Humphris Park: Status Update and Reconstruction Options

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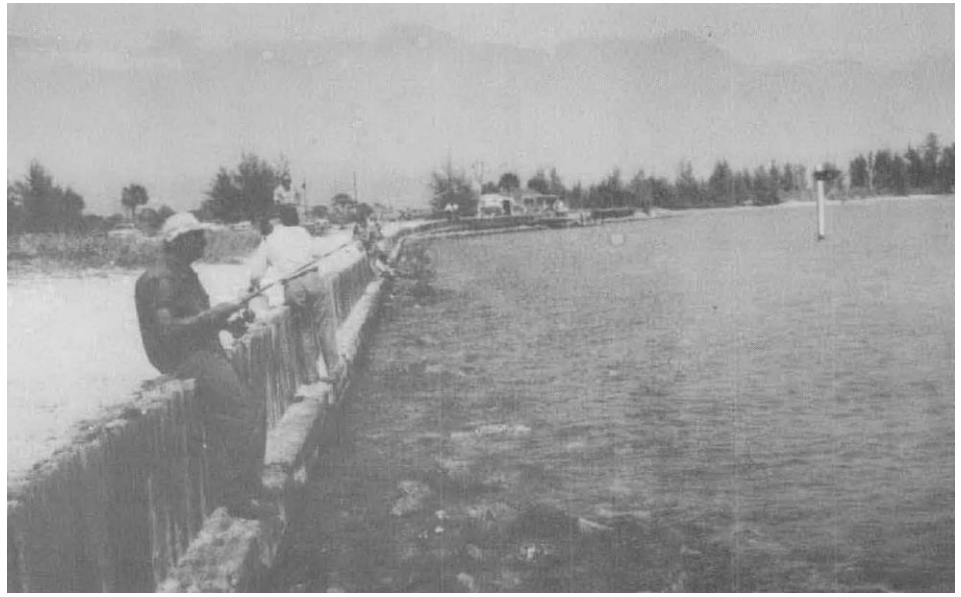
Jetty History

- Constructed in 1937
- Original construction was circular, steel caissons-style structures filled with sand, capped with concrete and rip-rap and sheet pile placed between
- Originally two wooden bulkheads
- Rip-rap added multiple times over the years
- South side paved in 1974 (City of Venice Request)
- Multiple post-storm re-surfacing or addition of rip-rap



Hurricane Damage

Both Hurricanes Helene and Milton destroyed and damaged multiple aspects of Humphris Park including:

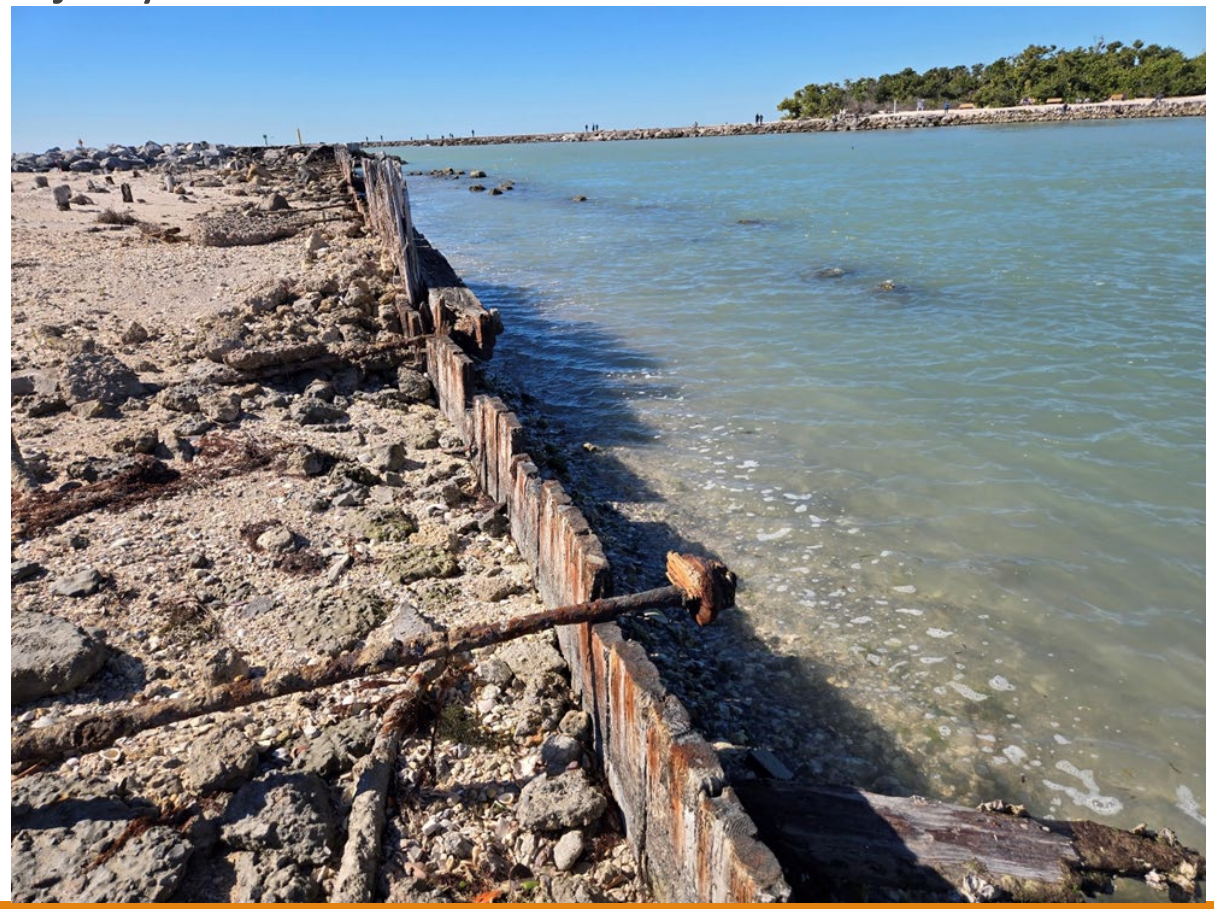
The existing bulkhead (seawall) along the intracoastal waterway

Hurricane Damage

The existing concession and restroom building along with the sewer, water, and electrical services

Hurricane Damage

Large portions of the rock jetty itself

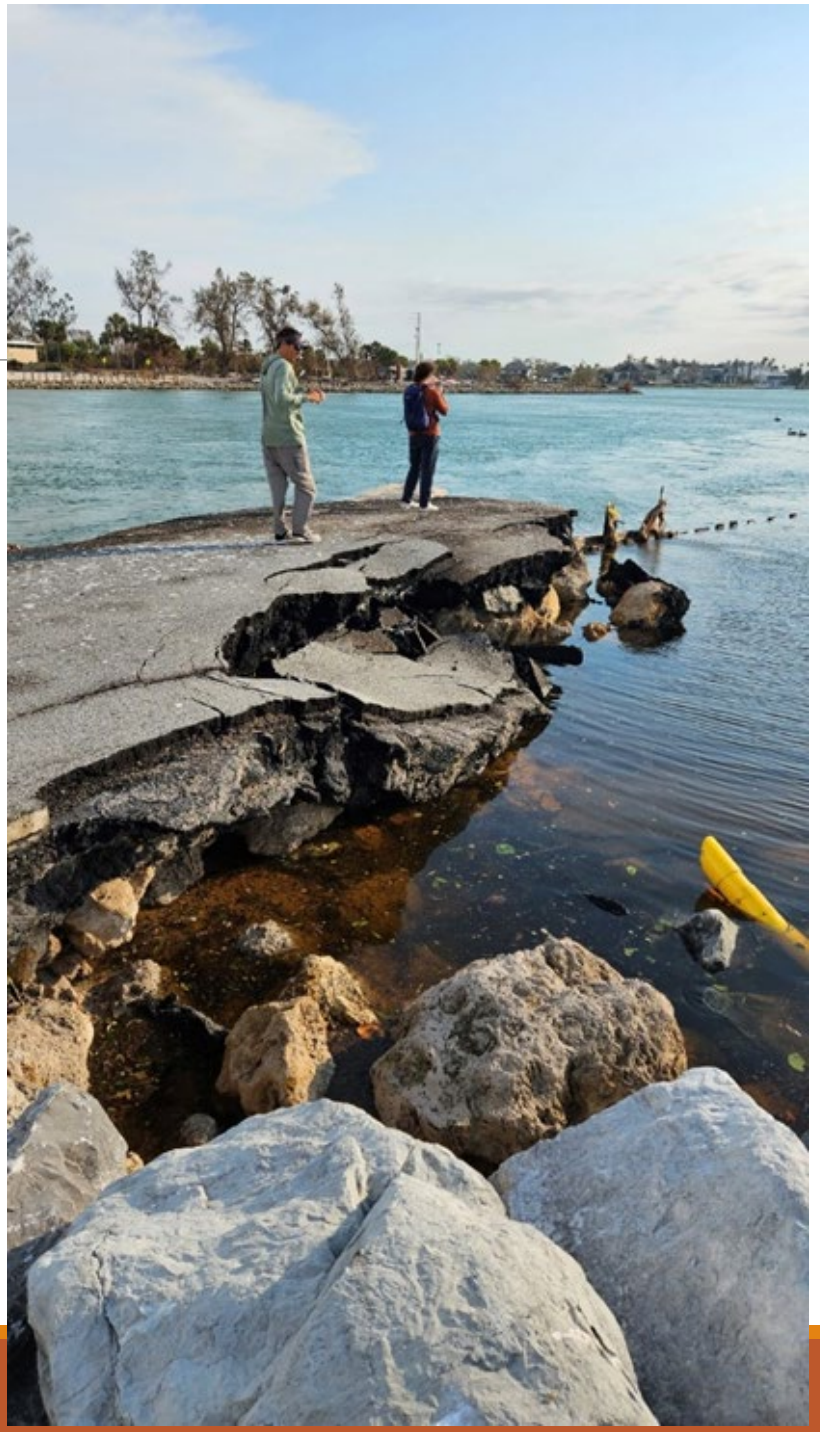


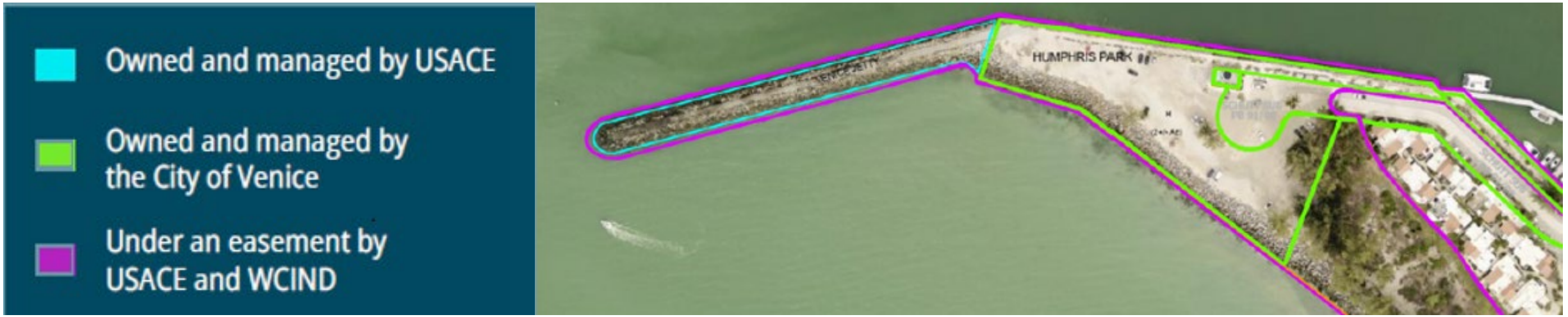
Hurricane Damage

The majority of the parking lot area

Hurricane Damage

The entire pedestrian walkway out onto the jetty





The bulkhead and rock revetment surrounding the park is federally owned and maintained by the U.S. Army Corps of Engineers (USACE).

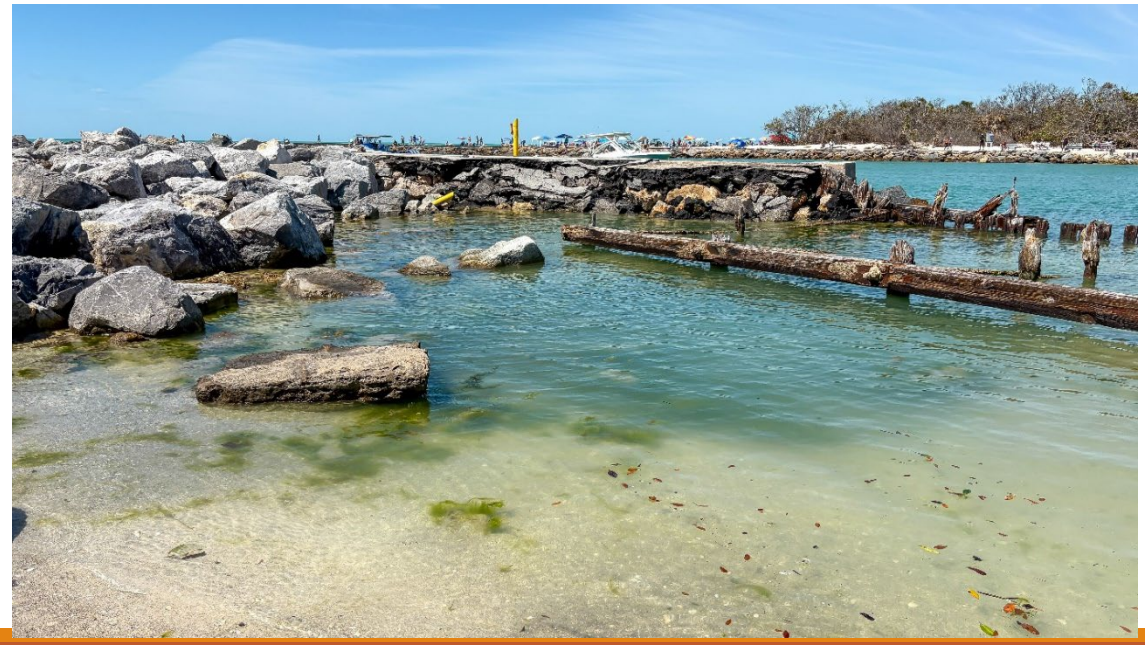
USACE has acknowledged responsibility for these repairs.

Reconstruction of Humphris Park

- USACE consent is required for any Humphris Park improvements or construction
- Will require design and construction consultants

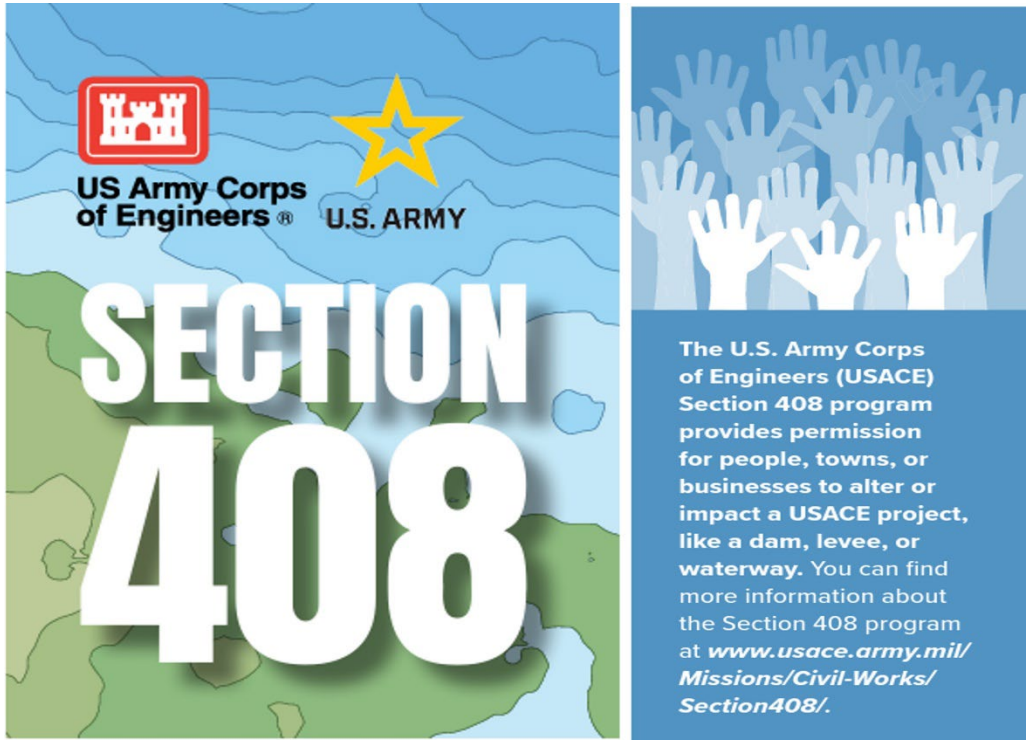
Design Considerations

- A temporary bulkhead/seawall will need to be constructed to stabilize the bank before placing fill
- Temporary restrooms, safety fencing, parking stops, signage, and any other required park amenities (trash cans, benches, etc.) are required



Permitting Considerations

- An USACE Section 408 Permit will be required
- This is a challenging permit program and involves intense engineering reviews
- 1 to 2 year permit review period is typical



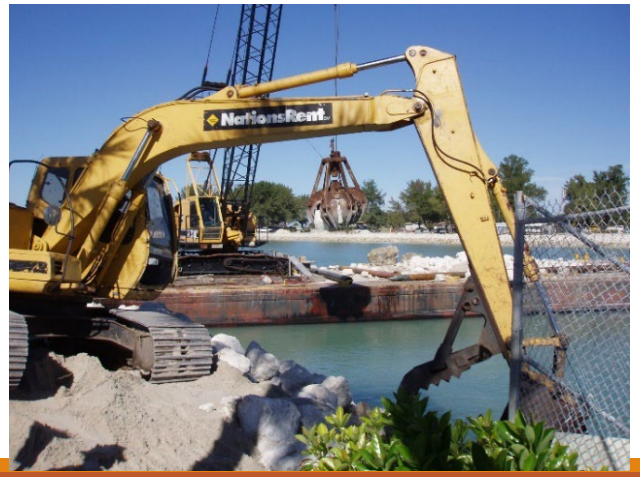
Construction Considerations

- Fill is required to be “beach-compatible”

  For the counties of Pinellas, Hillsborough, Manatee, Sarasota, Charlotte, Lee, and Collier:

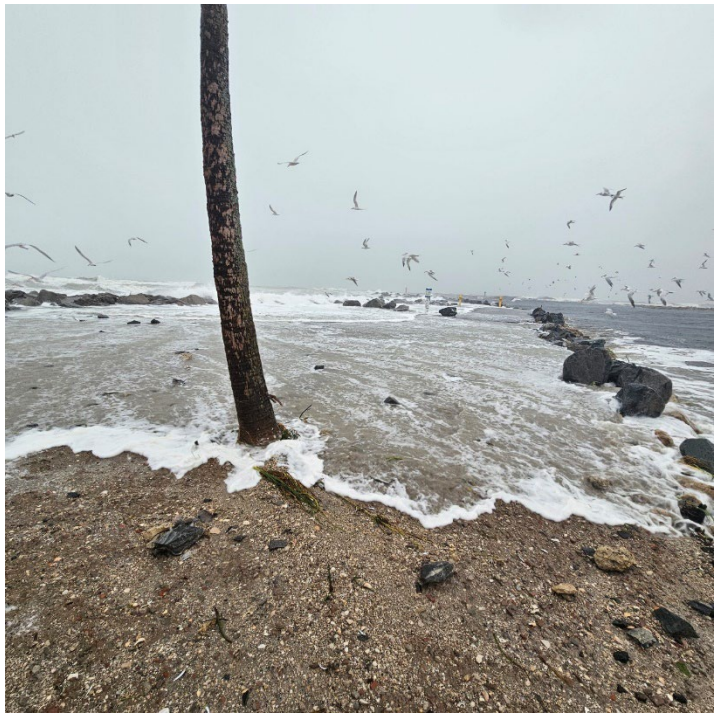
  In general, beach-compatible fill material will be predominantly quartz sand of a mean grain size diameter between 0.25 mm and 0.55 mm with a moist Munsell color-value/chroma of 7/2 or lighter and a similar quantity of shell as the existing beach.

- The 408 Permit requires the City to either build improvements to USACE standards or to remove all temporary improvements before the USACE begins the jetty reconstruction



Order of Magnitude Cost Estimates

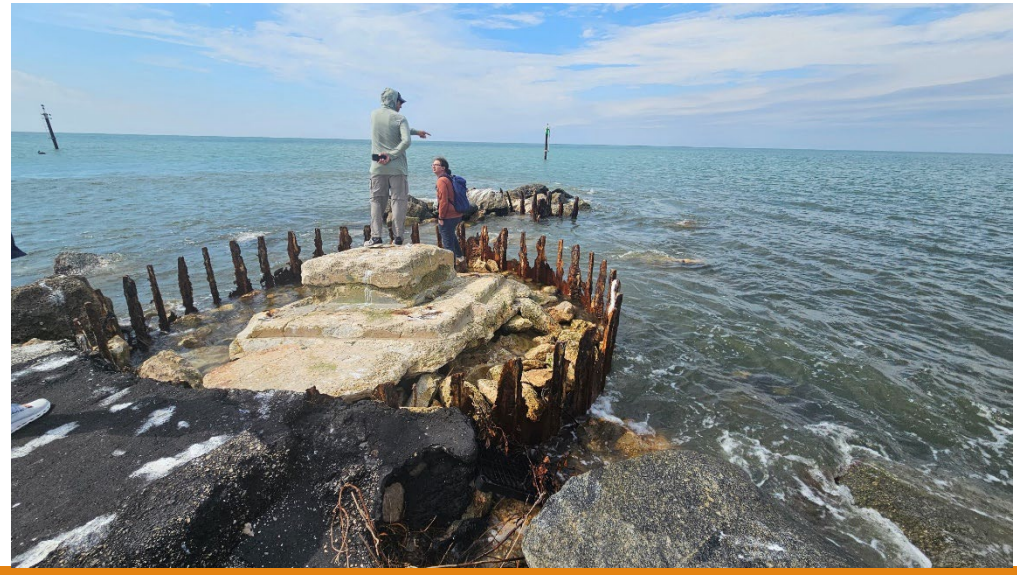
- Design: $200,000 to $400,000
- Section 408 Permitting: $100,000 to $250,000
- Construction: $1 million to $3 million
- Removal of Temporary Improvements: $500,00 to $1 million



Jetty Repair by USACE

- USACE estimates that the bulkhead work will exceed $10 million, so a Major Maintenance Report (MMR) must be completed to assess the damages and estimate the total repair cost

- The MMR is underway and scheduled to be completed November 2026



Jetty Repair by USACE

- The USACE repairs may be completed in multiple phases, due to funding constraints, and will likely take several years to complete.
- Repair of the south bulkhead is the priority

Conclusions and Next Steps

- USACE has accepted ownership of the repairs and has committed to making the necessary structural repairs; the City will be responsible for park recreational components

- The reconstructed jetty and park will be designed to be more resilient

Conclusions and Next Steps

- Temporary reconstruction before the USACE project is possible, however would result in a high cost / high risk project
  - High Cost: due to the USACE 408 permit process and construction requirements
  - High Risk: due to the unknown USACE time frame for removal, high vulnerability for additional damages, and high liability from reopening this area to the public

Conclusions and Next Steps

- Continued Partnership and Advocacy with WCIND, USACE, Federal Lobbyists, Federal Legislators

- Staff recommendations