



**BURNT STORE ROAD  
PROJECT DEVELOPMENT  
& ENVIRONMENT (PD&E)  
STUDY**

**From Van Buren Parkway to  
Charlotte County Line**

**Lee County, Florida**

**Financial Project ID No: 436928-1-22-01**

**October 2024**

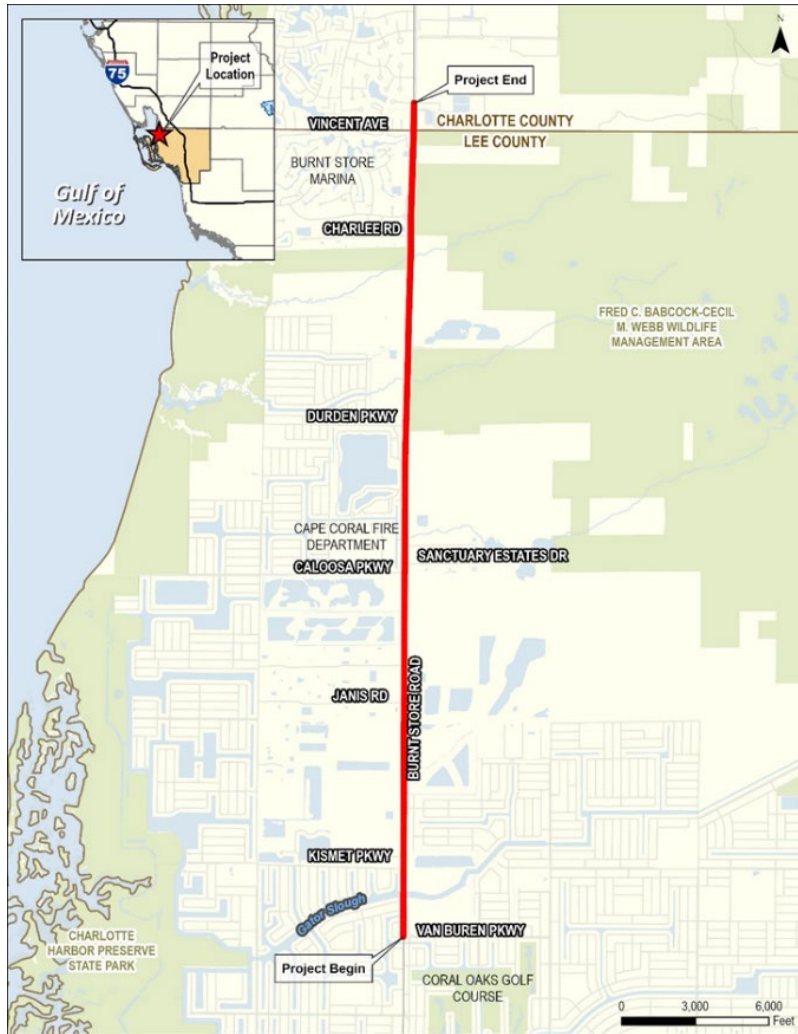


# Agenda

- Project introduction and updates
- Vincent Avenue intersection analysis
- Continuous Green “T” (CGT) intersection recommendation and details
- CGT video
- Study schedule
- Action items
- Contact information



# Project Description

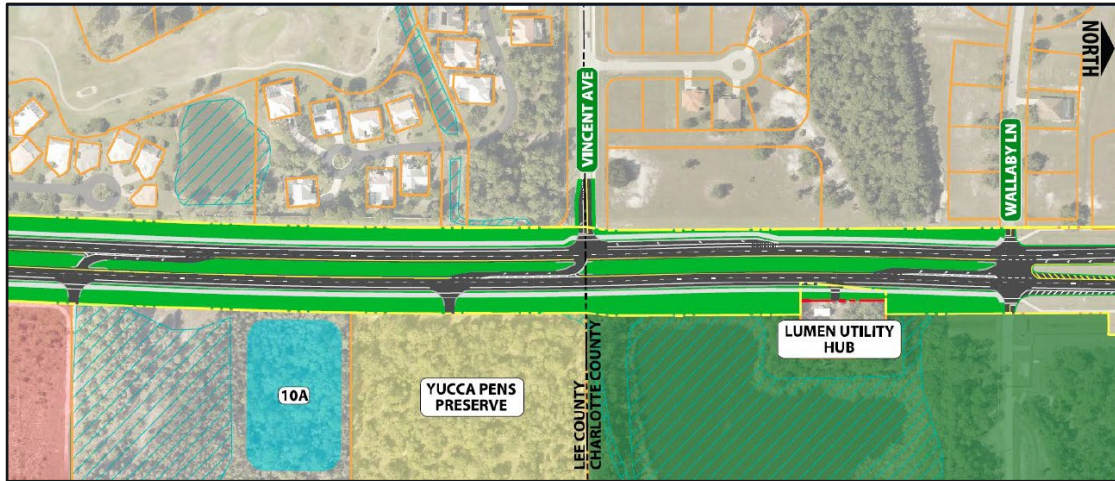


- **Project Limits:** Van Buren Parkway to Charlotte County Line  
Includes 0.25-mi segment to tie into existing 4-lane typical section  
5.7 miles
- **Project Manager:** Steven A. Andrews
- **Class of Action:** Type 2 Categorical Exclusion
- **Purpose:** Capacity improvements; this is the last remaining unimproved segment of the roadway's 18-mile length from Pine Island Road to U.S. 41
- **Key Stakeholders:** Lee County, Charlotte County, City of Cape Coral
- **Long Range Estimate (LRE):** \$106.7 M
- **Status:** Public workshop held and presented 2 build alternatives; concept plan adjustments; Vincent Avenue intersection analysis
- **Considerations:** Seasonal roadway flooding, pending developments, Charlotte Co tie-in with utility conflict, adjacent state and county conservation lands



# Project Updates

- Planning consistency met
  - Design-phase funding encumbered for 60% plans and design build criteria package/request for proposal (RFP) development
  - Design will overlap with completion of PD&E
- Lee County will lead Design Build procurement and management, right-of-way acquisition



Directional median opening presented at public workshop 2022

- Vincent Avenue intersection (September 2022 to present)
  - Directional median opening presented at public workshop in Aug./Sept. 2022
  - Many public comments received expressed dissatisfaction with this intersection control
    - Desire for left/northbound turn option from Burnt Store Marina
    - Vincent Avenue as the critical intersection
    - Concern about traffic opting to drive through Burnt Store Lakes
  - Traffic analysis of other intersection control options and presentation to Lee County
  - Updated traffic count and crash data collected
  - Revised traffic analysis of intersection control options
  - Viable intersection controls identified
  - Bi-county and MPO coordination and agreement on preferred option

# Vincent Avenue Intersection Analysis

- Updated traffic data (March 2024 counts) and crash data (2019-2023) analyzed
- Design year 2045
- Design vehicle WB-62 FL (tractor-trailer)
- Burnt Store Road design speed 50 mph
- Intersection Control Evaluation (ICE)
  - Capacity Analysis at Junctions (CAP-X)
  - Safety performance for Intersection Control Evaluation (SPICE)
  - SIDRA
  - Synchro
- 3 viable intersection control options identified
  - Restricted Crossing U-Turn (RCUT)
  - Traffic signal
  - CGT
- Roundabout was not considered viable due to:
  - High volume/capacity (V/C) ratio for design year PM peak hour
  - Need for right-of-way for 2-lane approach roundabout
  - Future improvements could not support a 3-lane approach roundabout

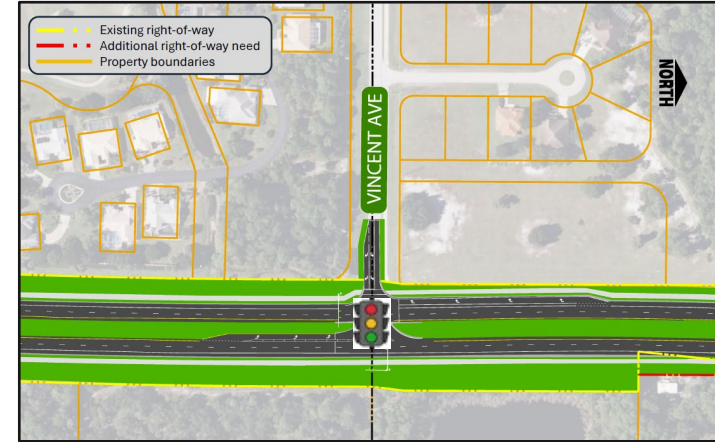
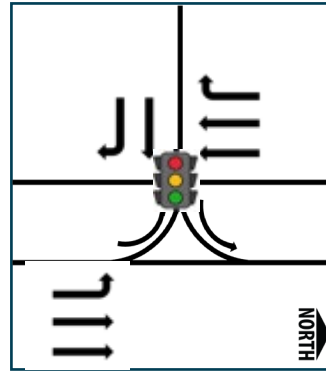
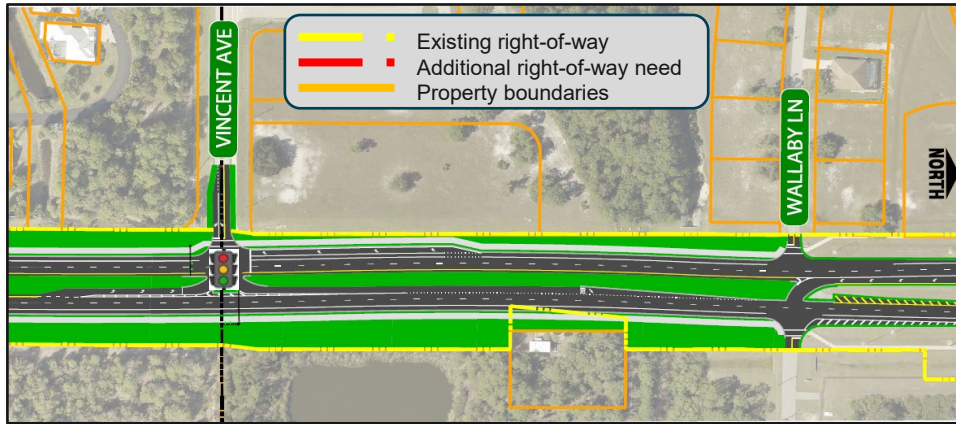




# Vincent Avenue Intersection Treatments

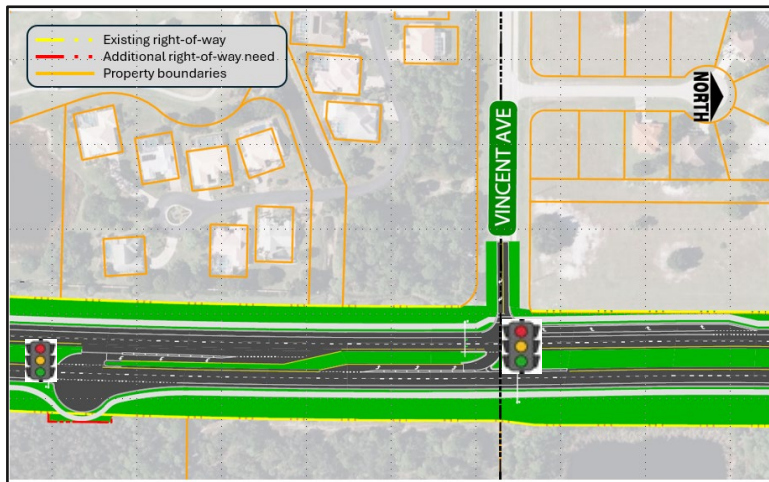
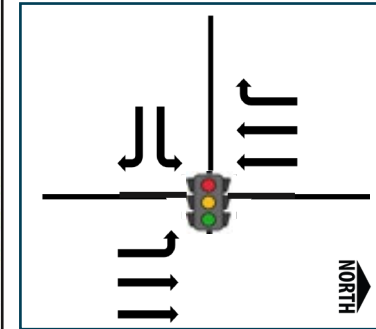
## CGT

- viable



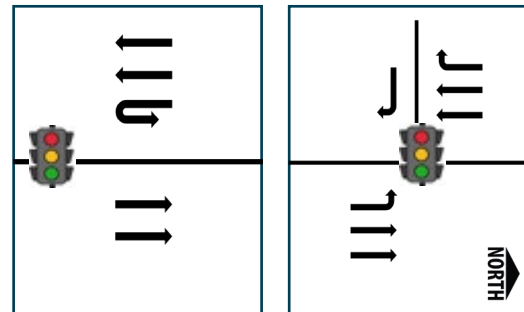
## Traffic signal

- viable



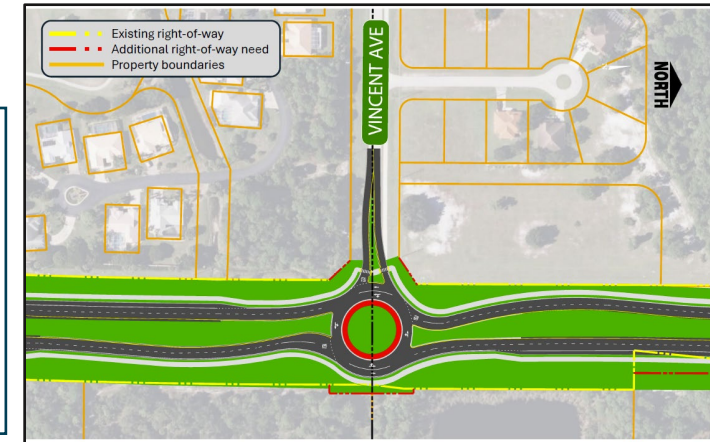
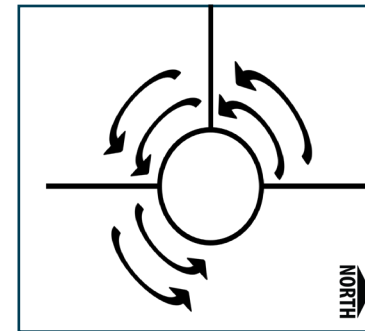
## Signalized RCUT

- viable



## Roundabout

- not viable



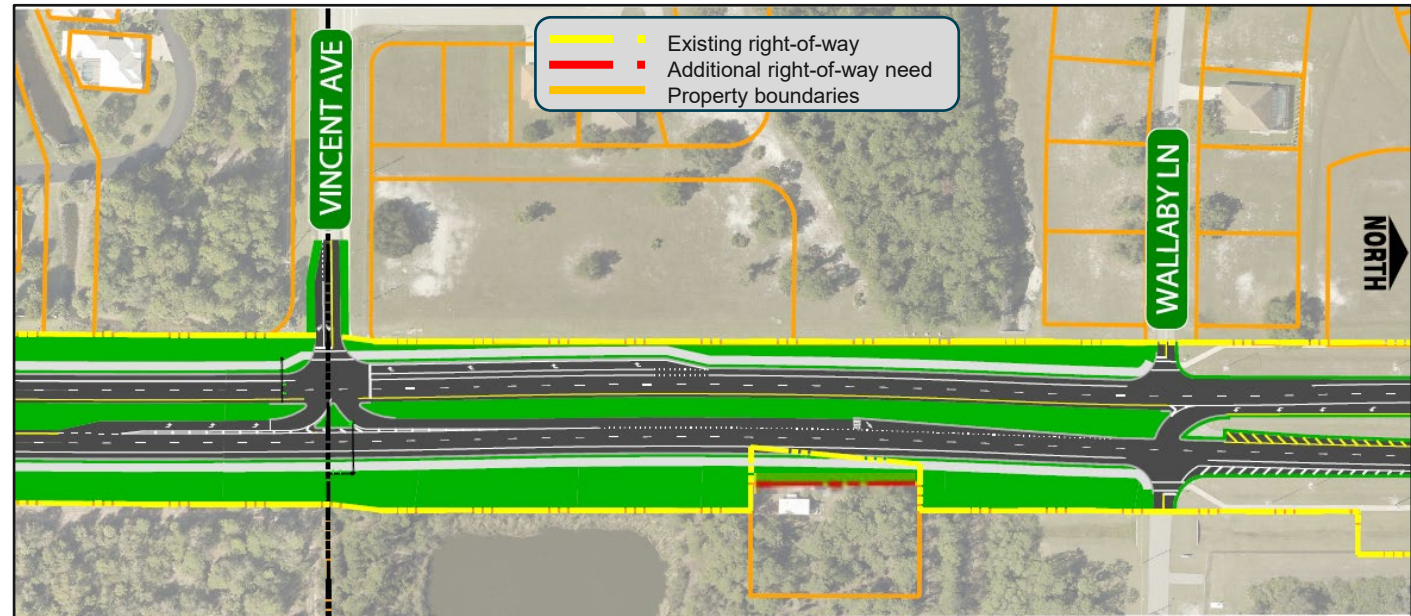
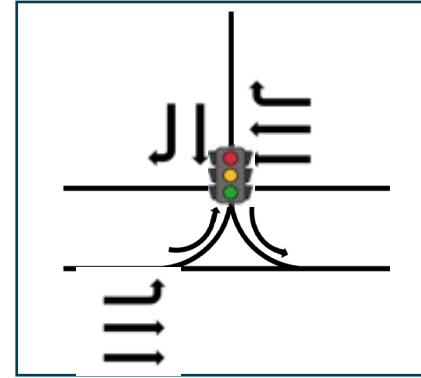
# Vincent Avenue Intersection Analysis

Intersection Control	Viable?	Pros	Cons
CGT	Yes	<ul style="list-style-type: none"> <li>Meets V/C requirements</li> <li>Level of Service (LOS) B in design year PM peak</li> <li>Provides free flow for northbound traffic</li> <li>No additional right-of-way needed</li> <li>15% less fatalities and injuries as compared to traffic signal</li> </ul>	<ul style="list-style-type: none"> <li>Lefts out of Wallaby Lane will need to turn right and make U-turns south of Vincent Avenue (median modification)</li> </ul>
Traffic Signal	Yes	<ul style="list-style-type: none"> <li>Meets V/C requirements</li> <li>No additional right-of-way needed</li> </ul>	<ul style="list-style-type: none"> <li>More delay in design year PM peak (LOS C) as compared to CGT</li> <li>Stop condition for all movements</li> </ul>
Signalized RCUT	Yes	<ul style="list-style-type: none"> <li>Meets V/C requirements</li> <li>Ranks higher for safety compared to CGT or Traffic Signal</li> </ul>	<ul style="list-style-type: none"> <li>Requires lefts out of Vincent Avenue to turn right and make U-turns south of Vincent Avenue (public expressed opposition).</li> <li>Requires additional right-of-way to accommodate U-turns by boat trailers and heavy vehicles</li> </ul>
Roundabout	No	<ul style="list-style-type: none"> <li>Ranks higher for safety compared to CGT or traffic signal since it minimizes conflict points</li> </ul>	<ul style="list-style-type: none"> <li>High V/C ratio for northbound and southbound movements during design year PM peak</li> <li>Not consistent with the corridor traffic control</li> <li>Requires additional right-of-way which would become “throw-away” in ultimate condition</li> </ul>

# CGT Details

## How It Functions

- Northbound traffic on Burnt Store Road would pass through the intersection without stopping (no signal)
- Southbound traffic on Burnt Store Road controlled by a traffic signal
- Left-turn traffic from Vincent Avenue controlled by traffic signal and uses a channelized receiving lane to merge onto northbound Burnt Store Road
- Left-turn movement from Vincent Avenue controlled by traffic signal

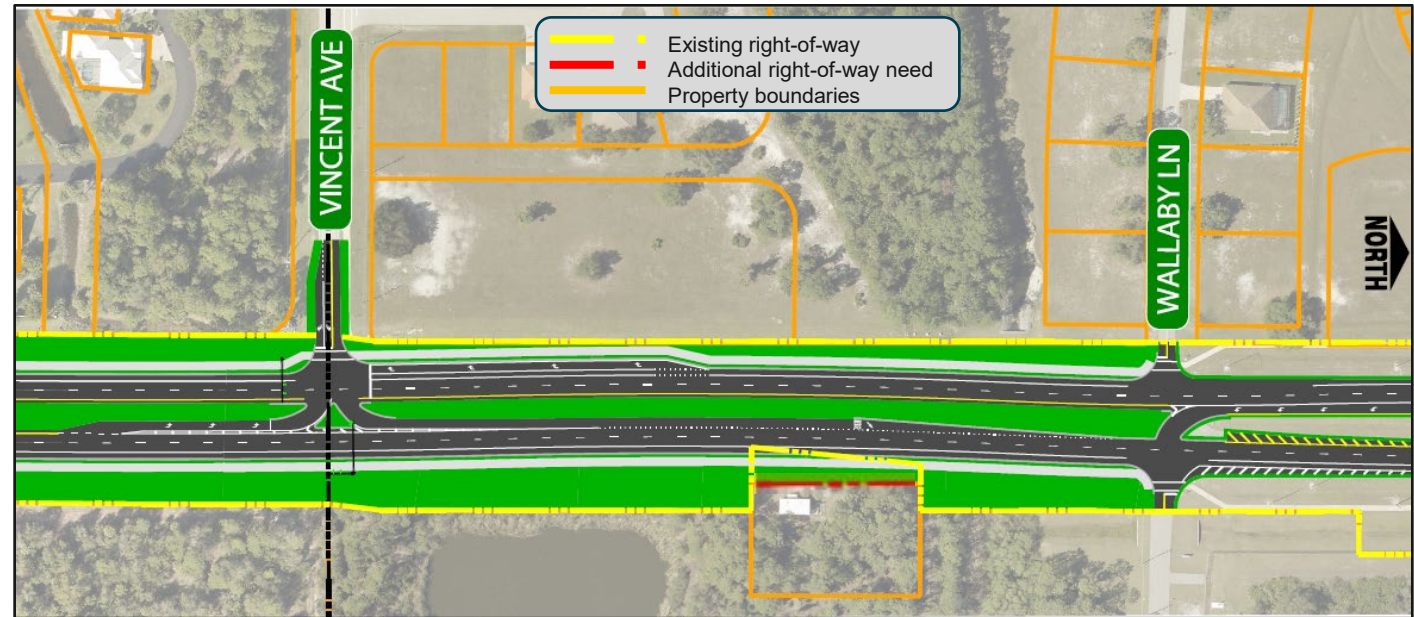




# CGT Details

## Suitable Intersection Conditions

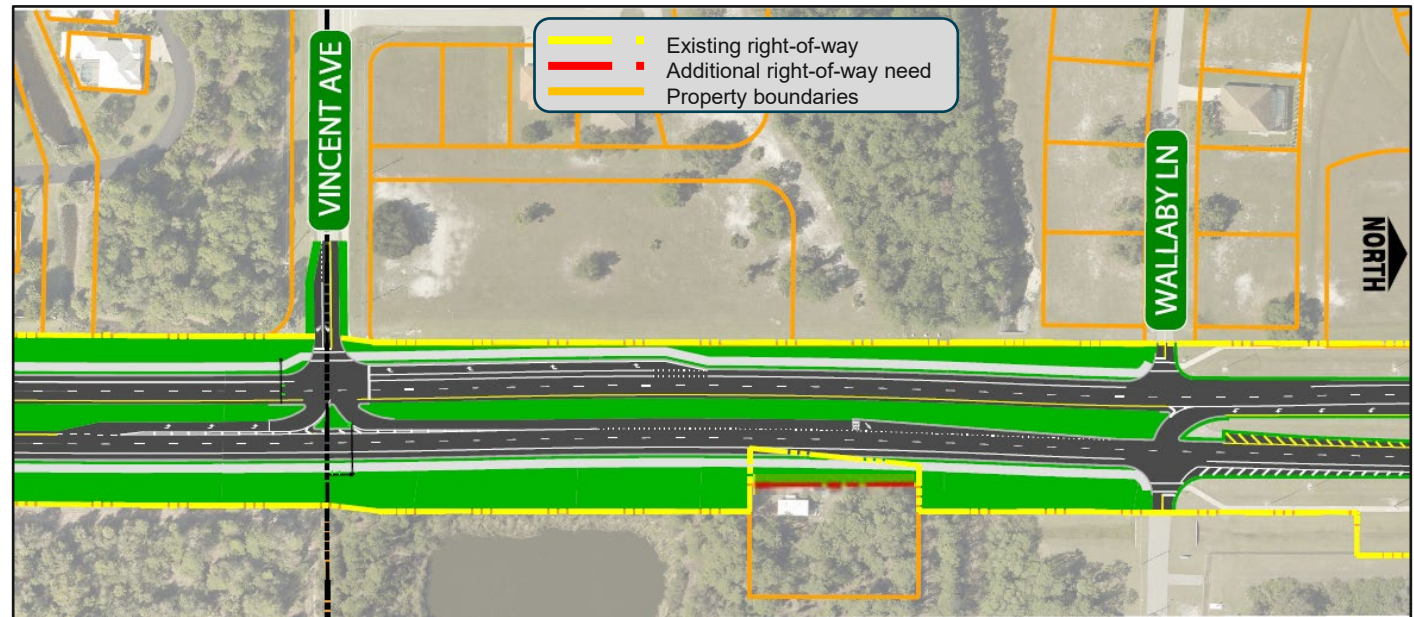
- 3-legged intersections
- Intersections that lack driveways on major street (Burnt Store Road) opposite the side street (Vincent Avenue)
- Intersections with heavy through traffic volumes on major street (Burnt Store Road)
- Intersections with moderate to low left-turn traffic volumes from side street (Vincent Avenue)
- Intersections with limited pedestrian crossing of major street (Burnt Store Road) or with nearby pedestrian crossing



# CGT Details

## Benefits

- Free-flow of northbound Burnt Store Road traffic
  - Reduces corridor travel time
  - More green light time for other movements
- Channelization of left-turn vehicles from Vincent Avenue reduces potential for angle crashes
- No additional right-of-way needed
- LOS B in design year PM peak
- 15% less fatalities and injuries as compared to traffic signal



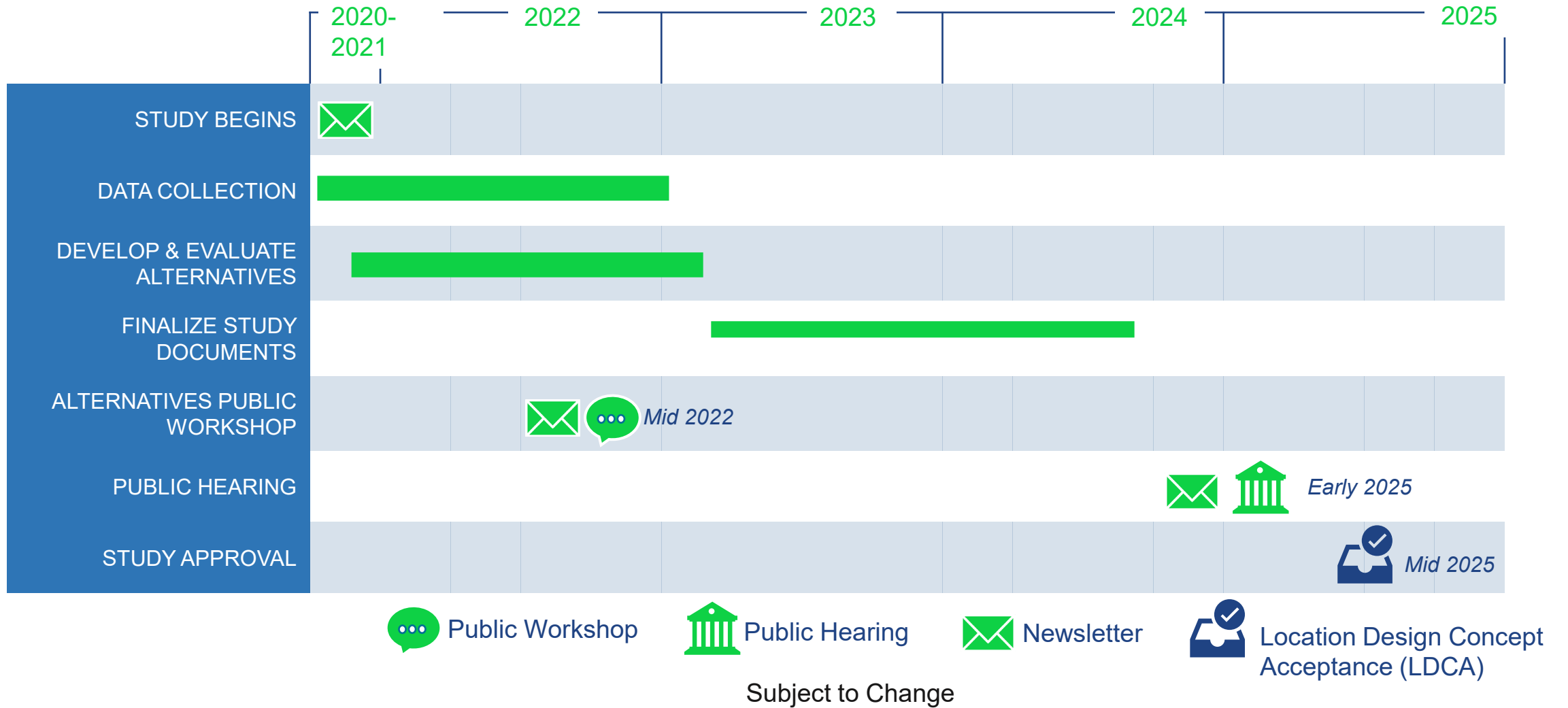
# CGT Video

2-minute CGT  
operation video



# CGT Video

# Project Schedule



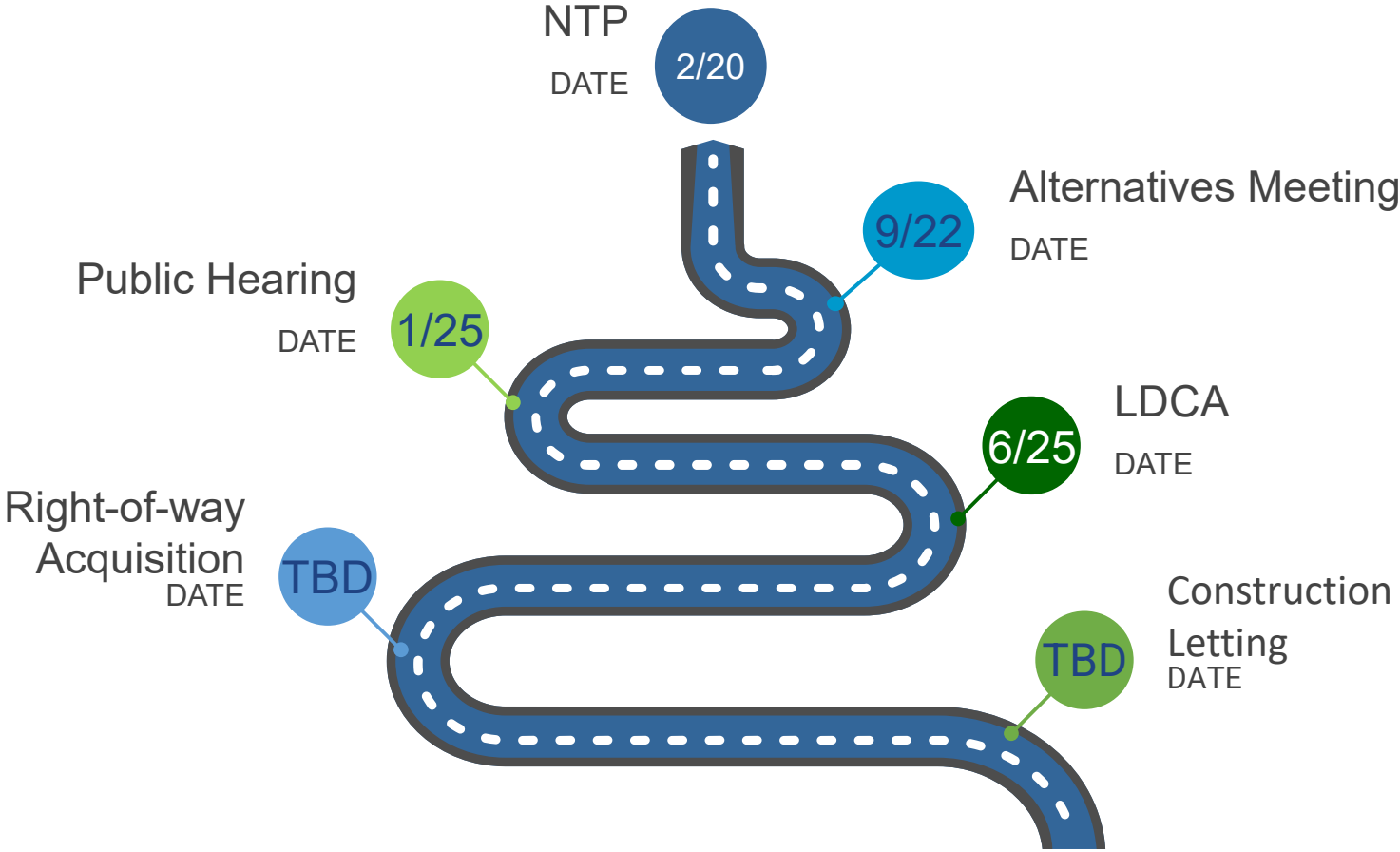
# Project Timeline

## Timeline

Date	Milestone
February 2020	PD&E Start- Notice To Proceed (NTP)
N/A	Corridor Public Workshop
N/A	Alignment Public Workshop
N/A	Public Alternatives Scoping Meeting
8/30/22 and 9/1/22	Alternatives Public Workshop #1
N/A	Alternatives Public Workshop #2
January 2025	Public Hearing
Tentative June 2025	LDCA

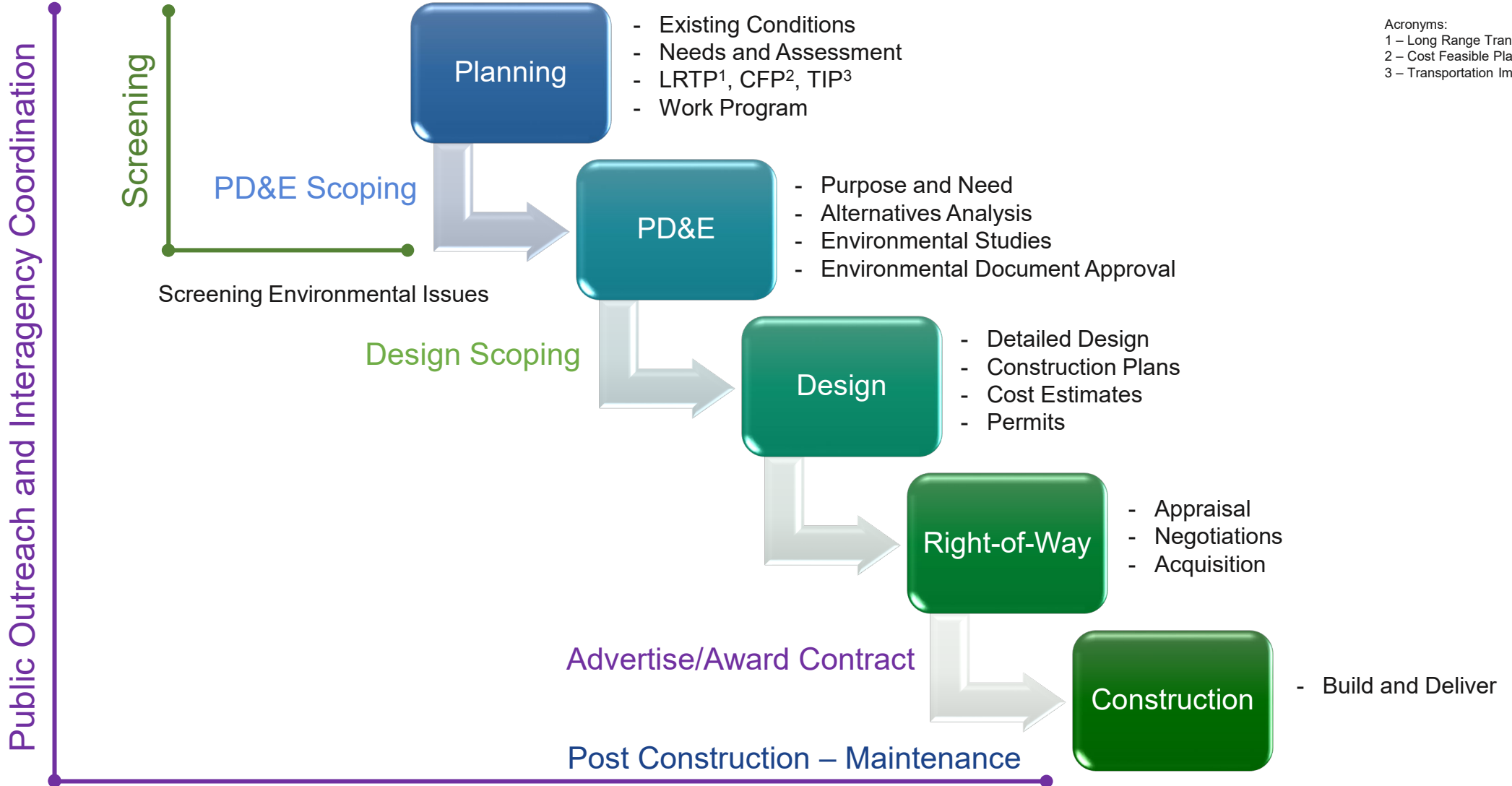
Design is currently funded to 60%; R/W and Construction currently not funded.

*\*Schedule subject to change\**





# Transportation Project Development Process



Acronyms:  
 1 – Long Range Transportation Plan  
 2 – Cost Feasible Plan  
 3 – Transportation Improvement Program

# Action Items

- Continued FDOT coordination with local agencies on CGT
- Engineering and environmental documentation completion
- Documents will be made available to public 3 weeks before public hearing depicting preferred alternative
- Public hearing January 2025
- Finalization of study documents and obtain Office of Environmental Management approval
- Design phase started

# Contact Information

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