

# Burnt Store Road PD&E Study

## From Van Buren Parkway to Charlotte County Line

### Lee County, Florida



## Public Hearing – Cape Coral Technical College

The Florida Department of Transportation (FDOT), District One, welcomes you to Burnt Store Road Project Development and Environment (PD&E) Study public hearing.

The purpose of this hearing is to give interested persons the opportunity to express their views about the proposed improvements along Burnt Store Road from Van Buren Parkway to the project terminus, located just north of the Lee County Line. Maps, display boards, and other project information are available for public review this evening. Team representatives are also available to discuss proposed improvements, answer questions, and receive comments.

### Need for Improvement

The proposed widening of Burnt Store Road addresses the following project needs:

- Enhanced regional transportation network connectivity
- Projected travel demand as a result of area-wide growth
- Safety concerns associated with the existing two-lane roadway
- Enhanced emergency evacuation

### Hearing Agenda

5:00 p.m. Open House

View the displays

Watch the project video (looping until 6:00 p.m.)

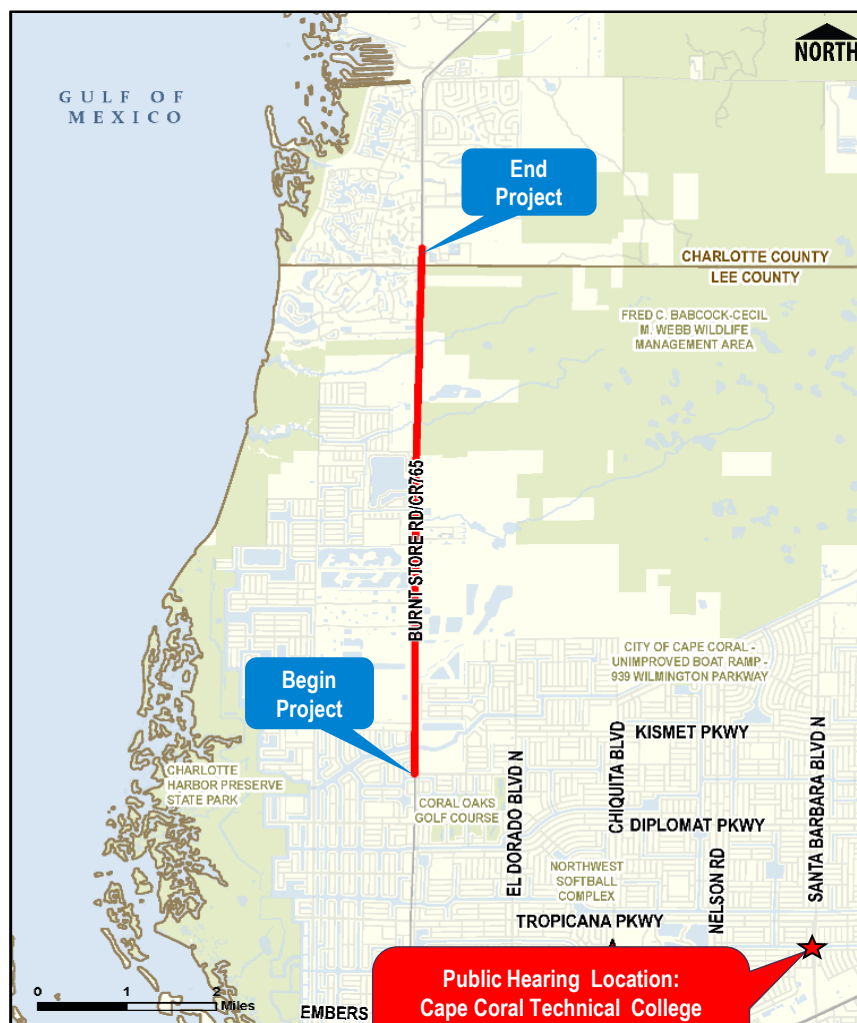
6:00 p.m. Formal Presentation

10-minute intermission

Testimony

**Written statements or exhibits submitted at the hearing, emailed, or postmarked by February 7, 2025 will become part of the official public hearing record.**

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



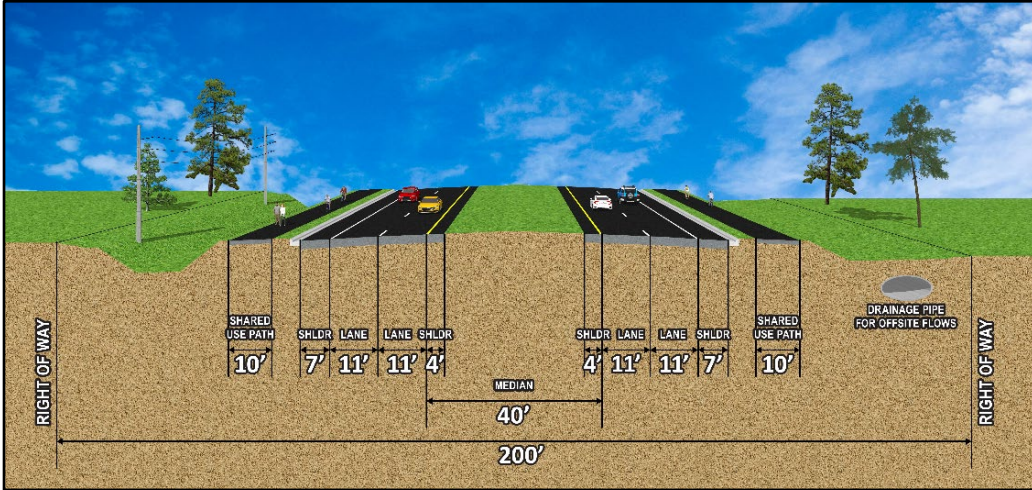
### About the Project

FDOT, District One, began a PD&E Study in 2020 to evaluate capacity and safety improvements along Burnt Store Road from Van Buren Parkway to the Charlotte County Line. The study also extends 0.25-mile north into Charlotte County to tie into the existing four-lane segment. The total project length is approximately 5.7 miles. The purpose of the PD&E Study is to evaluate and document the benefits, costs, and impacts of widening Burnt Store Road from the existing two-lane undivided roadway to four-lanes, while accommodating a typical section expandable to six lanes.

Based on feedback from the public workshop regarding the directional median opening concept displayed at Vincent Avenue, multiple intersection concepts were evaluated. Following traffic and other engineering analyses and coordination with Lee and Charlotte Counties, a **Continuous Green T (CGT) intersection** was identified as the preferred intersection alternative in this location.

# PREFERRED ALTERNATIVE

## Urban Typical Section With Pipe For Off-Site Flows

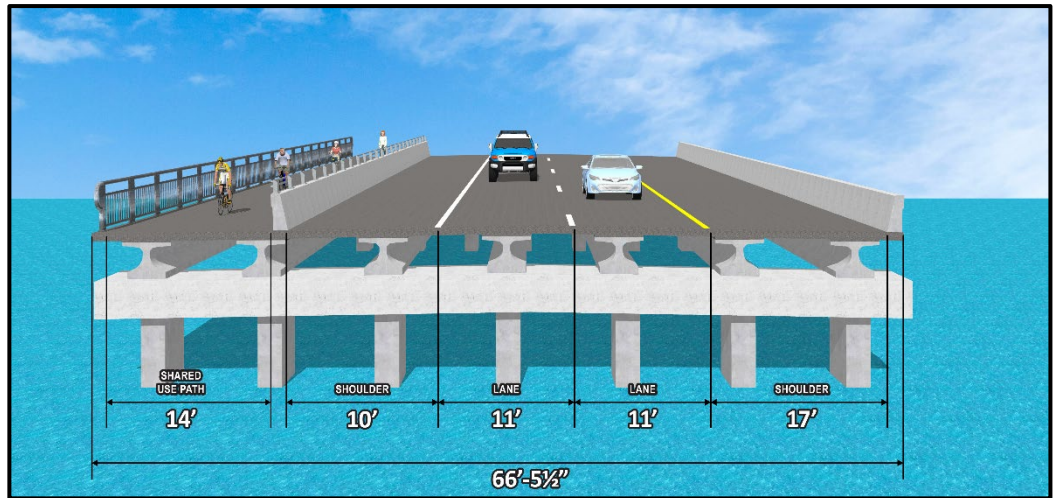


This alternative would widen Burnt Store Road to four lanes with two travel lanes in each direction, a median, paved shoulders, and shared use paths on each side of the roadway. This alternative proposes a curb and gutter and closed drainage system to collect roadway runoff in pipes and direct it to new stormwater management facilities. Floodplain impacts will be mitigated in floodplain compensation sites. New right-of-way is needed for ponds and floodplain compensation, but this roadway mainline alternative only impacts one parcel (utility parcel) at the north end of the project. The proposed speed limit is 50 miles per hour.

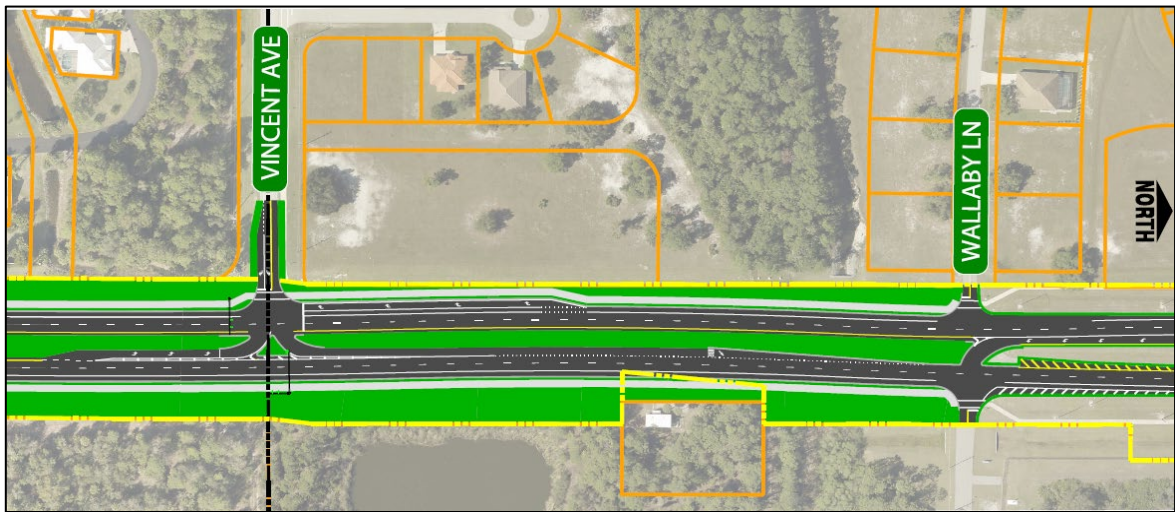
The preferred build alternative also proposes to replace the existing southbound bridge over Gator Slough Canal with a new bridge structure. The new bridge would be similar to the recently constructed northbound bridge. The bridge would be of sufficient width to carry six lanes in the future.

A “no-build” alternative will be considered throughout the study. The “no-build” alternative assumes that, with the exception of routine maintenance, no improvements are made to Burnt Store Road through the year 2045.

## Bridge over Gator Slough Canal Typical Section



## Continuous Green T (CGT)


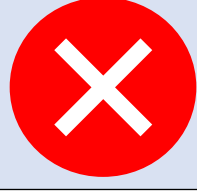


A Continuous Green T (CGT) intersection was identified as the preferred intersection alternative at Vincent Avenue. This intersection type allows for eastbound traffic on Vincent Avenue to make a northbound, left turning movement onto Burnt Store Road with signalization and a channelized lane to merge onto Burnt Store Road. Northbound traffic on Burnt Store Road can operate under free-flow conditions. Benefits of the CGT include improved efficiency and safety. A CGT operational video is on the project website and will be shown during tonight’s presentation. It is also playing in the continuous loop video running until 6 p.m.

# Environmental Evaluations

Environmental and socioeconomic factors relating to proposed capacity improvements were evaluated 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 wetlands, floodplains, threatened and endangered species, water quality, contamination sites, recreational sites, noise, air quality, farmland, historic structures and archaeological sites. There are no adverse impacts associated with the roadway improvements. Project environmental documents have been submitted to state and federal agencies for review and concurrence. The evaluation matrix below shows a detailed comparison of the preferred alternative and the no-build alternative. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

## Evaluation Matrix (subject to change)

EVALUATION FACTORS	PREFERRED ALTERNATIVE	NO-BUILD ALTERNATIVE
<b>Benefits</b>		
Reduced traffic congestion		
Bicycle accommodations		
Pedestrian accommodations		
Increased pedestrian/bicycle safety		
Enhanced safety for all users including hurricane evacuation		
<b>Right-of-Way Impacts</b>		
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
<b>Environmental Effects</b>		
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
<b>Estimated Project Costs (subject to change)</b>		
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
<b>Preliminary Estimate of Total Project Cost</b>	<b>\$189,855,000</b>	<b>\$0</b>

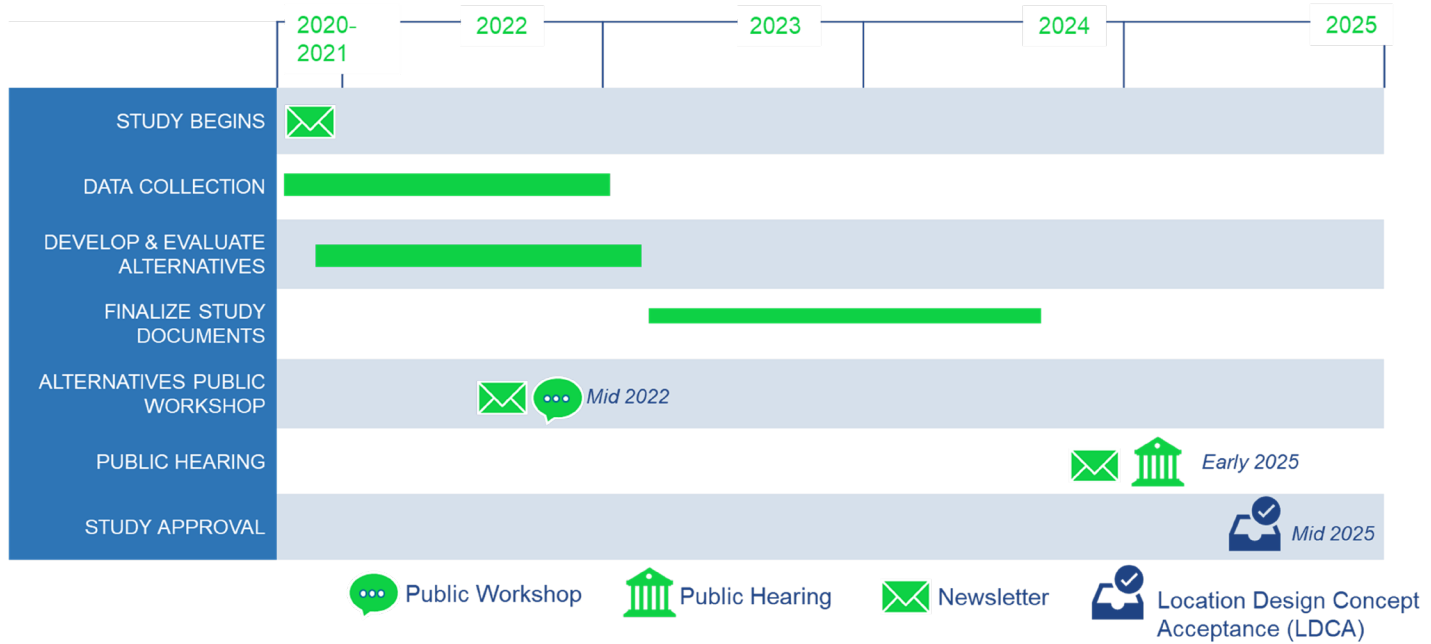
\* The higher limit is based on tidal stillwater elevations; final determination to be made during the design phase.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830-3809, call (863) 519-2287, or via email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us).

# What Happens Next?

Approximately 30 days after the public hearing comment period closes, a summary of all comments and responses received will be posted on the project website. Engineering, environmental evaluations and public outreach efforts related to the project will be documented and finalized. Then, FDOT District One will make its final recommendation and submit the completed project documentation to the Office of Environmental Management for acceptance.

## Current Schedule and Funding



### FDOT Tentative 5-Year Work Program

PHASE	FISCAL YEAR
Design	2024-2026
Right-of-way	Currently Not Funded
Construction	Currently Not Funded

## Project Documents

Project documents will be available for public viewing from January 7, 2025 through February 7, 2025, at: <https://swflroads.com/project/436928-1>

In-person locations:

### FDOT District One Southwest Area Office

10041 Daniels Parkway  
Fort Myers, Florida 33913  
Monday through Friday: 8 a.m. to 5 p.m. (by appt. only)

### Northwest Regional Library

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/Thursday: 10 a.m. to 6 p.m.  
Friday/Saturday: 9 a.m. to 5 p.m.

*Documents are also on display at the in-person hearing.*

**Questions?** Contact Steven A. Andrews at (863) 519-2270

## Comments

FDOT encourages your feedback and comments on the improvements presented at the public hearing. To submit comments, you may:

1. Submit a comment card to speak directly during tonight's public hearing open comment period
2. Submit a comment form at one of the comment boxes during tonight's public hearing
3. Mail or email comments postmarked by **February 7, 2025** to:  
Steven A. Andrews  
Florida Department of Transportation, District One  
P.O. Box 1249, MS 1-40  
Bartow, FL 33831-1249  
Email: [Steven.Andrews@dot.state.fl.us](mailto:Steven.Andrews@dot.state.fl.us)
4. Submit comments through the project website: <https://swflroads.com/project/436928-1>

**All comments submitted at the hearing, emailed, or postmarked by February 7, 2025 carry equal weight and will become part of the official public hearing record.**