

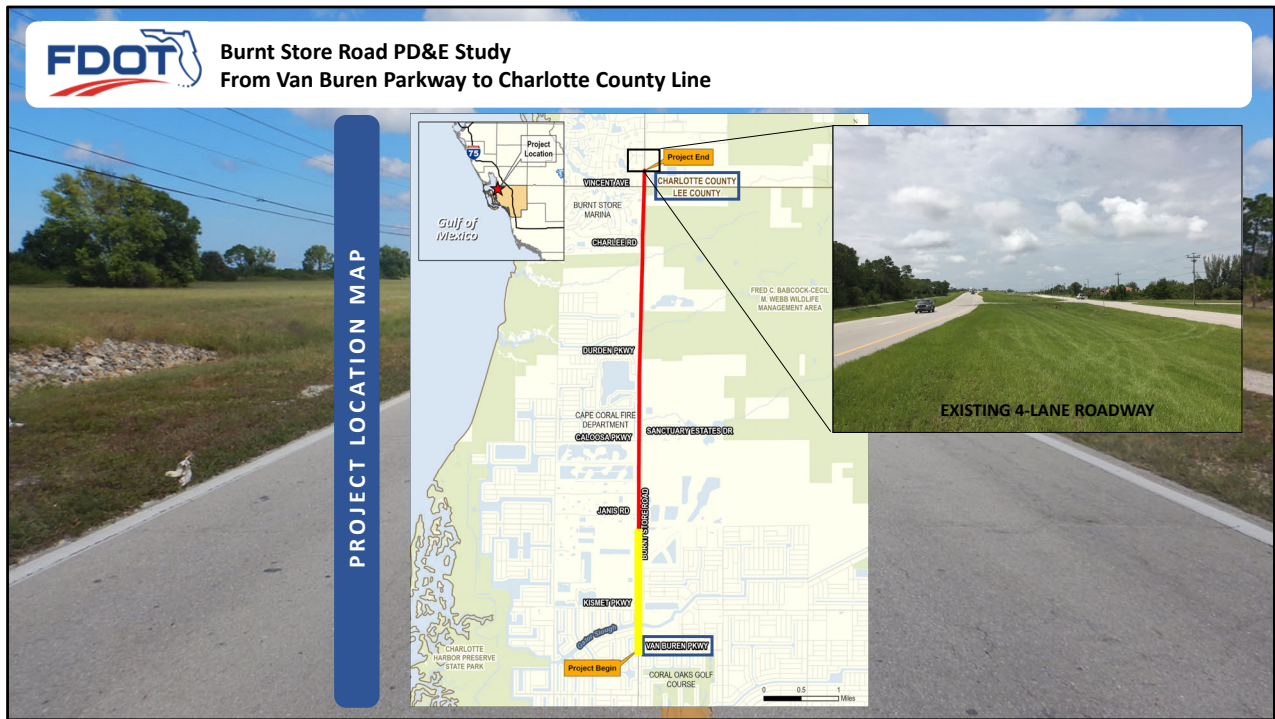
The Florida Department of Transportation (FDOT) and Lee County welcome you to the Alternatives Public Workshop for the Burnt Store Road Project Development and Environment (PD&E) study. We appreciate your attendance and participation.



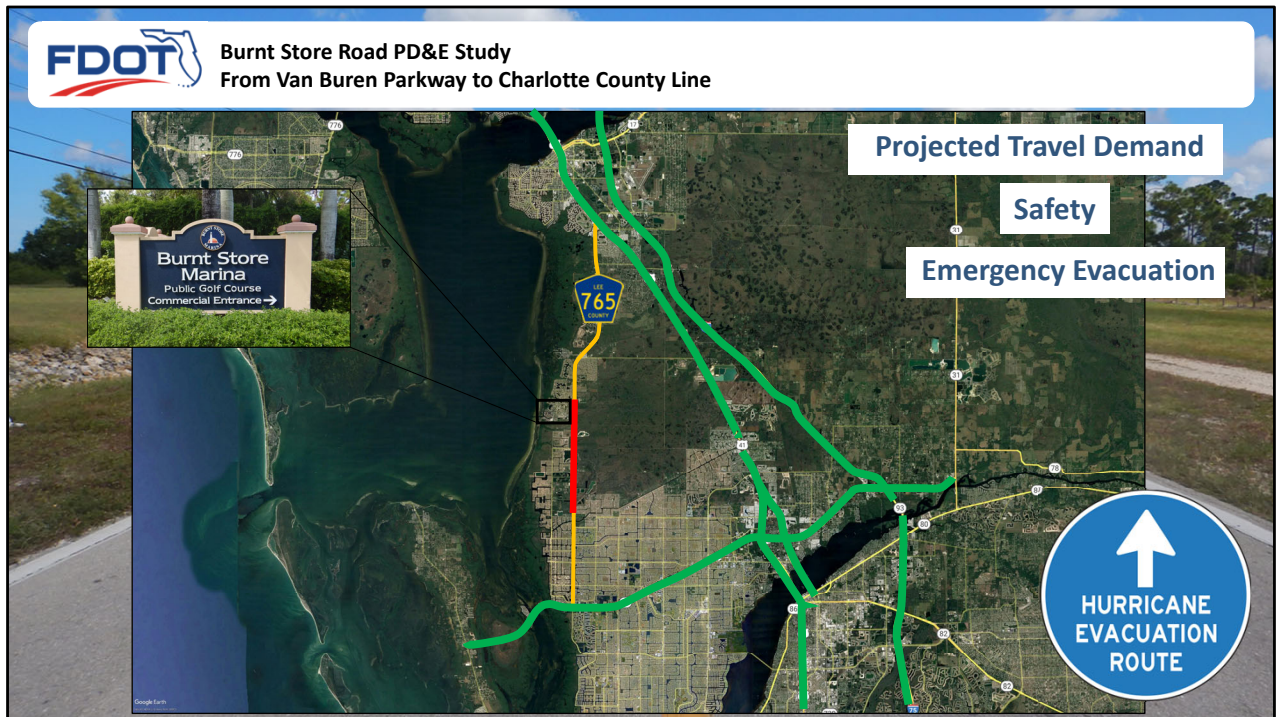
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line



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 in determining the type, preliminary design, and location of the proposed improvements.



The study begins at Van Buren Parkway and extends to the Charlotte County Line. The study includes an approximate one-quarter of a mile roadway section north of the Charlotte County Line to connect to the existing four-lane roadway. In total, the project is approximately 5.7 miles in length. A portion of the roadway is within the City of Cape Coral while the remainder is located within unincorporated Lee County.



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 runs parallel and 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 from two to four lanes, with future accommodation of six lanes, 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

- Existing volumes range from 9,800 to 14,000 vehicles per day.
- Projected future 2045 volumes range from 22,500 to 32,500 with no-build conditions
 - ✓ the corridor is anticipated to operate under failing conditions assuming no capacity improvements

The need for the proposed improvements for Burnt Store Road is based on projected 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 under no-build conditions. The no-build assumes that no additional roadway capacity improvements will occur. By the 2045 design year, assuming no capacity improvements, the corridor is anticipated to operate at a level of service of F, which means a failing condition characterized by high level of traffic congestion and delays.



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Intent:

- Enhance transportation network connectivity

This segment of Burnt Store Road is the last remaining unimproved segment of the roadway's eighteen-mile length from Pine Island Road to U.S. 41. From Pine Island Road to Van Buren Parkway in Lee County, Burnt Store Road either has been widened to four lanes with accommodations for future six-lane widening, or currently is under construction. North of the Charlotte County line, Burnt Store Road also has been widened to four lanes with accommodation for future six lanes, or is identified as a need for widening from four to six lanes. The intent of this study is to enhance transportation network connectivity by addressing this traffic bottleneck and maintaining a critical link between residential and employment centers located both south in Lee County and north in Charlotte County.

FDOT Burnt Store Road PD&E Study
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Motorist
Bicyclists
Pedestrians

EVACUATION ROUTES IN LEE COUNTY

The project is:

- Listed as cost-feasible in the Lee County MPO 2045 Long Range Transportation Plan
- Listed as an unfunded need in the Charlotte County-Punta Gorda MPO 2045 Long Range Transportation Plan

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CHARLOTTE COUNTY - PUNTA GORDA
ROUTE TO 2045
METROPOLITAN PLANNING ORGANIZATION

STATE EMERGENCY FLORIDA SERT
RESPONSE TEAM

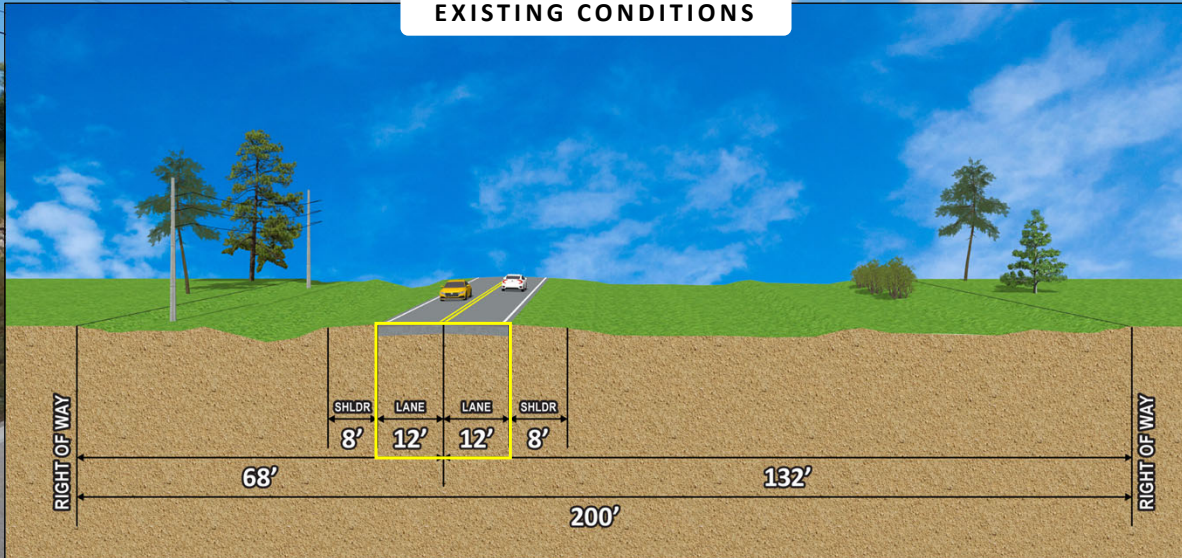
FloridaDisaster.ORG
DIVISION OF EMERGENCY MANAGEMENT

Capacity improvements will enhance safety for motorists as well as bicyclists and pedestrians. A shared-use path is being considered on both sides of the roadway as well as paved roadway shoulders for on-road cycling. Burnt Store Road is part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County. This project segment has been identified as critical in needing additional roadway capacity due to extensive vehicle queues under various evacuation scenarios for different storm events. This project will enhance emergency evacuation efficiency leading to improved evacuation and emergency response times.

At this time, this project is listed as cost-feasible in 2031-2035 in the Lee County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP). The project from the Charlotte County Line to Wallaby Lane in Charlotte County is listed as an unfunded need in the Charlotte County-Punta Gorda MPO 2045 LRTP.



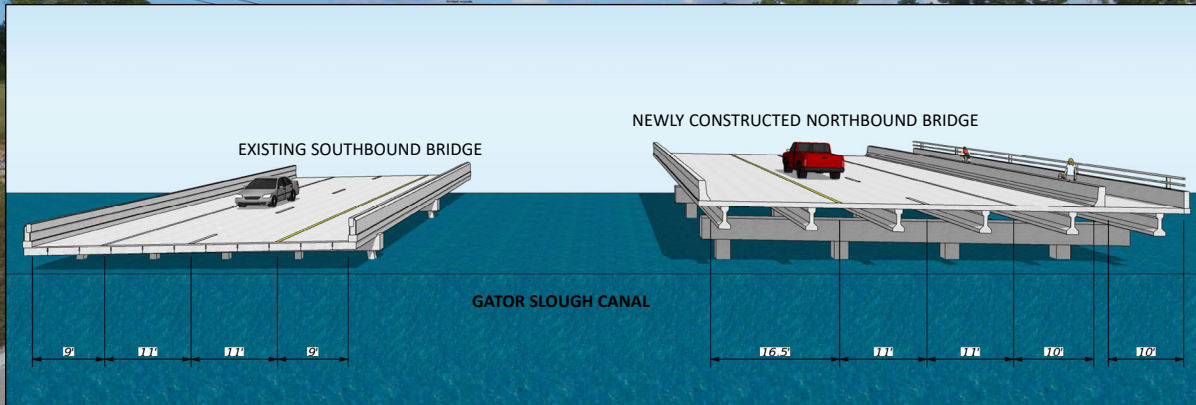
EXISTING CONDITIONS



Within the project limits, Burnt Store Road is classified as an “urban principal arterial - other” from Van Buren Parkway to Sand Road and from north of Charlee Road to the Charlotte County Line. It is classified as a “rural principal arterial – other” from north of Sand Road to south of Charlee Road. 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. Posted speed limits are 50 and 55 miles per hour. While generally there is an existing 200 feet of right-of-way along the project limits, this reduces to approximately 140 feet north of the Lee County Line.



EXISTING CONDITIONS



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 nine cross drains which includes a bridge culvert and two bridges over Gator Slough Canal. The existing southbound bridge originally carried both northbound and southbound traffic. When Burnt Store Road recently was widened to four-lanes from Diplomat Parkway to Van Buren Parkway, a new, northbound bridge was constructed and the original bridge was transitioned to carry two lanes of traffic southbound across Gator Slough Canal. The southbound bridge has two, eleven-foot travel lanes with 9-foot shoulders on each side.



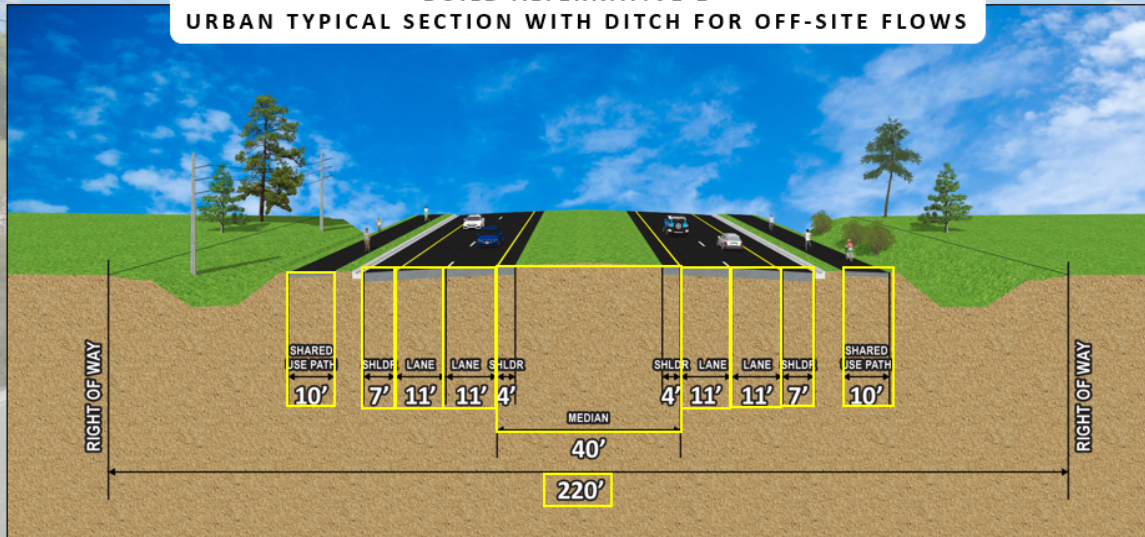
Proposed Improvements:

- Widening from 2 to 4 lanes
- Accommodation for future widening to 6 lanes
- Safety considerations
 - ✓ shared-use paths
 - ✓ Paved roadway shoulder

The proposed improvements of Burnt Store Road include widening of the roadway from two-lanes to four-lanes with accommodation for future widening to six-lanes, as well as safety considerations for bicyclists and pedestrians including shared-use paths and paved roadway shoulders. This study has identified two proposed alternatives, or build alternatives, for this project as well as a no-build alternative.



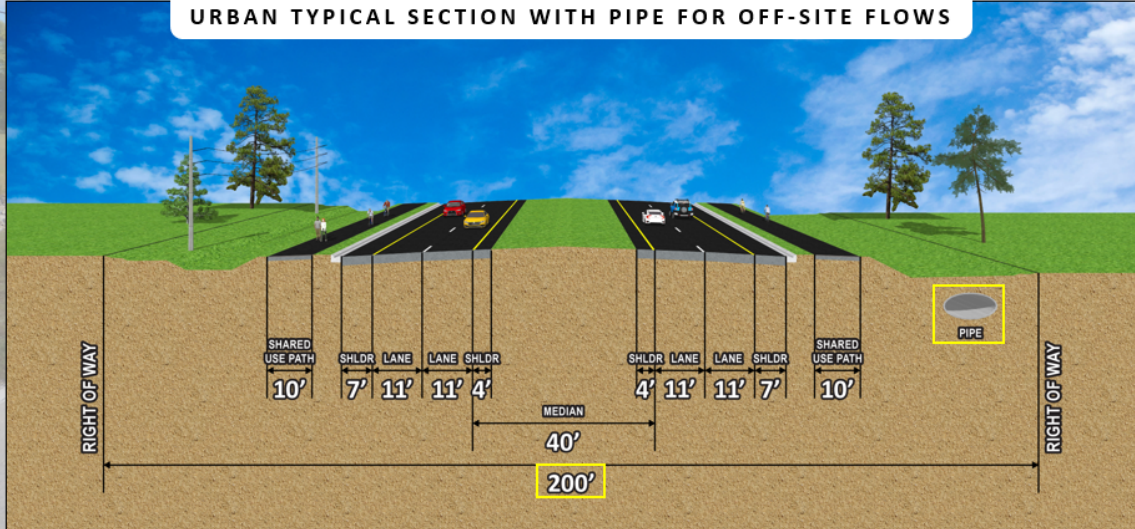
**BUILD ALTERNATIVE 1 -
URBAN TYPICAL SECTION WITH DITCH FOR OFF-SITE FLOWS**



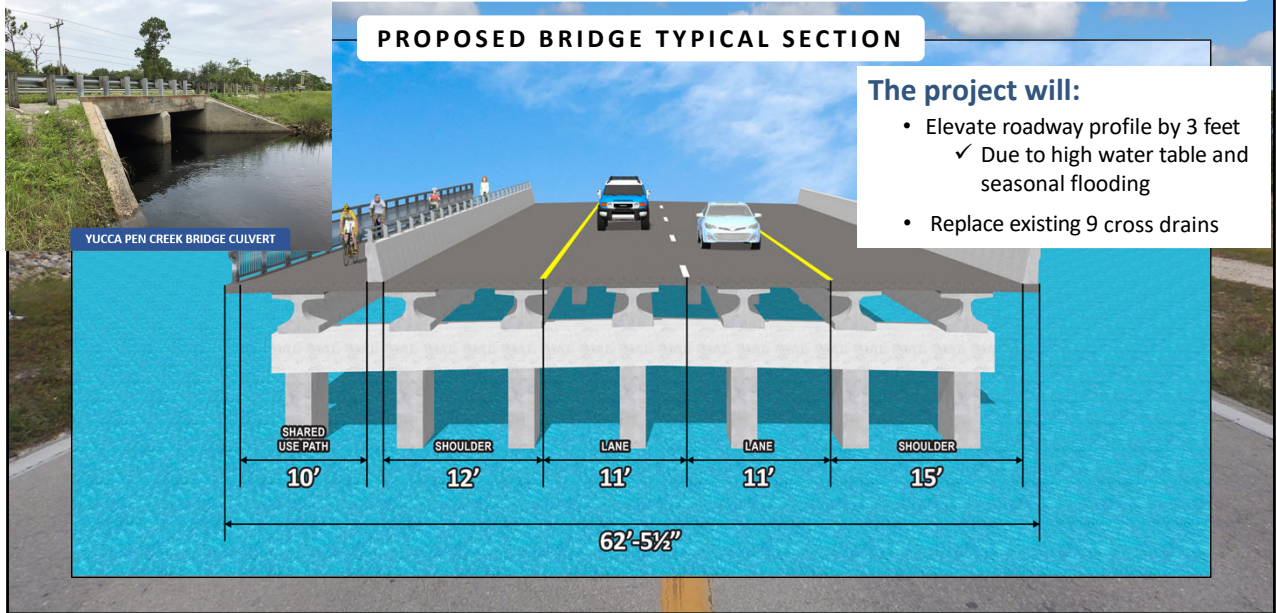
Alternative 1 includes widening Burnt Store Road to four lanes with two, eleven-foot travel lanes in each direction, a 40-foot median, seven-foot paved shoulders, and ten-foot shared use paths on each side of the roadway. This alternative proposes an urban typical section with curb and gutter and a closed drainage system to collect roadway runoff in pipes and direct it to 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 this water and convey it to cross-drains under the roadway. An optimized alignment was developed to accommodate the proposed widening by avoiding impacts where possible to adjacent developed parcels and conservation lands. The need for right-of-way acquisition for this alternative varies throughout the corridor. In some areas, no right-of-way is required but it generally requires an additional twenty feet of right-of-way on the east side for a 220-foot typical section.



**BUILD ALTERNATIVE 2 -
URBAN TYPICAL SECTION WITH PIPE FOR OFF-SITE FLOWS**



Alternative 2 is very similar to Alternative 1. The principal difference is that the instead of constructing a canal on the east side of the roadway to capture off-site water flows from the east, a pipe would be constructed. Alternative 2 requires less right-of-way and as a result, can fit within the existing 200-feet of right-of-way. One unavoidable right-of-way impact would occur at a utility parcel within Charlotte County just north of the Lee County line where the roadway widening will align and tie-in with the existing four-lane roadway in Charlotte County.



For both alternatives, 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 along this section of Burnt Store Road. The existing 9 cross drains which include the bridge culvert over Yucca Pen Creek will be replaced. The culvert elevations and sizes will be appropriately designed to maintain the east to west hydrological flows of the area. Both build alternatives also propose 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 with eleven-foot travel lanes, fifteen-foot inside and twelve-foot outside shoulders, and a ten-foot shared-use path. The bridge will be of sufficient width to carry six-lanes in the future.



NO- BUILD ALTERNATIVE



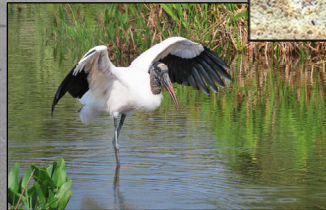
Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to this segment of Burnt Store Road through the year 2045, except routine maintenance.

This PD&E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for Burnt Store Road throughout the remainder of the study.



Environmental Evaluation

- Wetlands
- Floodplains
- Threatened and endangered species
- Water quality
- Contamination Sites
- Recreational sites
- Noise
- Air quality
- Historic structures
- Archaeological sites



Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Wetlands
- Floodplains
- Threatened and endangered species
- Water quality
- Contamination sites
- Recreational sites
- Noise
- Air quality
- Historic structures and
- Archaeological sites.

Based on data already collected, we do not anticipate significant effects associated with these proposed build alternatives.



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EVALUATION MATRIX

EVALUATION FACTORS	URBAN TYPICAL SECTION WITH OPPOSED OPPOSITE FLOWS (ALT 1)	URBAN TYPICAL SECTION WITH PARALLEL OPPOSITE FLOWS (ALT 2)	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)	8.7	0.2	0
Right-of-way to be acquired for stormwater management (acres)	35.6	35.6	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
Environmental Effects			
Number of archaeological/historic sites impacted	0/0	0/0	0/0
County conservation and recreation land impacts (parcels / acres)	2 / 0.9	0/0	0/0
State conservation and recreation land impacts (parcels / acres)	1 / 0.6	0/0	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
Estimated Project Costs (subject to change)			
Final design	\$6,696,000	\$7,463,000	\$0
Removable utility relocation	\$720,000	\$720,000	\$0
Right-of-way for roadway (to be purchased)	\$7,526,000	\$126,000	\$0
Right-of-way for stormwater management (to be purchased)	\$24,900,000	\$24,900,000	\$0
Wetland mitigation	\$2,087,000	\$2,906,000	\$0
State land mitigation (Acquisition Restoration Council process)	\$1,126,000	\$0	\$0
Roadway construction	\$98,990,000	\$74,626,000	\$0
Construction engineering and inspection	\$6,696,000	\$7,463,000	\$0
Preliminary Estimate of Total Project Cost	\$116,884,000	\$117,684,000	\$0

Preliminary -
Subject to Change

The evaluation matrix included in your handout shows a summary of results of preliminary analysis for the “build” and “no-build” alternatives. This matrix is also on display this evening.



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The purpose of this Public Workshop is to provide you the opportunity to ask questions and offer comments about the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project.

Your comments will help the Department and Lee County to make its selection of the preferred alternative.



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Submit comments by September 12, 2022
to be included in the public workshop record

At in-person venue:

- ✓ Provide written comments on comment form

Visit the project website:

- ✓ <http://www.swflroads.com/burntstorerd/vanburentocharlottectyline>



Email comments to:

- ✓ Steven A. Andrews
FDOT Project Manager
Steven.Andrews@dot.state.fl.us

By Mail to:

- ✓ Steven A. Andrews
Florida Department of Transportation
District One
P.O. Box 1249
Bartow, FL 33831-1249



We encourage you to complete the comment form in your handout and drop it in one of the boxes provided or, if you prefer, you may mail your comments, postmarked by September 12th, 2022, to the address on the comment form. You may also submit comments through the project website, using the website address listed in your handout. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.



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PROJECT SCHEDULE

Study Activities	2020		2021		2022				2023		
	Q1/Q2	Q3/Q4	Q1/Q2	Q3/Q4	Winter	Spring	Summer	Fall	Winter	Spring	Summer
Study Begins	●										
Data Collection	■				■						
Project Newsletters	▲						▲		▲		
Coordination and Development of Alternatives		■									
Alternatives Public Meeting							★				
Refine and Evaluate Alternatives							■				
Finalize Draft Study Documents								■			
Public Hearing									★		
Finalize Study Documents for FDOT									■		
OEM Approval (Location and Design Concept Acceptance, or LDCA)											●

WE ARE HERE

Preliminary – Subject to Change

FDOT will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for early 2023. At the end of this study, and after the formal public hearing, will finalize the preferred alternative for Burnt Store Road.



Project Newsletter

- Newsletters will be sent out at key milestones in the project
- If you would like to receive future newsletters and you are not on our mailing list, please fill out a comment form



Project Website

- The project website will keep up-to-date with study information, including the schedule and upcoming events
- <http://www.swflroads.com/burntstorerd/vanburentocharlottectyline>

We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the comment form in your handout. You may also visit the project website at <http://www.swflroads.com/burntstorerd/vanburentocharlottectyline> for the latest study information, schedule, and upcoming events.



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Study Activities	2020		2021		2022				2023		
	Q1/Q2	Q3/Q4	Q1/Q2	Q3/Q4	Winter	Spring	Summer	Fall	Winter	Spring	Summer
Study Begins	●										
Data Collection	■				■						
Project Newsletters	▲						▲		▲		
Coordination and Development of Alternatives		■									
Alternatives Public Meeting							★				
Refine and Evaluate Alternatives								■			
Finalize Draft Study Documents									■		
Public Hearing									★		
Finalize Study Documents for FDOT										■	
OEM Approval (Location and Design Concept Acceptance, or LDCA)											●

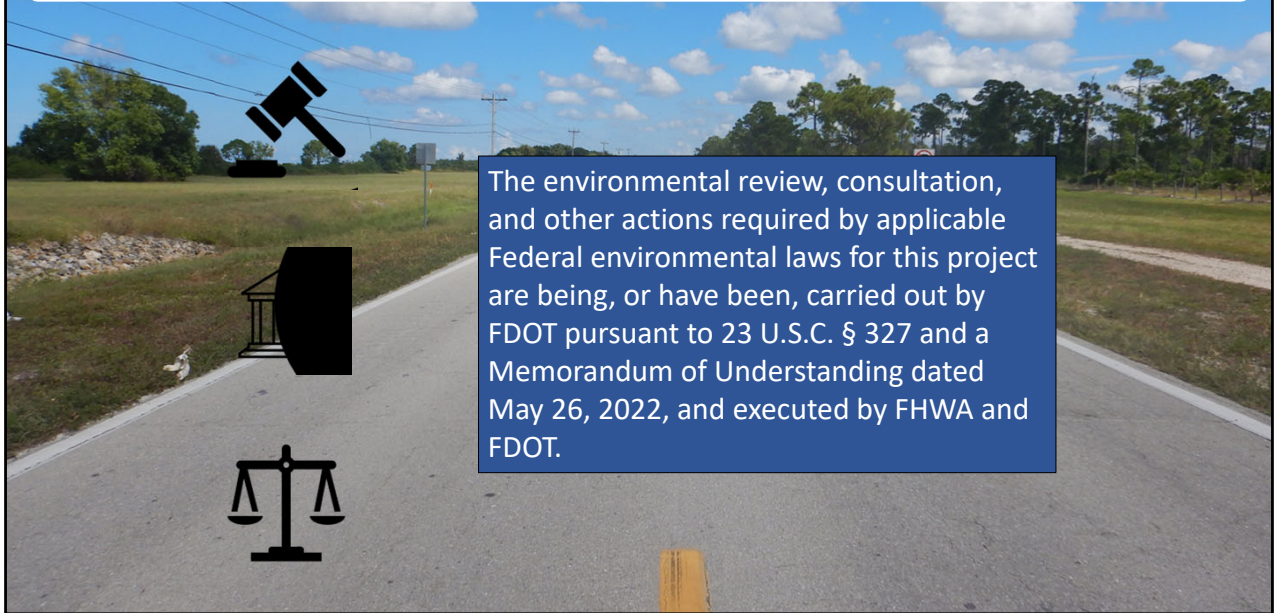
Preliminary – Subject to Change

The Department anticipates completion of this PD&E study by late 2023, when the FDOT Office of Environmental Management accepts the location and design concept of the preferred alternative.

At this time, the FDOT’s Adopted Five-Year Work Program includes finding for the PD&E Phase. Design, right-of-way, and construction phases are not currently funded.



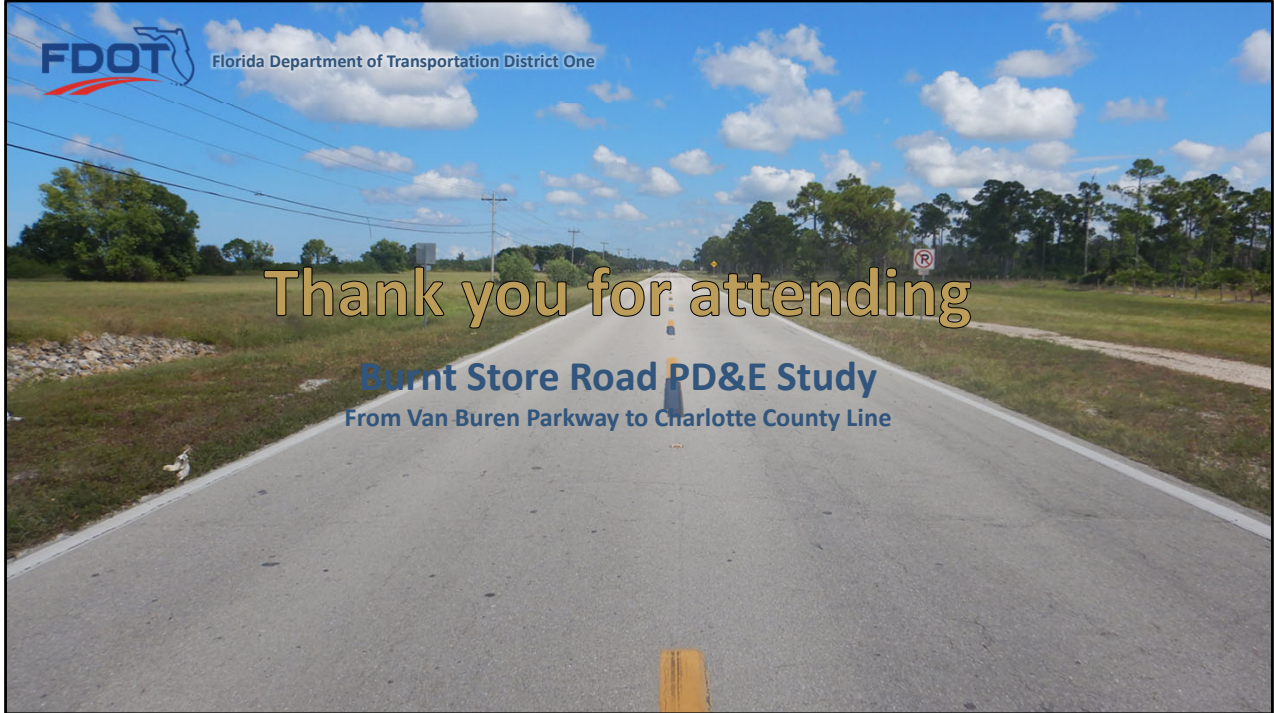
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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022,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

The Burnt Store Road study team is here tonight to answer your questions and discuss the project. We invite you to speak with them and to review the aerial maps, plans, and illustrations on display.

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. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.



Thank you for your interest in the proposed Burnt Store Road improvements and for taking time to participate in this Public Workshop. We look forward to your comments and your continued involvement in this important PD&E study.



And remember Drive Sober or Get Pulled Over. The Florida Department of Transportation and the National Highway Traffic Safety Administration encourage everyone to plan ahead, especially when celebrating the Labor Day weekend. Never drive impaired. Instead, use public transportation, or call a ridesharing service or cab to make sure you get home safely. Although impaired driving related deaths have fallen over the past three decades, it is still the number one killer on our roads, claiming more than ten thousand lives per year.