

ALTERNATIVES PUBLIC MEETING AGENDA

Welcome of Attendees

4:30 p.m. to 5:15 p.m.
(Review project materials prior to presentation)

Presentation

5:15 p.m.
(Project team will present overview of the project)

BLACKBURN POINT BRIDGE PROJECT DEVELOPMENT AND ENVIRONMENT STUDY



November 2025



Project Information Meeting Handout

Welcome to the Alternatives Public Meeting
Open House 4:30 p.m. to 5:15 p.m. and Presentation at 5:15 p.m.

BLACKBURN POINT BRIDGE PROJECT DEVELOPMENT AND ENVIRONMENT STUDY



Sarasota County would like to thank you for attending the Alternatives Public Meeting tonight.

Please scan QR Code to visit website.



Sarasota County has started the Blackburn Point Bridge Project Development and Environment (PD&E) Study. The purpose of the study is to evaluate the replacement of the *Blackburn Point Bridge* on Blackburn Point Road 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 including vehicle, bicycle, pedestrian and marine traffic

The bridge and surrounding area are undergoing a study using Florida Department of Transportation guidelines for a PD&E Study to determine a reasonable and feasible alternative for the bridge replacement. The PD&E Study will evaluate engineering feasibility and design of the project, impacts on air and water quality, wildlife, wetlands, and other natural resources. It will also evaluate the effects on communities, including displacement, access to services, and cultural resources. In addition, costs and potential economic benefits will be evaluated.

ALTERNATIVES PUBLIC MEETING

Wednesday, November 12, 2025
from 4:30 p.m. to 6 p.m.

Church of the Holy Spirit
129 Tamiami Trail
Osprey, FL 34229

The presentation and all study display materials shown here tonight at the alternatives public meeting will be available to view on the study website.

Stay Informed Stay Connected

For questions or comments, please contact the Sarasota County Project Manager:

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The current *Blackburn Point Bridge*, built between 1925 and 1926, is recognized for its historical significance, being listed on both the National Register of Historic Places and the Sarasota County Register of Historic Places.

Public input on the study is important during the decision making process for the project. There will be a public hearing next year to present the recommended alternative.



REPAIRS AND DEFICIENCIES

The *Blackburn Point Bridge* has a history of significant repairs and currently faces ongoing maintenance challenges. Prior major repairs were conducted in 1981, 1987, and 1995. Currently, the bridge is undergoing repairs, including the replacement of the pinion shaft three times in the past four years, along with fender system and structural repairs.

There are several bridge width deficiencies including a substandard clear roadway width of only one, 16-foot-wide travel lane. The bridge does not feature shoulders, sidewalks or bicycle lanes despite frequent daily pedestrian and bicycle use. The bridge does not meet the minimum required lane and shoulder widths prescribed by the American Association of State Highway and Transportation Officials (AASHTO).

Substandard Navigational Clearances

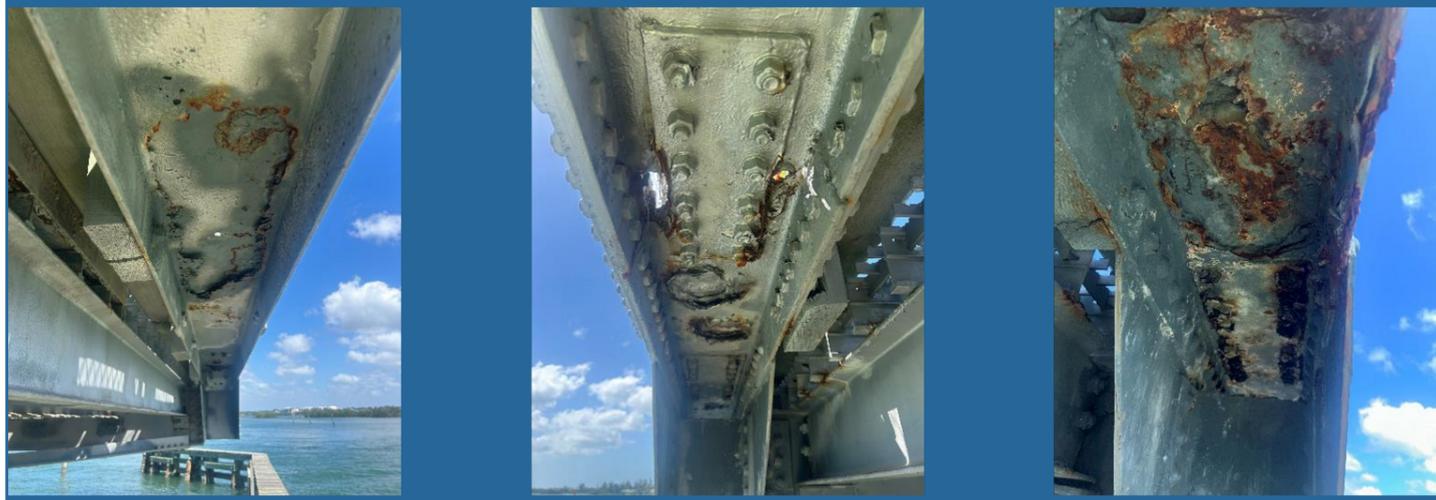
The existing navigational clearances of the bridge are considered substandard by the U.S. Coast Guard (USCG). The USCG has determined that these clearances represent an unreasonable obstruction to navigation for the Gulf Intracoastal Waterway.

USCG Guide Clearances (Gulf Intracoastal Waterway):

- Horizontal – 90 feet
- Vertical – 21 feet

Existing Navigation Clearances:

- Horizontal – 51 feet
- Vertical – 9.3 feet



These images show active corrosion on structural components of the bridge.

MARINE VULNERABILITIES

The existing bridge does not meet current standards for corrosion protection in salt water and is not capable of sustaining a direct vessel collision. The existing bridge low members are within the splash zone and are subject to accelerated corrosion due to saltwater and salt laden air.

SAFETY

Crash History

- Ten (10) crashes without any fatalities were reported within the project area (bridge plus 700 feet either side) from 2019 through 2023.
- Two (2) crashes involved pedestrians and bicycles, with the bicycle crash occurring on the bridge and the pedestrian crash occurring west of the bridge.
- The addition of sidewalks and bicycle lanes on the proposed typical section of the bridge and its approaches will enhance safety and mobility for vulnerable road users.



Bridge Railings

- The existing bridge railings do not meet current standards for pedestrians or bicycles.
- The 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.

Evacuation

The existing bridge is a designated emergency evacuation route, and its functionality is essential for the safe evacuation of residents during storm events, connecting Casey Key to US 41. The bridge's continued operation and maintenance are therefore vital for community safety and effective disaster response.

There is insufficient room available to pass a stalled vehicle on the bridge during an emergency evacuation. Proposed improvements will increase bridge width to provide sufficient room for vehicles to pass a stalled vehicle on the bridge.

MODAL INTERRELATIONSHIPS

There are no sidewalks on the bridge to meet current accessibility requirements established by the Americans with Disabilities Act (ADA). There are no bicycle lanes on the bridge. The bridge has an open grid metal deck which is problematic for bicyclists. The proposed improvements for this project will provide sidewalks, bicycle lanes, and a solid bridge deck for safety.

PROJECT ALTERNATIVES

No-Build:

Retain the existing single-lane bridge and repair as necessary to maintain operation and structural adequacy.

Replace with a new two-lane or single-lane bridge:

Bridge Types:

- Swing Span
- Bascule Span



Swing Span



Bascule Span (single-leaf)



Bascule Span (double-leaf)

Horizontal Alignment:

- Shifted to the north
- Existing alignment with temporary bridge to the north during construction

Vertical Clearance:

- Maintain access to existing adjacent driveways

