



**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**

**November 2022**

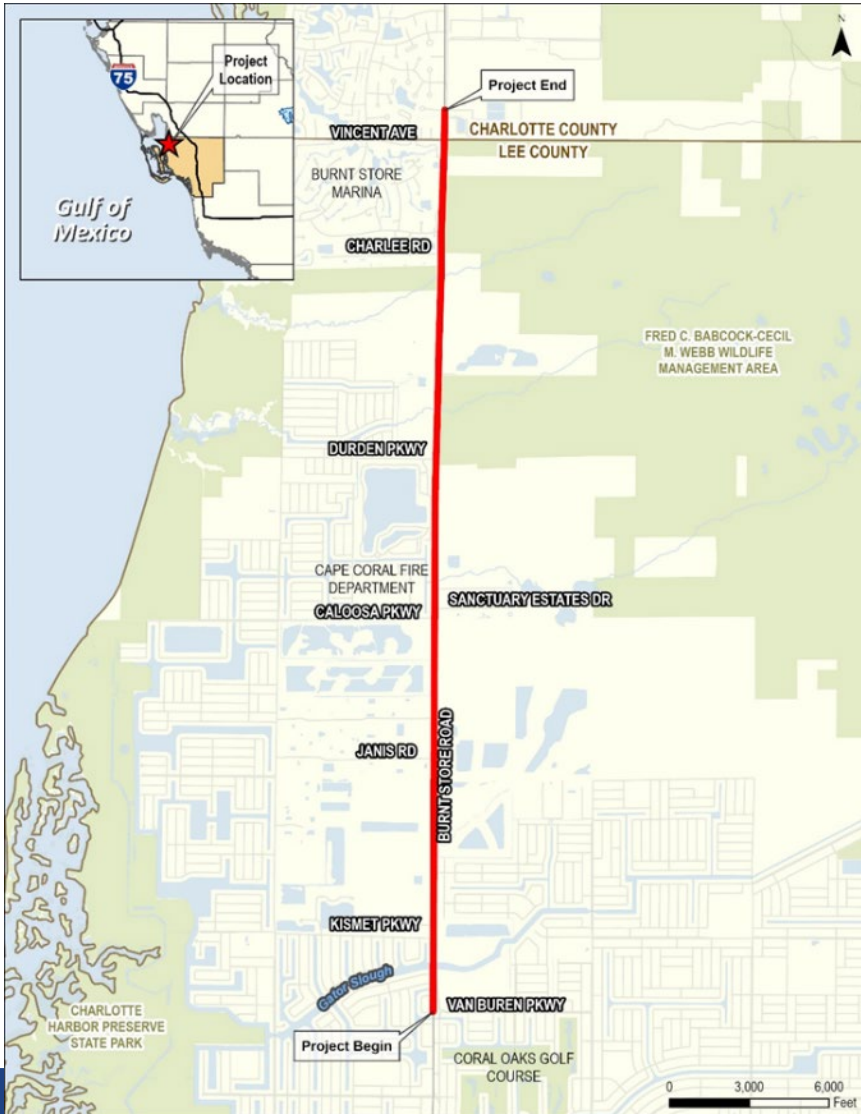


# Agenda

- Project Introduction and Background
- Major Design Considerations
- Alternatives Presented at Public Workshop
- Workshop Summary
- Study Schedule
- Transportation Project Development Process
- Action Items
- Contact Information



# FPID: 436928-1 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:** Anticipated Type 2 CE
- **Purpose:** Capacity improvements
- **Key Stakeholders:** Lee County, Charlotte County, City of Cape Coral
- **Long Range Estimate (LRE):** \$67M-\$75M
- **Status:** Public workshop held and presented 2 build alternatives; concept plan adjustments being considered; preferred alternative to be selected
- **Considerations:** Seasonal roadway flooding, pending developments, Charlotte Co tie-in with utility conflict, adjacent state and county conservation lands



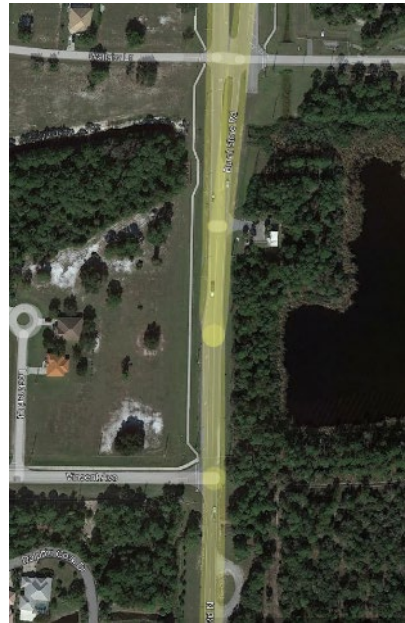
# FPID: 436928-1 Project Background



- 2004 Bi-County Study Burnt Store Rd.
- This is the last remaining unimproved segment of the roadway's 18-mile length from Pine Island Road to U.S. 41
- Prior widening segments led by counties (no federal funds)
- Project within City of Cape Coral and unincorporated Lee Co.
- Purpose and Need:
  - Widening from 2 to 4 lanes, with future accommodation of 6 lanes, will address projected travel demand as a result of area-wide growth
    - Current traffic volumes 9,800 – 14,000 vehicles per day
    - Future 2045 volumes 22,500-32,500 vehicles per day under no-build condition
    - Level of service F in 2045 design year
  - Widening and associated multi-modal improvements will address safety concerns and enhance emergency evacuation (designated evacuation route)
- Currently lacking planning consistency- no future phases funded



# FPID: 436928-1 Main Design Considerations



- Raise roadway profile/base clearance by approx. 3 feet
- Rural area anticipated to rapidly develop; traffic demands/developments also pending to north
- Tie into Charlotte Co. 4-lane typical section at utility hub
- Conservation lands on both sides of roadway in several locations



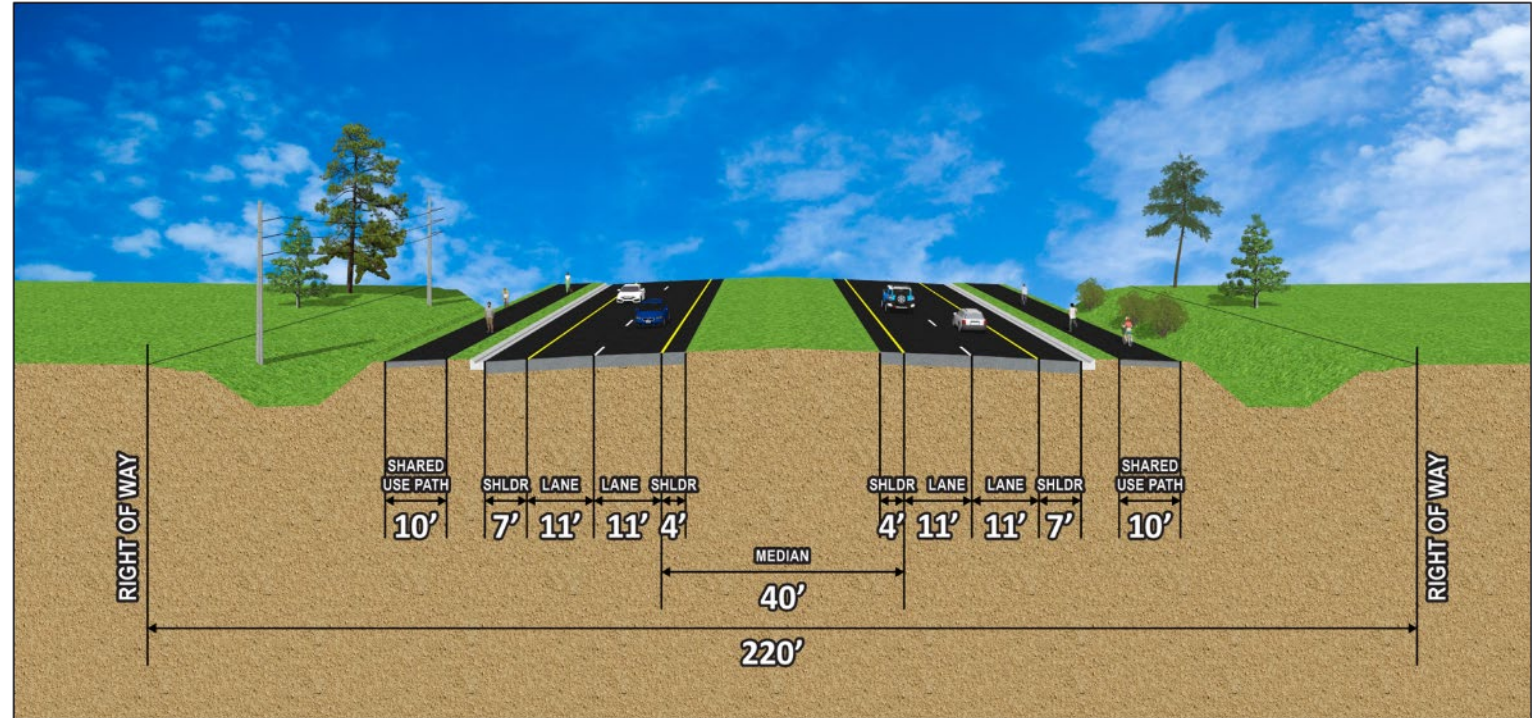
# Project Alternatives

Build Alternative 1, Build Alternative 2 and No-Build Alternative



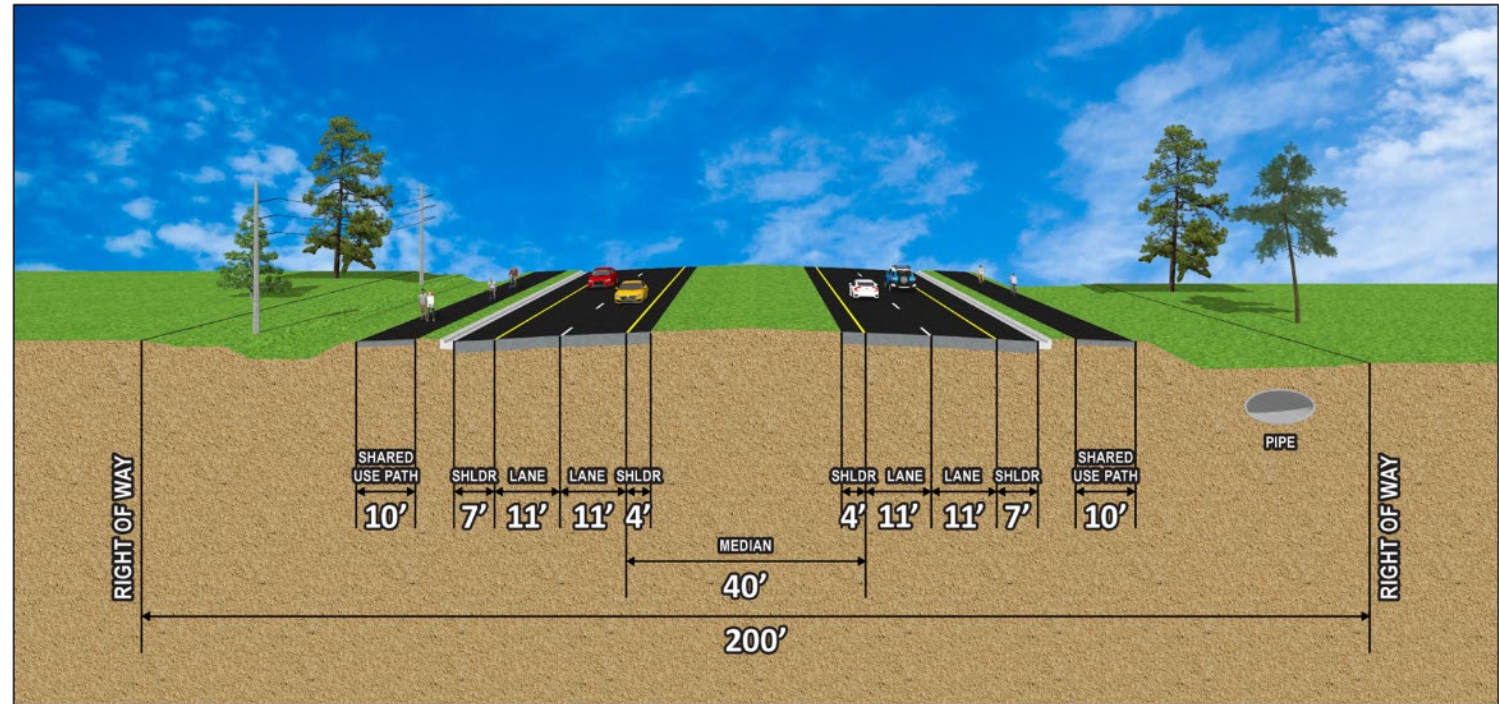
# Build Alternative 1 - Urban Typical Section With Ditch For Off-site Flows

- Urban typical section with curb and gutter, a closed drainage system, and new stormwater management facilities
- To address sizable offsite flows that drain from east to west, a **canal** would be constructed along the majority of the east side of the roadway to capture and convey water to cross-drains under the roadway
- **Generally requires an additional 20 feet of right-of-way** on the east side for a 220-foot typical section (additional needed at utility parcel).



# Build Alternative 2 - Urban Typical Section With Pipe For Off-site Flows

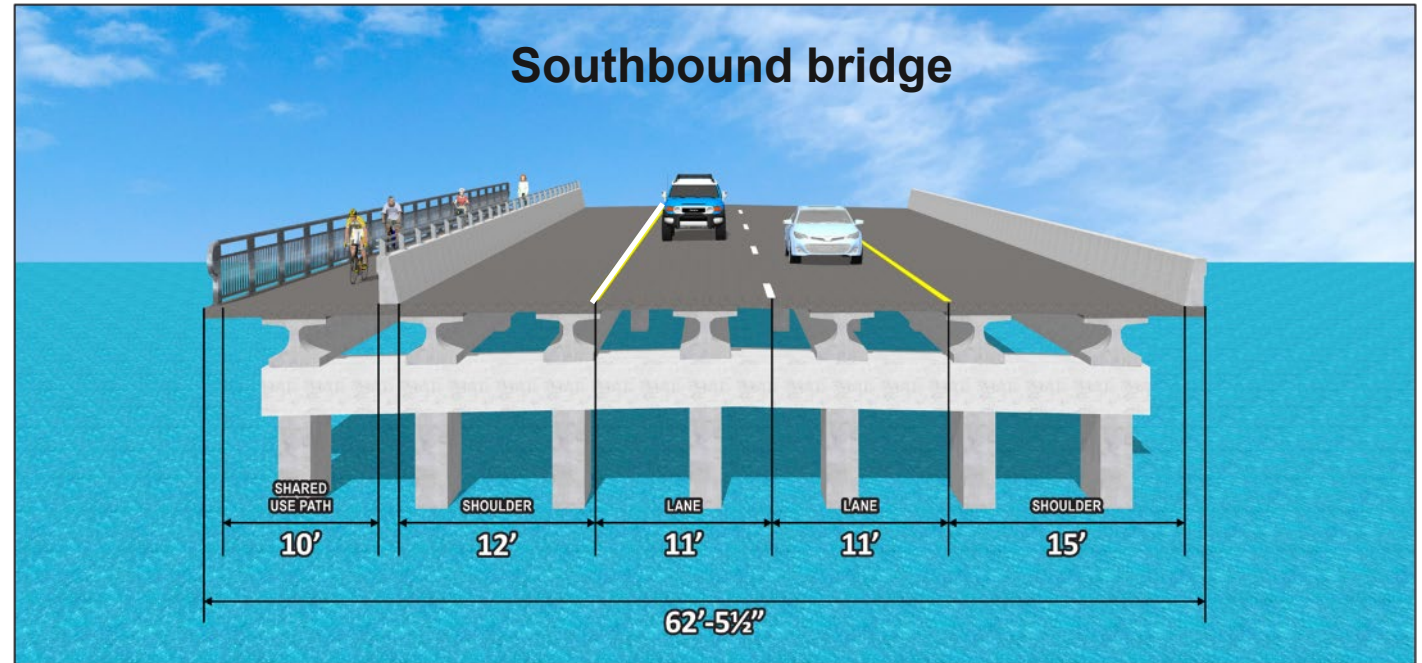
- Urban typical section with curb and gutter, a closed drainage system, and new stormwater management facilities
- To address sizable offsite flows that drain from east to west, a **pipe** would be constructed along the majority of the east side of the roadway to capture and convey water to cross-drains under the roadway.
- **Fits within the existing 200 feet of right-of-way.** One unavoidable right-of-way impact would occur at the utility parcel where the existing right-of-way is approx. 140 feet.





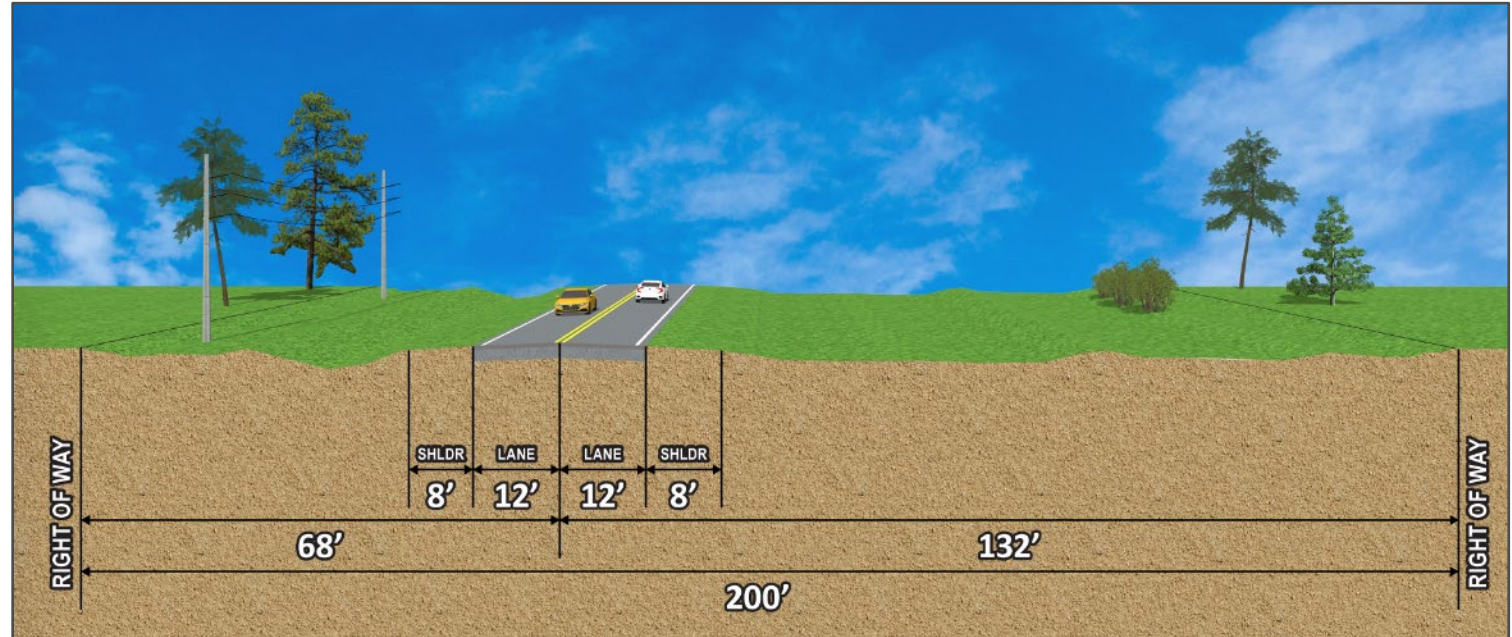
# Bridge Concept

- Both build alternatives propose to replace the existing southbound bridge over Gator Slough Canal with a new bridge structure similar to the recently constructed northbound bridge.
- The bridge will be of sufficient width to carry three southbound lanes in the future (northbound bridge also to carry 3 lanes).






# No-Build Alternative

- Assumes no improvements made to this segment of Burnt Store Road through the year 2045, except routine maintenance



# Evaluation Matrix

EVALUATION FACTORS	URBAN TYPICAL SECTION WITH DITCHED OFFSITE FLOWS (ALT 1)	URBAN TYPICAL SECTION WITH PIPED OFFSITE FLOWS (ALT 2)	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)	8.74	0.15	0
Right-of-way to be acquired for stormwater management (acres)	35.77	35.77	0
Number of business parcels impacted	0	0	0
Number of utility parcels impacted	1	1	0
Number of residential parcels impacted	0	0	0
Number of community resource parcels impacted	0	0	0
Number of unimproved properties impacted	24	0	0
Number of potential business relocations	0	0	0
Number of potential residential relocations	0	0	0
<b>Environmental Effects</b>			
Number of archaeological/historic sites impacted	0 / 0	0 / 0	0 / 0
Number of public recreation land and sites impacted (parcels)	2	0	0
Number of state conservation land impacted (parcels)	1	0	0
Wetlands and surface water impacts (acres)	29.0	27.1	0.0
Threatened and endangered species (potential)	Moderate	Low	None
Number of noise sensitive sites	20	20	0
Number of contamination sites with medium or high contamination risk	2 / 0	2 / 0	0 / 0
Farmland impacts (acres)	3.9	0.0	0.0
Floodplain impacts (acres)	33.9	31.2	0.0
<b>Estimated Project Costs (subject to change)</b>			
Final design	\$6,696,026	\$7,482,500	\$0
Reimbursible utility relocation	\$720,000	\$720,000	\$0
Right-of-way for roadway (to be purchased)	\$7,535,000	\$135,000	\$0
Right-of-way for stormwater management (to be purchased)	\$24,500,000	\$24,500,000	\$0
Wetland mitigation	\$2,657,200	\$2,507,550	\$0
State land mitigation (Acquisition Restoration Council process)	TBD	\$0	\$0
Roadway construction	\$66,960,260	\$74,825,000	\$0
Construction engineering and inspection	\$6,696,026	\$7,482,500	\$0
<b>Preliminary Estimate of Total Project Cost</b>	<b>\$115,764,512</b>	<b>\$117,652,550</b>	<b>\$0</b>

*\*Preliminary – subject to change\**



# Public Involvement

- Alternative public workshop held
  - August 30<sup>th</sup> (in-person)
    - 39 citizens attended
  - September 1<sup>st</sup> (virtual)
    - 40 citizens attended
  - Approx. 190 comments received
    - public comment period ended 9/12/22
- Predominant comment related to northbound turning movements at Burnt Store Marina



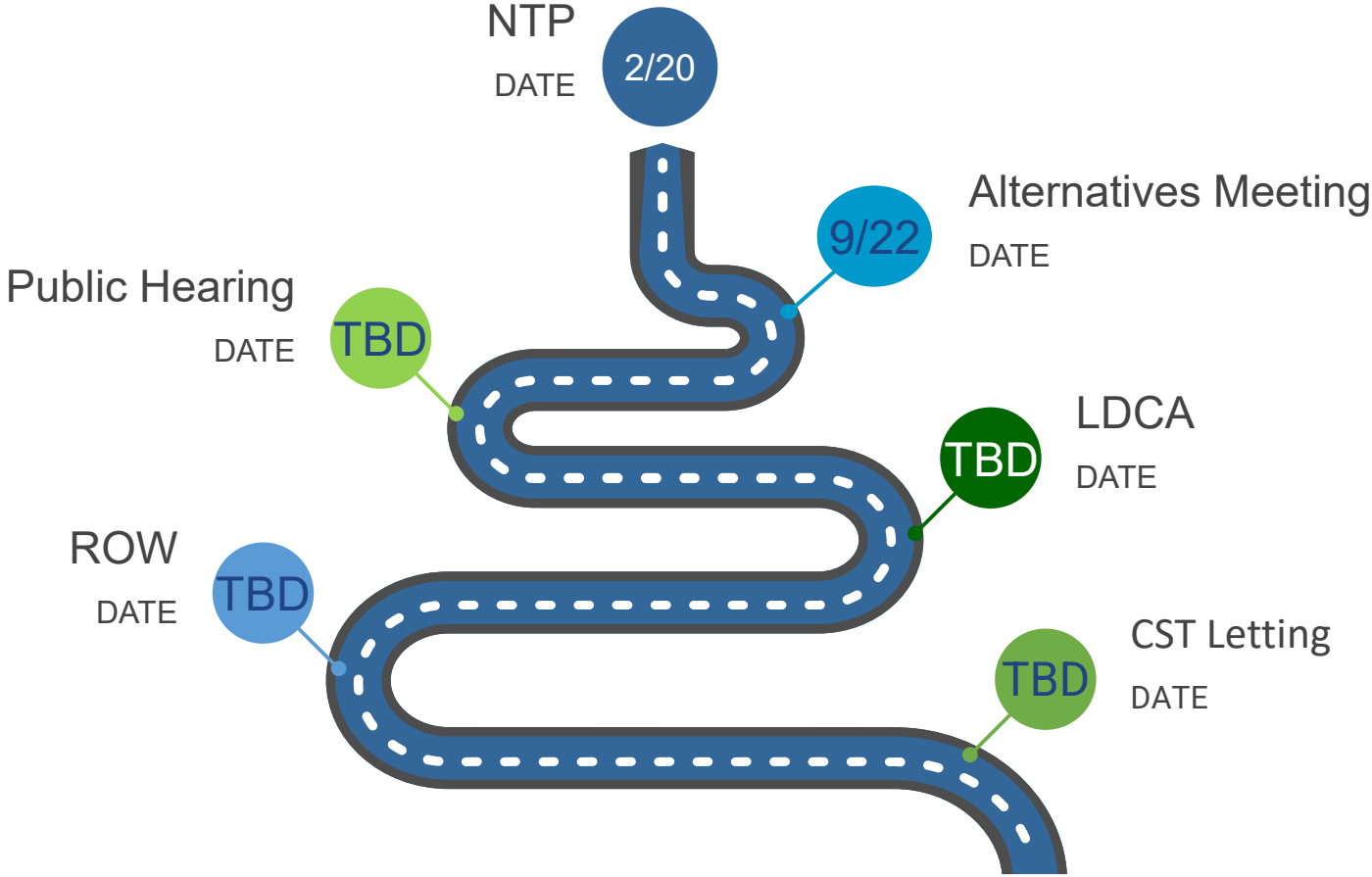
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## Timeline

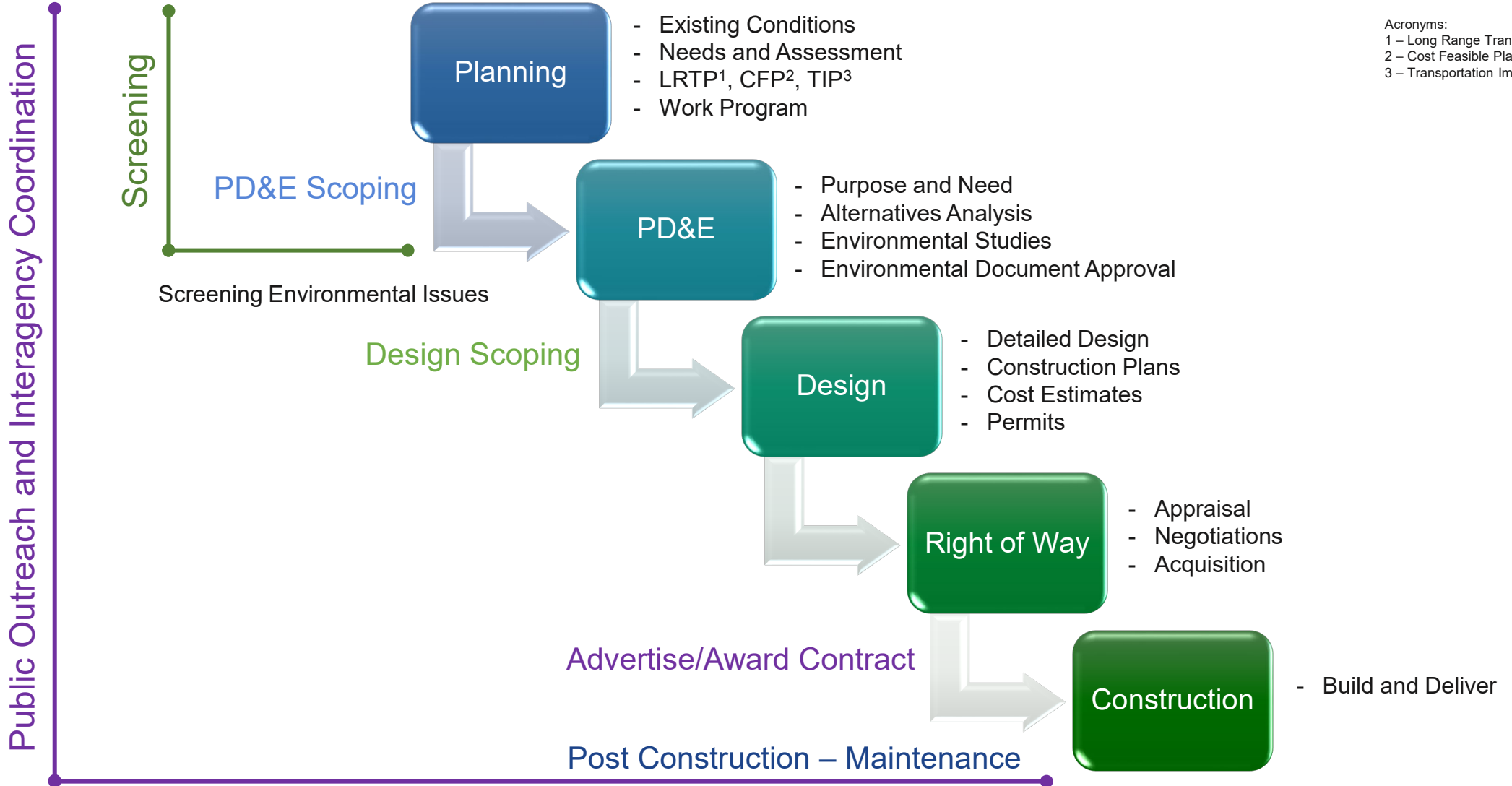
Date	Milestone
February 2020	PD&E Start (NTP)
N/A	Corridor Public Workshop
N/A	Alignment Public Workshop
N/A	Public Alternatives Scoping Meeting
8/30/22 and 9/1/22	Alternatives Public Workshop #1
N/A	Alternatives Public Workshop #2
Tentative late winter/early spring 2023	Public Hearing
Tentative fall 2023	LDCA

Design, R/W, and Construction are currently not funded.

*\*Preliminary Schedule – subject to change\**



# Transportation Project Development Process



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



# Action Items

- FDOT is coordinating with Lee Co DOT regarding intersection concepts and Burnt Store Access Management Resolution
- FDOT will present before the Lee MPO and Charlotte MPO
- Design refinements and changes based on public comments, Lee County DOT coordination, MPO comments
- Selection of preferred alternative
- Environmental and Engineering documentation
- Public hearing

# Contact Information

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