



**District One
Priority Project Information Packet**

***Please fill out this application completely. Please ensure all attachments are LEGIBLE
Applications containing insufficient information will not be reviewed by the FDOT.***

Name of Applying Agency: City of North Port

Project Name: Price Boulevard Myakkahatchee Creek Bridge Replacement

Project Category:

Congestion Management ☒ TRIP ☐ CIGP ☐
Transportation Alternative ☐ Transit/Modal ☐ SCOP ☐ SCRAP ☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here](#).

Is applicant LAP certified? Yes ☒ No ☐

Is project on State Highway System? Yes ☐ No ☒

If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

Is the roadway on the Federal Aid Eligible System? Yes ☒ No ☐

If yes, provide Federal Aid roadway number: 17000571

If no, give local jurisdiction: Click here to enter text.

<http://www.fdot.gov/statistics/fedaid/>

Detailed Project Limits/Location:

Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east**. Include jurisdiction (city/county), project length, attach a labeled project, map.

City of North Port Price Boulevard Bridge #175014 crossing Myakkahatchee Creek – Reference Attachment A.

Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?

Page Number (attach page from LRTP): This project addresses each of the seven goals listed on pages 3-2 through 3-8 of the 2040 Long Range Transportation Plan. Reference Attachment D.

Discuss the project in the local jurisdiction's Capital Improvement Plan?

(Attach page from CIP): It is included in the Price Boulevard Widening Project, reference Attachment D

Project Description

Phase(s) requested:

Planning Study ☐ PD&E ☐ PE ☒ ROW ☐ CST ☒ CEI ☒

Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
PE]	1100000	1100000	0	0	0
CST	11000000	4125000	68750000	District Assessment and Transportation Impact Fees0	h
CEI	1650000	1650000	0	0	0
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]

Total Project Cost: \$ 13,750,000

Project Details: Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

The existing two lane/two direction bridge was built in 1973. It is a two lane structure comprised of two vehicle travel lanes one in each direction of travel. A separate pedestrian bridge is located to the north of this vehicular bridge. The latest (07/16/18) inspection report (Attachment I) identifies the bridge as "scour critical" and it has a posted weight limits of 24 tons for two axle vehicles, 36 tons for 3 axle vehicles and 38 tons for four axle vehicles. The bridge is inspected yearly for this reason, rather than the normal 2 year cycle. To accommodate the planned replacement of the two lane/two direction rural section roadway on each side of the bridge with a four lane divided raised center median urban section roadway, this project is needed. The new bridge will include either eight feet wide sidewalks and five feet wide bicycle lanes, or ten feet wide multi-use paths, on each side of the roadway. During design, the existing pedestrian bridge on the north side of the vehicular bridge will be evaluated for incorporation into the proposed pedestrian accommodation. Roadway lighting will be included on the new bridge.

Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? None

2. Does the applicant have an adopted ADA transition plan? Yes ☐ No ☒

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

Sidewalks and bicycle lanes, or a multi-use path, will be provided on both sides of the travel lanes on the bridge.

3. Is there a rail crossing along the project?

Yes ☐ No ☒

What is the Rail MP?

Enter MP

4. Are there any transit stops/shelters/amenities within the project limits?

Yes ☐ No ☒

How many? [Click here to enter text.](#)

Stop ID number: [Click here to enter text.](#)

5. Is the project within 10-miles of an airport? Yes ☐ No ☒

6. Coordinate with local transit and discuss improvements needed or requested for bus stops?

(add additional pages if needed):

Not applicable to this bridge replacement project.

7. Are turn lanes being added? Yes ☒ No ☐

If yes, provide traffic counts, length, and location of involved turn lanes.

During design, left turn lane justification analysis will be performed for a dedicated left turn lane into the Butler Park driveway directly west of the bridge. If justified, a left turn lane will be included in the new bridge design.

8. Drainage structures:

- Number of culverts or pipes currently in place: There is currently drainage at each corner of the bridge.
- Discuss lengths and locations of each culvert along the roadway: Existing drainage will be replaced when the new bridge is constructed.
- Discuss the disposition of each culvert and inlet. Which culverts are "to remain" and which are to be replaced, upgraded, or extended? None will remain, as the existing bridge structure will be demolished. New drainage will be designed as part of the new bridge and/or roadway.
- Discuss drainage ditches to be filled in?
(Discuss limits and quantify fill in cubic yards) This will be identified during design.
- Describe the proposed conveyances system (add additional pages if needed.)

This will be developed during design.

- Are there any existing permitted stormwater management facilities/ponds within the project limits? Yes ☐ No ☒
 - If yes, provide the location and permit number (add additional pages if needed)
Click here to enter text.
 - Discuss proposed stormwater management permits needed for the improvements. An Environmental Resource Permit from the Southwest Florida Water Management District will be evaluated during the design/permitting phase.
 - List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): There is City of North Port potable water transmission main, a sanitary sewer force main and a reclaimed water main, Florida Power and Light overhead lines, Comcast communication lines and a TECO gas main. These utilities will be identified and relocation, or accommodation, on the new bridge structure will be coordinated with them. Reference Attachment G.
 - Discuss Bridges within project limits? This project is to replace the existing two lane/two direction bridge over Myakkahatchee Creek with a four lane divided/raised center median bridge including sidewalks and bicycle lanes, or a multi-use path on each side of the travel lanes.
 - Can bridges accommodate proposed improvements? Yes ☒ No ☐
If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):
This is a bridge replacement project.
9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation
- Yes ☒ No ☐

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

The bridge will be constructed within the existing Price Boulevard right-of-way.

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): An Environmental Resource Permit, from the Southwest Florida Water Management District; and a Dredge and Fill Permit, from the Army Corps of Engineers, will be evaluated during the design and permitting phase of the project. Reference Attachment H.

If none are needed, state the qualified exemption:
Click here to enter text.

11. Are there any wetlands within the project limits? Yes ☒ No ☐

If yes, list the type of wetlands, estimated acreage and if mitigation will be required.
Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:
Attachment H includes excerpts from the 2009 Price Boulevard Corridor Study.

12. Are there any federal or state listed/protected species within the project limits?
Yes ☐ No ☒

If yes, list the species and what, if any mitigation or coordination will be necessary:
Reference H, which includes excerpts from the 2009 Price Boulevard Corridor Study.

If yes, discuss critical habitat within the project limits: NA

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)
Reference Attachment H, which includes excerpts from the 2009 Price Boulevard Corridor Study.

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes ☒ No ☐
(Provide details) A City Park is at the southwest corner of this project.

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. No prior reviews or surveys have been conducted regarding contaminated sites. There is no documented, nor anticipated, contamination at the project site.

16. Are lighting improvements requested as part of this project? Yes ☒ No ☐
Please provide a lighting justification report for the proposed lighting.
Lighting on the bridge is anticipated and will be developed during design of the new bridge.

17. Is a mid-block crossing proposed as part of the project? Yes ☐ No ☒
If yes, please provide the justification for mid-block crossing.
NA

Required Attachments

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

Applicant Contact Information

Agency Name:

Mailing Address: 4970 City Hall Boulevard; North Port, FL. 34286

Contact Name and Title: Benjamin Newman, P.E., Projects Engineer

Email: bnewman@cityofnorthport.com

Phone: 941-240-8320

Signature:  **Date:** 12/18/18

Your signature indicates that the information included with this application is accurate.

Maintaining Agency:

Contact Name and Title: Juliana B. Bellia, Director Public Works

Email: jbellia@cityofnorthport.com

Phone: 941-240-8051

Signature:  **Date:** 12/18/18

Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO:

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.

ATTACHMENT A

- 1. Detailed Project Scope**
- 2. Project Location Map**
- 3. Project Limits**
- 4. Typical Roadway Cross-section**

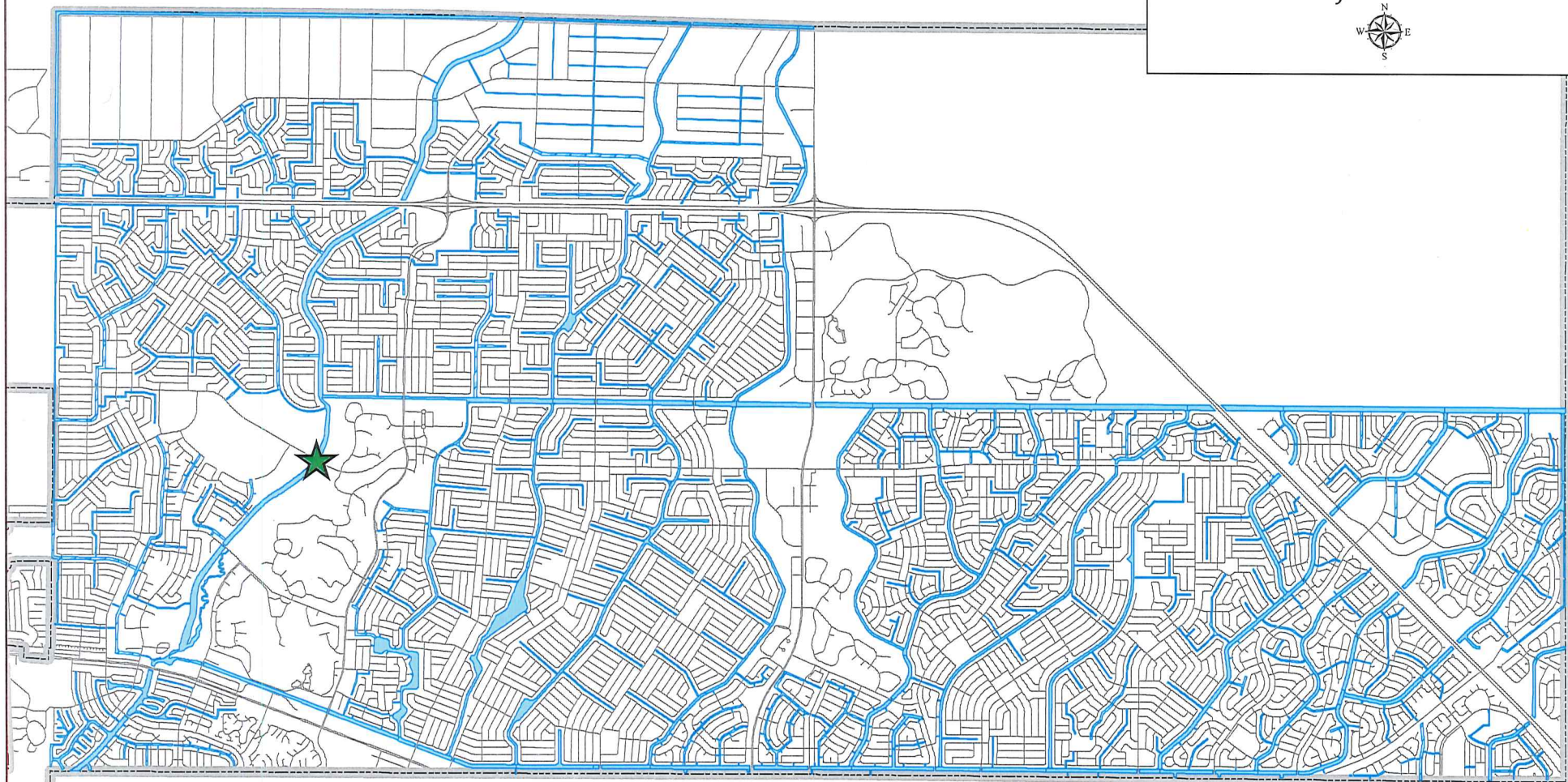
PRICE BOULEVARD BRIDGE REPLACEMENT

MYAKKAHATCHEE CREEK

PROJECT SCOPE

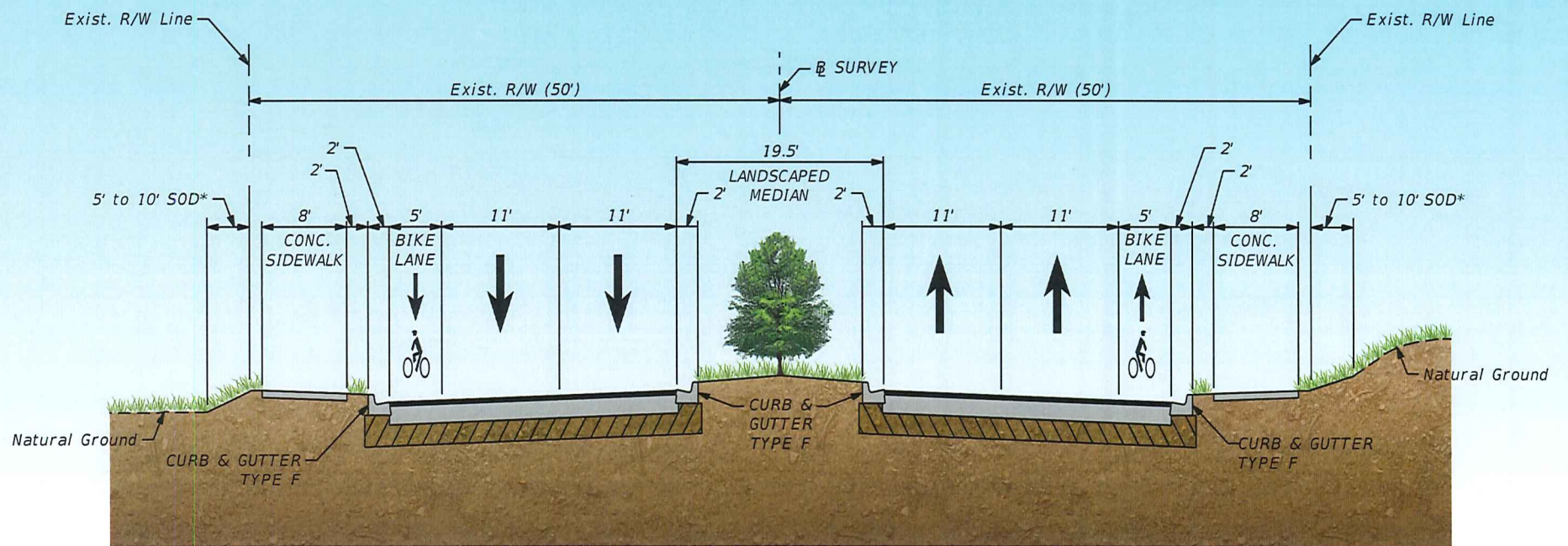
The existing two lane/two direction bridge was built in 1973. It is a two lane structure comprised of two vehicular travel lanes one in each direction of travel. A separate pedestrian bridge is located to the north of this vehicular bridge. The latest (07/16/18) inspection report identifies the bridge as “scour critical” and it has posted weight limits. The bridge is inspected yearly for this reason, rather than the normal 2 year cycle. To accommodate the planned replacement of the two lane/two direction rural section roadway on each side of the bridge with a four lane divided raised center median urban section roadway, this project is needed. The new bridge will include either eight feet wide sidewalks and five feet wide bicycle lanes, or ten feet wide multi-use paths, on each side of the roadway. During design, the existing pedestrian bridge on the north side of the vehicular bridge will be evaluated for incorporation into the proposed pedestrian accommodation. Roadway lighting will be included on the new bridge.

City of North Port
Location Map
West Price Boulevard
Bridge Replacement
Project Limits



City of North Port
West Price Boulevard
Bridge Replacement
Project Limits





*MEASUREMENT IS APPROXIMATE, TEMPORARY CONSTRUCTION EASEMENT WILL BE REQUIRED TO COMPLETE THE SLOPE CONSTRUCTION.

ATTACHMENT B

PROJECT PHOTOS

- Aerial of Bridge
- Ground View Facing West
- Ground View Facing East



Price Boulevard – Myakkahatchee Creek Bridge

Existing (03/22/18)



Price Boulevard – Myakkahatchee Creek Bridge – Existing (03/22/18)

Facing West



Price Boulevard – Myakkahatchee Creek Bridge – Existing (03/22/18)

Facing East

ATTACHMENT C

Cost Estimate

Price Boulevard Bridge Over Myakkahatchee Creek

Bridge #175014

Replace Existing 2 lane/2 directional bridge with 4 lane raised median divided roadway including 8' wide sidewalks and 5' wide bicycle lanes on both sides

Current bridge has 11 spans at 35'/each = 385'

100' wide

Use \$150/sf per March 2017 budget estimate from southwest Florida bridge contractor

Work Item

Demolish Existing Bridge (10% of new bridge construction)	\$ 577,500.00
<u>Construct New Bridge (\$150 / square foot)</u>	<u>\$ 5,775,000.00</u>
Construction Total	\$ 6,352,500.00
 Inflation at 20%/year x 3 years	 \$ 10,977,120.00
 Rounding	 \$ 11,000,000.00
 Design (10% of construction)	 \$ 1,100,000.00
 CEI (15% of construction)	 <u>\$ 1,650,000.00</u>
 Total Project	 \$ 13,750,000.00

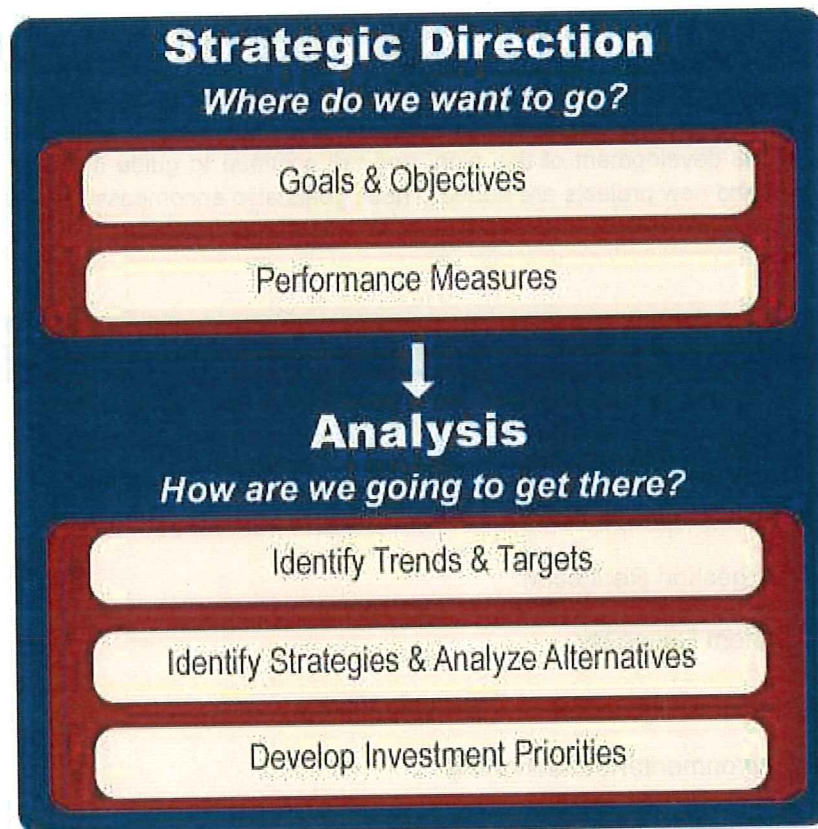
BN (12-05-18)

ATTACHMENT D

Long Range Transportation Plan Capital Improvements Project Sheet

VISION AND GOALS

This LRTP identifies and assesses infrastructure improvements to the transportation network over the next 25 years. The federal guidance on performance-based planning provides a strategic framework to articulate and structure the implementation and achievement of a successful planning process (Figure 3-1).



Source: Federal Highway Administration

Figure 3-1: Strategic Direction and Analysis

The framework includes:




- **Goals and Objectives:** Stemming from a state or region's vision, goals address key desired outcomes, and supporting objectives (specific, measureable statements that support achievement of goals) play a key role in shaping planning priorities.
- **Performance Measures:** Performance measures support objectives and serve as a basis for comparing alternative improvement strategies (investment and policy approaches) and for tracking results over time.
- **Targets:** Preferred trends (direction of results) or targets (specific levels of performance desired to be achieved within a certain timeframe) are established for each measure to provide a basis for comparing alternative packages of strategies. This step relies upon baseline data on past trends, tools to forecast future performance, and information on possible strategies, available funding, and other constraints.

VISION STATEMENT

The Strategic Mobility Plan will develop a financially feasible transportation plan that creates a well-connected regional transportation system to facilitate the safe and efficient movement of people and goods on a variety of modes while considering the changing demographics of the region to support a growing regional economy.

The vision described above outlines the final desired result for the plan as a whole. Each goal represents a specific, important component of the transportation system. Each objective enables adequate measurement of how well each goal and its associated objectives are being achieved, both on a project-by-project basis and for the transportation system as a whole. Taken together, the goals and objectives guided all aspects of the development of this plan, and will continue to guide this plan as projects are tracked and measured and new projects are added. These goals also encompass the seven new national goals identified by the federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21).

MAP-21 NATIONAL PERFORMANCE GOALS





























-  Goal 1 – Safety
-  Goal 2 – Infrastructure Condition
-  Goal 3 – Congestion Reduction
-  Goal 4 – System Reliability
-  Goal 5 – Freight Movement and Economic Vitality
-  Goal 6 – Environmental Sustainability
-  Goal 7 – Reduced Project Delivery Delays

Source: Federal Highway Administration

The Strategic Mobility Plan goals, objectives, performance measures, and targets were developed with the help of the LRTP Steering Committee and approved by the MPO Board. The MPO identified 5 goals and 15 objectives to guide the plan towards this vision, in alignment with MAP-21 (Table 3-1).

GOALS, OBJECTIVES, PERFORMANCE MEASURES & TARGETS

Table 3-1: Strategic Mobility Plan Goals Alignment with MAP-21

	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
Improve the safety and security of the transportation system for all users							
Improve accessibility and multimodal connectivity through promoting proximity to jobs and efficient movement of freight and goods							
Promote economic vitality and viability through regional coordination of intermodal system							
Improve management, operations and coordination to promote an efficient transportation system locally and regionally							
Improve environmental sustainability and community livability in coordination with local government comprehensive plans							






GOALS, OBJECTIVES, PERFORMANCE MEASURES, AND TARGETS

1. IMPROVE THE SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM FOR ALL USERS

1.1 Create and maintain a transportation system that respects and accommodates all modes of transportation to ensure the personal safety of all users, in all modes, and on all facilities through education, enforcement, engineering, and evaluation.

1.2 Consistent with Florida's Strategic Highway Safety Plan, ensure the safe and secure accommodation of motorized and non-motorized traffic on area roadways to reduce crash rates, protect the safety of emergency responders and roadway workers within the right-of-way, and maintain and improve operating conditions on emergency evacuation routes.

Measure:	Total crashes and crash rate by mode (auto, bike, pedestrian, transit & freight)
Targets:	<ul style="list-style-type: none"> % reduction in fatalities involving all modes % reduction in Auto crashes and rate % reduction in Bicycle crashes and rate % reduction in Pedestrian crashes and rate % reduction in crashes on transit corridors % reduction in crashes on freight corridors % reduction in crashes on evacuation corridors

Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
						

GOALS, OBJECTIVES, PERFORMANCE MEASURES & TARGETS







2. IMPROVE ACCESSIBILITY AND MULTIMODAL CONNECTIVITY BY PROMOTING PROXIMITY TO JOBS AND EFFICIENT MOVEMENT OF FREIGHT AND GOODS

- 2.1 Maintain high level and quality of service on all facilities for all modes, and ensure equitable provisions of resources to transit, bicyclists, pedestrians, motorists, freight, and transportation disadvantaged.
- 2.2 Coordinate transportation projects with land use plans to maximize connectivity and efficiency of the transportation network to key destinations, such as employment centers, residential areas, and downtown business districts through coordination with land use.
- 2.3 Improve the multimodal mobility of residents, tourists and visitors through access improvements and connections to downtown business districts, beaches, employment centers, and other key destinations.

Measure: System wide travel time and delay on significant corridors

Targets:






- % reduction Vehicle Mile of Travel (VMT) per person
- % reduction in travel time per person
- % reduction in delay on regional roadway system
- % reduction delay on freight corridors
- % reduction in delay on evacuation corridors

Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
						

3. PROMOTE ECONOMIC VITALITY AND VIABILITY THROUGH REGIONAL COORDINATION OF INTERMODAL SYSTEM

- 3.1 Strengthen regional access to the economic engines, including Port Manatee, Sarasota-Bradenton International Airport, passenger and freight intermodal hubs, the central business districts, economic energy zones, and other major employment centers, to support and sustain job creation.
- 3.2 Improve travel and operating efficiency for intermodal and economic priority corridors through Intelligent Transportation Systems that help reduce delays in the system and improves emergency response times.
- 3.3 Develop and maintain a financially feasible transportation system that meets the future needs of the Sarasota/Manatee area.

Measure:	Accessibility to economic engines and major employment centers
Targets:	<p>% increase in households within 20 minutes of economic engine / employment center</p> <p>% increase in Bicycle and Pedestrian facilities within 5 miles of economic engine / employment centers</p> <p>% increase in transit revenue hours accessing economic engines / employment centers</p>








Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
						

4. IMPROVE MANAGEMENT, OPERATIONS AND COORDINATION TO PROMOTE AN EFFICIENT TRANSPORTATION SYSTEM LOCALLY AND REGIONALLY

- 4.1 Maintain roadway capacity, optimize operating efficiency, enhance safety of transportation facilities, and reduce delays through the application of Intelligent Transportation Systems (ITS), system management and demand management strategies, particularly in areas where increasing capacity is constrained.
- 4.2 Enhance intergovernmental coordination and joint planning to ensure efficient use of resources, protect transportation investments, and preserve right-of-way for future rail, road, or multimodal improvements.
- 4.3 Take appropriate steps to involve the entire community, including those traditionally underserved by the transportation planning process, commercial and industrial business stakeholders, and residents in the development of plans, projects, and programs.

Measure: Roadway congestion and duration of congestion on significant corridors

Targets: % decrease in congested lane miles
% decrease in duration of congestion

Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
						

5. IMPROVE ENVIRONMENTAL SUSTAINABILITY AND COMMUNITY LIVABILITY IN COORDINATION WITH LOCAL GOVERNMENT COMPREHENSIVE PLANS.

- 5.1 Enhance community livability by minimizing transportation impacts on neighborhoods and employing context sensitive design of transportation facilities.
- 5.2 Preserve and enhance agricultural and open space, improve air quality, and minimize adverse impacts of transportation capital projects on natural, cultural, and human resources.
- 5.3 Support, strengthen, and create multimodal walkable centers that serve as attractive community focal points and encourage redevelopment of established corridors, centers, and neighborhoods to reduce sprawl, expand jobs and housing choices, support transit service, and improve pedestrian safety and accessibility.
- 5.4 Support and develop energy efficient transportation solutions that make use of new energy technologies, infrastructure, and policies to support improved public health, low impact development, use of low speed vehicles, and alternative fuel sources.

Measure: Miles of multimodal, complete streets or transportation alternatives

Targets: % increase in miles of multimodal, complete streets or transportation alternatives

\$'s invested in multimodal projects and transportation alternatives

% of Transportation Improvement program in multimodal and transportation alternatives






Measure: Minimize impacts to environmental and socio-cultural areas

Targets: maintain or improve environment and socio-cultural areas

% increase of energy efficient transportation solutions (park n ride, electric vehicle fueling stations & multimodal improvements)

% of dollars invested inside the urbanized area

% of dollars invested in traditionally underserved areas (transportation disadvantaged)

Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
						

PROJECT TITLE: Price Widening Phase II - Sumter Boulevard to Westerly Terminus of Middle and High Schools

CITY VALUE(s): Ensure a safe community

PROJECT CODE: New

PROJECT TYPE: New Improvement X Replacement /Renovation

PRIORITY: High Medium X Low

STRATEGIC GOAL(s): Maintained/Upgraded/Expanded City Infrastructure
Financially Responsible City Providing Quality Municipal Services

BID DATE:

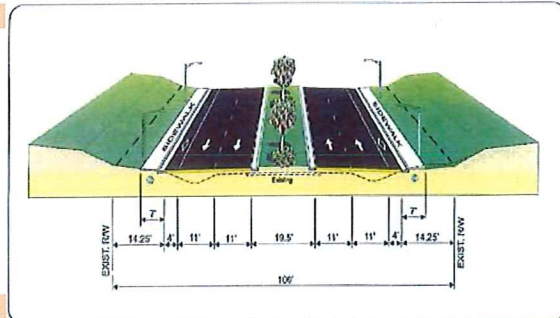
CONSTRUCTION START DATE:

EXPECTED COMPLETION DATE: December-24

CATEGORY: Public Works-Transportation

PROJECT DESCRIPTION AND JUSTIFICATION

Expand current road to an urban divided 4-lane roadway. Replace existing bridge over Myakkahatchee Creek, install roadway lighting, irrigation and landscaping, sidewalks, bicycle lanes, and construct a new traffic signal at the Spring Haven Drive intersection.



OPERATING BUDGET IMPACT

The operating impact will be determined as the project is developed.

TOTAL ESTIMATED COST: \$ 57,550,000



Capital Improvement Element of Comprehensive Plan

Part of Capital Improvement Element (CIE)	Yes	Level of Service (LOS) Restored	Yes
Project to go to DEO	Yes	Consistent with MPO long-range plan	Yes
Proportionate Fair Share shown		Meets FS 163.3164	

Carryover

Cumulative Project Budget at 10/01/17	Cumulative Project Expenditures	Current YTD Encumbrances	Current Remaining Balance	Estimated Carryover at 09/30/18
\$ -	\$ -	\$ -	\$ -	\$ -

Funding Source	Prior Years	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5 Yr Total	FY 23-28
153-Transportation Impact Fees	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -
107-Road & Drainage District	-	-	3,130,000	2,600,000	-	-	\$ 5,730,000	-
306-Surtax	-	-	-	-	-	1,000,000	\$ 1,000,000	12,195,200
Other Funding Sources	-	-	-	-	37,624,800	-	\$ 37,624,800	-
TOTAL FUNDING	\$ -	\$ -	\$ 4,130,000	\$ 2,600,000	\$ 37,624,800	\$ 1,000,000	\$ 45,354,800	\$ 12,195,200

Expenditure Type	Prior Years	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5 Yr Total	FY 23-28
Planning & Design	\$ -	\$ -	\$ 4,130,000	\$ -	\$ -	\$ -	\$ 4,130,000	\$ -
Land	-	-	-	2,600,000	-	-	\$ 2,600,000	-
Construction	-	-	-	-	37,624,800	1,000,000	\$ 38,624,800	12,195,200
TOTAL COST	\$ -	\$ -	\$ 4,130,000	\$ 2,600,000	\$ 37,624,800	\$ 1,000,000	\$ 45,354,800	\$ 12,195,200

Operating Impacts	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5 Yr Total	FY 23-28
TOTAL OPERATING IMPACTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Priority Ranking: High: 1 - 2 Medium: 3 - 4 Low: 5 or more

ATTACHMENT E

ROW Documentation

File No. 17807-8

96058976

Recording: \$10.50
Doc. Stamps: \$0.10

.. OFFICIAL RECORDS ..
BOOK 2654 PAGE 1105

This Instrument Prepared by and Return To:
✓ JAMES L. COTTRELL - WITHOUT TITLE EXAMINATION
COTTRELL, WARCHOL & MERCHANT
Post Office Box 787
Cape Coral, Florida 33910

Receipt #: 888088428482-01
Doc Stamp-Deed: \$8.70
Karen E. Rushing, Sarasota Co
By: [Signature] D.C.

Grantee S.S. No.:
Name: THE CITY OF NORTH PORT

Strip #:

[Space Above This Line for Recording Data]

QUIT CLAIM DEED

This Indenture made this 10th day of MAY, 1996 BETWEEN ATLANTIC GULF COMMUNITIES CORPORATION, a Delaware corporation, of the County of Charlotte, State of Florida, grantor, and THE CITY OF NORTH PORT, a political corporation, whose post office address is 2650 North Port Blvd., North Port, Florida 34287-3103 of the County of SARASOTA, State of Florida, grantee.

WITNESSETH, That said Grantor, for and in consideration of the sum of TEN AND NO/100'S (\$10.00) Dollars and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, does hereby release, release and quit-claim unto the said Grantee forever, all the right, title, interest, claim and demand which the said Grantor has in and to the following described land situate, lying and being in SARASOTA County, Florida, to-wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

"Grantor" and "grantee" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, Grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

[Signature]
Print Name: Joel Goldman

[Signature]
Print Name: Christine Raymond

ATLANTIC GULF COMMUNITIES CORPORATION

[Signature]
Jay C. Fertig Senior Vice President

STATE OF FLORIDA
COUNTY OF DADE

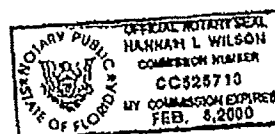
I HEREBY CERTIFY that on this day before me, an officer duly qualified to take acknowledgements, personally appeared: Jay C. Fertig Senior Vice President of ATLANTIC GULF COMMUNITIES CORPORATION, on behalf of the corporation, who is personally known to me or who has produced _____ as identification and who executed the foregoing instrument and acknowledged before me that he executed the same.

WITNESS My hand and official seal in the County and State last aforesaid this 10th day of MAY, 1996.

My Commission Expires:

[Signature]
Notary Public
Print Name: HAROLD L. WILSON

(NOTARY SEAL)



ALL THAT PROPERTY KNOWN AS PRICE BOULEVARD,
A 100 foot right of way, LYING WESTERLY
OF THE BLUE RIDGE WATERWAY AND EASTERLY
OF THE NORTHEAST EXTENSION OF THE WEST
BOUNDARY LINE OF ~~TRACT "C"~~ ~~*DEAD END ROAD~~,
SUCH PROPERTY BEING DEPICTED BELOW AS
"PRICE BVD. (100' WIDE) AND LYING AND BEING IN
SECTIONS 21 AND 22, TOWNSHIP 22 SOUTH, RANGE 21 EAST,
SARASOTA COUNTY, FLORIDA.

OFFICIAL RECORDS **
BOOK 2854 PAGE 1106

* DESCRIBED ON
EXHIBIT "B"
ATTACHED HERETO,

RECORDERS REMO: Legibility of writing, typing, or
printing for reproductive purpose may be unsatisfactory in
this document when received.

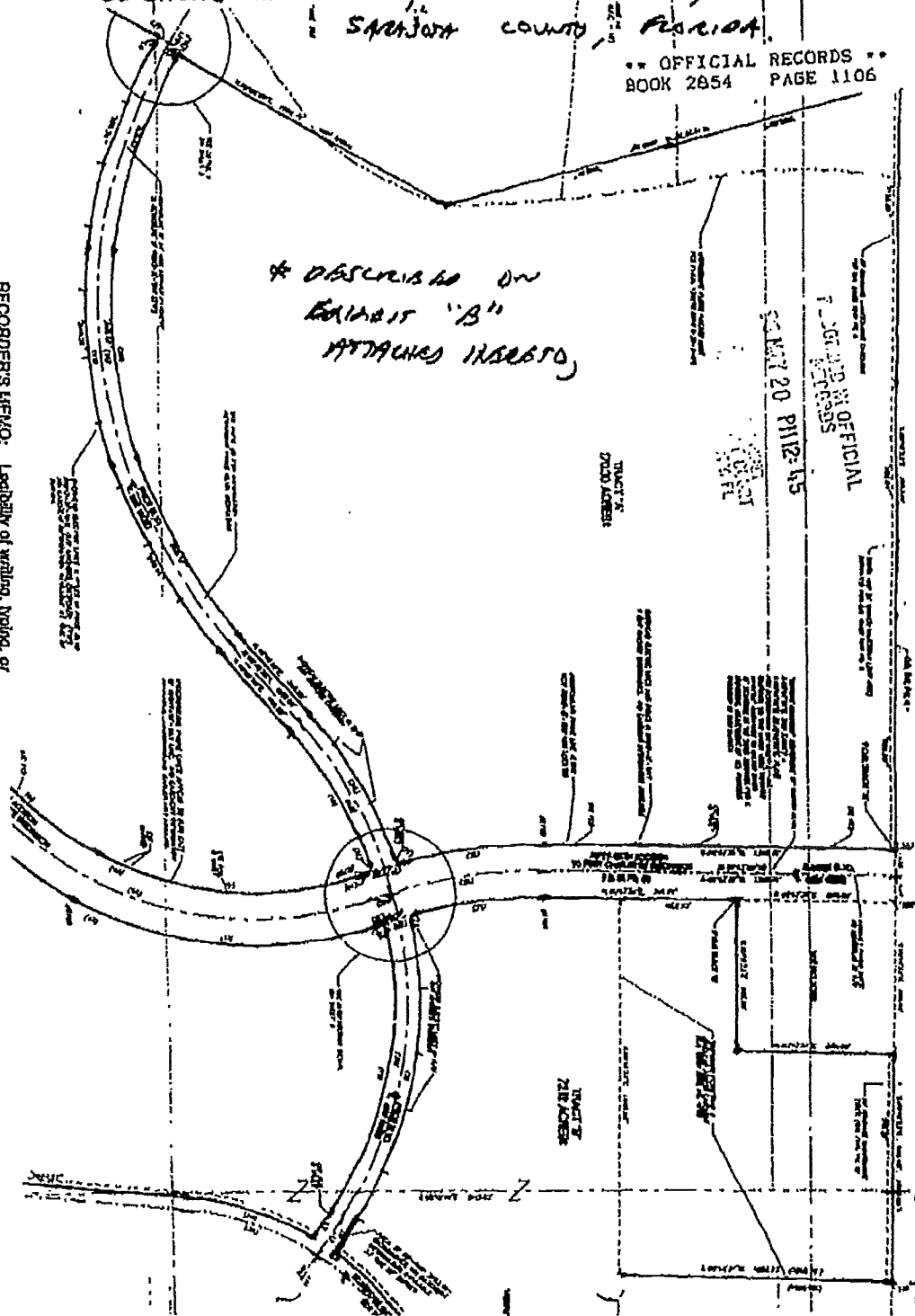


EXHIBIT "A"

TOTAL P.02

THIS INSTRUMENT PREPARED BY:
PETER L. BRETON, ESQUIRE
1111 So. Bayshore Drive
Miami, Florida 33131

DEDICATION

KNOW ALL MEN BY THESE PRESENTS that GENERAL DEVELOPMENT CORPORATION, a Delaware corporation authorized to do business in the State of Florida, does hereby dedicate, grant and convey to the CITY OF NORTH PORT, an incorporated municipality of the State of Florida, whose post office address is: Municipal Building, 311 North Port Boulevard, North Port, Florida 33505, the property hereinafter described on Exhibit "A", Pages 1 and 2, attached hereto and incorporated herein by reference, for the following uses:

1. For roadway purposes, i.e., to construct and maintain roadways for public use.
2. Use as open spaces, recreation purposes and other related activities for the benefit of the public.
3. The installation and maintenance of public utilities.
4. Use, maintenance and repair of drainage facilities and for temporary retention of storm water runoff from the property included and other contiguous property.
5. To be used for such other purposes as may be designated by said CITY OF NORTH PORT.

Whenever said property shall be discontinued or cease to be used for the purposes above described, title thereto shall ipso facto revert to GENERAL DEVELOPMENT CORPORATION, its successors or assigns.

In consideration of said dedication, the CITY OF NORTH PORT, an incorporated municipality of the State of Florida, by the execution of this instrument, agrees to accept the said dedication and maintain the said properties for the purposes and uses above described.

IN WITNESS WHEREOF, GENERAL DEVELOPMENT CORPORATION has caused this Dedication to be executed and its corporate seal to be hereunto affixed by its proper officers hereunto fully authorized all on this 16th day of July, 1984.

Signed, sealed and delivered
in the presence of:

Richard E. Sochie
Hugh P. Stockton

GENERAL DEVELOPMENT CORPORATION

BY: *[Signature]*
C.C. CRUMP, SR. VICE PRESIDENT
ATTEST: *[Signature]*
NANCY H. ROEN, SECRETARY

STATE OF FLORIDA)
COUNTY OF DADE)ss:

BEFORE ME, personally appeared C. C. CRUMP and NANCY H. ROEN,
the Senior Vice President and Secretary respectively of GENERAL

O.R. 1749 PG 1592

O.R. 1749 PG 1593

DEVELOPMENT CORPORATION, a Delaware corporation, and severally acknowledged before me that they executed such instrument and affixed the seal of said corporation and that said instrument is the free act and deed of said corporation.

WITNESS my hand and official seal in the County and State last aforesaid this 18 day of July, 1984.

My commission expires:

Linda M. Stephens
NOTARY PUBLIC
State of Florida at Large
NOTARY PUBLIC STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES MAY 17 1984
ROSEMARIE GENTLE, INC. / 14055 WINDY

ACCEPTANCE

The CITY OF NORTH PORT, an incorporated municipality of the State of Florida, by the execution of this instrument, does hereby accept the Dedication aforesaid and agrees to accept and maintain the same. Such acceptance is limited to the interests herein conveyed and is not intended to extend to any other property or interest.

IN WITNESS WHEREOF, the CITY OF NORTH PORT has caused this Acceptance to be executed by its duly authorized officers hereinafter named and the corporate seal of the City to be affixed hereto.

THE CITY OF NORTH PORT, an
incorporated municipality of the
State of Florida

BY: *Margaret M. Gentle*
MARGARET M. GENTLE, MAYOR

ATTEST: *Lillian A. Pedersen*
CITY CLERK

DESCRIPTIONS

A PORTION OF
PRICE BOULEVARD
(FORMERLY MCCARTHY BOULEVARD)

A strip of land 50.00 feet in width lying Southerly and Southwesterly of, and contiguous to, the centerline of McCarthy Boulevard as shown on the Plat of "THIRTY - SIXTH ADDITION TO PORT CHARLOTTE SUBDIVISION", recorded in Plat Book 16, Pages 3 and 3-A through 3-M of the Public Records of Sarasota County, Florida, running Easterly along said centerline of McCarthy Boulevard from the intersection with Glenallen Boulevard to the intersection with the Easterly line of said plat, the following courses and distances:

S. 88°51'54" E. 420.00 feet to the Point of Curvature of a 1000.00 foot radius circular curve, concave Southwesterly; thence Southeasterly along the arc of said curve through a central angle of 45°07'14" a distance of 787.50 feet to the Point of Tangency; thence S. 43°44'40" E. a distance of 150.00 feet to said Easterly line of the aforementioned plat;

and

A strip of land 100.00 foot in width, the centerline of said strip being described as follows:

Beginning at the intersection of the centerline of McCarthy Boulevard with the Easterly line of the aforementioned "THIRTY - SIXTH ADDITION TO PORT CHARLOTTE SUBDIVISION", continue thence S. 43°44'40" E. a distance of 598.51 feet to the Point of Curvature of a 2000.00 foot radius circular curve, concave Northeasterly; thence Southeasterly along the arc of said curve through a central angle of 16°13'19" for a distance of 566.25 feet to the Point of Tangency; thence S. 59°57'59" E. a distance of 2205.09 feet to the Point of Termination.

All lying and being in Sections 17 and 20, Township 39 South, Range 21 East, City of North Port, Sarasota County, Florida, and containing 9.27 Acres, more or less:

A PORTION OF GLENALLEN BOULEVARD

A strip of land 40.00 foot in width, lying Easterly and Southeasterly of, and contiguous to, the centerline of Glenallen Boulevard, as shown on the Plat of "THIRTY - SIXTH ADDITION TO PORT CHARLOTTE SUBDIVISION", recorded in Plat Book 16, Pages 3 and 3-A through 3-M of the Public Records of Sarasota County, Florida, further described as follows:

Commencing at the intersection of the centerline of McCarthy Boulevard with the centerline of Glenallen Boulevard as shown on the aforesaid plat, run thence S. 01°08'06" W. along said centerline of Glenallen Boulevard a distance of 50.00 feet to the Point of Beginning of the Westerly line of the aforementioned 40.00 foot strip of land, said Westerly line being also the said centerline of Glenallen Boulevard; run thence along said centerline and said Westerly line the following courses and distances:

S. 01°08'06" W. 699.97 feet to the Point of Curvature of a 1000.00 foot radius circular curve, concave Northwesterly; thence Southwesterly along the arc of said curve, through a central angle of 69°51'54" for a distance of 1219.37 feet

to the intersection with the centerline of Spring Haven Drive as shown on the Plat of "FIFTY SECOND ADDITION TO PORT CHARLOTTE SUBDIVISION", recorded in Plat Book 21, Pages 13 and 13-A through 13-M of the Public Records of Sarasota County, Florida, being also the Point of Termination of the said Westerly line.

All lying and being in Sections 17 and 20, Township 39 South, Range 21 East, City of North Port, Sarasota County, Florida, and containing 1.78 Acres, more or less.

O.R. 1749 PG 1594

O.R. 1749 PG 1595

A PORTION OF
SPRING HAVEN DRIVE

EXHIBIT "A"
PAGE 2.

A strip of land 40.00 foot in width, lying Northeasterly and Northerly of, and contiguous to, the centerline of Spring Haven Drive as shown on the Plat of "FIFTY SECOND ADDITION TO PORT CHARLOTTE SUBDIVISION", recorded in Plat Book 21, Pages 13 and 13-A through 13-HH of the Public Records of Sarasota County, Florida, further described as follows:

Commencing at the intersection of the centerline of Glenallen Boulevard with the centerline of Spring Haven Drive as shown on the aforementioned plat, run thence S. 19°00'00" E. a distance of 40.00 feet to the Point of Beginning of the Southwesterly and Southerly line of the aforesaid 40.00 foot strip of land; thence continue along said centerline of Spring Haven Drive and along said Southwesterly and Southerly line the following courses and distances:

S. 19°00'00" E. 140.00 feet to the Point of Curvature of a 950.00 foot radius circular curve, concave Southwesterly; thence Southeasterly along the arc of said curve, through a central angle of 29°00'00" for a distance of 480.04 feet to the Point of Tangency; thence S. 48°00'00" E. 723.67 feet to the Point of Curvature of a 1000.00 foot radius circular curve, concave Northeasterly; thence Southeasterly along the arc of said curve through a central angle of 13°00'00" for a distance of 226.89 feet to the Point of Tangency; thence S. 61°00'00" E. 1500.00 feet to the Point of Curvature of a 1335.00 foot radius circular curve, concave Northerly; thence Easterly along the arc of said curve, through a central angle of 52°35'07" for a distance of 1225.25 feet to the point of intersection of said centerline of Spring Haven Drive with the Northerly extension of the Easterly line of Lot 28, Block 2652, according to said "FIFTY SECOND ADDITION TO PORT CHARLOTTE SUBDIVISION",

said point being also the Point of Termination of the Southwesterly and Southerly line of said 40.00 foot strip;

and

A strip of land 80.00 feet in width, the centerline of said strip being described as follows:

Beginning at the said point of intersection of the centerline of Spring Haven Drive with the Northerly extension of the Easterly line of Lot 28, from a tangent bearing of N. 66°24'53" E. run Easterly and Northeasterly along the arc of a 1335.00 foot radius circular curve, concave Northwesterly, through a central angle of 36°22'52" for a distance of 847.69 feet to the Point of Tangency; thence N. 30°02'01" E. a distance of 884.21 feet to Point A, the Point of Termination of the centerline of said 80.00 foot strip of land.

and

A parcel of land, described as follows:

Commencing at Point "A", run thence S. 59°57'59" E. 40.00 feet to the Point of Beginning; thence S. 30°02'01" W. 25.00 feet; thence, from a tangent bearing of N. 32°02'01" E. run Northeasterly along the arc of a 25.00 foot radius circular curve, concave Southeasterly, through a central angle of 90°00'00" for a distance of 39.27 feet; thence N. 59°57'59" W. 25.00 feet to the Point of Beginning.

all lying and being in Section 20, Township 39 South, Range 21 East, City of North Port, Sarasota County, Florida, and containing 7.10 Acres, more or less.

STATE OF FLORIDA, COUNTY OF SARASOTA
I hereby certify that the foregoing is a true and correct copy of pages 1 through 8 of the instrument filed in this office. The original instrument contains 8 pages.

☒ This copy has no redactions. ☐ This copy has been redacted pursuant to law.

Witness my hand and official seal this 13 day of March 2017.
KAREN S. RUSHING, CLERK OF THE CIRCUIT COURT
By: *[Signature]* Deputy Clerk



SB, HV 51 8 1E HVF

FILED IN
RECORDS
SARASOTA
COUNTY

6 6 3 1 3 9 4

ATTACHMENT G

Existing Utilities

Existing Utilities

Existing public utilities within the project limits consist of the following:

- Potable Water Main – 12” diameter PVC C-900 pipe, installed in 1999 along project limits.
- Sanitary Sewer Force Main – 16” diameter PVC C-905 installed in 2015 along project limits.
- Re-Use Force Main - 16” diameter PVC C-905 installed in 2015 along project limits.

Private utilities along the project limits include the following:

- Overhead electric lines
- Underground and overhead communication lines
- Underground gas main

ATTACHMENT H

Environmental

3.1 WETLANDS AND SURFACE WATERS

The study corridor was assessed for jurisdictional wetlands, aquatic features, upland excavated ditches, and roadside swales. Wetland resources within the project study area were initially identified through the review of aerial photography (Aerials Express 2006). Subsequent to this review, field reconnaissance was conducted on August 24 and 29, 2007, during which each wetland was individually classified and characterized in accordance with the FLUCFCS, and the U.S. Fish and Wildlife Service's National Wetlands Inventory habitat classification system (NWI).

Wetland boundaries were visually approximated using the US Army Corps of Engineers (USACE) 1987 Wetland Delineation procedure, and the criteria identified in Chapter 62-340, Florida Administrative Code (F.A.C.). The Uniform Mitigation Assessment Methodology (UMAM) was performed on each wetland with the potential to be impacted, and a grouped UMAM was performed for the hydric-cut aquatic features (Appendix A). UMAM was not conducted for the upland excavated ditches or man-made swales. The wetland systems found within the actual right-of-way exhibited moderate-low UMAM value. The aquatic features have been subject of extensive hydrological alterations.

Five (5) wetlands, eleven (11) hydric-cut aquatic features, and five (5) upland-excavated drainage ditches were observed, classified, and/or documented within or immediately adjacent to the Price Boulevard study corridor. An extensive series of maintained, vegetated swales and shallow retention areas were also observed along the entire length of the corridor. The majority of the swales function to divert stormwater run-off to aquatic features and ditches. The majority of the corridor's aquatic features extend through historically hydric soils. These man-altered areas will receive greater scrutiny during the permit process due to their historic nature and existing ecologic value. Habitat within these systems varied depending on maintenance practices. The upland-excavated ditches were largely open water features with deeply incised slopes. Vegetation along the banks ranged from mowed turf grass to overgrown Brazilian pepper fringe. The man-made vegetated swales parallel to Price Boulevard were regularly maintained features dominated by turf grass and connected by culverts.

In general, the wetlands and aquatic features along the Price Boulevard corridor may be grouped into five NWI categories:

- Palustrine emergent wetlands with persistent vegetation (PEM1)
- Lower perennial, open water riverine wetlands (R2EM)
- Palustrine forested broad leaved evergreen seasonally flooded (PFO3)
- Excavated palustrine open water wetlands with permanent hydrology (POWHx) with Palustrine emergent wetlands with persistent vegetation (PEM1) and Palustrine shrub-scrub broad leaved evergreen (PSS3) component

3.1.1 Palustrine emergent wetlands with persistent vegetation (PEM1)

Two PEM1 wetlands encroach into the Price Boulevard right-of-way. The western-most wetland is located at the Little Salt Spring Research Facility, and extends along the north and south side of Price Boulevard. The system is slightly brackish, and is a remnant feature of a historically contiguous slough. The natural drainage of this system is to the spring to the south, which drains through a natural spring run to a series of excavated ditches. These ditches discharge to Big Slough and ultimately, the Myakka River. Vegetation within this system is periodically maintained. Vegetation to the south is moderate quality and includes soft rush (*Juncus effuses*), wax myrtle, sawgrass (*Cladium jamaicense*), and Brazilian pepper. The area is bordered by mesic hammock. Vegetation along the edge of the system to the north of the Price

Boulevard right-of-way is dominated by Brazilian pepper. Though maintained regularly, this area also contains herbaceous wetland vegetation consisting of saw grass, soft rush, and torpedo grass.



**Emergent Wetland
North Right-of-Way at Little Salt Spring Facility**

The second PEM1 wetland system is located along the north side of the corridor east of Sumter Boulevard. This isolated, herbaceous wetland/prairie marsh system encroaches into the right-of-way north of the existing sidewalk. This wetland is of moderate to high quality. The vegetation consists of swamp lily (*Crinum* sp.), pickerelweed (*Pontederia cordata*), tickseed (*Coreopsis* sp.), milkweed (*Asclepias lanceolata*), morning-glory (*Ipomoea* sp.), buttonweed (*Diodia virginiana*), peppervine (*Ampelopsis arborea*), cattails, and prairie grasses and sedges such as foxtail (*Setaria* sp.), bluestem (*Andropogon* spp.), and torpedograss. Chinese tallow sprouts (*Sapium sebiferum*) and Carolina willow are present along the edges. Impacts to this system are anticipated to be minimal.



Prairie Meadow Wetland NE of Sumter Boulevard

3.1.2 Lower perennial, open water riverine wetlands (R2OW)

Big Slough has been characterized as a lower perennial riverine system (R20WH). Big Slough is a historically natural slough. A water feature flowing parallel to the slough appears to have been excavated through flatwoods soils (EauGallie and Myakka fine sands). Both systems connect and eventually drain to the Myakka River, an Outstanding Florida Waterway.

Price Boulevard roadside swales drain into Big Slough at its bridge crossing. Just to the north of Price Blvd. is a recently constructed pedestrian bridge. Soil disturbance associated with the construction

of this bridge is evident. Vegetation within the Price Blvd. right-of-way consists of predominantly nuisance disturbance herbaceous species and shrubs. Vegetation includes Brazilian pepper, alligatorweed (*Alternanthera philoxeroides*), bermudagrass (*Cynodon dactylon*), caesarweed, primrosewillow, and hairy indigo (*Indigofera hirsuta*). The area shows signs of sedimentation and water quality degradation.



Big Slough within Price Boulevard Right-of-Way

3.1.3 Excavated palustrine open water wetland - permanent hydrology (POWHx)

Eleven (11) hydric-cut aquatic features intercept the Price Boulevard right-of-way. In general, these excavated features flow southwest and appear to be part of historic sloughs or wetlands. Many of these water features exhibit poor water quality near the roadway structures including rust from culverts, oil sheen from vehicles, and prolific invasive species such as cattails and primrose willow. The majority of these features contain large areas of open water. Many contain vegetated slopes and littoral zones. The littoral zone community varies with depth of excavation within these systems. Typical vegetation includes torpedo grass, pickerelweed (*Pontederia cordata*), cattails, arrowhead (*Sagittaria latifolia*), primrose willow, Brazilian pepper, smartweed (*Polygonum* sp.), maidencane (*Panicum hemitomon*) and water lettuce (*Pistia Stratiotes*). Perimeter (buffer) vegetation include cabbage palm hammocks, mesic hammock and pine flatwoods.



Hydric-Cut Aquatic Features along Price Boulevard

3.1.4 Palustrine forested broad leaved deciduous seasonally flooded (PFO1c)

One forested wetland system was identified just east of Sumter Boulevard on the south side of Price Boulevard. This wetland appears to be part of an isolated system within a predominantly flatwoods landscape. Its NWI classification is Palustrine Forested Broad-Leaved Deciduous and Evergreen, Seasonally Flooded (PFO1/2C). The dominant vegetation includes a canopy of laurel oak and cabbage palm with a significant understory of Brazilian pepper and other disturbance species. The minimal groundcover includes caesarweed, arrow-head, and peppervine. The portion of this wetland encroaching into the Price Boulevard right-of-way has been maintained and contains a dominance of wetland forbs and sedges. Impacts to this system are anticipated to be minimal.



Forested Wetland Southeast of Sumter Boulevard

3.1.5 Special Waters






There are no special waters identified within the Price Boulevard corridor. Drainage associated with the area ultimately discharges to the Myakka River which is designated as Class III waters, a Florida Wild and Scenic River and an Outstanding Florida Water (OFW).

4.0 **SOILS**

According to data generated from the 2006 United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) website, the majority of the soils within the project corridor are classified as hydric. The Sarasota County, Florida soil survey (1991), as developed by the Soil Conservation Service (SCS), was used to obtain information on the general soil characteristics of soils mapped along the project corridor. This source may not always reflect the current conditions of the area, particularly if recent development has modified drainage patterns in the area, as may be the case along the Price Boulevard corridor.

According to the soil survey (1991), thirteen soil types have been identified within the right-of-way limits. Ten of the soils intercept the Price Boulevard right-of-way corridor and are characterized by the NRCS as hydric. These soils are classified as nearly level, very poorly to poorly drained, sandy soils. Three soil types mapped along the corridor are identified as non-hydric, upland soils. The predominant soils within the study corridor include **EauGallie and Myakka fine sands (10)**, **Holopaw fine sand, depressional (22)**, and **Pineda fine sand (31)**. The soil types mapped within the limits of the project are described below and are shown in **Figure 6**. A map depicting hydric soils is provided as **Figure 7**.



- | | |
|---|---|
|  Potential Scrub |  Approx. Wetland |
|  Potential Mesic Hammock |  Price Boulevard |
|  Man-Made Ditch (Upland) | |

HDR

PROTECTED HABITAT MAP
(Segment One - West)

Figure 2

City of North Port

PRICE BOULEVARD
from Biscayne Drive to Orlando Boulevard
CORRIDOR STUDY
Sarasota County, Florida

- **Pople fine sand (36)** is often associated with low hammocks and poorly defined drainageways and broad sloughs. The soil type is neither flooded nor ponded. Soil saturation is found within six inches for approximately five months each year. The ecological community associated with this soil type is cabbage palm flatwoods.

5.0 WILDLIFE

The Price Boulevard corridor was evaluated with regard to potential impacts posed to threatened and endangered wildlife and wildlife species of special concern. The majority of the Price Boulevard right-of-way is maintained turf grass and herbaceous swales. Habitat patches, both upland and wetland, with the potential to support wildlife exist adjacent to the ROW and in certain instances, encroach slightly into the ROW. Some of these areas have moderate functional value; most have been compromised by fragmentation, proximity to the roadway, and encroachment of nuisance and exotic vegetation. Both federal and state listed wildlife have been documented in proximity to the Price Boulevard corridor.

The corridor extends through several U.S. Fish and Wildlife Service (USFWS) Wildlife Consultation Areas as shown in *Figure 8*. Specifically, the USFWS identifies consultation areas for the Florida grasshopper sparrow (*Ammodramus saviarum floridanus*), the crested caracara (*Caracara cheriway*), and the Florida scrub-jay. To account for this, the immediate area was assessed for habitat known to support wildlife identified by the USFWS mapping. Wildlife suggested by the USFWS consultation area boundaries were not observed during visits to the project corridor.

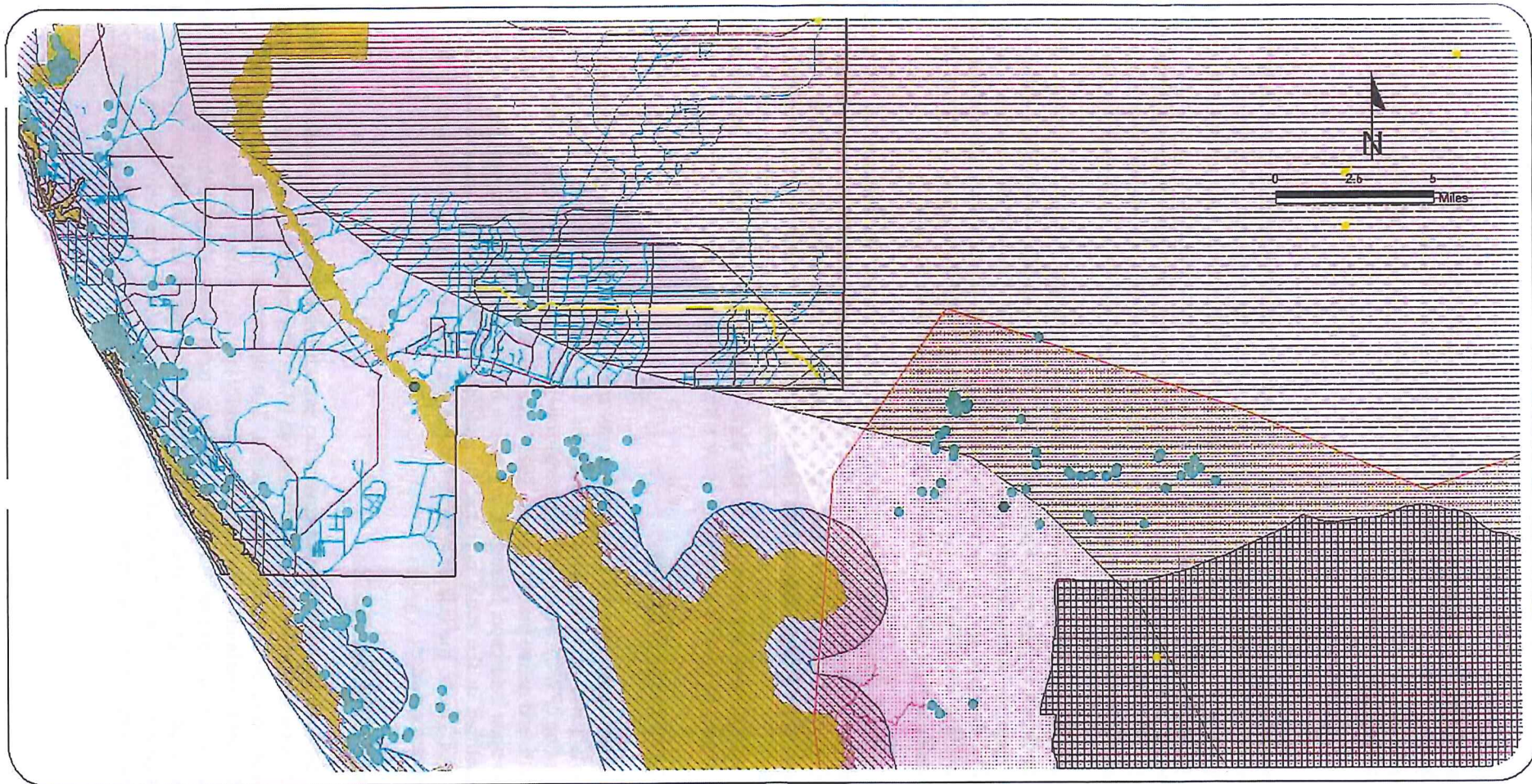
The Florida Natural Areas Inventory (FNAI) was also contacted for information on element occurrences documented within or in proximity to the Price Boulevard corridor. A standard data report was generated describing the FNAI database findings. This report is included as **Appendix B**. According to the report, wildlife observations documented recently within the vicinity of the project corridor included the wood stork (*Mycteria americana*), the bald eagle (*Haliaeetus leucocephalus*), and the Florida scrub jay; however, wildlife was not observed during visits to the project site. **Table I** summarizes the reports findings with regard to wildlife potential to occur within the project area.

5.1 FLORIDA GRASSHOPPER SPARROW

The Florida grasshopper sparrow consultation area encompasses the entire project corridor. The grasshopper sparrow is listed as endangered by both the USFWS and the Florida Fish and Wildlife Conservation Commission (FWC). The grasshopper sparrow prefers open, dry prairie habitat with sparse clusters of saw palmetto and native prairie grasses. These areas must be maintained by fire at a frequency sufficient to create an open landscape. Managed, dry prairie habitat necessary to support the grasshopper sparrow was not identified in the study corridor. In addition, the grasshopper sparrow has not been documented in this area. Due to the lack of suitable habitat, occurrence of this species is not anticipated along the Price Boulevard corridor.

5.2 AUDUBON'S CRESTED CARACARA

The crested caracara consultation area covers the eastern third of the Price Boulevard corridor. This species is listed as threatened by the USFWS and the FWC. The caracara prefers dry or wet prairie with scattered cabbage palm or sparsely wooded areas. The caracara is believed to occasionally use improved pasture adjacent to wetlands. The caracara generally nests in cabbage palms within open areas containing occasional shrubs and palmetto. Although cabbage palm flatwoods exist throughout the study corridor, these areas appear overgrown and are not believed to support the habitat preference of the caracara. Caracara sightings occurred northeast of the study corridor during the early 1990's. Due to the lack of suitable habitat, occurrence of this species is not anticipated along the Price Boulevard corridor.



- | | | |
|-------------------|----------------------------|---------------------------------------|
| County Line | Crested Caracara | Grasshopper Sparrow Consultation Area |
| Price Boulevard | RCW Consultation Area | Outstanding Florida Water |
| Florida Scrub Jay | Manatee Consultation Area | Stream |
| Woodstork Rookery | Panther Focus Area | Sarasota Roads |
| 2005 Eagle Nest | Caracara Consultation Area | Scrub-jay Consultation Area |

HDR

Wildlife Map

Figure 8

City of North Port

PRICE BOULEVARD
from Blisayne Drive to Orlando Boulevard
CORRIDOR STUDY
Sarasota County, Florida

Table 1- POTENTIAL LISTED SPECIES

Common Name	Designated Status		Habitat Preference	Potential Occurrence	Habitat Present	Element Occurrence
	FWS	FWC				
AVIAN						
Bachman's Sparrow <i>Aimophila aestivalis</i>	N	N	Oaks and pines bordering shrubby, overgrown fields	Minimal	N	N
Florida Burrowing Owl <i>Athene cunicularia Floridana</i>	N	LS	Open prairies, sand hills, farm land	Minimal	Y	N
Florida Sandhill Crane <i>Grus canadensis pratensis</i>	N	LT	Wet prairies, marshy lake bottoms	Minimal	Y	N
Bald Eagle <i>Haliaeetus leucocephalus</i>	LT, PDL	LT	Close to large water bodies, habitat can be variable	Moderate	Y	Y
Wood Stork <i>Mycteria americana</i>	LE	LE	Woody vegetation over standing shallow water	Moderate	Y	Y
MAMMAL						
Florida Panther <i>Puma concolor coryi</i>	LE	LE	Extensive forested communities; large wetlands	Minimal	N	N
Florida bonneted bat <i>Eumops floridanus</i>	N	LE	Roosts in tree cavities, palm fronds and buildings	Minimal	Y	N
Florida Long-tail Weasel <i>Mustela frenata peninsulae</i>	N	N	Flatwoods, sandhill, sand pine scrub hardwood forests,	Minimal	Y	N
Sherman's Fox Squirrel <i>Sciurus niger shermani</i>	N	LS	Fire maintained long leaf pine/turkey oak flatwoods	Moderate	Y	N
Florida Black Bear <i>Ursus americanus floridanus</i>	N	LT*	Hardwood, pine/palm hammock, scrub, forest wetland	Minimal	Y	N
REPTILE						
Eastern Indigo Snake <i>Drymarchon couperi</i>	LT	LT	Mesic flatwoods, upland pine forest, sandhill scrub	Moderate	Y	Y
Gopher Tortoise <i>Gopherus polyphemus</i>	N	LS	Sandhill, scrubby, flatwoods, xeric hammock	Moderate	Y	nearby
AMPHIBIAN						
Gopher Frog <i>Rana capito</i>	N	LS	Longleaf pine, turkey oak, sandhill, flatwoods, sand pine	Minimal	Y	N
FLORA						
Many flowered grass pink <i>Calopogon multiflorus</i>	N	LE	sandy pinelands & meadows, flatwoods, hammocks	Minimal	Y	N
Sand Butterfly Pea <i>Centrosema arenicola</i>	N	LE	Sandhill, scrubby flatwoods, dry upland woods	Minimal	Y	N
Beautiful Pawpaw <i>Deeringothamnus pulchellus</i>	LE	LE	slash pine-saw palmetto flatwoods; mowed road verges	Minimal	Y	N
Nodding Pinweed <i>Lechea cernua</i>	N	LT	Scrub	Minimal	Y	N
Carter's large flower flax <i>Linum carteri</i> var. <i>smallii</i>	N	LE	Pine rocklands	Minimal	N	N
Florida Spiny-pod <i>Matelea floridana</i>	N	LE	Upland hardwoods; moist to dry	Minimal	Y	N
Celestial Lily <i>Nemastylis floridana</i>	N	LE	Wet flatwoods, prairie marsh, palm hammocks	Minimal	Y	N
Florida Beargrass <i>Nolina atopocarpa</i>	N	LT	open scrub, hammocks with closed canopies, uplands	Minimal	Y	N
Giant Orchid <i>Pteroglossaspis ecristata</i>	N	LT	Sandhill, scrub, pine flatwoods, pine rocklands	Minimal	Y	N

LEGEND

LE = Endangered, LT = Threatened, LS = Species of Special Concern, PDL = Proposed for Delisting; N = Not currently listed or considered; Minimal = Little or no suitable habitat and no occurrence; Moderate = Potential suitable habitat exists and/or potential occurrence; High = Suitable habitat on-site and species observed

5.3 FLORIDA SCRUB JAY

The Florida scrub jay is a threatened species protected by both state and federal law. The USFWS scrub-jay consultation area covers this entire region of North Port. A survey, conducted by the City of North Port during 2006 revealed the presence of three scrub jay populations in the vicinity of Price Boulevard. Additional field surveys conducted by Sarasota County (2006) and the U.S. Fish and Wildlife Service (USFWS) (2007) documented scrub-jays adjacent to Big Slough (*Figure 9*). Cursory field surveys, conducted as part of this corridor study, confirmed two patches of scrub habitat: a small patch north of the Little Salt Spring Research Facility and an area east of Big Slough. The habitat that intersects Price Boulevard near Big Slough is potentially occupied scrub-jay habitat (107 acres). However, scrub-jays were not observed during informal field surveys and the habitat within the ROW is maintained sod.

Scrub habitat is considered essential for several other endangered, threatened and species of special concern including the gopher tortoise, gopher frog, indigo snake, Florida mouse, and the sand skink (*RU-30, Ord. 97-061, July 8, 1997*). Consultation for projects within scrub-jay consultation zones is required by the USFWS and the FFWCC. Due to the documented occurrence of this species, formal scrub-jay surveys will likely be required as part of the federal permitting process. Surveys will be required in accordance with USFWS guidelines (between March and June). Due to the lack of habitat within the areas proposed for impact by the roadway project and the effort to minimize impacts (reduced ROW) in the area surrounding Big Slough, it is anticipated that the USFWS should issue an opinion of "may affect, but not likely to adversely affect" the Florida scrub-jay. However, this opinion will ultimately be dependent on the formal field survey results and consultation with the USFWS.

5.4 WOOD STORK

The wood stork is listed as endangered by both the USFWS and the FWC. Three wood stork rookeries were identified in the vicinity of the Price Boulevard Study Corridor. Specifically, one rookery was identified 3.5 miles to the southwest along the Myakka River (Atlas # 615040), a second rookery was identified approximately seven miles to the southeast (Atlas # 619012), and a third rookery was identified approximately 15 miles to the northwest (Atlas # 615301). All rookeries were documented as supporting both the wood stork and the great white egret (*Ardea alba*). The USFWS recognizes an 18.6-mile core foraging area (CFA) around all known wood stork rookeries in south Florida. The U.S. Fish and Wildlife Service references the *Habitat Management Guidelines for the Wood Stork in the Southeast Region* (Service 1990) and the *Draft Supplemental Habitat Management Guidelines for the Wood Stork in South Florida* to assess wood stork impacts. The Service routinely accepts the U.S. Army Corps of Engineers determination of "may affect, not likely to adversely affect" for projects with insignificant impacts or for projects that avoid, minimize, and adequately mitigate loss of foraging habitat.

A wood stork foraging assessment is required for projects having wetland impacts greater than five acres to ensure that the project will not result in the net loss of wood stork foraging habitat. Impacts to wetlands and water features should be minimized to the extent possible to minimize loss of wood stork foraging habitat. In compliance with the United States Fish and Wildlife Service (USFWS) Standard Local Operating Procedures for Endangered Species (SLOPES) for the wood stork, no net loss of wetlands should occur from this project. Wood stork habitat impacts should be mitigated within the core foraging area (CFA) of known habitat rookeries.

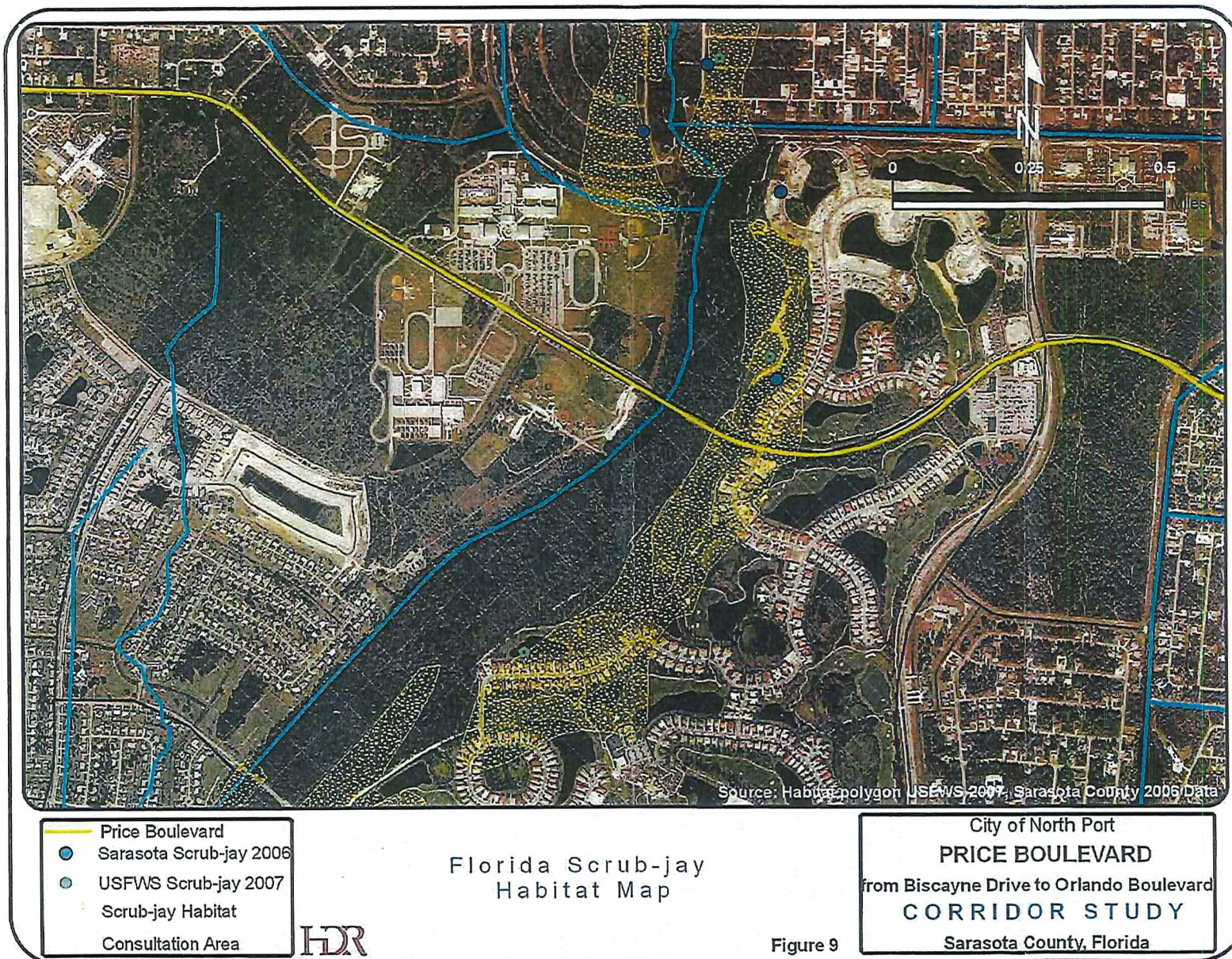


Figure 9

5.5 AMERICAN BALD EAGLE

The nearest American bald eagle nest was documented approximately 1.5 miles north of the existing Price Boulevard corridor. Effective August 8, 2007 the bald eagle is considered to be recovered. It has been removed from the Federal List of Endangered and Threatened Wildlife. According to the U.S. Fish and Wildlife Service, "the threats to this species have been eliminated or reduced to the point that the species has recovered and no longer meets the definition of threatened or endangered under the Act." The Bald eagle still receives protections provided by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Specifically, construction activities are restricted within the vicinity of the active nest tree during nesting season. The expansion of the Price Boulevard project corridor should not impact the nest or the species.

5.6 WADING BIRDS

Several species of wading birds are afforded protection by the FWC. Species such as the little blue heron (*Egretta caerulea*), the snowy egret (*Egretta thula*), the tricolored heron (*Egretta tricolor*), and the white ibis (*Eudocimus albus*) have been documented by FNAI in the vicinity of the study corridor. These species are listed as species of special concern. Mitigation procedures required for the wood stork should satisfy the habitat needs of these species.

5.7 EASTERN INDIGO SNAKE

The Eastern indigo snake is listed as a threatened species by both the USFWS and the FWC. The indigo snake has been documented in the vicinity of the Price Boulevard study corridor. The indigo snake is often found in association with the gopher tortoise in sandy, scrub habitats. The indigo snake also utilizes cabbage palm hammocks and hydric hardwood hammocks. Suitable habitat was observed adjacent to the Price Boulevard corridor. Standard protection measures for the Eastern indigo snake should be employed during any construction activities along the corridor.

5.8 GOPHER TORTOISE

The gopher tortoise is listed as threatened by the FWC, but it is not federally listed. The gopher tortoise occupies a variety of plant communities, preferably habitats with well-drained sandy soils and suitable herbaceous forage. Although the gopher tortoise was not observed within the project corridor, habitat with the potential to support the species was identified. In addition, the species is documented by FNAI to occur in the vicinity of the project. A comprehensive survey for tortoises and their burrows should occur prior to any construction activity. If the gopher tortoise or tortoise burrows are identified during construction, coordination with the Florida Fish and Wildlife Conservation Commission will be required. According to new guidelines (September 2007), this will require a relocation permit.

5.9 ESSENTIAL FISH HABITAT

In accordance with Section 3(10) of the Magnuson-Stevens Fishery Conservation and Management Act of 1996 (CFR 600.920), as administered by the National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS) consultation is not likely to be required for direct impacts to EFH unless tidal influence is determined to be associated with the existing aquatic features. Degradation of water quality resulting from construction of the project or excess stormwater runoff from the project has the potential to adversely affect wetlands and EFH down stream in the Myakka River (resulting in potential indirect impacts) if proper best management practices (BMP) are not employed. BMP efforts generally include phased construction, turbidity barriers, silt screens, hay

bales, and other construction techniques approved by the regulatory agencies. Final determination for an EFH evaluation will be made by the NMFS during the permit process.

6.0 PERMITTING AND REGULATORY REQUIREMENTS

Impacts to wetlands and hydric-cut aquatic features associated with the proposed improvements to Price Boulevard appear imminent. Both state and federal entities will require permits for impacts to wetlands within the project corridor (Table II). Other permitting agencies involved in the review will include state and federal wildlife agencies and the Division of Historical Resources. It is anticipated that wetlands, wildlife, and cultural resources will be coordinated through the following agencies:

- Southwest Florida Water Management District (SWFWMD)
- U.S. Army Corps of Engineers (USACE)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FWC)
- U.S. Fish and Wildlife Service (USFWS)
- NOAA - National Marine Fisheries Service (NMFS)
- Florida Division of Historical Resources

TABLE II - AGENCIES AND ASSOCIATED PERMITS	
U.S. Army Corps of Engineers	Section 404, Dredge and Fill Permit
Southwest Florida Water Management District	Individual Permit (Chapter 40D-4, F.A.C.)
Florida Department of Environmental Protection	Rule 62-621.300(4), F.A.C; SSL Determination
U.S. Fish and Wildlife Service	TBD

6.1 SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Permitting related to impacts within jurisdictional wetlands will be addressed through the SWFWMD Sarasota Service Office. Jurisdictional boundaries of wetlands, hydric-cut aquatic features, and other surface water features will need to be established pursuant to Chapter 62-340 F.A.C., Part IV, Chapter 373, F.S. Establishment and survey of seasonal high water elevations will also be required. Preliminary Unified Mitigation Assessment Methodology (UMAM) was conducted for wetlands with the potential to be impacted during construction. Impacts will be designated as forested, herbaceous, or open water for mitigation purposes.

A determination of final impact acreages within the project ROW will be required to complete the UMAM. Estimated impacts for the entire project approximate 2.00 acres; however, the project may be constructed in phases. Proposed impact acreage estimated by phase includes:

- Phase 1 – 100' foot ROW – center alignment – 0.67 acres
- Phase 2 – 120' foot ROW – north alignment – 0.60 acres
- Phase 3 – 120' foot ROW – north alignment – 0.134 acres
- Phase 4 – 120' foot ROW – north/center alignment – 0.60 acres

The District issues three types of ERPs depending on the proposed impact: individual, general and noticed general permits. Assuming that all phases are constructed, and that impacts along the corridor are not eliminated or minimized (less than one acre) an Environmental Resource Permit (ERP) application for an Individual permit will be necessary for this project. Governing Board action is required for all individual permits. The application fee for Individual Permit (as of January 2009) is \$2,500.00.

6.2 U.S. ARMY CORPS OF ENGINEERS

Permit requirements related to the dredge or discharge of fill into "Waters of the United States" will be addressed through the Section 404, Dredge and Fill Permit process. Issues related to work on structures constructed in navigable waters will be regulated under Sections 9 and 10 of the Rivers and Harbors Act of 1899 and will require a Department of the Army (DA) permit. Permit coordination for this project will occur through the Tampa Regulatory Office.

As part of the DA permit process, establishment the landward extent of federally jurisdictional wetlands, and hydric-cut aquatic features will be established in accordance with the routine methodology described in the Chapter 62-340, FAC, *Delineation of the Landward Extent of Wetlands and Surface Waters*, and the *Atlantic and Gulf Coastal Plain Interim Regional Supplement to the 1987 Wetland Delineation Manual* of the U.S. Army Corps of Engineers (USACE). The USACE will require completion of Rapanos forms (as of June 2007) which requires a detailed assessment of all wetland and OSW connections with navigable waterways. Review of all applications for DA permits will require consideration of the project in terms of public interest, effects on wetlands, fish and wildlife, and water quality, as well as consideration of historical, cultural, scenic and recreational resources. Mitigation will be required for impacts to jurisdictional wetlands. Due to the estimated acreage of impact (2.00 acres) associated with the proposed alignment, this project will not qualify for Nationwide Permit #14 established for Linear Transportation Projects. Should wetland impacts be minimized during the design phase, use of NWP#14 should be reconsidered.

6.3 WETLAND MITIGATION

It is anticipated that unavoidable wetland impacts will occur as a result of the proposed road widening. However, the quality of the project wetlands has been compromised by adjacency to the existing roadway and disturbance associated with construction of the roadway, ditching, development of residential and commercial infrastructure, and invasion by nuisance and exotic vegetation. Wetlands and aquatic features will be evaluated for mitigation requirements as part of the ERP and Section 404 permit process, with the exception of non-jurisdictional OSW features and roadside swales. Mitigation will be required pursuant to S.373.4137 Florida Statutes (F.S.) Part IV, Chapter 373, F.S. and 33 U.S.C.s, 1344. Final determination of jurisdictional wetland areas and mitigation requirements will occur during the design phase of the project.

The Price Boulevard corridor lies entirely within the SWFWMD designated Lower Myakka River Basin (LMRB) of the Myakka River Watershed. Mitigation for unavoidable wetland impacts associated with Price Boulevard will be restricted to this basin. On-site mitigation is an option. The cost of on-site mitigation will include land acquisition, design and permitting, survey and construction, planting and monitoring, and long-term management and maintenance. Private mitigation banks and municipal Regional Off-site Mitigation Area (ROMA) facilities may offer regionally significant alternatives to on-site mitigation. Currently, one private mitigation bank exists within the LMRB. The Myakka River Mitigation Bank is located in eastern Sarasota County. As of August 2008, both forested and herbaceous credits were available at the bank. The current cost per credit included freshwater forested = \$135,000/credit and herbaceous = \$95,000/credit. Finally, Sarasota County Road Program currently manages and operates the Myakka River ROMA for municipal infrastructure projects occurring within the LMRB. The project is permitted, but construction has not yet begun. However, the permit is phased, and an initial credit release was approved by the SWFWMD following the issuance of the conservation easement. Price per credit will need to be coordinated directly with Sarasota County Road Program environmental staff.

6.4 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

Authorization is required for any construction activity over Sovereign Submerged Lands (SSL). The FDEP regulates SSL issues. The water management districts have been delegated the authority to take action on most authorizations, and the issue of SSL is addressed as part of the ERP process. The extent of SSL authorizations are dependent upon the type of activity being proposed. Minimal encroachment into SSL may be considered a "deminimus" (Chapter 373.406, F.S.) activity and may qualify for a Consent of Use (Chapter 18-21.005, F.A.C.). A request for a Sovereign Submerged Lands Determination was submitted to the FDEP. The response was received December 11, 2008. Current state records contain insufficient information to determine ownership of the run to Little Salt Spring, Big Slough, Cocoplum Canal, or any of the other stream, canals or wetlands within the impact area of the proposed project. Therefore, at this time, the proprietary requirements that normally apply to state owned lands should not be applied to these water features (**Appendix C**).

In addition to SSL issues, the FDEP will regulate pollutant discharged associated with construction of the project. The U.S. Environmental Protection Agency (EPA) delegates authority to the FDEP to implement the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program in the State of Florida. A NPDES stormwater permit will be required along with an appropriate Stormwater Pollution Prevention Plan. The program is designed to minimize erosion and sedimentation and regulate discharges of stormwater run-off. Per DEP Rule 62-621.300(4), F.A.C., a *Generic Permit for Stormwater Discharge from Construction Activities that Disturb Five or More Acres of Land* (CGP) (DEP Document 62-621.300(4)(a)) will be required.

6.5 FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION (FWC)

Coordination with the FWC will be required if state protected wildlife, such as the gopher tortoise, the Florida scrub jay, the Eastern indigo snake, the gopher frog or the Sherman's fox squirrel are identified within the project corridor. Many of these species are also protected under federal guidelines and will be reviewed during the federal permit process.

The gopher tortoise is listed as threatened by the FWC, but it is not federally listed. The gopher tortoise occupies a variety of plant communities, preferably habitats with well-drained sandy soils and suitable herbaceous forage. Appropriate habitat for the gopher tortoise is present along segments of the corridor; however, no tortoises or tortoise burrows were observed during the 2008 field surveys. If the gopher tortoise or tortoise burrows are identified during construction, the City of North Port will need to notify the FWC in order to mitigate for any impacts to this species. According to the guidelines (September 2007), this will require coordination for a relocation permit.

6.6 U.S. FISH AND WILDLIFE SERVICE

The USFWS will review this project as part of the federal permit process and will make a determination of the project effects on federally threatened species. Coordination for federally listed wildlife will occur out of the USFWS, Vero Beach Service Office. Federally protected wildlife with potential to occur along the project corridor includes the Eastern indigo snake, crested caracara, Florida scrub jay, and the wood stork. Formal species surveys may be required where suitable habitat exists.

According to the USFWS 2007 survey data, the Florida scrub-jay is present within the vicinity of the Price Boulevard study corridor and occupied scrub habitat is possible along Big Slough. Formal surveys will be required to determine the presence or absence of this species. Formal surveys are required to be conducted according to the Florida Scrub-Jay General Survey Guidelines and Protocols established by the USFWS.

The USFWS oversees permitting issues associated with the Florida scrub-jay through the authority of the Endangered Species Act. Impacts to occupied scrub-jay habitat will be considered a "take". The level of "take" (if any) will need to be established as part of the USACE federal permit process through coordination with the USFWS. An incidental take permit may be necessary if scrub-jays are deemed present in the area. This permit is required to allow the lawful "take" of habitat occupied by a federally protected species. An incidental take permit requires consultation with the USFWS.

6.7 NOAA - NATIONAL MARINE FISHERIES SERVICE (NMFS)

Coordination associated with Essential Fish Habitat (EFH) is through the NOAA National Marine Fisheries Service (NMFS) office in St. Petersburg, Florida. The NMFS office was contacted to discuss potential impacts associated with this project. EFH consultation is not likely to be required for this project unless a tidal influence is determined to be associated with the existing aquatic features. Regulation by this agency (if any) would involve Best Management Practices such as phased construction, turbidity barriers, silt screens, hay bales, and other construction techniques approved by the regulatory agencies.

6.8 FLORIDA DIVISION OF HISTORICAL RESOURCES

Coordination with the Division of Historical Resources will be required to solicit comments regarding whether the activities associated with the proposed project will adversely affect significant historical or archaeological resources. Impacts to historical or archaeological resources will be considered as part of the state and federal permit process. As part of the determination process, an archaeological survey performed by a qualified professional approved by the Florida Archeology Council or the Division of Historical Resources will be required. Additionally, the applicant may be required to develop and implement a plan to demarcate and protect significant historical and archaeological resources reasonably expected to be impacted by the project. As part of the review of the Price Boulevard project, Mr. Steve Koski, staff Archeologist at the Little Salt Springs University of Miami research facility was solicited for information on the archeological remains near the project corridor. Mr. Koski expressed concern regarding impacts to possible remains in the area and about further deterioration of water quality as part of the road expansion.

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ATTACHMENT I

July 2018 Bridge Inspection Report



BRIDGE INSPECTION REPORT

PREPARED FOR: FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE OWNER: CITY OF NORTH PORT

ICA

INSPECTED BY:

KCA

BRIDGE NO. 175014

CONTENTS OF REPORT

INSPECTION DATE: 07/16/2018

BrM Report

U/W Inspection Report

CIDR

* Fracture Critical Data

Scour Elevation (Profile)

* Load Rating Analysis Summary

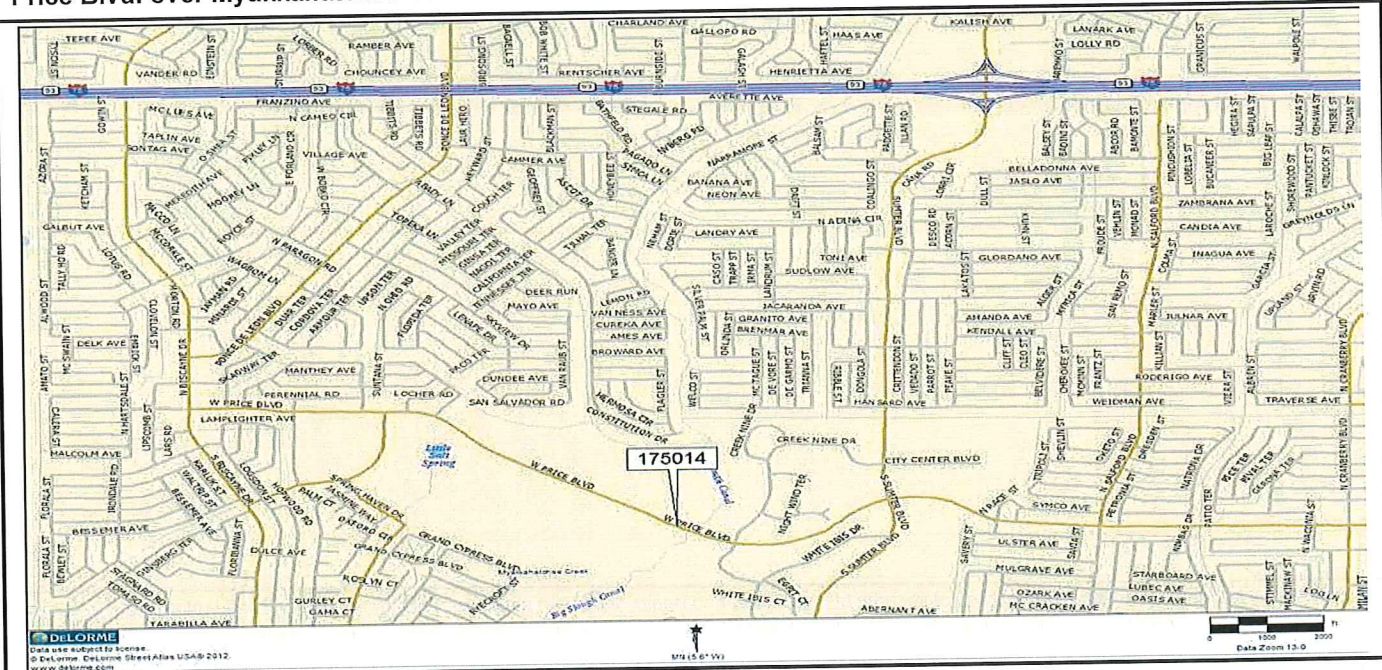
Addendum (Element Notes & Photos/Sketches)

*This section is not included in this report.



Price Blvd. over Myakkahatchee Creek

0.8 Mile West of Sumter Blvd.



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

Structure ID: 175014

DISTRICT: D1 - Bartow

INSPECTION DATE: 7/16/2018 UIXY

BY: Kisinger Campo and Assoc.	STRUCTURE NAME: PRICE BLVD OVER MYAKKAHATCHEE CREEK
OWNER: 4 City/Municipal Hwy Agy	YEAR BUILT: 1973
MAINTAINED BY: 4 City/Municipal Hwy Agy	SECTION NO.: 17 000 557
STRUCTURE TYPE: 5 Prestressed Concrete - 01 Slab	MP: 1.766
LOCATION: 0.8 MI. W OF SUMTER BLVD	ROUTE: 00000
SERV. TYPE ON: 5 Highway-pedestrian	FACILITY CARRIED: PRICE BLVD.
SERV. TYPE UNDER: 5 Waterway	FEATURE INTERSECTED: MYAKKAHATCHEE CREEK

☐ FUNCTIONALLY OBSOLETE☐ STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/16/2018 UNDERWATER: 6/14/2018

SUFFICIENCY RATING: 55.7
HEALTH INDEX: 95.32

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

Structure ID: 175014

DISTRICT: D1 - Bartow

INSPECTION DATE: 7/16/2018 UIXY

BY: Kisinger Campo and Assoc.

STRUCTURE NAME: PRICE BLVD OVER
MYAKKAHATCHEE CREEK

OWNER: 4 City/Municipal Hwy Agy

YEAR BUILT: 1973

MAINTAINED BY: 4 City/Municipal Hwy Agy

SECTION NO.: 17 000 557

STRUCTURE TYPE: 5 Prestressed Concrete - 01 Slab

MP: 1.766

LOCATION: 0.8 MI. W OF SUMTER BLVD

ROUTE: 00000

SERV. TYPE ON: 5 Highway-pedestrian

FACILITY CARRIED: PRICE BLVD.

SERV. TYPE UNDER: 5 Waterway

FEATURE INTERSECTED: MYAKKAHATCHEE CREEK

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

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS PERFORMED: ABOVE WATER: 7/16/2018 UNDERWATER: 6/14/2018

OVERALL NBI RATINGS:

DECK: 7 Good

CHANNEL: 6 Bank Slumping

SUPERSTRUCTURE: 7 Good

CULVERT: N N/A (NBI)

SUBSTRUCTURE: 7 Good

SUFF. RATING: 55.7

PERF. RATING: Good

HEALTH INDEX: 95.32

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

McMinn, Brice - Bridge Inspector (CBI#00405) (lead)

Brice E McMinn - Digitally signed by Brice E McMinn
Date: 2018.08.24 11:47:06 -04'00'

Harrison, LaShawn - Bridge Inspection Technician

Qualls, Dion - Bridge Inspector (CBI#00470) - Lead Diver

Jensen, Denise - Diver

Brewer, James - Diver

REVIEWING BRIDGE INSPECTION SUPERVISOR:

Rothman, David - Bridge Inspector (CBI #00056)

David A Rothman - Digitally signed by David A Rothman
Date: 2018.08.24 12:07:03 -04'00'**CONFIRMING REGISTERED PROFESSIONAL ENGINEER:**

Cochran, Robert - (PE #45177) Kisinger Campo & Associates
 9270 Bay Plaza Boulevard
 Certificate of Authorization #2317
 Tampa FL 33619

SIGNATURE: **Robert P Cochran** Digitally signed by Robert P Cochran
 Date: 2018.08.29 10:46:01 -04'00'

DATE:

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

Structure ID: 175014

DISTRICT: D1 - Bartow

INSPECTION DATE: 7/16/2018 UIXY

All Elements

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8099 / 3	PS Conc Slab (Sonovoid)	14061	99.8	2	0.01	26	0.18	0	.	14089 (SF)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	3.7	26	96.3	0	.	27 (SF)
0	1090 / 3	Exposed Rebar	0	.	1	100	0	.	0	.	1 (SF)
0	510 / 3	Wearing Surfaces	9042	83.44	0	.	1794	16.56	0	.	10836 sq.ft
0	3220 / 3	Crack (Wearing Surface)	0	.	0	.	1794	100	0	.	1794 sq.ft

Element Inspection Notes:

8099/3 Note: There is an asphalt overlay on top of the prestress concrete slab units.

CS3 1080 = The left and right fascias have patches covering the transverse post-tension rod ends. These patches are unsound intermittently throughout up to 5in. x 5in. with Slab Unit 1-5 north face being spalled - INCREASE. Refer to photo 1. (20SF)

CS3 1080 = The slab unit underside around intermittent scuppers is spalled up to 1ft. x 4in. x 1in. (1SF)

CS2 1090 = Slab Unit 1-1 has exposed steel near mid-span. (1SF)

CS2 1080 = Slab Unit 1-2, right edge, has a 12in. long x 2in. wide delamination at mid-span. (1SF)

CS3 1080 = Slab Unit 1-4, left edge, has an 18in. x 8in. x 1in. spall at Abutment 1. REPAIR (1SF)

CS3 1080 = Slab Unit 1-8, right edge, has a 7in. x 1-1/2in. x 1-3/4in. spall at the 1/4 point. REPAIR (1SF)

CS3 1080 = Slab Unit 6-2, right edge, has a 22in. x 9in. x 2in. spall near mid-span. Refer to photo 2. REPAIR (2SF)

CS3 1080 = Slab Unit 11-7, left edge, has an 8in. x 2in. x 1in. spall at Abutment 12 - NEW. REPAIR (1SF)

INCIDENTAL:

The north face of Slab Unit 5-1 has a exposed post tension rod bolt with light corrosion - NEW. Refer to photo 3.

There is water leaking between the slab units.

The west interface of Bent 4 cap has vegetation under all slab units.

The right (south) curb in Span 4 traffic face has a 12in. x 3in. x 2in. spall with exposed rebar at the scupper (no measurable section loss).

Both sidewalks have intermittent map cracking up to 1/64in. wide and areas of scale damage up to 1/4in. deep.

The scuppers in isolated locations are clogged with dirt and vegetation.

1080/3 Refer to Parent Element

1090/3 Refer to Parent Element

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

Structure ID: 175014

DISTRICT: D1 - Bartow

INSPECTION DATE: 7/16/2018 UIXY

510/3 CS3 3220 = The asphalt over the slab unit joints has longitudinal cracks up to full span length x up to 1/8in. wide throughout, primarily in the outside wheel paths. (1544SF)

CS3 3220 = The asphalt is raveled up to 5in. wide in the outside wheel path of Spans 4, 5, 8, 9, 10 and 11. (210SF)

CS3 3220 = Span 3, Lane 1 has an 8ft. long x 5in. wide x 2in. deep pothole in the left wheel path - NEW. Refer to photo 4. REPAIR (40SF)

3220/3 Refer to Parent Element

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 3	Pourable Joint Seal	406	99.02	0	.	4	0.98	0	.	410 ft
0	2320 / 3	Seal Adhesion	0	.	0	.	3	100	0	.	3 ft
0	2360 / 3	Adjacent Deck or Header	0	.	0	.	1	100	0	.	1 ft

Element Inspection Notes:

301/3 CS1 = There is accumulation of loose dirt in the joints, primarily in the shoulders and along the centerline.

CS3 2320 = Abutment 1 and 12 joints, Lane 2, left wheel path and Bent 10 joint, Lane 1 right wheel path have adhesion loss up to 8in. REPAIR (3FT)

CS3 2360 = Bent 8 joint, Lane 1, right wheel path has a delamination in the header 6in. long x 1-1/2in. wide. Refer to photo 5. REPAIR (1FT)

2320/3 Refer to Parent Element

2360/3 Refer to Parent Element

MISCELLANEOUS : Channel

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	0	.	1	100	0	.	1 (EA)
0	9140 / 3	Debris	0	.	0	.	1	100	0	.	1 (EA)

Element Inspection Notes:

8290/3 Note: This bridge is Scour Critical. SIA Item 113 is coded a 3 SC-Unstable. Refer to Table 1 with this report for the 100ft. channel offset measurements.

The earth channel slopes underneath the structure have rutted erosion up to 25ft. x 25ft. x 3ft. due to stormwater run-off.

There are minor scour dishes around the piles up to 4ft. diameter x 6in. deep at the erosion trenches, which run intermittently throughout. Refer to photo 5.

There is erosion up to 24in. diameter x 18in. high at the ends of the wingwalls.

There is erosion up to full width x 8ft. deep under Span 5 from runoff. This erosion does not affect the adjacent elements.

The following was noted by the underwater inspectors:

CS3 9140 = There is debris throughout the channel. Debris is lodged up to 5ft. high from

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groundline up, along Bent 4 piles. Refer to photo 7. REMOVE (1EA)

INCIDENTAL:

There is a 20ft. x 12ft. vegetated island in the south channel (south side of Bent 4), which is not affecting the flow.

CORRECTIVE ACTION TAKEN:

The 20ft. long section of 18in. pipe under Bent 8 has been removed.

9140/3 Refer to Parent Element

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 3	Re Conc Approach Slab	730	100	0	.	0	.	0	.	730 sq.ft
0	510 / 3	Wearing Surfaces	566	100	0	.	0	.	0	.	566 sq.ft

Element Inspection Notes:

321/3 Note: The approach slabs are not visible due to an asphalt overlay.

510/3 **INCIDENTAL:**
The west approach slab to approach roadway transition has a transverse crack up to 1/16in. wide.

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 3	R/Conc Walls	42	97.67	0	.	1	2.33	0	.	43 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	1	100	0	.	1 ft

Element Inspection Notes:

8475/3 Note: The wingwalls have 24in. long x 16in. wide cut-outs to allow water run-off to flow.

CS3 1080 = The northwest wingwall at the north end has a spall 12in. x 11in. x 4in. (1FT)

INCIDENTAL:

There is moderate vegetation on the wingwalls at the four corners of the structure.

1080/3 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 3	Re Conc Abutment	78	100	0	.	0	.	0	.	78 ft

Element Inspection Notes:

215/3 **INCIDENTAL:**
There is moderate vegetation on the ends of both abutment caps.

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	226 / 3	Pre Conc Pile	41	58.57	7	10	22	31.43	0	.	70 (EA)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	3	100	0	.	3 (EA)
0	1190 / 3	Abrasion(PSC/RC)	0	.	7	26.92	19	73.08	0	.	26 (EA)

This report contains information relating to the physical security of a structure and depictions of the structure. This information is confidential and exempt from public inspection pursuant to sections 119.071(3)(a) and 119.071(3)(b), Florida Statutes. Only the cover page of this report may be inspected and copied.

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Element Inspection Notes:

226/3 Note: A USGS gauging station is braced to Pile 4-7 with wooden brackets. Anchorage type is unknown.

CS3 1080 = Pile 2-5 has two spalls up to 14in. x 3in. x 1in. in the northeast corner. (1EA)

CS2 1190 = Bent 2 piles have scale damage (loss of matrix) up to 1/8in. deep from the high-water mark down. (7EA)

The following was noted by the underwater inspectors:

CS3 1190 = The lower portion of the Bent 3, 4 and 5 piles have scale damage (loss of aggregate) up to 1/2in. deep from the high-water mark down. (19EA)

Piles 3-3 and 4-5 have corner spalls less than 6in. x 6in. x 1in. - DECREASE.

CS3 1080 = Piles 3-5 and 4-2 have spalls up to 9in. x 3in. x 1/2in., largest being Pile 4-2. (2EA)

1080/3 Refer to Parent Element

1190/3 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 3	Re Conc Pier Cap	386	99.74	1	0.26	0	.	0	.	387 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	100	0	.	0	.	1 ft

Element Inspection Notes:

234/3 Note: A USGS gauging station is attached to the south end of the Bent 4 cap with aluminum brackets and 3/8in. diameter bolts. Anchorage type is unknown.

CS2 1080 = Bent 9 cap has a 4in. x 4in. x 1in. spall in the lower southwest corner. (1FT)

INCIDENTAL:

There is moderate vegetation growing on the bent cap ends.

1080/3 Refer to Parent Element

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8394 / 3	R/Conc Abut Slope Protection	1168	99.57	5	0.43	0	.	0	.	1173 (SF)
0	6000 / 3	Scour	0	.	5	100	0	.	0	.	5 (SF)

Element Inspection Notes:

8394/3 CS2 6000 = The west toe is exposed 5ft. long x 5in. high on the north end with no undermining observed during this inspection. (5SF)

CS1 = There are diagonal cracks up to 1/32in. wide in isolated locations at Abutment 1 slope protection.

6000/3 Refer to Parent Element

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SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	331 / 3	Re Conc Bridge Railing	0	.	767	99.35	5	0.65	0	.	772 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	5	100	0	.	5 ft
0	1130 / 3	Cracking (RC and Other)	0	.	767	100	0	.	0	.	767 ft

Element Inspection Notes:

- 331/3 CS2 1130 = The bridge rails and posts have vertical and longitudinal cracks up to 1/16in. wide. (767FT)
- CS3 1080 = Span 9 between Posts 9-2 and 9-3 left has a spall with exposed rebar (no measurable section loss) up to 4ft. 6in. x 3in. x 2in. in the top rail bottom face - INCREASE. Refer to photo 8. REPAIR (5FT)
- CORRECTIVE ACTION TAKEN:
The previously noted spall in Span 9 between Posts 9-2 and 9-3 has been repaired, but has recurred as noted above.
The bridge rails have been painted throughout.
- 1080/3 Refer to Parent Element
- 1130/3 Refer to Parent Element

Total Number of Elements*: 10

*excluding defects/protective systems

Structure Notes

BRIDGE OWNER: CITY OF NORTH PORT

Structure inventoried from west to east.

TRAFFIC RESTRICTION: According to the load rating analysis dated 01/06/12 this bridge should be posted at or below the following Operating ratings: Single Unit Trucks: 27 tons. This structure is posted as follows: Single Unit Trucks: 24 tons, Combination Trucks: 36 tons, Truck Trailer: 38 tons. Refer to posting sign photos.

This structure is on a 12 month inspection frequency due to the NBI rating for SIA Item 70, Bridge Posting being coded a 2.

This structure is considered Scour Critical. SIA Item 113 is coded 3 SC-Unstable.

Asphalt thickness = 3in.

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INSPECTION NOTES: **UIXY** **7/16/2018**

LOAD CAPACITY EVALUATION:

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

NON-STRUCTURAL ITEMS:**APPROACH SLOPES:**

The northeast approach slope has an area of erosion, 15ft. long x 18in. wide x 18in. deep that has undermined the northeast approach pavement and mowing strip up to 30in. back under at the end post. The northeast approach pavement has settled up to 2in. and the perimeter joints are open. The erosion extends 20ft. around the northeast wingwall. Refer to photo 9.

REPAIR

The northwest approach pavement has settled up to 1-1/2in. and the perimeter joints are open.

OBJECT MARKERS:

No object markers are provided for this structure. Refer to photo 10. **INSTALL**

ROADWAY STRIPING:

The roadway striping is slightly faded across the structure.

The following elements were inspected underwater by the divers:

8290 Channel

226 Pre Conc Pile - Bents 2 through 5 each with seven 14in. concrete piles

Sufficiency Rating Calculation Accepted by KNKCARL at 8/24/2018 6:21:40 AM

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Photo 1 - Element 8099 PS Conc Slab (Sonovoid)

Spalled post tension rod patch with light corrosion on the post tension bolt

REPAIR RECOMMENDATION:
None

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Photo 2 - Element 8099 PS Conc Slab (Sonovoid)

Spall in the right edge of Slab Unit 6-2 near mid-span

REPAIR RECOMMENDATION:

Repair spalls in Slab Units 1-4 1-8 6-2 and 11-7.

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Photo 3 - Element 8099 PS Conc Slab (Sonovoid)

Exposed post tension rod bolt Slab Unit 1-5

REPAIR RECOMMENDATION:
None

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Photo 4 - Element 8099 PS Conc Slab (Sonovoid) (510 Wearing Surfaces)

Pothole in Span 3 left wheel path

REPAIR RECOMMENDATION:
Repair pothole in Span 3.

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Photo 5 - Element 301 Pourable Joint Seal

Bent 8 joint, Lane 1, right wheel path delamination in the header

REPAIR RECOMMENDATION:

Repair Bent 8 joint, Lane 1, right wheel path delamination in the header and adhesion loss in Abutment 1 and 12 joints, Lane 2, left wheel path and Bent 10 joint, Lane 1, right wheel path.

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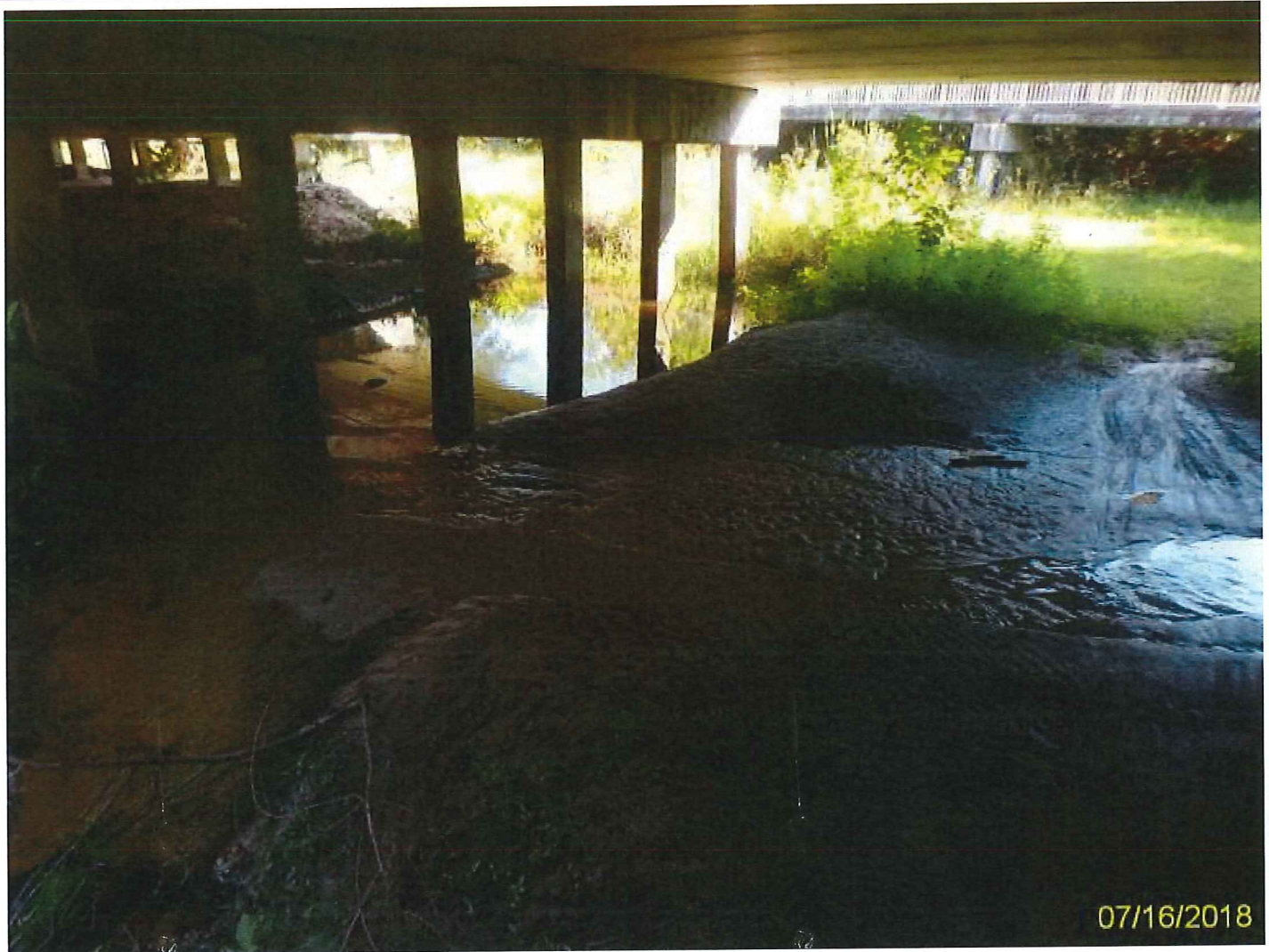


Photo 6 - Element 8290 Channel

Erosion trenches under Bent 8

REPAIR RECOMMENDATION:
None

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Photo 7 - Element 8290 Channel

Debris around Bent 4

REPAIR RECOMMENDATION:

Remove debris accumulated around Bent 4 piles.

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Photo 8 - Element 331 Re Conc Bridge Railing

Spall with exposed and painted rebar in top rail between Posts 9-2 and 9-3 left

REPAIR RECOMMENDATION:

Repair spall in top rail bottom face between Posts 9-2 and 9-3 left.

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Photo 9 - Inspection Notes

Area of erosion at the northeast approach slope

REPAIR RECOMMENDATIONS:

Repair erosion at the northeast approach slope and around the wingwall.

Repair the settled northwest and northeast approach pavement and seal the open joints.

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Photo 10 - Inspection Notes

Missing object markers at the southeast corner of the bridge

REPAIR RECOMMENDATION:

Install object markers structure at the four corners of the structure in accordance with FDOT guidelines.

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West Posting Sign

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East Posting Sign

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

REPORT ID: INSP005

Inspection/CIDR/Bridge Profile Report

Structure ID: 175014

CIDR

DATE PRINTED: 8/24/2018

Description

Structure Unit Identification

Bridge/Unit Key: 175014 0
 Structure Name: PRICE BLVD OVER MYAKKAHATCHEE CREEK
 Description: Spans 1 through 11
 Type: M - Main

Roadway Identification

NBI Structure No (8): 175014
 Position/Prefix (5): 1 - Route On Structure
 Kind Hwy (Rte Prefix): 5 City Street
 Design Level of Service: 1 Mainline
 Route Number/Suffix: 00000 / 0 N/A (NBI)
 Feature Intersect (6): MYAKKAHATCHEE CREEK
 Critical Facility: Not Defense-crit
 Facility Carried (7): PRICE BLVD.
 Mile Point (11): 1.766
 Latitude (16): 027d04'09.8" Long (17): 082d13'12.9"

Roadway Classification

Nat. Hwy Sys (104): 0 Not on NHS
 National base Net (12): 0 - Not on Base Network
 LRS Inventory Rte (13a): 17 000 557 Sub Rte (13b): 00
 Functional Class (26): 16 Urban Minor Arterial
 On Federal Aid System: Yes
 Defense Hwy (100): 0 Not a STRAHNET hwy
 Direction of Traffic (102): 2 2-way traffic
 Emergency: ☐

NBI Project Data

Proposed Work (075A): Not Applicable (P)
 Work To Be Done By (075B): Not Applicable (P)
 Improvement Length (076): 0 ft

NBI Rating

Channel (61): 6 Bank Slumping
 Deck (58): 7 Good
 Superstructure (59): 7 Good
 Substructure (60): 7 Good

Roadway Traffic and Accidents

Lanes (28): 2 Medians: 0 Speed: 45 mph
 ADT Class: 3 ADT Class 3
 Recent ADT (29): 7200 Year (30): 2017
 Future ADT (114): 12492 Year (115): 2039
 Truck % ADT (109): 3
 Detour Length (19): 7.0 mi
 Detour Speed: 45 mph
 Accident Count: -1 Rate:

Roadway Clearances

Vertical (10): 99.99 ft Appr. Road (32): 25 ft
 Horiz. (47): 34.2 ft Roadway (51): 28.3 ft
 Truck Network (110): 0 Not part of natl netwo
 Toll Facility (20): 3 On free road
 Fed. Lands Hwy (105): 0 N/A (NBI)
 School Bus Route: ☒
 Transit Route: ☒

Improvement Cost (094): \$ 0.00
 Roadway Improvement Cost (095): \$ 0.00
 Total Cost (096): \$ 0.00
 Year of Estimate (097):

Culvert (62): N N/A (NBI)
 Waterway (71): 7 Above Minimum
 Unrepaired Spalls: -1 sq.ft.
 Review Required: ☒

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Structure Identification

Admin Area: Sarasota/Manatee
 District (2): D1 - Bartow
 County (3): (17)Sarasota
 Place Code (4): North Port
 Location (9): 0.8 MI. W OF SUMTER BLVD
 Border Br St/Reg (98): Not Applicable (P) Share: 0 %
 Border Struct No (99):
 FIPS State/Region (1): 12 Florida Region 4-Atlanta
 NBIS Bridge Len (112): Y - Meets NBI Length
 Parallel Structure (101): No || bridge exists
 Temp. Structure (103): Not Applicable (P)
 Maint. Resp. (21): 4 City/Municipal Hwy Agy
 Owner (22): 4 City/Municipal Hwy Agy
 Historic Signif. (37): 5 Not eligible for NRHP

Structure Type and Material

Curb/Sidewalk (50): Left: 3 ft Right: 3 ft
 Bridge Median (33): 0 No median
 Main Span Material (43A): 5 Prestressed Concrete
 Appr Span Material (44A): Not Applicable (P)
 Main Span Design (43B): 01 Slab
 Appr Span Design (44B): 00 Other (NBI)

Geometrics

Spans in Main Unit (45): 11
 Approach Spans (46): 0
 Length of Max Span (48): 35.1 ft
 Structure Length (49): 386 ft
 Total Length: 406 ft
 Deck Area: 14089 sqft
 Structure Flared (35): 0 No flare

Age and Service

Year Built (27): 1973
 Year Reconstructed (106): 0
 Type of Service On (42a): 5 Highway-pedestrian
 Under (42b): 5 Waterway
 Fracture Critical Details: Not Applicable

Deck Type and Material

Deck Width (52): 36.5 ft
 Skew (34): 0 deg
 Deck Type (107): 2 Concrete Precast Panel
 Surface (108): 6 Bituminous
 Membrane: 0 None
 Deck Protection: None

Appraisal**Structure Appraisal**

Open/Posted/Closed (41): P Posted for load
 Deck Geometry (68): 4 Tolerable
 Underclearances (69): N Not applicable (NBI)
 Approach Alignment (72): 8-No Speed Red thru Curv
 Bridge Railings (36a): 0 Substandard
 Transitions (36b): 1 Meets Standards
 Approach Guardrail (36c): 1 Meets Standards
 Approach Guardrail Ends (36d): 1 Meets Standards
 Scour Critical (113): 3 SC - Unstable

Minimum Vertical Clearance

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

Schedule**Current Inspection**

Inspection Date: 07/16/2018
 Inspector: KNKCAMB - Brice McMinn
 Bridge Group: E1N92
 Alt. Bridge Group:
 Primary Type: Regular NBI
 Review Required: ☒

Navigation Data

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

NBI Condition Rating

Sufficiency Rating: 55.7
 Health Index: 95.32
 Structural Eval (67): 4 Minimum Tolerable
 Deficiency: Not Deficient

Minimum Lateral Underclearance

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

Next Inspection Date Scheduled

NBI: 07/16/2020
 Element: 07/16/2019
 Fracture Critical:
 Underwater: 06/14/2020
 Other/Special: 07/16/2019

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REPORT ID: INSP005

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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)****Inspection Resources**Fracture Critical ☐

mos

Crew Hours: 4

Underwater ☒

24 mos

06/14/2018

Flagger Hours: 0

Other Special ☒

12 mos

07/16/2018

Helper Hours: 0

NBI

24 mos

(91)

07/16/2018

(90)

Snooper Hours: 0

Special Crew Hours: 0

Special Equip Hours: 0

Bridge Related**General Bridge Information**

Parallel Bridge Seq:

Channel Depth: 3.4 ft

Radio Frequency: -1

Phone Number:

Exception Date:

Exception Type: Unknown

Accepted By Maint: 01/01/1973

Warranty Expiration: 00/00/0000

Performance Rating: Good

Bridge Rail 1: Concrete post & beam

Bridge Rail 2: Not applicable-No rail

Electrical Devices: No electric service

Culvert Type: Not applicable

Maintenance Yard: Not FDOT Maintained

FIHS ON / OFF: No Routes on FIHS

Previous Structure:

2nd Previous Structure:

Replacement Structure:

Permitted Utilities: Power ☐ Water ☐ Gas ☐ Fiber Optic ☐ Sewage ☐ Other ☐**Bridge Load Rating Information**

Inventory Type (065): 1 LF Load Factor

Operating Type (063): 1 LF Load Factor

Original Design Load (031): 5 MS 18 (HS 20)

Date: 01/06/2012

Initials: CEL

Load Rating Rev. Recom.: No

Load Rating Plans Status: Design or Construction

Inventory Rating (066): 19.4 tons

Operating Rating (064): 35.3 tons

FL120 Permit Rating: -1.0 tons

HS20/FL120 Max Span Rating: 35.3 tons

Dynamic Impact in Percent: 30 %

Governing Span Length: 35.0 ft

Minimum Span Length:

Distribution Method: AASHTO formula

Load Rating Notes:

LEGAL LOADS

SU2: 26.3 tons

SU3: 27.8 tons

SU4: 27.3 tons

C3: -1.0 tons

C4: -1.0 tons

C5: 40.0 tons

ST5: 42.0 tons

Posting (070): 2 20.0-29.9%below

Open/Posted/Closed (041): P Posted for load

FLOOR BEAM (FB)

FB Present: No

FB Span Length, Gov: 0.0 ft

FB Spacing, Gov: 0.0 ft

FB OPR Rating: 0.0 tons

FB SU4 OPR Rating: 0.0 tons

FB FL120 Rating: 0.0 tons

POSTING

Recom. SU Posting: 27 tons

Recom. C Posting: 99 tons

Recom. ST5 Posting: 99 tons

Actual SU Posting: 24 tons

Actual C Posting: 36 tons

Actual ST5 Posting: 38 tons

Actual Blanket Posting: 99 tons

SEGMENTAL (SEG)

SEG Wing-Span: -1.0 ft

SEG Web-to-Web Span: -1.0 ft

SEG FL120 Transverse: -1.0 tons

SEG Single Axle Transverse: -1.0 tons

SEG Tandem Axle Transverse: -1.0 tons

Bridge Scour and Storm Information

Pile Driving Record: No pile driving records

Foundation Type: No foundation details

Mode of Flow: Riverine

Rating Scour Eval: Scour Critical

Highest Scour Eval: Phase IV completed

Scour Evaluation Method: Standard Scour Eval

Scour Recommended I: Perform countermeasures

Scour Recommended II: Perform countermeasures

Scour Recommended III: No recommendation

Scour Elevation: 3.2 ft

Action Elevation: 3.2 ft

Storm Frequency: 100

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REPORT ID: INSP005

Structure ID: 175014

DATE PRINTED: 8/24/2018

Elements

Inspection Date: 07/16/2018 UIXY

DECKS : Decks/Slabs

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8099 / 3	PS Conc Slab (Sonovoid)	14061	99.8	2	0.01	26	0.18	0	.	14089 (SF)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	3.7	26	96.3	0	.	27 (SF)
0	1090 / 3	Exposed Rebar	0	.	1	100	0	.	0	.	1 (SF)
0	510 / 3	Wearing Surfaces	9042	83.44	0	.	1794	16.56	0	.	10836 sq.ft
0	3220 / 3	Crack (Wearing Surface)	0	.	0	.	1794	100	0	.	1794 sq.ft

DECKS : Joints

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	301 / 3	Pourable Joint Seal	406	99.02	0	.	4	0.98	0	.	410 ft
0	2320 / 3	Seal Adhesion	0	.	0	.	3	100	0	.	3 ft
0	2360 / 3	Adjacent Deck or Header	0	.	0	.	1	100	0	.	1 ft

MISCELLANEOUS : Channel

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8290 / 3	Channel	0	.	0	.	1	100	0	.	1 (EA)
0	9140 / 3	Debris	0	.	0	.	1	100	0	.	1 (EA)

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	321 / 3	Re Conc Approach Slab	730	100	0	.	0	.	0	.	730 sq.ft
0	510 / 3	Wearing Surfaces	566	100	0	.	0	.	0	.	566 sq.ft

MISCELLANEOUS : Other Elements

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8475 / 3	R/Conc Walls	42	97.67	0	.	1	2.33	0	.	43 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	1	100	0	.	1 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	215 / 3	Re Conc Abutment	78	100	0	.	0	.	0	.	78 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	226 / 3	Pre Conc Pile	41	58.57	7	10	22	31.43	0	.	70 (EA)
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	3	100	0	.	3 (EA)
0	1190 / 3	Abrasion(PSC/RC)	0	.	7	26.92	19	73.08	0	.	26 (EA)

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	234 / 3	Re Conc Pier Cap	386	99.74	1	0.26	0	.	0	.	387 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	1	100	0	.	0	.	1 ft

SUBSTRUCTURE : Substructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	8394 / 3	R/Conc Abut Slope Protection	1168	99.57	5	0.43	0	.	0	.	1173 (SF)
0	6000 / 3	Scour	0	.	5	100	0	.	0	.	5 (SF)

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
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Structure ID: 175014

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SUPERSTRUCTURE : Superstructure

Str Unit	Elem/Env	Description	Qty1	%1	Qty2	%2	Qty3	%3	Qty4	%4	T Qty
0	331 / 3	Re Conc Bridge Railing	0	.	767	99.35	5	0.65	0	.	772 ft
0	1080 / 3	Delamination/Spall/Patched Area	0	.	0	.	5	100	0	.	5 ft
0	1130 / 3	Cracking (RC and Other)	0	.	767	100	0	.	0	.	767 ft

Total Number of Elements*: 10

*excluding defects/protective systems

Inspection Information**Inspection Date:** 07/16/2018**Type:** Regular NBI**Inspector:** KNKCAMB - Brice McMin**Inspection Notes:****LOAD CAPACITY EVALUATION:**

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

NON-STRUCTURAL ITEMS:**APPROACH SLOPES:**

The northeast approach slope has an area of erosion, 15ft. long x 18in. wide x 18in. deep that has undermined the northeast approach pavement and mowing strip up to 30in. back under at the end post. The northeast approach pavement has settled up to 2in. and the perimeter joints are open. The erosion extends 20ft. around the northeast wingwall. Refer to photo 9. REPAIR

The northwest approach pavement has settled up to 1-1/2in. and the perimeter joints are open.

OBJECT MARKERS:

No object markers are provided for this structure. Refer to photo 10. INSTALL

ROADWAY STRIPING:

The roadway striping is slightly faded across the structure.

The following elements were inspected underwater by the divers:

8290 Channel

226 Pre Conc Pile - Bents 2 through 5 each with seven 14in. concrete piles

Sufficiency Rating Calculation Accepted by KNKCARTL at 8/24/2018 6:21:40 AM

Inspection Date: 07/13/2017**Type:** Special-Posted Bridge**Inspector:** KNKCAJA - Jason Bainbridge**Inspection Notes:****LOAD CAPACITY EVALUATION:**

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

NON-STRUCTURAL ITEMS:**OBJECT MARKERS:**

No object markers are provided at the four corners of the structure. Refer to photo 4. INSTALL

ROADWAY STRIPING:

The roadway striping is slightly faded across the structure.

This Special-Posted Bridge inspection is being conducted based on the NBI rating for SIA Item 70 Bridge Posting being coded a 2, Only Element 8099 PS Conc Slab (Sonovoid) was inspected, evaluated and included in this report. For a comprehensive list of all other deficiencies, refer to the previous routine inspection report dated 7/12/16.

Sufficiency Rating Calculation Accepted by KNKCARTX at 8/3/2017 1:37:48 PM

Inspection Date: 07/12/2016**Type:** Regular NBI**Inspector:** KNKCAST - Timothy Sweeney

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

REPORT ID: INSP005
 Structure ID: 175014

DATE PRINTED: 8/24/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCADG-P at 2016-08-16 13:26:46

LOAD CAPACITY EVALUATION:

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

APPROACH SLOPES:

The northeast approach slope has an area of erosion, 15ft. long x 1-1/2ft. wide x 1-1/2ft. deep that has undermined the northeast approach pavement and mowing strip up to 30in. back under at the end post. The northeast approach pavement has settled up to 2in. and the perimeter joints are open. The erosion extends 20ft. around the northeast wingwall - INCREASE. Refer to photo 9.

The northwest approach pavement has settled up to 1-1/2in. and the perimeter joints are open - NEW.

REPAIR ALL**OBJECT MARKERS:**

No object markers are provided for this structure. Refer to photo 10. INSTALL

STRIPING:

The roadway striping is slightly faded across the structure - NEW.

CORRECTIVE ACTION TAKEN:

The advance weight limit posting signs have been installed.

The following elements were inspected underwater by the divers:
 204 P/S Conc Column - Bents 2 through 5 each seven 14in. piles
 290 Channel

Inspection Date: 07/24/2015 **Type:** Special-Posted Bridge
Inspector: KNKCALE - Eric Lambert

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCADG-P at 2015-08-31 08:52:16

LOAD CAPACITY EVALUATION:

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

This Special-Posted Bridge inspection is being conducted based on NBI Item 70 Bridge Posting being coded a 2. Only Element 99 PS Conc Slab was inspected, evaluated and included in this report. For a comprehensive list of all other deficiencies, refer to the previous routine inspection report dated 7/8/14.

Inspection Date: 07/08/2014 **Type:** Regular NBI
Inspector: INACTIVE1446 - Elliott Coon

Inspection Notes: Sufficiency Rating Calculation Accepted by knicaec-P at 2014-08-07 13:14:05

LOAD CAPACITY EVALUATION:

The load rating dated 01/06/2012 applies to the current condition of the bridge.

Divers inspected Bents 3 and 4 each with seven 14in. concrete piles and channel. Pile 4-6 was in water, all other piles in Bent 4 are dry. All were inspected and included in the quantity.

NON-STRUCTURAL ITEMS:**APPROACH SLOPE:**

The northeast approach slope has an area of erosion 15ft. long x 1-1/2ft. wide x 1-1/2ft. deep that has undermined the northeast approach sidewalk and mowing strip up to 30in. back under at end post. This area extends around the northeast wingwall 20ft. Refer to Photo 5. REPAIR

SIGNS:

The advance weight limit posting signs provided do not have the posted weight limits - NEW. Refer to Photo 6. REPAIR

CORRECTIVE ACTION TAKEN:

Advance weight limit warning signs are provided.

OBJECT MARKERS:

There are no object marker for this structure - NEW. Refer to Photo 7. REPAIR

Inspection Date: 07/09/2013 **Type:** Special-Posted Bridge
Inspector: INACTIVE1543 - Stephen Morris

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

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REPORT ID: INSP005

Structure ID: 175014

CIDR

DATE PRINTED: 8/24/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by knicaec-P at 2013-07-15 10:46:54

LOAD CAPACITY EVALUATION:

The load rating dated 01/06/2012 applies to the current condition of the bridge.

This is a Special-Posted inspection. Only Element 99 PS Conc Slab is included. For all other element comments refer to the last routine inspection dated 07/19/2012.

NON-STRUCTURAL ITEMS:

SIGNS:

There are no advance weight limit warning signs provided. Refer to Posting Photos. REPAIR

Inspection Date: 07/19/2012 **Type:** Regular NBI

Inspector: INACTIVE1254 - Victoria Griswold

Inspection Notes: Sufficiency Rating Calculation Accepted by knicavg-P at 2012-08-20 08:39:16

LOAD CAPACITY EVALUATION:

The load rating dated 01/06/2012 applies to the current condition of the bridge.

Divers inspected Bents 3 and 4 each with seven 14in. concrete piles and channel.

NON-STRUCTURAL ITEMS:

APPROACH SLOPE:

The northeast approach slope has an area of erosion 15ft. long x 1-1/2ft. wide x 1-1/2ft. deep that has undermined the northeast approach sidewalk and mowing strip up to 4in. back under. This area extends around the northeast wingwall 20ft. - NEW. Refer to Photo 6. REPAIR

SIGNS:

There are no advance weight limit warning signs provided. REPAIR

Inspection Date: 08/29/2011 **Type:** Special-Posted Bridge

Inspector: KNICADQ - Dion Qualls

Inspection Notes: Sufficiency Rating Calculation Accepted by knicana-P at 2012-05-06 16:25:14

Sufficiency Rating Calculation Accepted by knicadq-P at 2011-10-04 16:08:12

LOAD CAPACITY EVALUATION:

The load rating dated 10/17/11 applies to the current condition of the bridge, and includes an average asphalt thickness of 2.50 in.

This is a Special-Other Posted inspection and includes Element 99 only. For all other elements refer to the Routine NBI dated 09/08/2010.

Inspection Date: 09/08/2010 **Type:** Regular NBI

Inspector: INACTIVE1337 - Paul Elborne

Inspection Notes: Sufficiency Rating Calculation Accepted by KNKCAAC-P at 2010-10-19 09:31:19

LOAD CAPACITY EVALUATION:

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

NON-STRUCTURAL ITEMS:

SIGNS:

There are no advance weight limit warning signs provided. INSTALL

CORRECTIVE ACTION TAKEN:

The previously noted incorrect east weight limit sign has been replaced.

Inspection Date: 09/15/2009 **Type:** Special-Posted Bridge

Inspector: KN238JK - James Kelley

FLORIDA DEPARTMENT OF TRANSPORTATION
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Inspection/CIDR/Bridge Profile Report
CIDR

REPORT ID: INSP005
 Structure ID: 175014

DATE PRINTED: 8/24/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by kn238jk-P at 2009-10-21 05:47:08

LOAD CAPACITY EVALUATION:

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

Note: This interim inspection is being conducted based on SIA Item #70 - Bridge Posting being coded 4 or less. Only the element controlling the load rating (Element 99 PS Concrete Slab) was inspected, evaluated and included in this report. For all other element deficiencies, refer to the previous routine inspection report dated 9/09/08.

NON-STRUCTURAL ITEMS:**SIGNS:**

The east weight limit sign panel should be corrected to reflect Single Unit Trucks: 26 tons to conform with the west weight limit sign - NEW. The east weight limit sign also has a minor deformation in the bottom north corner - NEW.

There are no advance weight limit warning signs provided - NEW. INSTALL

Inspection Date: 09/09/2008 **Type:** Regular NBI

Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by knaaawr-P at 2008-09-29 15:00:05

The load rating dated 6/08/1994 applies to the current condition of this bridge.

NON-STRUCTURAL ITEMS:
CORRECTIVE ACTION TAKEN

GUARDRAIL:

New approach guardrails have been installed - SATISFACTORY.

APPROACH ROADWAY:

The erosion at the SE approach has been repaired - SATISFACTORY.

Inspection Date: 09/11/2007 **Type:** Special-Posted Bridge

Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2008-06-28 15:19:17
 Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2007-09-20 16:35:11

This is a Special-Posted Inspection. Only element 99/3 PS Conc Slab is included.

Inspection Date: 09/28/2006 **Type:** Regular NBI

Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by KNVOLCW-P at 2006-10-04 13:35:10

NON-STRUCTURAL ITEMS:**APPROACH ROADWAY:**

The SE approach shoulder has a 10ft x 4ft x 1ft eroded area which is beginning to encroach on the approach roadway.
PREVIOUS REPAIR RECOMMENDATION WILL NOT BE REPEATED.

CORRECTIVE ACTION TAKEN:

The east posting sign has been satisfactorily installed.

Inspection Date: 09/28/2005 **Type:** Special-Posted Bridge

Inspector: KN738AB - Anthony Bibelhauser

Inspection Notes: This is an annual inspection, only Element 99/3 P/S Conc Slab is included in this report. For all other elements refer to 09/14/05 inspection report.

NON-STRUCTURAL ITEMS:**POSTING SIGNS:**

The east posting sign is missing. Refer to photo 4. REPAIR The city of North Port was notified of this condition.

FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

Inspection/CIDR/Bridge Profile Report CIDR

REPORT ID: INSP005

Structure ID: 175014

DATE PRINTED: 8/24/2018

Inspection Information

Inspection Date: 09/14/2004

Type: Regular NBI

Inspector: KNVOLWW - Wade Wolfe

Inspection Notes: Sufficiency Rating Calculation Accepted by knvolkt-P at 2005-10-11 13:25:18
Sufficiency Rating Calculation Accepted by knvscmo-P at 2004-09-30 11:21:33

NON-STRUCTURAL ITEMS:

POSTING SIGNS:

The east posting sign is missing. Refer to photo 7 - REPAIR.

APPROACH ROADWAY:

The SE approach shoulder has a 10ft x 4ft x 1ft eroded area which is beginning to encroach on the approach roadway. Refer to photo 6 - NEW, REPAIR.

ADDENDUM:

This report contains an addendum.

Inspection Date: 09/04/2003

Type: Special-Posted Bridge

Inspector: KNVOLSE - Steve Eorgan

Inspection Notes: Sufficiency Rating Calculation Accepted by knvolvg-P at 2003-09-11 09:43:38
KN738SE-P inspection comments -
Structure 175014 -
Date 2003-09-04 -

This is an interim inspection only elements 99/3 PS Conc Slab are included in this report, for all other elements refer to 9/26/02 inspection report.

Inspection Date: 09/26/2002

Type: Regular NBI

Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738jo-P at 2002-11-06 09:41:59
KN738JO-P inspection comments -
Structure 175014 -
Date 2002-09-26 -
Note: Element 310 Elastomeric Bearings is being deleted from this report.

APPROACH ROADWAY - The asphalt surfacing of both approach roadways has map type cracking up to 1/4" wide and a full roadway width x up to 1/2" wide transverse crack at each approach roadway/approach slab transition - NO CHANGE, PREVIOUS RECOMMENDATION WILL NOT BE REPEATED.

GUARDRAIL - Guardrail has not been provided - NO CHANGE - INSTALL, AS WAS PREVIOUSLY RECOMMENDED.

Inspection Date: 09/27/2001

Type: Interim

Inspector:

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738ds at 11/6/01 17:31:59
KN738MB inspection comments - Structure 175014 - Date 9/27/01 -

This interim inspection is being conducted based on SIA Item 70 Bridge Posting being rated 4 or less. Structural deficiencies affecting the load carrying capacity were reviewed and will be included in this report. For a comprehensive list of all other deficiencies, refer to the previous routine report dated 9/12/00.

Note: During the initial site inspection of this structure on 9/19/01, it was noted that subsequent to a heavy flood event, severe scour had occurred at the northwest slope protection. Because slope protection is not included in an interim inspection, a letter dated 9/20/01 was sent to the owner advising of the condition at the northwest slope.
Previous comments >

Inspection Date: 09/12/2000

Type: Regular NBI

Inspector:

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

REPORT ID: INSP005

Structure ID: 175014

DATE PRINTED: 8/24/2018

Inspection Information

Inspection Notes: Sufficiency Rating Calculation Accepted by kn738ku at 9/26/00 06:30:57
 KN738KU inspection comments -
 Structure 175014 -
 Date 9/12/00 - This structure was inventoried from west to east.

Non-PONITIS Items:

Guardrails:
 An approach guardrail system has not been provided for this structure.

RCA:
 Install an approach guardrail system at the structure.

Approach Roadways:
 The west approach roadway asphalt overlay has cracks up to 3 mm (1/8") wide throughout.

RCA:
 Clean and seal the cracking in the west approach roadway asphalt overlay.

Inspection Date: 09/01/1999 **Type:** Interim

Inspector:

Inspection Notes: KN738KU inspection comments -
 Structure 175014 -
 Date 9/1/99 - This structure was inventoried from west to east.

This interim inspection is being conducted based on S.I.A. Item 70 Bridge Posting being rated 4 or less. Structural deficiencies affecting the load carrying capacity were reviewed and will be included in this report. For a comprehensive list of all other deficiencies see the previous routine report dated 9/8/98.

Previous comments > (none)

Inspection Date: 09/01/1998 **Type:** Regular NBI

Inspector:

Inspection Notes:

Structure Notes

BRIDGE OWNER: CITY OF NORTH PORT

Structure inventoried from west to east.

TRAFFIC RESTRICTION: According to the load rating analysis dated 01/06/12 this bridge should be posted at or below the following Operating ratings: Single Unit Trucks: 27 tons. This structure is posted as follows: Single Unit Trucks: 24 tons, Combination Trucks: 36 tons, Truck Trailer: 38 tons. Refer to posting sign photos.

This structure is on a 12 month inspection frequency due to the NBI rating for SIA Item 70, Bridge Posting being coded a 2.

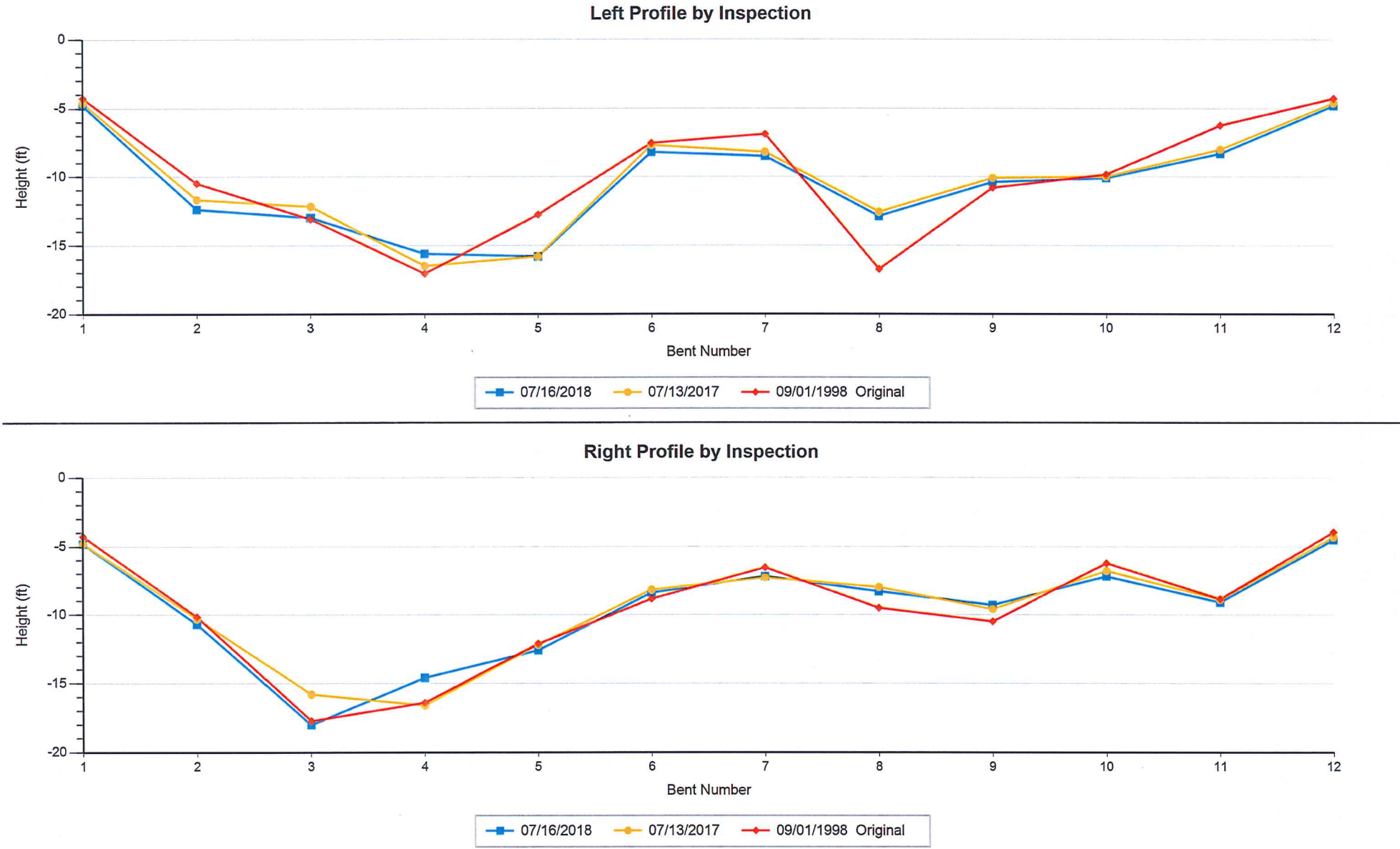
This structure is considered Scour Critical. SIA Item 113 is coded 3 SC-Unstable.

Asphalt thickness = 3in.

Schedule Notes

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

DATE PRINTED: 8/24/2018 6:25:42 AM



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

DATE PRINTED: 8/24/2018 6:25:42 AM

Profile Data - Numerical Summary

Inspection Date and Key:	UIXY	Profile Data - Numerical Summary			(All Heights are in Feet)
		Bent #	Left Height	Right Height	
7/16/2018	UIXY	1	4.80	4.80	
		2	12.40	10.70	
		3	13.00	18.00	
		4	15.60	14.60	
		5	15.80	12.60	
		6	8.20	8.40	
		7	8.50	7.20	
		8	12.90	8.30	
		9	10.40	9.30	
		10	10.10	7.20	
		11	8.30	9.10	
		12	4.80	4.50	

Air Temp:
Profile Notes:
Measurements referenced to the top of the concrete sidewalks.
Waterline taken at Bent 4: Left and Right = 14.6ft.

Inspection Date and Key:	NCVT	Profile Data - Numerical Summary			(All Heights are in Feet)
		Bent #	Left Height	Right Height	
7/13/2017	NCVT	1	4.60	4.80	
		2	11.70	10.30	
		3	12.20	15.80	
		4	16.50	16.60	
		5	15.80	12.20	
		6	7.70	8.20	
		7	8.20	7.30	
		8	12.60	8.00	

This report contains information relating to the physical security of a structure and depictions of the structure. This information is confidential and exempt from public inspection pursuant to sections 119.071(3)(a) and 119.071(3)(b), Florida Statutes. Only the cover page of this report may be inspected and copied.

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

DATE PRINTED: 8/24/2018 6:25:42 AM

Profile Data - Numerical Summary

Bent #	Left Height	Right Height	(All Heights are in Feet)
9	10.10	9.60	
10	10.00	6.80	
11	8.00	8.90	
12	4.60	4.30	

Air Temp:
Profile Notes:

Measurements referenced to the top of the concrete sidewalks.
Waterline taken at Bent 4: Left and Right = 13.5ft.

Inspection Date and Key: 9/1/1998 STRT

(Original Inspection)

1	4.27	4.27
2	10.50	10.17
3	13.12	17.72
4	17.06	16.40
5	12.80	12.14
6	7.55	8.86
7	6.89	6.56
8	16.73	9.51
9	10.83	10.50
10	9.84	6.23
11	6.23	8.86
12	4.27	3.94

Air Temp:
Profile Notes:

Measurements taken from the top outer edge of the sidewalk.
These original measurements were taken 8/85.

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
BRIDGE INSPECTION REPORT ADDENDUM

BRIDGE ID: 175014
DISTRICT: 01 BARTOW

PAGE: A1 OF A1
INSPECTION DATE: 07/16/2018

TABLE 1
SCOUR CRITICAL MEASUREMENTS
100FT. OFFSET MEASUREMENTS

Left				CHANGE
	06/25/14	07/12/16	07/16/18	
Abutment 1	3.8	4.1	Dry	N/A
Bent 2	8.7	5.5	Dry	N/A
Bent 3	11.3	10.9	Dry	N/A
Bent 4	15.7	15.4	19.0	- 3.6
Bent 5	15.9	16.2	18.6	- 2.4
Bent 6	6	6.3	Dry	N/A
Bent 7	7.8	8.0	16.6	- 8.6
Bent 8	11.8	11.9	16.6	- 4.7
Bent 9	8.1	8.5	16.6	- 8.1
Bent 10	7.6	8.0	Dry	N/A
Bent 11	6.5	6.3	Dry	N/A
Abutment 12	6.3	6.9	Dry	N/A

Waterline at Bent 4	12.2	12.2	14.6
---------------------	------	------	------

Right				CHANGE
	06/25/14	07/12/16	07/16/18	
Abutment 1	7.4	7.0	Dry	N/A
Bent 2	12.2	11.9	Dry	N/A
Bent 3	13.8	13.1	18.6	- 5.5
Bent 4	19.2	14.9	18.1	- 3.2
Bent 5	19.3	20.2	17.3	+ 2.9
Bent 6	9.5	10.0	Dry	N/A
Bent 7	11.4	12.0	Dry	N/A
Bent 8	15.4	15.8	Dry	N/A
Bent 9	11.6	12.0	Dry	N/A
Bent 10	11.1	11.8	Dry	N/A
Bent 11	10	10.0	Dry	N/A
Abutment 12	9.8	9.5	Dry	N/A

Waterline at Bent 4	12.2	12.2	14.6
---------------------	------	------	------

Note: + = Aggradation
- = Degradation

The waterline and mudline measurements, in reference to the top of the concrete sidewalks, are provided for future comparison. All measurements are in feet. 100ft. offset measurements taken from the structure in-line with the bents.

There are changes in the 100ft. offset measurements greater than 2ft.
The reason for the changes is unknown.

Routine Underwater Bridge Inspection Report
Bolt underwater services, Inc.
for
KISINGER CAMPO & ASSOCIATES, CORP.

NBI Structure ID. (8): **175014**

Underwater Date (93): 06/14/18

Structure/Roadway Identification:

District (2): 01
County (3): Sarasota
Feature Intersected (6): Myakkahatchee Canal
Facility Carried (7): Price Blvd.

Underwater Inspection Details:

Special Crew Hours: 3.0
Max. Depth: 4ft. at Bent 5
Type of Dive Insp.: Level II (Snorkel)
Type of Boat Used: N/A
Water Type/Marine Growth: Fresh – Algae

Previous Inspection:

Lead Diver:
Coon, Elliott J.

C.B.I. No.:
00530

Inspection Date:
06/14/16

Inspection Personnel:

Field Personnel:

Qualls, Dion C. SUCBI
Jensen, Denise R. SI
Brewer, James D. SI

C.B.I. No.:
00470/Lead

Duty:
Tend
Dive
Dive

Signature



8290 CHANNEL

1 EA. = CS-3: 1EA.

CS-3 9140 = There is debris throughout the channel. Debris is lodged up to 5ft. high from the groundline up, along Bent 4. (1EA)

INCIDENTAL:

There is a 20ft. x 12ft. vegetated island at the south of the structure (south side of Bent 4), not affecting flow.

226 PRE CONC PILE

28 EA. = CS-1: 7EA.

CS-3: 21EA.

NOTE: This element represents the seven 14in. piles at Bents 2 through 5. A USGS station is braced around Pile 4-7 with metal brackets. Bent 2 was dry this inspection and will be removed next cycle if conditions remain.

CS-3 1190 = The piles in Bents 3, 4 and 5 have scale (loss of matrix) up to ½in. deep from the high-water mark down. (19EA)

Piles 3-3 and 4-5 have corner spalls less than 6in. x 6in. x 1in. – DECREASE.

CS-3 1080 = Piles 3-5 and 4-2 have spalls up to 9in. x 3in. x ½in., largest being Pile 4-2. (2EA)

NOTE: Unmovable debris was lodged against Pile 4-1 and the previously reported spall could not to be verified this inspection.
The previously reported spall in Pile 5-4 was not found this inspection.

Cleaning Log: No cleaning due to freshwater environment.

INSPECTION NOTES: Divers inspected Channel and Bents 2 through 5 each with seven 14in. concrete piles.

STRUCTURE NOTES: Structure inventoried from west to east.

PHOTO LOG:

No. 1: Structure ID., No. 2: South elevation, No. 3, 4: Bent 4, debris and island, No. 5: Pile 4-2 NE corner, spall

ATTACHMENT A: Detailed Project Scope with Project Location Map with sufficient level of detail
(Please include typical section of proposed improvements)

Does the project provide new pedestrian crossing? ☐ Yes ☒ No

Does the project include:

construction or improvement of sidewalks or trails ☐ 10 ft wide ☒ 8 - 9 ft wide ☐ 5 - 7 ft wide
construction or improvement of bicycle facility ☐ 6 - 7 ft wide ☒ 4 - 5 ft wide

Does the project include operational improvements? ☒ Yes ☐ No

If yes, please describe: Improved structural integrity of an existing structure constructed in 1973, which is currently rated as scour critical with reduced posted weight limits.

Does the project improve accessibility to transit? ☐ Yes ☒ No

Does the project address ADA compliance issues in relation to transit? ☐ Yes ☒ No

If yes, please describe:

Does the project include transit shelters at bus stop? ☐ Yes ☒ No

Will this project require environmental permitting? ☒ Yes ☐ No

Does the project include elements that improve resiliency? ☒ Yes ☐ No

If so, please describe:

A new bridge structure will significantly improve resiliency of a forty-five year old structure classified as scour critical.

Is the project a recommendation of an MPO or FDOT feasibility study? ☐ Yes ☒ No

☐ Location Map attached

ATTACHMENT C: Detailed Cost Estimates including Pay Items

(Please provide the necessary attachments)

Has the needed right-of-way for the project been acquired? ☒ Yes ☐ No

Is the project right-of-way fully funded in the FDOT work program? ☐ Yes ☒ No
if yes, please provide the following, project number: _____ year: _____

Has the project PD&E been completed with preferred alternative defined? ☐ Yes ☒ No
If yes, please provide study.

Is the project design fully funded in the FDOT work program? ☐ Yes ☒ No
if yes, please provide the following, project number: _____ year: _____

Does the project have local match? ☒ Yes ☐ No Percentage: 50 %
If yes, please provide documentation

Does the project include a private partner? ☐ Yes ☒ No
If yes, please provide documentation.

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan Congestion Management Process Page 4-5

“The Congestion Management Process identifies significant congestion problems and, near-term, lower cost strategies for multimodal mobility management and corridor or intersection congestion mitigation. The integration of the Congestion Management Process and the LRTP highlights the MPO’s comprehensive, continuing, and coordinated metropolitan planning process. Assuming projected revenues are realized, each county will receive \$1 million per year from the boxed TMA Funds to pay for congestion management projects.

“Projects must meet certain eligibility requirements, including having right-of-way issues resolved at the time of funding, and having a completed design. Cities and counties may submit applications to the MPO each year for funding through a competitive selection process. Congestion constrained corridors, which are constrained due to policy or physical barriers and unable to receive added capacity, will receive priority for these funds. This remains in line with the MPO’s program for setting aside “boxed” funds in both counties for lower cost, quick-start congestion management projects, such as intersection modifications and related operational and access improvements.”

_____ \$1 MILLION maximum MPO CMP funding requested for local project

_____ EXISTING CONGESTION LEVEL: Existing V/C ratio score >2

_____ RELIABILITY: Travel Time Reliability >1.50

_____ NO right-of-way issues

_____ DESIGN is complete

_____ CONSTRAINED due to policy or physical barriers

_____ Barrier Island Traffic Study recommendation

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan Multi Modal Emphasis Corridor Program (US 41) Page 4-5

"The US 41 Multimodal Emphasis Corridor (MMEC) concept was developed during the 2035 LRTP update as a means of redeveloping and revitalizing the corridor, which is designated as a scenic highway. The 2035 LRTP identified the corridor from 17th Street in Palmetto to the Charlotte County line, including Business 41 in Bradenton and Venice and the Venice Bypass. This project provides a renewed focus on urban revitalization of the US 41/Tamiami Trail scenic highway corridor through both counties, increasing network connectivity through a complete streets approach, regional connections to the Tampa/St. Petersburg area to the north, Charlotte County to the south, and freight connections to the interstate highway system.

"The development of the MMEC will be continued with this LRTP update with \$15 million in boxed TMA funds designated for both Sarasota and Manatee Counties assuming revenues are realized. Qualifying projects include pedestrian and bicycle facility improvements, multi-use trails, traffic calming, major transit infrastructure, transit shelter/stop improvements, ITS improvements, intersection improvements (including roundabouts), access management, and landscaping. However, projects must be completed as a total package for a segment rather than individual projects scattered along the corridor. The goal is to fund a package of mobility enhancement strategies for a defined segment that would directly relate to land use/redevelopment plans prepared and approved by a member local government. The key to the program is establishing a linkage along the Tamiami Trail (US 41) between land use and transportation strategies through urban design that improves walking, bicycling and transit accessibility conditions. Projects have been identified in more detail in the Downtown Bradenton/Palmetto Mobility Study and in the City of Sarasota Bayfront Plan."

- _____ \$3 MILLION maximum MMEC funding requested
- _____ Urban revitalization focus\Complete Streets approach
- _____ Improves walking, bicycling, and transit accessibility
- _____ Project defined in a local government land use/redevelopment plan (attach)

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan

Transportation Alternatives Program Investments Page 4-7

"Multimodal improvements in both counties, which include regional trails, bicycle and pedestrian projects, will be funded through Transportation Alternatives Program (TAP) funds. Authorized under MAP-21, TAP provides funding for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects.

"These investments will cover projects not included in the US 41 MMEC. As stated in the Challenges and Opportunities section, while overall transportation funding is down, there are significantly more TAP funds forecast for the 2040 LRTP than the 2035 LRTP due to increased funding through MAP-21. The MPO will commit \$600,000 total for the region per year towards multimodal projects and priorities plus a local contribution towards project completion."

_____ \$600,000 maximum

_____ Local match required \$_____ %

_____ Non-motorized transportation alternative

_____ On- or off-road pedestrian and bicycle facilities

_____ Improving non-driver access to public transportation and enhanced mobility

_____ Recreational trail

_____ Safe Routes to School

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan Regional Roadway Investments Pages 4-7

"The regional roadway system includes roads that facilitate accessibility to the region's economic anchors, such as the downtowns, the port, and other key economic activity centers. As directed by the MPO Board, roadway improvements on regional roads and Advanced Traffic Management System (ATMS) will be funded with Other Arterial funds. The primary purpose of the Other Arterials program is to fund improvements on segments of the State Highway System (SHS) not designated as Strategic Intermodal System (SIS) including construction and improvement projects and right-of-way on state roadways not included in the SIS. These are the highest priority regional projects. The regional roadway projects that are financially feasible are shown in the tables below."

ATMS

"In addition, both Manatee and Sarasota County will receive \$20 million for regional ATMS projects to designate in accordance with the Concept of Operations Plan. This includes a fiber optic network, infrared cameras to monitor traffic conditions and traffic signal modifications to improve flow and respond more rapidly to incidents."

- _____ 15th Street East
- _____ River Road
- _____ Central Manatee Network Alternatives Analysis recommendation
- _____ ATMS
 - _____ \$5 MILLION maximum
 - _____ Consistent with ATMS Master Plan (attach page)
 - _____ ATMS SEMP
 - _____ FDOT Systems Engineering Project Checklist
 - _____ FHWA Project Risk Assessment and Regulatory Compliance Checklist

ATTACHMENT D: LRTP and Local CIP page

**Sarasota/Manatee 2040 Long Range Transportation Plan
State Investments Page 4-8**

“State investments in the Sarasota Manatee region will go towards funding projects on Florida’s Strategic Intermodal System (SIS) and other state facilities. The SIS, Florida’s highest statewide priority for transportation capacity movements, focuses on regional, statewide, interstate, and international facilities that move people and freight. The SIS portion of FDOT revenues is programmed by FDOT for their highest priority transportation improvements which are incorporated into the Financially Feasible Plan.

“FDOT is investing in adding capacity to its key interstates to facilitate freight goods movements and support economic development. For this LRTP, the Ultimate I-75 project will be funded with FDOT SIS funds. The project will add capacity to the interstate through both counties.”

- ☐ Highway Capacity
 - ☐ Strategic Intermodal System (SIS)
 - ☐ National Highway System (NHS)
 - ☐ State Highway System (SHS)
 - ☐ Regional Roadway Network (RRN)
- ☒ Bridge Repair (BRRP) or Replacement (BRP)
 - ☐ MPO Bridge Priority: _____
- ☐ County Incentive Grant Program (CIGP)
- ☐ Transportation Regional Incentive Program (TRIP)
- ☐ SUN Trail (SUNT)

ATTACHMENT G: Priority Project Information Package Checklist

Project Name: Price Boulevard Myakkahatchee Bridge Replacement

☒ Project Name

☒ Agency Lap Certified (check if yes)

Program Type (check one or more):

☐ Congestion Management

☐ CIGP

☐ Transportation Alternative

☒ TRIP

☐ Transit/Modal

☐ SRTS

☒ Project Limits

Constructability Review

Check if yes for the following:

☐ Significant Drainage modifications

☐ Railroad Crossings

☒ Existing Maintenance Issues

☐ Date Board endorsed:

☒ Signature of applying agency

☒ Signature of maintaining agency

☐ Signature of MPO representative

☒ Detailed description included (Attachment A)

☒ Location Map attached (Attachment A)

☒ Photos Included (Attachment B)

☒ Detailed Cost Estimate including estimate by phase (Attachment C)

☒ LRTP Page Checklist (Attachment D)

☒ CIP page attached (Attachment D)

☒ Detailed Survey or ROW documentation included (Attachment E)

☐ Detailed breakdown of ROW costs included (Attachment F)

Agency Application Review:

Contact Name and Title: **Ben Newman, Projects Engineer**

Email: **bnewman@cityofnorthport.com**

Phone: **941-240-8320**

Signature:  Date: 12/10/18

Your signature indicates that the information included with this application is complete and that you are the individual to contact regarding this application.