



In partnership with



Public Hearing
Burnt Store Road PD&E Study

January 28, 2025

The Florida Department of Transportation, in partnership with Lee County, welcomes you to the public hearing for the Burnt Store Road Project Development and Environment, or PD&E, study. We appreciate your attendance and participation.



This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid Lee County, FDOT District One and the FDOT Office of Environmental Management (or OEM) in determining the type, preliminary design, and location of the proposed improvements.



Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



The study begins at Van Buren Parkway and extends to the Charlotte County Line. The study also includes a one-quarter mile section north of the Charlotte County Line to connect to the existing four-lane roadway. The total project length is approximately 5.7 miles. A portion of the roadway is within the City of Cape Coral while the remainder is located within unincorporated Lee County. The department proposes to widen Burnt Store Road from two to four lanes, with future accommodation of six lanes. This segment of Burnt Store Road is the last remaining two-lane, unimproved segment of the roadway's eighteen-mile length from Pine Island Road to U.S. 41.



Burnt Store Road, also known as County Road 765, serves as an important north-south corridor for commuters, in addition to freight traffic, as it connects to regional transportation facilities. These include Interstate 75, U.S. 41, and Pine Island Road. The corridor also provides access to several developments within Lee and Charlotte Counties, including Burnt Store Marina. Widening Burnt Store Road will address projected travel demand as a result of area-wide growth. In addition, the proposed widening and associated multi-modal improvements will address safety concerns associated with the existing two-lane roadway and enhance emergency evacuation for this designated hurricane evacuation route.

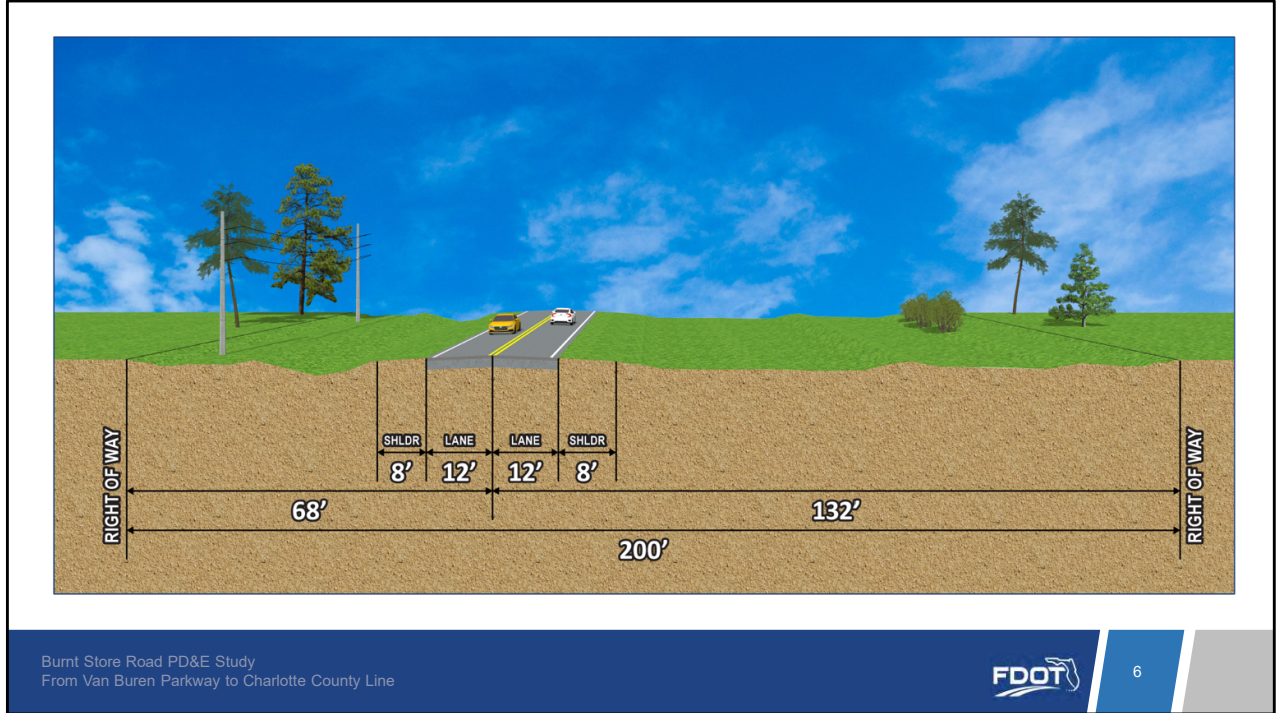


Projected Traffic Volume Transportation System Linkage Safety

- Existing volumes range from 9,800 to 14,000 vehicles per day
- Projected future 2045 volumes range from 22,500 to 32,500 vehicles per day
- Anticipated to operate under failing conditions by 2045, assuming no capacity improvements

The need for the proposed improvements for Burnt Store Road is based on traffic volume projections, transportation system linkage, and safety. Existing traffic volumes range from 9,800 to 14,000 vehicles per day. Based on anticipated growth within the corridor, projected future 2045 traffic volumes range from 22,500 to 32,500 vehicles per day. By the 2045 design year, if no roadway capacity improvements are made, the corridor is anticipated to operate at a level of service F. This signifies a failing condition characterized by high level of traffic congestion and delays.

At this time, this project is listed as cost-feasible in 2031-2035 in the Lee County Metropolitan Planning Organization or M.P.O. 2045 Long Range Transportation Plan or LRTP Similarly, the project from the Charlotte County Line to Wallaby Lane in Charlotte County is listed as cost feasible in 2031-2035 in the Charlotte County-Punta Gorda M.P.O. 2045 LRTP.



Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



Within the project limits, Burnt Store Road is a two-lane, undivided facility with twelve-foot travel lanes (one in each direction) and no paved shoulders. There are no pedestrian or bicycle facilities within the project limits with the exception of the south and north ends where adjacent projects added some shared use path, sidewalk, or bike lanes. The posted speed limit is 55 miles per hour. Stormwater runoff is collected in roadside ditches and swales and there are no existing stormwater management facilities to store and treat roadway runoff. There are two bridges over Gator Slough Canal. The existing southbound bridge originally carried both northbound and southbound traffic. A new, northbound bridge was constructed in 2019 and the original bridge was transitioned to carry two lanes of southbound traffic. The southbound bridge has two eleven-foot travel lanes with nine-foot shoulders on each side.

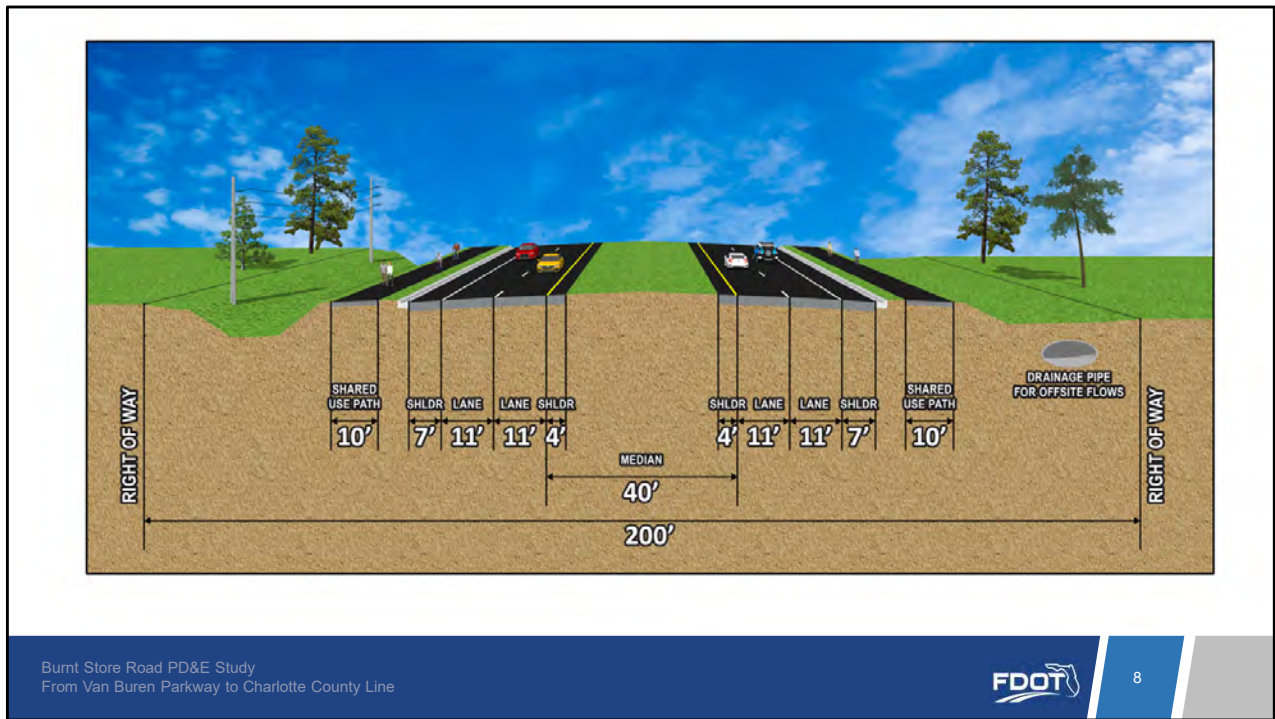
Public Workshop Held Summer 2022

Feedback included:

- Access management concerns and the restriction of northbound turning movements from Burnt Store Marina
- Access management concerns at other project intersections
- Driveway and future development access
- Turn lanes
- Environmental impacts



Throughout this PD&E study process, FDOT has looked at many different concepts to widen Burnt Store Road from two to four lanes. After environmental and engineering analyses and public and agency comments, many of these alternatives were eliminated. The last public meeting was an Alternatives Public Workshop held on August 30, 2022 for the in-person option and on September 1, 2022 for the virtual option. At that workshop, we asked for your input on proposed improvements to Burnt Store Road. Some of the feedback received included: access management concerns and the restriction of northbound turning movements from Burnt Store Marina and Vincent Avenue in particular, access management at other existing project intersections, future development access, turn lanes, and environmental impacts. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for Burnt Store Road.

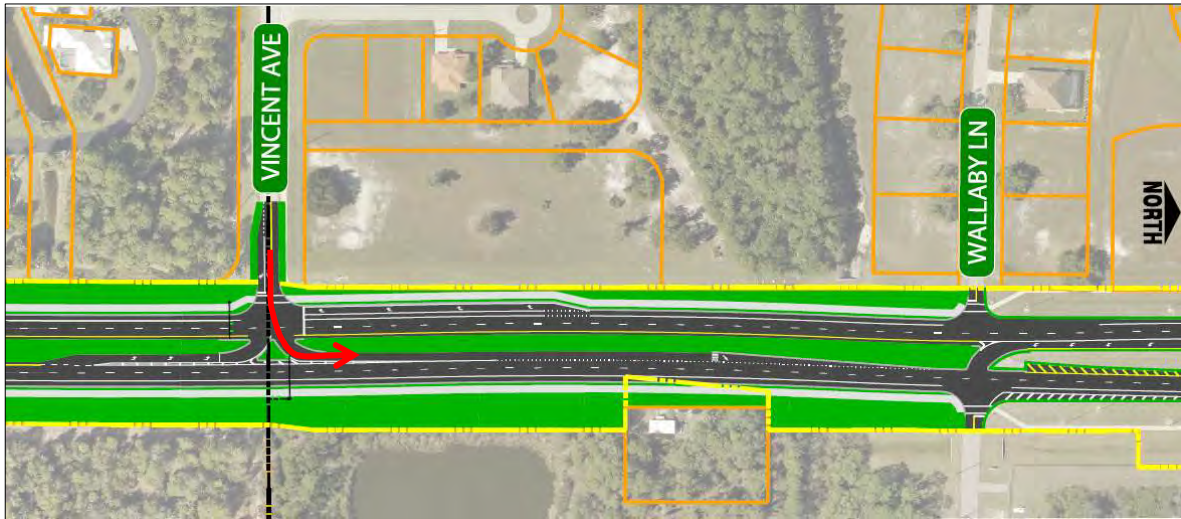


Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



The preferred alternative for Burnt Store Road results in four lanes with two 11-foot travel lanes in each direction, as well as four-foot paved inside shoulders, seven-foot paved outside shoulders, a 40-foot grass median and ten-foot shared use paths on each side of the roadway. This alternative provides an urban typical section with curb and gutter and a closed roadway drainage system. A pipe is provided to capture offsite flows from the east and convey the water under the roadway. This alternative nearly eliminates right-of-way impacts for the roadway alignment. One unavoidable roadway impact would occur at a utility parcel just north of the Lee County line. Right-of-way is also needed for the stormwater ponds and floodplain compensation areas.

Continuous Green “T” Intersection

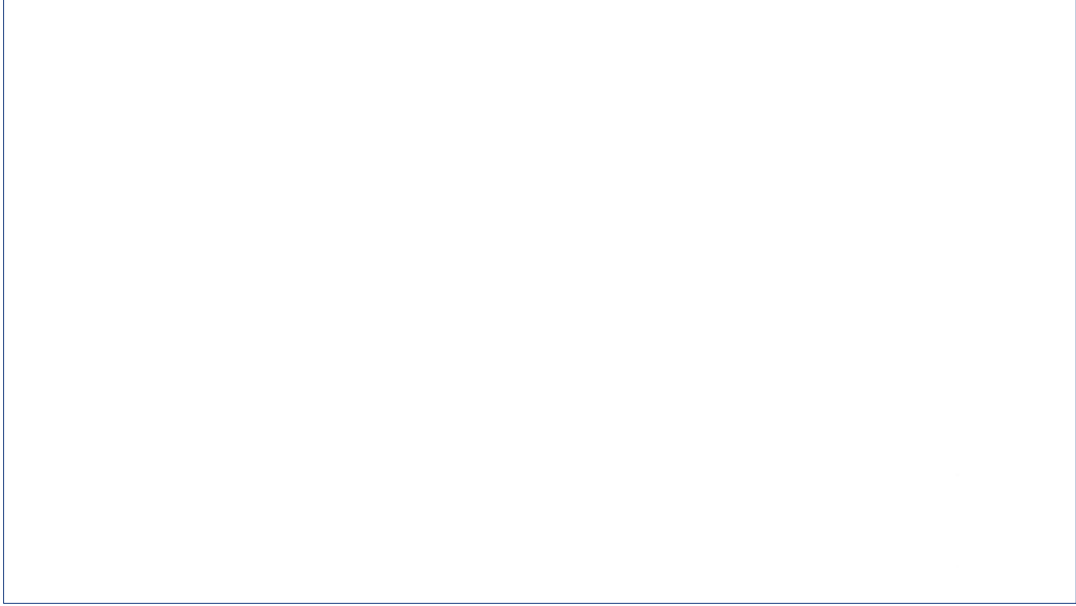


Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line




9

Extensive engineering analysis was completed as well as coordination with Lee County, Charlotte County, and their MPOs, regarding alternative intersection designs at Vincent Avenue. A Continuous Green “T” intersection was identified as the preferred intersection alternative in this location. This intersection type allows for eastbound traffic on Vincent Avenue to make a northbound, left turning movement onto Burnt Store Road with signalization and a channelized lane to merge onto Burnt Store Road. A video further explaining how this intersection functions will play momentarily.



Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



10

CGT VIDEO

The project will:

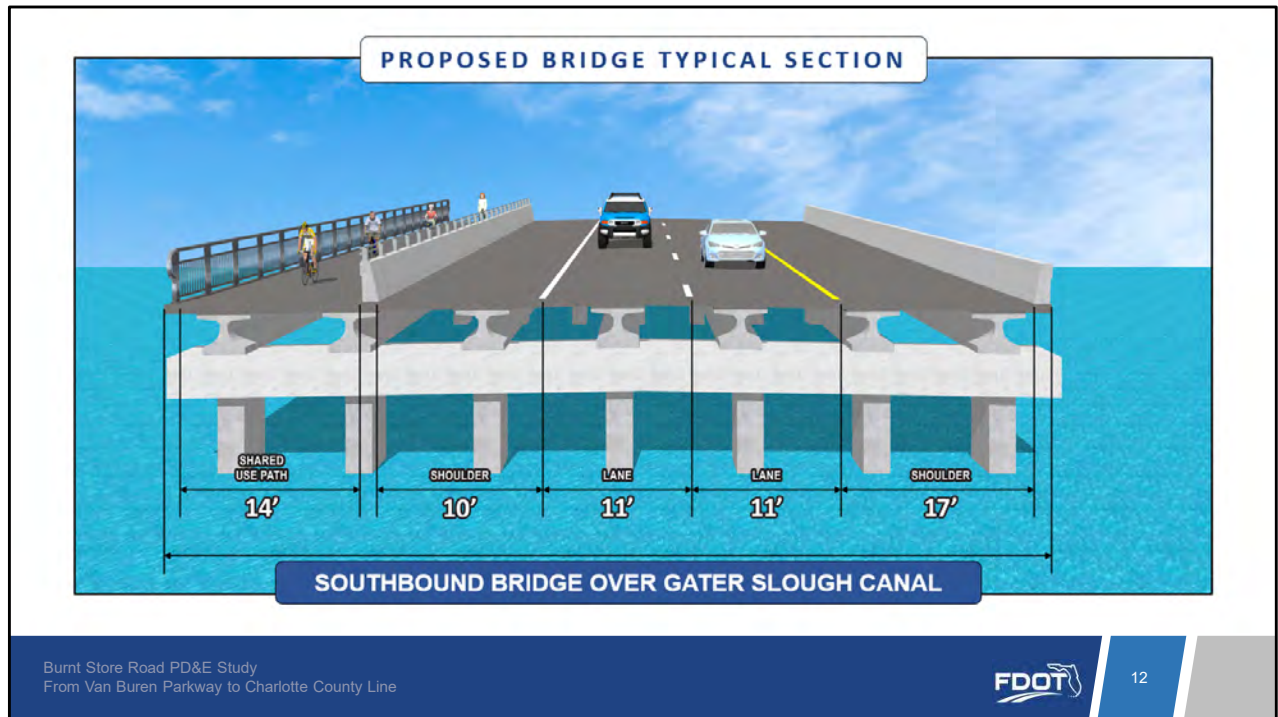
- Elevate roadway profile by 3 feet due to high water table and seasonal flooding
- Existing cross drains to be replaced or extended




Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line

FDOT 11

The roadway profile will be elevated approximately three feet to account for the high water table in the area and a history of flooding events. The existing nine cross drains, which include the bridge culvert over Yucca Pens Creek, will be extended or replaced. The culvert elevations and sizes will be appropriately designed to maintain the east to west hydrological flows of the area. A stormwater management system with stormwater ponds and floodplain compensation sites will be provided.



This alternative also will replace the existing southbound bridge over Gator Slough Canal with a new bridge structure. The new bridge would be similar to the recently constructed northbound bridge with 11-foot travel lanes, 17-foot inside and 10-foot outside shoulders, and a 14-foot shared-use path. The bridge will be of sufficient width to carry three lanes in the future.

Advantages	Disadvantages
<ul style="list-style-type: none"> • No associated design, construction, or right-of-way acquisition costs • No impacts to the traveling public due to construction • No impacts to the natural and human environments 	<ul style="list-style-type: none"> • Inconsistency with the purpose and need for the project or with local transportation plans • Lack of improved multi-modal accommodations for bicycles and pedestrians • Increased traffic congestion along the corridor • Increased potential for crashes due to congestion and intersections • Increased evacuation and emergency vehicle response times • Increased vehicle emission pollutants due to higher levels of traffic congestion
	

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FDOT
13

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to Burnt Store Road through the year 2045, except for routine maintenance. There are advantages and disadvantages to the “no-build” alternative.

Advantages of the no-build alternative include:

- No associated design, construction, or right-of-way acquisition costs;
- No impacts to the traveling public due to construction; and
- No impacts to the natural and human environments.

Disadvantages include:

- Inconsistency with the purpose and need for the project or with local transportation plans;
- Lack of improved multi-modal accommodations for bicycles and pedestrians;
- Increased traffic congestion along the corridor;
- Increased potential for crashes due to congestion and intersections;
- Increased evacuation and emergency vehicle response times; and
- Increased vehicle emission pollutants due to higher levels of traffic congestion.


The no-build alternative remains a valid option and will continue to be evaluated until the completion of this study.



Evaluation Considered Effects On:

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination sites
- Archaeological and historical resources
- Recreational sites
- Noise
- Farmland

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



14

FDOT evaluated environmental and socioeconomic factors relating to proposed widening improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of widening Burnt Store Road on:

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise; and
- Farmland.

Federally-Listed Species

“May Affect, Not Likely to Adversely Affect”



FWC 2018, FWC, FWC, FWS, FWC, FWC, FWS

State-Listed Species

“No Adverse Effects Anticipated”



FWC 2018, FWC 2015, FWC 2018, FWC 2012, FWC, FWC 2019, FWC 2010, FWC 2012, FWC 2013, FWC 2010, FWS

Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U.S. Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The listed species include the:

- Wood stork
- Eastern indigo snake
- West Indian manatee
- Gulf sturgeon
- Smalltooth sawfish; and
- Florida bonneted bat

The FDOT also determined that the project will have “no adverse modification or destruction of Critical Habitat” for the smalltooth sawfish, West Indian manatee, and Florida bonneted bat.

In addition, the project will have “no adverse effect anticipated” on the following state listed threatened or endangered species:

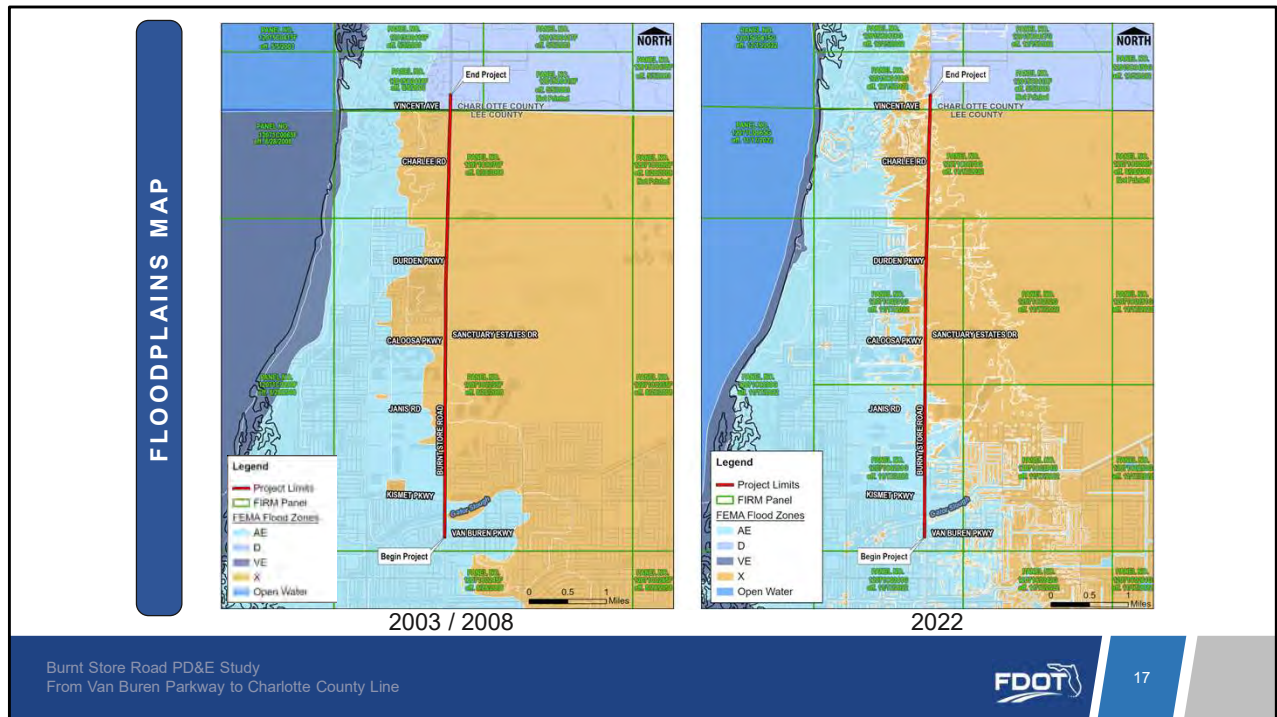
- Gopher tortoise

- Florida pine snake
- Florida sandhill crane
- Florida burrowing owl
- Little blue heron
- Reddish egret
- Tricolored heron
- Southeastern American kestrel
- Roseate spoonbill
- Sherman's short-tailed shrew
- Florida beargrass
- Many-flowered grass-pink

Coordination with the National Marine Fisheries Service regarding the final status of these species is ongoing. Consultation with the U.S. Fish and Wildlife Service was completed on February 14, 2023. If the preferred alternative is approved by the Office of Environmental Management, FDOT District One will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.

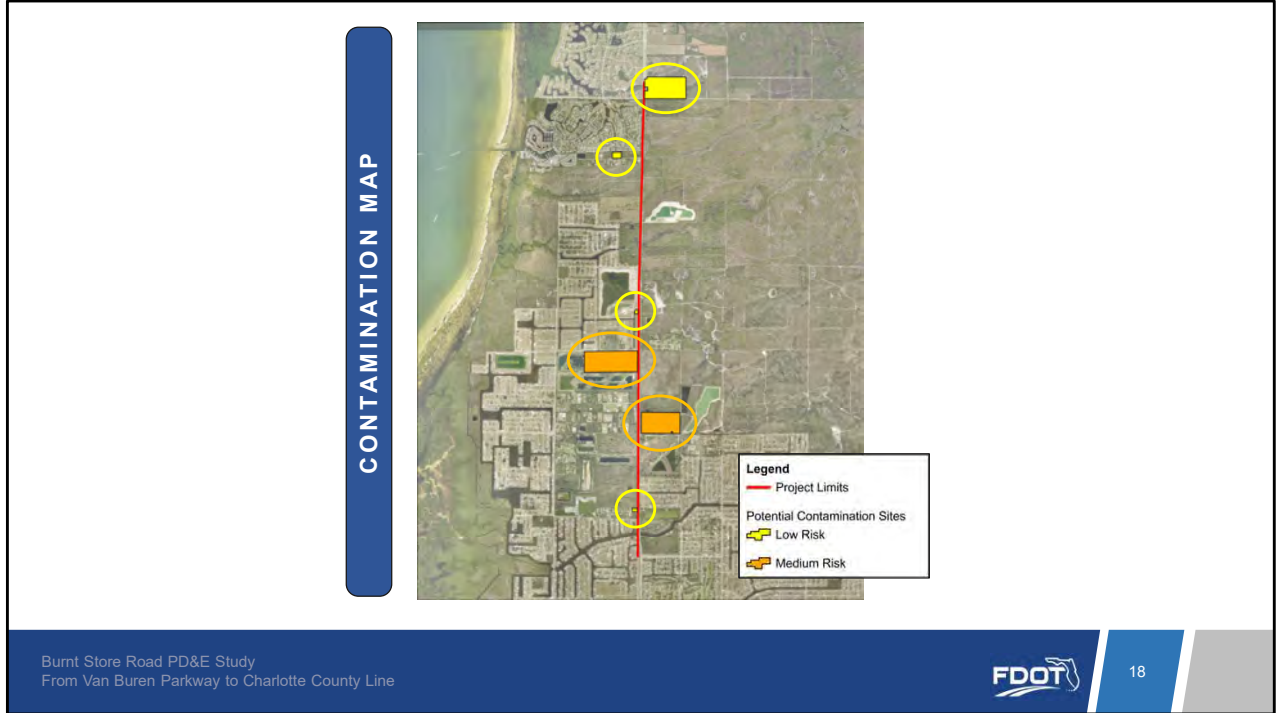


FDOT evaluated wetlands within the project limits in accordance with Executive Order 11990, “Protection of Wetlands.” The proposed improvements will affect approximately 13.8 acres of wetlands, 0.02 acres of surface waters, and 19.64 acres of other surface waters. The Department will take all practical measures to minimize harm to this area. The Department will mitigate wetland impacts resulting from this project’s construction to meet requirements of Florida statutes and the United States code.




The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11988 Floodplain Management. There is no significant change in flood risk nor is there significant change in the potential for interruption or termination of emergency services or emergency evacuation routes due to flooding.

A water quality impact evaluation was performed. The proposed stormwater management facilities will be designed in accordance with the current requirements of the South Florida Water Management District.



Results of the environmental contamination screening showed that two sites were ranked “medium risk” and four sites were ranked “low risk” for potential contamination involvement with the project. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “medium”, the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Before construction, specially trained crews will address contamination in these areas, as required. Locations of these sites are shown in the concept plans on display tonight.



EPA History: The Clean Air Act of 1970
by Paul G. Rogers
(EPA Journal - January/February 1990)

Historians of the environmental movement are likely to peg Earth Day as the event that first brought the public's attention to environmental problems. Little more than a year later was an equally significant landmark. For the 1970 is prominent position on Capitol Hill, where they by and large have been... It seems appropriate, as Congress is considering new amendments to the Act from the events of two decades ago.

The juxtaposition of Earth Day and the 1970 amendments was no accident. The event public concern about the environmental pollution that was so that Congress reacted to public pressure too quickly and rushed through legislation responding to real air-pollution concerns. I disagree.


While the 1970 amendments may have been the first time that pollution control was a major focus of federal action, they were not Congress' first effort to address air pollution problems. Previous pollution control strategies that had failed. With the passage of the Clean Air Act, Congress established a national air quality standards and state implementation plans for air quality that are in effect today, but were not a significant improvement in 1970.

To put the Act in context, the Clean Air Act was the result of a long and arduous process. It was the culmination of years of efforts to control air pollution. The Clean Air Act was the result of a long and arduous process. It was the culmination of years of efforts to control air pollution. The Clean Air Act was the result of a long and arduous process. It was the culmination of years of efforts to control air pollution.

Clean Air Act

- Designated attainment for all National Ambient Air Quality Standards under the Clean Air Act
- No significant impact expected on air quality
- Improved traffic flow and congestion relief should reduce operational greenhouse gas emissions

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



19

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project and no significant impact is expected on air quality. This project is expected to improve traffic flow by adding capacity to relieve congestion, which should reduce operational greenhouse gas emissions. Minimal short-term air quality effects may be caused from construction of the proposed improvements, such as dust from earthwork or unpaved roads and smoke from open burning. The FDOT will adhere to all state and local regulations and to the Standard Specifications for Road and Bridge Construction.

Traffic Noise

- Sites along the corridor may hear noise levels that approach or exceed Noise Abatement criteria
- No feasible and reasonable noise abatement measures were identified for:
 - North of Northwest 20th Lane
 - North of Northwest 21st Terrace
 - South of Kismet Parkway West
 - South of Vincent Avenue
 - North of Wallaby Lane



The study team evaluated effects of traffic noise associated with the proposed improvements consistent with requirements outlined in Title 23, Code of Federal Regulations, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and with the FDOT PD&E Manual. Noise-sensitive sites along the project corridor may hear traffic noise levels that approach or exceed Noise Abatement criteria established by the Federal Highway Administration. While traffic noise abatement was considered as part of the project, no feasible and reasonable measures were identified that can be implemented to abate traffic noise at five locations along the corridor.





Publicly Owned Properties

- Section 4(f) Resources Include:
 - Babcock/Webb Wildlife Management area – Yucca Pens Unit
 - Yucca Pens Preserve
 - Charlotte Harbor Preserve State Park
 - Charlotte Harbor Buffer Preserve


- These meet conditions of “No Section 4(f) Use”:
 - No permanent acquisition of land
 - No temporary occupancies
 - No proximity impacts which impair functions of the properties

The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966. The Babcock/Webb Wildlife Management Area – Yucca Pens Unit, Yucca Pens Preserve, Charlotte Harbor Preserve State Park, and Charlotte Harbor Buffer Preserve are Section 4(f) resources. These four resources meet the conditions of a "No Section 4(f) Use" since the project has no permanent acquisition of land from these Section 4(f) properties, no temporary occupancies of land that are adverse in terms of the statute's preservation purpose, and no proximity impacts which significantly impair the protected functions of the properties.

- **No** Archaeological Sites and **Eleven** Historic Resources in the project area
- **No** resources eligible for listing in the National Register of Historic Places
- “No Historic Properties Affected”
- Not expected to change future land use patterns
- Recommended Alternative impacts approximately 11.4 acres of farmlands or prime or unique importance
- Effects below significance threshold
- No further consideration is needed
- Project will not cause any relocation of families or businesses

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line


22

A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. Archaeologists and historians identified zero archaeological sites and eleven historic resources in the project area. No resources are eligible for listing in the National Register of Historic Places. The State Historic Preservation Officer concurred with this determination and the project will result in “No Historic Properties Affected”.

As determined by the Natural Resources Conservation Service under the U S Department of Agriculture or USDA, the Preferred Alternative impacts approximately 11.4 acres of farmlands of prime or unique importance. Due to the project effects being below the significance threshold, no further consideration of protection is needed, no additional corridors need to be evaluated, and no additional coordination with the Natural Resources Conservation Service is required.

This project is not expected to change future land use patterns on Burnt Store Road. Minimal construction effects are expected.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal “Uniform Relocation Assistance and Real Property Acquisition Act of 1970, commonly known as the *Uniform Act*. The right-of-way specialists who are supervising this program are here tonight and will be happy to answer your questions.

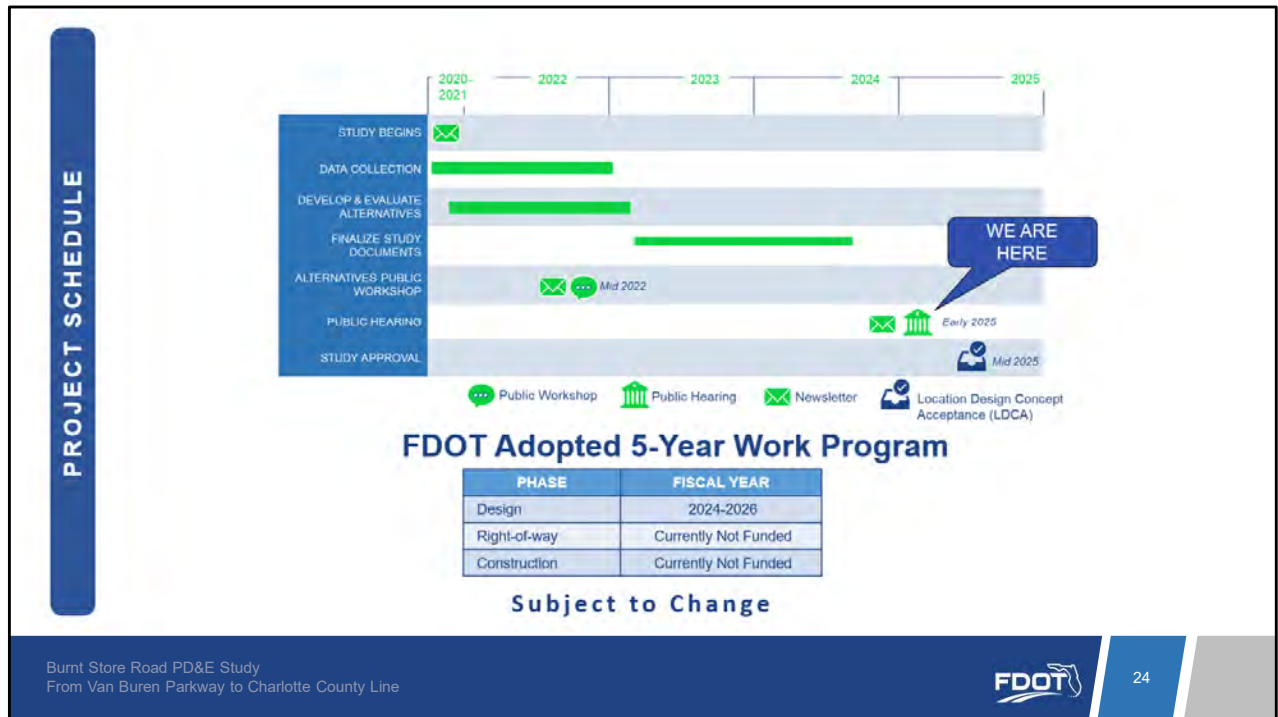
EVALUATION MATRIX	EVALUATION FACTORS	PREFERRED ALTERNATIVE	NO-BUILD ALTERNATIVE	
	Benefits			
	Reduced traffic congestion			
	Bicycle accommodations			
	Pedestrian accommodations			
	Increased pedestrian/bicycle safety			
	Enhanced safety for all users including hurricane evacuation			
	Right-of-Way Impacts			
	Right-of-way to be acquired for roadway (acres)	0.2	0	
	Right-of-way to be acquired for stormwater management (acres)	35.8	0	
Number of business parcels impacted	0	0		
Number of utility parcels impacted	1	0		
Number of residential parcels impacted	0	0		
Number of undeveloped properties impacted	33	0		
Number of business or residential relocations	0	0		
Environmental Effects				
Number of archaeological/historic sites impacted	0 / 0	0 / 0		
County conservation and recreation land impacts (parcels / acres)	0 / 0	0 / 0		
State conservation and recreation land impacts (parcels / acres)	0 / 0	0 / 0		
Wetlands and surface water impacts (acres)	33.5	0.0		
Threatened and endangered species (potential)	Low	None		
Number of noise sensitive sites impacted	4	0		
Number of contamination sites with medium or high contamination risk	2 / 0	0 / 0		
Farmland impacts (acres)	11.4	0.0		
Floodplain impacts (acre-feet)	8.24-25.07*	0.0		
Estimated Project Costs (subject to change)				
Final design	\$13,400,000	\$0		
Right-of-way for roadway (to be purchased)	\$1,035,000	\$0		
Right-of-way for stormwater management (to be purchased)	\$25,500,000	\$0		
Wetland mitigation	\$2,525,000	\$0		
State land mitigation (Acquisition Restoration Council process)	\$0	\$0		
Roadway construction	\$133,995,000	\$0		
Construction engineering and inspection	\$13,400,000	\$0		
Preliminary Estimate of Total Project Cost	\$189,855,000	\$0		

Subject to Change

* The higher limit is based on tidal stillwater elevations; final determination to be made during the design phase.

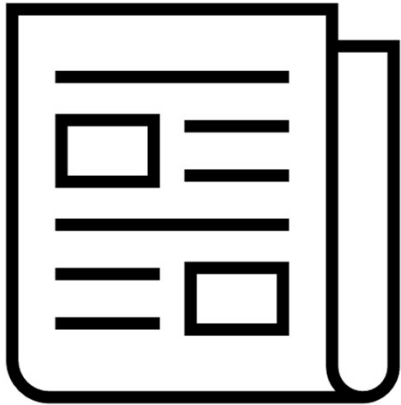
An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

The estimated costs to widen Burnt Store Road from Van Buren Parkway to the Charlotte County Line include \$13.4 million dollars for final design, \$2.5 million dollars for mitigation, and \$26.5 million dollars for right-of-way acquisition for roadway and stormwater management areas. The total estimated construction cost is \$134 million dollars. The cost for construction engineering and inspection is estimated at \$13.4 million dollars. The Department’s preliminary estimate of total project cost is \$189.9 million dollars.

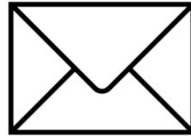


At this time, the design phase is currently funded in FDOT’s Adopted Five-Year Work Program.

The Department anticipates completion of this PD&E study by mid 2025. The study schedule is on display this evening.



<https://swflroads.com/project/436928-1>




By Email

OR




By Phone

We encourage you to review project information tonight and provide us your feedback. All comments should be submitted or postmarked by February 7, 2025 to become a part of the formal hearing record.

<p align="center">FDOT District One Southwest Area Office</p>	<p align="center">Northwest Regional Library</p>
<p>Located: 10041 Daniels Parkway Fort Myers, FL 33913</p> <p>Monday – Friday 8 a.m. – 5 p.m. (by appointment only)</p> <p>Phone: (239) 225-1900</p>	<p>Located: 519 Chiquita Boulevard North Fort Myers, FL 33913</p> <p>Monday 10 a.m. – 6 p.m.</p> <p>Tuesday 12 p.m. – 8 p.m.</p> <p>Wednesday & Thursday 10 a.m. – 6 p.m.</p> <p>Friday & Saturday 9 a.m. – 5 p.m.</p> <p>Phone (239) 533-4700</p>
<p align="center">Online At:</p>	
<p>https://swflroads.com/project/436928-1</p>	

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line


26

All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review in person at the FDOT District One Southwest Area Office, located at 10041 Daniels Parkway, Fort Myers, Florida, 33913, Monday through Friday, 8 a.m. to 5 p.m. (by appointment only), phone number (239) 225-1900, and the Northwest Regional Library, located at 519 Chiquita Boulevard North, Cape Coral, Florida 33993, Monday 10 a.m. to 6 p.m., Tuesday 12 p.m. to 8 p.m., Wednesday and Thursday 10 a.m. to 6 p.m., and Friday and Saturday 9 a.m. to 5 p.m., phone number 239-533-4700 until February 7, 2025.

If you would like to review these materials at the District One Office, please make an appointment by contacting FDOT 's project manager, Steven Andrews, using the contact information included in your handout. You may also visit the project web site at <https://swflroads.com/project/436928-1> for the latest study information, schedule and upcoming events.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.

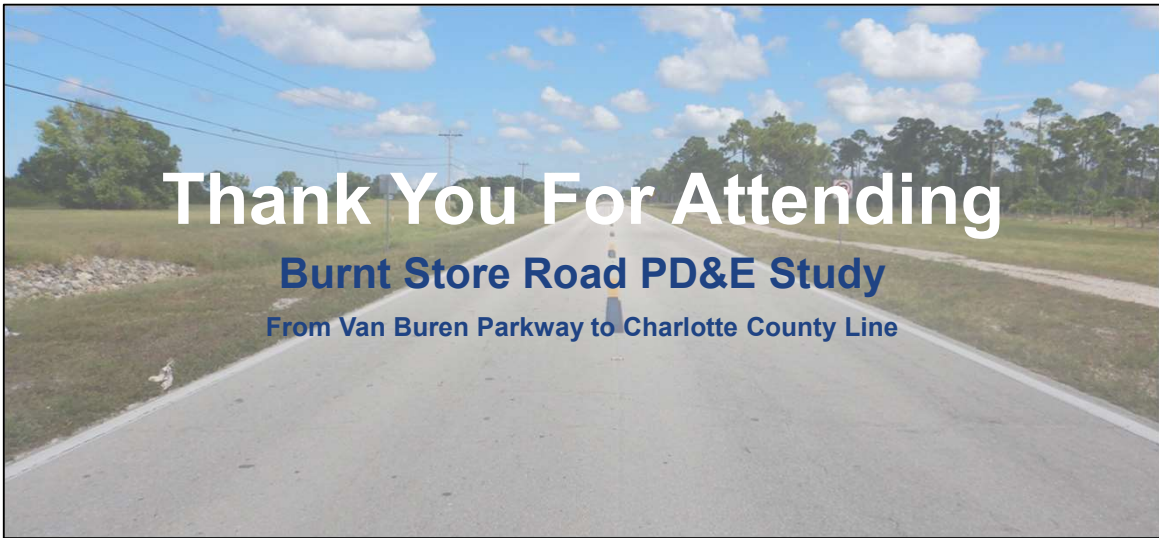
This PD&E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.

This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.

Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line

FDOT 28

And finally: an FDOT safety moment. Move Over, Florida, it is the law. The Florida Department of Transportation and Florida Department of Highway Safety and Motor Vehicles encourage drivers to remember to slow down or move over when they approach emergency, service or disabled vehicles. In 2024, there were approximately 170 crashes caused by motorists failing to move over in Florida. When you see lights, move over Florida! FDOT thanks you for making safety a continued priority!



Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



29

Thank you for your interest and participation in the Burnt Store Road Project Development and Environment Study public hearing and for taking the time to join us this evening.