.6 10.7	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

W/L at Bent 9 19.3

Note: + = Aggradation - = Degradation Relative Channel Plots Are Not To Scale. Any Vertical Curveture Of Datum Point is Not Reflective in Plot.

The waterline and mudine measurements, in reference to the top of the barrier wells, are provided for future

comparison. Al measurements are in fael.

Page 6 of 8

Special Underwater Bridge Inspection Report VOLKERT, INC. for KCI TECHNOLOGIES, INC.

NBI Structure ID. (8): Key Marco Bridge

Underwater Date (93): 10/31/22

Structure/Roadway Identification:				Underwater Inspection Details:			
District (2): 01			5	Special Crew Hours:	3.0		
County (3): Collier			Max. Depth: 17ft. at Bent 10				
Feature Intersected (6): Key Marco Bridge			Type of Dive Insp.: Level II (SCUBA)				
Facility Carried (7):			Type of Boat Used: N/A				
		Water T	Water Type/Marine Growth: Salt – Barnacles				
Inspection Personnel	:						
Field Personnel:	Title	P.E./C.B.I. No.:	Duty:	Signature:			
Hoogland, Keith S.	SUCBI	00341/Lead	Dive				
Popp, Jacob J.	AUBI		Dive				
Redden, Michael D.	AUBI		Tend				

8290 CHANNEL

1 EA. = **CS-2:** 1EA.

Deficiencies confirmed from Routine inspection (07/19/2012):

CS-2 9140 East of Pile 10-6 there is a 5ft. high 20in. square concrete pile stub. (1EA)

NOTE: The previously reported cut-off pile 24in. east of Pile 11-6 was no longer present.

226 PRE	CONC	PILE
---------	------	------

30 EA. = **CS-1:** 27EA. **CS-3:** 3EA.

NOTE: This element represents the six 20in. piles at each of Bents 7 through 11.

Deficiencies confirmed from Routine inspection (08/25/2021):

CS-3 1080 Pile 7-1, northeast corner at cap has a spall, 10ft. H x 3in. W x 3/4in. D. (1EA)

CS-3 1080 Pile 7-4, northeast corner 6ft. 4in. below cap has a spall, 17in. H x 3in. W x 3/4in. D. (1EA)

CS-3 1110 Pile 9-6, all faces from splice up have intermittent vertical cracks, up to 4ft. L x 1/16in. W - INCREASE. (1EA)

Pile 9-6, all faces at the top of the marine growth have epoxy wrapped splice.

Cleaning Log: Random areas.

INSPECTION NOTES: Divers inspected Channel and Bents 7 through 11 each with six 20in. concrete piles. **STRUCTURE NOTES:** Structure inventoried south to north.

PHOTO LOG: No. 1: Structure ID. No. 2: West elevation No. 3: Pile 9-6 east face, vertical crack No. 4: Pile 7-1 NE corner, spall

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. (C2\mydoc\bridgereports\Dams/Specials_KCI_KeyMarco_SPECIAL_10-31-22_UW) Page 1 of 1

Key Marco Diving Inspection Photos

10/31/2022



Photo 1



Photo 2



Photo 3



Photo 4

TAB 3BRIDGE INSPECTION PHOTOGRAPHS























RESOLUTION 2023-04

A RESOLUTION OF THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT CANVASSING AND CERTIFYING THE RESULTS OF THE LANDOWNERS ELECTION OF SUPERVISORS FOR KEY MARCO COMMUNITY DEVELOPMENT DISTRICT HELD PURSUANT TO SECTION 190.006, FLORIDA STATUTES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR CONFLICT AND PROVIDING AN EFFECTIVE DATE

WHEREAS, based upon records made available to Key Marco Community Development District (the "District"), the District currently has less than 250 qualified electors in the District; and

WHEREAS, pursuant to Section 190.006(3), Florida Statutes, the District must hold a landowners' election to fill the seats of those Supervisors whose terms are expiring; and

WHEREAS, the District called a landowners' meeting for the purpose of holding such a landowners' election; and

WHEREAS, following proper publication of notice thereof, such landowners' meeting was held November 16, 2022, at which the below recited persons were duly elected by virtue of the votes cast in his/her favor; and

WHEREAS, this Resolution canvasses the votes, and declares and certifies the results of said election.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT:

Section 1. <u>Vote Tabulation/Election Results</u>. The following persons are found, certified, and declared to have been duly elected as Supervisors of and for the District, having been elected by the votes cast in his/her favor as shown:

Mary Beth Schewitz	20 Votes
LINN Domenia	1 & Votes
Terri Stanton	15_Votes

Section 2. <u>Terms</u>. In accordance with said Section 190.006, Florida Statutes, and by virtue of the number of votes cast for the respective Supervisors, they are declared to have been elected for the following term of office:

Mart Beth Schewitz	four (4) year term
LINN Domenici	four (4) year term
Terri Stanton	two (2) year term

Section 3. <u>Commencement of Terms</u>. The terms of office set forth in Section 2 shall commence immediately upon the adoption of this Resolution.

<u>Section 4.</u> <u>Severability</u>. If any section or part of a section of this Resolution be declared invalid or unconstitutional, the validity, force and effect of any other section or part of a section of this Resolution shall not thereby be affected or impaired unless it clearly appears that such other section or part of a section of this Resolution is wholly or necessarily dependent upon the section or part of a section so held to be invalid or unconstitutional, it being expressly found and declared that the remainder of this Resolution would have been adopted despite the invalidity of such section or part of such section.

<u>Section 5.</u> <u>Conflicts</u>. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, superseded and repealed.

Section 6. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Board of Supervisors of Key Marco Community Development District this 16th day of November, 2022.

Attest:

KEY MARCO COMMUNITY DEVELOPMENT DISTRICT

Secretary/Assistant Secretary

Mary & Scheming Chair/Vice-Chair

RESOLUTION 2023-05

A RESOLUTION OF THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT RE-DESIGNATING THE OFFICERS OF THE DISTRICT; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Board of Supervisors ("Board") of Key Marco Community Development District ("District") previously designated the officers of the District; and

WHEREAS, the Board now desires to re-designate and/or appoint certain persons to the offices specified in this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF KEY MARCO COMMUNITY DEVELOPMENT DISTRICT

Section 1. Designation of Officers. The following persons are appointed to the offices shown:

Chair	Mary Beth Schemitz
Vice Chair	Luanne Kerins
Treasurer	Dadna Muhlbach
Secretary	Joshuf carter
Assistant Secretary	Terri Stanton
Assistant Secretary	John Esposito
Assistant Secretary	Lynn Domenici

Section 2. <u>Rescission of Prior Designations</u>. All prior officer designations of the Board that are inconsistent with the designations set forth above are hereby rescinded.

<u>Section 3.</u> <u>Severability</u>. If any section or part of a section of this Resolution be declared invalid or unconstitutional, the validity, force and effect of any other section or part of a section of this Resolution shall not thereby be affected or impaired unless it clearly appears that such other section or part of a section of this Resolution is wholly or necessarily dependent upon the section or part of a section so held to be invalid or unconstitutional, it being expressly found and declared that the remainder of this Resolution would have been adopted despite the invalidity of such section or part of such section.

<u>Section 4.</u> <u>Conflicts</u>. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, superseded and repealed.

Section 5. <u>Effective Date</u>. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Board of Supervisors of Key Marco Community Development District this 16th day of November, 2022.

Attest:

KEY MARCO COMMUNITY DEVELOPMENT DISTRICT

Joshua Carter, Secretary

Mary E Achering Chair/Yice-Chair