

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

District: FDOT District 1

County: Lee County

ETDM Number: 14380

Financial Management Number: 436928-1-22-01

Federal-Aid Project Number: D120-022-B

Project Manager: Steven Anthony Andrews

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 Florida Department of Transportation (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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to be 'K. Stal', is written over a horizontal line.

August 5, 2025

Interim Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On [05/20/2020](#) the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT), District One, has conducted a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from a two-lane undivided roadway to a four-lane divided roadway, from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to tie into the existing four-lane segment. The total project length is approximately 5.7 miles, and the project limits are shown in **Figure 1**. This project is within the City of Cape Coral and unincorporated Lee County.

Figure 1: Project Location Map

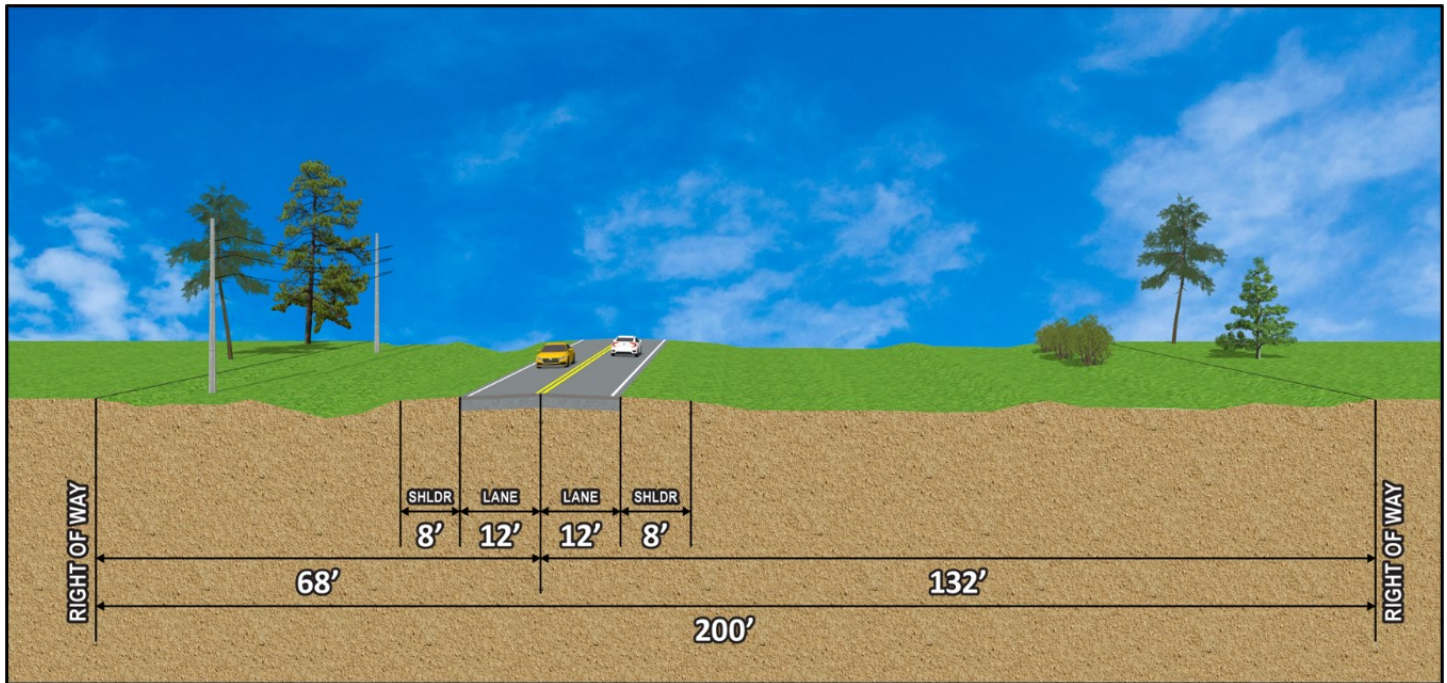


Similar to the roadway typical sections that exist north and south of this study segment, a goal was to develop a four-lane typical section that would allow for future widening to six lanes by widening to the median. Also evaluated was the addition of paved shoulders/marked bicycle lanes, sidewalks, and shared-use paths. This improvement is necessary to provide additional capacity to accommodate the future year travel demand generated by the projected population and employment growth in northwest Lee County and southwest Charlotte County. Burnt Store Road is a major north-south roadway that connects SR 78 (Pine Island Road) and US 41 and provides an important regional connection between coastal communities of Lee and Charlotte Counties. Burnt Store Road is an emergency evacuation route designated by the Florida Division of Emergency Management and Lee County.

Existing Facility

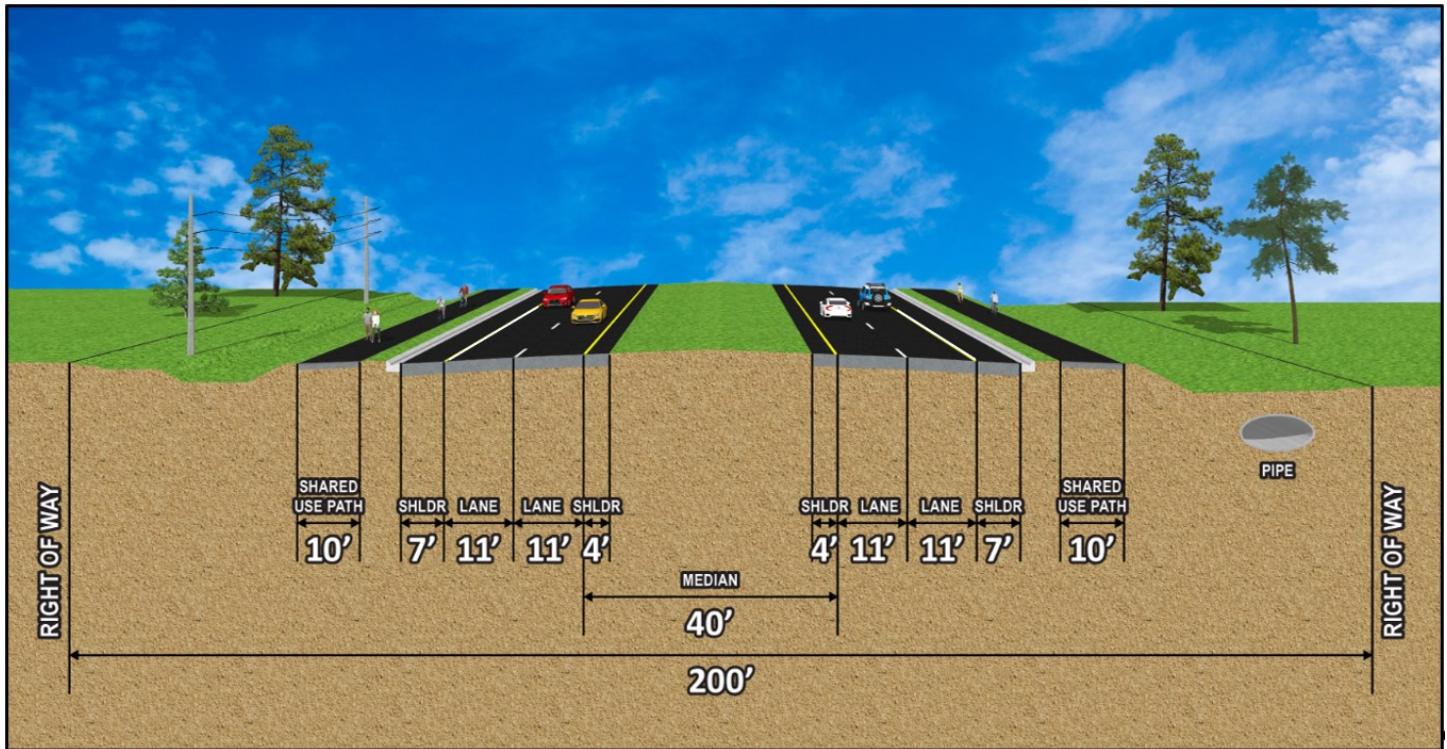
Within the project limits, Burnt Store Road is a two-lane, undivided facility with 12-foot travel lanes (one in each direction), with no paved shoulders and no pedestrian or bicycle facilities with the exceptions of the southern and northern termini of the project (Van Buren Parkway to Delilah Drive and Vincent Avenue northward). The posted speed limit is 55 miles per hour (MPH) along the majority of the project; the southern 2,450 feet of the project limits are posted at 50 MPH. The roadway 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. While Burnt Store Road does not have an assigned context classification, it is best described currently as C2 - Rural.

While generally the right-of-way (ROW) along the corridor is 200-foot width within the project limits, this reduces to approximately 140-foot width north of the Lee County Line. Within the existing 200-foot ROW, the current Burnt Store Road horizontal alignment is shifted to the west, with the roadway centerline approximately 68 feet from the west ROW boundary and approximately 132 feet from the east ROW boundary. Stormwater runoff is collected in roadside ditches and swales and ultimately conveyed to Charlotte Harbor. There is one dual bridge crossing at Gator Slough Canal; this waterway is not navigable. The northbound bridge was recently constructed as part of the roadway widening project to the south. Therefore, only the southbound bridge was evaluated for replacement. There are ten culvert crossings which include a bridge culvert over Yucca Pens Creek; these were evaluated for extension or replacement. There are no signalized intersections along the corridor. Overhead and buried utilities are located primarily on the west side of the project. There are multiple county and state-owned conservation lands along both sides of the project limits. **Figure 2** depicts the existing typical section for Burnt Store Road.

Figure 2: Existing Typical Section

Proposed Improvements

The Preferred Alternative meets the purpose and need for the project as it provides for improved operational capacity, transportation network connectivity, and emergency evacuation and response times. The Preferred Alternative has an urban typical section with curb and gutter and a closed roadway drainage system for the four-lane construction. It provides future expandability to six lanes by allowing for widening to the median. The 200-foot typical section includes: two 11-foot travel lanes in each direction; a 40-foot median with eight-foot inside shoulders, four-foot paved; seven-foot buffered bicycle lanes; outside curb; and 10-foot shared-use paths on each side of the roadway. The design and posted speeds are 50 MPH. **Figure 3** depicts the Preferred Alternative typical section.

Figure 3: Preferred Alternative Typical Section

The preferred alternative generally eliminates ROW impacts for mainline widening (excluding new stormwater management facilities), fitting within the existing 200-feet of ROW with the exception of a single parcel impact at the north project limit in Charlotte County. This is accomplished through the design of a pipe instead of an open ditch to capture offsite flows that are conveyed under the roadway. Stormwater runoff will be collected and conveyed to stormwater management facilities that will be constructed along the corridor. Impacts to floodplains will be mitigated with the construction of floodplain compensation sites.

Currently, construction year is not known since right-of-way acquisition and construction funding is not yet programmed. However, the Lee County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) lists construction tentatively in 2031-2035.

1.2 Purpose and Need

The purpose of this project is to address the deficient operational capacity of Burnt Store Road from Van Buren Parkway to north of the Charlotte County Line in order to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals of the project include enhancing system linkage/regional connectivity and improving safety conditions. The need for the project is based on the following criteria:

Capacity / Transportation Demand: Improve Operational Capacity

Burnt Store Road serves as an important north-south corridor for commuters, in addition to freight traffic, as it runs parallel and connects to regional transportation facilities (i.e., I-75, US 41, and SR 78) and provides access to several developments within Lee and Charlotte Counties. The existing 2021 Annual Average Daily Traffic (AADT) volumes within the project limits ranges from 9,800 to 14,000 vehicles per day (VPD). Based on the anticipated growth within the corridor, projected future 2045 traffic volumes range from 22,500 to 32,500 VPD under No-Build conditions (assuming no additional roadway capacity improvements beyond the existing two-lane roadway) and from 29,000 to 41,500 VPD under Build conditions (assuming widening of the corridor to four lanes and associated intersection and multi-modal improvements). By the 2045 design year, assuming no capacity improvements to the existing two-lane facility within the project limits, the corridor is anticipated to operate at Level of Service (LOS) F under No-Build conditions. A LOS F is a failing operating condition; a LOS D or better is an acceptable condition. The existing and future traffic conditions for the Burnt Store Road project corridor are shown in **Table 1** and **Table 2**, respectively.

Table 1: Existing (2021) Traffic Conditions

Burnt Store Road Segment (Van Buren Parkway to Charlotte County Line)	2021 AADT Volume Range	Daily Truck Percentage	2021 LOS
2 lanes undivided	9,800-14,000	11%	D or better

Notes/Sources:

- (1) AADT and daily truck traffic from the collected traffic counts
- (2) LOS measures for the study segments were developed using the Link Service Volumes on arterials developed by Lee County

Table 2: Future (2045) Traffic Conditions

Burnt Store Road Segment (Van Buren Parkway to Charlotte County Line)	2045 AADT Volume Range	2045 LOS
No Build: 2 lanes undivided	22,500-32,500	F
Build: 4 lanes divided	29,000-41,500	D or better

Notes/Sources:

- (1) 2045 AADT volumes were calculated using the linear growth rate
- (2) LOS measures for the study segments were developed using the Link Service Volumes on Arterials developed by Lee County

While the roadway currently operates above its designated LOS, conditions are anticipated to deteriorate if no improvements occur by 2045 as the roadway lacks the operational capacity to accommodate the projected travel demand. In turn, this will contribute to higher levels of congestion and delays. With the proposed four-lane widening of Burnt Store Road, the corridor is expected to continue to operate at acceptable LOS. The proposed improvement will also promote enhanced traffic flow, provide bicycle and pedestrian facilities and will help improve safety.

Area Wide Network / System Linkage: Improve Transportation Network Connectivity

The project segment of Burnt Store Road is currently a two-lane facility, which connects to a four-lane rural typical section north of the Charlotte County Line. In addition, three segments south of the proposed project are being widened/have been widened from two lanes to four lanes. These include SR 78 (Pine Island Road) to south of Tropicana Parkway, south of Tropicana Parkway to Diplomat Parkway, and Van Buren Parkway to Diplomat Parkway. The intent of this PD&E study is to enhance transportation network connectivity by addressing a traffic bottleneck and maintaining a critical link between residential and employment centers located both north in Charlotte County and south in Lee County.

Safety: Improve Emergency Evacuation and Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County, Burnt Store Road plays a critical role in facilitating traffic flow during emergency evacuation periods, as it runs parallel to both US 41 and I-75, which are designated north-south state evacuations routes in the western portions of both Lee and Charlotte Counties. Additionally, the Burnt Store Road corridor connects to SR 78, a designated east-west evacuation route. The existing roadway is prone to flooding, which impedes traffic. In addition, the western side of the project corridor is located in Lee County's Evacuation Zone "A", where many of the neighborhoods are within the 100-year floodplain. These areas are the most vulnerable to storm impacts and will be the first areas requiring evacuation. The eastern side of the corridor is mostly in Evacuation Zone "C" with a small portion in Evacuation Zone "B."

The Florida Division of Emergency Management's Statewide Regional Evacuation Study Program for the Southwest Florida region has identified the project segment as critical and needing additional roadway capacity, due to extensive vehicle queues under various evacuation scenarios for different storm events. Delay caused by traffic congestion during evacuation events contributes to prolonged clearance times. Improving the operational capacity of the roadway, as well as bringing the roadway into compliance with the current Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (commonly known as the Florida Greenbook) will further enhance emergency evacuation efficiency leading to improved evacuation and emergency response times.

1.3 Planning Consistency

Currently Adopted L RTP-CFP	COMMENTS			
Yes	<p>This is a joint project between the Lee County Metropolitan Planning Organization (MPO) and Charlotte County - Punta Gorda (CC-PG) MPO. The Lee County MPO 2045 Long Range Transportation Plan (LRTP) was adopted in December 2020 and this project is shown cost feasible in Table 5-8 Cost Feasible Projects: Lee County Funded Road Projects (\$1,000). The CC-PG 2045 LRTP was adopted in October 2020 and is listed in Chapter 8: Cost Feasible Plan.</p> <p>The latest Lee MPO Transportation Improvement Program (TIP) for FY2024/25 - FY2028/29 was adopted June 21, 2024. The TIP includes this project.</p> <p>Please refer to the planning consistency documents, attached.</p>			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				

TIP	Y	\$0 \$0	2025 All years	PE is funded <2025 Cost estimates are consistent between the TIP and STIP.
STIP	Y	\$2,004,061 \$2,004,061	2025 All years	
R/W				
TIP	N	\$0	<2021 All years	R/W is not funded in the TIP/STIP.
STIP	N	\$0	<2021 All years	
Construction				
TIP	N	\$0	<2021 All years	Construction is not funded in the TIP/STIP.
STIP	N	\$0	<2021 All years	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- ☒ A USCG Permit IS NOT required.
☐ A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

The proposed roadway widening will reduce congestion and enhance safety conditions for all roadway users. In addition, serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County, Burnt Store Road plays a critical role in facilitating traffic during emergency evacuation periods within Lee County as it runs parallel to US 41 and I-75 along the western portions of both Lee and Charlotte Counties. It also connects to other designated state and county evacuation routes, including US 41, I-75, and SR 78. This project segment of Burnt Store Road has also been deemed critical through the Florida Division of Emergency Management's Statewide Regional Evacuation Study Program for the Southwest Florida region due to extensive vehicle queues under various evacuation scenarios for different storm events. Delay caused by traffic congestion during evacuation events contributes to prolonged clearance times.

The roadway is under water at times during the year. In addition, the western side of the project corridor is located in Lee County's Evacuation Zone "A", where many of the neighborhoods are within the 100-year floodplain. These areas are the most vulnerable to storm impacts and will be the first areas requiring evacuation. The eastern side of the corridor is mostly in Evacuation Zone "B" with a small portion in Evacuation Zone "C." Improving the operational capacity of the roadway and maintaining the evacuation capabilities of Burnt Store Road, as well as bringing the roadway into compliance with current FDOT Design Manual standards, will further enhance emergency evacuation efficiency leading to improved evacuation and response times.

The proposed widening of Burnt Store Road will improve emergency response times and access for the people living and working within the project limits and those who regularly use the roadway as commuters. The project construction contractors will be required to maintain access for emergency services to all adjacent properties throughout construction. In addition, the Preferred Alternative provides pedestrian and bicycle facilities to better serve the context of the surrounding community.

Community features identified within the one quarter-mile buffer of the project limits include: three Planned Unit Developments, Burnt Store Mining Inc. IPD, H2ONC Commercial Planned Development, and Burnt Store Acres. There is one golf course, Coral Oaks Golf Course, located within Burnt Store Marina. The Cape Coral Fire Station #7 is located near the middle of the project. Managed areas include Yucca Pens Preserve, Charlotte Harbor Preserve State Park, Charlotte Harbor Buffer Preserve, and the Yucca Pens Unit of the Fred C. Babcock/Cecil M. Webb Wildlife Management Area.

Community Analysis

The demographics of the study area were obtained through the FDOT's ETDM EST Sociocultural Data Report (SDR), updated May 2025, using the American Community Survey (ACS) 2019-2023 census data. The updated SDR can be found in the project file. As presented in **Table 3** below, the demographic characteristics for the 500-foot project buffer differ slightly from the characteristics for Lee County as a whole in that the project buffer contains lower African-American, Other Race, Hispanic and minority population percentages; a higher percentage of individuals age 65 and over; a lower

percentage of housing units with no vehicle available; and a higher median family income. The census block groups encompassing the project contain 5.19% that "speak English less than very well".

Table 3: Project Area Demographics

Demographics	500-Foot Buffer*	Lee County*	Difference
White (Race)	84.79%	70.45%	+14.34%
African American (Race)	0.65%	7.96%	-7.31%
**Other (Race)	13.6%	21.59%	-7.99%
Hispanic (Ethnic Group)	14.24%	23.6%	-9.36%
Minority	21.04%	36.34%	-15.3%
Age 65+	47.25%	28.95%	+18.3%
Under Age 18	10.35%	17.22%	-6.87%
Housing Units with No Vehicle Available	2.78%	4.95%	-2.17%
Persons with Disability Under Age 65	No Data	No Data	N/A
Limited English Proficient Person	5.19%	10.26%	-5.07%
Population Below Poverty	10.03%	11.73%	-1.7%
Median Family Income	\$95,143.00	\$86,023.00	+ \$9,120.00

Project Demographics

Note that this data is based on a clip of census block groups

* Source: US Census Bureau (American Community Survey)

***"Other" includes Asian, American Indian, Native Hawaiian & Other Pacific Islander Alone, Some Other Race, & Two or More Races.

No distinct community populations have been identified that would be adversely impacted by the proposed project, as determined above.

Community Cohesion

The proposed action is not expected to result in significant changes to community cohesion. There is no potential for isolating neighborhoods. Considering the comprehensive public outreach program and minimal effects to social resources, the Preferred Alternative is expected to have no significant impact on the social aspects of this community.

3.2 Economic

The project is identified on both the Lee County Comprehensive Plan Future Transportation Map and City of Cape Coral Comprehensive Plan Future Transportation Map. The project is compatible with the local government comprehensive plans with regard to the following: (1) the project intends to enhance local and regional mobility; (2) the project intends to enhance local and regional hurricane evacuation and disaster response; and (3) the project intends to support population and economic growth and development. This project will provide needed capacity improvements to support the growing corridor and will enhance safety and access at the project intersections.

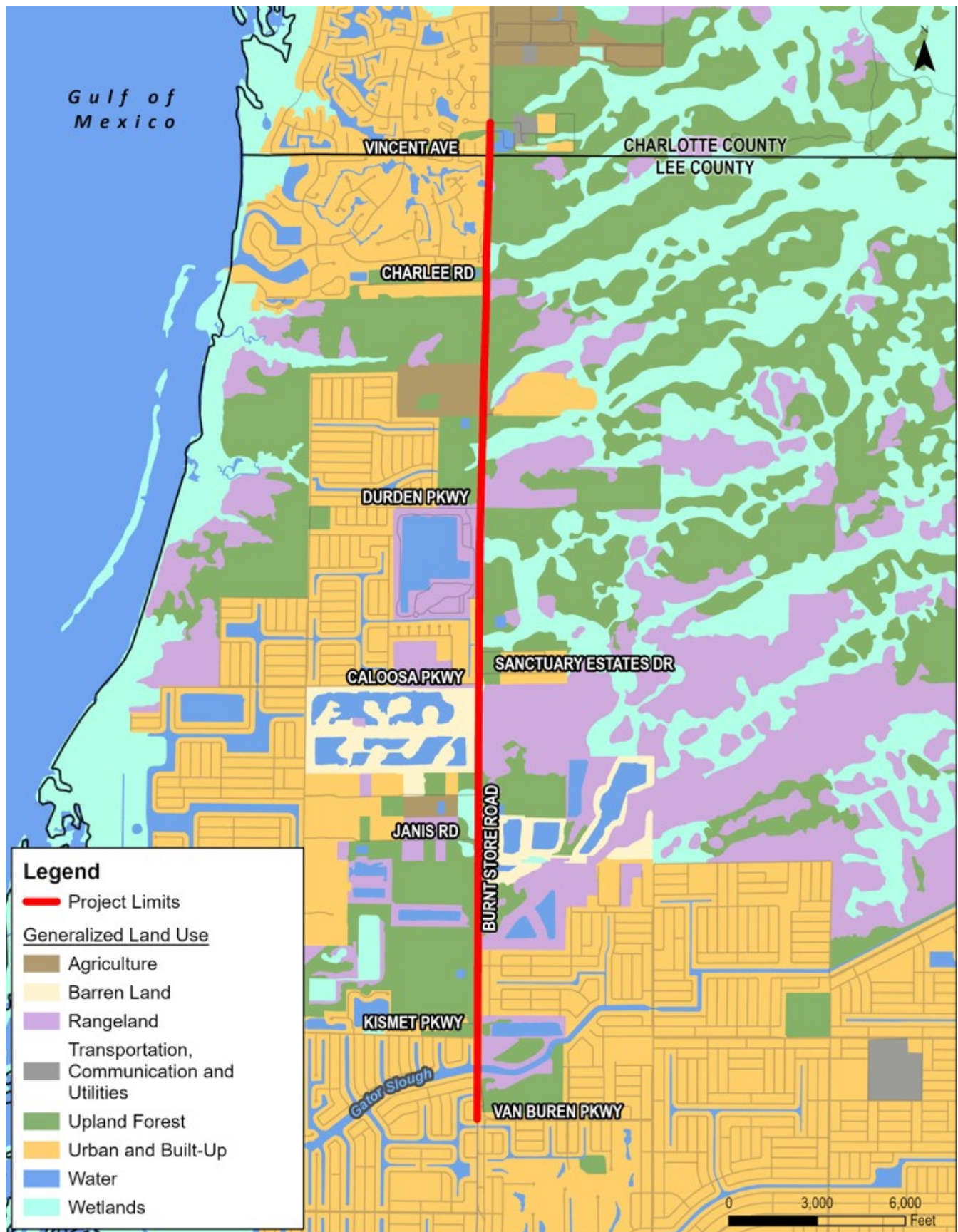
This segment of Burnt Store Road is the last remaining unimproved, 2-lane segment in the 18-mile corridor from SR 78 to US 41. Lee County and Charlotte County have widened the remainder of the roadway to 4-lanes, with typical sections that allow for future widening to 6-lanes towards the median. Therefore, this project will complete the Burnt Store Road 4-lane corridor. Several large developments along this segment of Burnt Store Road are pending, consisting of both residential and commercial development. The widening of this segment of Burnt Store Road will accommodate future traffic increases from development.

3.3 Land Use Changes

The project traverses two U.S. Census Designated Places (Burnt Store Marina and Cape Coral). The majority of the existing land use surrounding the Burnt Store Road project area includes natural areas/open space associated with conservation lands, barren lands associated with inactive mining operations, and agricultural (pasture) areas. Low and medium-density residential uses are present toward each end of the corridor. There are three Planned Unit Developments, one public golf course, and several protected lands within the one-quarter mile project buffer. Please refer to the existing land use map (**Figure 4**).

Overall, the project is consistent with the land use vision for the project area. As such, limited impacts or changes to proximate land uses are anticipated as a result of the project. The project is anticipated to accommodate existing and proposed development within the area and is identified in the Lee County MPO and Charlotte County-Punta Gorda MPO planning documents and Lee County's Comprehensive Plan. Future land use maps for Lee County, the City of Cape Coral, and Charlotte County are attached. Planned development is ongoing and will occur regardless of completion of this project. This project is not expected to induce secondary development or change existing or planned land use patterns.

Figure 4: Existing Land Use Map



3.4 Mobility

Burnt Store Road is a primary north-south connection through Lee County as it links to major transportation facilities of the area including I-75 (a Strategic Intermodal System highway corridor), US 41, and SR 78. As such, it facilitates the movement of commuters and critical freight traffic within Lee County and the region. 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. Burnt Store Road is part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County. Hurricane evacuation is of great concern to Lee County, particularly given recent major hurricanes, including Hurricane Ian (2022), Hurricane Helene (2024), and Hurricane Milton (2024), and the study area experienced severe flooding conditions. In addition, extensive vehicle queues have occurred during evacuations for past storm events. This roadway improvement will allow for 2-lanes of northbound traffic during evacuation periods. The intersection design, with no traffic signals affecting northbound traffic, facilitates emergency evacuation, leading to improved evacuation and emergency response times.

This segment of Burnt Store Road is the last remaining two-lane, unimproved segment of the roadway's 18-mile length from SR 78 to US 41. From SR 78 to Van Buren Parkway in Lee County, Burnt Store Road has been widened to four lanes with accommodations for future six-lane widening. 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 project 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.

There are no existing pedestrian or bicycle facilities along the majority of the project. However, the recently-constructed four-lane widening of Burnt Store Road to Van Buren Parkway included a shared-use path on the northbound side up to 300 feet south of Kismet Parkway, a marked bicycle lane on the northbound side up to Delilah Drive, a marked bicycle lane on the southbound side up to Delilah Drive, and a sidewalk on the southbound side up to Northwest (NW) 21st Terrace. The marked bicycle lanes are also on the northbound and southbound bridges over Gator Slough Canal, as is the 10-foot shared-use path on the northbound bridge. At the north end of the project, there is sidewalk on the southbound side from Vincent Avenue northward. Additionally, existing pedestrian and bicycle facilities are located north and south of the project segment in roadway sections of Burnt Store Road which have been widened to four lanes.

In keeping with the objectives of the Lee County MPO, the Preferred Alternative includes paved shoulders/marked bicycle lanes and shared-use paths to provide safe bicycle and pedestrian mobility. There are no existing bus service routes along the project corridor but there are two transportation disadvantaged service provider areas in the project vicinity. The proposed improvements are not anticipated to affect these service providers. There are also existing and future trails in the project area.

In summary, the Preferred Alternative is expected to enhance the mobility of the project area by addressing deficient operational capacity of the corridor to accommodate future travel demand, maintain a critical area network link and better facilitate regional freight movement, enhance safety conditions of the corridor particularly during emergency events, and accommodate multimodal activity.

3.5 Aesthetic Effects

Features associated with aesthetics that occur within the project vicinity include residential, open land/conservation, agricultural (pasture) land uses and water-related features. The area surrounding the project is targeted for redevelopment and new development as indicated through the presence of several Developments of Regional Impact and Planned Unit Developments. The Lee County and Charlotte County Future Land Use Maps (attached) reveal that the project area will continue to support low density residential, public/institutional, conservation lands, and mixed-use activities.

Aesthetic related community features within the 500-foot project buffer include one residential Planned Unit Development, two homeowner and condominium associations, three Office of Greenways and Trails multi-use trail opportunities/hiking trail priorities, and the protected lands (conservation) previously mentioned. Overall, the proposed project improvements are consistent with the future land use vision and aesthetic character of the corridor and will not impact vistas or viewsheds. The project improvements associated with the Preferred Alternative are expected to have no significant impact on the aesthetics of the corridor.

3.6 Relocation Potential

The Preferred Alternative will not result in any relocations.

ROW acquisition is required for several off-site stormwater management ponds but will not result in any relocations. ROW acquisition is also required from one parcel for the mainline widening. This location is at a utility hub, specifically the Lumen parcel just north of the Lee County Line, in Charlotte County. However, the ROW need from this parcel is minor, approximately 0.2 acres (an approximate 33-foot strip of land adjacent to the existing ROW line). A driveway will need to be reconstructed for maintained property access. Relocation of this utility hub infrastructure is not required.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

A Farmland Conversion Impact Rating for Corridor Type Projects Form (NRCS-CPA-106) was prepared for this project. Through coordination with the Natural Resources Conservation Service (NRCS), the Preferred Alternative will impact 11.40 acres of Farmland of Unique Importance with a total corridor assessment point value of 55.3 points. Corridors receiving a total score of less than 160 points do not require further consideration or coordination. The NRCS-CPA-106 form was finalized on January 9, 2023 and is attached.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 02/06/2023. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

A CRAS (July 2022) was prepared for this project and is included in the project file. It was provided to the SHPO on July 27, 2022. SHPO concurred with the findings on August 17, 2022 and the letter is attached. Additionally, a CRAS Addendum was prepared in December 2022 to address the proposed offsite stormwater management facilities and is included in the project file. SHPO similarly concurred with the findings of the CRAS Addendum on February 6, 2023 and the letter is attached.

Archaeological background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that no previously recorded archaeological sites are within the APE. However, two sites are recorded within one mile: one prehistoric (8LL02416, Yucca Pen Creek Site) and one historic archaeological site (8LL02417, the Yucca Pen Cabin). The SHPO determined both sites not eligible for listing in the NRHP. As a result of the field survey of the APE, which had a low to moderate archaeological potential, no archaeological sites were found.

Historic background research indicated that one historic resource (8CH01589) was previously recorded within the APE. A previously recorded segment of Burnt Store Road was identified at the northern terminus of the APE in Charlotte County (8CH01589); however, the resource was not previously evaluated by the SHPO. An unrecorded segment of the previously recorded linear resource, the Gator Slough Canal (8LL02469), is located within the APE. The segment of the Gator Slough Canal (8LL02469) identified outside of the APE was previously determined ineligible for listing in the NRHP. As a result of the historical/architectural field survey, nine historic resources (8LL02869 - 8LL02877) were newly identified, recorded, and evaluated, and two previously recorded historic resources were updated (8LL02469 and 8CH01589). These include one bridge and seven culverts (8LL02869 - 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). Overall, the historic resources are of common design, lack significant attributes and have no known historic associations with significant persons and/or events. The bridges and culverts on this project are common examples of post-1945 concrete culvert and slab bridge construction built between 1965 and 1972. These types of resources are exempt from consideration under Section 106 of the National Historic Preservation Act.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Potentially protected Section 4(f) resources along the project corridor include: Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit, Charlotte Harbor Preserve State Park, Charlotte Harbor Buffer Preserve, Yucca Pens Preserve, Burnt Store Trail, and Charlotte County Spine Trail 2. The Preferred Alternative does not impact any of these resources. Therefore, the Preferred Alternative is expected to have no significant impact to sites protected under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The Fred C. Babcock/Cecil M. Webb Wildlife Management Area consists of the Webb Tract, containing 65,758 acres, and the Yucca Pens Unit, consisting of 15,014 acres. The Yucca Pens Unit is located within southern Charlotte County and northwest Lee County. Burnt Store Road is a western property border in areas where the property extends that far west. The property provides ecological diversity and managed habitat for both imperiled and common wildlife, and for providing the public with fish and wildlife-based public outdoor recreational opportunities. There are no public access points from Burnt Store Road. The Preferred Alternative does not require any ROW from the property. Driveways have been depicted in the roadway concept plans, connecting to the existing maintenance access gates. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition.

Yucca Pens Preserve is a 232-acre preserve owned by the Lee County Board of County Commissioners and managed by the Lee County Conservation 20/20 program, through the Department of Parks and Recreation. The preserve consists of five parcels, broken into three tracts along the east side of Burnt Store Road. The southern-most parcel is just north of James Walter Lane, the middle parcel is across from Durden Parkway, and the northern-most parcel is located just south of the Charlotte County Line. Yucca Pens Preserve offers only resource-based recreational opportunities, with public access available only at the southern of the three parcels, through a walk-through gate. The Preferred Alternative does not require any ROW from the property. Driveways have been depicted in the roadway concept plans, connecting to the existing maintenance access gates, to allow for continued maintenance staff access. A small parking area likely would be required within the parcel boundary to continue to accommodate public parking, since parking in the road ROW will not be possible with the proposed project.

Charlotte Harbor Preserve State Park consists of 42,598.06 acres and includes many discontinuous parcels that stretch around Charlotte Harbor, portions of which are included within the incorporated boundaries of Punta Gorda and Cape Coral. There is no central point of entry for the public, with access provided at a collection of trailheads and gates throughout the boundary of the preserve. Public outdoor recreation and conservation is the designated single use of the property. The Cape Coral North Management Area contains the portion of the park located on the west side of Burnt Store Road, south of Charlee Road. There is a maintenance gate at this location but there is no designated public access from Burnt Store Road. The Preferred Alternative does not require any ROW from the property. A driveway has been depicted in the roadway concept plans, connecting to the existing maintenance gate. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition.

Charlotte Harbor Buffer Preserve is a 450-acre preserve similarly owned by the Lee County Board of County Commissioners and managed by the Lee County Conservation 20/20 program, through the Department of Parks and Recreation. In addition, portions of the preserve are co-managed with the Florida Department of Environmental Protection and the adjacent Charlotte Harbor Preserve State Park. There is one area where the property is adjacent to the west side of Burnt Store Road; in this location, it is immediately south of and contiguous to the state park, south of Charlee Road. Charlotte Harbor Buffer Preserve offers only resource-based recreational opportunities, with public access available only at two locations. One location is along the west side of Burnt Store Road, through a walk-through gate. In addition, Lee County staff currently has two maintenance access gates into this property from Burnt Store Road. The Preferred Alternative does not require any ROW from the property. Driveways have been depicted in the roadway concept plans,

connecting to the existing maintenance access gates, to allow for continued maintenance staff access. A small parking area likely would be required within the parcel boundary to continue to accommodate public parking, since parking in the road ROW will not be possible with the proposed project.

These four resources meet the conditions of a "No Section 4(f) Use" since the project has no permanent acquisition of land from a Section 4(f) property, no temporary occupancies of land that are adverse in terms of the statute's preservation purpose, and no proximity impacts which significantly impair the protected functions of the property. Section 4(f) No Use Determination forms were completed for these resources, with OEM concurrence received on January 11, 2023, and are attached.

The Charlotte County Spine Trail 2 consists of a six-foot wide concrete sidewalk that was recently constructed as part of the Charlotte County roadway widening project of Burnt Store Road. There is sidewalk on both the east and west sides of the road. The trail begins at Wallaby Lane, the northern limit of this study, and continues approximately 2.45 miles north to Zemel Road, beyond the project limits. This portion is coded as an existing trail within the SUN Trail network, however as a six-foot wide trail, it does not meet SUN Trail criteria. Recreational opportunities on this trail include walking, running, and bicycling. The Burnt Store Trail consists of a variable width concrete or asphalt pathway that was recently constructed as part of the Lee County roadway widening project of Burnt Store Road. The trail begins at Van Buren Parkway where it is ten feet in width and continues on the east side of Burnt Store Road approximately 2,000 feet north to just south of Kismet Parkway. In this northern section, the trail is twelve feet wide. This trail segment is coded as an existing trail within the SUN Trail network. On the west side of Burnt Store Road, trail is lacking; there is a concrete sidewalk that begins as ten feet wide but then transitions to five feet wide.

An exception/exemption to the requirements for a Section 4(f) approval was determined to apply to these trail resources because they meet the circumstances of 23 CFR Section 774.113 (f) part 4- Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. There may be temporary construction impacts in the vicinity of the trail connection locations given the roadway construction. However, this will be temporary and of short duration, and there will be no adverse impacts. Instead, this roadway project will help to enhance both trail resources by connecting an additional 5.5 miles of new shared-use path which will extend bicycle and pedestrian opportunities along Burnt Store Road and connect the trails to other existing trails in the area. Section 4(f) Exceptions/Exemptions Determination forms were completed for these resources, with OEM concurrence received on January 11, 2023, and are attached.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

As previously described, state-owned conservation lands including the Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit and Charlotte Harbor Preserve State Park are adjacent to the project corridor. The Preferred Alternative does not impact these resources. Therefore, the Preferred Alternative is expected to have no significant impact to resources subject to review and approval by the Acquisition and Restoration Council.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resources Evaluation (NRE) (February 2023), included in the project file, was prepared as part of this project to analyze and document the effects of the Preferred Alternative on federal and state protected species and their habitats. Desktop review of existing data and field surveys were completed over the course of different seasons to best identify protected plants and animals within the project limits. Observations of protected species and their habitats are detailed in the NRE. Several project commitments and implementation measures will help to protect species prior to and during construction. The Preferred Alternative will not adversely impact any listed species or federally-designated Critical Habitat.

The NRE was submitted to the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Agriculture and Consumer Services (FDACS) on February 13, 2023.

The federally listed species under NMFS purview include the smalltooth sawfish (*Pristis pectinata*) and Gulf sturgeon (*Acipenser oxyrinchus desotoi*). While none were observed during field review, both of these are aquatic species which could potentially use the waters of Gator Slough Canal. Therefore, a determination of "may affect, not likely to adversely affect" was made with the commitment to follow the Protected Species Construction Conditions (NOAA Fisheries Southeast Regional Office). The NMFS commented on February 13, 2023 that a "no effect" determination is appropriate for swimming sea turtles. The NMFS also commented to change the effect determination language for smalltooth sawfish Critical Habitat to "no adverse modification or destruction". The NMFS also referenced the Southeast Regional Office Protected Species Construction Conditions (2021) for construction precautions related to the sawfish in place of the Sea Turtle and Smalltooth Sawfish Construction Conditions. The NMFS also commented that since bridge construction details for replacement of the southbound bridge over Gator Slough Canal are currently unknown at this PD&E project phase, consultation can be completed at a later project phase. The NMFS comments are attached. Based on coordination with the NMFS to comply with Section 7 of the Endangered Species Act, FDOT commits to reinstate consultation and provide information necessary to complete consultation on the Gulf sturgeon, smalltooth sawfish, and smalltooth sawfish Critical Habitat prior to advancing the project to construction. The letter from the NMFS is intended to provide reasonable assurance, per 23 CFR 771.133, that requirements of the Endangered Species Act (ESA) are able to and will be met prior to construction. The status of this commitment will be updated in any subsequent project re-evaluations.

The USFWS commented that due to lack of suitable habitat and observation of the Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara plancus audubonii*), snail kite (*Rostrhamus sociabilis plumbeus*), and red-cockaded woodpecker (*Picoides borealis*), "no effect" determinations were appropriate for these federally listed species which were originally proposed as "may affect, not likely to adversely affect". The February 13, 2023 USFWS correspondence is attached. Additionally, the USFWS provided concurrence on February 14, 2023 for the other federally listed species (see attached). Several USFWS species consultation keys were used to derive "may affect, not likely to adversely affect" and "no effect" determinations which are included in the NRE.

Table 4 and **Table 5** summarize the revised effect determinations for federally listed species and Critical Habitat determinations, respectively.

Table 4: Summary of Federally Listed Species Effect Determinations

Project Effect	Federal Listed Species
No effect	REPTILES
	American crocodile (<i>Crocodylus acutus</i>)
	Loggerhead sea turtle (<i>Caretta caretta</i>)
	Green sea turtle (<i>Chelonia mydas</i>)
	Leatherback sea turtle (<i>Dermochelys coriacea</i>)
	Hawksbill sea turtle (<i>Eretmochelys imbricata</i>)
	BIRDS
	Red-cockaded woodpecker (<i>Picoides borealis</i>)
	Snail kite (<i>Rostrhamus sociabilis plumbeus</i>)
	Florida scrub-jay (<i>Aphelocoma coerulescens</i>)
	Crested caracara (<i>Caracara plancus audubonii</i>)
	Piping plover (<i>Charadrius melodus</i>)
	Eastern black rail (<i>Laterallus jamaicensis</i>)
	Rufus red knot (<i>Calidris canutus rufa</i>)
	MAMMALS
	Florida panther (<i>Puma concolor coryi</i>)
	PLANTS
	Beautiful pawpaw (<i>Deeringothamnus pulchellus</i>)
	Aboriginal prickly apple (<i>Harrisia aboriginum</i>)
May affect, not likely to adversely affect	REPTILES
	Eastern indigo snake (<i>Drymarchon corais couperi</i>)
	BIRDS
	Wood stork (<i>Mycteria americana</i>)
	MAMMALS
	West Indian manatee (<i>Trichechus manatus</i>)
	FISH
	Gulf sturgeon (<i>Acipenser oxyrinchus desotoi</i>)
	Smalltooth sawfish (<i>Pristis pectinata</i>)
May affect, not likely to adversely affect - C	Florida bonneted bat (<i>Eumops floridanus</i>)

Table 5: Critical Habitat Impact Determinations

Critical Habitat Effect	Species Critical Habitat
No Adverse Modification or Destruction of Critical Habitat	Smalltooth sawfish
May affect, not likely to adversely affect	West Indian manatee

Any species for which a determination of "no effect" was made was found to not be present in the project area based on desktop and field reviews and similarly, habitat suitable to the species is also absent. There is potential for the eastern indigo snake to occur given that it uses a wide variety of habitats, however no species observation were recorded within one mile of the project and none were observed during field reviews. Use of the consultation key results in a "may affect, not likely to adversely affect" determination for the eastern indigo snake and the most current version of the USFWS' Standard Protection Measures for the eastern indigo snake will be implemented during construction; this is a project commitment. The project is within the core foraging areas of seven wood stork colonies and the project area provides suitable foraging habitat for the species. While none were observed during field reviews, they are anticipated to occur. Use of the consultation key results in a "may affect, not likely to adversely affect" determination for the wood stork. A project commitment was added to mitigate impacts to suitable foraging habitat through the purchase of credits from a USFWS-approved mitigation bank. While no West Indian manatees were observed during field reviews, the species could potentially use the open waters of Gator Slough Canal, located at the south end of the project. Use of the consultation key results in a "may affect, not likely to adversely affect" determination for the West Indian manatee. A project commitment is included to follow the most current version of the FWC Standard Manatee Conditions for In-Water Work. The Florida panther is very unlikely to use the project area, but the species is known to historically access the Yucca Pens Unit of the Fred C. Babcock/Cecil M. Webb Wildlife Management Area. Use of the consultation key results in a "may affect, not likely to adversely affect" determination for the Florida panther.

The Florida bonneted bat has potential to occur in the project area given presence of suitable habitat, and it has been documented to occur to the east of the project within the boundaries of the Fred C. Babcock/Cecil M. Webb Wildlife Management Area. A species-specific acoustic survey was conducted October-November 2022. While evidence of high Florida bonneted bat activity was documented in the southern project limits, no evidence of roosting was noted. Additionally, no calls were recorded within 30 minutes before sunset to 1.5 hours following sunset or within 1.5 hours before sunrise. These findings are consistent with ongoing surveys conducted on the Fred C. Babcock/Cecil M. Webb Wildlife Management Area Yucca Pens Unit where no roost areas have been identified near Burnt Store Road. Use of the consultation key results in a "may affect, not likely to adversely affect- Consultation (C)" determination. This also requires several Best Management Practices (BMPs) for species conservation. FDOT commits to implement BMP numbers 1, 4, 7, 10, 11, and 12. Upon USFWS review of the NRE, concurrence was provided on February 14, 2023, thus completing the consultation requirement for this species.

The tricolored bat (*Perimyotis subflavus*) is proposed for federal listing as endangered. Although no evidence of bat roosting was observed, the acoustic survey conducted for the Florida bonneted bat detected a few calls of the tri-colored bat. As stated in the NRE, since no roosting was observed during the field surveys, the Preferred Alternative will likely have no impact on the tricolored bat. Additionally, the following commitments apply:

- Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).

- Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
1. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in the first bullet, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 2. If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

The monarch butterfly (*Danaus plexippus*) was proposed for listing under the ESA by the USFWS on December 12, 2024. This occurred after the NRE was prepared and reviewed by the agencies. Within North America, the monarch butterfly is a highly migratory species which typically winters in Mexico. This species requires a diversity of blooming nectar resources, but of particular importance is milkweed (*Asclepias* spp.). Milkweed is a microhabitat requirement for this species to both deposit eggs and as a larval nutrition source. Milkweed was not observed during field reviews, but it is reasonable to assume that it can sporadically exist along the roadside and open land uses when maintenance activities such as mowing are infrequent. As this species is currently proposed for listing, consultation is not required at this time. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

The FWC agreed with the determinations of effect proposed for the state listed species on February 20, 2023 (attached), supports the project implementation measures and commitments related to protected species, agreed that wildlife features should be considered, and indicated that further coordination could be required during the permitting-phase for future species surveys. The FDACS commented on February 20, 2023 (attached) that if any listed or rare plants detailed in the NRE are found during project activities, that they should be protected or translocated to a suitable alternate site by a plant conservation organization such as the Florida Native Plant Society.

Table 6 lists the state species determinations of effect, which are unchanged from the February 2023 NRE document.

For species with a "no effect anticipated" determination, it was found based on desktop and field surveys that there is no suitable habitat for these species and no evidence of the species to potentially occur. For the species with a determination of "no adverse effect anticipated", it was found that there is some habitat in the project area that could potentially be used by the species, and the project is within the documented range of the species. Of the species listed below, only the gopher tortoise was observed during field reviews. Implementation measures for the project include a gopher tortoise survey prior to construction to identify the need for a FWC gopher tortoise relocation permit; and additional surveys for Florida sandhill crane, Florida burrowing owl, southeastern American kestrel, and non-listed bats.

Table 6: State Listed Species Impact Determinations

Project Effect	State Listed Species
No adverse effect anticipated	
	REPTILES
	Gopher tortoise (<i>Gopherus polyphemus</i>)
	Florida pine snake (<i>Pituophis melanoleucus mugitus</i>)
	BIRDS
	Florida sandhill crane (<i>Antigone canadensis pratensis</i>)
	Florida burrowing owl (<i>Athene cunicularia floridana</i>)
	Little blue heron (<i>Egretta caerulea</i>)
	Reddish egret (<i>Egretta rufescens</i>)
	Tricolored heron (<i>Egretta tricolor</i>)
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)
	Roseate spoonbill (<i>Platalea ajaja</i>)
	MAMMALS
	Sherman's short-tailed shrew (<i>Blarina carolinensis shermani</i>)
	PLANTS
	Florida beargrass (<i>Nolina atopocarpa</i>)
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)
No effect anticipated	BIRDS
	Least tern (<i>Sternula antillarum</i>)
	Snowy plover (<i>Charadrius nivosus</i>)
	PLANTS
	Sand-dune spurge (<i>Euphorbia cumulicola</i>)
	Spreading pinweed (<i>Lechea divaricata</i>)
	Nodding pinweed (<i>Lechea cernua</i>)

Protected, non-listed species were also evaluated in the NRE. These include the bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), Florida black bear (*Ursus americanus floridanus*), non-listed bat species, and several non-listed yet rare plants. An implementation measure to survey for bald eagle and osprey nests will identify any nests that may be impacted by the project. At this time, only one nest (LE119) is recorded as active and in close proximity to the project such that impacts could occur. However, this nest was last confirmed active in November 2020 and has not been documented to be active since. Nests are considered active for 5 years, and if conditions remain unchanged, it soon will be considered inactive. No osprey nests have been documented in the project area. The Florida black bear may occasionally use the project area based on historical nuisance reports, but its presence is infrequent. There are 13 non-listed, rare plants with potential to occur based on suitable habitats. An implementation measure to report any observations of these plants to the FDACS will help to protect these species.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An NRE (February 2023) was prepared as part of this project to analyze anticipated impacts of the Preferred Alternative on wetland resources, to ensure their protection to the extent practicable, and to determine appropriate mitigation. The primary wetland resource in the project footprint is roadside ditches. These systems are excavated, linear features which support hydrophytic (wetland) vegetation. Forested wetlands, consisting of hydric pine flatwoods and mixed wetland hardwoods, are the next most common system, followed by herbaceous wetlands (wet prairies, marshes, wetland shrub systems) and by forested wetlands that are infested with nuisance, exotic vegetation (melaleuca and Brazilian pepper).

The Preferred Alternative will result in 4.82 acres of impact to wetlands, 17.22 acres of impact to other surface waters, and 0.02 acres of impact to surface waters for a total of 22.06 acres of impact for the mainline improvements. Impacts associated with the preferred pond sites include 8.98 acres of wetlands and 2.42 acres of other surface waters for a total of 11.40 acres (**Table 7**). This totals 33.46 acres. The final area of wetland impacts will be determined during the design and permitting phase of the project. A Uniform Mitigation Assessment Method (UMAM) analysis was performed to estimate the wetland system functional loss associated with the Preferred Alternative. The impacts are anticipated to result in a loss of 12.64 units. Additional functional loss may be required by the permitting agencies for other potential impact types (e.g. secondary impacts). The project is located within the service area of Little Pine Island Mitigation Bank (LPIMB), which offers the appropriate credit types and is the only bank option at the time of this report. The project is located within the Tidal Caloosahatchee basin; the LPIMB is not located within a designated cumulative impact drainage basin. Therefore, while it is possible that a Cumulative Impact Analysis will be required by the South Florida Water Management District (SFWMD) to demonstrate that credit purchase from this bank is appropriate given its location outside of the Tidal Caloosahatchee Basin, it is anticipated that this mitigation bank will be satisfactory for SFWMD permitting. The U.S. Army Corps of Engineers (USACE) considers basins, mitigation bank service areas and wood stork CFA as part of the geographical component of the mitigation assessment. It is anticipated that this mitigation bank will be satisfactory for USACE permitting since the project shares wood stork Core Foraging Areas (CFAs) with the bank. At this time, credits are available; however, the status of available mitigation banks and credits will be re-assessed as this project moves forward into design and permitting. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Therefore, the Preferred Alternative will have no significant impact on wetlands.

Table 7: Anticipated Wetland and Surface Water Impacts

System Type	Preferred Alternative Impacts (acres)	Preferred Ponds Impacts (acres)
Herbaceous wetlands (marsh, wetland shrub, wet prairie)	3.96	1.05
Forested wetlands (hydric pine flatwoods, mixed wetland hardwoods)	0.62	4.96
Exotic forested wetlands (melaleuca and/or Brazilian pepper-dominated)	0.25	2.98
Other Surface Waters (roadside ditches, reservoirs)	17.22	2.42
Surface Waters (channelized waterways/canals)	0.02	0.00
Totals	22.06	11.40

Note: The totals reflect individual system acreages and any apparent sum differences are due to rounding.

The NRE was submitted to the US Environmental Protection Agency (USEPA), SFWMD, Florida Department of Environmental Protection (FDEP), and USACE on February 13, 2023. The SFWMD commented that an Environmental Resource Permit (ERP) will be required, and that there does not appear to be any coastal or marine resources affected by the project. The SFWMD also provided detailed information on the ERP requirements for water quality, drainage, and BMPs during construction. The USEPA commented on the proposed wetland impacts and wetland mitigation and requested additional justification of the mitigation assessment as per Executive Order 11990, Protection of Wetlands. While not referenced by the agencies, a federal Section 404 permit will also be required from the USACE.

While no practicable alternative avoiding all wetland impacts was identified, wetland and other surface water impacts will be avoided and minimized to the greatest extent practicable in accordance with Executive Order (EO 11990) during the project design and permitting. The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. Furthermore, all wetland impacts will be avoided and minimized to the greatest extent possible and have been limited to those areas of previous disturbance and those which are required to meet minimum safety requirements. Temporary impacts due to construction will be minimized utilizing best management practices (BMPs), maintaining a stormwater pollution prevention plan (SWPPP), and implementing FDOT design standards.

5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

The proposed project is within the Gulf of Mexico Fishery Management Council (GMFMC) area of jurisdiction. EFH within the project area includes Gator Slough Canal. There is no submerged aquatic vegetation (e.g. seagrass), mangroves, or shellfish habitat identified within the project study area. Due to the nature of the project, no populations of any of the 55 managed species listed by the GMFMC or the 48 highly migratory species listed by National Marine Fisheries Service are expected to be adversely affected by the proposed project. The NMFS commented upon review of the NRE on February 13, 2023 that there does not appear to be any need for EFH consultation (see attached).

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report (LHR) (March 2023) was prepared for the project and is located in the project file. This document was prepared to assess base floodplain encroachments resulting from the proposed roadway improvements. A preliminary evaluation of the cross drains was conducted to determine whether the existing cross drains would have adequate capacity if they were lengthened. Cross drain extensions included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risk or damage. There will be no negative effect in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures.

The Federal Emergency Management Agency (FEMA) identifies flood hazards, assesses flood risk and provides accurate data to guide stakeholders in taking effective mitigation actions which would increase public safety. A review of the FEMA Flood Insurance Rate Maps (FIRM) for the project area indicates that the northern project area mainly lies outside the 100-year floodplain while the southern project area is primarily identified as Zone AE. Additionally, no portions of the project lie within a regulated floodway. During the course of this PD&E Study, the FEMA FIRMs were updated from 2003/2008 to 2020 maps. A drainage report update memorandum is included in the Preliminary Engineering Report (PER), dated August 2025 and included in the project file, to document the changes. The project will be designed to the most current floodplain requirements.

The project will impact the 100-year floodplain through longitudinal and transverse impacts. The longitudinal impacts are a result of filling the floodplain areas associated with the proposed roadway widening. Transverse impacts result from the extension and replacement of the existing cross drains. The floodplain encroachment areas were quantified based on the FEMA 100-year floodplain elevations, estimated seasonal high water table, and the existing ground elevations using 1-foot LiDAR contours.

Floodplain impacts were estimated using the cup-for-cup method to determine potential impacts to the 100-year floodplain and necessary compensation volumes. The exact impact volume will need to be assessed during the design phase when survey and geotechnical data become available. Floodplain impacts will be mitigated in a site designated as Pond 2 and Floodplain Compensation Area. In addition, Pond 2C, the preferred pond site for Basin 2, will be used for floodplain compensation, treatment, and attenuation. Also during the design phase, the conveyance ditch on the west side of the roadway should be optimized within the ROW to provide the maximum allowable floodplain compensation volume. The Basin 2 ponds were conservatively sized to compensate for the floodplain impact per encroachment area. As detailed in the LHR and floodplain update memorandum (included in the PER), the conceptual design results in 8.24-25.07 acre-feet of impact, with the higher limit based on tidal stillwater elevations (updated FIRM).

Per the FDOT PD&E Manual, the floodplain encroachment areas are classified as minimal. Minimal encroachments on a floodplain occur when there is floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address impacts consist of applying FDOT's drainage design standards and following the SFWMD's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or to emergency evacuation routes. Therefore, it has been determined that this project will have no significant impact on floodplains.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A Pond Siting Report (PSR) (March 2023) was prepared for the project and is included in the project file. The purpose of the report is to present potential pond site locations for meeting applicable stormwater management criteria and identify ROW needs for the project. As documented in the PSR, stormwater management for water quality treatment and attenuation will be provided in proposed wet detention ponds. Currently, there is no stormwater treatment or attenuation.

The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT Drainage Manual and the SFWMD Environmental Resource Permit (ERP) Information Manual. Water quality impacts resulting from erosion and sedimentation will be controlled through the use of BMPs. All state water quality criteria will be met. Short-term construction related wetland impacts will be minimized with the use of BMPs such as the use of siltation barriers, dewatering structures, and containment devices to control turbid water discharges outside of construction limits.

The project crosses Gator Slough Canal, Greenwell Branch, Durden Creek, Durden North, Yucca Pen Creek, and Hog Branch. None of these Waterbody Identifications (WBIDs) carry special designations. However, they discharge to some waterbodies that are impaired for nutrients (fecal coliform, nitrogen, chlorophyll-a), specifically Charlotte Harbor and Matlacha Pass and therefore the conceptual design stormwater ponds accounted for additional water quality criteria. An Individual ERP from the SFWMD will be required. A National Pollutant Discharge Elimination System (NPDES) construction permit is needed and the associated requirement to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) will be met during the final design phase of the project. Project construction will also follow the standard FDOT specifications for erosion and sedimentation control. Therefore, the Preferred Alternative is expected to have no significant impact on water quality and stormwater.

A Water Quality Impact Evaluation (WQIE) (August 2022) also was prepared for the project and is included in the project file. The Preferred Alternative is expected to have no significant impact on water quality and quantity.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The evaluation uses methodology established by the FDOT. A Noise Study Report (NSR) (December 2024) was prepared for this study to document the results of the analysis performed for the project to identify land uses for which there are FHWA Noise Abatement Criteria (NAC) that would be impacted by highway traffic noise in the design year with the improved roadway. This document is included in the project file. Traffic noise levels were predicted for the existing conditions (2021) and future conditions (2045) without the proposed improvements (the No-Build Alternative) and with the improvements (the Preferred Alternative).

The results of the highway traffic noise analysis indicate that five residences (Activity Category B) would be impacted in the future with the Preferred Alternative for the proposed improvements. Following FDOT's Noise Policy (FDOT PD&E Manual - Highway Traffic Noise), noise abatement measures were considered for the impacted properties. These measures included traffic management, alignment modification, buffer zones, and noise barriers. Two of these residences (receptors 3 and 6) are located between NW 20th Lane and Gator Slough Canal. A noise barrier at this location could not achieve the required 5 dB(A) reduction or more to at least two impacted receptors, thus a barrier at this location is considered not feasible. The other three impacted residences (receptors 9, 71, and 82) are single isolated receptors located at Kismet Parkway, Dolphin Cove Drive in the Burnt Store Marina, and Wallaby Lane, respectively. A map of these locations is attached. Since these receptors are isolated, a barrier at these locations is also considered not feasible. Based on the results of the evaluation, there are no measures that would be both feasible and reasonable to reduce/eliminate the predicted impact to the five residences (**Table 8**).

Table 8: Summary of Noise Impacted Sites

Receptor ID	Location	Side of Burnt Store Road
3	Between NW 20th Lane and NW 21st Lane	west
6	Between NW 21st Terrace and Gator Slough Canal	west
9	South of Kismet Parkway West	west
71	South end of Dolphin Cove Drive	west
82	North side of Wallaby Lane	west

The residences in the vicinity of the Burnt Store Road Project are noise and vibration-sensitive sites. Construction of the roadway improvements, with heavy equipment movement and other construction activities, is not expected to have a significant noise or vibration effect. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with a noise specialist and the contractor, will investigate additional methods of

controlling these impacts.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) (January 2023) was prepared for the project and is included in the project file. A total of six potentially contaminated and/or known to be contaminated sites were identified within the search distance buffers (500 feet of the edge of the project limits for petroleum, drycleaners, and non-petroleum sites; 1,000 feet for non-landfill solid waste sites; and 0.5 miles for Comprehensive Environmental Response, Compensation and Liability Act, National priorities list, Superfund sites, and landfill sites). Risk evaluation ratings include no "High" risk rating sites, two "Medium" risk rating sites, four "Low" risk rating sites and zero "No" risk rating sites for potential contamination concerns.

For sites ranked "Low" risk, no further action is required at this time. These sites/facilities have potential to impact the study area but based on select variables have been determined to have low risk to the corridor at this time.

For those sites with a risk rating of "Medium", further actions that must be taken to best address the contamination issue will be addressed during the design phase. Level II Contamination Assessment investigations will be conducted for any areas that have proposed dewatering or subsurface work activities occurring adjacent to or at any "Medium" risk sites identified. The Level II testing can include hazardous material surveys, soil borings, monitor well installation, soil and groundwater sampling, and laboratory testing. These sites are summarized in **Table 9** below with information including proximity to preferred stormwater pond sites. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities would be conducted.

Table 9: Summary of Potential Contamination Sites

Facility Location Number	Facility Name	Facility Address/ Location	Parcel Distance from Preferred Stormwater Pond Sites	Risk Rating
1	Unregulated Household Trash	North of Delilah Drive 26 41' 55.19" N 82 2' 23.39"W	174 feet from Pond 2C	Low
2	Burnt Store Road Recycling and Verizon Cell Tower	3501 Burnt Store Road	0 feet from Pond 4B	Medium
3	Cape Recycling	3620 Burnt Store Road	56 feet from Pond 5A	Medium
4	Cape Coral Fire Station #7	3942 Burnt Store Road	0 feet from Pond 5A	Low
5	Burnt Store Marina Country Club Maintenance Shop	480 Islamorada Boulevard	0 feet from Pond 9C	Low
6	Burnt Store Water Treatment Plant and Water Reclamation Facility	17430 Burnt Store Road	23 feet from Pond 10C	Low

Construction activities may require dewatering. Dewatering operations must obtain an NPDES Generic Permit for Discharge of Groundwater. Dewatering operations seeking coverage under the NPDES Generic Permit for Stormwater Discharges from Large and Small Construction Activities under subsection 62-621.300(4), F.A.C., are not required to obtain separate coverage under subsection 62-621.300(2), F.A.C. Bridge structures were not physically evaluated or tested for hazardous materials as part of this contamination screening evaluation. However, hazardous materials, including asbestos-containing materials and metal-based coatings, could exist at Bridge No. 120025 given the age of the original infrastructure. A hazardous material survey will be conducted at Bridge No. 120025 prior to demolition. If intrusive work is proposed at Bridge No. 124140, a pre-construction hazardous material survey will be conducted at this location as well.

6.4 Utilities and Railroads

A Utility Assessment Package (UAP) (January 2023) was prepared and is included in the project file. This document was prepared following a Sunshine 811 Design Ticket to identify utilities along the project, as well as a field review. The UAP includes the documentation received from the utility owners regarding location of their resources. Widening Burnt Store Road may require some relocation of existing utilities within the existing ROW. Lee County will coordinate with potentially affected utilities owners throughout the future project design and construction phases. Project design will seek to avoid and minimize impacts to existing utilities to the extent feasible within the roadway ROW. The utility agencies/owners known to operate utilities within the project corridor are shown in **Table 10**.

Table 10: Potential Utility Conflicts

Company	Utilities
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Charlotte County Lighting District	Buried electric on west side in Charlotte Co. and on east side at very northern limit in Charlotte Co.
Charlotte County Utilities	Buried water, wastewater, and reclaimed water mains on west side from 40th Street to north end of project and crossing road and on east side at northern limit in Charlotte Co.
Comcast	Overhead cable on electric poles on west side and on several side streets to the west; buried cable on west side in several locations and crossing road at northern limit in Charlotte Co.
Crown Castle Fiber	Overhead fiber on electric poles on east side at northern limit in Charlotte Co.; buried fiber on west side at south end, crosses road in two locations, and on east side at northern limit in Charlotte Co.
Florida Power and Light	Overhead electric crosses road just north of Vincent Ave. and at Wallaby Ln. and runs on east side to the north project limit (Charlotte Co.)
Lee County Electric Cooperative	Overhead electric on west side with road crossings in several locations; buried electric on west side at Islamorada Blvd.
Lee County Signal Department	Buried electric on east and west sides from southern project limit to Delilah Dr.
Lumen (previously CenturyLink)	Utility parcel with building/hub on east side just north of Lee County Line; buried fiber optic on west side at south and north ends of project; several roadway crossings; overhead telephone on west side in several locations; buried telephone on majority of west side with crossings in two locations

There are no railroad facilities or crossings within or adjacent to the project limits. Based on the above considerations, the Preferred Alternative is anticipated to have no significant impacts to utilities or railroads.

6.5 Construction

Construction activities for the proposed project may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for nearby residents and the traveling public. The air quality effect will be temporary, localized, and will primarily be in the form of construction exhaust emissions and fugitive dust generated from equipment during project construction. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials.

Construction of the roadway improvements, with heavy equipment movement and other construction activities, is not expected to have a significant noise or vibration effect. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with a noise specialist and the contractor, will investigate additional methods of controlling these impacts.

Federal regulations (40 CFR Part 122) prohibit point source discharges of stormwater to waters of the U.S. without a National Pollutant Discharge Elimination System (NPDES) permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one (1) acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, F.A.C. or an individual permit issued pursuant to Chapter 62-620, F.A.C. The FDEP issues these permits. A major component of the NPDES permit is the development of a SWPPP. The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., best management practices) that will be used to reduce the pollutants. The contractor will obtain the NPDES permit and prepare the SWPPP prior to construction. Additionally, the associated requirement to develop and implement a Stormwater Runoff Control Concept (SRCC) will be addressed during design.

Water quality impacts resulting from erosion and sedimentation will be controlled through the use of BMPs. All state water quality criteria will be met. Short-term construction related wetland impacts will be minimized through the use of BMPs such as the use of siltation barriers, dewatering structures, and containment devices to control turbid water discharges outside of construction limits.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities to allow for the planning of alternate routes. Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s). Aesthetic impacts will be temporary and could consist of the staging of construction equipment and materials.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report .

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) (June 2020) was prepared for this project and is included in the project file. This plan details the public involvement approach for the project and documents public outreach methods including a project website, a project kick-off newsletter, a public meeting (with newsletter announcing the meeting), and a public hearing (with newsletter announcing the hearing). Agencies and elected and appointed officials were included in a mailing list as well as other project stakeholders. The Comments and Coordination Report(May 2025), included in the project file, fully documents the public and stakeholder involvement conducted for this project.

Agency Coordination

Throughout the project, coordination has been ongoing with local government entities including Lee County, Lee County MPO, Charlotte County, Charlotte County-Punta Gorda MPO, and the City of Cape Coral at key milestones in the study. Meetings are summarized in **Table 11**.

Table 11: Summary of Local Agency Meetings

Date	Meeting	Attendees	Topics Discussed
3/31/2020	Agency Project Kickoff	FDOT, Lee County (DOT, Public Works, Parks and Recreation, Community Development)	Data gathering, typical sections, Access Management Resolution, planned development
5/8/2020	Design Criteria and Access Management	FDOT, Lee County (DOT, Public Works)	Design criteria, access management, typical sections
8/27/2020	SFWMD Pre-Application Meeting	FDOT, SFWMD	Preliminary drainage overview/discussion, wetland impacts, compensatory treatment concepts, wetland mitigation
9/25/2020	PD&E Coordination	FDOT, Lee MPO, Charlotte County-Punta Gorda MPO, Charlotte County	PD&E project limits, future funding phases, logical termini, planning consistency
11/20/2020	Design Criteria and Access Management	FDOT, Lee County (DOT, Public Works)	Typical sections, drainage needs, ROW needs
1/27/2021	SFWMD Follow-up Pre-Application Meeting	FDOT, SFWMD, Lee County DOT	Drainage comingling, treatment and attenuation, alternative drainage concepts
2/11/2021	Project Design Meeting	FDOT, Lee County DOT	Drainage comingling, stormwater ponds, bridge over Gator Slough Canal, Access Management Resolution
6/28/2021	Project Design Meeting	FDOT, Lee County DOT	Typical section and alignment alternatives, pond siting alternatives, viability of potential developments for stormwater
9/1/2021	Project Design Meeting	FDOT, Lee County DOT	roadway and drainage analysis, typical section decision, conceptual pond sites
3/7/2022	Lee County Coordination	FDOT, Lee County DOT	Alignment alternatives and typical sections, draft alternatives matrix, conceptual pond siting

5/2/2022	Lee County and City of Cape Coral Coordination	FDOT, Lee County DOT, City of Cape Coral	Stormwater pond alternatives on City of Cape Coral property
11/3/2022	Lee County MPO TAC and CAC Meeting presentations	TAC and CAC members, members of the public	Update on PD&E Study and alternatives workshop
11/10/2022	Post-Public Meeting Discussion	FDOT, Lee County DOT	Public comments received, access management, turn lanes, truck bulb-outs, wildlife feature viability
11/22/2022	Lee County BPCC Meeting presentation	BPCC members, members of the public	Update on PD&E Study and alternatives workshop
11/18/2022	Lee County MPO Board Meeting presentation	MPO Board members, members of the public	Update on PD&E Study and alternatives workshop
12/15/2022	Charlotte County-Punta Gorda MPO Board Meeting presentation	MPO Board members, members of the public	Update on PD&E Study and alternatives workshop
2/28/2023	Second Post-Public Meeting Discussion	FDOT, Lee County DOT	Public comments received, access management, project commitments
9/21/2023	Project update meeting	FDOT, Lee County DOT	Vincent Avenue intersection discussion, Lee County access management resolution, design phase plans
3/29/2024	Vincent Avenue coordination meeting	FDOT, Lee County DOT	Viable options for Vincent Avenue intersection design, design phase
4/16/2024	Vincent Avenue coordination meeting	FDOT, Lee County DOT, Charlotte Co	Presentation of recommended alternative for Vincent Avenue intersection
10/3/2024	Charlotte County TAC, CAC, BPAC Meeting presentations	TAC, CAC, BPCC members, members of the public	Presentation of the Continuous Green T intersection for Vincent Avenue
11/21/2024	Charlotte County-Punta Gorda MPO Board Meeting presentation	MPO Board members, members of the public	Presentation of the Continuous Green T intersection for Vincent Avenue
2/14/25	Charlotte County-Punta Gorda MPO and Lee County MPO Joint Board Meeting presentation	MPO Board members, members of the public	Presentation of project updates, preferred alternative presented at the public hearing, and summary of the hearing and comments
3/6/25	Lee County MPO TAC and CAC Meeting presentations	TAC and CAC members, members of the public	Presentation of project updates, preferred alternative presented at the public hearing, and summary of the hearing and comments
3/25/25	Lee County MPO BPCC Meeting presentation	BPCC members, members of the public	Presentation of project updates, preferred alternative presented at the public hearing, and summary of the hearing and comments
5/14/25	Lee County MPO TMOC Meeting presentation	TMOC members, members of the public	Presentation of project updates, preferred alternative presented at the public hearing, and summary of the hearing and comments

TAC = Technical Advisory Committee; CAC = Citizen Advisory Committee; BPAC = Bicycle Pedestrian Coordinating Committee; TMOC = Traffic Management and Operations Committee

Alternatives Public Meeting

An in-person Alternatives Public Workshop was held on August 30, 2022, at Northwest Regional Library from 5:00 PM to 7:00 PM. The meeting followed an open house format and provided an opportunity for the public to review the proposed project layout and speak one-on-one with project team members. A virtual Alternatives Public Workshop was held on

September 1, 2022 starting at 6:00 PM which included a meeting introduction, project video, and a question and answer period. Attendees typed-in questions, the virtual meeting moderator read the questions, and the project team provided answers while using concept plan maps for display purposes.

The in-person meeting was attended by 39 citizens. Local citizen groups represented at the meeting included the Northwest Cape Coral Neighborhood Association and Burnt Store Corridor Coalition. All attendees were given the opportunity to provide written comments at the meeting or within the 10-day (extended to 12 days due to the Labor Day holiday) comment period following the meeting. The virtual meeting was attended by 40 citizens.

The comment period ended September 12, 2022. A total of 186 comments were submitted during the commenting period. The majority of the comments were related to requesting a northbound left turn option from the Burnt Store Marina property. There are two roads that provide access to this community. Vincent Road, which is also the Lee/Charlotte County Line, provides access to two gates into the community for both commercial and private vehicles. Vincent Road is used by trucks and trailers accessing the marina and other businesses within the property and is also the designated access point for construction-related vehicles. Private vehicles also use these entrance gates. Islamorada Boulevard, which is a more direct access point into the Burnt Store Marina property, leads into the single-family home portion of the community, with the other features of the marina property further to the west. While most comments did not specify which road this northbound left turn lane was desired, those that did specify most often cited Vincent Road as the more logical location. Other comments received were related to access management at other intersections and at future planned development parcels, southbound right turn lanes at Vincent Road, Islamorada Boulevard, and Durden Parkway, need for driveway access, acceleration lanes, noise concerns, flooding concerns, landscaping and lighting, bike lanes and shared-use paths, parking opportunities to access the future shared-use paths, stormwater ponds, and wildlife impacts and underpass. Public comments were discussed with Lee County DOT during the November 10, 2022 coordination meeting. Comments and responses are provided in the Comments and Coordination Report.

Presentations were made to the Lee County MPO Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) on November 3, 2022; the Bicycle Pedestrian Coordinating Committee (BPCC) on November 22, 2022, the MPO Board on November 18, 2022, and the Charlotte County-Punta Gorda MPO Board on December 15, 2022. These presentations provided a project overview, build alternatives, review of the evaluation matrix, and summary of the public workshop and comments received. Several members of the public attended both Lee County MPO and Charlotte-Punta Gorda MPO Board meetings to request the consideration of a northbound left turning movement option at the Burnt Store Marina. Lee County DOT was in attendance at the Lee County MPO Board meeting and stated that the agency would consider other intersection designs at Vincent Road during the final design phase of the project. Due to the public concern related to this intersection location, a project commitment was developed for this action.

Following these presentations, however, more public comments were submitted to the local agencies, FDOT, and state officials requesting an intersection design at Vincent Avenue that allows for a northbound left turn movement. The project team and Lee County discussed a change in approach to examine this intersection during the PD&E Study. It was decided to collect updated traffic data at this intersection (spring 2024), conduct a detailed engineering analysis to identify viable intersection options and vet them for potential environmental impacts, and subsequently identify a preferred intersection design to present to the public. The PER (August 2025), included in the project file, details the additional traffic and intersection analysis that was completed. The preferred intersection alternative, referred to as the Continuous Green 'T' (CGT) intersection, was discussed with Charlotte County, then subsequently presented to the Charlotte County-Punta Gorda MPO Board, TAC, CAC, and BPAC in October and November 2024. The presentation included a video that depicted how the intersection would operate and was also placed on the project website. Members of the public, including representatives from the Burnt Store Corridor Coalition, were in attendance at the Charlotte MPO meetings. Feedback

received during these meetings was that the CGT is an acceptable intersection design for the Vincent Avenue intersection for the local community, Lee County DOT, and Charlotte County Public Works.

Date of Public Hearing: 01/28/2025

Summary of Public Hearing

A hybrid public hearing was held on January 28, 2025 with the in-person option at the Cape Coral Technical College and the virtual option held through the GoTo Webinar platform. The hearing began with an open house at 5:00 PM to allow the public to review displays, watch the project video, and ask questions. Project displays included an aerial plot with the project concept plans, project informational boards including a location map, floodplain map, typical section renderings, evaluation matrix, and schedule and funding, as well as study process boards including Title VI information, federal and state statutes, PD&E project process, and how to submit comments. A project handout was offered to all attendees, and the project video played on a loop in a separate room. A noise table and right-of-way table with FDOT staff were also set-up. The public testimony began at 6:00 PM and was moderated by the FDOT project manager. After the project introduction, the project video was played and it was explained to the public both in-person and online as to how they may submit comments. The public hearing transcript as well as the public hearing certification document are attached.

A total of 101 citizens attended the hearing, with 42 in-person and 59 online. Six (6) public officials attended in-person as well as eight (8) agency representatives in-person and nine (9) online. Two (2) citizens chose to speak during the public testimony, four (4) written comment forms were received at the hearing, and three (3) comments were sent through the online platform. The public comment period was open until February 7, 2025. Twenty-six (26) other comments and questions were received, excluding duplicate comments that were made by the same individuals over multiple platforms.

Several comments were made in support of the project and with questions as to how quickly the project can be constructed. No comments were received that indicated lack of support for the project. No comments were received that expressed dissatisfaction with the CGT intersection design at Vincent Avenue. Instead, several questions were asked or comments made about related topics to the CGT, such as concern that drivers may choose to drive through Burnt Store Lakes (community on the north side of Vincent Avenue) to access alternate roads to reach Burnt Store Road, comment about a traffic signal warning light or sign for southbound motorists, and comment about trucks accessing the water treatment plant across from Wallaby Lane where the median closure would be required to accommodate the CGT. Other comments received relate to access management with requests for directional median openings and driveways to parcels planned for future development and a full median opening request at Durden Parkway; request for inclusion of designated bicycle lanes; and questions on inclusion of a wildlife crossing, noise abatement, and utilities. Comments and responses are provided in the Comments and Coordination Report.

10. Commitments Summary

1. The most current version of the U.S. Fish and Wildlife Service (USFWS) Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
2. The most current version of the USFWS and Florida Fish and Wildlife Conservation Commission (FWC) Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.
3. Impacts to suitable foraging habitat for the wood stork will be mitigated through the purchase of credits from a USFWS-approved mitigation bank pursuant to Section 373.4137, F.S., or as otherwise agreed to by Lee County and the USFWS.
4. The National Marine Fisheries Service (NMFS) Protected Species Construction Conditions, National Oceanic and Atmospheric Association (NOAA) Fisheries Southeast Regional Office will be utilized during construction.
5. FDOT will reinstate consultation with the NMFS for the smalltooth sawfish and Gulf sturgeon as well as smalltooth sawfish Critical Habitat during the design phase of the project when the Gator Slough Canal bridge construction details are known.
6. As per the Florida Bonneted Bat Consultation Key (2019), Best Management Practice (BMP) #1 is required for this project: If potential roost trees or structures need to be removed, check cavities for bats within 30 days prior to removal of trees, snags, or structures. When possible, remove structure outside of breeding season (e.g., January 1 - April 15). If evidence of use by any bat species is observed, discontinue removal efforts in that area and coordinate with the Service on how to proceed.
7. As per the Florida Bonneted Bat Consultation Key (2019), BMP #4 is required for this project: For every 5 acres of impact, retain a minimum of 0.25 acre of native vegetation. If upland habitat is impacted, then upland habitat with native vegetation should be retained.
8. As per the Florida Bonneted Bat Consultation Key (2019), BMP #7 is being considered for this project: Avoid or limit widespread application of insecticides (e.g., mosquito control, agricultural pest control) in areas where Florida bonneted bats are known or expected to forage or roost.
9. As per the Florida Bonneted Bat Consultation Key (2019), BMP #10 is being considered for this project: Protect known Florida bonneted bat roost trees, snags or structures and trees or snags that have been historically used by Florida bonneted bats for roosting, even if not currently occupied, by retaining a 250 foot (76 m) disturbance buffer around the roost tree, snag, or structure to ensure that roost sites remain suitable for use in the future.
10. As per the Florida Bonneted Bat Consultation Key (2019), BMP #11 is being considered for this project: Avoid and minimize the use of artificial lighting, retain natural light conditions, and install wildlife friendly lighting (i.e., downward facing and lowest lumens possible). Avoid permanent night-time lighting to the greatest extent practicable.
11. As per the Florida Bonneted Bat Consultation Key (2019), BMP #12 is being considered for this project: Incorporate engineering designs that discourage bats from using buildings or structures. If Florida bonneted bats take residence within a structure, contact the Service and Florida Fish and Wildlife Conservation Commission prior to attempting removal or when conducting maintenance activities on the structure.

12. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
13. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
 1. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in the first bullet, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 2. If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
14. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
15. FDOT will continue to evaluate the inclusion of wildlife crossings and/or habitat connectivity enhancements during the design phase.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Sociocultural Data Report
Cultural Resource Assessment Survey
Cultural Resources Assessment Survey Addendum
Natural Resources Evaluation
Location Hydraulics Report
Pond Siting Report
Water Quality Impact Evaluation
Contamination Screening Evaluation Report
Noise Study Report
Utilities Assessment Package
Geotechnical Report
Bridge Hydraulic Report
Project Traffic Analysis Report
Traffic Analysis Methodology Technical Memorandum
Preliminary Engineering Report
Public Involvement Plan
Comments and Coordination Report

Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Existing Land Use Map

Farmland Conversion Impact Rating Form

Lee County Future Land Use Map

City of Cape Coral Future Land Use

Charlotte County Future Land Use

Cultural Resources

SHPO Concurrence Letter for CRAS

SHPO Concurrence Letter for CRAS Addendum

Section 4(f) Report

Natural Resources

NMFS correspondence

FWC concurrence letter

USFWS correspondence

USFWS concurrence letter

Physical Resources

Noise Sensitive Receptors

Public Involvement

Public Hearing Certification

Public_Hearing_transcript

Planning Consistency Appendix

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Project Plan Consistency Documentation



Lee County Metropolitan Planning Organization

Long Range Transportation Plan

Adoption December 18, 2020



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2045 Transportation Plan



Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)	Funding Sources
Fowler Street	Metro/Fowler Cross over	Dr Martin Luther King Jr Blvd	Reconstruction	PD&E/PE/ROW/CST		\$5,500	\$28,700	\$0	\$34,200	\$22,670	OA
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	PE		\$8,090	\$0	\$0	\$8,090	\$6,130	SU
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	ROW		\$15,680	\$0	\$0	\$15,680	\$13,514	SU
Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST		\$0	\$12,535	\$0	\$12,535	\$7,950	SU, LF
Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST		\$0	\$14,700	\$0	\$14,700	\$9,300	SU, LF
Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST		\$0	\$15,900	\$0	\$15,900	\$10,100	SU, LF
SR 31	SR 80	SR 78	Widen 2L to 6L	ROW		\$0	\$23,780	\$0	\$23,780	\$16,400	OA
SR 31	SR 80	SR 78	Widen 2L to 6L	CST		\$0	\$0	\$164,000	\$164,000	\$80,000	OA
Cape Coral Evacuation Study			Access	Planning	\$300	\$0	\$0	\$0	\$300	\$300	SU, LF
US 41/Bonita Beach Road	Intersection		Intersection	PE		\$3,190	\$0	\$0	3,190	2,400	OA
US 41/Bonita Beach Road	Intersection		Intersection	ROW		\$5,940	\$0	\$0	5,940	4,500	OA, LF, SU
US 41/Bonita Beach Road	Intersection		Intersection	CST		\$0	\$26,800	\$0	26800	17,300	OA, LF, SU
US 41/SR 78	Intersection		Intersection	PE		\$750	\$0	\$0	750	570	OA
US 41/SR 78	Intersection		Intersection	CST		\$8,050	\$0	\$0	8050	6,100	OA
ACES Technology Support				Capital		\$5,000	\$9,000	\$50,000	\$64,000	\$33,900	OA, SU
Transit Operations Congestion Management				OPS							OA
Major Intersections/Interchanges			Operational & Safety Improvements	P/R/CST		\$10,000	\$10,000	\$150,000	\$170,000	\$88,300	OA, SU
					Total Cost:	\$32,860	\$222,200	\$257,485	\$503,840	\$1,016,385	\$628,477
					Revenues:	\$32,860	\$226,600	\$258,020	\$538,910	\$1,056,390	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-Way; CST: Construction
Funding Sources - SU: Federal Surface Transportation Program Urban Area funds >200,00; SA: Federal Surface Transportation Program any area; OA: State Other Arterial funding; DDR: State District Dedicated Revenue; LF: Local Funding; DIH: State District In-house
Other - ACES: Automated, Connected, Electric & Shared Vehicle Technology



Chapter 8: 2045 Cost Feasible Plan



Map ID	Facility	From	To	Existing Lanes	Project Description	LRTP Funding Source	2021 - 2025 (YOE)			2026-2030 (YOE)			2031-2035 (YOE)			2036-2045 (YOE)		
							PD&E / PE	ROW	CST	PD&E / PE	ROW	CST	PD&E / PE	ROW	CST	PD&E / PE	ROW	CST
65	US 41	@ Carousel Plaza		4	Intersection - turn lanes	State										\$1.09		\$8.44
66	SR 776	@ Charlotte Sports Park		4	Intersection - turn lanes	State	\$0.15					\$1.27						
67	I-75	at CR 769/Kings Hwy			Interchange Modifications	SIS							\$6.50					
68	I-75	at CR 776/Harbor View			Interchange Modifications	SIS							\$6.50					
69	I-75	at US 17/SR35			Interchange Modifications	SIS							\$7.50					
70	I-75	at North Jones Loop Rd			Interchange Modifications	SIS							\$6.50					
71	ITS Master Plan Implementation					State / Federal / Local						\$3.14	\$7.07		\$3.54			\$16.00
72	SR 776	@ Gulfstream Blvd / Wilmington Blvd		4	Intersection - turn lanes	State				\$0.81		\$5.71						
73	SR 776	@ Biscayne Blvd		4	Intersection - turn lanes	State				\$0.81		\$5.71						
74	SR 776	@ Cornelius		4	Intersection - turn lanes	State							\$0.96	\$7.17	\$7.17			
80	Burnt Store Road	Vincent Avenue	Wallaby Lane	2	Widen 2 to 4 Lanes	Federal							\$0.56	\$0.27	\$3.11			
99	Kings Hwy / Peachland / Veterans				Intersection Modification	Local				\$5.95								
Subtotal:							\$10.78	\$10.43	\$24.46	\$30.47	\$33.59	\$157.05	\$58.52	\$30.5	\$128.58	\$41.35	\$50.37	\$271.27
Total:							\$840.37											

Notes:

- PD&E/PE are product support phases for Project Development & Environment phase and Preliminary Engineering phase
- ROW is Right-of-Way costs associated with land acquisition
- CST is the Construction cost for completing the identified project
- Existing Funding is included in the MPO’s 2020/2021 – 2024/2025 Transportation Improvement Program.



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2024/25 THROUGH FISCAL YEAR 2028/29

Adopted: June 21, 2024

**P.O. Box 150045
Cape Coral, Florida 33915
239-244-2220
www.leempo.com**

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE // 436928-1-22-01

PAGE 4	LEE MPO	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/05/2023 TIME RUN: 15.24.33 MBROBLTP
		HIGHWAYS =====	
ITEM NUMBER:435351 1 DISTRICT:01 ROADWAY ID:12000000	PROJECT DESCRIPTION:ABLE CANAL FROM HARNS MARSH TO JOEL BOULEVARD COUNTY:LEE PROJECT LENGTH: .001MI		*NON-SIS* TYPE OF WORK:PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		1,000	
TOTAL 435351 1		1,000	
TOTAL 435351 1		1,000	
ITEM NUMBER:435358 1 DISTRICT:01 ROADWAY ID:12000000	PROJECT DESCRIPTION:CONNECTICUT STREET FROM ESTERO BLVD TO SHELL MOUND BLVD COUNTY:LEE PROJECT LENGTH: .161MI		*NON-SIS* TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		-1,559	
TOTAL 435358 1		-1,559	
TOTAL 435358 1		-1,559	
ITEM NUMBER:436547 1 DISTRICT:01 ROADWAY ID:12010000	PROJECT DESCRIPTION:US 41 AT COLLEGE PKWY/WOODLAND BLVD COUNTY:LEE PROJECT LENGTH: .053MI		*NON-SIS* TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE		2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		12,000	
TOTAL 436547 1		12,000	
TOTAL 436547 1		12,000	
ITEM NUMBER:436928 1 DISTRICT:01 ROADWAY ID:12630000	PROJECT DESCRIPTION:BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE COUNTY:LEE PROJECT LENGTH: 5.533MI		*NON-SIS* TYPE OF WORK:PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2
FUND CODE		2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		15,000	
TOTAL 436928 1		15,000	
TOTAL 436928 1		15,000	



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Web Application

Federal Aid Management David Williams - Manager

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Current STIP	Detail
Financial Project: 436928	Related Items Shown
As Of: 11/27/2024	

HIGHWAYS								
Item Number: 436928 1		Project Description: BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE						
District: 01	County: LEE	Type of Work: PD&E/EMO STUDY				Project Length: 5.533MI		
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	>2028	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	GFSU-GF STPBG >200 (URBAN)	1,364,185						1,364,185
	SU-STP, URBAN AREAS > 200K	947,958	22,425					970,383
Phase: P D & E Totals		2,312,143	22,425					2,334,568
Item: 436928 1 Totals		2,312,143	22,425					2,334,568
Item Number: 436928 2		Project Description: BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE						
District: 01	County: LEE	Type of Work: ADD THRU LANE(S)				Project Length: 5.722MI		
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	>2028	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)		2,000,000					2,000,000
	CD23-CONGRESS GF EARMARKS HIP 2023	1,998,195	1,805					2,000,000

LF-LOCAL FUNDS	2,497,744	2,256					2,500,000
Phase: PRELIMINARY							
ENGINEERING Totals	4,495,939	2,004,061					6,500,000
Item: 436928 2 Totals	4,495,939	2,004,061					6,500,000
Project Totals	6,808,082	2,026,486					8,834,568
Grand Total	6,808,082	2,026,486					8,834,568

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management

David Williams: David.Williams@dot.state.fl.us Or call 850-414-4449

Or

Denise Strickland: Denise.Strickland@dot.state.fl.us Or call 850-414-4491

[Reload STIP Selection Page](#)

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Florida Department of Transportation

Consistent, Predictable, Repeatable

Social and Economic Appendix

Contents:

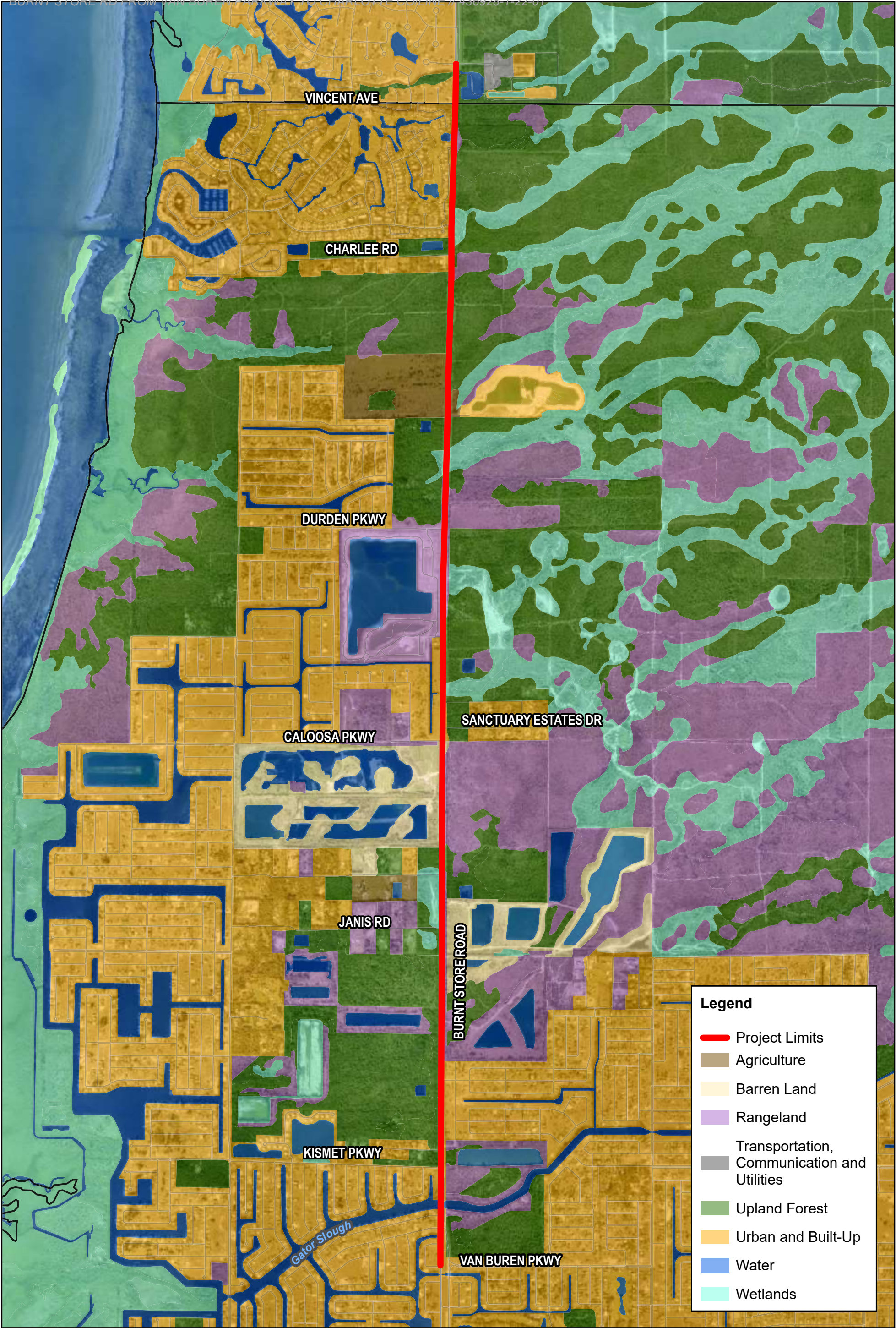
Existing Land Use Map

Farmland Conversion Impact Rating Form

Lee County Future Land Use Map

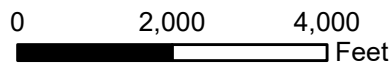
City of Cape Coral Future Land Use

Charlotte County Future Land Use



FLUCFCS Map
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Data Source: SFWMD
Image Source: ESRI
Image Date: 2021



U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation ServiceNRCS-CPA-106
(Rev. 1-91)FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/21/22	4. Sheet 1 of 15
1. Name of Project Burnt Store Road PD&E Study		5. Federal Agency Involved FDOT District One	
2. Type of Project Project Development & Environmental Studies		6. County and State Lee and Charlotte Counties, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 12/16/22	2. Person Completing Form Isabelle Giuliani
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 13585	Average Farm Size 103
5. Major Crop(s) citrus	6. Farmable Land in Government Jurisdiction Acres: 36401 % 7.08	7. Amount of Farmland As Defined in FPPA Acres: 21212 % .041	
8. Name Of Land Evaluation System Used soil potential rating	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 1/3/22	

PART III (To be completed by Federal Agency)

Alternative Corridor For Segment _____				
	Urban Alt 2	Urban Alt 3		
A. Total Acres To Be Converted Directly	15.79	11.40		
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0		
C. Total Acres In Corridor	197.07	188.26		

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland	67.1	63		
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	.1843	.1731		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	43	43		

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	40.3	40.3		
--	-------------	-------------	--	--

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	7	7		
2. Perimeter in Nonurban Use	10	8	8		
3. Percent Of Corridor Being Farmed	20	0	0		
4. Protection Provided By State And Local Government	20	0	0		
5. Size of Present Farm Unit Compared To Average	10	0	0		
6. Creation Of Nonfarmable Farmland	25	0	0		
7. Availability Of Farm Support Services	5	0	0		
8. On-Farm Investments	20	0	0		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	15	15	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	40.3	40.3	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	15	15	0	0
TOTAL POINTS (Total of above 2 lines)	260	55.3	55.3	0	0

1. Corridor Selected: Urban Alt 3	2. Total Acres of Farmlands to be Converted by Project: 11.40	3. Date Of Selection: 11/4/22	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
---	---	---	---

5. Reason For Selection:

Urban Alt 3 is selected as the preferred alternative due to the least amount of right-of-way and environmental impacts.**(During the course of project development "Urban Alt 2" was re-named to "Alternative 1" and "Urban Alt 3" was re-named to "Alternative 2".)**Signature of Person Completing this Part: *Dara Jarvis* DATE **1/9/23**

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

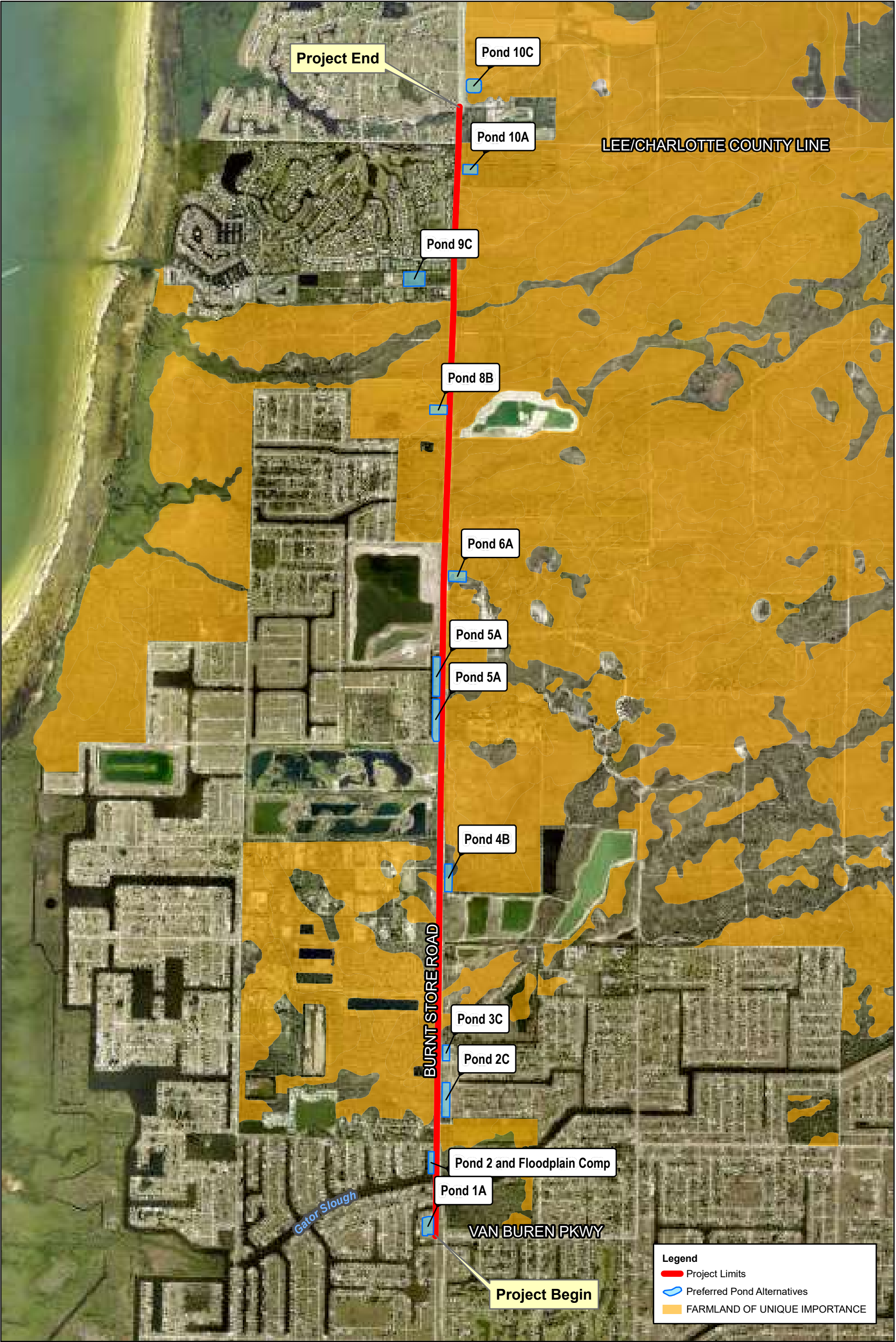
High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

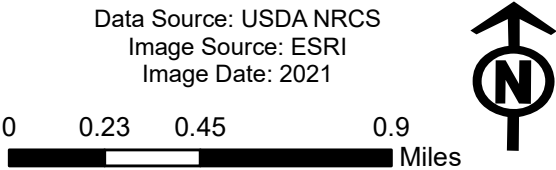
(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



Farmlands Map
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

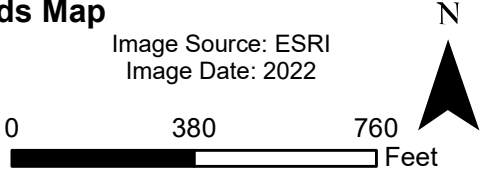
Data Source: USDA NRCS
Image Source: ESRI
Image Date: 2021





Farmlands Impact by Urban Alternative 2 and Preferred Ponds Map
Sheet 1 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2022





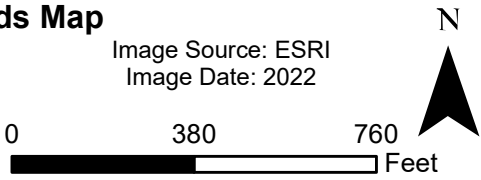
Legend

- Existing R/W
- Urban Alt 2
- Preferred Pond Alternatives
- Farmland of Unique Importance Impacts



Farmlands Impact by Urban Alternative 2 and Preferred Ponds Map
Sheet 2 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

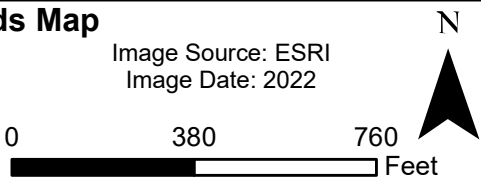
Image Source: ESRI
Image Date: 2022





Farmlands Impact by Urban Alternative 2 and Preferred Ponds Map
Sheet 3 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

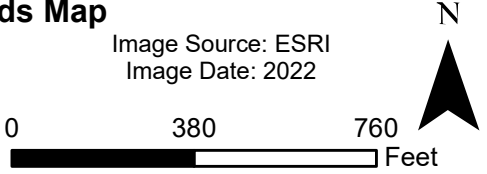
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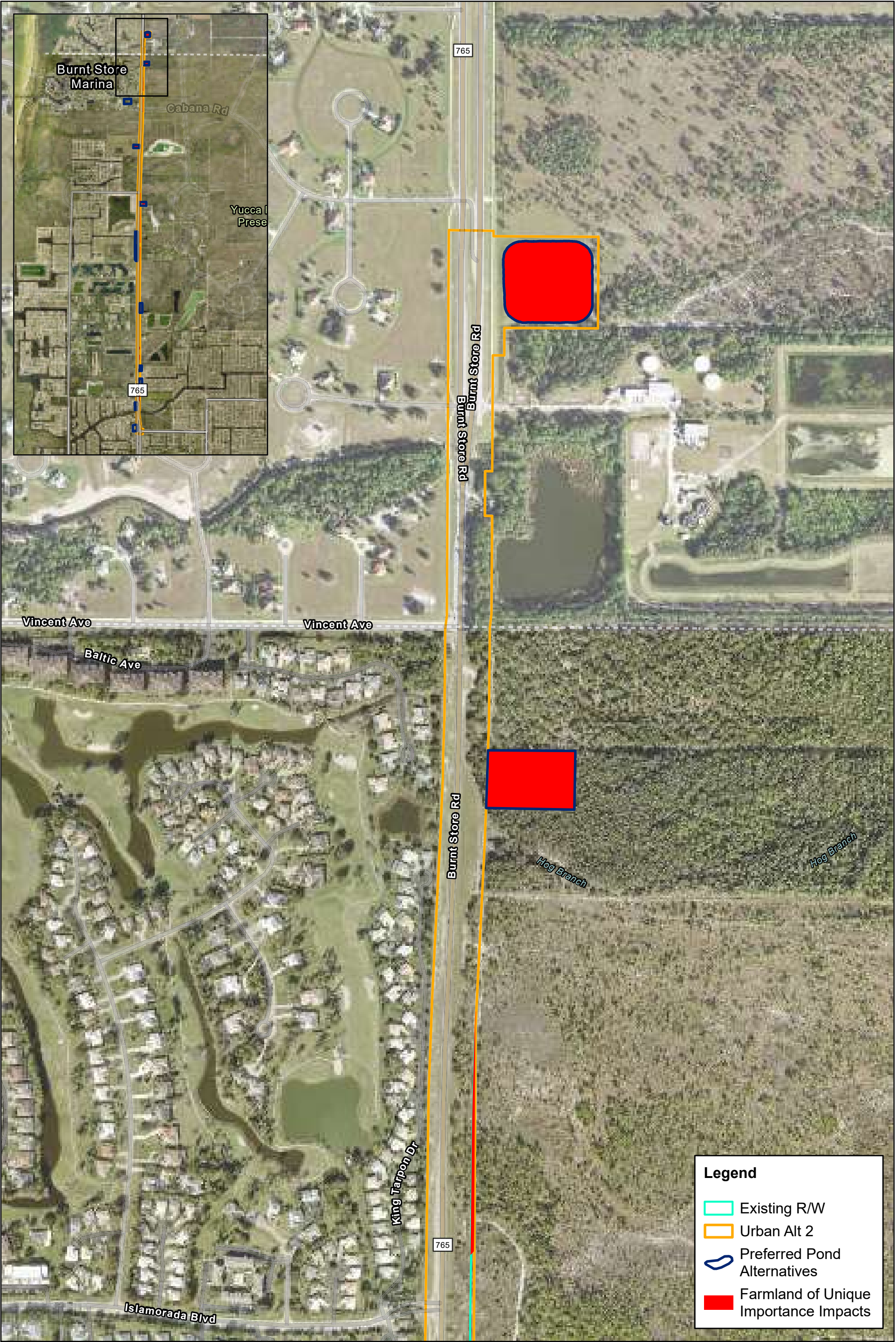


Farmlands Impact by Urban Alternative 2 and Preferred Ponds Map
Sheet 4 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2022







Legend

Existing R/W

Urban Alt 2

Preferred Pond Alternatives

Farmland of Unique Importance Impacts



Farmlands Impact by Urban Alternative 3 and Preferred Ponds Map
Sheet 2 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2022

0 380 760 Feet





Legend

- Urban Alt 3
- Preferred Pond Alternatives



Farmlands Impact by Urban Alternative 3 and Preferred Ponds Map
Sheet 3 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County


Image Source: ESRI
Image Date: 2022


0 380 760 Feet


N



Legend

 Urban Alt 3


 Preferred Pond Alternatives

 Farmland of Unique Importance Impacts



Farmlands Impact by Urban Alternative 3 and Preferred Ponds Map
Sheet 4 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2022


0 380 760 Feet

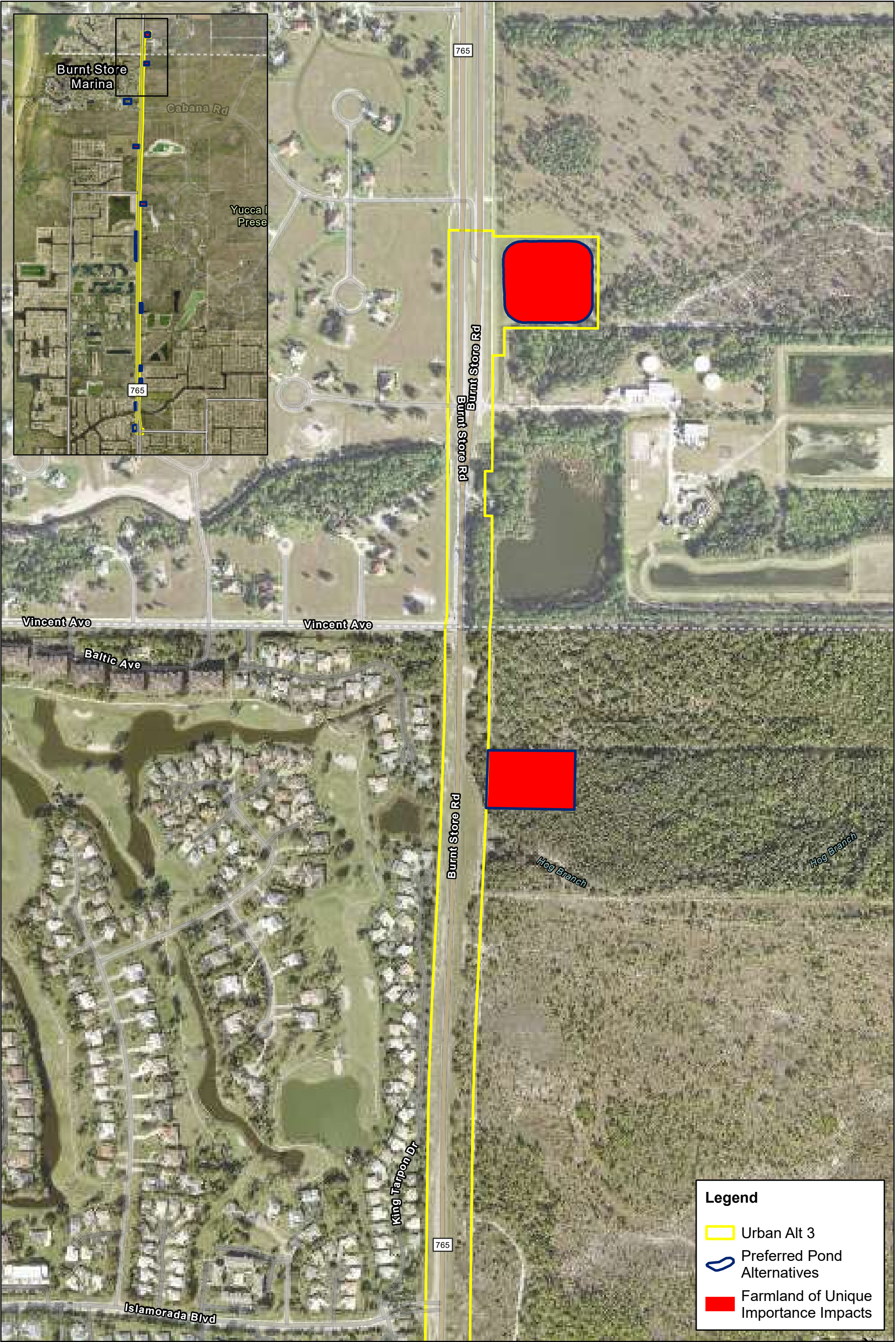


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Urban Alt 3

Preferred Pond Alternatives

Farmland of Unique Importance Impacts

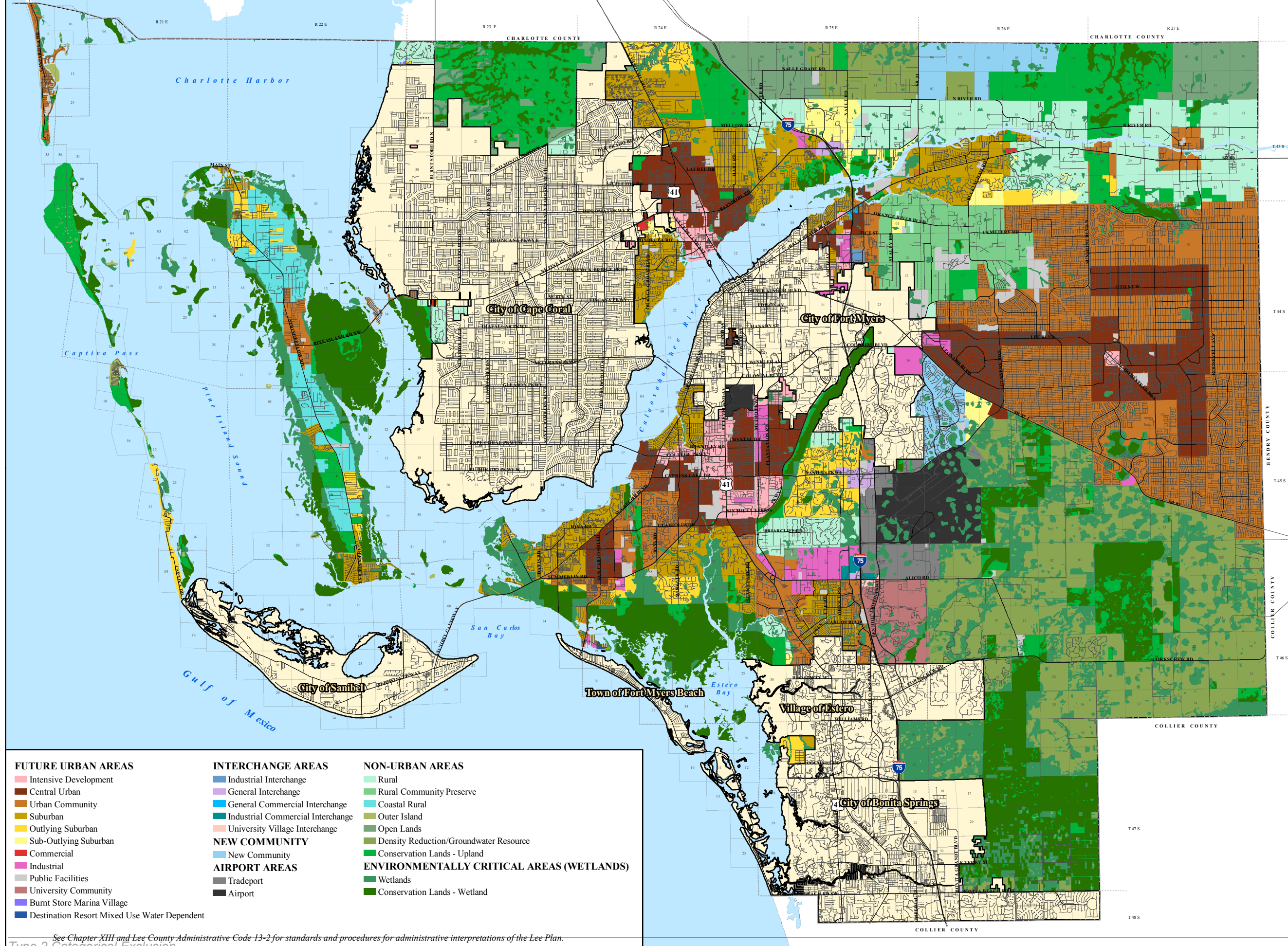


Farmlands Impact by Urban Alternative 3 and Preferred Ponds Map
Sheet 6 of 6
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2022

0 380 760 Feet





- FUTURE URBAN AREAS**

 - Intensive Development
 - Central Urban
 - Urban Community
 - Suburban
 - Outlying Suburban
 - Sub-Outlying Suburban
 - Commercial
 - Industrial
 - Public Facilities
 - University Community
 - Burnt Store Marina Village
 - Destination Resort Mixed Use Water Dependent
- INTERCHANGE AREAS**

 - Industrial Interchange
 - General Interchange
 - General Commercial Interchange
 - Industrial Commercial Interchange
 - University Village Interchange

NEW COMMUNITY

 - New Community

AIRPORT AREAS

 - Tradeport
 - Airport
- NON-URBAN AREAS**

 - Rural
 - Rural Community Preserve
 - Coastal Rural
 - Outer Island
 - Open Lands
 - Density Reduction/Groundwater Resource
 - Conservation Lands - Upland
 - Wetlands
 - Conservation Lands - Wetland

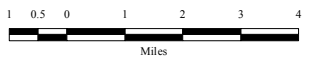
ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)

 - Wetlands
 - Conservation Lands - Wetland

See Chapter XIII and Lee County Administrative Code 13-2 for standards and procedures for administrative interpretations of the Lee Plan.
Type 2 Categorical Exclusion

FUTURE LAND USE MAP

Ordinance Number	Date of Adoption	Effective Date
89-02	1/31/1989	3/1/1989
90-09	3/7/1990	3/14/1990
90-43	9/6/1990	9/17/1990
91-10	4/3/1991	4/10/1991
91-19	7/9/1991	7/18/1991
92-35	8/7/1992	8/18/1992
92-41	9/15/1992	9/21/1992
92-47	10/27/1992	11/9/1992
92-48	10/27/1992	11/9/1992
92-51	12/9/1992	12/21/1992
93-05	2/22/1993	2/26/1993
93-25	9/20/1993	1/24/1994
94-23	8/29/1994	11/14/1994
94-29	10/26/1994	1/9/1995
94-30	11/1/1994	7/25/1996
95-27	12/20/1995	1/20/1996
96-19	10/2/1996	11/2/1996
97-05	3/5/1997	4/23/1997
97-17	8/26/1997	9/30/1997
97-13	6/24/1997	7/25/1997
97-22	11/25/1997	12/26/1997
98-02	1/13/1998	2/13/1998
98-09	6/3/1998	7/30/1998
99-02	4/13/1999	2/4/2000
98-26	11/24/1998	12/25/1998
99-15	11/22/1999	1/19/2000
99-16	11/22/1999	1/19/2000
99-17	11/22/1999	1/19/2000
99-18	11/22/1999	1/19/2000
99-19	11/22/1999	12/23/1999
00-08	5/4/2000	6/26/2000
00-16	8/8/2000	9/8/2000
00-22	11/1/2000	12/26/2000
01-24	12/13/2001	1/13/2002
02-02, 03, 04, 05, 06	1/10/2002	3/27/2002
02-29	10/21/2002	1/9/2003
03-01, 02, 03, 04, 05, 06, 07	1/9/2003	4/1/2003
03-12	5/6/2003	6/6/2003
03-19, 03-20, 03-21	10/23/2003	1/12/2004
03-26	12/15/2003	3/6/2004
04-14	9/20/2004	12/7/2004
04-15	9/22/2004	10/23/2004
05-19, 05-21	10/12/2005	1/9/2006
05-20	10/12/2005	11/15/2006
07-07	4/24/2007	5/24/2007
07-06	4/24/2007	5/24/2007
07-09 thru 07-18	5/16/2007	8/13/2007
08-04	3/11/2008	4/11/2008
08-05	3/11/2008	4/11/2008
09-06 thru 09-17	2/25/2009	5/15/2009
10-10, 11, 12, 16	3/3/2010	6/2/2010
10-19	3/3/2010	10/19/2011 partial
10-27	6/16/2010	7/19/2010
10-34 thru 10-39	10/20/2010	1/5/2011
10-33	10/18/2010	1/1/2011
10-40	10/20/2010	3/4/2011
11-15, 11-17	9/28/2011	11/11/2011
14-14	6/18/2014	7/19/2014
15-10	6/3/2015	11/17/2017
16-08	3/16/2016	4/16/2016
16-14	10/5/2016	11/7/2016
16-17	10/5/2016	11/18/2016
17-12	9/6/2017	10/20/2017
17-23	12/20/2017	1/28/2018
18-06	2/7/2018	4/5/2018
18-17	6/20/2018	7/29/2018
18-18	6/20/2018	7/29/2018
18-23	10/17/2018	11/28/2018
18-25	11/7/2018	12/24/2018
19-01	2/6/2019	3/9/2019
19-14	8/7/2019	9/13/2019
19-17	8/21/2019	9/29/2019
20-04	5/6/2020	6/11/2020
20-05	5/6/2020	6/11/2020



Map Generated: June 2020
City limits current to date of map generation

Lee Plan Map 1

CITY OF CAPE CORAL FUTURE LAND USE 2050

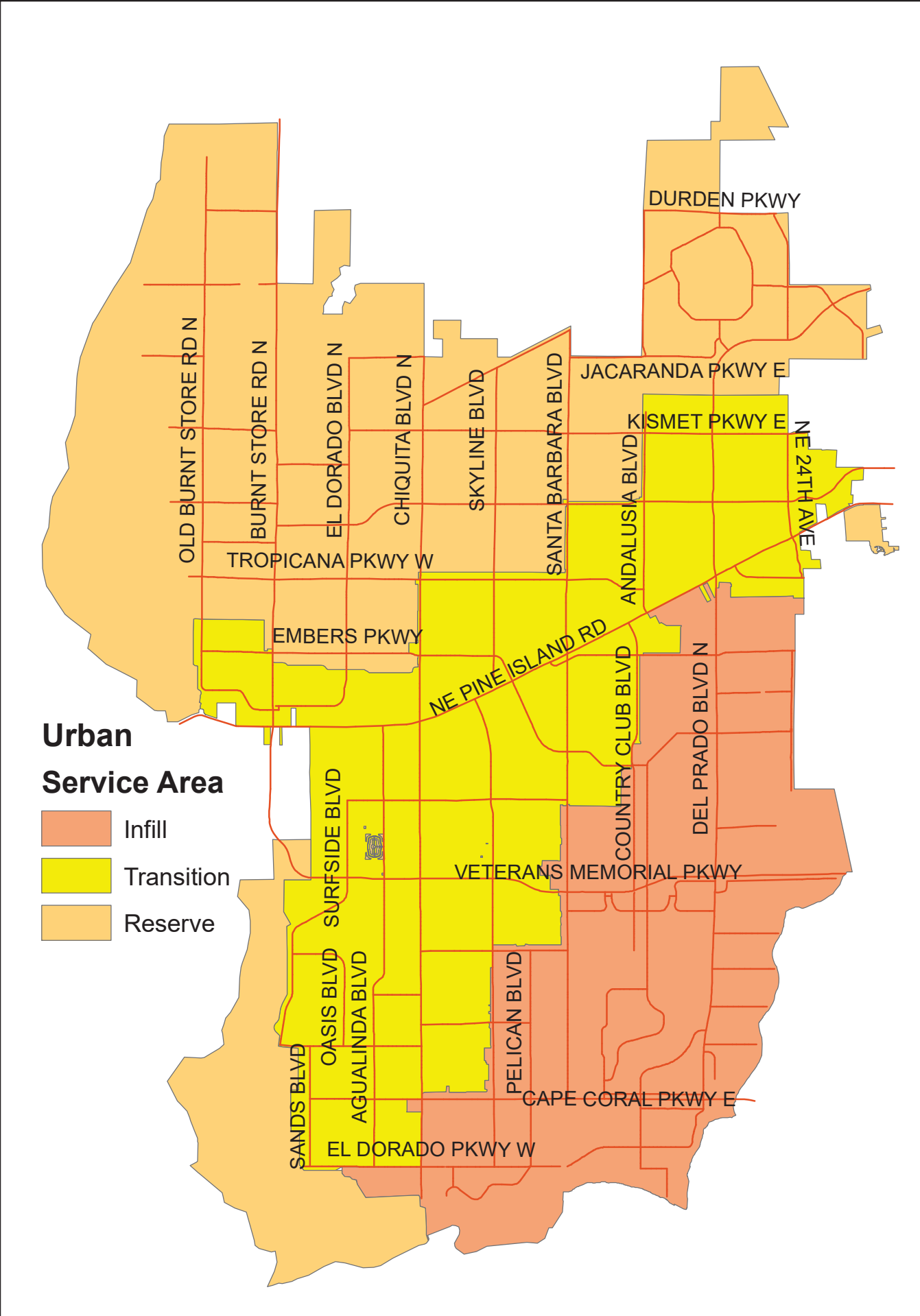
This map reflects the City of Cape Coral Future Land Use Districts as of December 15, 2022. Please contact the City Planning Division at 239-574-0776, regarding any Amendments to the Official Future Land Use District Map.

This map is not a survey and should not be used in place of a survey. While every effort is made to accurately depict the mapped area, errors and omissions may occur. Therefore, the City of Cape Coral cannot be held liable for incidents that may result due to the improper use of the information presented on this map. This map is not intended for construction, navigation or engineering calculations. Please contact the Department of Development Services with any questions regarding this map product.

12/15/2022

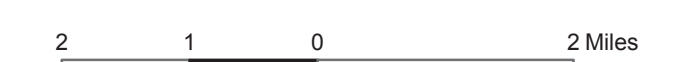


- FUTURE LAND USE**
- SF- Single Family Residential
 - SM- Single Family and Multi-Family
 - MF- Multiple Family Residential
 - LDR- Low Density Residential
 - CAC- Commercial Activity Center
 - MX- Mixed Use
 - DM- Downtown Mixed
 - PIRD- Pine Island Road District
 - CP- Commercial Professional
 - I- Industrial
 - PF- Public Facilities
 - PK- Parks and Recreation
 - OS- Open Space
 - PR- Natural Resources/ Preservation
 - NA
 - SD- Sub-District
 - CRA
 - River
 - Canals



ORDINANCE #	ADOPTION DATE
ORD 101-21	January 19, 2022
ORD 14-22	March 2, 2022
ORD 32-22	May 6, 2022
ORD 35-22	August 17, 2022
ORD 38-22	June 1, 2022
ORD 39-22	June 1, 2022
ORD 44-22	July 20, 2022
ORD 53-22	July 20, 2022
ORD 65-22	August 17, 2022
ORD 66-22	August 3, 2022
ORD 67-22	August 3, 2022

0 0.5 1 2 Miles



Cultural Resources Appendix

Contents:

SHPO Concurrence Letter for CRAS

SHPO Concurrence Letter for CRAS Addendum

Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

July 26, 2022

Ms. Alissa S. Lotane, Director
Florida Division of Historical Resources
Department of State, R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Burnt Store Road PD&E Study
Van Buren Parkway to Charlotte County Line
Lee County, Florida
FPID No.: 436928-1-22-01**

Dear Ms. Lotane:

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles. Alternatives to be evaluated shall include the widening of the existing two-lane undivided roadway to four lanes, and to four lanes expandable to six lanes. The proposed project may also include the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path. The purpose of the PD&E Study is to document and evaluate engineering and environmental data that will aid Lee County, Lee Metropolitan Planning Organization (MPO), FDOT District One, and the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, preliminary design, and location of the proposed improvements. The study was conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations.

The archaeological APE was limited to the footprint of proposed activities. The historical/architectural APE includes the archaeological APE and immediately adjacent parcels where resources within 300-feet (ft) of the existing right-of-way (ROW) were surveyed.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

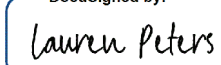
www.fdot.gov

Ms. Allissa S. Lotane, Director
Burnt Store Road PD&E Study, Lee County
FPID No.: 436928-1-22-01
July 26, 2022
Page 2 of 3

Archaeological background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that no previously recorded archaeological sites are within the APE. However, two sites are recorded within one mile: one prehistoric (8LL02416, Yucca Pen Creek Site) and one historic archaeological site (8LL02417, the Yucca Pen Cabin). The State Historic Preservation Officer (SHPO) determined both sites not eligible for listing in the NRHP. As a result of the field survey of the APE, which had a low to moderate archaeological potential, no archaeological sites were found.

Historic background research indicated that one historic resource (8CH01589) was previously recorded within the APE. A previously recorded segment of Burnt Store Road was identified at the northern terminus the APE in Charlotte County (8CH01589); however, the resource has not been evaluated by the SHPO. An unrecorded segment of the previously recorded linear resource, the Gator Slough Canal (8LL02469), is located within the historical APE. The segment of the Gator Slough Canal (8LL02469) identified outside of the APE was determined ineligible for listing in the NRHP by the SHPO. As a result of the historical/architectural field survey, nine historic resources (8LL02869 – 8LL02877) were newly identified, recorded, and evaluated, and two previously recorded historic resources were updated (8LL02469 and 8CH01589). These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). Overall, the historic resources are of common design, lack significant attributes and have no known historic associations with significant persons and/or events. The bridges and culverts on this project are common examples of post-1945 concrete culvert and slab bridge construction built between 1965 and 1972. These types of resources are exempt from consideration under Section 106 of the National Historic Preservation Act. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. As such, there are no cultural resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

The CRAS Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2515 or email at Lauren.Peters@dot.state.fl.us.

DocuSigned by:

50252A479EEF47F...
Lauren Peters
Environmental Project Manager
Florida Department of Transportation, District One

Enclosures: One original copy of the CRAS Report (July 2022), 11 FMSF forms, One Completed Survey Log

CC: Kristin Caruso, Scalar Consulting Group Inc.
Maranda Kles, PhD, RPA (ACI)

Ms. Alissa S. Lotane, Director

Burnt Store Road PD&E Study, Lee County

FPID No.: 436928-1-22-01

July 26, 2022

Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ✓ concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2020-1686B. Or, the SHPO finds the attached document contains insufficient information.

SHPO Comments:

Kelly L. Chase,
DSHPO

Digitally signed by Kelly L. Chase, DSHPO
DN: cn=Kelly L. Chase, DSHPO, o, ou,
email=kelly.chase@dos.myflorida.com,
c=US
Date: 2022.08.17 09:00:35 -04'00'

8.17.2022

Date

Ms. Alissa S. Lotane, Director
State Historic Preservation Officer
Florida Division of Historical Resources



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

January 26, 2023

Ms. Alissa S. Lotane, Director
Florida Division of Historical Resources
Department of State, R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey Addendum for Pond Sites
Burnt Store Road PD&E Study
Van Buren Parkway to Charlotte County Line
Lee County, Florida
FPID No.: 436928-1-22-01**

Dear Ms. Lotane:

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles. The Preferred Alternative has an urban typical section with curb and gutter and a closed roadway drainage system for the four-lane construction. It provides future expandability to six-lanes by allowing for widening to the median. The 200-foot typical section includes two 11-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. The Preferred Alternative includes the construction of 11 pond sites and floodplain compensation (FPC) sites (hereinafter referred to as pond sites). The study was conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations as part of on-going improvements to the Burnt Store Road PD&E study.

The archaeological and historical/architectural APE are defined as the area contained within the footprint of the proposed pond sites and a 100-foot buffer.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research and a review of the Florida Master Site File (FMSF) and the


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Ms. Alissa Lotane, Director
 Burnt Store Road PD&E Study, Lee County
 FPID No.: 436928-1-22-01
 January 26, 2023
 Page 2 of 2

NRHP indicated that no previously recorded archaeological sites are within the APE. However, two sites are recorded within one mile: one prehistoric (8LL02416, Yucca Pen Creek Site) and one historic archaeological site (8LL02417, the Yucca Pen Cabin). The State Historic Preservation Officer (SHPO) determined both sites not eligible for listing in the NRHP. As a result of the field survey of the APE, which had a low to moderate archaeological potential and a low potential for historic period archaeological sites, no archaeological sites were found.

Historic background indicated three historic resources (8LL02469, 8LL02877, and 8LL02869) were identified and previously recorded during the CRAS for Burnt Store Road corridor from Van Buren Parkway to the Charlotte County Line. These include two linear resources, the Gator Slough Canal (8LL02469) and Burnt Store Road (8LL02877), and one concrete slab bridge (FDOT Bridge No. 120025/8LL02869). The SHPO concurred that the resources were not eligible for listing in the NRHP August 17, 2022 (FDHR Project File No. 2020-1686B).

The CRAS Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2515 or email at lauren.peters@dot.state.fl.us.


DocuSigned by:

 50252A479EEF47F...
 Lauren Peters
 Environmental Project Manager
 Florida Department of Transportation, District One

Enclosures: One original copy of the CRAS Addendum (December 2022) with one completed survey log

CC: Kristin Caruso, Scalar, Inc.
 Maranda Kles, ACI

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 202300473. Or, the SHPO finds the attached document contains insufficient information.

SHPO Comments:


 Ms. Alissa Lotane, Director
 State Historic Preservation Officer
 Florida Division of Historical Resources

2.6.2023
 Date

Section 4(f) Resources

Florida Department of Transportation

BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

District: FDOT District 1

County: Lee County

ETDM Number: 14380

Financial Management Number: 436928-1-22-01

Federal-Aid Project Number: D120-022-B

Project Manager: Steven Anthony Andrews

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 Florida Department of Transportation (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. Submitted pursuant 49 U.S.C. § 303.

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Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Yucca Pens Preserve	Preserve with resource-based recreational opportunities	Wildlife/Water Fowl Refuge	Lee County	No Use	Determination 01-11-2023
Charlotte Harbor Buffer Preserve	Preserve with resource-based recreational opportunities	Wildlife/Water Fowl Refuge	Lee County	No Use	Determination 01-11-2023
Charlotte Harbor Preserve State Park	Public outdoor recreation and conservation	Park/Rec Area	State of Florida; managed by Florida Department of Environmental Protection Division of Recreation and Parks	No Use	Determination 01-11-2023
Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit	Wildlife Management Area with public access	Wildlife/Water Fowl Refuge	State of Florida; managed by Florida Fish and Wildlife Conservation Commission	No Use	Determination 01-11-2023
Charlotte County Spine Trail 2 Corridor	Pedestrian trail/sidewalk	Park/Rec Area	Charlotte County	Exception/Exemption	Determination 01-11-2023
Burnt Store Trail (existing)	Shared-use path/trail	Park/Rec Area	Lee County	Exception/Exemption	Determination 01-11-2023

Yucca Pens Preserve

Facility Type: Preserve with resource-based recreational opportunities

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 3941 Burnt Store Rd N, Cape Coral, FL, 33993, USA

Latitude: 26.73264 Longitude: -82.03858

Description of Property:

Yucca Pens Preserve is a 232-acre preserve owned by the Lee County Board of County Commissioners and managed by the Lee County Conservation 20/20 program, through the Department of Parks and Recreation. It is located in northwest Lee County along the northern county boundary and the eastern edge of Burnt Store Road. The preserve consists of five parcels, broken into three tracts. The tracts are isolated from each other, and some are contiguous to state-owned and managed conservation land known as the Yucca Pens Unit of the Fred C. Babcock/Cecil M. Webb Wildlife Management Area. The southern-most parcel is just north of James Walter Lane, the middle parcel is across from Durden Parkway, and the northern-most parcel is located just south of the Charlotte County Line.

According to the Vision Statement, the main goal for the preserve is to complete restoration to a productive, functional and viable ecosystem. The conservation goals for the management of this preserve include maintaining its pyric ecosystems with prescribed fire; the removal of invasive exotic plants and wildlife; and the continued restoration of its hydrological features. Management at the preserve will focus on providing optimal habitat for native species by continuing to improve sheetflow, treating and controlling invasive exotic plants species, and application of prescribed fire.

Yucca Pens Preserve offers only resource-based recreational opportunities, with public access available only at the southern of the three parcels, through a walk-through gate located at 3941 Burnt Store Road (Cape Coral, Florida 33993). In addition, Lee County staff currently has a maintenance access gate into each of the three parcels from Burnt Store Road. There is no parking area, marked hiking trails, or public use amenities such as restrooms or picnic shelters. Visitors currently use the Burnt Store Road right-of-way to park vehicles near the access gate. The preserve is not frequently accessed by the public; vehicles, when parked at the entrance, are few in number. Visitors can hike on the preserve fire breaks as an unmarked trail system, fish the water impoundment pond, and explore the natural communities. The 2019 Yucca Pens Preserve Land Management Plan indicates that aside from potentially improving fire breaks to better enhance their use as trails, there are no current plans to install access features at the other parcels or additional recreational amenities.

Owner/Official with Jurisdiction: Lee County

Relationship Between the Property and the Project

Yucca Pens Preserve is located east of and adjacent to the project limits. The Burnt Store Road project will widen the roadway within existing right-of-way in the vast majority of the project limits, including the areas adjacent to Yucca Pens Preserve. Driveways have been depicted in the roadway concept plans, connecting to the existing maintenance access gates. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition. Parking of vehicles along the right-of-way will not be safe or feasible in the post-project condition. In the Yucca Pens Preserve management plan, it states "Conservation 20/20 will work with Lee County Department of Transportation to ensure future access to the preserve as the Burnt Store Road expansion project is planned." A small parking area likely would be

required within the parcel boundary to continue to accommodate public parking, since parking in the road right-of-way will not be possible.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

☐ ☒ Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 01-11-2023

Charlotte Harbor Buffer Preserve

Facility Type: Preserve with resource-based recreational opportunities

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 4751 Burnt Store Rd N, Cape Coral, FL, 33993, USA

Latitude: 26.75064 Longitude: -82.03652

Description of Property:

Charlotte Harbor Buffer Preserve is a 450-acre preserve owned by the Lee County Board of County Commissioners and managed by the Lee County Conservation 20/20 program, through the Department of Parks and Recreation. In addition, portions of the preserve are co-managed with the Florida Department of Environmental Protection and the adjacent Charlotte Harbor Preserve State Park. It is located in northwest Lee County and mostly adjacent to Charlotte Harbor Preserve State Park. There is one area where the property is adjacent to the west side of Burnt Store Road. In this location, it is immediately south of and contiguous to the state park, south of Charlee Road.

The main goal for the preserve is to maintain a productive, functional and viable ecosystem. A land management plan is not available for this preserve but the preserve is rich in natural diversity, including critical coastal ecosystems. Plant communities include pine flatwoods, scrubby flatwoods, scrub, oak hammock, tidal salt flats, tidal marsh and tidal swamps. There is a maintained plant and wildlife species list for the property.

Charlotte Harbor Buffer Preserve offers only resource-based recreational opportunities, with public access available only at two locations. One location is along the west side of Burnt Store Road, through a walk-through gate located at 4751 Burnt Store Road (Cape Coral, Florida 33993). In addition, Lee County staff currently has two maintenance access gates into this property from Burnt Store Road. There is no parking area, marked hiking trails, or public use amenities such as restrooms or picnic shelters. Visitors currently use the Burnt Store Road right-of-way to park vehicles near the access gate. The preserve is not frequently accessed by the public; vehicles, when parked at the entrance, are few in number. Visitors can hike on the preserve fire breaks as an unmarked trail system and explore the natural communities. There are no current plans for additional recreational amenities.

Owner/Official with Jurisdiction: Lee County

Relationship Between the Property and the Project

Charlotte Harbor Buffer Preserve is located west of and adjacent to the project limits. The Burnt Store Road project will widen the roadway within existing right-of-way in the vast majority of the project limits, including the areas adjacent to Charlotte Harbor Buffer Preserve. Driveways have been depicted in the roadway concept plans, connecting to the existing maintenance access gates. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition. Parking of vehicles along the right-of-way will not be safe or feasible in the post-project condition. A small parking area likely would be required within the parcel boundary to continue to accommodate public parking since parking in the road right-of-way would not be possible.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

☐ ☒ Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 01-11-2023

Charlotte Harbor Preserve State Park

Facility Type: Public outdoor recreation and conservation

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 12301 Burnt Store Rd, Punta Gorda, FL, 33955, USA

Latitude: 26.85202 Longitude: -82.03146

Description of Property:

Charlotte Harbor Preserve State Park is located in Lee and Charlotte Counties. The preserve includes many discontinuous parcels that stretch around Charlotte Harbor, portions of which are included within the incorporated boundaries of Punta Gorda and Cape Coral. There is no central point of entry for the public, with access provided at a collection of trailheads and gates throughout the boundary of the preserve.

The preserve consists of 42,598.06 acres, including over 70 miles of shoreline and numerous natural islands. The vast majority of the property is comprised of wetland communities and open water. According to the land management plan, "public outdoor recreation and conservation is the designated single use of the property." Preservation and enhancement of natural conditions is a primary goal. Resource considerations are given priority over user considerations and development is restricted to the minimum necessary for the preserve's protection and maintenance, limited access, user safety and convenience, and appropriate interpretation. Permitted uses are primarily of a passive nature, related to the aesthetic, educational and recreational enjoyment of the preserve, although other compatible uses are permitted in limited amounts. Program emphasis is placed on interpretation of the natural and cultural attributes of the preserve.

The park consists of five major management areas due to its overall size. The Cape Coral North Management Area contains the portion of the park that is adjacent to the Burnt Store Road project. This park parcel is located on the west side of Burnt Store Road, south of Charlee Road. Yucca Pen Creek flows through this parcel. There is a maintenance gate situated at this location but there is no designated public access from Burnt Store Road. While the 2007 land management plan available online depicts a public access point from Burnt Store Road, this access gate is locked with no pedestrian walk-through feature. Signage with detailed explanation of the gate is attached.

Owner/Official with Jurisdiction: State of Florida; managed by Florida Department of Environmental Protection Division of Recreation and Parks

Relationship Between the Property and the Project

Charlotte Harbor Preserve State Park is located west of and adjacent to the project limits. The Burnt Store Road project will widen the roadway within existing right-of-way in the vast majority of the project limits, including the areas adjacent to Charlotte Harbor Preserve State Park. A driveway has been depicted in the roadway concept plans, connecting to the existing maintenance gate. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

☐ ☒ Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 01-11-2023

Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit

Facility Type: Wildlife Management Area with public access

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address:

Latitude: 26.7659 Longitude: 82.0354

Description of Property:

The Babcock/Webb Wildlife Management Area consists of the Webb Tract, containing 65,758 acres, and the Yucca Pens Unit, consisting of 15,014 acres. The Yucca Pens Unit is located within southern Charlotte County and northwest Lee County. Burnt Store Road is a western property border in areas where the property extends that far west. The Yucca Pens tract extends north of Zemel Road to the north, and towards US 41 to the east. The Webb tract is located east of US 41 and other conservation lands, including Charlotte Harbor Preserve State Park, are located to the west. One tract of Yucca Pens Preserve lies adjacent to the south of a portion of the Yucca Pens property.

The property provides ecological diversity and managed habitat for both imperiled and common wildlife, and for providing the public with fish and wildlife-based public outdoor recreational opportunities. Hunting, fishing, target shooting, wildlife viewing, camping, horseback-riding, scenic driving, bicycling, and hiking are included among the recreational opportunities. Property managers continuously work on vegetation management, prescribed fire management, habitat restoration, protected species monitoring, exotic and invasive species control, and hydrological restoration.

There are two designated entrances to the Yucca Pens Unit along Zemel Road. There are no public access points from Burnt Store Road. There are no planned facilities in this portion of the wildlife management area. The Babcock/Webb WMA Management Plan states that a Recreation Master Plan will be developed, but this document is not yet completed.

Owner/Official with Jurisdiction: State of Florida; managed by Florida Fish and Wildlife Conservation Commission

Relationship Between the Property and the Project

The Yucca Pens Unit of the Babcock/Webb Wildlife Management Area is located east of and adjacent to the project limits. The Burnt Store Road project will widen the roadway within existing right-of-way in the vast majority of the project limits, including the areas adjacent to the WMA. Driveways have been depicted in the roadway concept plans, connecting to the existing maintenance access gates. Therefore, maintenance staff will continue to be able to access the properties in the post-project condition.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

☐ ☒ Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 01-11-2023

Charlotte County Spine Trail 2 Corridor

Facility Type: Pedestrian trail/sidewalk

Property Classification: Park/Rec Area

Address and Coordinates:

Address:

Latitude: 26.773 Longitude: 82.104

Description of Property:

This "trail" consists of a six-foot wide concrete sidewalk that was recently constructed as part of the Charlotte County roadway widening project of Burnt Store Road. There is sidewalk on both the east and west sides of the road. The trail begins at Wallaby Lane and continues approximately 2.45 miles north to Zemel Road. This portion is coded as an existing trail within the SUN Trail network, however as a six-foot wide trail, it does not meet SUN Trail criteria. To the south and north of this segment, there are "unfunded gaps" of the SUN Trail corridor. Some of these unfunded gaps also currently contain six-foot wide sidewalk.

Recreational opportunities on this trail include walking, running, and bicycling. There are no planned improvements to this trail/sidewalk based on review of the July 1, 2022 SUN Trail Adopted Work Program for Fiscal Years 2022/2023 - 2026/2027.

Owner/Official with Jurisdiction: Charlotte County

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23 CFR 774.13(f)(1-4).

Exception/Exemption Justification:

The primary reason why an exception/exemption is justified for this resource is because the Charlotte County Spine Trail 2 Corridor meets the circumstances of 23 CFR Section 774.113 (f) part 4- Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. As part of the SUN Trail network, the Charlotte County Spine Trail 2 Corridor is part of the local transportation system that functions primarily for transportation. As per Florida State Statutes 339.81, the Florida SUN Trail Network was developed to address increasing demands placed on the states transportation system by a growing economy, continued population growth, and increasing tourism. The Legislature found that significant challenges to providing additional capacity to the conventional transportation system exist and will require enhanced accommodation of alternative travel modes to meet the needs of residents and visitors, and that improving bicyclist and pedestrian safety is a high priority. Therefore, the Legislature declared the development of a nonmotorized trail network to increase mobility and recreational alternatives for Floridas residents and visitors and enhance safety, among other goals.

Secondarily, the Burnt Store Road project will construct a 4-lane typical section with 10-foot wide shared-use path on each side. This project will connect to the southern terminus of the Charlotte County Spine Trail 2. There may be temporary construction impacts in the vicinity of the connection location given the roadway construction. However, this will be temporary and of short duration, and there will be no adverse impacts. Instead, this roadway project will help to enhance the Charlotte County Spine Trail 2 Corridor by connecting an additional 5.7 miles of new shared-use path which will

extend bicycle and pedestrian opportunities along Burnt Store Road and connect the trail to existing trails located in the vicinity of Van Buren Parkway (Burnt Store Trail and Charlotte Lee Hendry Trail Cape Alt).

OEM SME Determination Date: 01-11-2023

Burnt Store Trail (existing)

Facility Type: Shared-use path/trail

Property Classification: Park/Rec Area

Address and Coordinates:

Address:

Latitude: 26.6922 Longitude: 82.0386

Description of Property:

This trail consists of a variable width concrete or asphalt pathway that was recently constructed as part of the Lee County roadway widening project of Burnt Store Road. The trail begins at Van Buren Parkway where it is ten feet in width and continues on the east side of Burnt Store Road approximately 2,000 feet north to just south of Kismet Parkway. In this northern section, the trail is twelve feet wide. This trail segment is coded as an existing trail within the SUN Trail network. On the west side of Burnt Store Road, trail is lacking; there is a concrete sidewalk that begins as ten feet wide but then transitions to five feet wide. To the north of this segment, there are "unfunded gaps" of the SUN Trail corridor. No trails are noted to the south of this segment but there is existing sidewalk on both sides of Burnt Store Road. To the east along Van Buren Parkway, a new segment of the SUN Trail was recently completed, the Charlotte Lee Hendry Trail Cape Alt. Recreational opportunities on the Burnt Store Trail include walking, running, and bicycling. There are no planned improvements to this trail/sidewalk based on review of the July 1, 2022 SUN Trail Adopted Work Program for Fiscal Years 2022/2023 - 2026/2027.

Owner/Official with Jurisdiction: Lee County

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23 CFR 774.13(f)(1-4).

Exception/Exemption Justification:

The primary reason why an exception/exemption is justified for this resource is because the Burnt Store Trail meets the circumstances of 23 CFR Section 774.113 (f) part 4- Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. As part of the SUN Trail network, the Burnt Store Trail is part of the local transportation system that functions primarily for transportation. As per Florida State Statutes 339.81, the Florida SUN Trail Network was developed to address increasing demands placed on the state's transportation system by a growing economy, continued population growth, and increasing tourism. The Legislature found that significant challenges to providing additional capacity to the conventional transportation system exist and will require enhanced accommodation of alternative travel modes to meet the needs of residents and visitors, and that improving bicyclist and pedestrian safety is a high priority. Therefore, the Legislature declared the development of a nonmotorized trail network to increase mobility and recreational alternatives for Florida's residents and visitors and enhance safety, among other goals. Secondly, the Burnt Store Road project will construct a 4-lane typical section with 10-foot wide shared-use path on each side. This project will connect to the northern terminus of the existing trail. There may be temporary construction impacts in the vicinity of the connection location given the roadway construction. However, this will be temporary and of short duration, and there will be no adverse impacts. Instead, this roadway project will help to enhance the Burnt Store Trail by connecting an additional 5.5 miles of new shared-use path which will extend bicycle and pedestrian opportunities along Burnt Store Road and connect the trail to existing trails located in the vicinity of Van Buren Parkway (Charlotte County

Spine Trail 2 Corridor).

OEM SME Determination Date: 01-11-2023

Project-Level Attachments

Project Location Map

Resource Attachments

Yucca Pens Preserve

Yucca Pens Preserve Map

Yucca Pens Preserve photos

Roadway exhibit showing Yucca Pens Preserve

Charlotte Harbor Buffer Preserve

Charlotte Harbor Buffer Preserve Map

Charlotte Harbor Buffer Preserve photo

Roadway exhibit showing Charlotte Harbor Buffer Preserve

Charlotte Harbor Preserve State Park

Charlotte Harbor Preserve State Park Map

Charlotte Harbor Preserve State Park photos

Roadway exhibit showing Charlotte Harbor Preserve State Park

Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit

Babcock Web Yucca Pens WMA Map

Roadway exhibit depicting Babcock/Webb WMA Yucca Pens Unit

Charlotte County Spine Trail 2 Corridor

Charlotte County Spine Trail 2 Corridor Map

Charlotte County Spine Trail 2 photo

Burnt Store Trail (existing)

Burnt Store Trail (existing) Map

Burnt Store Trail photo

Roadway Exhibit Showing Burnt Store Trail

Yucca Pens Preserve

Contents:

Yucca Pens Preserve Map

Yucca Pens Preserve photos

Roadway exhibit showing Yucca Pens Preserve

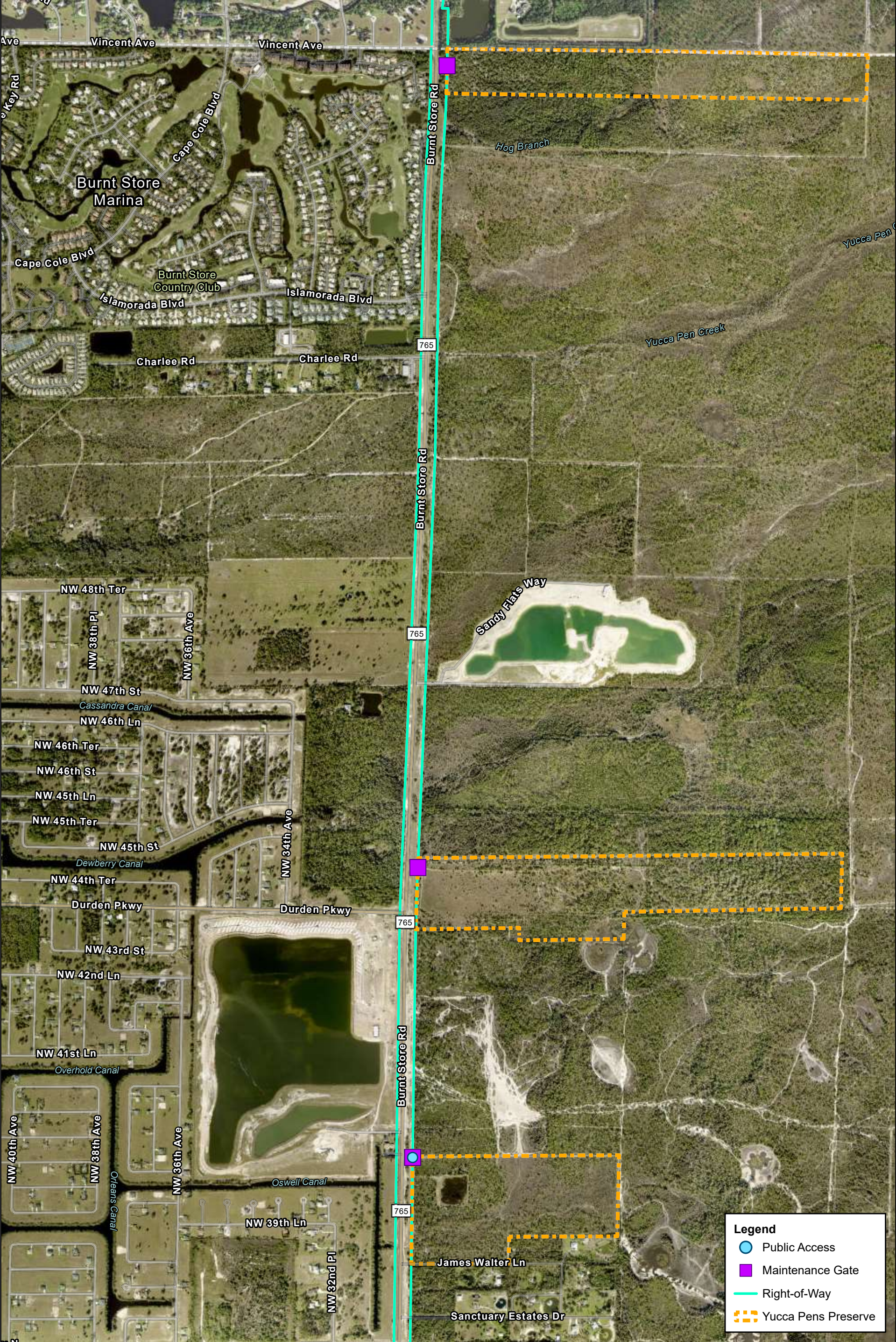
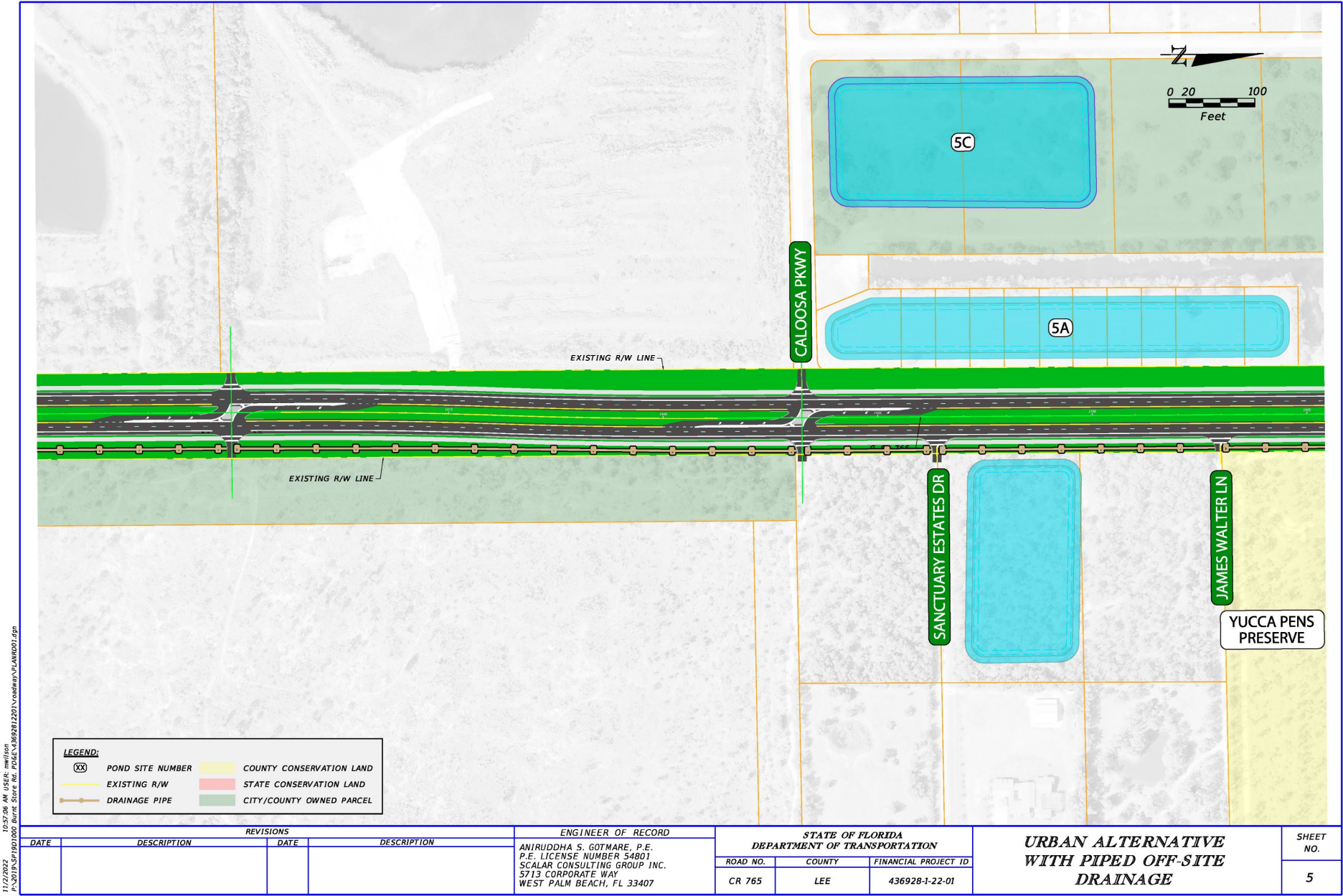


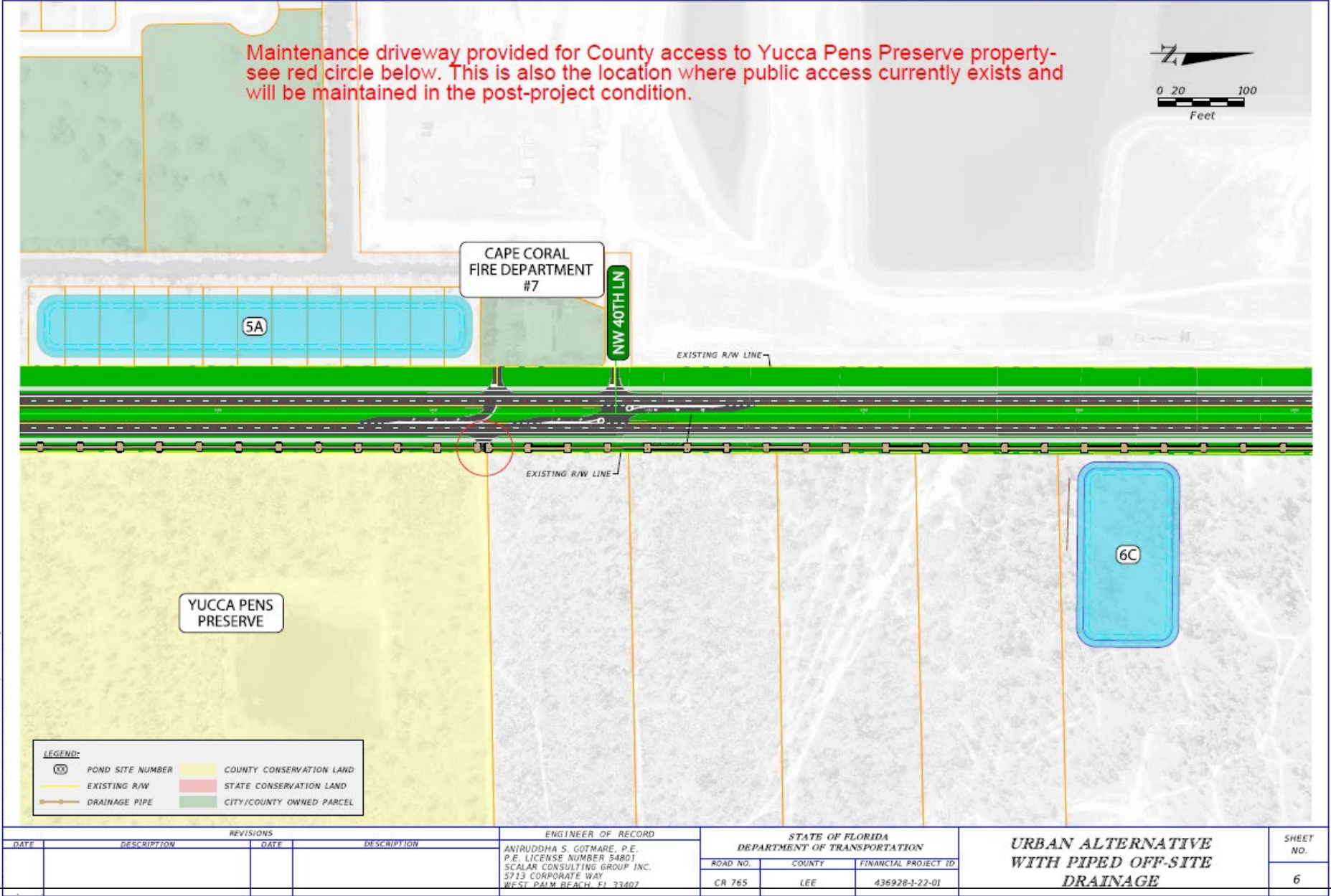


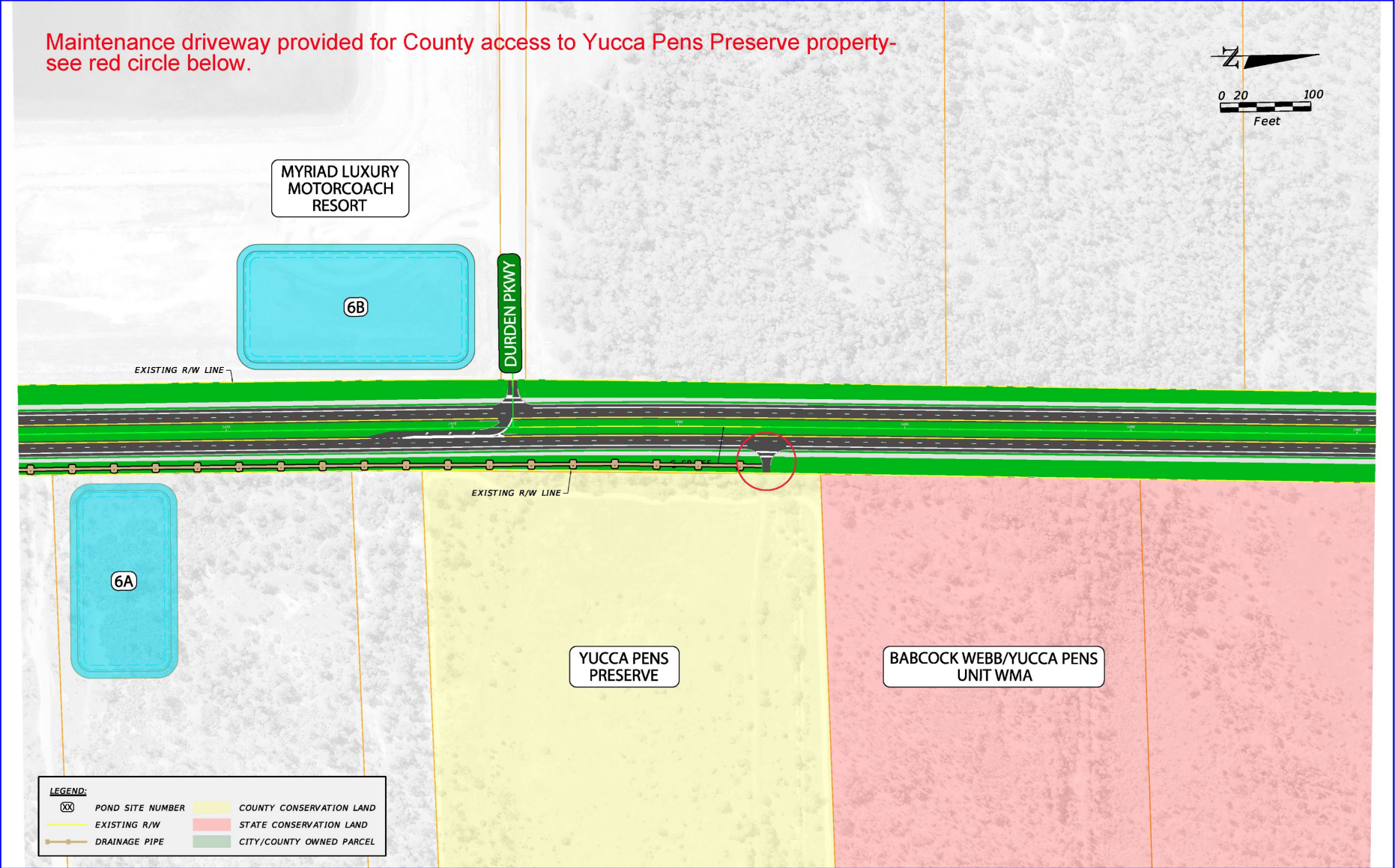
Photo 1. Yucca Pens Preserve maintenance gate adjacent to Burnt Store Road with public walk-in access. This is the middle of the three County-owned conservation tracts.



Photo 2. Photo of maintenance access gate to southern-most tract. No public access



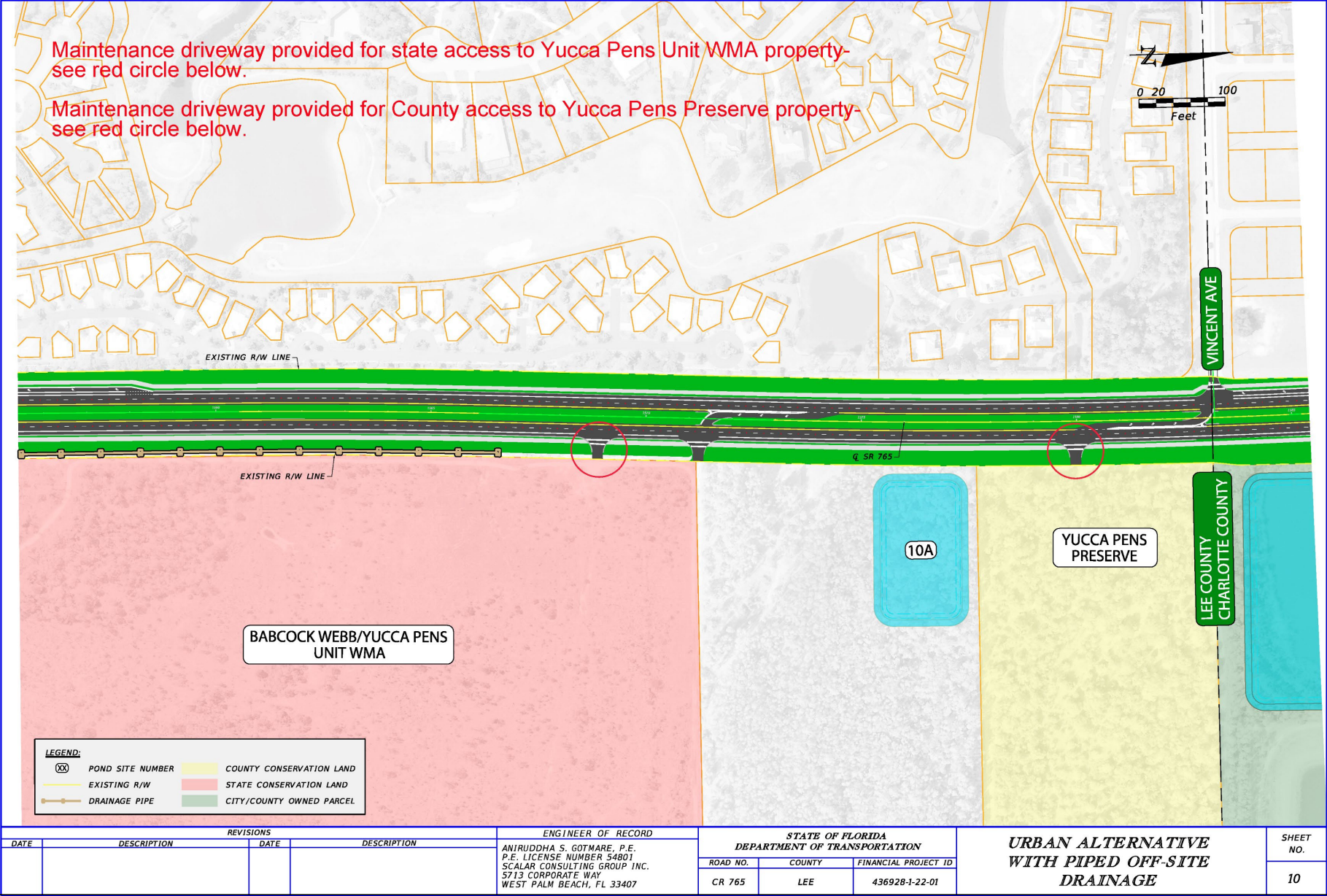




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THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			URBAN ALTERNATIVE WITH PIPED OFF-SITE DRAINAGE	SHEET NO. 7
DATE	DESCRIPTION	DATE	DESCRIPTION	ANIRUDDHA S. GOTMARE, P.E. P.E. LICENSE NUMBER 54801 SCALAR CONSULTING GROUP INC. 5713 CORPORATE WAY WEST PALM BEACH, FL 33407			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							CR 765	LEE	436928-1-22-01		



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REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			URBAN ALTERNATIVE WITH PIPED OFF-SITE DRAINAGE	SHEET NO. 10
DATE	DESCRIPTION	DATE	DESCRIPTION	ANIRUDDHA S. GOMTARE, P.E. P.E. LICENSE NUMBER 54801 SCALAR CONSULTING GROUP INC. 5713 CORPORATE WAY WEST PALM BEACH, FL 33407			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							CR 765	LEE	436928-1-22-01		

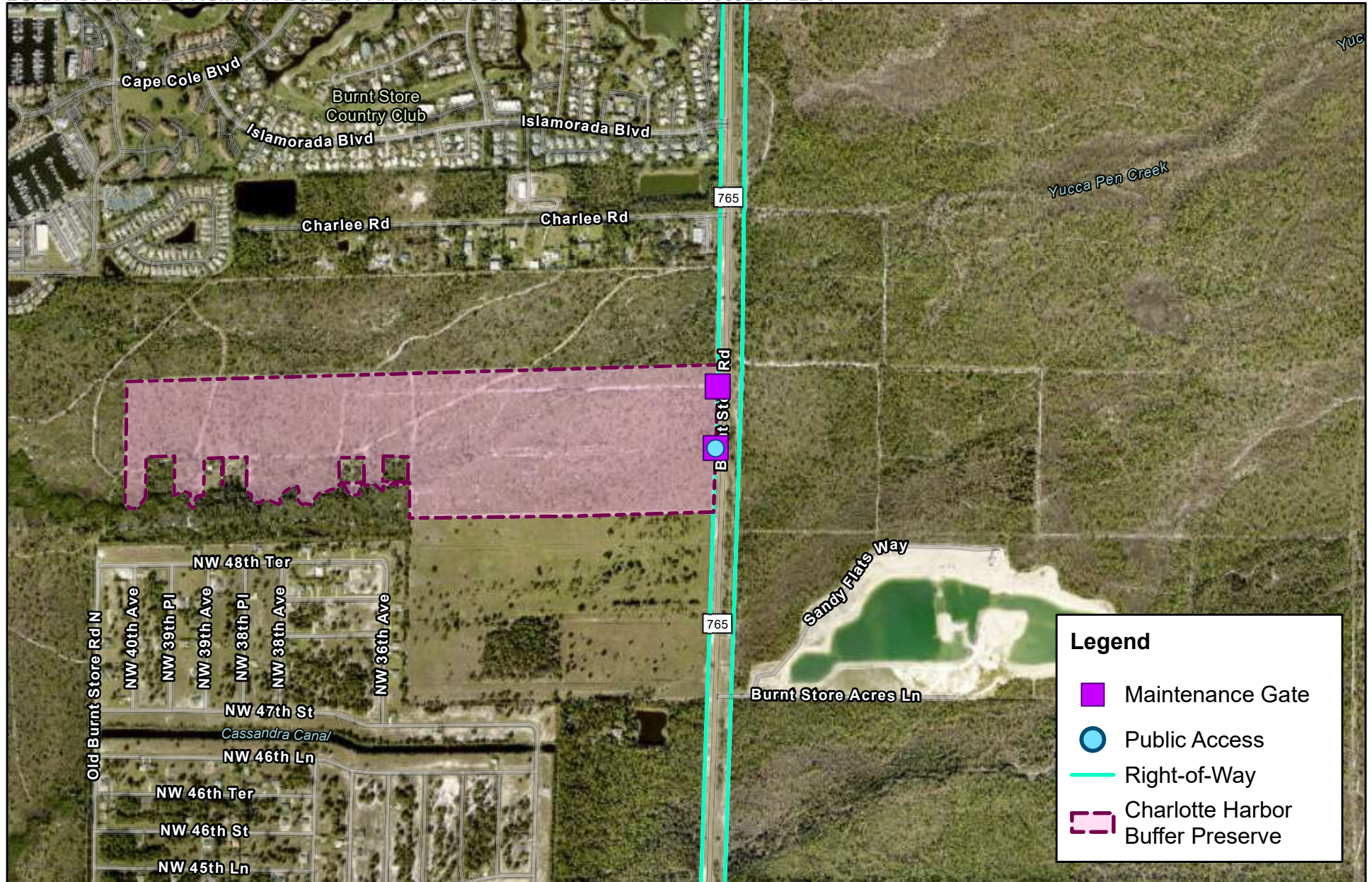
Charlotte Harbor Buffer Preserve

Contents:

Charlotte Harbor Buffer Preserve Map


Charlotte Harbor Buffer Preserve photo

Roadway exhibit showing Charlotte Harbor Buffer Preserve



Legend

- Maintenance Gate
- Public Access
- Right-of-Way
- Charlotte Harbor Buffer Preserve



Charlotte Harbor Buffer Preserve
 Burnt Store Road PD&E Study
 From Van Buren Parkway to Charlotte County Line
 FPID No. 436928-1-22-01
 Lee County

Image Source: ESRI
 Image Date: 2021

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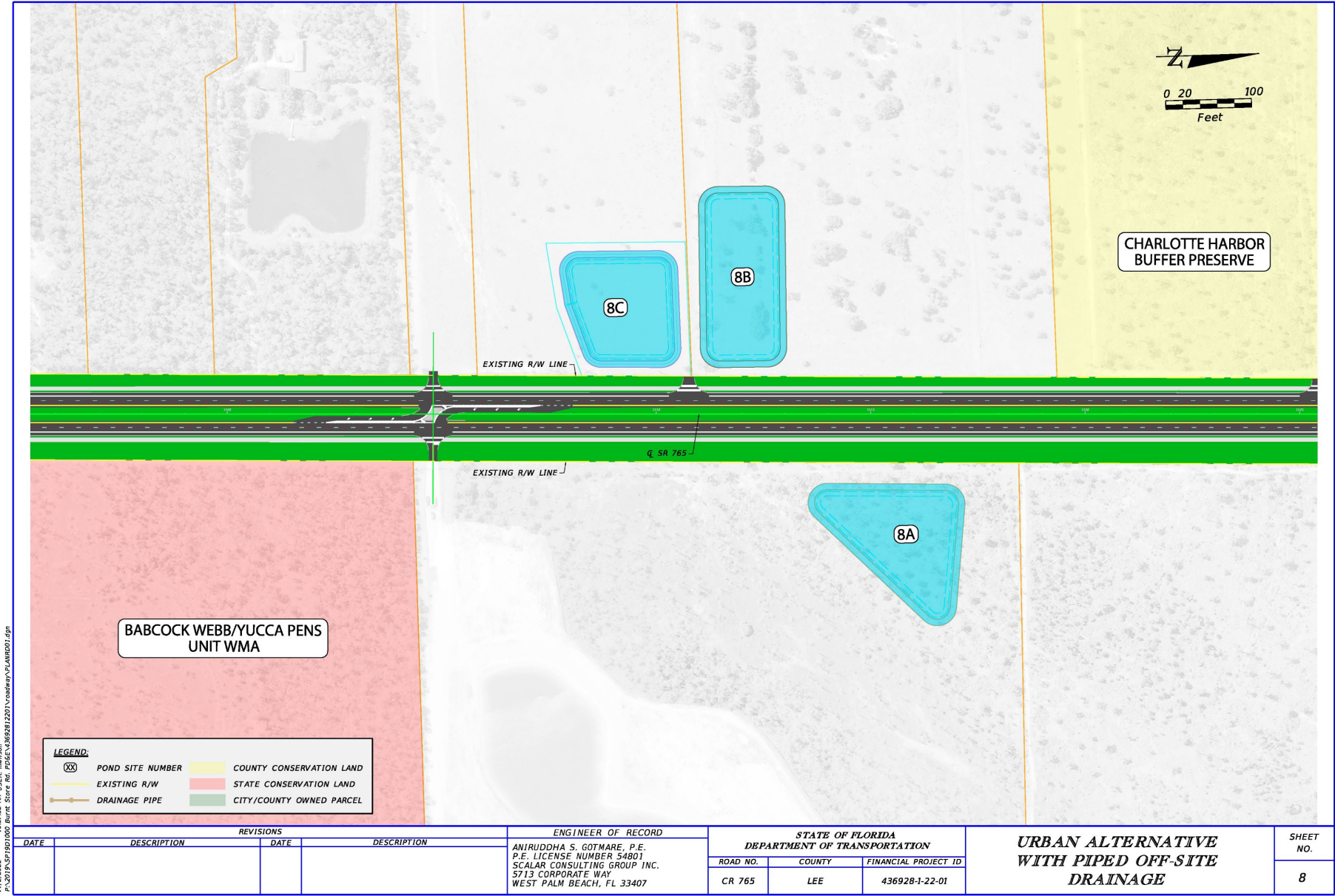
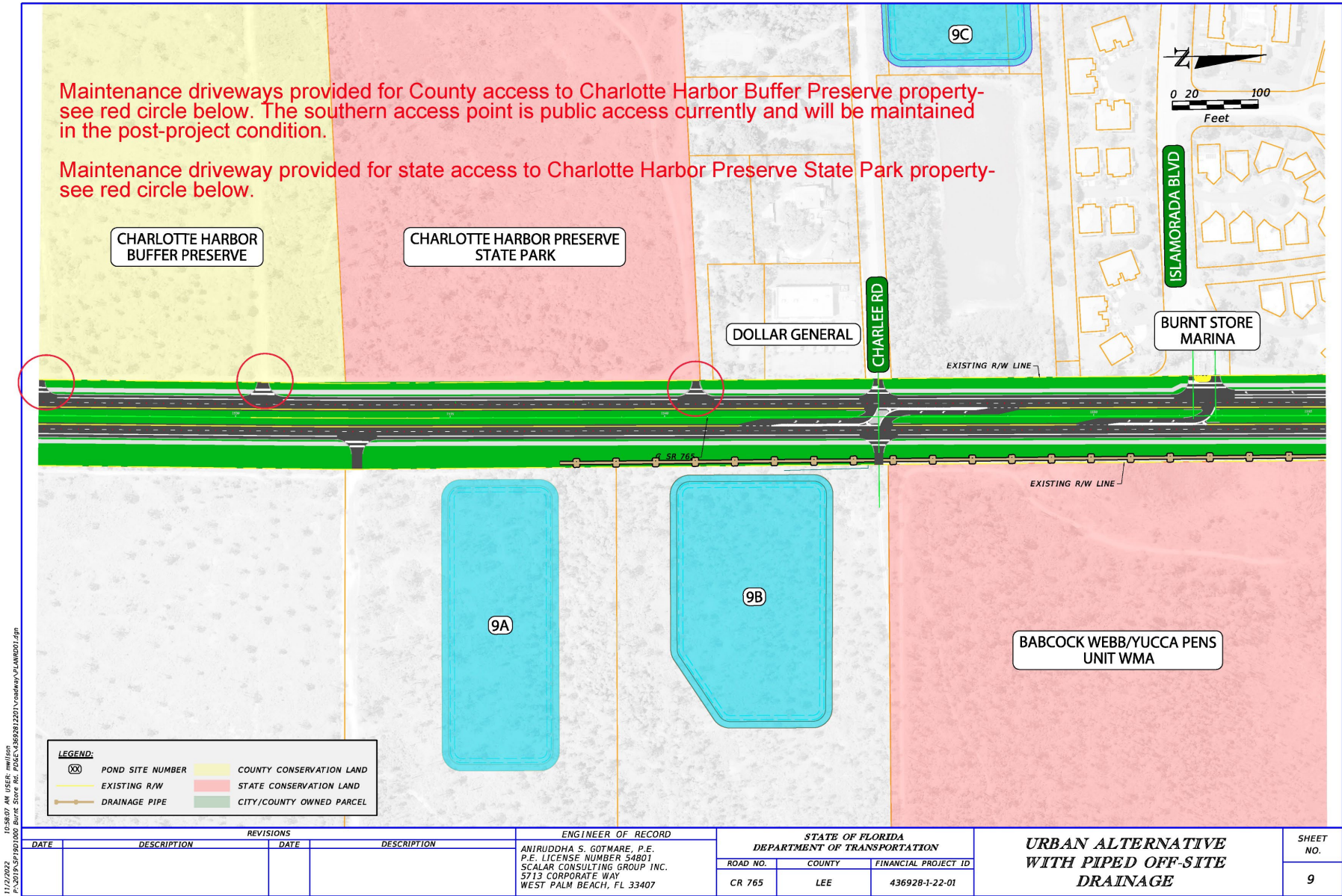




Photo 1. Charlotte Harbor Buffer Preserve maintenance gate adjacent to Burnt Store Road with public walk-in access.



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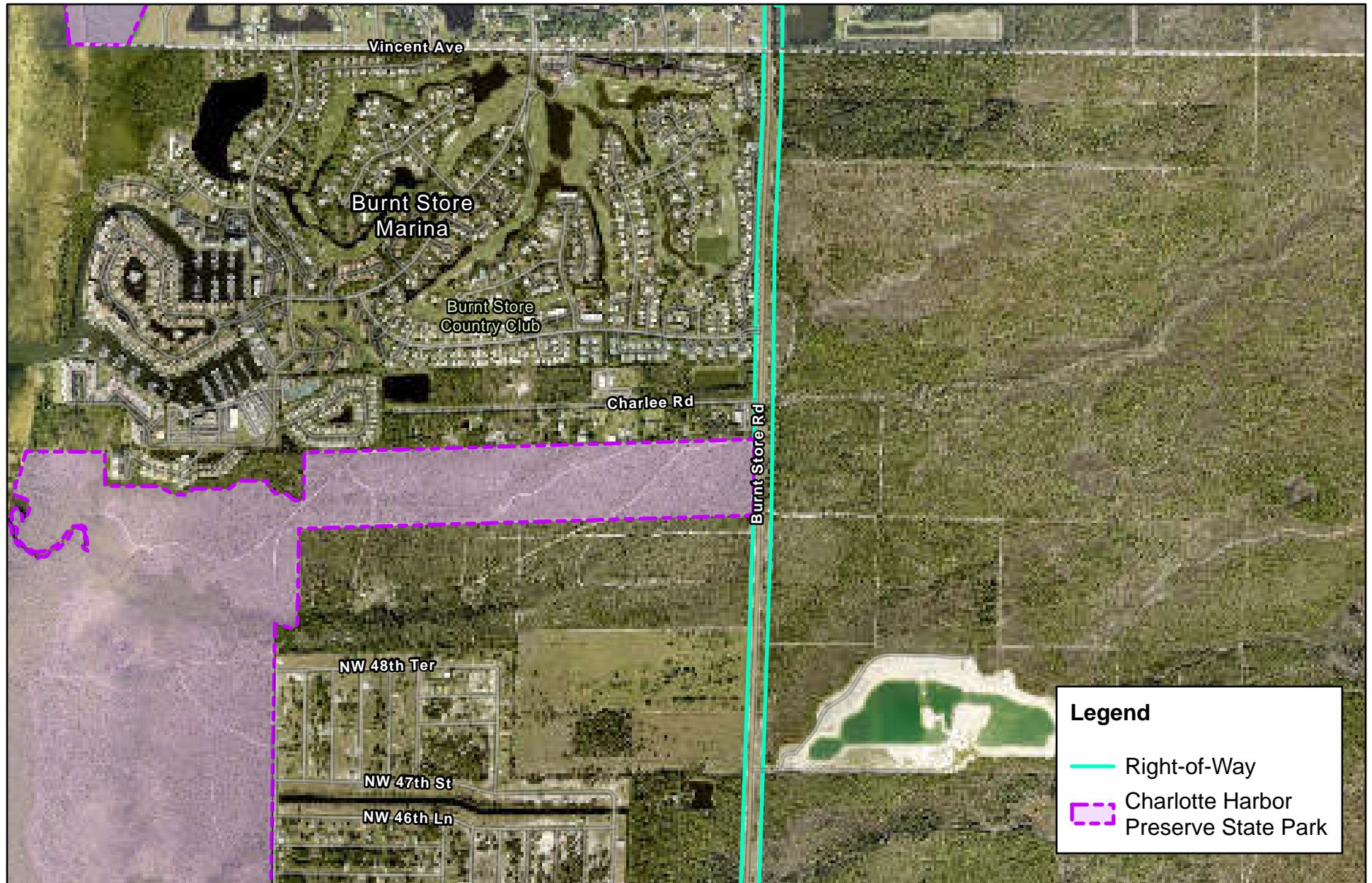
Charlotte Harbor Preserve State Park

Contents:

Charlotte Harbor Preserve State Park Map

Charlotte Harbor Preserve State Park photos

Roadway exhibit showing Charlotte Harbor Preserve State Park



Legend

- Right-of-Way
- - - Charlotte Harbor Preserve State Park



Charlotte Harbor Preserve State Park
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2021

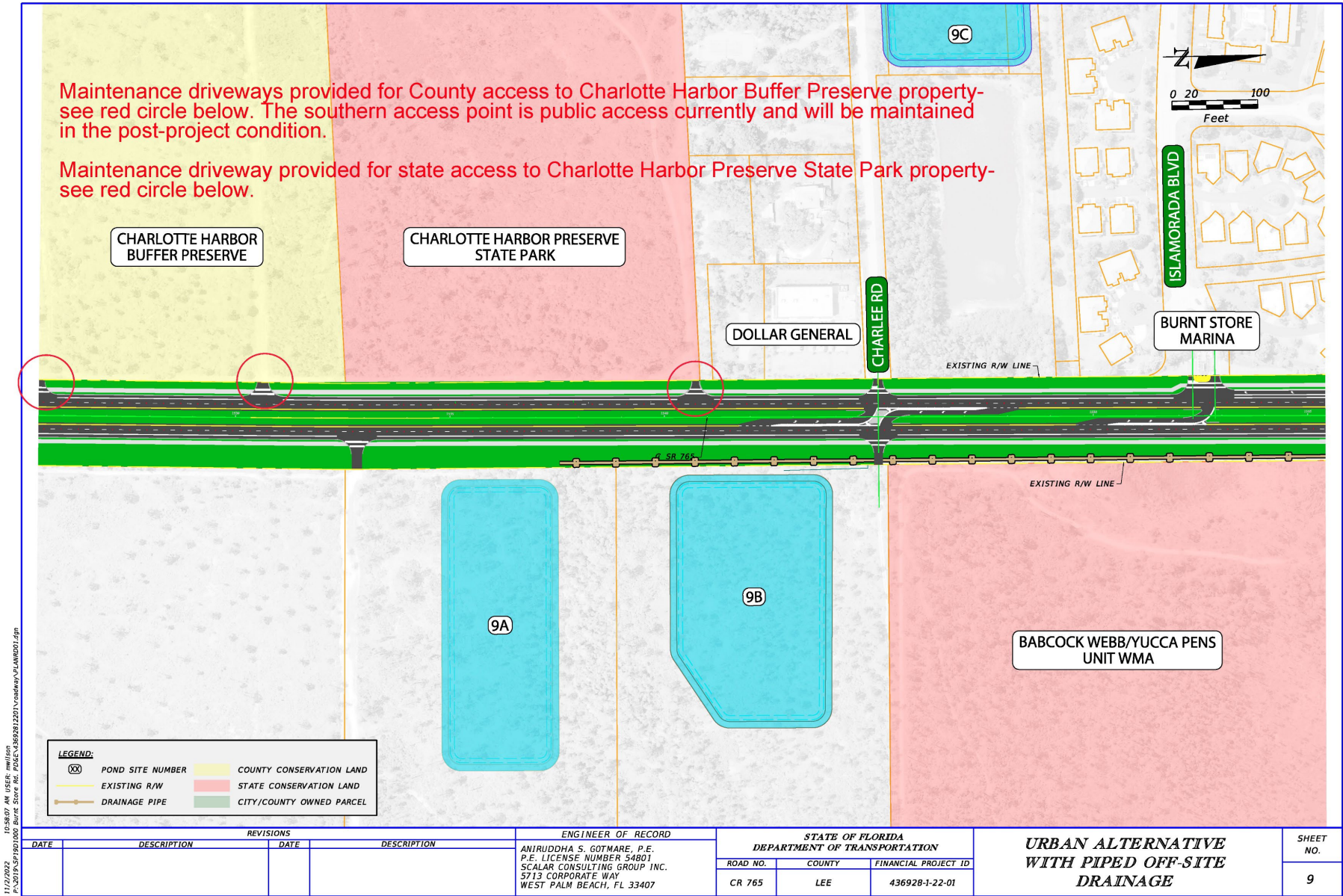
0 1,250 2,500 Feet



Photo 1. Charlotte Harbor Preserve State Park maintenance gate adjacent to Burnt Store Road. Note gate is locked.



Photo 2. Photo of information sign on post indicating normal condition is locked. No public access.



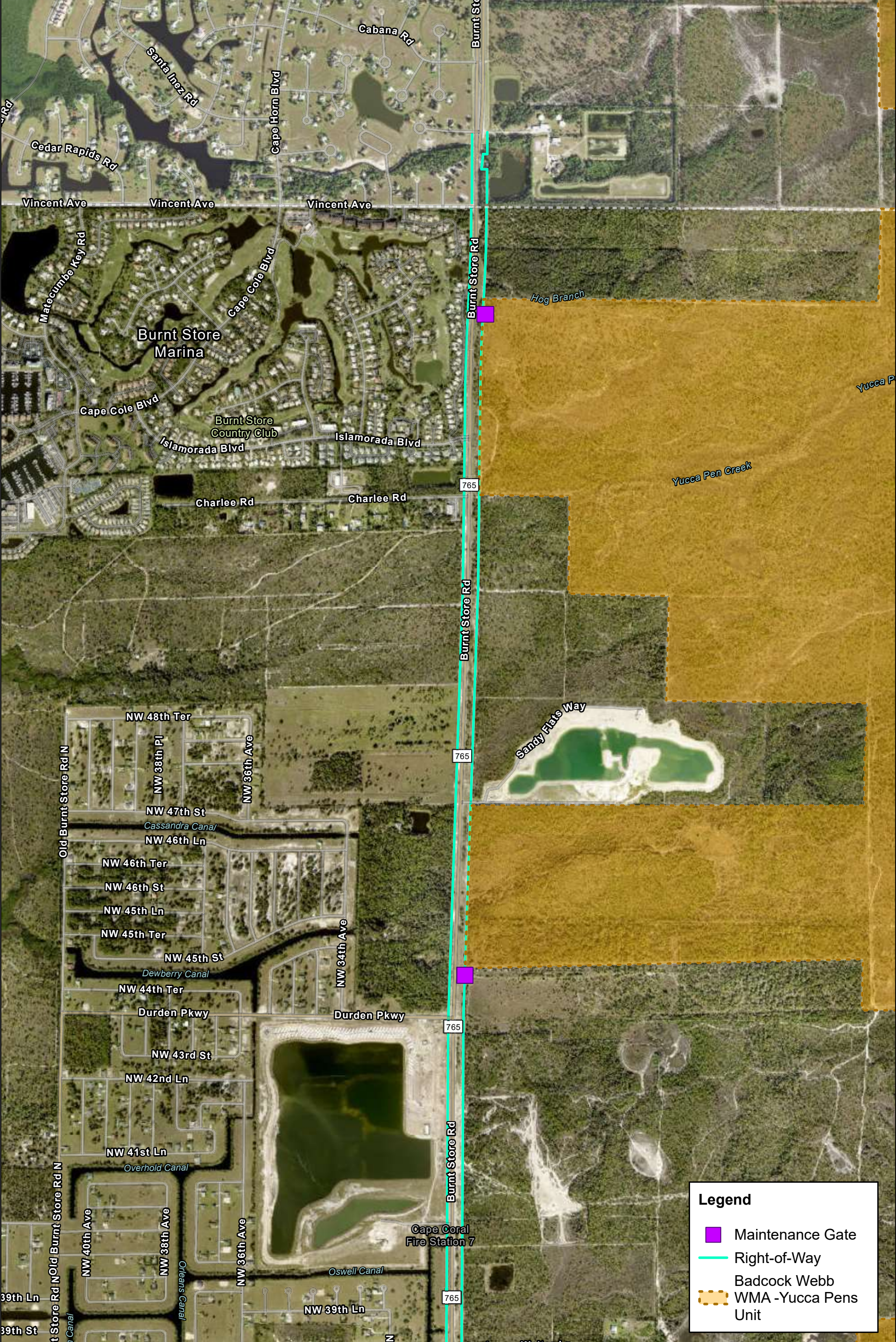
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Fred C. Babcock/Cecil M. Webb Wildlife Management Area- Yucca Pens Unit

Contents:

Babcock Web Yucca Pens WMA Map

Roadway exhibit depicting Babcock/Webb WMA Yucca Pens Unit



Legend

Maintenance Gate

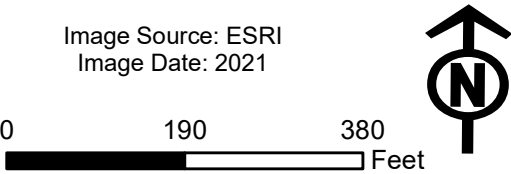
Right-of-Way

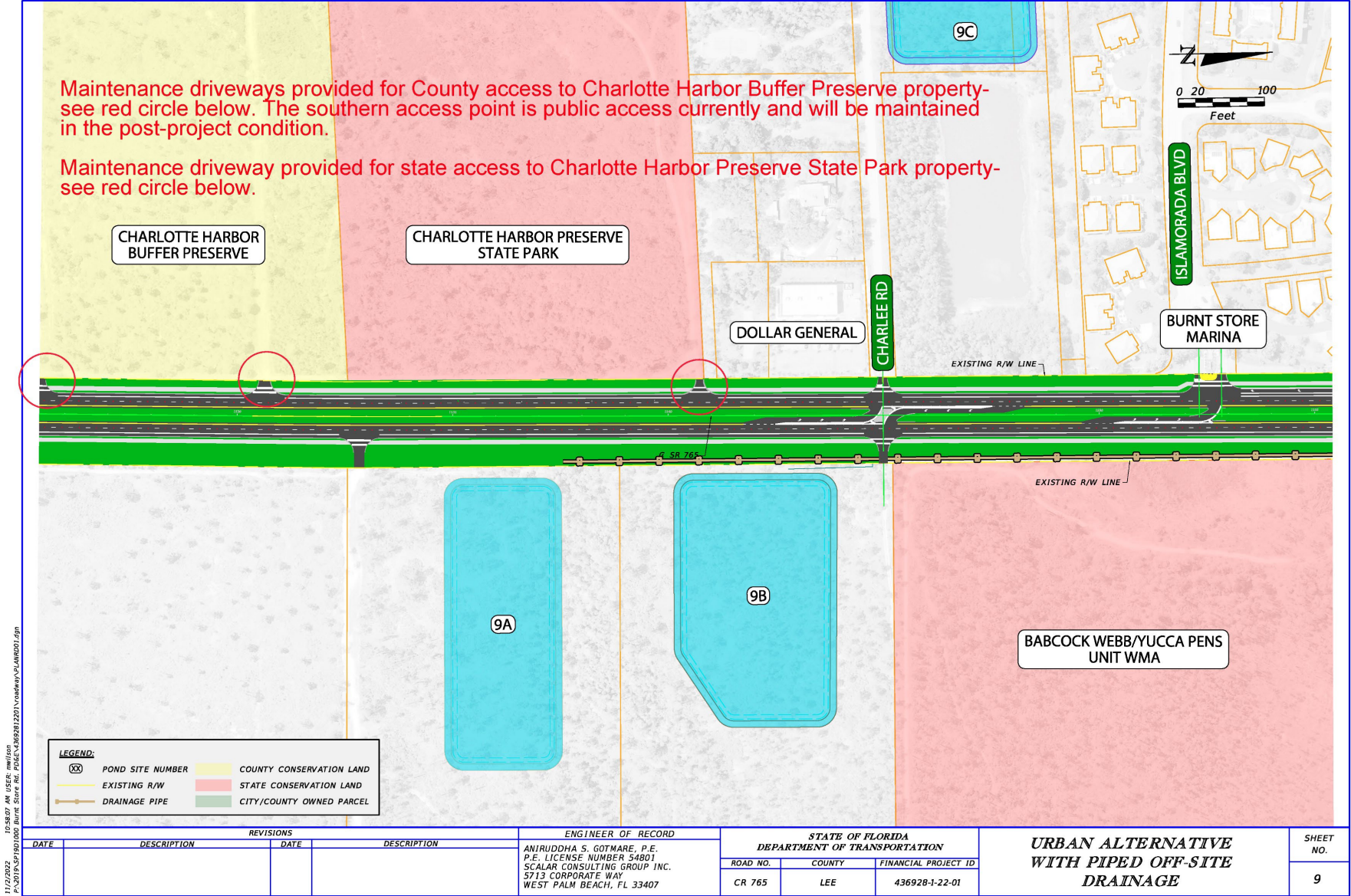
Badcock Webb
WMA -Yucca Pens
Unit

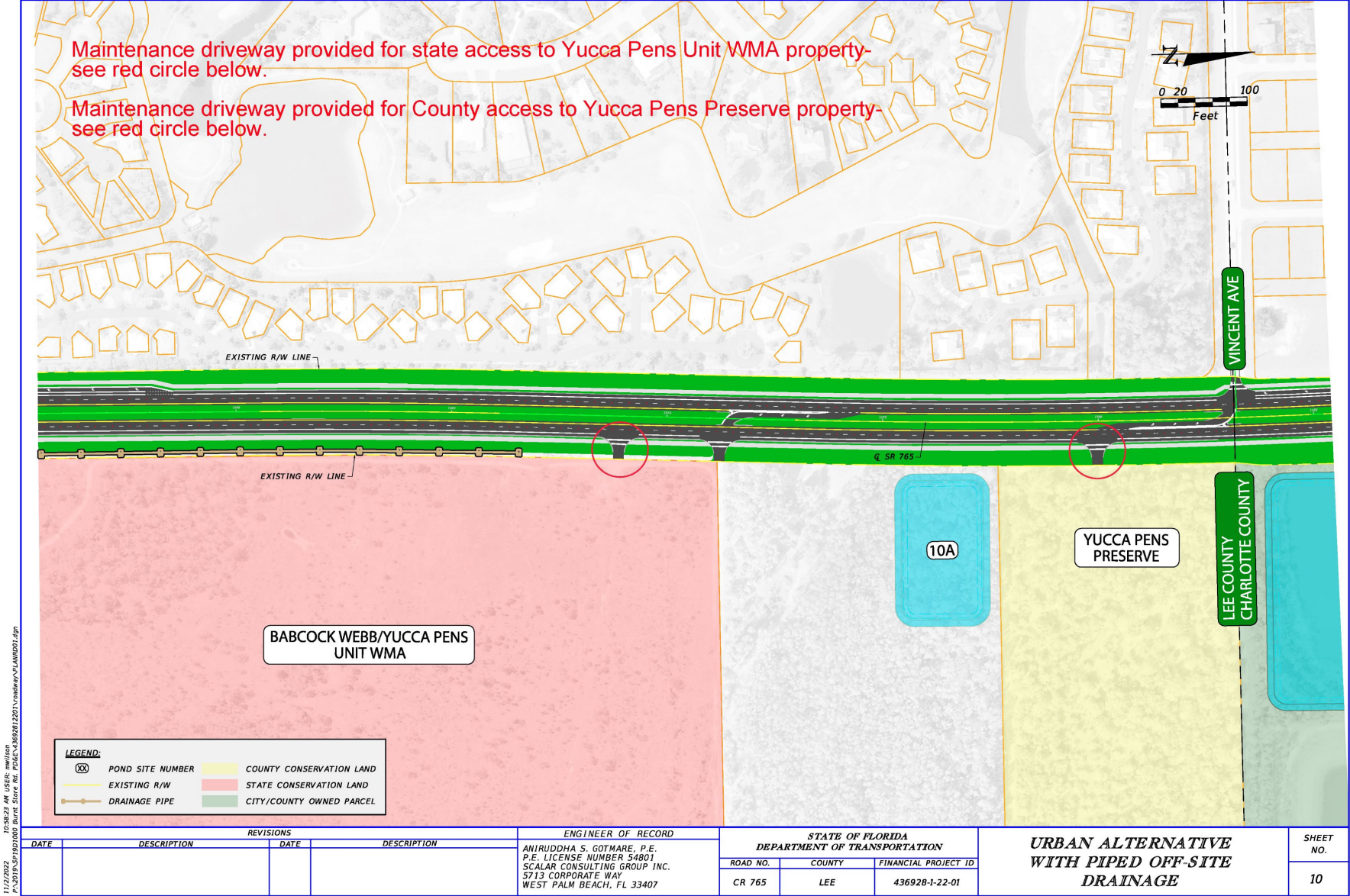


Badcock Webb WMA - Yucca Pens Unit
Burnt Store Road PD&E Study
From Van Buren Parkway to Charlotte County Line
FPID No. 436928-1-22-01
Lee County

Image Source: ESRI
Image Date: 2021







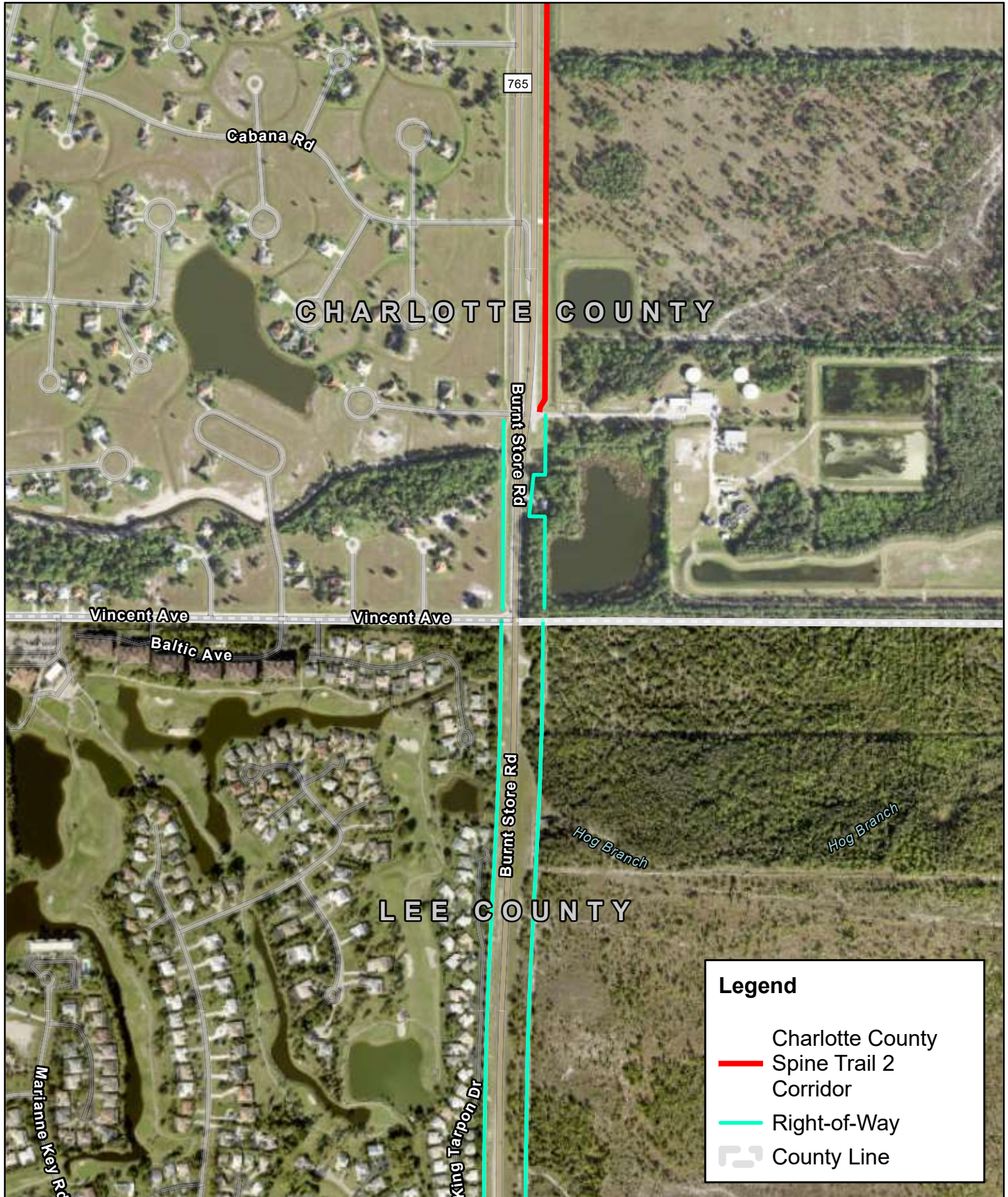
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Charlotte County Spine Trail 2 Corridor

Contents:

Charlotte County Spine Trail 2 Corridor Map

Charlotte County Spine Trail 2 photo



Charlotte County Spine Trail 2 Corridor
 Burnt Store Road PD&E Study
 From Van Buren Parkway to Charlotte County Line
 FPID No. 436928-1-22-01
 Lee County

Image Source: ESRI
 Image Date: 2021

0 400 800
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Photo 1. Five-foot sidewalk along Burnt Store Road in Charlotte County just north of Wallaby Lane. This section of the roadway is coded as the Charlotte County Spine Trail 2 Corridor, part of the SUN Trail network.

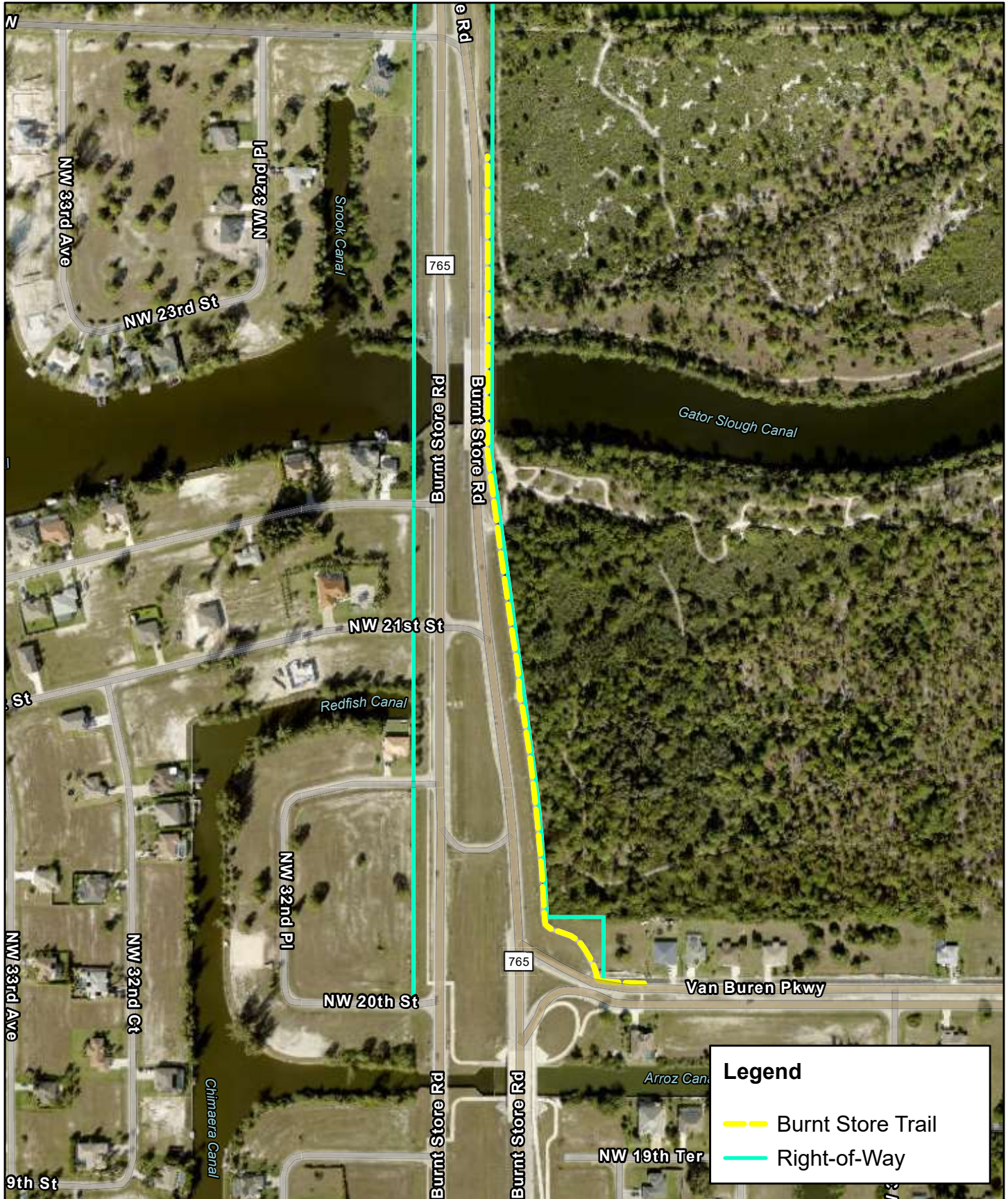
Burnt Store Trail (existing)

Contents:

Burnt Store Trail (existing) Map

Burnt Store Trail photo

Roadway Exhibit Showing Burnt Store Trail



Legend

- Burnt Store Trail
- Right-of-Way



Burnt Store Trail
 Burnt Store Road PD&E Study
 From Van Buren Parkway to Charlotte County Line
 FPID No. 436928-1-22-01
 Lee County

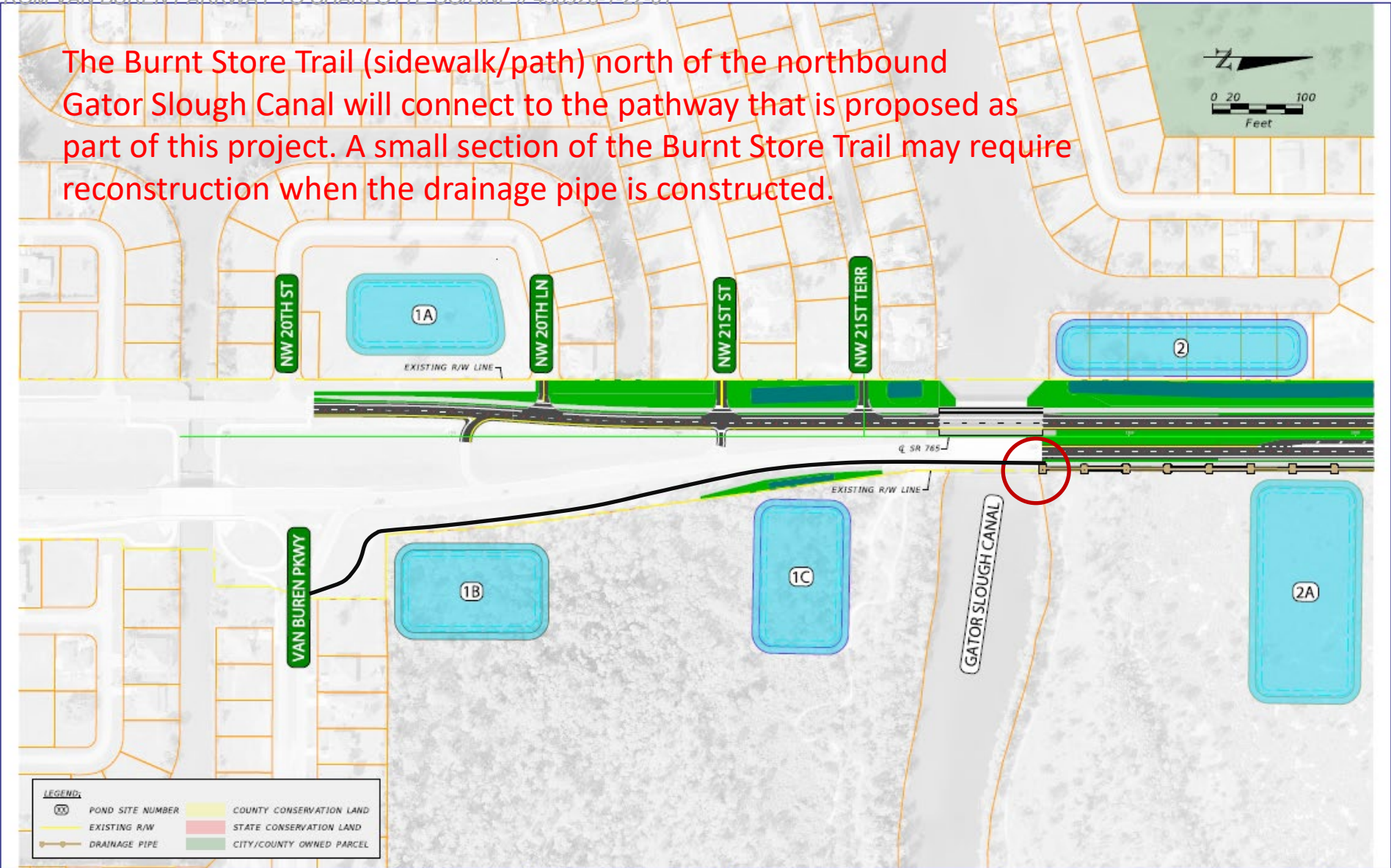
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Photo 1. Ten-foot multi-use trail along Burnt Store Road leading from Van Buren Parkway to north of Gator Slough Canal. This is coded as the Burnt Store Trail, part of the SUN Trail network. It is listed as an unfunded gap but does currently exist as a trail.

The Burnt Store Trail (sidewalk/path) north of the northbound Gator Slough Canal will connect to the pathway that is proposed as part of this project. A small section of the Burnt Store Trail may require reconstruction when the drainage pipe is constructed.



REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			URBAN ALTERNATIVE WITH PIPED OFF-SITE DRAINAGE	SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION	ANIRUDDHA S. GOMARE, P.E. P.E. LICENSE NUMBER 54801 SCALAR CONSULTING GROUP INC. 5713 CORPORATE WAY WEST PALM BEACH, FL 33407			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							CR 765	LEE	436928-1-22-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Natural Resources Appendix

Contents:

NMFS correspondence
FWC concurrence letter
USFWS correspondence
USFWS concurrence letter

Organization	Reviewer	Review Date	Global
National Marine Fisheries Service	David A. Rydene	02/16/2023	Global: Yes

Comments:

NMFS staff has reviewed the Natural Resource Evaluation (NRE) Report for the widening of Burnt Store Road from the Van Buren Parkway to the Charlotte County Line (FMN 436928-1-22-01; ETDM 14380) in Lee County, Florida, as part of the project's Project Development and Environment (PD&E) Study. NMFS offers the following comments. NMFS recommends changing the Endangered Species Act (ESA) Section 7 determination for swimming sea turtles from "May Affect, Not Likely To Adversely Affect" to "No Effect" as sea turtles stay in the open waters of bay systems and do not swim upstream into river or canal systems. The determination for smalltooth sawfish critical habitat should be "No Adverse Modification Or Destruction", rather than "May Affect, Not Likely To Adversely Affect", which is strictly a species determination. The NOAA Fisheries Southeast Regional Office (SERO) *Protected Species Construction Conditions* have replaced the NMFS *Sea Turtle and Smalltooth Sawfish Construction Conditions*, so the SERO *Protected Species Construction Conditions* should be used. NMFS believes that when sufficient information regarding bridge design and construction methodologies, including pile installation methods, number of piles installed per day, and number of strikes per pile (or minutes of vibratory hammer use for vibratory installation) are provided to NMFS, that an Endangered Species Act Section 7 consultation can be initiated and completed. It does not appear that there is any need to pursue an Essential Fish Habitat consultation for this project. Thank you for the opportunity to provide comments on this project's NRE.

Reviewer Document:

[SERO Protected_Species_Construction_Conditions_May 2021.pdf](#)



**Florida Fish
and Wildlife
Conservation
Commission**

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**Office of the
Executive Director**

Thomas H. Eason, Ph.D.
Acting Executive Director

Jessica Crawford
Chief of Staff

850-487-3796
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800 955-8770 (V)

MyFWC.com

February 20, 2023

Nikki Vallandingham
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830
Danielle.Vallandingham@dot.state.fl.us

Re: Burnt Store Road Natural Resources Evaluation and Addendum, Lee County

Dear Ms. Vallandingham:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District One (FDOT D1) is studying the potential environmental effects for the proposed widening of 5.7 miles of Burnt Store Road (County Road 765) from Van Buren Parkway in Lee County north to the Charlotte County Line. The FDOT is leading this federally funded Project Development and Environment (PD&E) Study and subsequent project phases including design and construction will be led by the Lee County Department of Transportation. The proposed project involves widening the existing two-lane undivided roadway to four lanes, while accommodating a typical section expandable to six lanes. Also evaluated was the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path.

The NRE was prepared as part of the PD&E Study (ETDM # 14380) to document the natural resources analysis and to summarize potential impacts to wetlands, federal and state protected species, and protected habitats within existing and new proposed right-of-way for the proposed roadway project. FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species. FWC staff also agrees wildlife features should be considered along the project to provide passage for wildlife. Further coordination could be required during the future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or KristeeBooth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink that reads "Kristee Booth".

For Jason Hight, Director
Office of Conservation Planning Services

jh/kb
Burnt Store Road _NRE_53120_02202023

Organization	Reviewer	Review Date	Global
US Fish and Wildlife Service	John Wrublik	02/13/2023	Global: Yes

Comments:

The U.S. Fish and Wildlife Service (Service) has received the FDOT's request for consultation for the Burnt Store Road from Van Buren Parkway to Charlotte County Line widening project. In its coordination email, the FDOT determined that the project may affect but is not likely to adversely affect the American crocodile, red-cockaded woodpecker, snail kite, Florida scrub-jay, crested caracara, beautiful pawpaw, and aboriginal prickly apple. Information provided in the FDOT's Natural Resource Evaluation indicate that these species were not observed to occur on or near the project footprint. Moreover, the project is not located within the Service's consultation area for the crested caracara and does not contain suitable habitat for the red-cockaded woodpecker, Florida scrub-jay or the Everglade snail kite. Based on this information and our knowledge of these species, the Service finds that these species are not reasonably certain to occur on the project site, and they are not likely to be affected by the project. We recommend that the FDOT change its determinations for these species from may affect, not likely to adversely affect to no effect. The Service is in the process of reviewing your project and will provide our consultation document to the FDOT as soon as possible.

[EXTERNAL] Notice: Document Review has begun for 436928-1 Burnt Store Rd NRE 14380

est_update@fla-etat.org <est_update@fla-etat.org>

Mon 2/13/2023 3:01 AM

To: jeffrey.james@dot.state.fl.us <jeffrey.james@dot.state.fl.us>; Wrublik, John <john_wrublik@fws.gov>; llayman@sfwmd.gov <llayman@sfwmd.gov>; David.Rydene@noaa.gov <David.Rydene@noaa.gov>; michael.weston@fdacs.gov <michael.weston@fdacs.gov>; Chris.Stahl@FloridaDEP.gov <Chris.Stahl@FloridaDEP.gov>; Kajumba.Ntale@epamail.epa.gov <Kajumba.Ntale@epamail.epa.gov>; dean.william-kenneth@epa.gov <dean.william-kenneth@epa.gov>; somerville.amanetta@epa.gov <somerville.amanetta@epa.gov>; Singh-White.Alya@epa.gov <Singh-White.Alya@epa.gov>; Clark.Ryals@freshfromflorida.com <Clark.Ryals@freshfromflorida.com>; Lisa.S.Lovvorn@usace.army.mil <Lisa.S.Lovvorn@usace.army.mil>; Cantrell, Mark A <mark_a_cantrell@fws.gov>; Brian.Camposano@FDACS.gov <Brian.Camposano@FDACS.gov>; Hight, Jason <Jason.Hight@MyFWC.com>; Mark.Kiser@fdacs.gov <Mark.Kiser@fdacs.gov>; Veronica.C.Beech@usace.army.mil <Veronica.C.Beech@usace.army.mil>; jhuffman@sfwmd.gov <jhuffman@sfwmd.gov>; Rivera, Jose J <jose_rivera@fws.gov>; Laura.DiGruttolo@MyFWC.com <Laura.DiGruttolo@MyFWC.com>

Cc: danielle.vallandingham@dot.state.fl.us <danielle.vallandingham@dot.state.fl.us>; kcaruso@scalarinc.net <kcaruso@scalarinc.net>; danielle.vallandingham@dot.state.fl.us <danielle.vallandingham@dot.state.fl.us>; jeffrey.james@dot.state.fl.us <jeffrey.james@dot.state.fl.us>; Jonathon.Bennett@dot.state.fl.us <Jonathon.Bennett@dot.state.fl.us>; state.clearinghouse@dep.state.fl.us <state.clearinghouse@dep.state.fl.us>; dave.rydene@verizon.net <dave.rydene@verizon.net>; ConservationPlanningServices@MyFWC.com <ConservationPlanningServices@MyFWC.com>

This email has been received from an external source. Opening this email may disclose confidential information.



Florida Ecological Services Field Office

Service Project Code No. 2023-0044492

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

JOSE RIVERA

Digitally signed by JOSE RIVERA
Date: 2023.02.14 10:25:01 -05'00'

Environmental Review Supervisor

Dear to whom it may concern:

The Florida Department of Transportation (FDOT) District One is proposing improvements to Burnt Store Road (CR 765) from Van Buren Parkway to Charlotte County Line in Lee County, Florida. The FDOT is leading this federally funded Project Development and Environment (PD&E) Study and subsequent project phases including design and construction will be led by Lee County Department of Transportation.

The purpose of this project is to provide additional roadway capacity along the section of Burnt Store Road from Van Buren Parkway to the Charlotte County Line in order to accommodate future travel demand because of area-wide population and employment growth. Other goals of the project include enhancing system linkage/regional connectivity and improving safety conditions along the Burnt Store Road corridor. The project was evaluated by the Environmental Technical Advisory Team (ETAT) through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14380.

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 Florida Department of Transportation (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. This review is being coordinated with representatives of the U. S. Environmental Protection Agency (EPA), U. S. Army Corps of Engineers (USACE), U. S. National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), Florida Department of Environmental Protection (FDEP), Florida Department of Agriculture and Consumer Services (FDACS), Florida Fish and Wildlife Conservation Commission (FWC), and South Florida Water Management District (SFWMD).

This NRE has been prepared as part of this PD&E Study. The report reviews the possible impacts to wetlands systems, essential fish habitat and federal and state protected species. The identification of measures to avoid, minimize, and mitigate for any potential impacts is also discussed. Four alignment alternatives were assessed. The Urban Typical Section with Pipe (Alternative 3) was selected as the preferred alternative. The analysis of potential project impacts for the proposed improvements to Burnt Store Road and the rationale to support effect determination for protected resources is presented in the NRE.

A total of 23 federally listed species and 17 state listed species were identified as potentially occurring within the project area. Additionally, nine other species were included in the analysis due to the regulatory protections associated with those species.

Based on the agency coordination, literature/database review, field surveys and data collection, the FDOT has determined that the project may affect, but is not likely to adversely affect-C (further consultation required) the federally listed Florida bonneted bat. Since no Critical Habitat has been formally established for the Florida bonneted bat, we find that the project will have no effect on Florida bonneted bat Critical Habitat. We are requesting consultation with the USFWS on this species. The project may affect, but is not likely to adversely affect the federally listed American crocodile, wood stork, red-cockaded woodpecker, snail kite, Florida scrub-jay, crested caracara, West Indian manatee (including critical habitat), Gulf sturgeon, smalltooth sawfish (including critical habitat), beautiful pawpaw, and aboriginal prickly apple. We are therefore requesting consultation and concurrence on the species that are under your agencies purview.

While we understand that agency concurrence is not required for species with a no effect determination, the FDOT has also determined that the project will have no effect on the federally listed loggerhead sea turtle, green sea turtle, leatherback sea turtle, hawksbill sea turtle, Kemp's ridley sea turtle, American alligator, Eastern indigo snake, piping plover, Eastern black rail, Rufus red knot, and Florida panther.

Additionally, for state-listed species, there is no adverse effect anticipated from the project for the gopher tortoise, pine snake, Florida sandhill crane, Florida burrowing owl, little blue heron, reddish egret, tricolored heron, Southeastern American kestrel, roseate spoonbill, Sherman's short-tailed shrew, Florida Beargrass, and many-flowered grass-pink. There is no effect anticipated from the project for the sand-dune spurge, spreading pinweed, nodding pinweed, least tern, and snowy plover.

Additional evaluations were conducted for non-listed species protected under other federal and state regulations including the bald eagle, non-listed bat species, Florida black bear, and osprey. No effect anticipated for the osprey and no adverse effects are anticipated for the remaining protected non-list species.

In accordance with Executive Order 11990, the FDOT has undertaken all actions to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, the FDOT has determined that there is no practicable alternative to construction impacts occurring in wetlands and surface waters. The Preferred Alternative (including mainline and preferred ponds) will impact approximately 33 acres. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

Essential Fish Habitat (EFH) was evaluated within the project area. No submerged aquatic vegetation (e.g. seagrass), mangroves, or shellfish habitat was identified. In addition, none of the 55 managed species listed by the Gulf of Mexico Fishery Management council's (GMFMC) or the 48 highly migratory species listed by NMFS are expected to be adversely affected by the proposed project. The project is anticipated to have minimal effects on EFH.

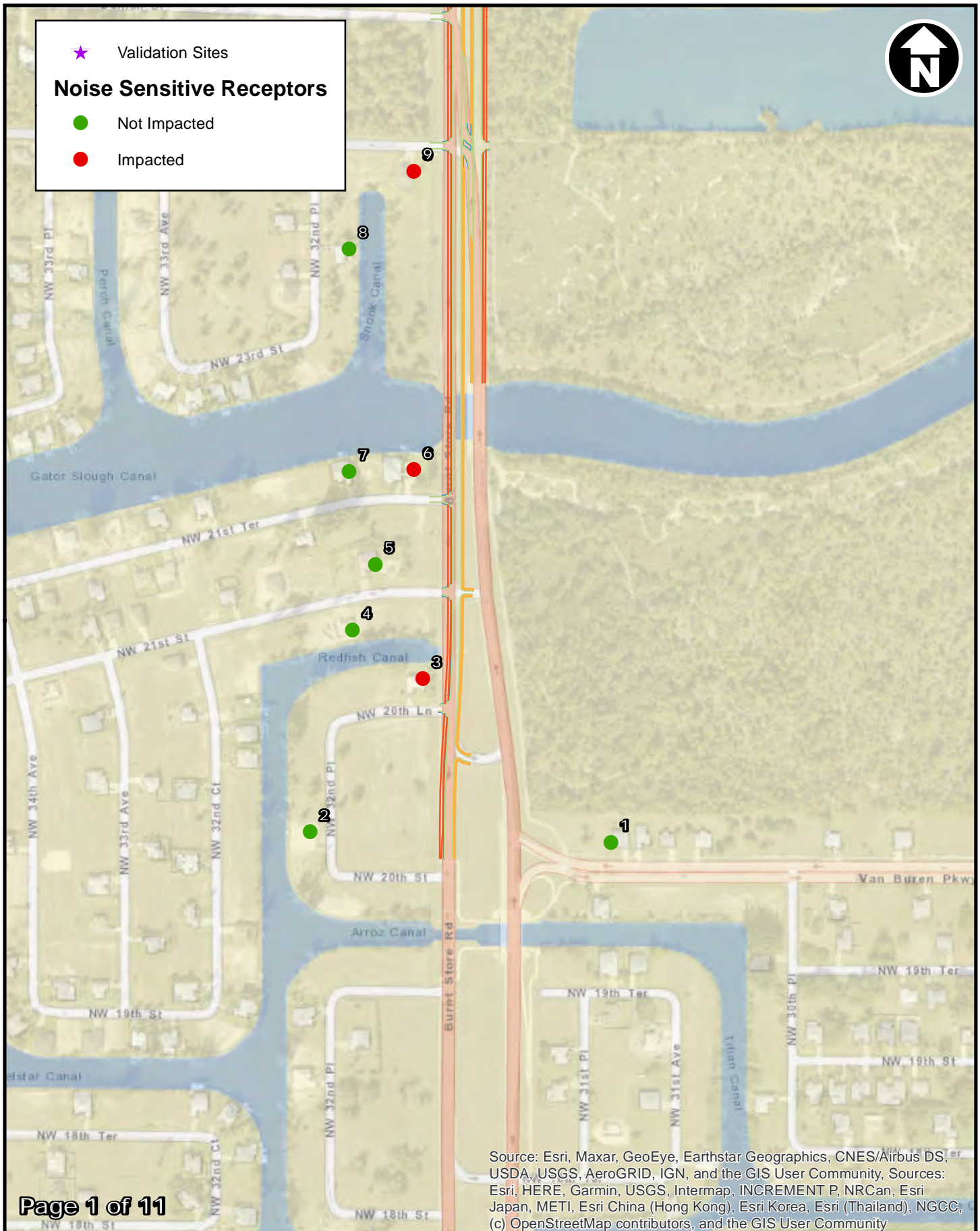
As this project is using federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments and/or written letter of concurrence with the findings presented in the NRE within 30 days.

If you have any questions, feel free to contact me by phone at (863) 519-2375 or email at danielle.vallandingham@dot.state.fl.us at your convenience. Thank you for your assistance with this project.

Physical Resources Appendix

Contents:

Noise Sensitive Receptors



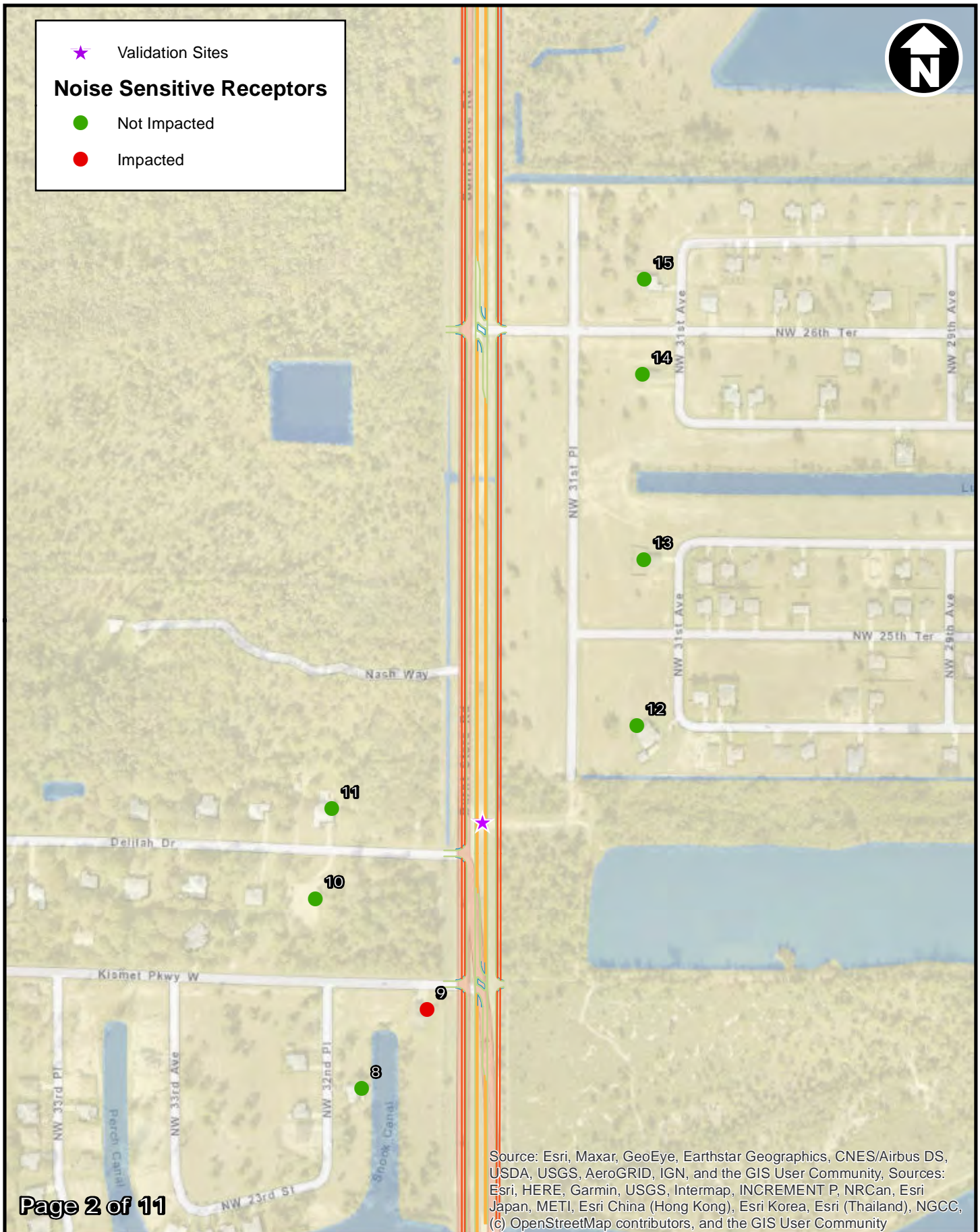
Page 1 of 11

Noise Sensitive Receptors

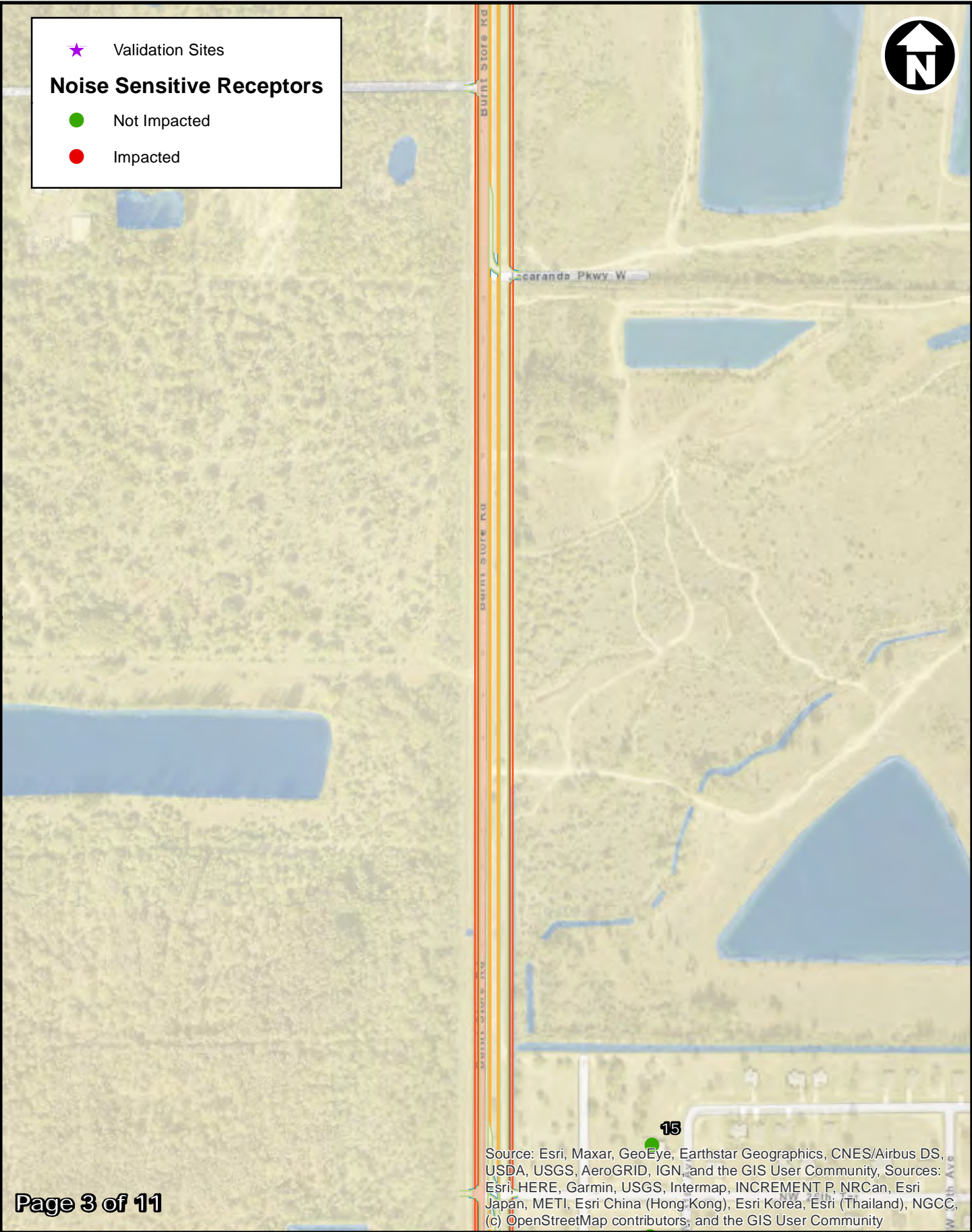
Burnt Store Rd

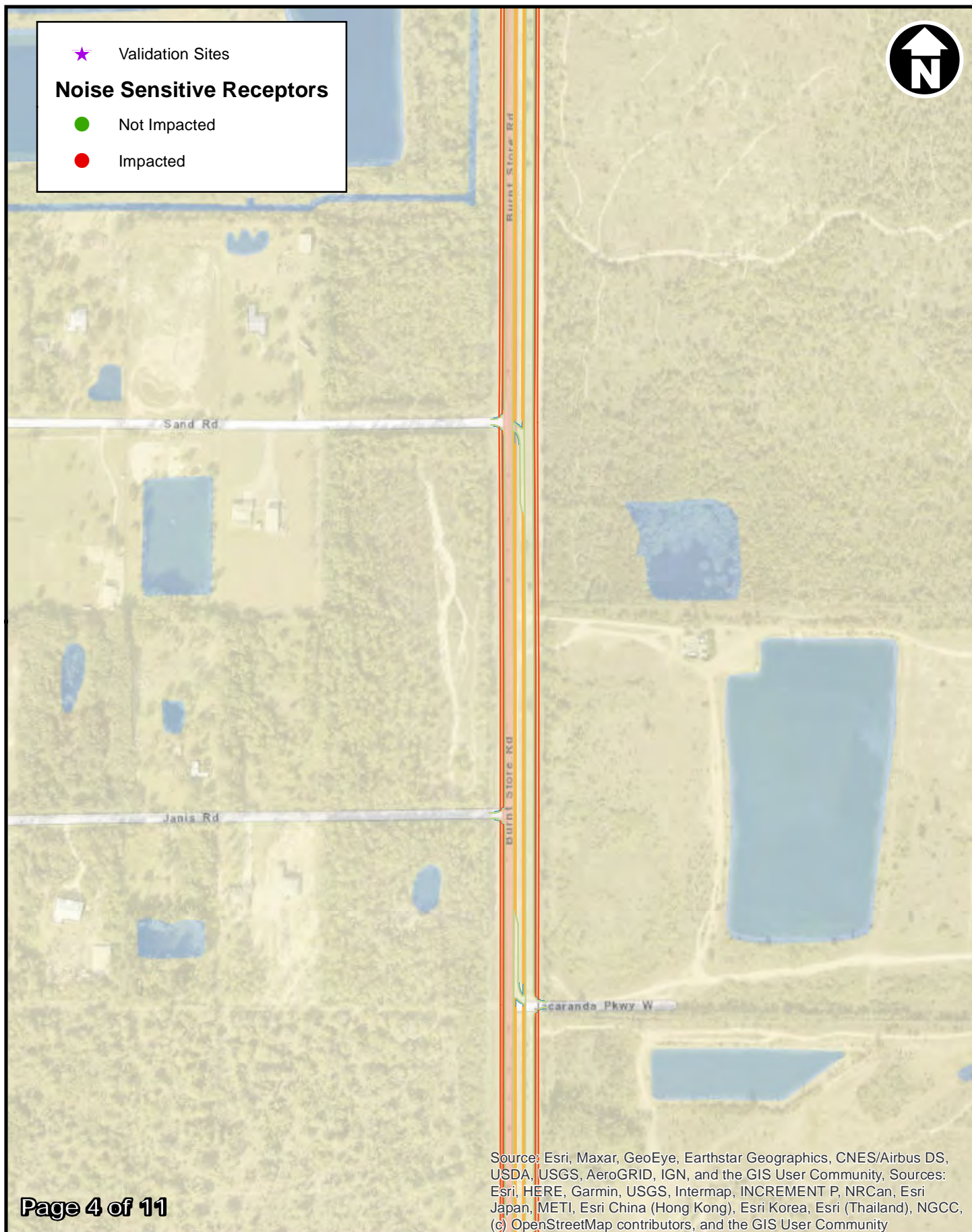
Type 2 Categorical Exclusion

FPID # 436928-1-22-01



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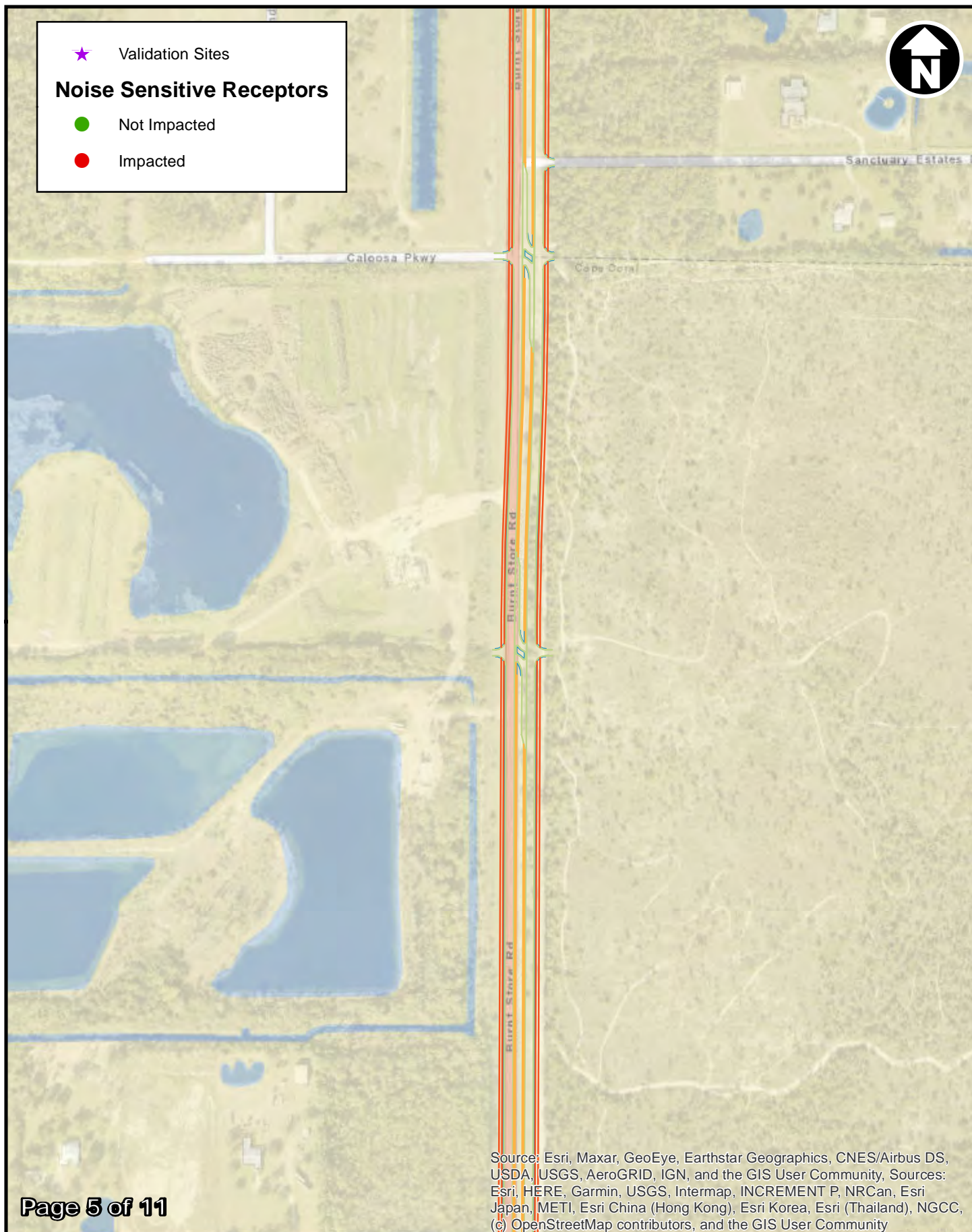


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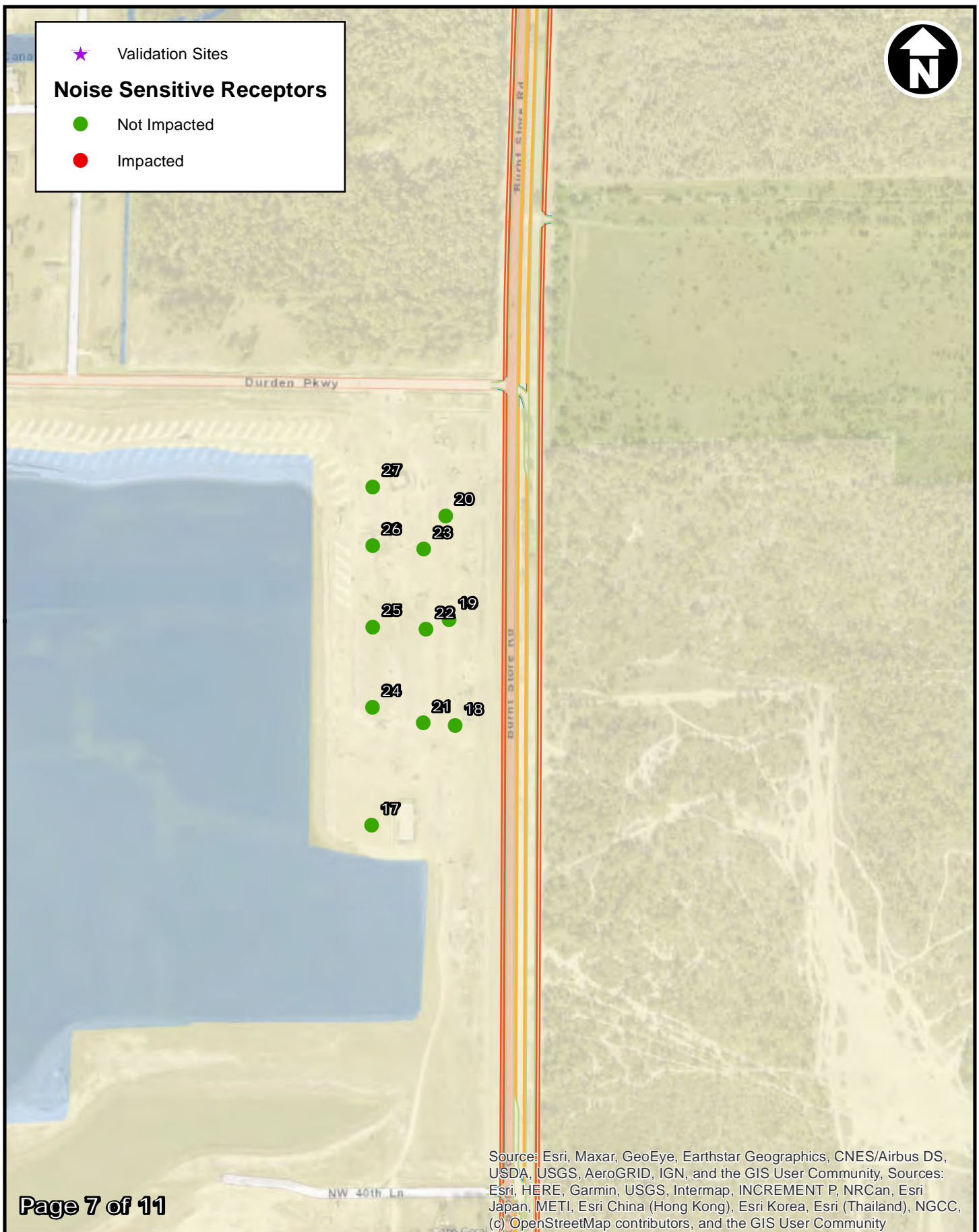
Burnt Store Rd

Type 2 Categorical Exclusion

FPID # 436928-1-22-01





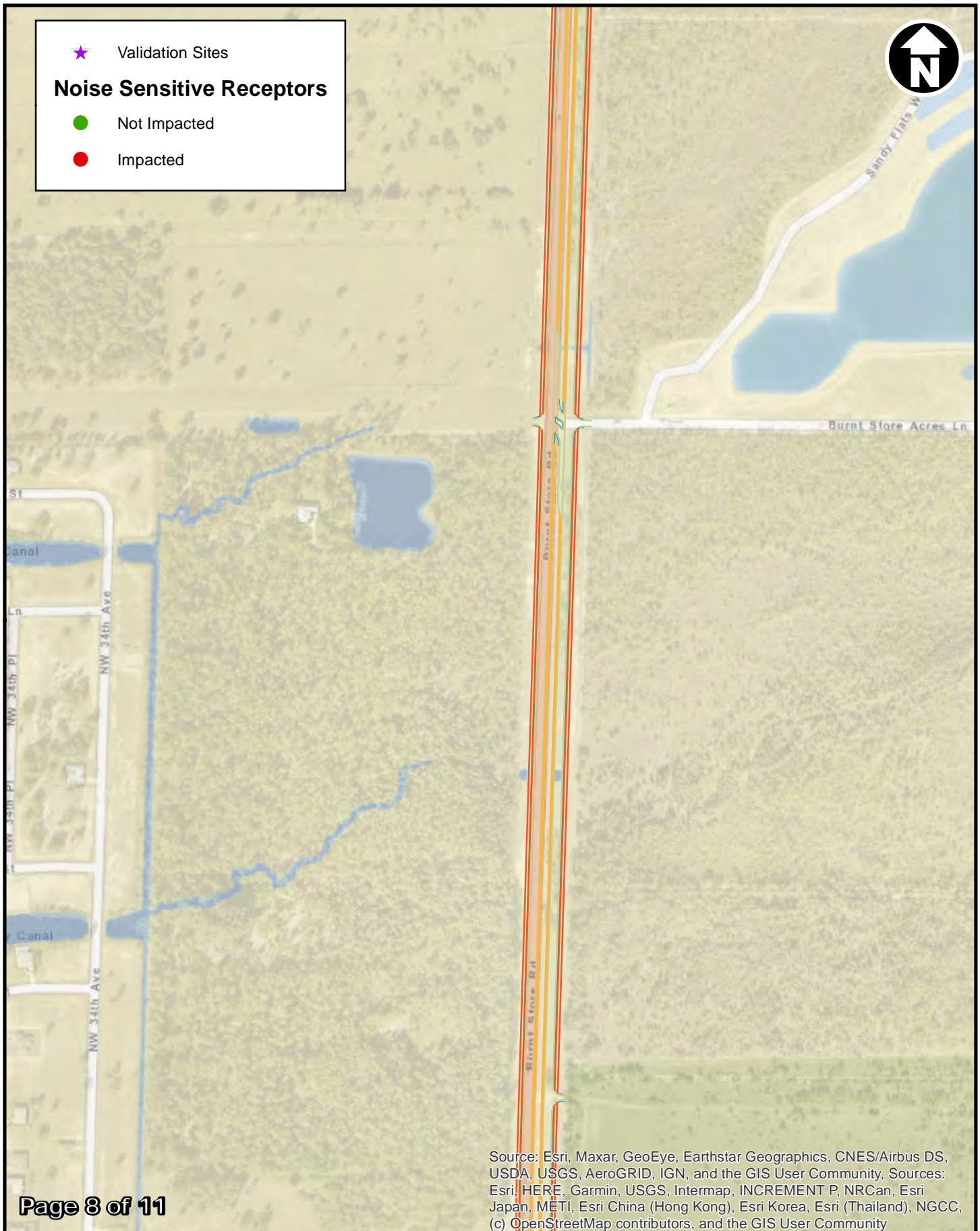


Noise Sensitive Receptors

Burnt Store Rd

Type 2 Categorical Exclusion

FPID # 436928-1-22-01



Noise Sensitive Receptors

Burnt Store Rd

Type 2 Categorical Exclusion

FPID # 436928-1-22-01

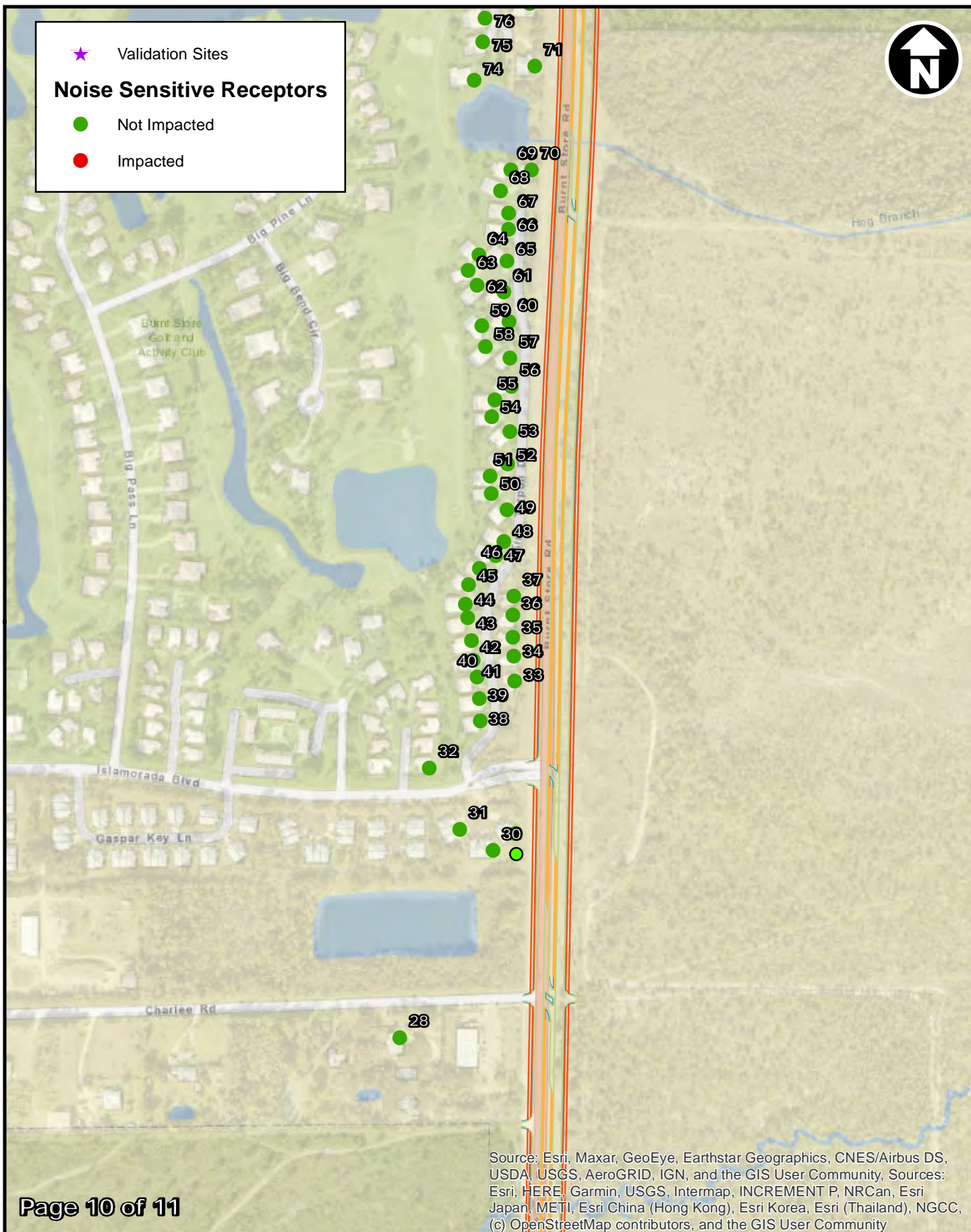


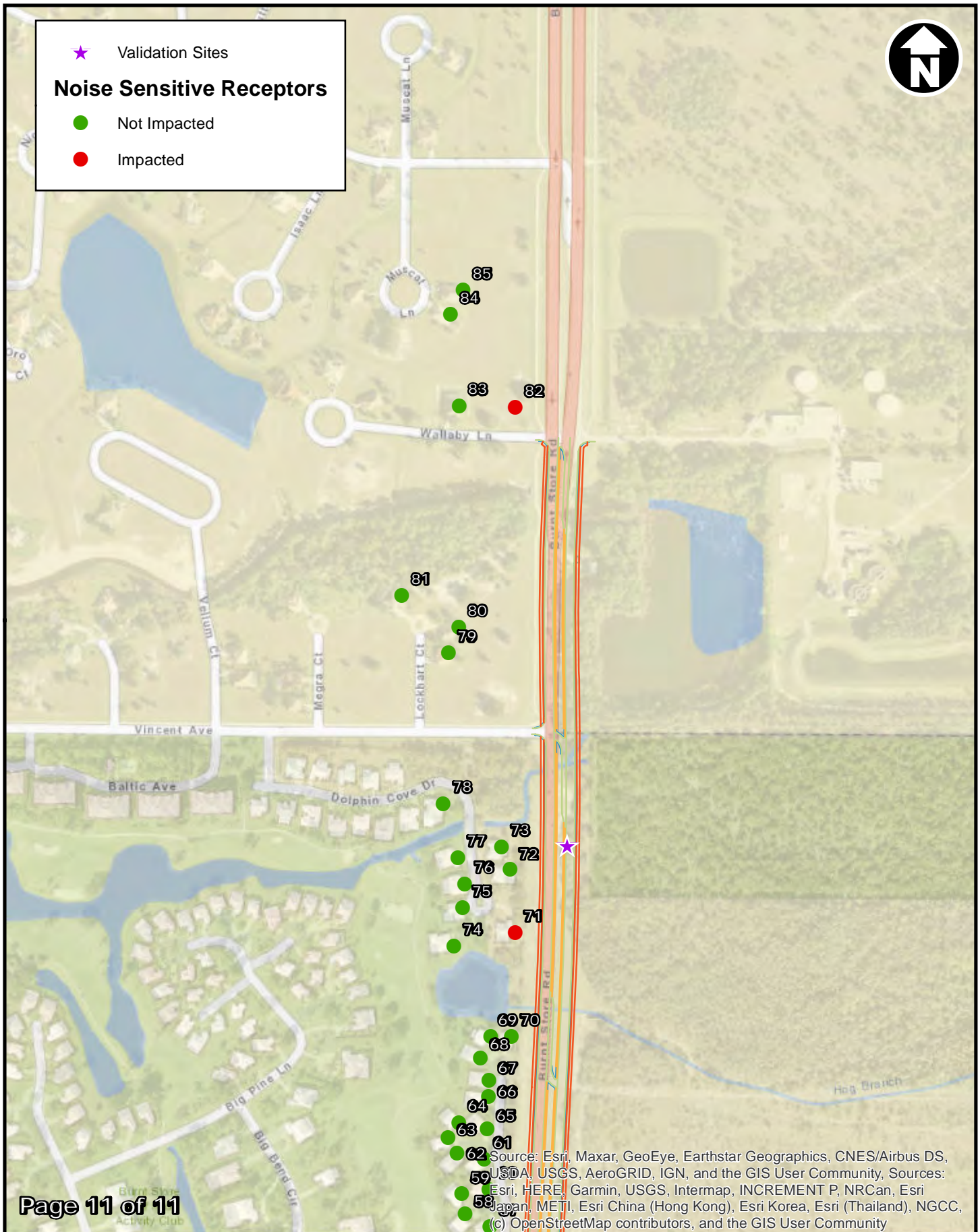
Noise Sensitive Receptors

Burnt Store Rd

Type 2 Categorical Exclusion

FPID # 436928-1-22-01





Noise Sensitive Receptors

Burnt Store Rd

Type 2 Categorical Exclusion

FPID # 436928-1-22-01

Public Involvement Appendix

Contents:

Public Hearing Certification

Public_Hearing_transcript

PUBLIC HEARING CERTIFICATION

BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

Project Development and Environment (PD&E) Study

from BURNT STORE RD (FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

Lee County, Florida

Financial Management No.: 436928-1-22-01

I certify that a public hearing was conducted on 01/28/2025, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Steven Anthony Andrews

(Name)

March 3, 2025

Date

Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on March 3, 2025 10:14:46 AM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43692812201-CE2-D1-Public_Hearing_transcript-2025-0131.pdf](#)

BURNT STORE ROAD PD&E STUDY FROM VAN BUREN PARKWAY
TO CHARLOTTE COUNTY LINE

FPID No. 436928-1-22-01

TRANSCRIPT OF PUBLIC HEARING

DATE TAKEN: January 28, 2025

TIME: 6:00 p.m. to 6:51 p.m.

PLACE TAKEN: Cape Coral Technical College
360 Santa Barbara Boulevard.
Cape Coral, Florida

REPORTED BY: Rebbecca L. Crane, FPR, RPR,
Notary Public
State of Florida at Large

FORT MYERS COURT REPORTING, INC.
2271 McGregor Boulevard, Suite 303
Fort Myers, Florida 33901
Email: Scheduling@fmreporting.com
Phone: (239) 334-1411
fmreporting.com

1 MR. ANDREWS: Good evening. The Florida
2 Department of Transportation welcomes you to the
3 public hearing for the Project Development and
4 Environmental, or PD&E, Study for Burnt Store Road
5 in Lee County.

6 I'm Steven Andrews, and I'm the project
7 manager for this project. And thank you for
8 attending this in person or online.

9 Here with me tonight are FDOT representatives,
10 Lee County representatives, and members of the
11 consulting project team to answer any questions.

12 We would like to thank any elected officials
13 for your attendance and participation in this
14 hearing. We encourage you to sign in with your
15 name and the office you represent for the project
16 record.

17 The purpose of tonight's hearing is to present
18 the proposed improvements and share the
19 environmental and engineering analysis conducted
20 today. The public hearing also serves as an
21 official forum, providing an opportunity for
22 members of the public to express their opinions
23 regarding the proposed improvements.

24 We bring the proposed improvements to a public
25 hearing so that you can hear your views -- so we

1 can hear your views and comments. We want to hear
2 from the people that have local knowledge. It is
3 important that you express your views at this stage
4 of the project, when the flexibility still exists
5 to incorporate those views into the study
6 documents. Final decisions are made using these
7 documents.

8 This public hearing is using both an in-person
9 and online format. All hearing materials detailing
10 and documenting project analysis and
11 recommendations, such as the project video,
12 environmental and engineering documents, and
13 informal graphics have been available to the public
14 library -- the public on -- since January 21, 2025.
15 These materials are also available for viewing at
16 the venue here tonight.

17 Additionally, project engineering and
18 environmental documents are available for your
19 review at the Northwest Regional Library. The
20 address is 819 Chiquita Boulevard North, Cape
21 Coral, Florida 33993 and the FDOT District One
22 Southwest area office, the address is 10041 Daniels
23 Parkway, Fort Myers, Florida 33913, as well as the
24 project website.

25 Tonight we will show a project video which

1 will explain the project in detail. Following the
2 video will be a ten-minute intermission. Finally,
3 we will open the formal comment period where you
4 will have the opportunity to provide statements at
5 the microphone, or you may provide your comments
6 directly to the court reporter or in writing.

7 Now, I will read the following information for
8 the record: This public hearing for Burnt Store
9 Road PD&E Study from Van Buren Parkway to the
10 Charlotte County line in Lee County, Florida,
11 Financial Project ID Number 436928-1-22-01.

12 This public hearing is being conducted by the
13 Florida Department of Transportation with
14 Tallahassee as the approving authority. It is
15 being held at the Cape Coral Technical College.
16 The address is 360 Santa Barbara Boulevard North,
17 Cape Coral, Florida 33993, on Tuesday,
18 January 28th, 2025, at 6:00 p.m.

19 This project is described as a PD&E study to
20 widen Burnt Store Road. The limits of the proposed
21 improvements are from Van Buren Parkway to the
22 Charlotte County line in Lee County. This study
23 also includes a quarter-mile segment in Charlotte
24 County to extend to the existing four-lane roadway.

25 The hearing is being conducted in accordance

1 with all state and federal laws, as well as the
2 Americans with Disability Act of 1990 and Title VI
3 of the Civil Rights Act of 1964 and related
4 statutes. It is also being conducted to meet all
5 applicable executed orders. For a listing of this
6 regulation, please see the hearing display board
7 here tonight or on the project web page.

8 If anyone here feels that they have been
9 discriminated against, they may complete one of the
10 forms located at the sign-in table and mail the
11 complete form to the address listed on the display
12 board. This information is available online.

13 And at this time we will play the project
14 video.

15 (Project video played.)

16 MR. ANDREWS: In a moment -- so, in a moment,
17 we will have a ten-minute intermission so you can
18 review the display boards, talk with the team
19 members of the project team, and ask any questions
20 that you may have before the testimony portion of
21 the hearing.

22 If you would like to make a verbal comment
23 here tonight, please fill out the speaker card and
24 give it to anyone with a name tag during the
25 intermission. If you do not wish to speak at the

1 microphone, you may provide your comments in
2 writing or directly to the court reporter at the
3 comment table. All comments are weighted equally.

4 The time is now 6:31. We will resume at 6:41.

5 (A recess was taken at 6:31 p.m. The
6 proceedings resumed at 6:42 p.m.)

7 MR. ANDREWS: Ladies and gentlemen, we will
8 now begin the public testimony portion of the
9 hearing.

10 We welcome your spoken or written comments
11 that would help us make this important decision.
12 The comment period for this hearing will remain
13 open ten days after this hearing. Anyone wishing
14 to submit written statements or exhibits in place
15 of or in addition to verbal statements may do so.
16 You have until February 7th, 2025, to postmark or
17 submit comments to become a part of the official
18 hearing transcript. Again, every comment carries
19 equal weight. Please see your handout, the display
20 board, or the project web page for contact and
21 mailing information.

22 We will not respond -- be responding to
23 questions or comments at this time. Our focus
24 tonight is recording your verbal comments.
25 However, we will post a summary of the comments

1 received on the project web page approximately 30
2 days following the close of the comment period. If
3 you would like to have additional discussion
4 regarding the project, you may contact the FDOT
5 project manager, Steven Andrews, at the information
6 listed on your handout and on the web page.

7 In-person speakers, please direct all comments
8 clearly into the microphone and towards the hearing
9 moderator at all times. This will ensure that your
10 comments are captured accurately for the project
11 record.

12 Please limit your comments to two to three
13 minutes. A project staff member will signal when a
14 minute is remaining and, please, at that time wrap
15 up what you have to say at that time.

16 So, once again, we are not responding to
17 questions or comments during the testimony.

18 We will now call on those who have registered
19 to speak in person. When called upon, please come
20 forward, state your name and address, and if you
21 represent an organization, a municipality, or a
22 public body.

23 And at this time the first speaker will be
24 Laura Dobson.

25 MS. DOBSON: Good evening. My address is 1913

1 Northwest 32nd Court, and our house looks at Burnt
2 Store, at the very bottom of this project.

3 So what we experience is that Burnt Store Road
4 is a drag strip, and now it will be a bigger drag
5 strip. And so two -- two comments. One, I'm very
6 curious if noise abatement will be addressed in
7 this project because it wasn't dealt with at --
8 south of the project, and I'm wondering if the
9 utilities will be prioritized for this project
10 before they're pushed up on the North 3. So, thank
11 you.

12 MR. ANDREWS: All right. Thank you for your
13 comment.

14 Next speaker would be Mark with Avalon
15 Engineering.

16 MR. ARAL: Hello, everyone. My name is Mark
17 Aral with Avalon Engineering. We're located off
18 Del Prado, 2503 Del Prado Boulevard.

19 I'm here representing a few of our projects
20 that are along Burnt Store Road. We're a little
21 bit concerned with the access that's shown in this
22 development plan, essentially, for the
23 improvements.

24 Many of these parcels are zoned commercial
25 with highly intense uses, and they're anticipated

1 to have a lot of, you know, projected traffic that
2 could come to these individual parcels. And the
3 way that access points are laid out, we don't know
4 if the circulation's going to work out well.

5 So we'd like to make sure that we'll have the
6 ability to potentially introduce more median
7 openings for some of these parcels. One of these
8 parcels, for example, is bisected by the Gator
9 Slough. So although it has two access points, it
10 really only has one on each side, since impacting
11 something like that has a lot of environmental
12 ramifications. And several other of the parcels
13 are impacted in similar ways.

14 So that's basically it. Main concern is how
15 do we ensure that these large developments -- many
16 of which are already under PD zonings or in the
17 process of getting PD zonings or have already had
18 land uses amended to allow for these uses. We just
19 want to ensure that we can have proper traffic and
20 circulation for these of these sites. And that's
21 it. Thank you.

22 MR. ANDREWS: Thank you for your comment.

23 Is there anyone else attending in person who
24 has not spoken but would like to speak?

25 Okay. So we will move to our speaking -- our

1 speakers joining us online. Bear with us one
2 second.

3 Again, is there anyone who has not spoken who
4 would like to speak? Going once, going twice. All
5 right.

6 Once again, written comments and exhibits in
7 place of or in addition to verbal comments will be
8 accepted and recorded as part of this hearing if
9 postmarked or sent by ten days after this hearing,
10 on February 7, 2025.

11 After the comment period closes, the project
12 team will compile all comments and, together with
13 the engineering and environmental work that has
14 been done, make a final recommendation that will be
15 submitted to the FDOT Office of Environmental
16 Management, or OM -- OEM, for approval. We will
17 publish the approval of the preferred alternative
18 in the News-Press and post approval of the
19 project -- post the approval on the project web
20 page.

21 The verbatim transcript of this hearing
22 proceedings, together with all written statements
23 or exhibits received and all studies displayed and
24 from informational materials presented with this
25 hearing, will be part of the project

1 decision-making process and will be available for
2 public review upon request at the FDOT District One
3 Southwest Area Office, address 10041 Daniels
4 Parkway, Fort Myers, Florida 33913.

5 Thank you again for attending this public
6 hearing and providing your input into this project.
7 It is now 6:51.

8 I hereby officially close the public hearing
9 for Burnt Store Road from Van Buren Parkway to
10 Charlotte County line in Lee County, Florida.

11 Thank you again, and have a good evening.

12 (The proceedings concluded at 6:51 p.m.)
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CERTIFICATE OF REPORTER

STATE OF FLORIDA)

COUNTY OF LEE)

I, Rebbecca L. Crane, Registered Professional Reporter, do hereby certify that I was authorized to and did report the foregoing proceedings, and that the transcript, pages 2 through 11, is a true and correct record of my stenographic notes.

Dated this 31st day of January 2025.


Rebbecca L. Crane, RPR, FPR

1	accurately 7:10	Boulevard 8:18	curious 8:6	8:22
10041 11:3	addition 6:15 10:7	Buren 11:9	D	evening 7:25 11:11
1913 7:25	additional 7:3	Burnt 8:1,3,20 11:9	Daniels 11:3	exhibits 6:14 10:6,23
2	address 7:20,25 11:3	C	days 6:13 7:2 10:9	experience 8:3
2025 6:16 10:10	addressed 8:6	call 7:18	dealt 8:7	F
2503 8:18	alternative 10:17	called 7:19	decision 6:11	FDOT 7:4 10:15 11:2
3	amended 9:18	captured 7:10	decision-making 11:1	February 6:16 10:10
3 8:10	Andrews 6:7 7:5 8:12 9:22	carries 6:18	Del 8:18	final 10:14
30 7:1	anticipated 8:25	Charlotte 11:10	development 8:22	Florida 11:4,10
32nd 8:1	approval 10:16,17,18,19	circulation 9:20	developments 9:15	focus 6:23
33913 11:4	approximately 7:1	circulation's 9:4	direct 7:7	Fort 11:4
6	Aral 8:16,17	close 7:2 11:8	directly 6:2	forward 7:20
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6:41 6:4	attending 9:23 11:5	comment 6:3,12,18 7:2 8:13	display 6:19	Gator 9:8
6:42 6:6	Avalon 8:14,17	9:22 10:11	displayed 10:23	gentlemen 6:7
6:51 11:7,12	B	comments 6:1,3,10,17,23,24, 25 7:7,10,12,17 8:5 10:6,7,12	District 11:2	good 7:25 11:11
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