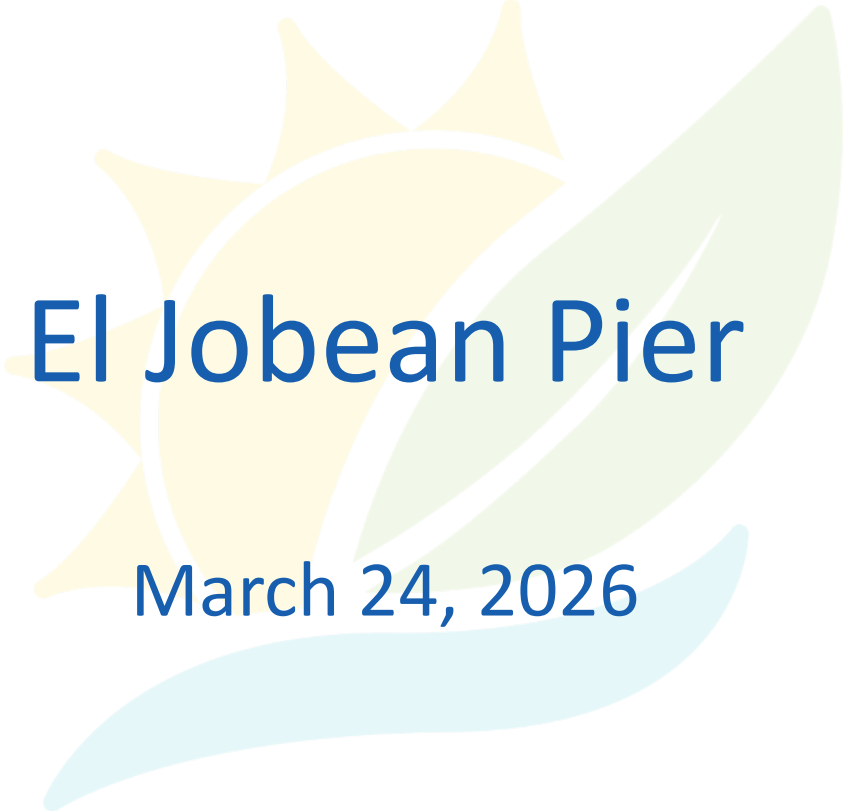


A large, stylized graphic in the background featuring a yellow sun with rays and two green leaves, one of which is partially overlapping the sun. The entire graphic is set against a white background.

El Jobean Pier

March 24, 2026



CHARLOTTE COUNTY
FLORIDA

El Jobean Fishing Pier

- The Board of County Commissioners (BCC) approved a contract with Giffels-Webster Engineers (GWE)
 - To provide design, permitting, and limited construction observation services for the El Jobean fishing pier
 - Early task was to explore alternative layouts, materials, and construction methods to improve resiliency, ADA compliance, and FEMA alignment
- GWE developed a 'technical memo' to provide schematic-level design alternatives

El Jobean Fishing Pier

- History of the fishing pier
 - Originally constructed in early 1900's as a railroad trestle for phosphate shipping
 - Rail line was vacated in the early 1980's
 - After the rail line stopped operation, the trestle was transformed into a popular fishing pier



El Jobean Fishing Pier

GWE evaluated the structures to provide alternative 4 options:

- Targeted repair/replacement
- Replace at a same elevation
- Replace at a higher elevation
- Replace at a higher elevation, but shorter pier

El Jobean Fishing Pier

Evaluation took into account:

- Storm Resiliency: Improve survivability against hurricanes, wave action, and storm surge
- FEMA Compliance: Align with FEMA Public Assistance guidance and cost-reasonable design
- Current structure analysis: review current historic railroad trestle foundation, pier decking, approach, bulkhead and revetment
- Public Use & Safety: Provide safe, functional, and user-friendly access
- ADA Compliance: Ensure pier access meets current ADA standards
- Cost-Effectiveness: Balance capital investment with long-term maintenance needs.

Alternative A – repair/replacement

Description:

- Targeted demolition and replacement of the most severely damaged portions of the pier
- Estimated at approximately 3,000 square feet, with localized repairs elsewhere as needed.
- Repair access path and concrete approach to pier
- Shoreline stabilization with rep-rap, mangrove plantings and seawall replacement
- Fire connection standpipe (as required by code)
- Full demolition of southern pier

Alternative A – repair/replacement

Pros:

- Lowest upfront construction cost.
- Shorter construction duration and accelerated reopening.
- Simplifies ADA (Americans with Disabilities Act) accessibility relative to elevated alternatives.
- Reduced permitting and environmental impacts.

Cons:

- Retains aging structural components, some approaching 120 years old.
- Highest long-term maintenance and repair risk.
- Results in a patchwork structure with reduced service life.
- Pier remains vulnerable to storm surge and wave impacts during major storm events.

Alternative A – repair/replacement

Order-of-Magnitude Cost:

- Costs shown are order-of-magnitude estimates for comparison only and do not represent final construction cost or project budgets.

Item Description	Unit	Unit Price	Option A	
			Replace Partial	
			Qty	Total
Fishing Pier	SF	\$ 215.00	3,000	\$ 645,000.00
Fishing Pier (Elevated)	SF	\$ 250.00	0	\$ -
Fishing Pier Repairs (650 LF +/-)	LS	\$100,000.00	1	\$ 100,000.00
ADA Mat	SF	\$ 35.00	16	\$ 560.00
Walking Path	SY	\$ 150.00	900	\$ 135,000.00
Miscellaneous Base Fill	CY	\$ 170.00	300	\$ 51,000.00
Concrete Approach Ramp	SY	\$ 90.00	12	\$ 1,080.00
Rip-Rap	TN	\$ 200.00	1,100	\$ 220,000.00
Mangrove Plantings	LS	\$ 50,000.00	1	\$ 50,000.00
Concrete Seawall	LS	\$ 30,000.00	1	\$ 30,000.00
Fire Dept. Connection Replacement	LS	\$ 50,000.00	1	\$ 50,000.00
Demolition - North Pier	SF	\$ 50.00	3,000	\$ 150,000.00
Demolition - South Pier	SF	\$ 50.00	13,000	\$ 650,000.00
Sub-Total				\$ 2,082,640.00
Class 3 AACE Contingency (15%)				\$ 312,396.00
Total Estimate				\$ 2,395,000.00

Alternative B – replace at same elevation

Description:

- Full demolition and replacement of the pier at approximately the existing deck elevation of approximately +7 NAVD 88.
- Repair access path and concrete approach to pier
- Shoreline stabilization with rep-rap, mangrove plantings and seawall replacement
- Fire connection standpipe (as required by code)
- Full demolition of southern pier

Alternative B – replace at same elevation

Pros:

- Provides a completely new structure with modern design standards.
- Simplifies ADA accessibility relative to elevated alternatives.
- Eliminates reliance on aging railroad trestle components.

Cons:

- High construction cost.
- Longer construction duration compared to partial repair.
- Pier remains vulnerable to storm surge and wave impacts during major storm events.
- Does not reduce overall structural extent or maintenance footprint.

Alternative B – replace at same elevation

Order-of-Magnitude Cost:

- Costs shown are order-of-magnitude estimates for comparison only and do not represent final construction cost or project budgets.

Item Description	Unit	Unit Price	Option B	
			Replace (Same Elevation)	
			Qty	Total
Fishing Pier	SF	\$ 215.00	9,800	\$ 2,107,000.00
Fishing Pier (Elevated)	SF	\$ 250.00	0	\$ -
Fishing Pier Repairs (650 LF +/-)	LS	\$100,000.00	0	\$ -
ADA Mat	SF	\$ 35.00	16	\$ 560.00
Walking Path	SY	\$ 150.00	900	\$ 135,000.00
Miscellaneous Base Fill	CY	\$ 170.00	300	\$ 51,000.00
Concrete Approach Ramp	SY	\$ 90.00	12	\$ 1,080.00
Rip-Rap	TN	\$ 200.00	1,100	\$ 220,000.00
Mangrove Plantings	LS	\$ 50,000.00	1	\$ 50,000.00
Concrete Seawall	LS	\$ 30,000.00	1	\$ 30,000.00
Fire Dept. Connection Replacement	LS	\$ 50,000.00	1	\$ 50,000.00
Demolition - North Pier	SF	\$ 50.00	9,800	\$ 490,000.00
Demolition - South Pier	SF	\$ 50.00	13,000	\$ 650,000.00
		Sub-Total		\$ 3,784,640.00
		Class 3 AACE Contingency (15%)		\$ 567,696.00
		Total Estimate		\$ 4,352,000.00

Alternative C – replace at higher elevation

Description:

- Full demolition and replacement of the pier within the same footprint at a higher deck elevation at approximately +9 NAVD 88.
- Repair access path and concrete approach to pier
- Shoreline stabilization with rep-rap, mangrove plantings and seawall replacement
- Fire connection standpipe (as required by code)
- Full demolition of southern pier

Alternative C – replace at higher elevation

Pros:

- Provides a completely new structure with modern design standards.
- Increased elevation reduces frequency of storm related inundation.
- Eliminates reliance on aging railroad trestle components.

Cons:

- Highest construction cost.
- Longer construction duration compared to partial repair.
- Requires ADA-compliant ramp.
- Does not reduce overall structural extent or maintenance footprint.

Alternative C – replace at higher elevation

Order-of-Magnitude Cost:

- Costs shown are order-of-magnitude estimates for comparison only and do not represent final construction cost or project budgets.

Item Description	Unit	Unit Price	Option C	
			Replace (Elevated)	
			Qty	Total
Fishing Pier	SF	\$ 215.00	0	\$ -
Fishing Pier (Elevated)	SF	\$ 250.00	9,800	\$ 2,450,000.00
Fishing Pier Repairs (650 LF +/-)	LS	\$100,000.00	0	\$ -
ADA Mat	SF	\$ 35.00	16	\$ 560.00
Walking Path	SY	\$ 150.00	900	\$ 135,000.00
Miscellaneous Base Fill	CY	\$ 170.00	300	\$ 51,000.00
Concrete Approach Ramp	SY	\$ 90.00	12	\$ 1,080.00
Rip-Rap	TN	\$ 200.00	1,100	\$ 220,000.00
Mangrove Plantings	LS	\$ 50,000.00	1	\$ 50,000.00
Concrete Seawall	LS	\$ 30,000.00	1	\$ 30,000.00
Fire Dept. Connection Replacement	LS	\$ 50,000.00	1	\$ 50,000.00
Demolition - North Pier	SF	\$ 50.00	9,800	\$ 490,000.00
Demolition - South Pier	SF	\$ 50.00	13,000	\$ 650,000.00
Sub-Total				\$ 4,127,640.00
Class 3 AACE Contingency (15%)				\$ 619,146.00
Total Estimate				\$ 4,747,000.00

Alternative D – replace at higher elevation, shorter pier

Description:

- Full demolition of the existing pier and construction of a new pier along the same general alignment.
- Reduced in length by about 300 feet and higher deck elevation at approximately +9 NAVD 88
- Repair access path and concrete approach to pier
- Shoreline stabilization with rep-rap, mangrove plantings and seawall replacement
- Fire connection standpipe (as required by code)
- Full demolition of southern pier

Alternative D – replace at higher elevation, shorter pier

Pros:

- Provides a completely new structure with modern design standards.
- Reduced construction and long-term maintenance costs due to reduced footprint.
- Eliminates reliance on aging railroad trestle components.
- Less obstruction to boat traffic beneath the SR 776 bridge while maintaining access to deeper fishing waters of the Myakka River.

Cons:

- Higher upfront cost than repair-only option.
- Longer construction duration compared to partial repair.
- Requires ADA-compliant ramp.

Alternative D – replace at higher elevation, shorter pier

Order-of-Magnitude Cost:

- Costs shown are order-of-magnitude estimates for comparison only and do not represent final construction cost or project budgets.

Item Description	Unit	Unit Price	Option D	
			Replace (Shorter/Elevated)	
			Qty	Total
Fishing Pier	SF	\$ 215.00	0	\$ -
Fishing Pier (Elevated)	SF	\$ 250.00	6,850	\$ 1,712,500.00
Fishing Pier Repairs (650 LF +/-)	LS	\$100,000.00	0	\$ -
ADA Mat	SF	\$ 35.00	16	\$ 560.00
Walking Path	SY	\$ 150.00	900	\$ 135,000.00
Miscellaneous Base Fill	CY	\$ 170.00	300	\$ 51,000.00
Concrete Approach Ramp	SY	\$ 90.00	12	\$ 1,080.00
Rip-Rap	TN	\$ 200.00	1,100	\$ 220,000.00
Mangrove Plantings	LS	\$ 50,000.00	1	\$ 50,000.00
Concrete Seawall	LS	\$ 30,000.00	1	\$ 30,000.00
Fire Dept. Connection Replacement	LS	\$ 50,000.00	1	\$ 50,000.00
Demolition - North Pier	SF	\$ 50.00	9,800	\$ 490,000.00
Demolition - South Pier	SF	\$ 50.00	13,000	\$ 650,000.00
Sub-Total				\$ 3,390,140.00
Class 3 AACE Contingency (15%)				\$ 508,521.00
Total Estimate				\$ 3,899,000.00

Comparison

Options Comparison Table Criterion	Option A – Repair/Replace	Option B –Rebuild (Original Elev.)	Option C –Rebuild (Higher Elev.)	Option D –Rebuild (Shorter & Higher Elev.)
Approx. Pier Length	~950 ft	~950 ft	~950 ft	~650 ft
Deck Elevation	+7 NAVD 88	+7 NAVD 88	+9 NAVD 88	+9 NAVD 88
Flood Resilience	Same as existing	Same as existing	Improved	Improved
ADA Accessibility	Good (like existing)	Good (like existing)	Good, but needs ADA Ramp	Good, but needs ADA Ramp
Use of Existing Structure	Significant reuse of older components	None	None	None
Structural Longevity	Moderate to Low	High	High	High
Environmental / Permitting Impacts	Lowest	Moderate	Moderate	Moderate
Relative Construction Cost	Lowest (\$2.4M)	High (\$4.4M)	Highest (\$4.7M)	Moderate (\$3.9M)
Long-Term Maintenance Cost	Highest	Moderate	Moderate	Lowest
Boat Navigation Impacts	Like existing	Like existing	Like existing	Reduced obstruction
Overall Assessment	Short-term solution	New pier, still vulnerable	Improved elevation but costly (short & long term)	Best balance of cost, resiliency, durability, and function

Recommendation - consultant

Alternative D – provides:

- **Storm Resiliency & FEMA Compliance** - Based on the age, condition, and history of the El Jobean Fishing Pier, complete demolition and rebuilding of an elevated pier in a shorter footprint, is recommended. This alternative delivers improved resiliency, reduced long-term maintenance, and optimal value for public investment.
- **Public Amenity Preservation & Level of Service** - The elevated shorter footprint provides an accessible fishing pier for the public, but reduces the overall length/square footage.

Recommendation - staff

Alternative C – provides:

- **Storm Resiliency & FEMA Compliance** - Based on the age, condition, and history of the El Jobean Fishing Pier, complete demolition and rebuilding of an elevated pier will deliver improved resiliency while replacing the pier in the same footprint.
- **Public Amenity Preservation & Level of Service** - The elevated replacement in the same footprint provides a more resilient like for like accessible fishing pier for the public keeping the overall length/square footage.

Questions

