



WELCOME

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

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





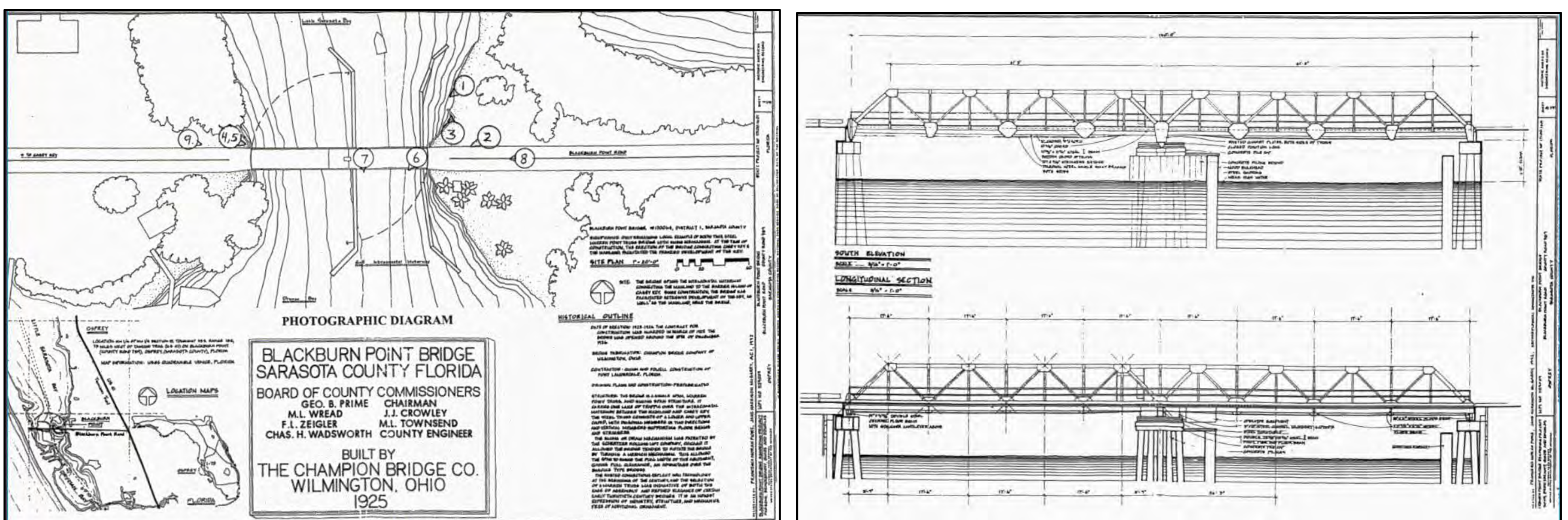
Project Location Map



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.**



According to the National Bridge Inventory database there are 8 highway swing bridges in service in Florida, including the Blackburn Point Bridge. There are also 8 railroad swing bridges in service in Florida as determined by a desktop survey of available data.

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 County 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 processed.**
- **Prior to submitting the COA, the project will be presented to the Historic Preservation Board (HPB) to inform the Board regarding the project.**
- **The COA will be prepared by Public Works and presented before the (HPB). HPB will determine if the project is approved to move forward and if approved, may provide stipulations for mitigation.**
- **If the COA is approved, Public Works and the Sarasota County Division of Historical Resources will coordinate with the Historical Commission on any stipulations/conditions required 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


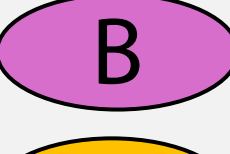




View from Sidewalk on Park Side

POTENTIAL LOCATIONS FOR REPURPOSED EXISTING BRIDGE ELEMENTS / HISTORIC MARKER



LEGEND

-  Roadside Truss – Preferred by County Parks Dept.
-  Park Area Entrance
-  Bridge Gateway
-  Parkside Truss

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



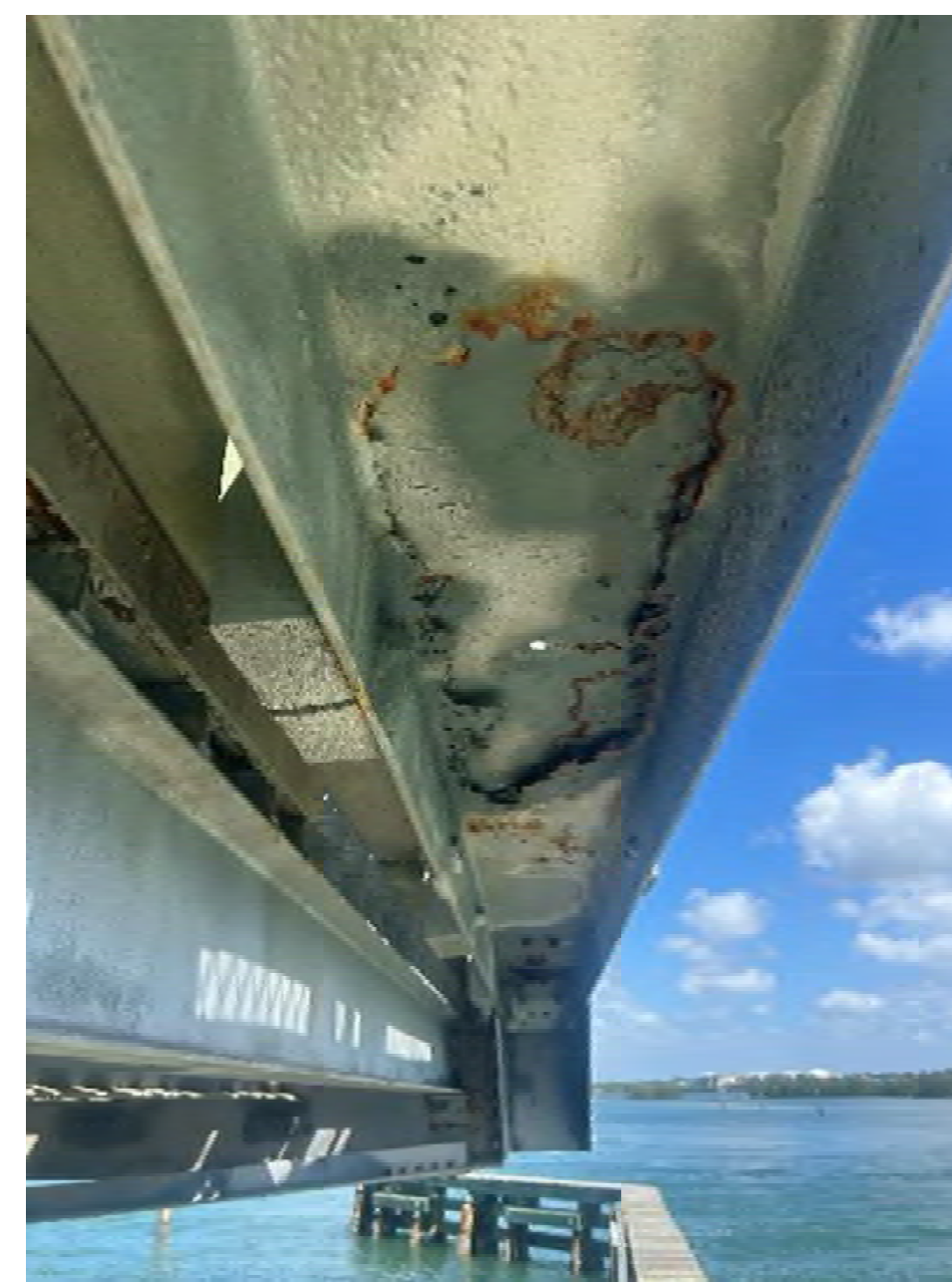
Photographs representative of existing conditions of the swing bridge's main upper truss members



Bent Main Pinion Gear Shaft



Failing Timber Retaining Wall



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

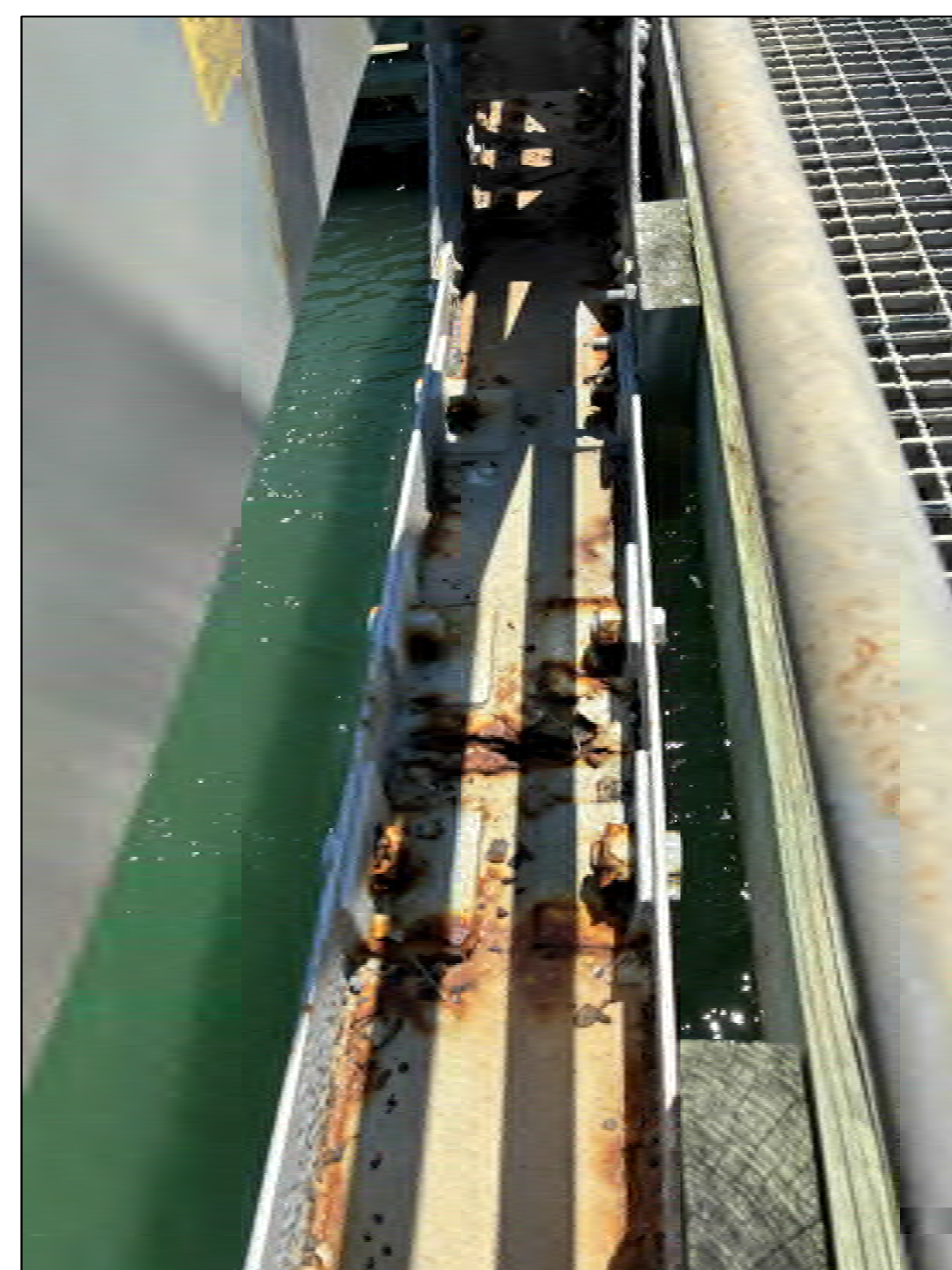
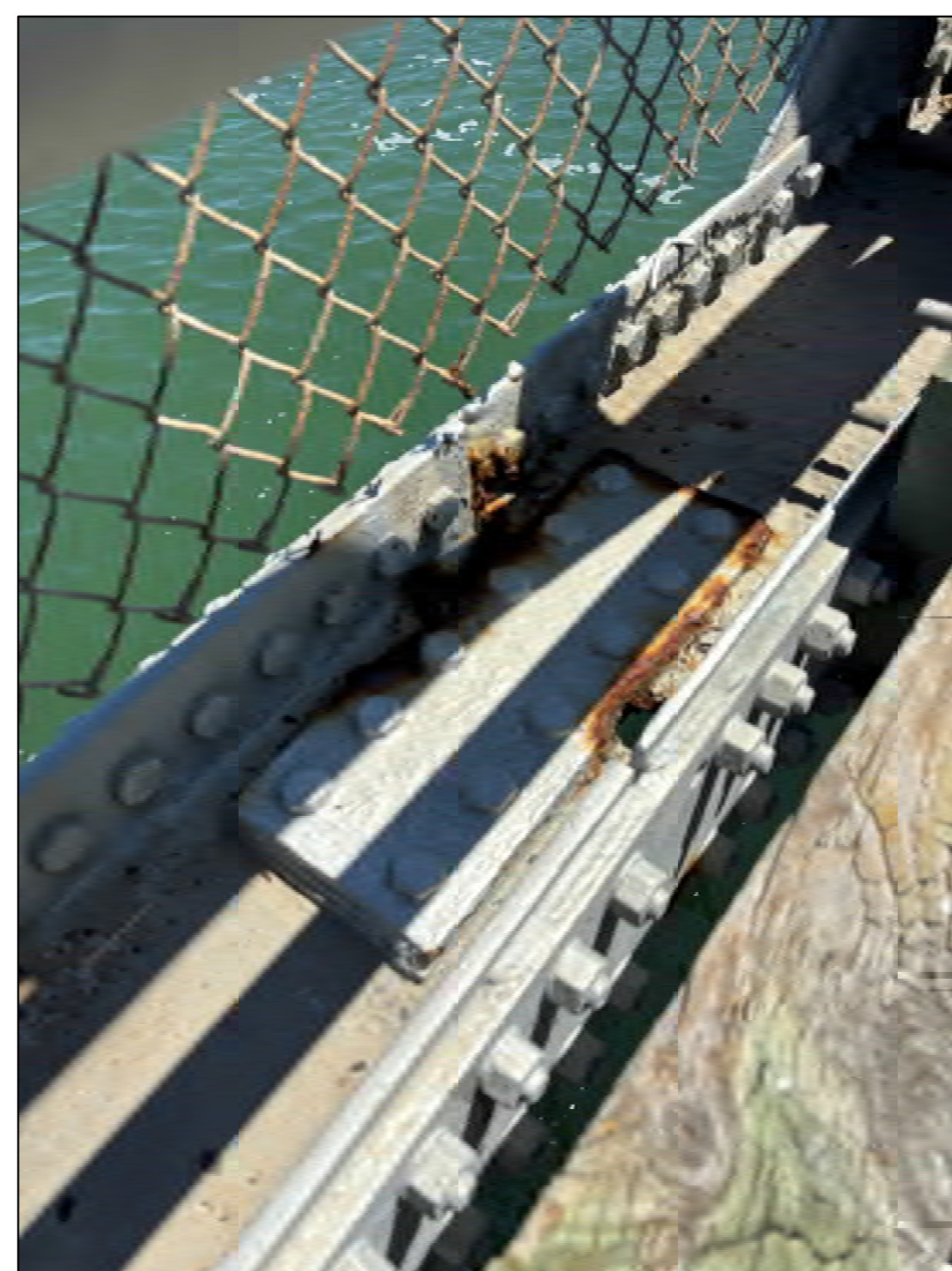
EXISTING CONDITIONS – STRUCTURAL DEFICIENCIES

Prior Major Repairs:

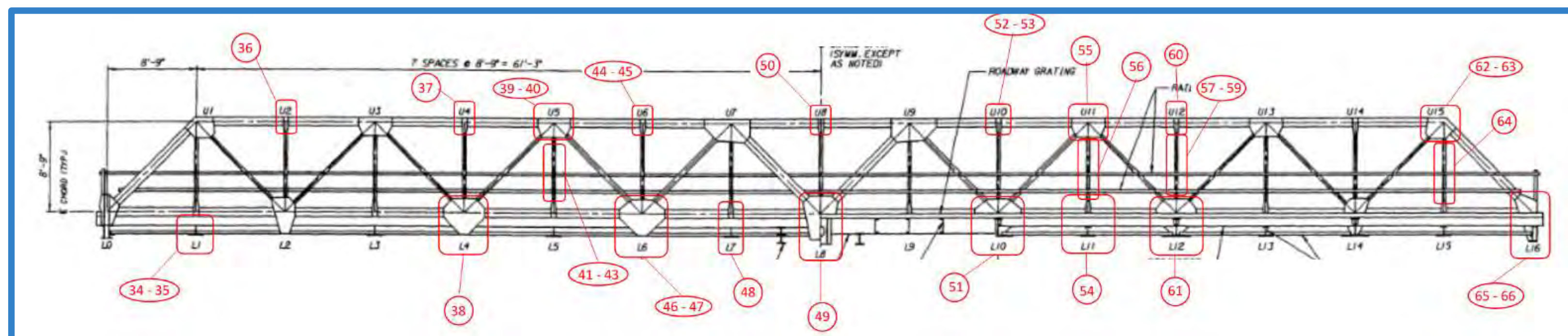
- 1981 – Major Repairs (hit by barge)
- 1987 – Major Repairs
- 1995 – Major Repairs

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

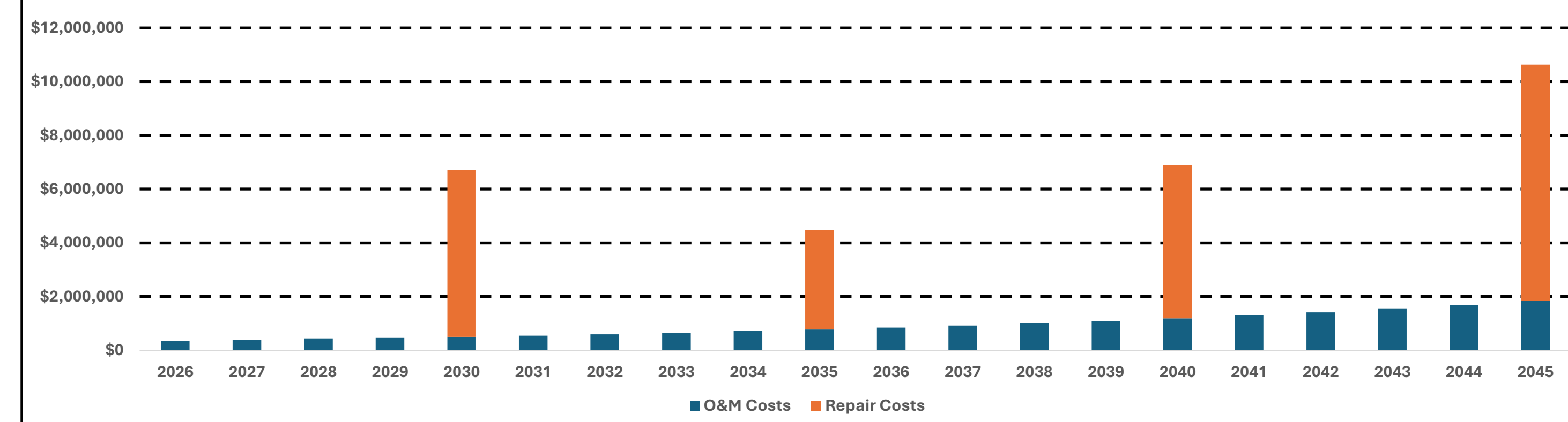
HISTORY OF RECENT REPAIRS

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

REPAIR LEGEND:

- Structural
- Mechanical
- Fender System

ESTIMATED FUTURE O&M AND REPAIR COSTS PER YEAR



Estimated Costs above are to Keep Bridge Operational Over the Next 20 years
See the EVALUATION MATRIX board for comparison of repair & replacement costs

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:

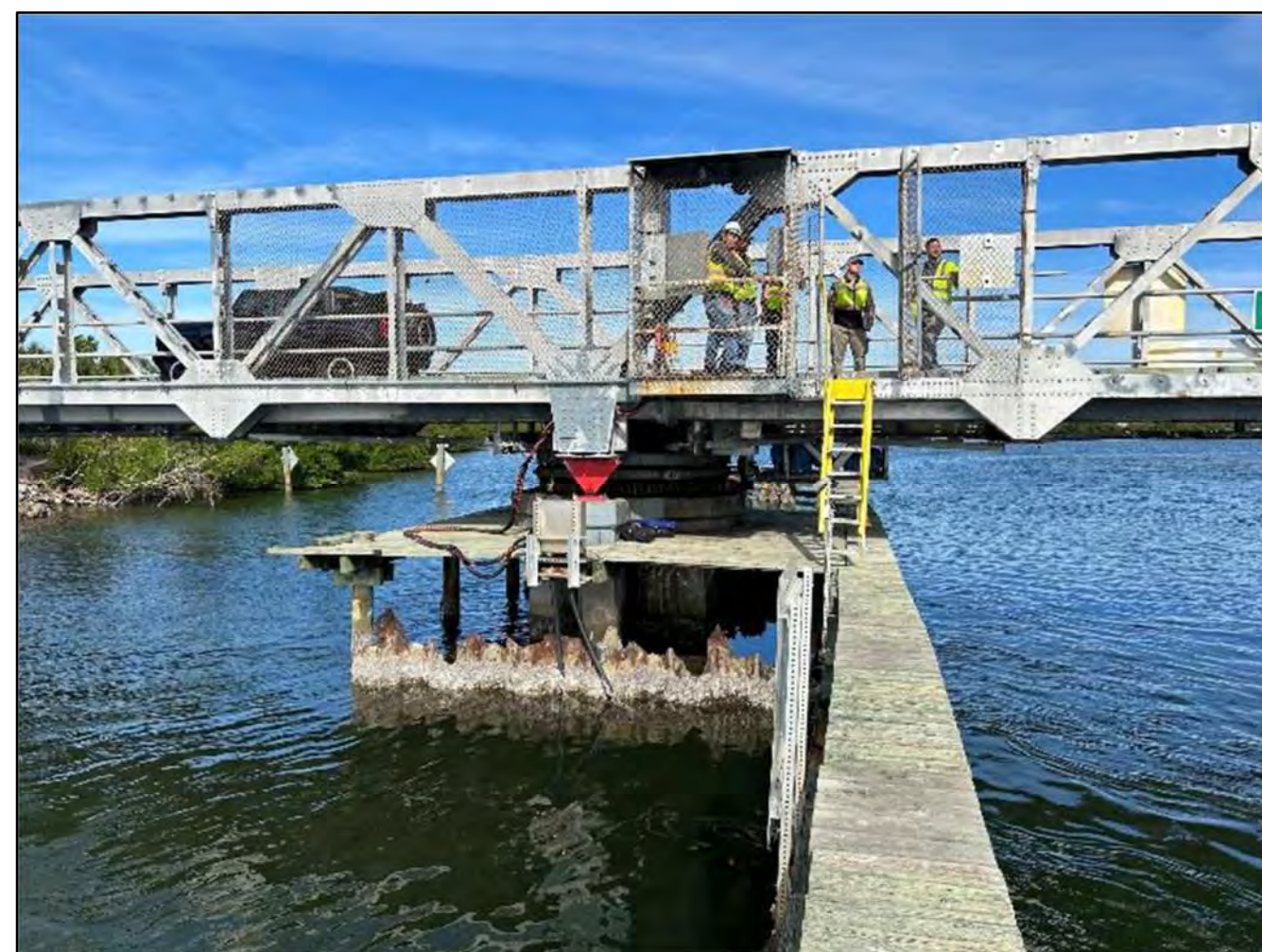
The U.S. Coast Guard (USCG) has determined that the existing navigational clearances are an unreasonable obstruction to navigation for the Gulf Intracoastal Waterway.

Existing Navigation Clearances:

- Horizontal – 51 feet
- Vertical – 9.3 feet

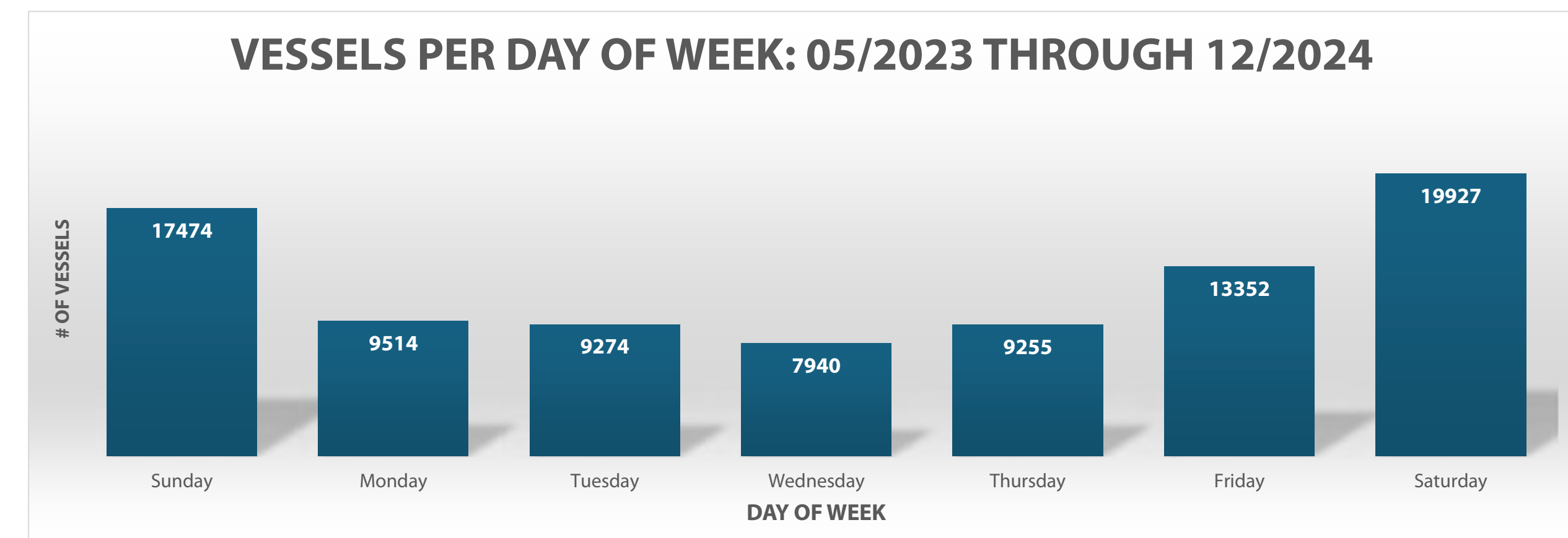
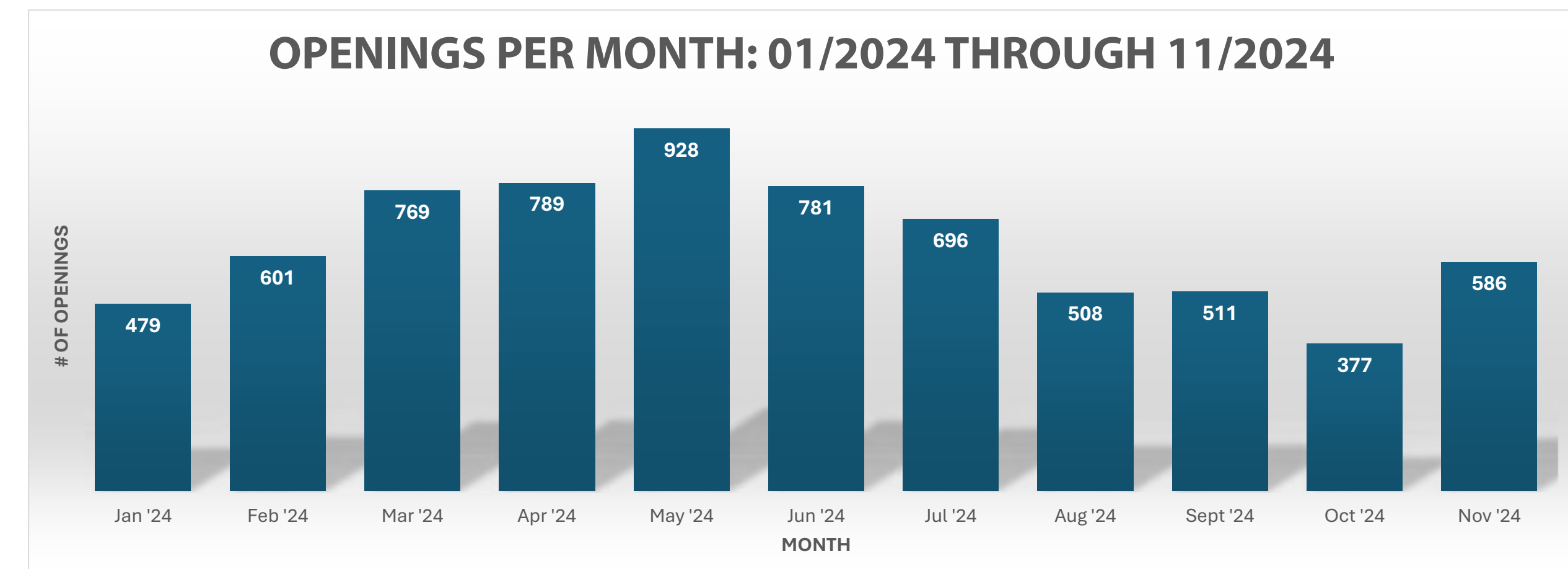
USCG Guide Clearances (Gulf Intracoastal Waterway):

- Horizontal – 90 feet
- Vertical – 21 feet



Sarasota County worked with US Coast Guard to reduce openings. Effective August 12, 2024, vessel openings changed from “on demand” to “on demand; except that from 7am to 7pm, Monday through Friday, except Federal holidays, the bridge need only open on the hour, 20 minutes after the hour, and forty minutes after the hour”.

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%

Proposed

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.

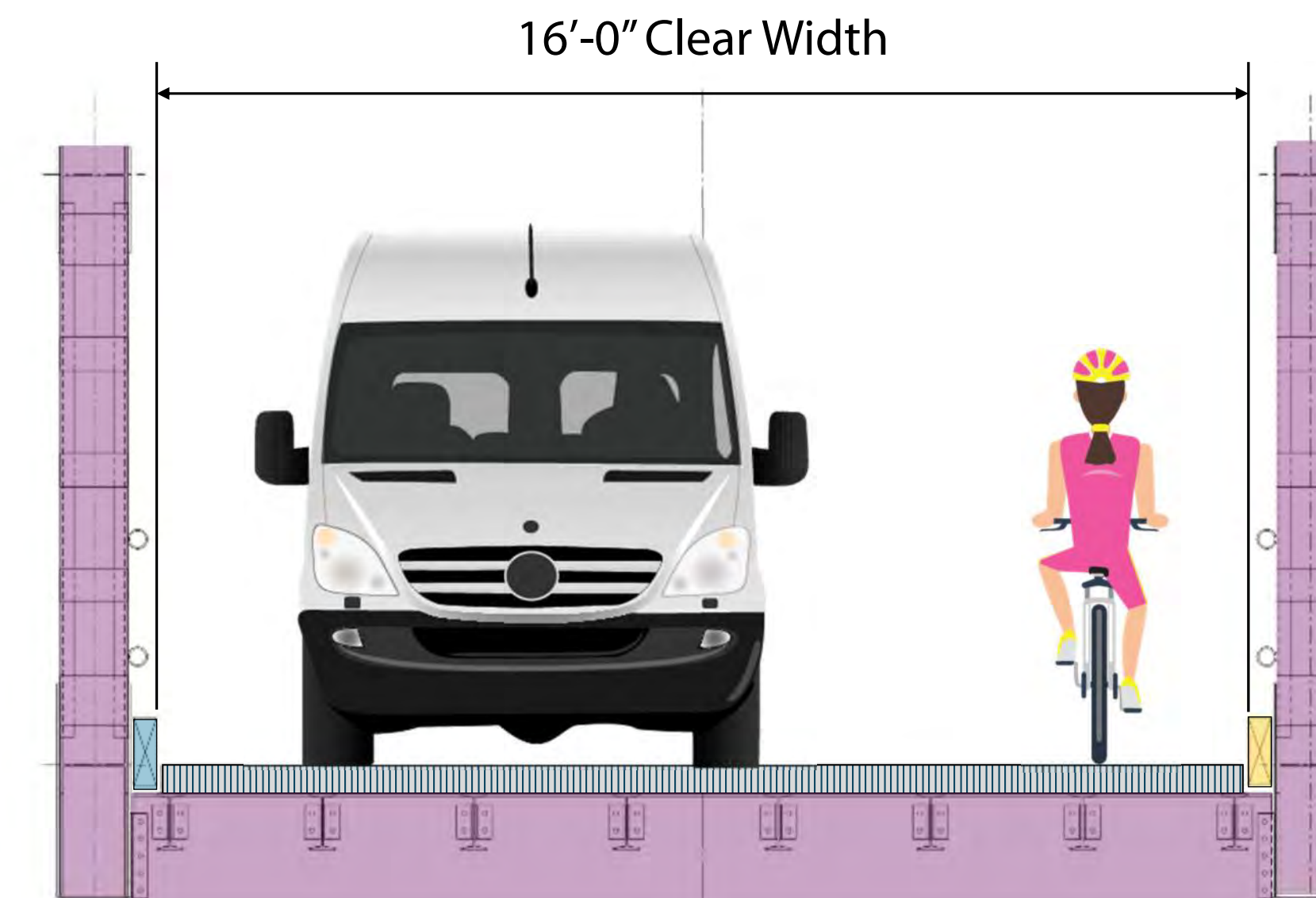
Proposed improvements will increase bridge width to provide sufficient room for vehicles to pass a stalled vehicle on the bridge.

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



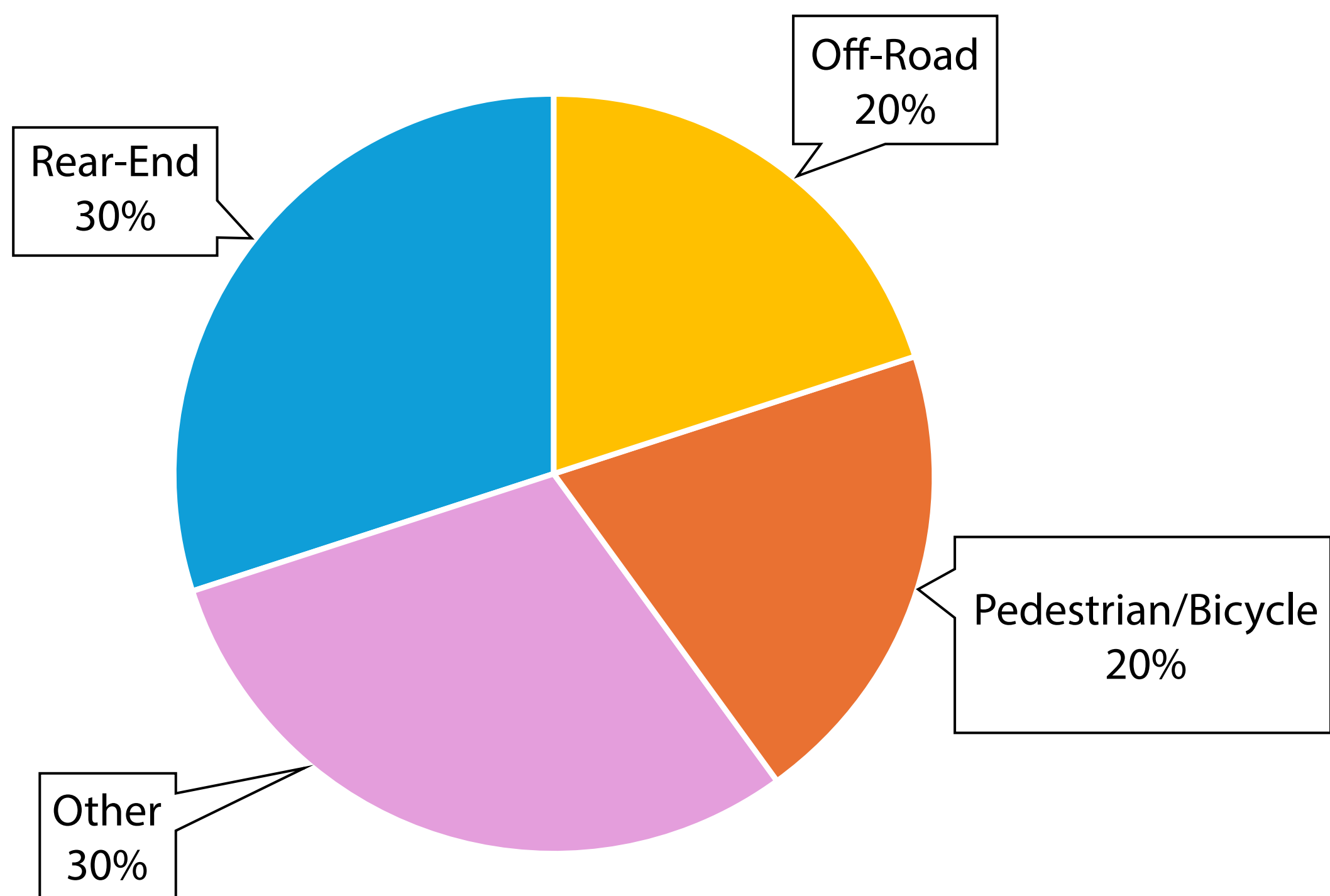
Trucks Crossing the Bridge



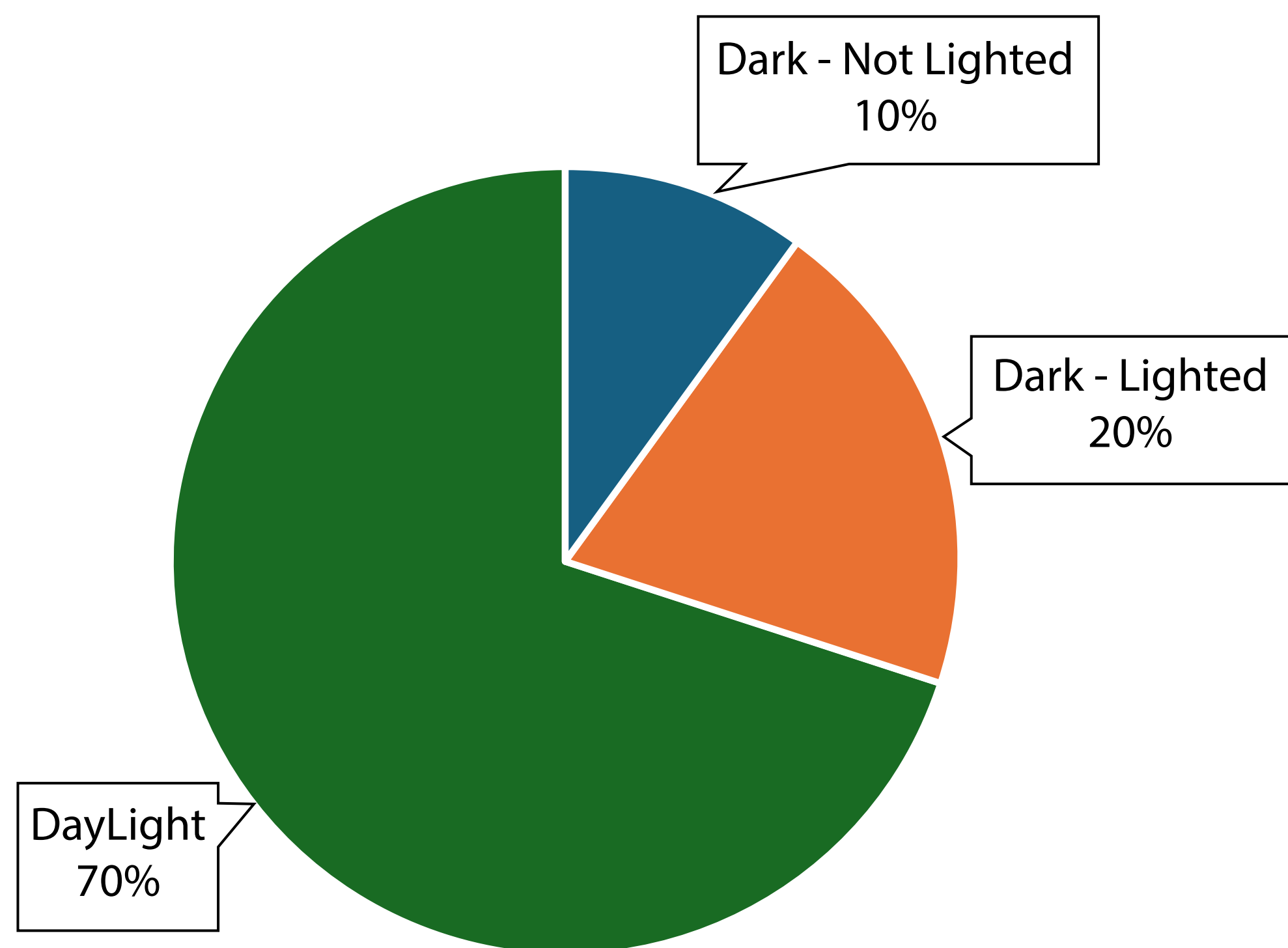
Cyclists Crossing the Bridge



Existing Railing



Crash Summary by Crash Types



Crash Summary by Lighting Conditions



● Crashes Involving Pedestrians/Bicyclists ● Vehicular Crashes

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



*Traffic counts taken over a single day are adjusted with seasonal factors from Florida Traffic Online to account for variations throughout the year, ensuring the data represents typical annual traffic levels.

ENVIRONMENTAL ISSUES

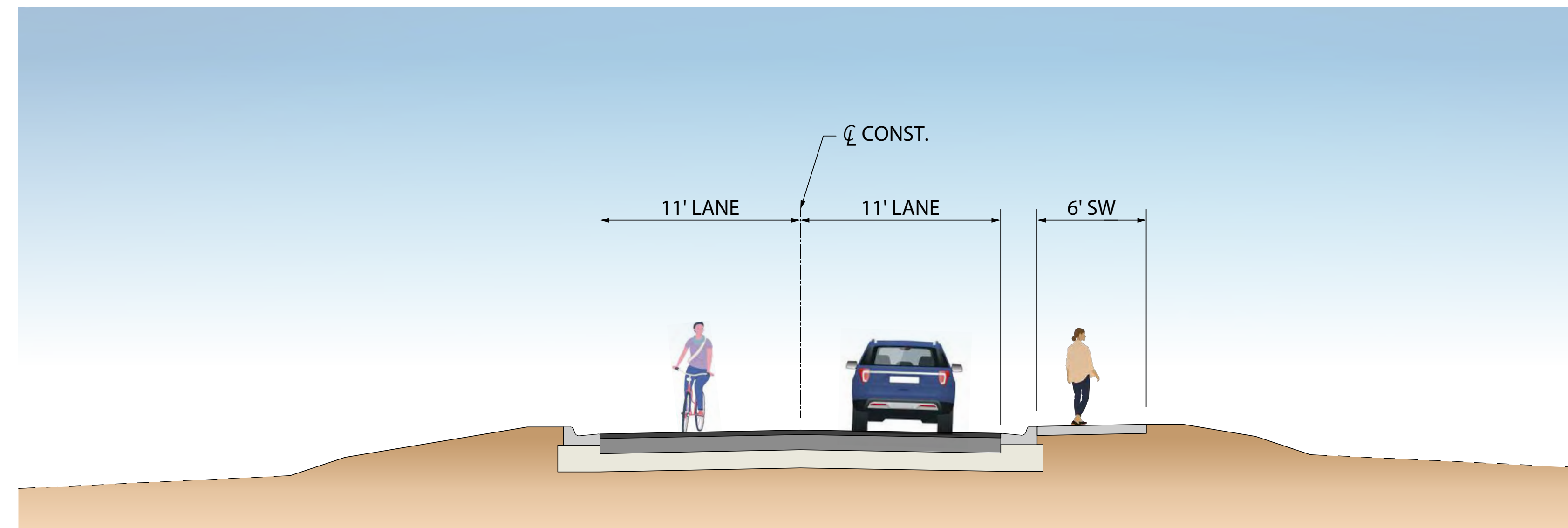


Environmental Protections of Project Area:

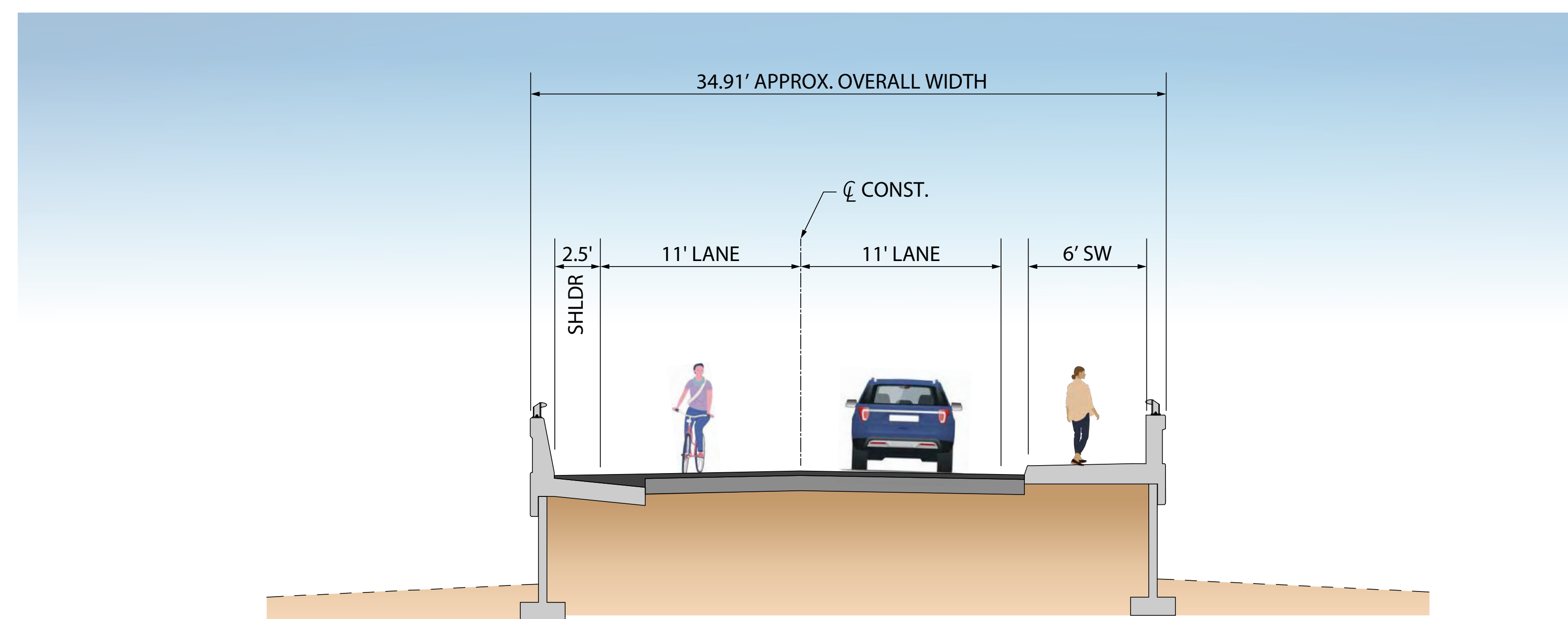
- Sarasota Bay is designated an Outstanding Florida Water
- Proposed Critical Habitat for green sea turtle
- Consultation Area for manatee and piping plover
- Designated Essential Fish Habitat
- Habitat for protected species including:
Giant manta ray, smalltooth sawfish, Gulf sturgeon, bottlenose dolphin,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



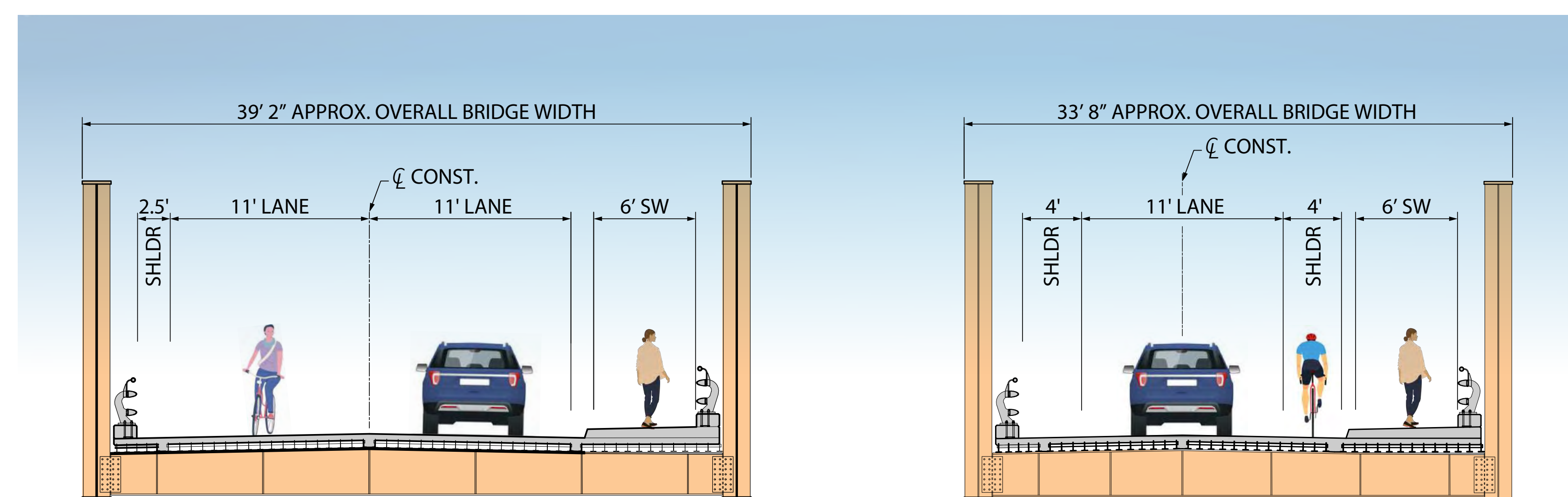
SIDEWALK SOUTH SIDE



ROADWAY APPROACH



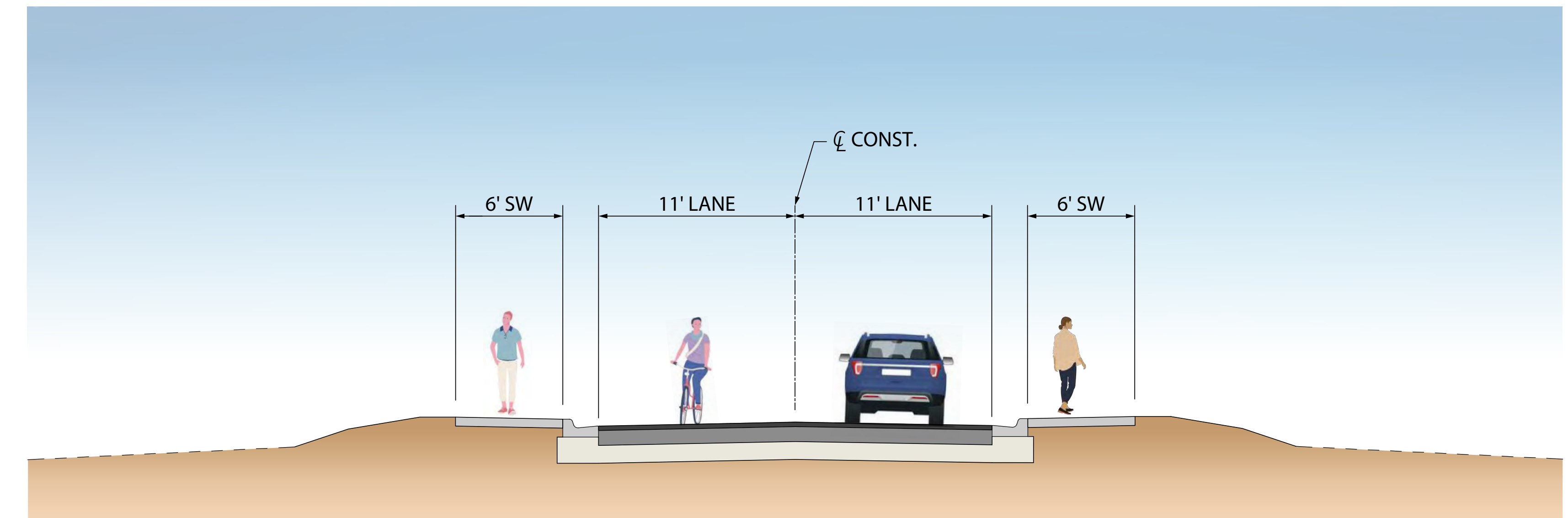
BRIDGE APPROACH



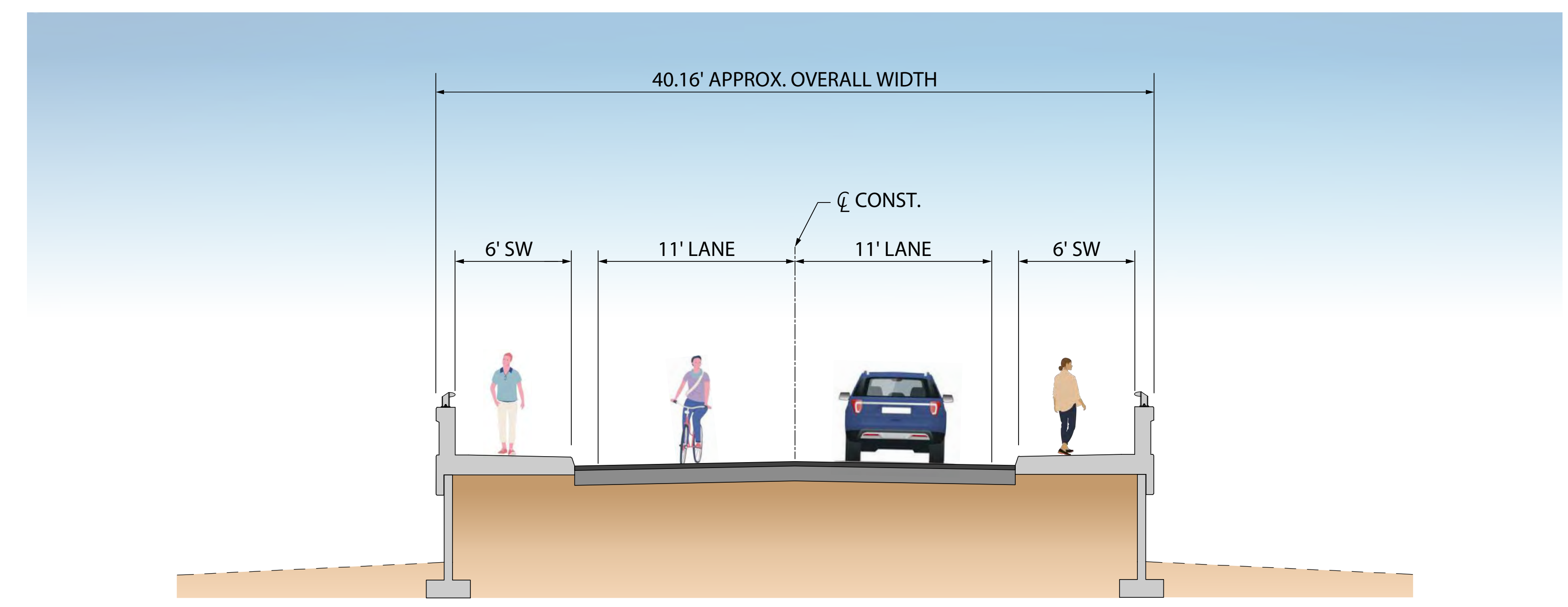
TWO LANE BRIDGE

ONE LANE BRIDGE

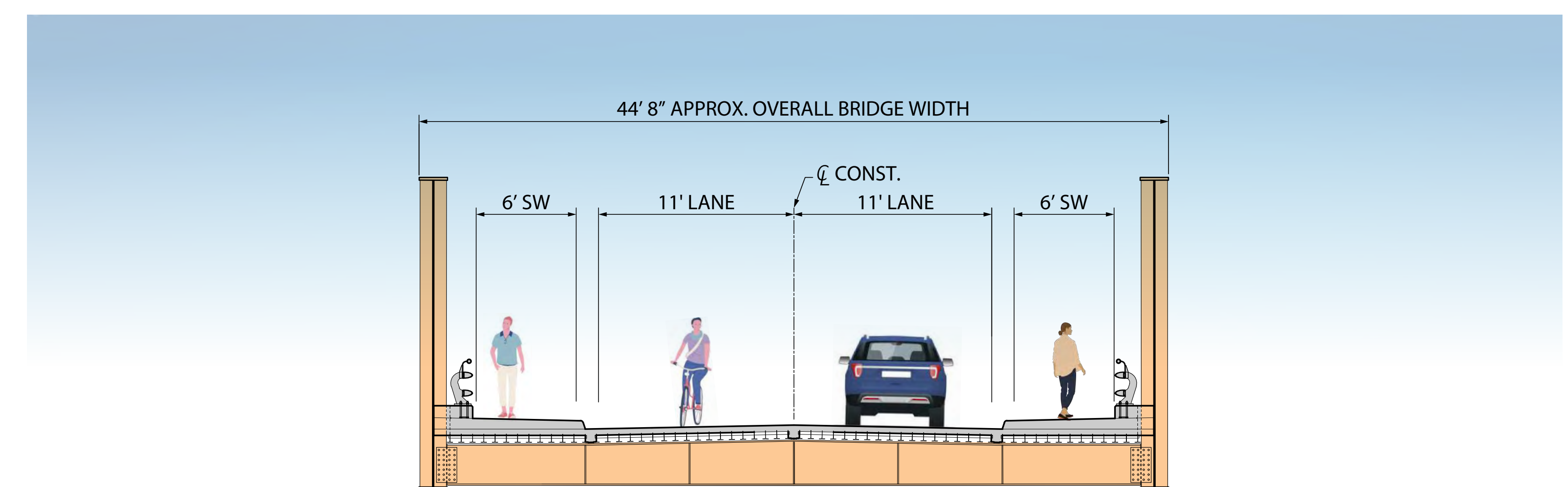
SIDEWALK BOTH SIDES



ROADWAY APPROACH

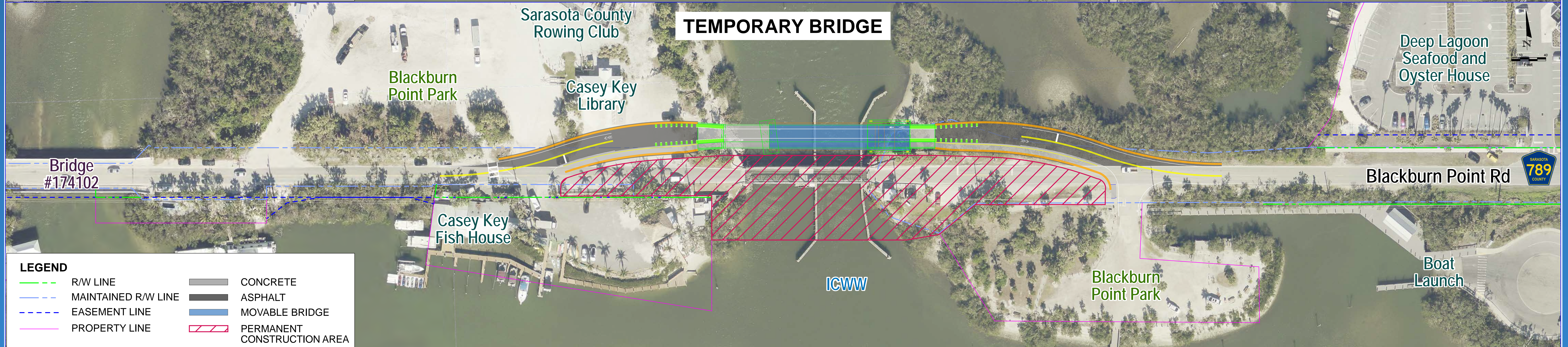
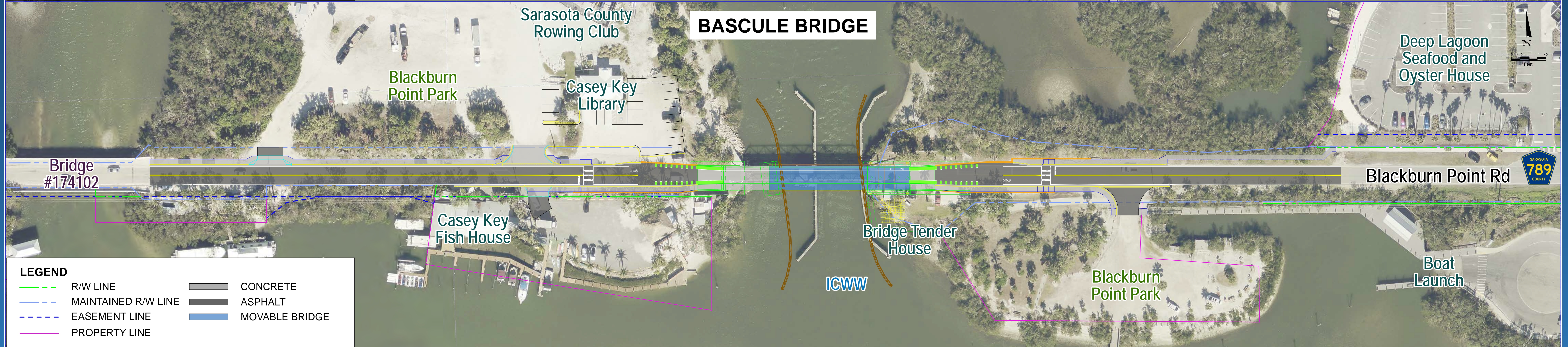
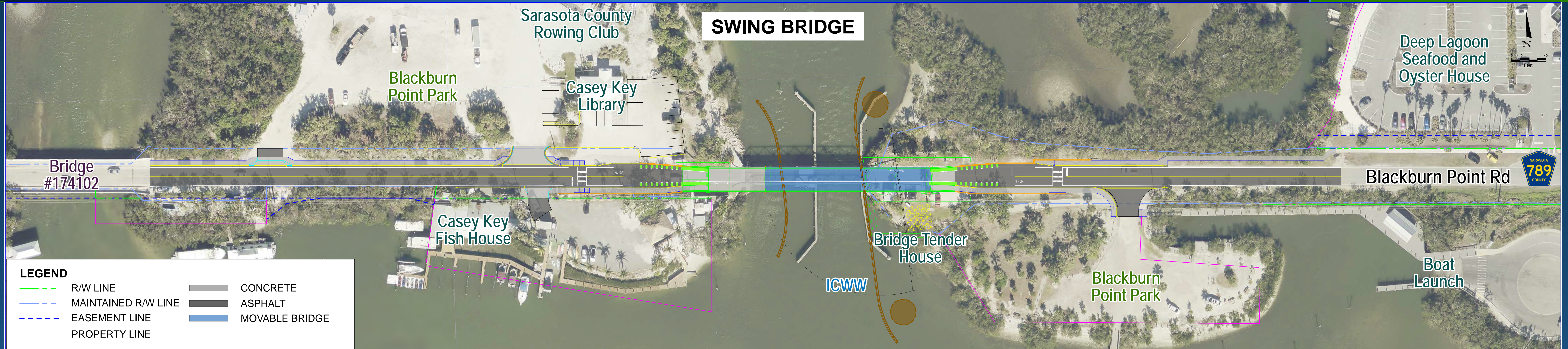


BRIDGE APPROACH

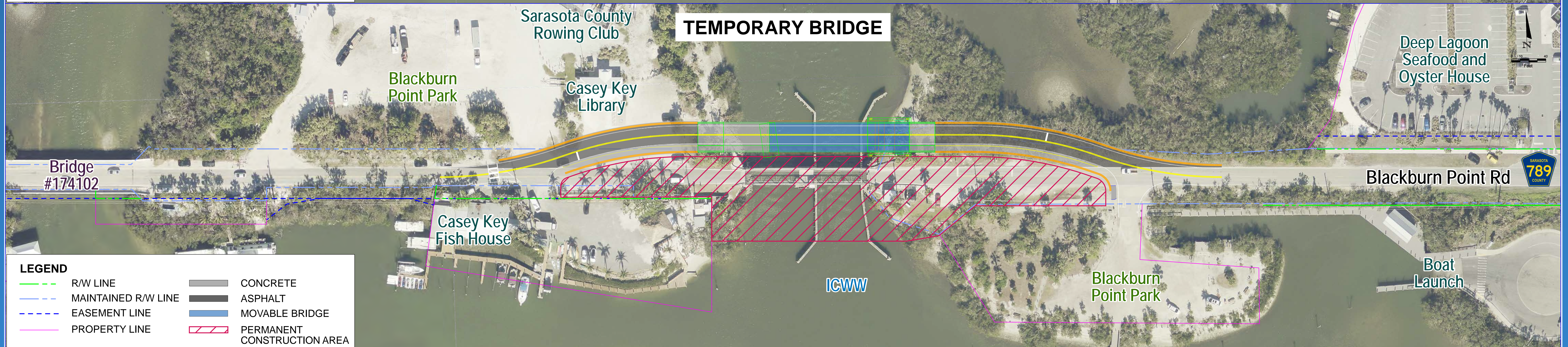
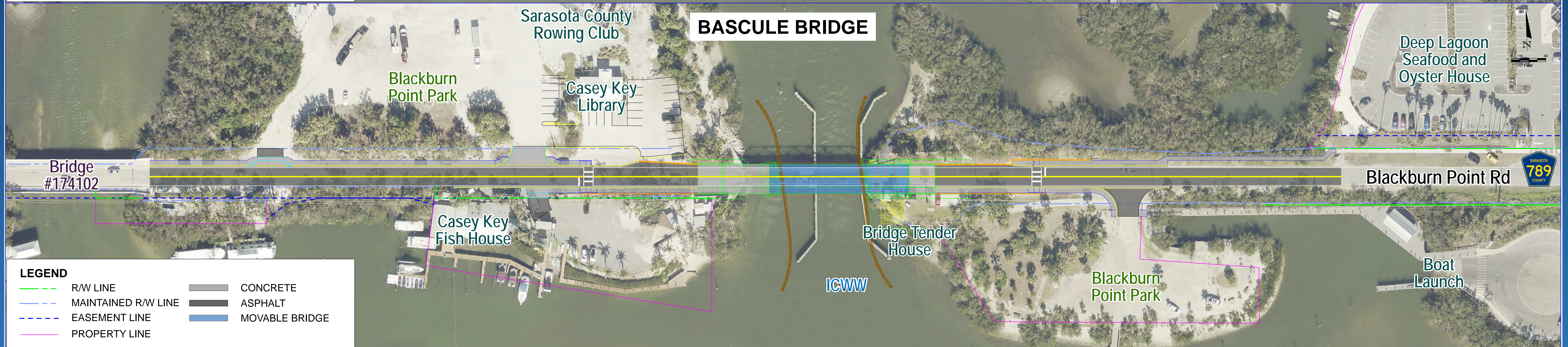
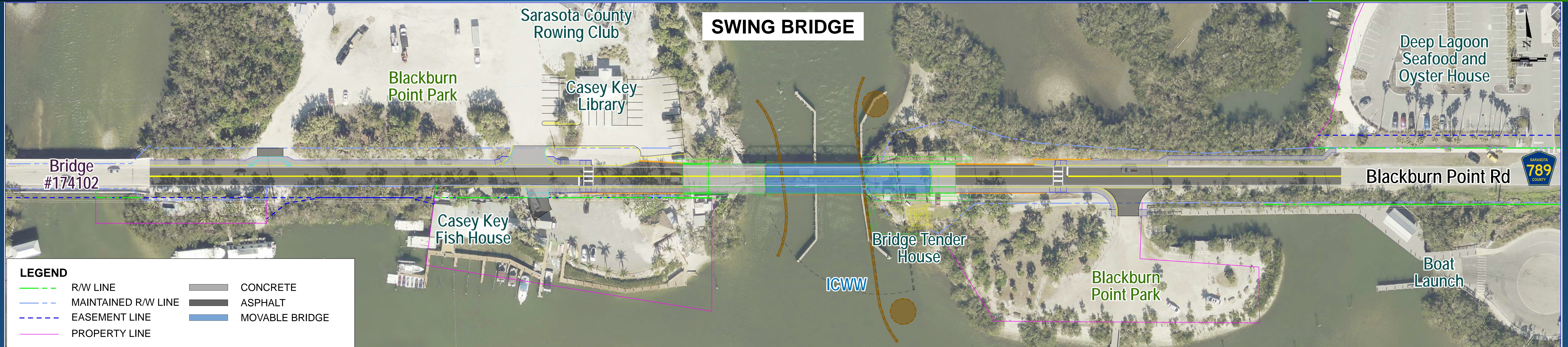


BRIDGE

SINGLE-LANE BRIDGE ALTERNATIVES



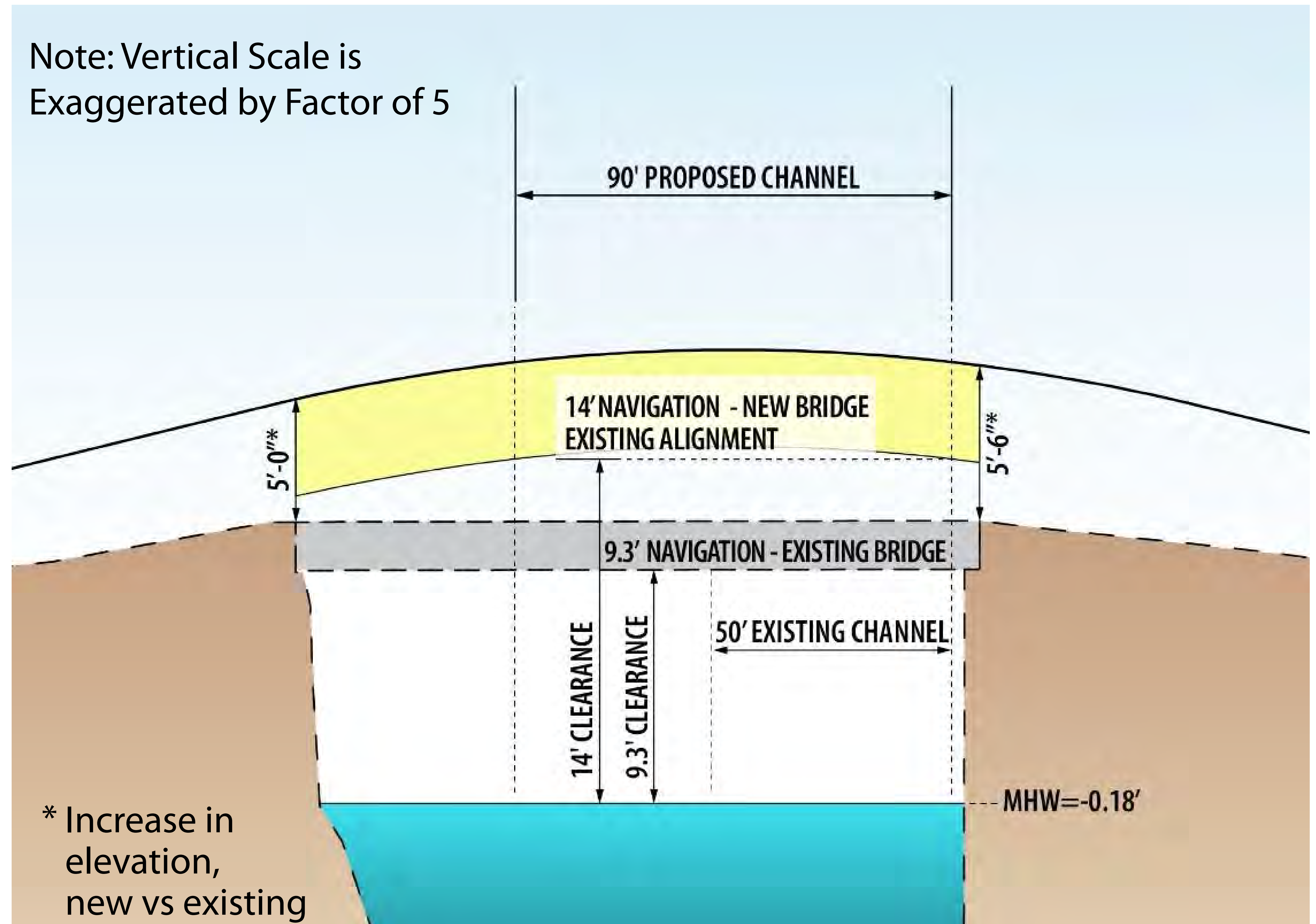
TWO-LANE BRIDGE ALTERNATIVES



Profile options are limited by adjacent driveways

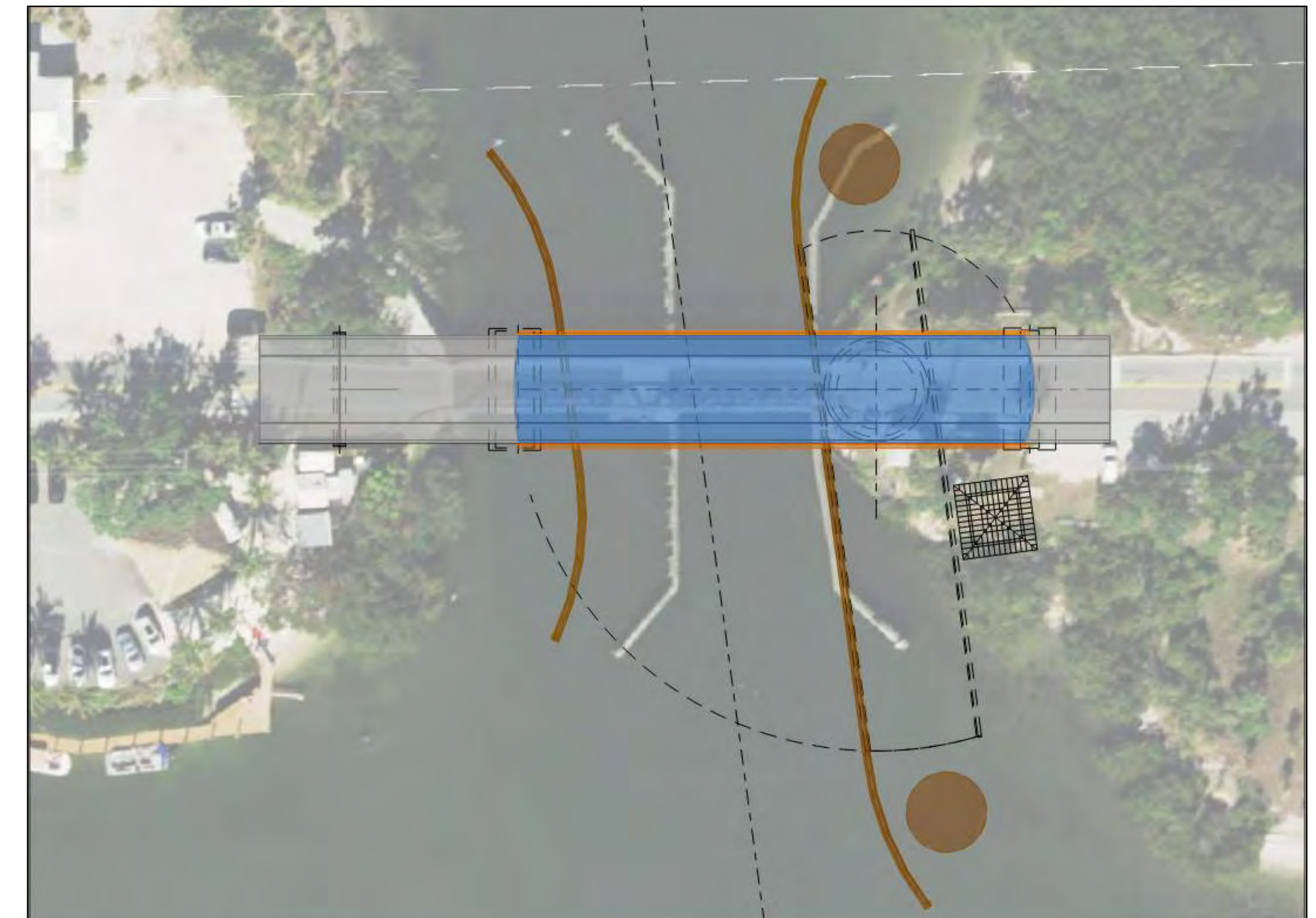
Potential Clearances:

- 14 feet vertical clearance on Existing Alignment
- The new roadway is approximately 5'-0" to 5'-6" higher than the existing at bridge ends

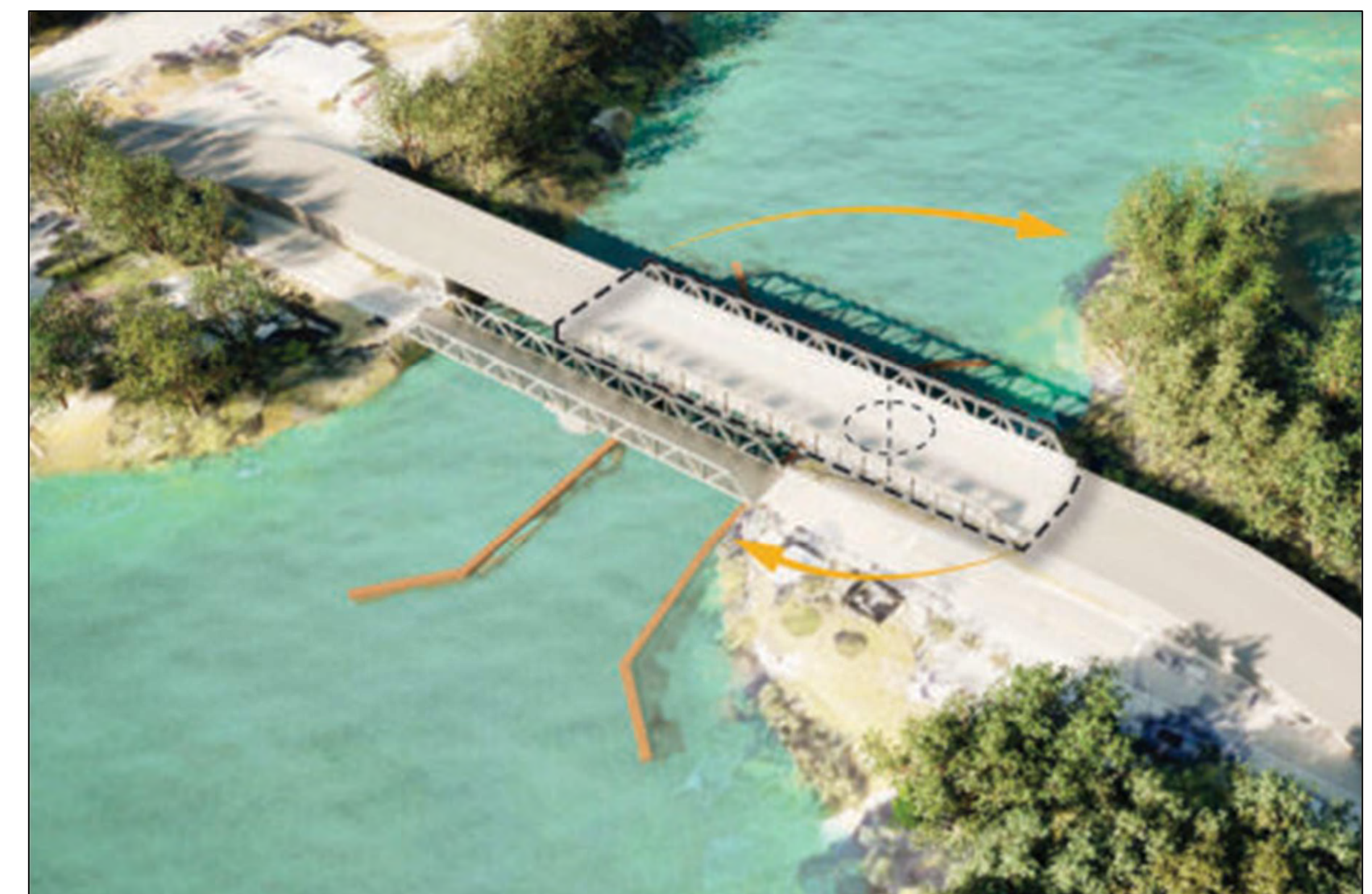


Swing Bridge with Pivot Located East of the Channel

- **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



Swing Span on Existing alignment



Span Motion Diagram

Bridge Types & Configurations Under Consideration



**Single-Lane
Swing Span**

**One sidewalk
on the south
side**



**Two-Lane
Swing Span**

**One sidewalk
on the south
side**



**Two-Lane
Swing Span**

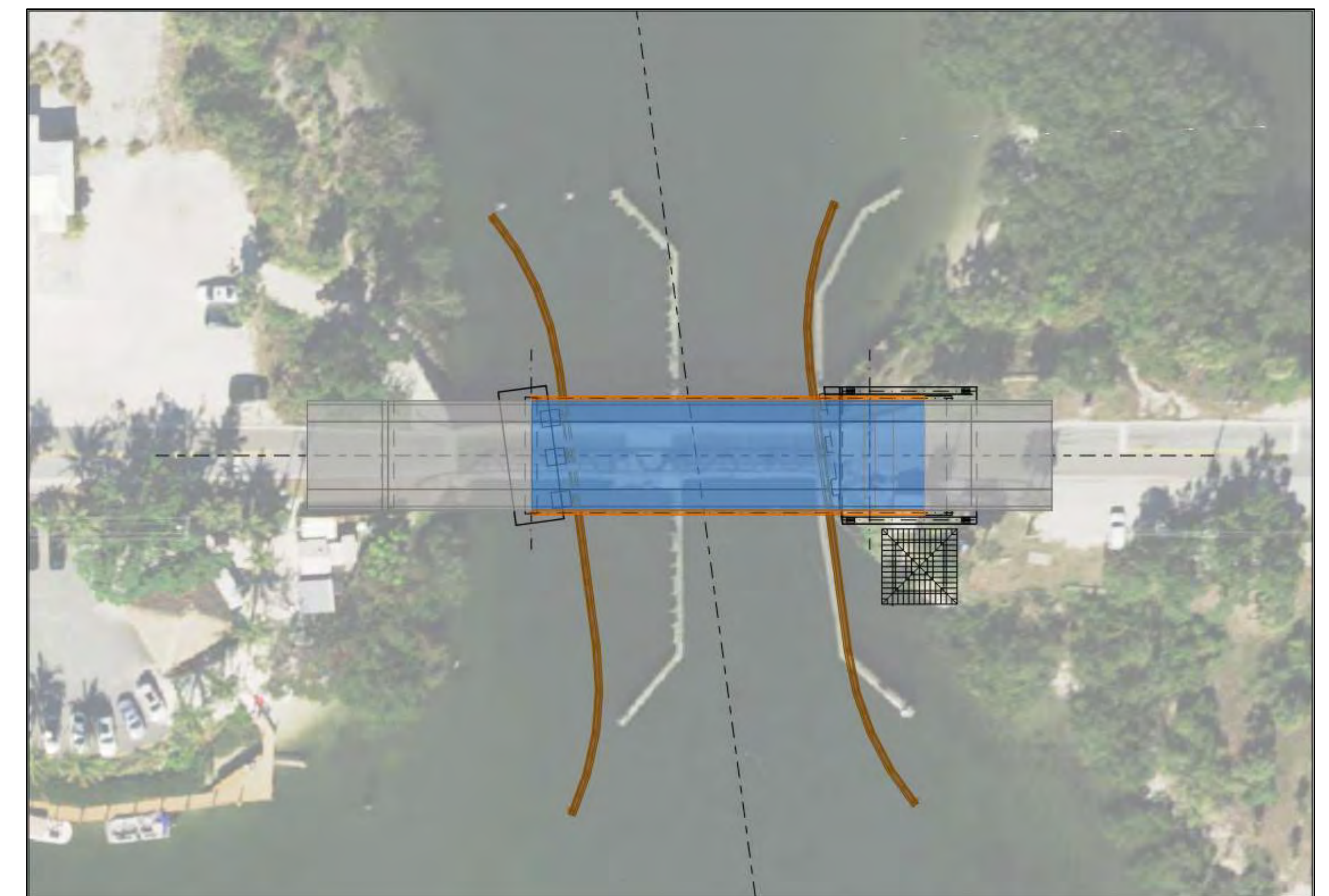
**Two sidewalks,
one on each
side**

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**
 - Avoids a temporary movable span



Span Motion Diagram



Bascule Bridge on Existing Alignment



Bascule Bridge on Temporary Alignment to the North

Bridge Types & Configurations Under Consideration



**Single-Lane
Bascule Span**

**One sidewalk on
the south side**



**Two-Lane
Bascule Span**

**One sidewalk
on the south
side**



**Two-Lane
Bascule Span**

**Two sidewalks,
one on each
side**

TWO-LANE vs SINGLE-LANE BRIDGE COMPARISON

SINGLE-LEAF BASCULE



SINGLE-LANE BASCULE BRIDGE WITH ONE SIDEWALK

SWING SPAN



SINGLE-LANE SWING BRIDGE WITH ONE SIDEWALK




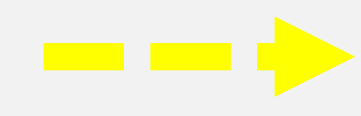
TWO-LANE BASCULE BRIDGE WITH TWO SIDEWALKS



TWO-LANE SWING BRIDGE WITH TWO SIDEWALKS

SINGLE-LANE BRIDGE TRAFFIC ANALYSIS / 2026 TRAFFIC VOLUME

LEGEND

-  Controlling Queue
-  Secondary Queue

- Each Signal Cycle is 195 seconds, including 70 seconds green each direction
- Bridge operations are assumed every 20 minutes



AM Peak Hour Traffic – Queue following a 7-minute Bridge Opening



PM Peak Hour Traffic – Queue following a 7-minute Bridge Opening

SINGLE-LANE BRIDGE TRAFFIC ANALYSIS / 2050 TRAFFIC VOLUME

LEGEND

- ▶ Controlling Queue
- ▶ Secondary Queue



AM Peak Hour Traffic – Queue following a 7-minute Bridge Opening



PM Peak Hour Traffic – Queue following a 7-minute Bridge Opening

EVALUATION MATRIX



EVALUATION CRITERIA	NO BUILD	BRIDGE REPLACEMENT ALTERNATIVE												
		SINGLE-LANE BRIDGE / ONE SIDEWALK				TWO-LANE BRIDGE / ONE SIDEWALK				TWO-LANE BRIDGE / TWO SIDEWALKS				
		SWING SPAN		BASCULE SPAN		SWING SPAN		BASCULE SPAN		SWING SPAN		BASCULE SPAN		
ROADWAY / BRIDGE ISSUES														
Width of Vehicular Travel Lanes	10 feet	One 11-foot-wide lane				Two 11-foot-wide lanes				Two 11-foot-wide lanes				
Shoulders	None	4 ft at curb minimum / 4 ft at traffic railing				1.3 ft at curb / 2.5 ft at traffic railing				1.3 ft at curbs				
Sidewalks	2'-2" Grating on Deck	6' – South Side				6' – South Side				6' - Both Sides				
Meets Current Design Standards	No	Yes				Yes				Yes				
Structural Deficiencies Corrected	No	Yes				Yes				Yes				
Vertical/Horizontal Channel Clearance	9.3 feet / 51 feet	Vertical 14 ft / Horizontal 90 ft				Vertical 14 ft / Horizontal 90 ft				Vertical 14 ft / Horizontal 90 ft				
Bridge Openings	No Change	Estimated 48% Reduction in Bridge Openings				Estimated 48% Reduction in Bridge Openings				Estimated 48% Reduction in Bridge Openings				
RIGHT OF WAY ISSUES														
Area Impacted Permanent	Area Impacted Temporary	None	0.00 acre	0.17 acre	0.00 acre	0.17 acre	0.00 acre	0.18 acre	0.00 acre	0.18 acre	0.00 acre	0.24 acre	0.00 acre	0.24 acre
Relocations	None	None		None		None		None		None		None		
Overall Bridge Width	28 feet	33'-8"		33'-8"		39'-2"		39'-2"		44'-8"		44'-8"		
ENVIRONMENTAL ISSUES														
Impacts to Historic Resources	No	Yes		Yes		Yes		Yes		Yes		Yes		
Wetlands Permanent	Wetlands Temporary	None	0.04 acre	0.13 acre	0.04 acre	0.13 acre	0.04 acre	0.15 acre	0.04 acre	0.15 acre	0.04 acre	0.20 acre	0.04 acre	0.20 acre
Parks/Recreation Permanent	Parks/Recreation Temporary	None	0.00 acre	0.09 acre	0.00 acre	0.09 acre	0.00 acre	0.09 acre	0.00 acre	0.09 acre	0.00 acre	0.11 acre	0.00 acre	0.11 acre
Protected Species and Habitat Involvement	None	High		High		High		High		High		High		
Visual Impacts (Permanent)	None	Low		Low		Low		Low		Low		Low		
Noise Impacts (Permanent)	None	Low		Low		Low		Low		Low		Low		
COSTS														
Total Project Costs ¹	\$31 M ²	\$51 M		\$37 M		\$54 M		\$40 M		\$57 M		\$45 M		
CONSTRUCTION IMPACTS														
Detour Duration	N/A	2 weeks		2 weeks		2 weeks		2 weeks		2 weeks		2 weeks		
Noise Impacts (Construction)	None	Low		Low		Low		Low		Low		Low		
Total Construction Time	N/A	40 months		34 months		40 months		34 months		40 months		34 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.

² Value represents the present value of repairing the bridge followed by future replacement

BRIDGE ALTERNATIVES ASSESSMENT MATRIX

BRIDGE ALTERNATIVES ASSESSMENT MATRIX											
Alternative	Sub Alternative	Cost Ratio ²	Assessment by Category ¹								Assessed Value Totals ³
			Environmental Impacts	Multi-Modal Accessibility	Constructability	Bridge Clearance	Bridge Width	Coastal Vulnerability	Safety	Historical Resource Impact	
No-Build		1.0	1	4	1	4	4	4	4	1	23
Single-Lane Bridge Replacement Alternatives:	Bascule with 1 sidewalk	1.2	2	3	2	1	3	1	2	3	17
	Swing with 1 sidewalk	1.6	2	3	4	1	3	2	2	3	20
Two-Lane Bridge Replacement Alternatives:	Bascule with 1 sidewalk	1.3	3	2	2	1	2	1	1	4	16
	Swing with 1 sidewalk	1.7	3	2	4	1	2	2	1	4	19
	Bascule with 2 sidewalks	1.5	4	1	2	1	1	1	1	4	15
	Swing with 2 sidewalks	1.8	4	1	4	1	1	2	1	4	18

TABLE NOTES:

¹Assessment by category ranks each alternative from 1 (best value) to 4 (least value)

²Cost Ratio is the cost of each alternative divided by the present value of the repair costs and future replacement

³Numeric total of assessment category rankings



PD&E Study Project Schedule

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1001 Sarasota Center Blvd.,
Sarasota, FL 34240
tfarrell@scgov.net
941.861.5000

OR

Visit the project website at:
www.BlackburnBridgeProject.com

Please provide your comments by June 25, 2026

**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

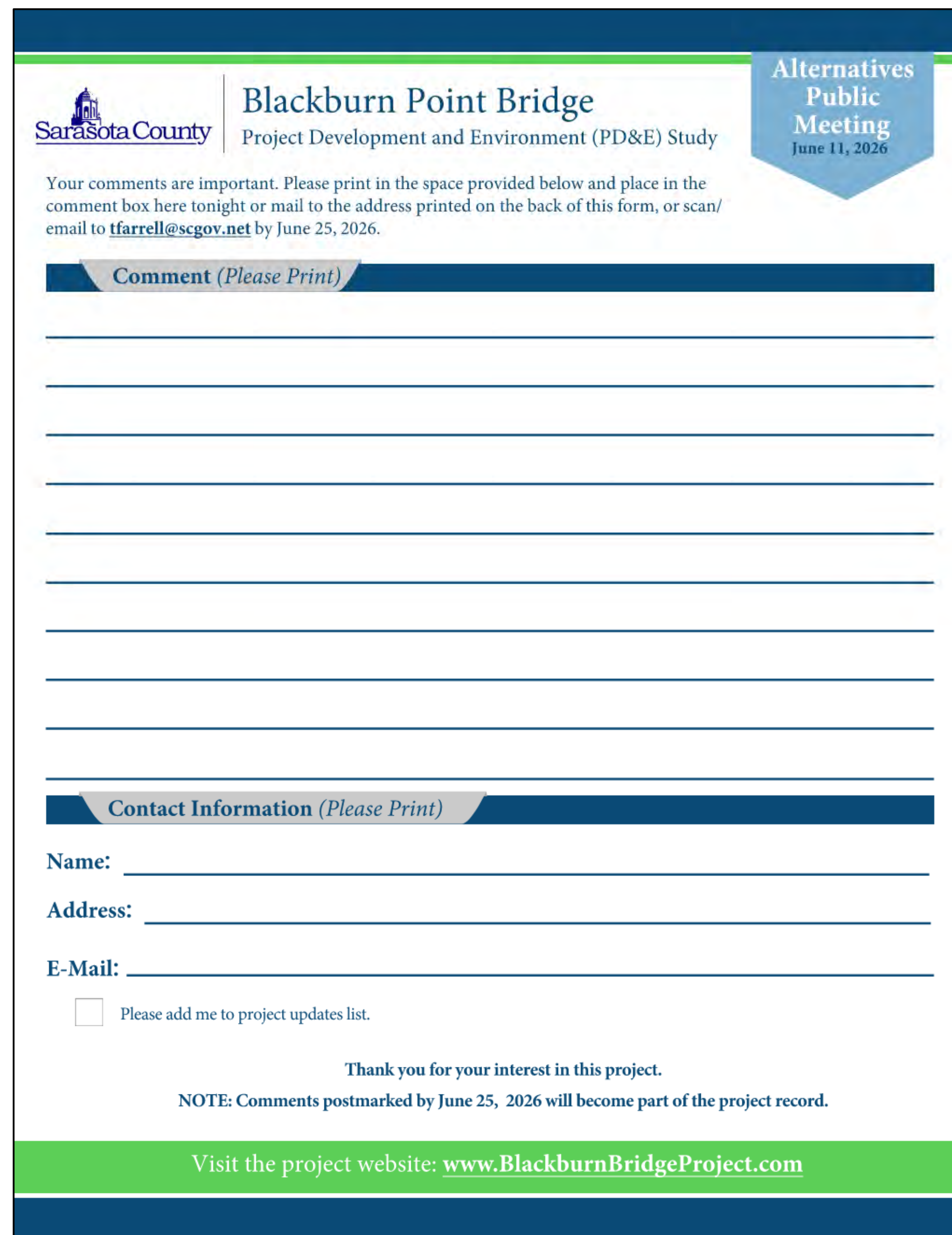
tfarrell@scgov.net

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OR

Visit the project website at:

www.BlackburnBridgeProject.com



The image shows a screenshot of a comment form for the Blackburn Point Bridge Project. The form is titled "Blackburn Point Bridge Project Development and Environment (PD&E) Study" and includes a logo for Sarasota County. A blue banner on the right side of the form reads "Alternatives Public Meeting June 11, 2026". The form contains a section for "Comment (Please Print)" with several horizontal lines for writing. Below this is a section for "Contact Information (Please Print)" with fields for "Name:", "Address:", and "E-Mail:". There is also a checkbox labeled "Please add me to project updates list." and a "Thank you for your interest in this project." message. At the bottom, there is a note: "NOTE: Comments postmarked by June 25, 2026 will become part of the project record." and a green bar with the text "Visit the project website: www.BlackburnBridgeProject.com".