

Burnt Store Road Public Hearing – Summary of Questions with Answers and other Comments

Where can I find the project video, and can I still make comments on the project?

The project video which was shown at the in-person and virtual public hearing is available on the project website. Please see the section called “Project Videos”; it is the first video listed. Comments can be made at any time, either by sending an email to the project manager at Steven.Andrews@dot.state.fl.us, by sending a comment through the website, or by mailing a letter to the project manager at FDOT, District One, P.O. Box 1249, MS 1-40, Bartow, Florida 33831-1249.

When will the project be constructed? Why can't this project be a priority, it is a dangerous road.

This PD&E Study is anticipated to be completed in summer of 2025 and the final design phase has begun. Other needed project phases are right-of-way acquisition and construction, but these phases are currently unfunded. Lee County Metropolitan Planning Organization (MPO) documents depict the project as cost-feasible in 2031-2035, but these schedules are subject to change. This project is a priority for the county and the MPO, however future project phases must be funded before the project can proceed to construction.

The reconstructed roadway will have a 40-ft wide median separating the northbound and southbound traffic. There will be directional median openings for turning traffic. Appropriate offsets with guardrail as needed will be provided at the culvert locations. Shared-use paths, separated from the roadway on each side, and bike lanes on the road are also shown in the concept plans. These features are expected to improve safety on the corridor.

Can FDOT recommend a 45 mph speed limit to the counties to help reduce traffic collisions until construction is completed?

Lee County DOT will review the speed limit for the northern segment of Burnt Store Road and determine if a speed limit reduction can be supported.

Will the road be open to traffic during construction?

Yes, the design plans will include a maintenance of traffic plan to allow for continued traffic flow in both directions during construction.

How many travel lanes will be constructed?

There are currently 2 lanes (one lane in each direction) and the project will provide 4 lanes (2 lanes in each direction). There will be a 40-foot median separating the two directions of travel.

Several comments were received from landowner representatives regarding adjacent parcels with development plans. Requests were made for driveways from commercially zoned parcels onto Burnt Store Road. Also, requests were made for median openings to allow for traffic to turn into the future developments.

Lee County has designated Burnt Store Road as a Controlled Access Facility. The Controlled Access Resolution establishing this designation and defining the approved access points along the

roadway was approved by the Lee County Board of County Commissioners (BOCC) on September 15, 2020. The process to modify the access points on a controlled access roadway is established in Administrative Code (AC) 11-10. Any request to modify access points along Burnt Store Road will be considered through the property development process and following the procedures outlined in AC 11-10. The PD&E process has been completed while remaining consistent with the access management plan adopted by the Lee County BOCC.

Please also note that any driveway connection deviations from the Access Management Resolution will require approval of a super majority of the Lee County BOCC and must be documented through the AC-11-10 process as well as an approved Development Order (DO) with Lee County for access to Burnt Store Road.

The Durden Parkway intersection with Burnt Store Road, which is shown in concept plans as a directional median opening, was requested to provide a northbound, left turning movement for the large RVs that use the Myriad RV Resort.

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Can the project team investigate ways to deter traffic from using the Burnt Store Lakes community roads to access Peppercorn Road to ultimately access Burnt Store Road?

The Continuous Green T (CGT) intersection is designed to accommodate all the turning traffic coming from Vincent Avenue. The CGT would provide a safe means for Vincent Avenue traffic to turn northbound onto Burnt Store Road and minimize delays on the Vincent Avenue approach to Burnt Store Road. This improvement will discourage Vincent Avenue traffic from using other local roads for access to/from Burnt Store Road. Traffic that chooses to use Cape Horn Boulevard and Peppercorn Road would experience less safe conditions and likely more delay by attempting to first cross the southbound Burnt Store Road travel lanes (unsignalized), then pausing in the median opening waiting for an opportunity to turn directly onto a Burnt Store Road travel lane (no merge lane).

A pre-warning sign or light may be needed to warn southbound drivers on Burnt Store Road of a red traffic signal.

According to the Manual on Uniform Traffic Control Devices (MUTCD), Advance Traffic Control signs (Stop Ahead, Yield Ahead, Signal Ahead) are required when a primary traffic control device is not visible from a sufficient distance for drivers to react. For signal visibility, the MUTCD specifies a continuous view of at least two signal faces for 540 feet based on design speed. The proposed signal at Vincent Ave. meets this visibility requirement, and therefore, advance warning signs are

not warranted. However, as the project advances in the design phase, we will discuss this concern with Lee County DOT.

Some requests were made for dedicated bike lanes, with keyholes at intersections. Some citizens stated that they believe shared-use paths are not suitable for commuting cyclists who travel up to 30 mph. One person suggested that if there is not sufficient width for dedicated bike lanes, to consider a two-part path that provides one portion for faster moving traffic (cycling commuters) and one portion for slower moving traffic (leisure cyclists and pedestrians).

The current concept plan for the Burnt Store Road widening includes seven-foot wide paved shoulders suitable for bicycle use. Bicycle keyhole lanes have been included at intersections with right turn lanes (Vincent Avenue, Islamorada Boulevard, Durden Parkway). We will evaluate options for potentially designating the shoulder as a bike lane which would include pavement markings.

Please support adding a bike trail, the only way for cycling to be safe is to separate the bikes from the motor vehicles.

The concept plans include a 10-foot wide shared use path on each side of the roadway. The intent is to separate bikes and pedestrians from the motorized traffic to enhance safety.

More traffic signals are needed in general along Burnt Store Road. Why not fully signalize Vincent Avenue intersection?

Lee County DOT envisions Burnt Store Road as an unsignalized facility to allow it to provide consistent traffic flow. The reason the Continuous Green T (CGT) intersection was selected for Vincent Avenue is because it allows for northbound traffic to move freely which is of particular importance during emergency evacuations. As the area continues to grow, and as some parts of Burnt Store Road may ultimately be widened to 6-lanes, traffic signals would be evaluated.

Explain the eminent domain process for the proposed stormwater pond sites shown on the concept plans. There is a proposed pond site on my property or property that I am associated with. Are these final locations?

The pond sites shown on the concept plans are the preferred ponds. As final design progresses with detailed drainage analysis, and as project conditions change, it is possible that some preferred sites may no longer be viable and that other alternatives are considered.

Lee County will be responsible for the right-of-way acquisition process. The schedule for right-of-way acquisition is unknown at this time. However, in general, the process is as follows: You will get a notice explaining your rights and describing the property needed for the project; you will get an offer of not less than the estimate of your property's value; there is a negotiation phase (typically at least 30 days); if a price cannot be agreed upon, an eminent domain action would be filed and negotiation would then occur through litigation.

Vincent Avenue, being the dividing line between Lee and Charlotte Counties, is technically in two counties. Historically, there has been differing opinion on which entities are responsible for maintaining the road. This will need to be rectified for the purpose of future Vincent Avenue maintenance as more traffic uses the road.

Both Lee County, Charlotte County, and their MPOs are aware of this issue. This topic has been discussed at multiple MPO Board meetings, most recently at the February 14, 2025 joint board meeting. The agencies are working on a solution that is acceptable to all.

Are under road crossings planned for wildlife?

The PD&E Study documents do reference the consideration of a wildlife feature, which could be constructed at the Yucca Pens Creek bridge culvert or possibly in a different location. Currently the Yucca Pens Creek bridge culvert consists of 2 concrete boxes that are flooded during short periods of the year and contain moderate to low standing water during most of the year. They are 10 feet wide by 8 feet high. Since the bridge culvert will be replaced, it could be designed to provide passage opportunity for wildlife, specifically by providing a dry shelf. This will be evaluated more fully during the final design phase of the project.

Will a complete hydraulic study be done?

A Location Hydraulics Report and Pond Siting Report were prepared as part of the PD&E Study and are available on the project website. During final design, more detailed analysis for hydraulics will be completed using survey data. A permit from the South Florida Water Management District will be required and therefore the drainage design information must be sufficient for permit issuance.

Will the drainage structures used for flow under Burnt Store Road be similar to the cut and cover poured in place structures used south of Notre Dame and will they be built to allow for additional future lanes and will they be sized per a thorough hydraulic study.

During the design phase, the structural integrity of the cross-drain structures will be assessed. Based on the results, they will either be replaced with similar structures or extended. The methods and means for replacement will be determined at that time, so we cannot speak to similarity to other structures at this time. These replacements will be designed to accommodate the final roadway footprint, ensuring no future extensions are required. Although the cross-drains were previously analyzed in the PD&E's Location Hydraulic Report, they will be re-evaluated during the design phase to account for any changes in existing conditions and to incorporate the latest survey data.

Vehicles drive with excessive speed now, and it will be the same or worse when the road is widened. Will noise abatement be addressed with this project?

The proposed design, with raised curb and median and 11-foot travel lanes, as well as posted speeds of 50 mph, is anticipated to reduce speeding.

The study included a noise evaluation to identify noise sensitive sites, compare and evaluate the traffic noise levels at these sites with and without the project, and evaluate potentially feasible and cost reasonable noise abatement (sound wall) measures. The noise study report is available on the project website.

The sound level measurements are obtained only to validate that the computer model can predict existing traffic noise levels within an allowable accuracy. Only predicted future traffic noise levels, which are derived using forecast worst-case noise conditions, establish whether someone is impacted by traffic noise or not. The evaluation found that there are 5 locations where there will be noise impacts. These are single family home sites along the corridor. Noise abatement (sound walls) were found to NOT be feasible or reasonable. To be considered reasonable, an abatement measure must provide at least a 5 dB(A) reduction in predicted traffic noise for at least 2 impacted receptors. Three of the 5 impacted sites are single, isolated receptors (single homes). Therefore, these do not meet these criteria. The other 2 locations were somewhat close together so a noise barrier was analyzed there. However, the minimum reduction of 5 dB(A) could only be achieved for one of the two residences, with a maximum height noise wall (22 feet) and length of 1,168 feet. Similarly, the criteria were not met.

Will utilities be prioritized for this project?

This roadway widening project will coordinate with the various utility owners that have existing utilities along the roadway and that are in conflict with the roadway design. These generally will be relocated to the right-of-way line. Lee County is coordinating any newly planned utilities with the design team to ensure no new conflicts in location arise. The roadway widening project does not include new utilities, any utility improvements are separate projects.

Temporary traffic control may sometimes be needed at the Charlotte-County owned water treatment plan when large trucks are delivering material. The concept plans would require a right in, right out at this facility.

The project team will coordinate with Charlotte County on the frequency of this occurrence. It is correct that the change in the median opening at Wallaby Lane would require a right in, right out to access the Charlotte County-owned property.

The widening of Burnt Store Road for Van Buren Parkway to the Charlotte County line is a good start but an overall bypass system should be considered from I-75 in Charlotte County to Veterans Parkway in Cape Coral. It should be a 6-lane roadway with no traffic lights.

Traffic demand could potentially warrant a roadway improvement such as this in the future, as the area continues to grow. Planning and transportation professionals at the county and state level may evaluate a concept such as this for future transportation planning studies.