



WELCOME

TO THE ALTERNATIVES PUBLIC MEETING FOR THE BLACKBURN POINT BRIDGE REPLACEMENT STUDY

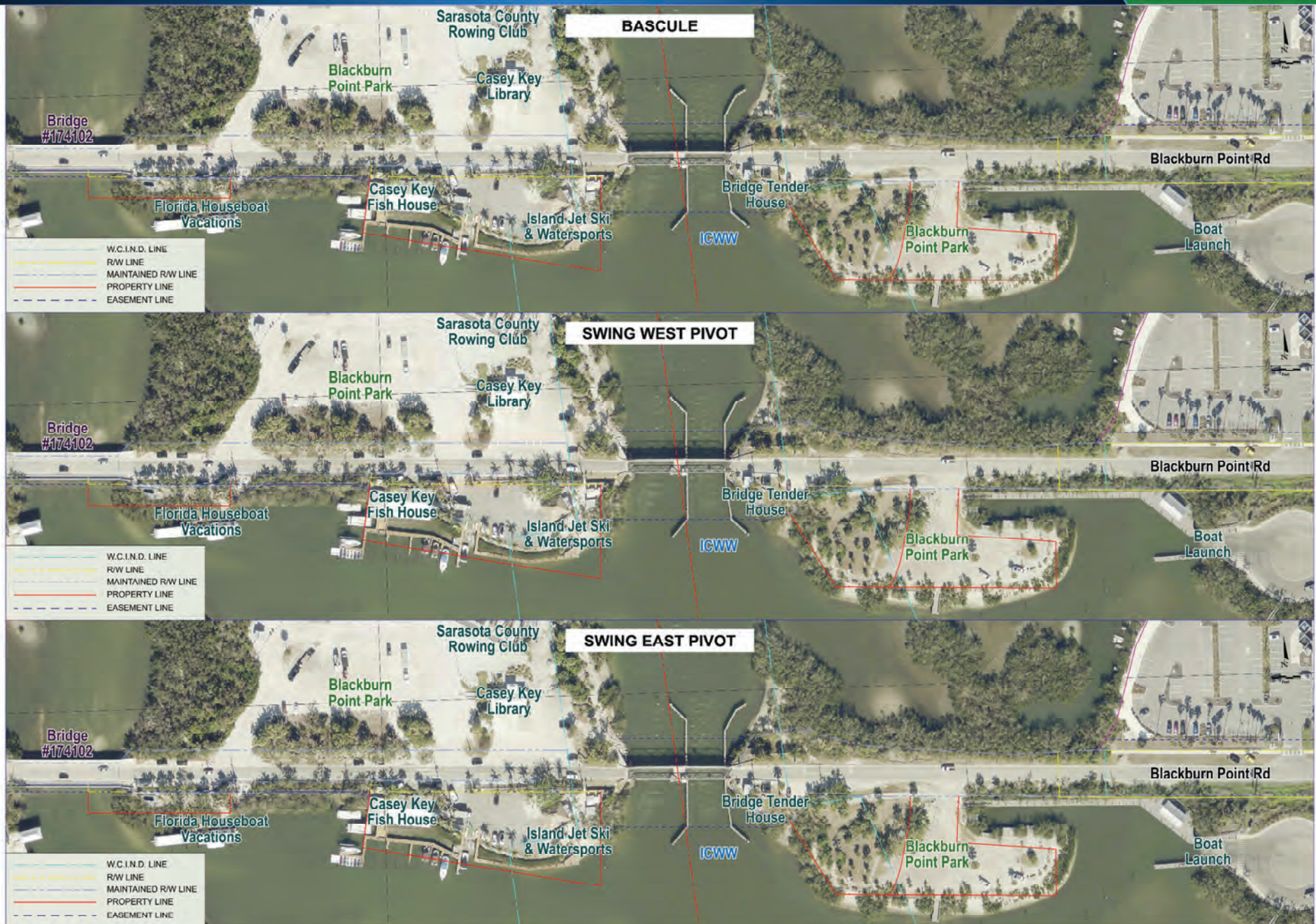
NORTH ALIGNMENT



BLACKBURN POINT BRIDGE REPLACEMENT STUDY

PROJECT NUMBER: SR 2515

EXISTING ALIGNMENT



Bridge Typicals

EVALUATION MATRIX



Impact Evaluation Criteria		No Build	Bridge Replacement Alternative											
			West Pivot Swing Span				East Pivot Swing Span				Bascule Span			
			North Alignment		Existing Alignment		North Alignment		Existing Alignment		North Alignment		Existing Alignment	
Roadway/Bridge Issues														
Width of Vehicular Travel Lanes		10 feet	11 feet											
Shoulders		None	1.3 ft											
Sidewalks		2'-2"	6'- Both Sides (See Typical Sections for Single Sidewalk Option)											
Meets Current Design/Safety Standards		No	Yes											
Structural Deficiencies Corrected		No	Yes											
Vertical/Horizontal Channel Clearance		6 feet/25 feet	Vertical 14 to 16 ft / Horizontal 90 ft											
Bridge Openings		No Change	Estimated 40% to 60% Reduction in Bridge Openings											
Right of Way Issues														
Area Impacted Permanent	Area Impacted Temporary	None	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre
Relocations		None	None		None		None		None		None		None	
Overall Bridge Width – Two Sidewalks		28 feet	44'-8"											
Overall Bridge Width – One Sidewalk			39'-2"											
Environmental Issues														
Impacts to Historic Resources		No	Yes		Yes		Yes		Yes		Yes		Yes	
Wetlands Permanent	Wetlands Temporary	None	0.8 acre	0 acre	0.2 acre	0.6 acre	0.8 acre	0 acre	0.2 acre	0.6 acre	0.8 acre	0 acre	0.2 acre	0.6acre
Wildlife Permanent	Wildlife Temporary	None	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre
Parks/Recreation Permanent	Parks/Recreation Temporary	None	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre	X.X acre
Visual Impacts - Permanent		None	Low		Low		Low		Low		Low		Low	
Noise Impacts (Permanent)		None	Low		Low		Low		Low		Low		Low	
Costs														
Total Project Costs¹	Two Sidewalk Typical Section	See Structural Deficiencies Board for Details	\$X.X M		\$X.X M		\$X.X M		\$X.X M		\$X.X M		\$X.X M	
	Single Sidewalk Typical Section		\$X.X M		\$X.X M		\$X.X M		\$X.X M		\$X.X M		\$X.X M	
Construction Impacts														
Detour Duration		N/A	XX months		XX months		XX months		XX months		XX months		XX months	
Noise Impacts (Construction)		None	Medium		Medium		Low		Low		Low		Low	
Total Construction Time		N/A	XX months		XX months		XX months		XX months		XX months		XX months	
Anticipated Service Life		10 years or less	75 years		75 years		75 years		75 years		75 years		75 years	

¹Costs include demolition, roadway and bridge construction, mobilization, maintenance of traffic, aesthetic enhancements, engineering design, construction engineering inspection (CEI) and contingency. Costs do not include right-of-way.



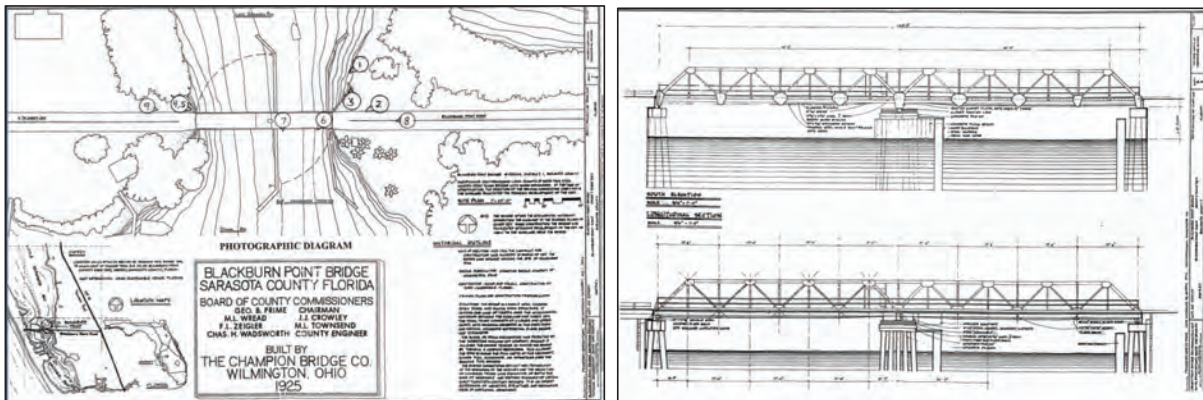
Project Location Map



Project Limits Map

Bridge History:

- **Constructed between 1925 and 1926 by the Champion Bridge Company.**
- **Listed in the National Register of Historic Places (NRHP) February 2001.**
- **Approved for local historic designation by the Board of County Commissioners, August 29, 2018, which placed the bridge on the Sarasota County Register of Historic Places.**
- **Bridge is significant under Criterion A in the areas of Transportation and Engineering and is significant under Criterion C as an example of a Warren pony truss swing span bridge.**



PD&E Process for Historic Resources:

- **The Project Development & Environment Study (PD&E) includes a Cultural Resource Assessment Survey (CRAS) to identify other cultural resources within the project limits to evaluate if other resources could be eligible for listing in the NRHP.**
- **The CRAS will be submitted to the State Historic Preservation Officer (SHPO) for concurrence.**
- **Because the bridge is listed in the National Register of Historic Places (NRHP) and is expected to be replaced, a Section 106 Case Study Report may be required depending on funding and permitting.**
- **Following the Case Study Report, a Memorandum of Agreement (MOA) will be prepared to outline mitigation measures; these measures will vary and will involve continued coordination and input from SHPO and local interested parties.**
- **If the bridge is replaced by the proposed project, Article IV of Chapter 66, Sarasota Code of Ordinances will be applied to ensure the bridge undergoes the proper procedures and mitigation.**
- **Under Section 66-117 of the Sarasota Code of Ordinances, a Certificate of Appropriateness (COA) application will be prepared and presented before the Historic Preservation Board (HPB) and eventually the Historical Commission by Public Works.**
- **HPB meeting will determine if the project is approved to move forward and will likely provide stipulations for mitigation.**
- **HPB and Historical Commission meetings are open to the public.**

Potential mitigation measures to offset the bridge replacement and preserve aspects of the historic bridge for which it is considered eligible for being listed include:

- **Erection of a county historical marker. A historical marker application will be prepared and submitted to the Historical Commission for review and approval.**
- **Salvaging parts of the bridge (specifically the truss) and locating them adjacent to a Historical Marker publicly accessible within the Blackburn Point Park area.**



View From Blackburn Point Road



View from Sidewalk on Park Side

Bridge Types & Configurations Under Consideration



Single-leaf bascule on Existing Alignment



Single-leaf bascule on North Alignment

Bridge Types & Configurations Under Consideration



Bob-tailed swing span, pivot located east of channel - Existing Alignment



Bob-tailed swing span, pivot located west of channel - Existing Alignment

The Project Development & Environment (PD&E) Study is conducted in accordance with the National Environmental Policy Act (NEPA) and includes:

- Purpose and Need
- Environmental Studies
- Alternatives Analysis
- Technical Reports
- Public Involvement
- Environmental Document Approval

Purpose and Need: The purpose of the project is to review alternatives to replace the Blackburn Point Bridge (Bridge No. 170064) on Blackburn Point Road (County Road (CR) 789) over the Gulf Intracoastal Waterway in Osprey, Sarasota County, Florida. The need for the project is based on the following criteria:

- Bridge Deficiencies
- Safety
- Modal Interrelationships



EXISTING CONDITIONS – STRUCTURAL DEFICIENCIES

Structural conditions

- Steel truss corrosion
- Piling deterioration
- Fender system deterioration & impact damage

Mechanical conditions

- Substandard design
- Component wear and deterioration
- Outdated equipment well beyond service life

Electrical conditions

- Outdated equipment well beyond service life



Photographs representative of existing conditions of the swing bridge's main upper truss members



Bent Main Pinion
Gear Shaft



Failing Timber
Retaining Wall



Photographs representative of existing conditions of the swing bridge's main lower truss members

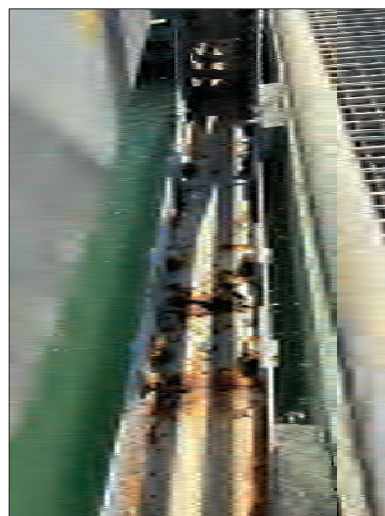
EXISTING CONDITIONS – STRUCTURAL DEFICIENCIES

Prior Major Repairs:

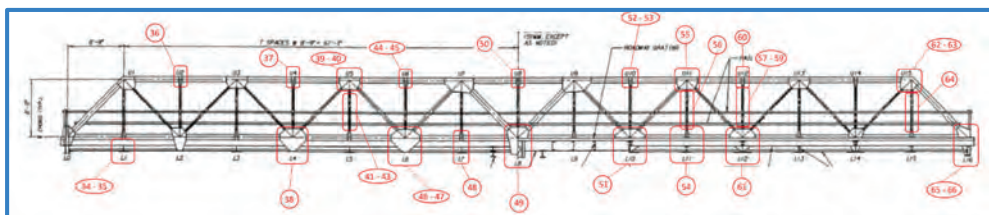
- 1981 – Major Repairs (hit by barge)
- 1987 – Major Repairs
- 1995 – Major Repairs

Ongoing Repairs:

- Pinion shaft was replaced three (3) times in the past four (4) years
- Fender system repairs
- Structural repairs



Prior truss repairs exhibiting corrosive section loss

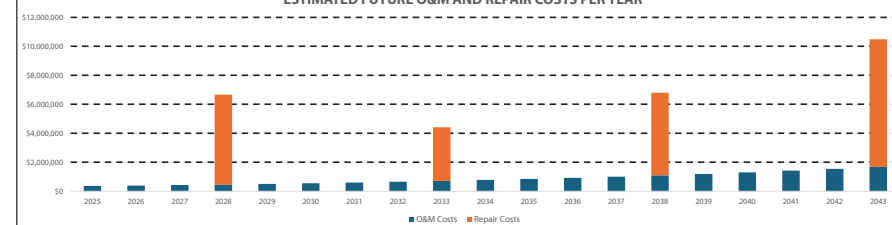


Note: Deteriorated truss members subjected to cyclical tension under truck loading are susceptible to fracture

HISTORY OF RECENT REPAIRS

YEAR	DESCRIPTION
1997	Replaced manually-operated end toggles with electrically-operative actuator toggles
2006	Riprap and piling rehab
2009	New pivot bearing, new spider assembly, new upper and lower tracks, new rack, new pinion and shaft, new wheels, new elevator wheel assembly, new drive train assembly
2010	Placed 20 CY flowable fill behind SW timber wingwall
2011	Motor replaced
2012	Gusset plates replaced
2012	Pinion shaft replacement emergency repair
2014	End toggle replacements; live load shoes; pivot bearing shim
2016	Drive gear; Gusset plate and truss member retrofits
2019	Gusset plate retrofits ("cheese plates")
2019	Replace drag cables for center pivot
2019	Clean, paint and repair section loss in top chord gusset plates; replace deteriorated rivets
2019	NW quadrant slope protection
2019	Fender repairs
2020	Machinery stringer crack retrofitted
2020	Center bearing cover plate replaced
2020	Fender repair due to boat impact
2020	Stringer at rest pier 1 trimmed to avoid hitting steel nose plate on approach pavement
2021	Replace conduit system on fender
2021	Riprap at NW Wingwall
2022	Center bearing rehabilitated, new pinion shaft, floorbeam retrofits
2023	Repair grid deck welds
2024	Pinion shaft emergency replacement (again) due to deformation. New limit switches.
2025	Pinion shaft emergency replacement (again) due to deformation

ESTIMATED FUTURE O&M AND REPAIR COSTS PER YEAR



Estimated Cost to Keep Bridge Operational Over the Next 20 years

Marine Vulnerabilities:

Existing swing bridge and abutments are not capable of sustaining a direct vessel collision

The existing bridge low members are within the splash zone, subject to accelerated corrosion due to saltwater and salt laden air

Substandard Navigational Clearances:

The U.S. Coast Guard (USCG) has determined that the existing navigational clearances are an unreasonable obstruction to navigation for the Gulf Intracoastal Waterway.

Existing Navigation Clearances:

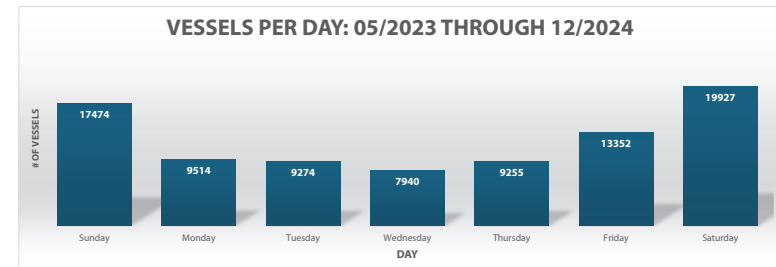
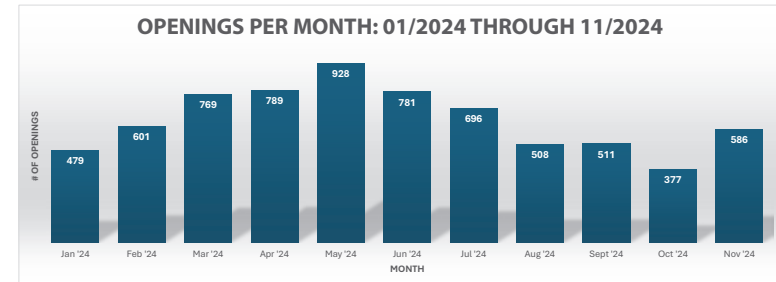
- Horizontal – 51 feet
- Vertical – 9.3 feet

USCG Guide Clearances
(Gulf Intracoastal Waterway):

- Horizontal – 90 feet
- Vertical – 21 feet



Opportunity for Reduction in Bridge Openings with New Bridge



Effect of Increased Vertical Clearance on Bridge Openings				
Bridge Clearance	12 Feet	14 Feet	16 Feet	21 Feet
% Reduction in Openings	31%	48%	62%	78%

SAFETY

Bridge Width Deficiencies:

Substandard clear roadway width of only one, 16-foot-wide travel lane

The bridge does not feature shoulders, sidewalks or bicycle lanes

Minimum required lane and shoulder widths prescribed by the American Association of State Highway and Transportation Officials (AASHTO) are not met.

Evacuation:

Existing bridge is important for evacuation during a storm event.

Blackburn Point Road between Casey Key and US 41 is a designated emergency evacuation route.

There is insufficient room available to pass a stalled vehicle on the bridge during an emergency.

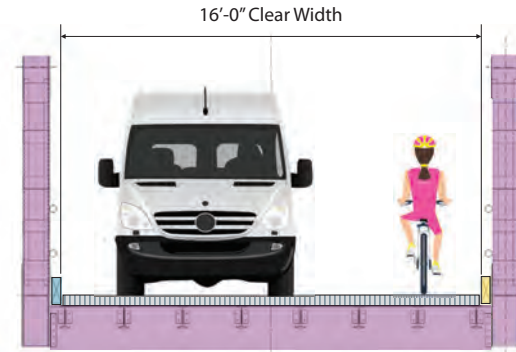
Proposed improvements will increase bridge width to provide sufficient room for vehicles to pass a stalled vehicle on the bridge.

Bridge Railings:

Existing bridge railings do not meet current standards for pedestrians or bicyclists.

Existing bridge railings do not meet current geometric and crash testing safety standards for vehicles.

Proposed improvements will provide bridge railings and traffic gates that meet current safety standards for pedestrians, bicyclists, and vehicles.



Existing Swing Span Section



Trucks Crossing the Bridge

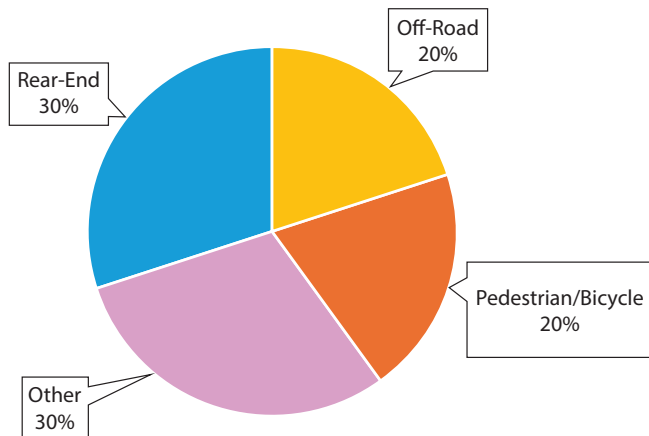


Cyclists Crossing the Bridge

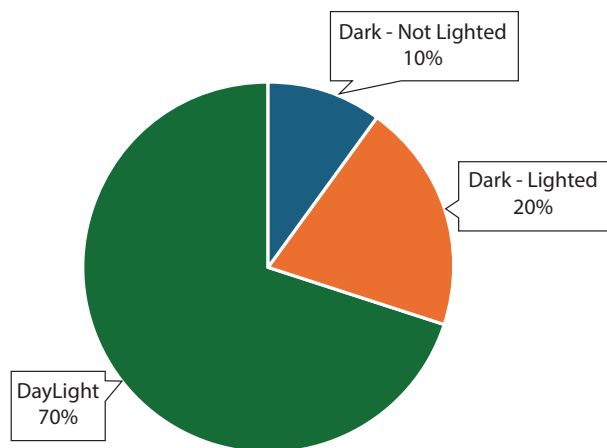


Existing Railing

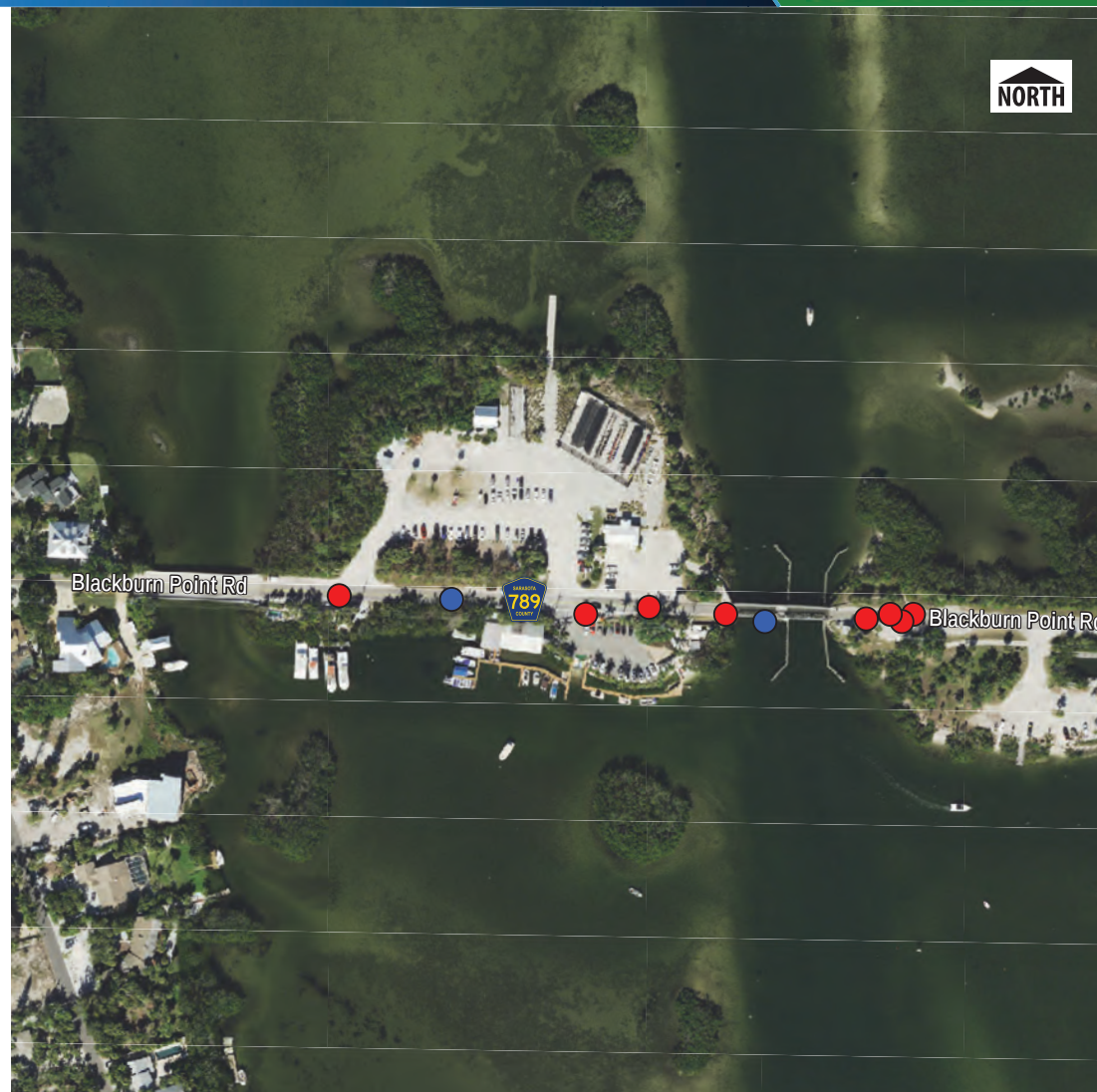
CRASH LOCATIONS (2019-2024)



Crash Summary by Crash Types



Crash Summary by Lighting Conditions



● Pedestrian/Bicyclist Involved

● Vehicular Crash

EXISTING TRAFFIC

Vehicular Traffic

Traffic Count Location	Count Date	Raw Traffic Counts
Blackburn Point Road at Swing Bridge	3/11/2025	3087
	3/12/2025	3120
	3/13/2025	3272
Blackburn Point Road - east of Casey Key Road	3/11/2025	2451
Blackburn Point Road - west of Woods Point Road	3/11/2025	4364



Bicycle & Pedestrian Counts

Bicycle / Pedestrian Count Location (7:00 am to 7:00 pm)	Count Date	Bicycle Counts	Pedestrian Counts
Blackburn Point Road Crosswalk at Blackburn Point Park (west of swing bridge)	3/11/2025	26	602
Blackburn Point Road Swing Bridge (crossing over the bridge)	3/11/2025	148	122
Blackburn Point Road Crosswalk at Casey Key Marina	3/11/2025	4	53



ENVIRONMENTAL ISSUES



Environmental Protections of Project Area:

- Sarasota Bay is designated an Outstanding Florida Water
- Proposed Critical Habitat for green sea turtle
- Consultation Area for manatee and piping plover
- Designated Essential Fish Habitat
- Habitat for protected species including:
Giant manta ray, smalltooth sawfish, Gulf sturgeon, bottlenose dolphin, green sea turtle, loggerhead sea turtle, Kemp's ridley sea turtle, wood stork, and red knot

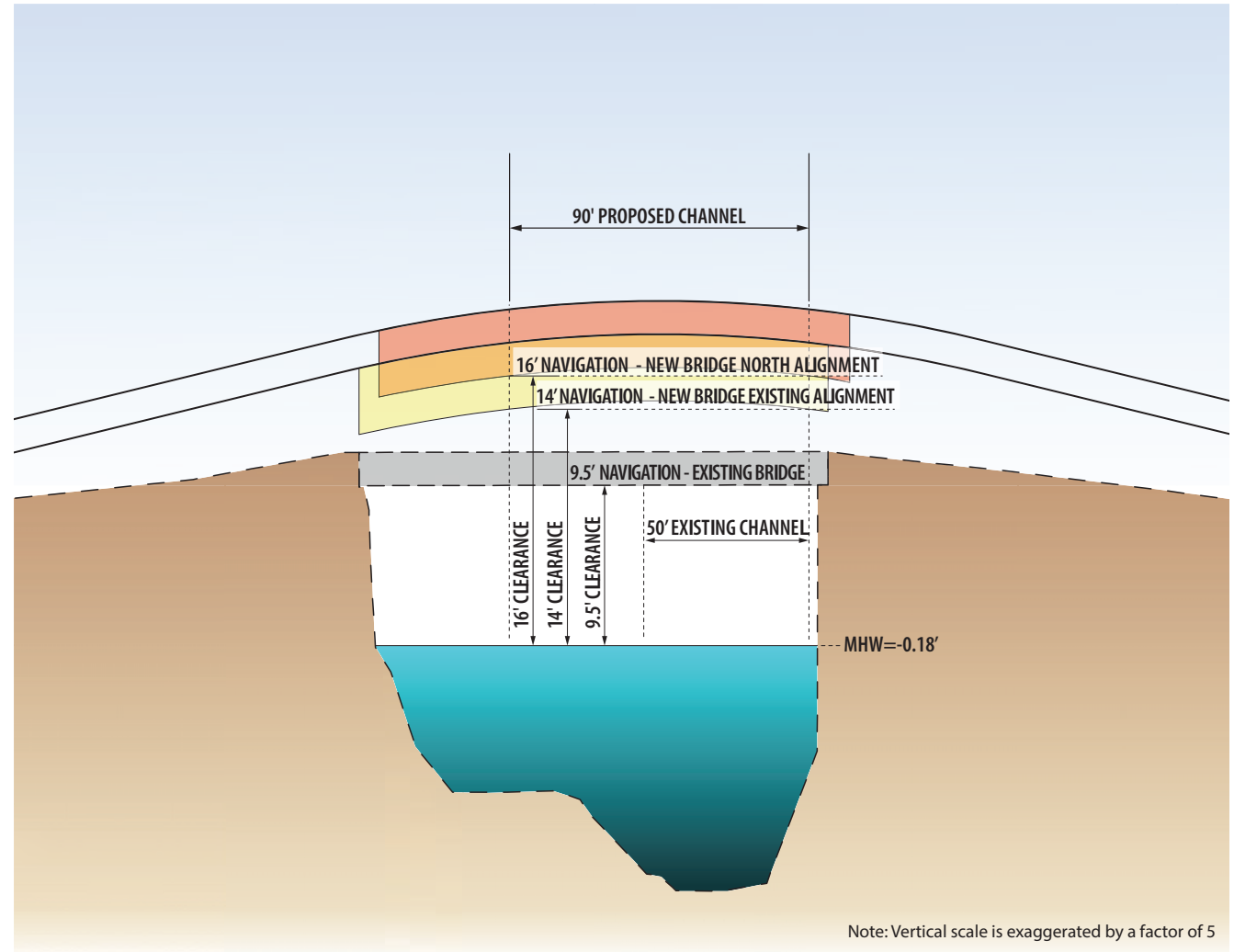


Legend

- Mangroves
- Seagrass Continous
- Seagrass Patchy
- Roadside Ditch
- Stormwater Pond

PROFILES

- Profiles options are limited by adjacent driveways
- Potential Clearances:
 - 16 feet navigation clearance on North Alignment
 - 14 feet navigation clearance on Existing Alignment



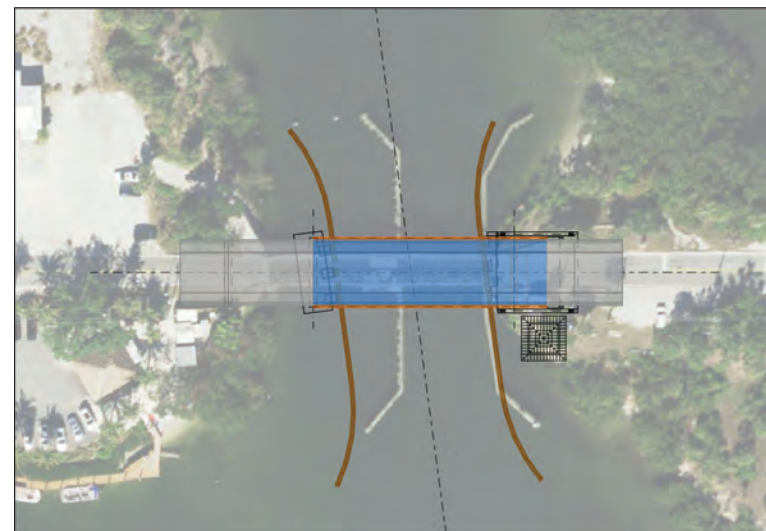
BRIDGE TYPES – BASCULE BRIDGE

Bascule Bridge

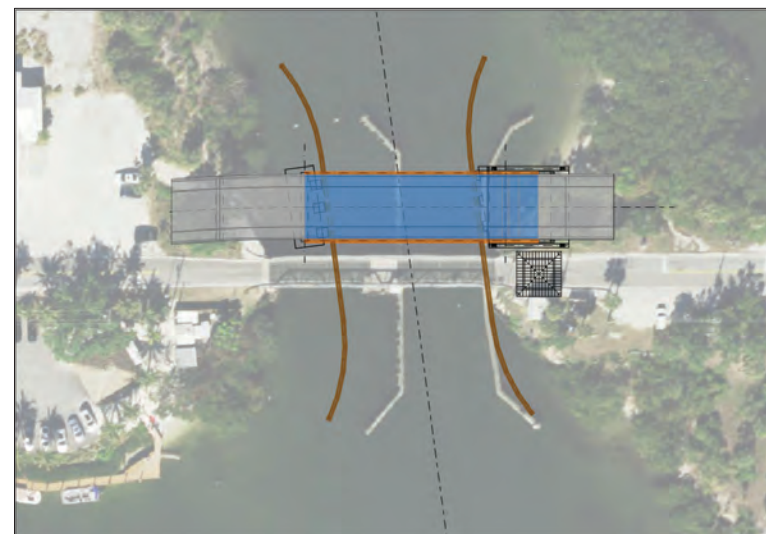
- **Rotates about a horizontal axis and translates at the same time**
 - Smallest movable span length
- **Rolling Lift Type with Overhead Counterweight**
 - Maximum clearance above the water
 - Resiliency:
 - Most durable with operating machinery located above the splash zone
 - Machinery is easily accessible without going below deck
- **Counterweight and machinery located on the east abutment**
 - Minimizes impacts to Blackburn Park
 - Requires rest pier in the waterway
- **Can be constructed to the north then slid to the existing alignment after existing bridge is removed – this avoids a temporary bridge**



Span Motion Diagram



On Existing Alignment



On New Alignment to the North

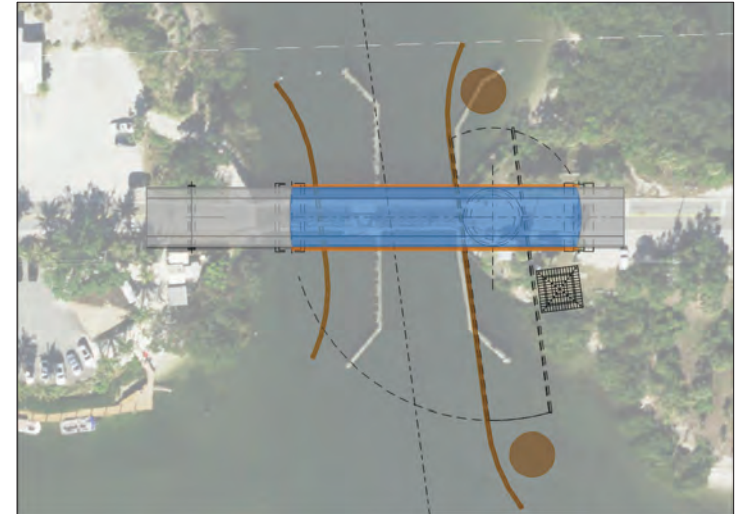
BRIDGE TYPES – SWING BRIDGE (PIVOT ON THE EAST)

Swing Bridge with Pivot Located East of the Channel

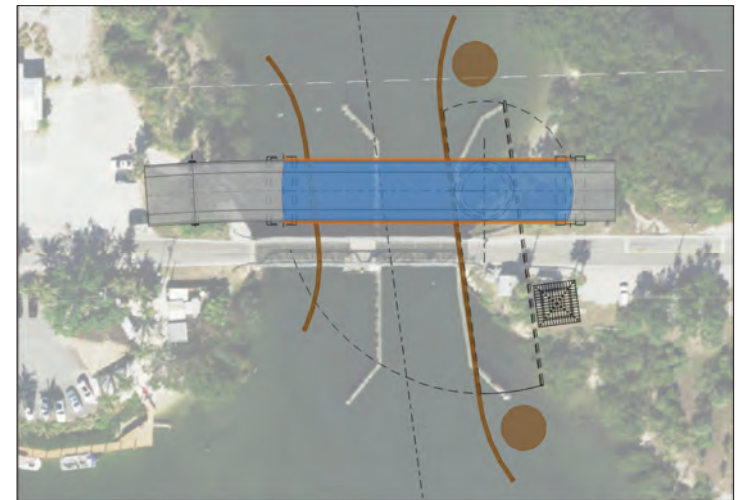
- **Bob-tailed configuration (long span over channel, shorter back span) reduces movable span length**
- **East pivot minimizes impacts to Blackburn Pt. Park**
- **East pivot results in swing span over land**
 - Pushes control house back from channel restricting bridge operator's view off the channel
- **Resiliency:**
 - Pivot machinery is below deck level
 - Close to splash zone – exposed to salt air
 - Difficult to access for maintenance
- **Requires large fender system to protect swing span from vessel impact when open**
- **Construction challenges:**
 - Requires a temporary bridge to construct on the existing alignment



Span Motion Diagram



Pivot east of channel, existing alignment



Pivot east of channel, north alignment

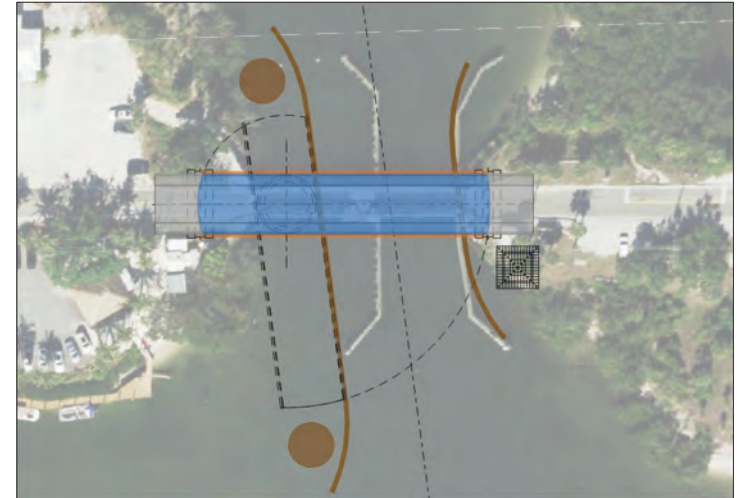
BRIDGE TYPES – SWING BRIDGE (PIVOT ON THE WEST)

Swing Bridge with the Pivot Located West of the Channel

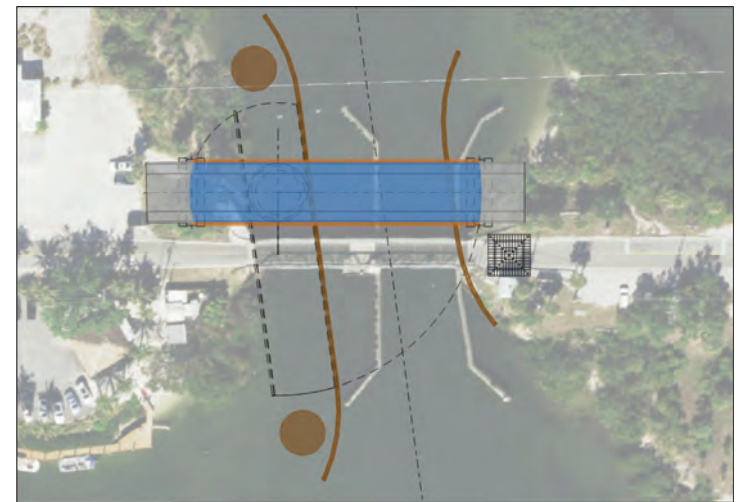
- **Bob-tailed configuration (long span over channel, shorter back span) reduces movable span length**
- **West pivot increases impacts to Blackburn Pt. Park**
- **Resiliency:**
 - Pivot machinery is below deck level
 - Close to splash zone – exposed to salt air
 - Difficult to access for maintenance
- **Requires large fender system to protect swing span from vessel impact when open**
- **Construction challenges:**
 - Requires a temporary bridge to construct on the existing alignment



Span Motion Diagram



Pivot west of channel, existing alignment



Pivot west of channel, north alignment

PROJECT SCHEDULE



PD&E Study Project Schedule

NOTES:

- Local residents and stakeholders will receive an invitation to attend public meetings
- Final design will follow selection of a preferred alternative at the Public Hearing

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Sarasota County Capital Projects
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tfarrell@scgov.net
941.861.5000

OR

Visit the project website at:
www.BlackburnBridgeProject.com

HOW TO COMMENT



Please provide your comments by September 2, 2025

**Drop the comment form into the
comment box at this meeting**

OR

Send comments by mail, phone or email to:

Timothy J. Farrell, P.E.

Project Manager

Sarasota County Capital Projects

1001 Sarasota Center Blvd.,

Sarasota, FL 34240

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The image shows a comment form for "The Blackburn Point Bridge Project Development and Environment (PD&E) Study". The form includes a header with the Sarasota County logo and a blue box indicating an "Alternatives Public Meeting" on August 19, 2025. Below the header, there is a section for "Comment (Please Print)" with several lines for text entry. This is followed by a "Contact Information (Please Print)" section with fields for Name, Address, and E-Mail. At the bottom, there is a checkbox for "Please add me to project updates list." and a note stating that comments postmarked by September 2, 2025 will become part of the project record. The form also includes a green bar at the bottom with the project website URL: www.BlackburnBridgeProject.com.