



KISINGER CAMPO
& ASSOCIATES



AIM Engineering
& Surveying, Inc.

JOHNSON
ENGINEERING



Lee County
Southwest Florida



RFP: CN210428MTN

CAPE CORAL BRIDGE

Westbound Span Replacement | Eastbound Span Widening
Design Services | Owner's Representative

Presentation

1. Do you agree with our plan moving forward?
2. Are there any other discussion topics that you would like to see covered?

PROJECT LIMITS



Begin Project: Intersection of Del Prado Blvd. & Cape Coral Pkwy.

End Project: Intersection of College Pkwy. & MacGregor Blvd.

Project Length: Approx. 2.3 miles

PROJECT NEEDS: SAFETY/CRASH RATE/CAPACITY

5-Year Crash Analysis (2014-2018)

- 334 total crashes
 - 43 injury crashes
 - 2 bicycle crashes
 - 99 nighttime crashes (30%)

Level of Service (LOS)

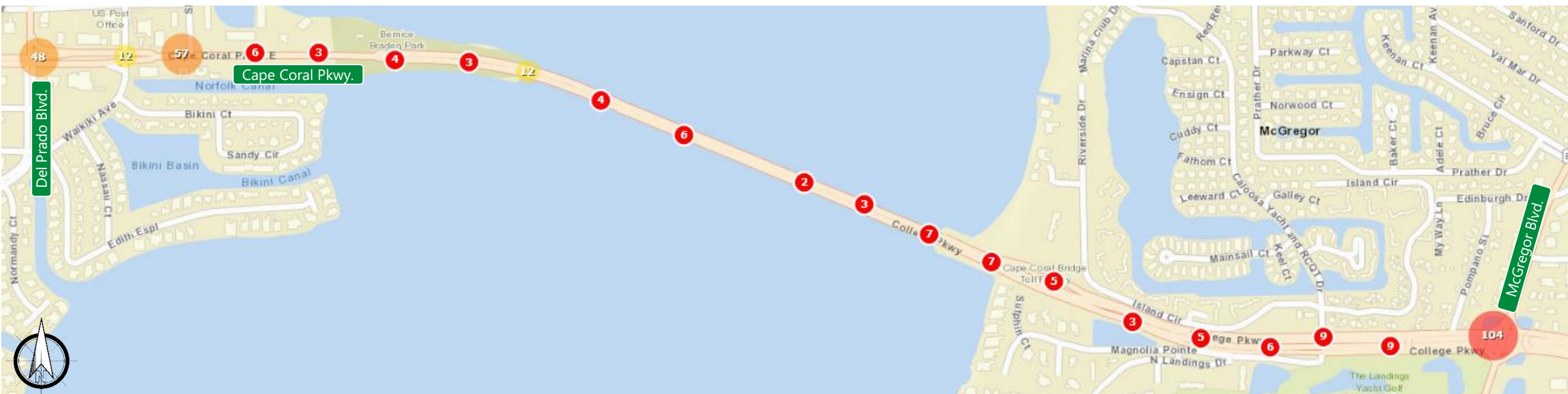
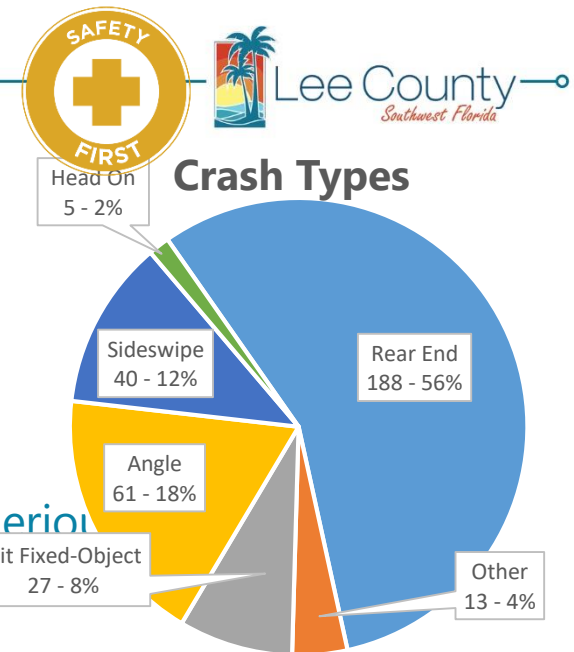
- 2045 AADT = 76,500
 - 4-Lane Section: LOS = F
 - 6-Lane Section: LOS = D

Safety Concerns

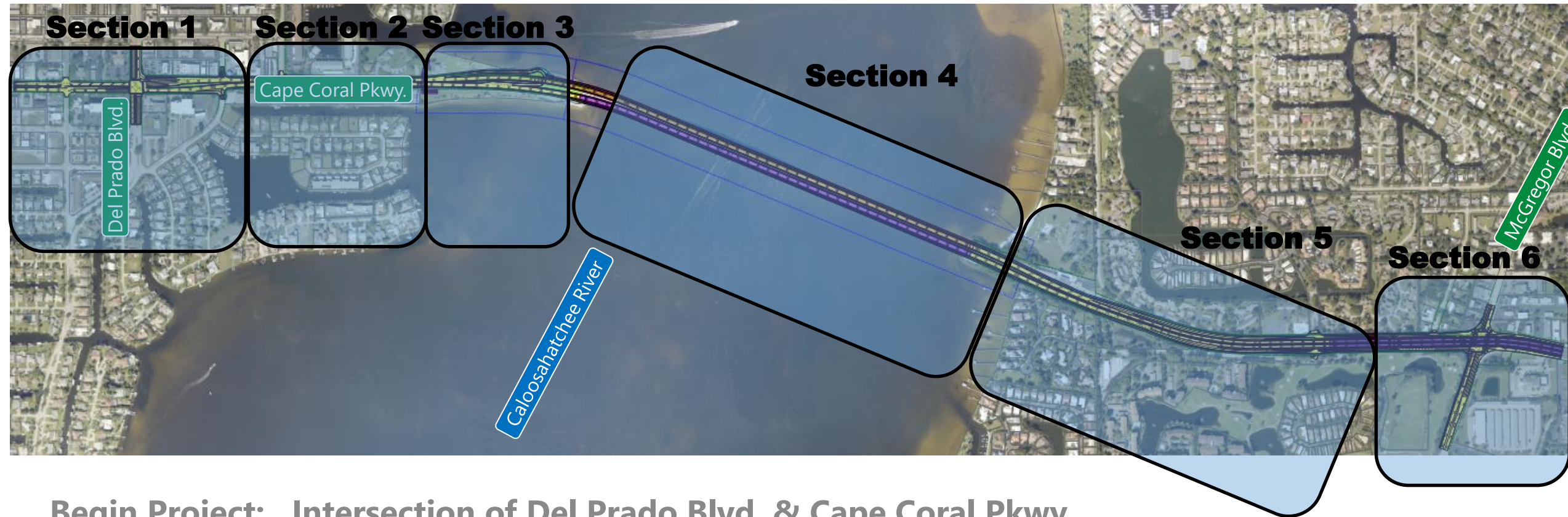
- Congestion causing rear-end crashes
- 2-way left-turn lane
 - SE 17th Place (55 total, 34 angle crashes)
- Lack of designated bicycle facilities

Vision Zero

- Work toward Vision Zero Fatality and Serious Injuries Goal



— PROJECT OVERVIEW



Begin Project: Intersection of Del Prado Blvd. & Cape Coral Pkwy.

End Project: Intersection of College Pkwy. & MacGregor Blvd.

Project Length: 2.3 miles

SECTION 1: DEL PRADO BLVD. INTERSECTION



Section 1: Del Prado Blvd. Intersection (Critical Issues)

- Intersection is failing (LOS = F)
- Intersection delay time
 - > 2021: 81 sec/vehicle
 - > 2045: 178 sec/vehicle
- Heavy AM & PM traffic movements
- Constrained right of way



SECTION 1: POTENTIAL INTERSECTION NEEDS

Del Prado Blvd.

Proposed Lane Configuration

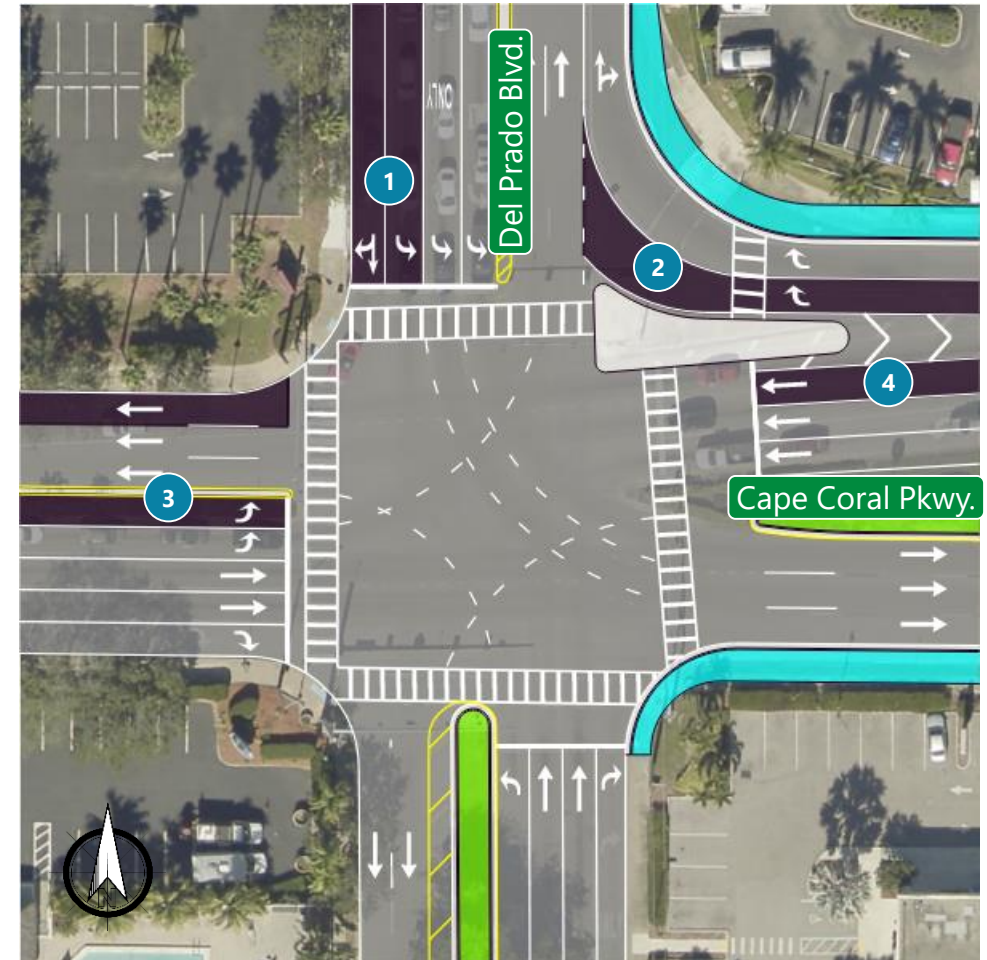
- 1 > Triple SB-to-EB LT lanes, **only changing lane assignments**
- 2 > Dual WB-to-NB RT lanes, **added one lane**
- 3 > Dual EB-to-NB LT lanes, **added one lane**
- 4 > Three WB through lanes, **added one lane**

Crosswalks on all approaches

Design Year LOS

- > 2045 AM LOS → D (54 sec./veh.)
- > 2045 PM LOS → D (52 sec./veh.)

Down from
existing F
(81 sec./veh.)



SECTION 1: DEL PRADO BLVD. INTERSECTION



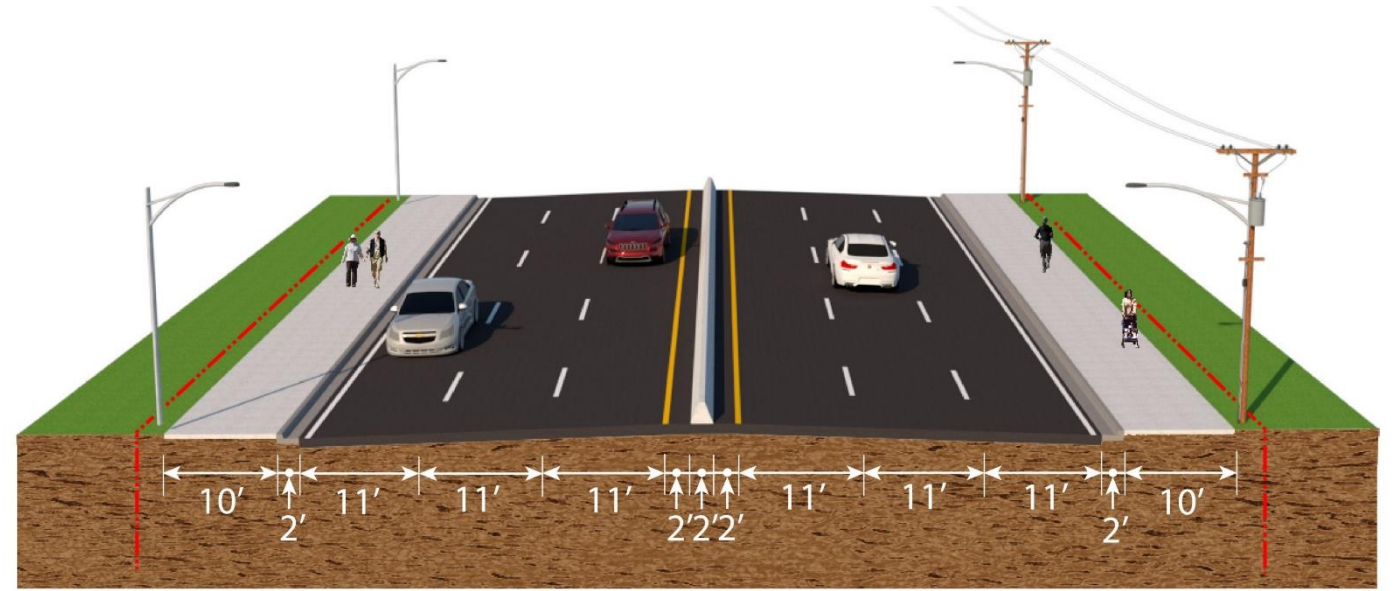
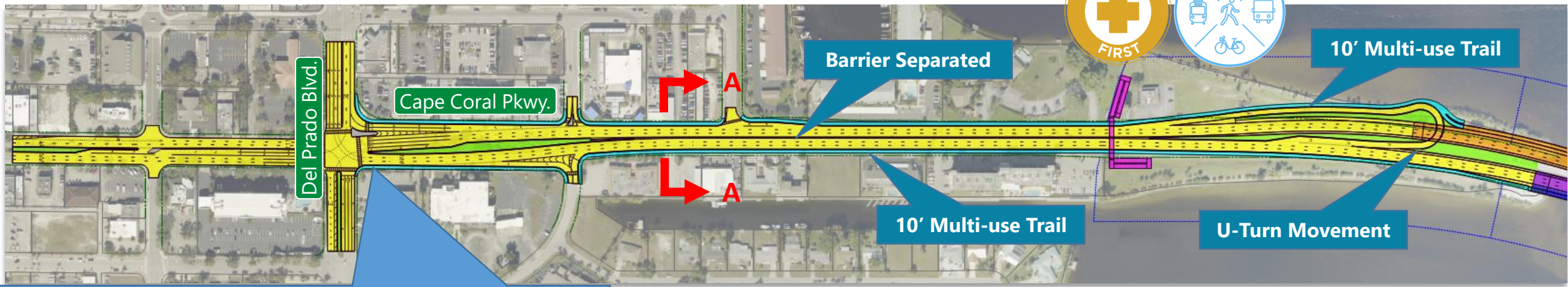
— SECTION 2: CAPE CORAL PKWY. (WEST SIDE)



Section 2: Cape Coral Pkwy. – West Side (Critical Issues)

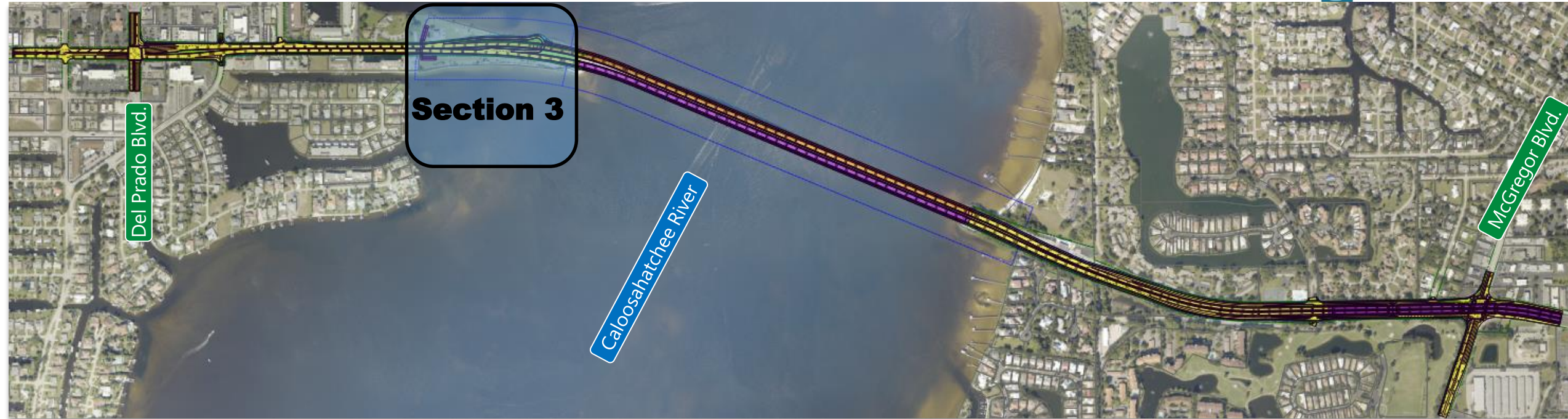
- Continuity of Typical Section from Del Prado Blvd. to bridge
- Capacity improvement from 4 to 6 lanes
- Access Management
- Constrained right of way
- Lack of pedestrian/bicycle accommodations

SECTION 2: CAPE CORAL PKWY. (WEST SIDE)



Section A-A

— SECTION 3: BERNICE BRADEN PARK



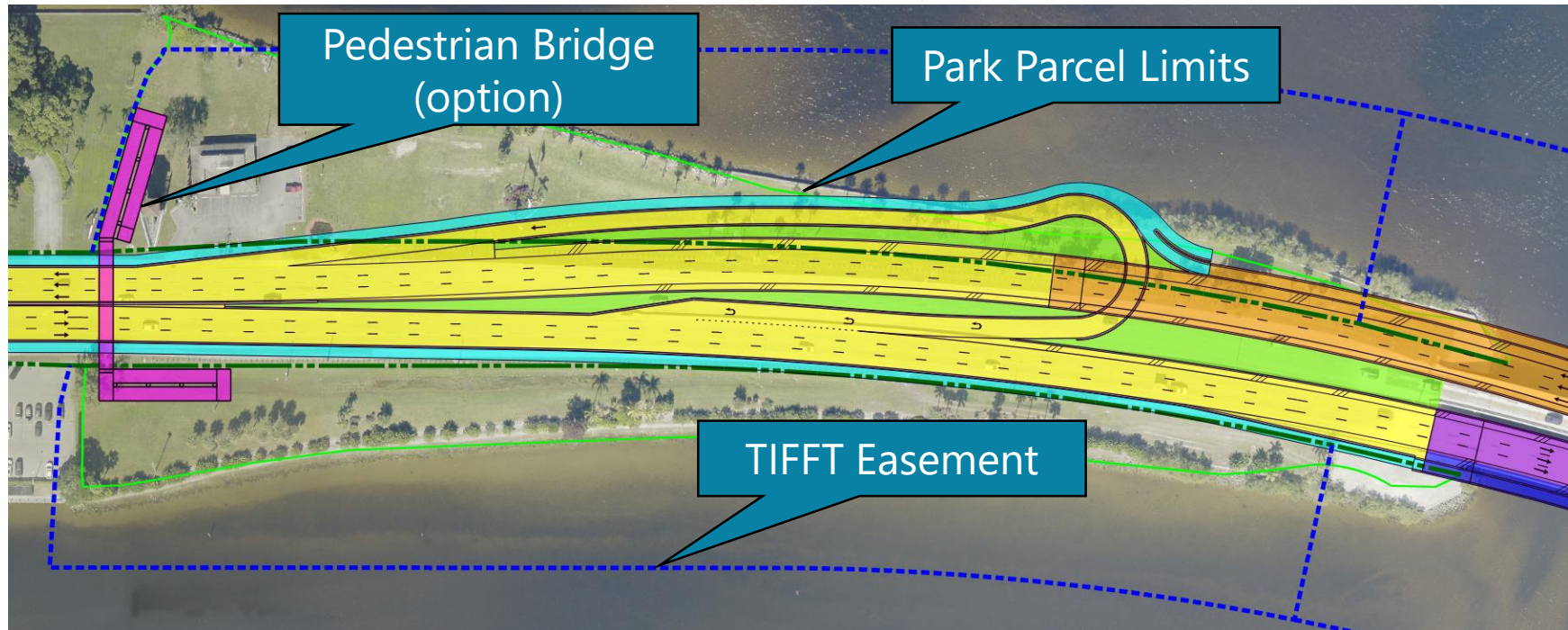
Section 3: Bernice Braden Park (Critical Issues)

- U-turn movement required before bridges
- Barrier separated roadway prohibits pedestrian access from north to south
- Avoid impacts to the visitor center
- Right of way required

SECTION 3: BERNICE BRADEN PARK

Bernice Braden Park Issues

- U-turn and pedestrian facilities will impact the Bernice Braden Park
- Small areas adjacent to roadway will be required for widening
- Pedestrian bridge will ease public access to the Park
 - > Completely contained within limits of Park



SECTION 3: BERNICE BRADEN PARK



SECTION 3: BERNICE BRADEN PARK



Bernice Braden Park Impacts

- Seawall reconstruction required
- NO IMPACTS to Cape Coral Visitor Center
- Landscaping opportunities
- Area under bridge available for pond locations or park amenities
- Right of Way will be required from the park

SECTION 3: PEDESTRIAN BRIDGE

Pedestrian Bridge

- Barrier-separated road provides no pedestrian connectivity without bridge
- Multi-use trail and sidewalks will increase pedestrian usage
- Pedestrian bridge provides numerous advantages
 - > Provides pedestrian connectivity from north to south
 - > Increases safety for pedestrians
 - > Allows for aesthetic features on pedestrian bridge
 - > Creates "Signature Entrance" to the City of Cape Coral
- Provides the opportunity for Lee County and the City of Cape Coral to partner



Not Currently Included in
Scope of Services

SECTION 3: PEDESTRIAN BRIDGE



SECTION 3: PEDESTRIAN BRIDGE

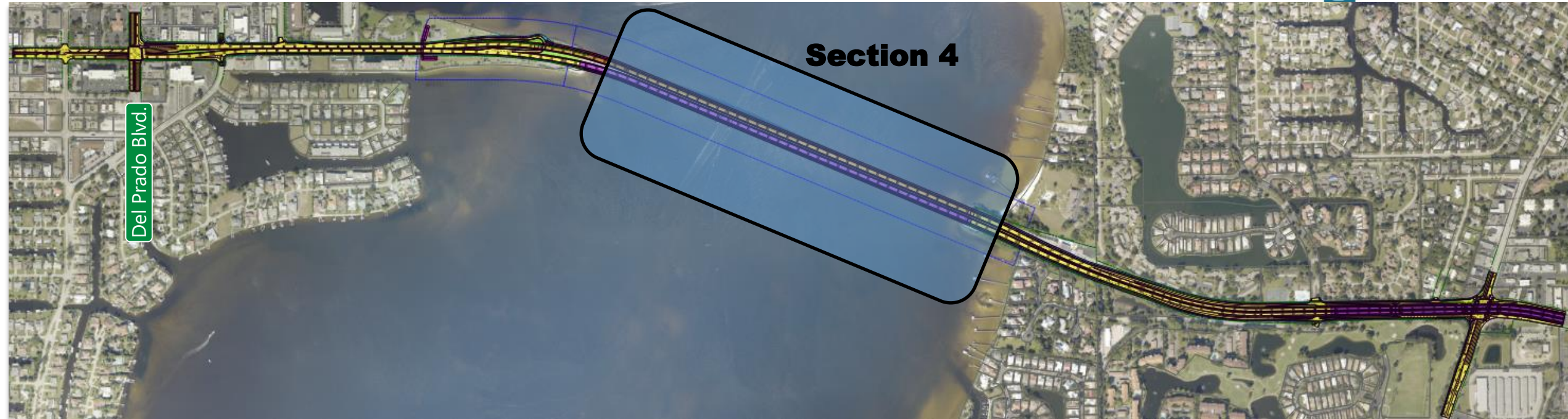


Pedestrian Bridge Detail Options

- ADA-compliant ramps (**No Elevators**)
- Community-specific badging and logos
- Site-specific details (coral façade for fencing)
- Approximate Cost = \$1,800,000



SECTION 4: BRIDGES OVER CALOOSAHATCHEE RIVER



Section 4: Bridges over the Caloosahatchee River (Critical Issues)

- Minimize R/W & environmental impacts
- Minimize Class of Action (COA) required
- Enhance pedestrian/bicyclist mobility and connectivity
- Consider long-term maintenance costs
- Consider impacts to the existing EB Bridge
- Consider aesthetics



Key Environmental Issues Permitting

- Wetlands/Essential Fish Habitat
- Protected Species
- Water Quality and Drainage
- Public Lands
- Archaeological/Historical
- Contamination
- Noise



SECTION 4: BRIDGES OVER CALOOSA HATCHEE RIVER

WB Bridge No. 124044

- Built in 1963 (58 years old)
- Design Life = 50 years
- Bridge is in fair condition
- Classified as functionally obsolete due to substandard shoulders and bridge barriers



Bridge is a candidate for replacement

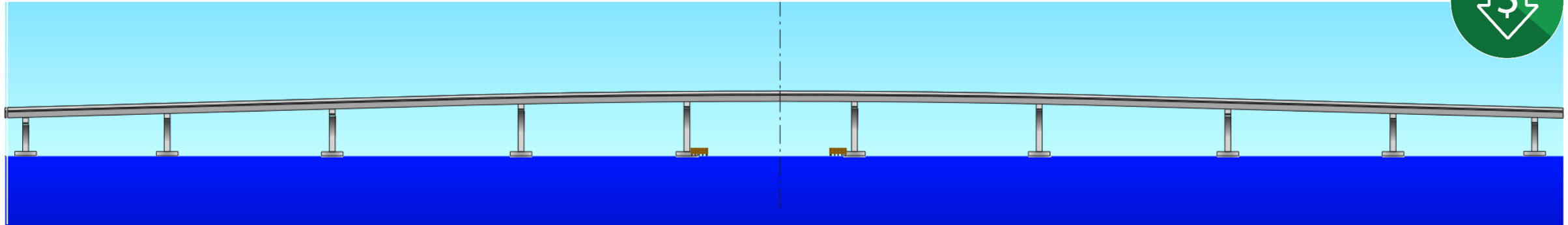
EB Bridge No. 124065

- Built in 1989 (32 years old)
- Design Life = 75 years
- Bridge is in very good condition



Bridge is a candidate for widening

Alternative 1 | Widen EB Bridge and Replace WB Bridge



Elevation View
(Future WB Replacement)

Alt.	Span Arrangement	Span Length	Pros	Cons
1A	Match Existing EB	72', 96'	All piers align with EB Bridge	Inefficient use of today's high strength materials
1B	Optimized Spans	144', 192'	Optimized spans. Eliminates 17 piers. Significant cost savings. Sets up for future WB replacement better	Only the two main channel piers do not align to allow for wider future channel

SECTION 4: BRIDGES OVER CALOOSA HATCHEE RIVER



SECTION 4: BRIDGES OVER CALOOSA HATCHEE RIVER

Typical Pier for Alternative 1 (Widen EB Bridge and Replace WB Bridge)



Pier Elevation View
(Hammerhead Pier Option)



Pier Elevation View
(Multi-Column Pier Option)

SECTION 4: BRIDGES OVER CALOOSA HATCHEE RIVER



New WB Bridge

Bridge Lighting – Looking West at Cape Coral

– SECTION 5: COLLEGE PKWY. (EAST SIDE)



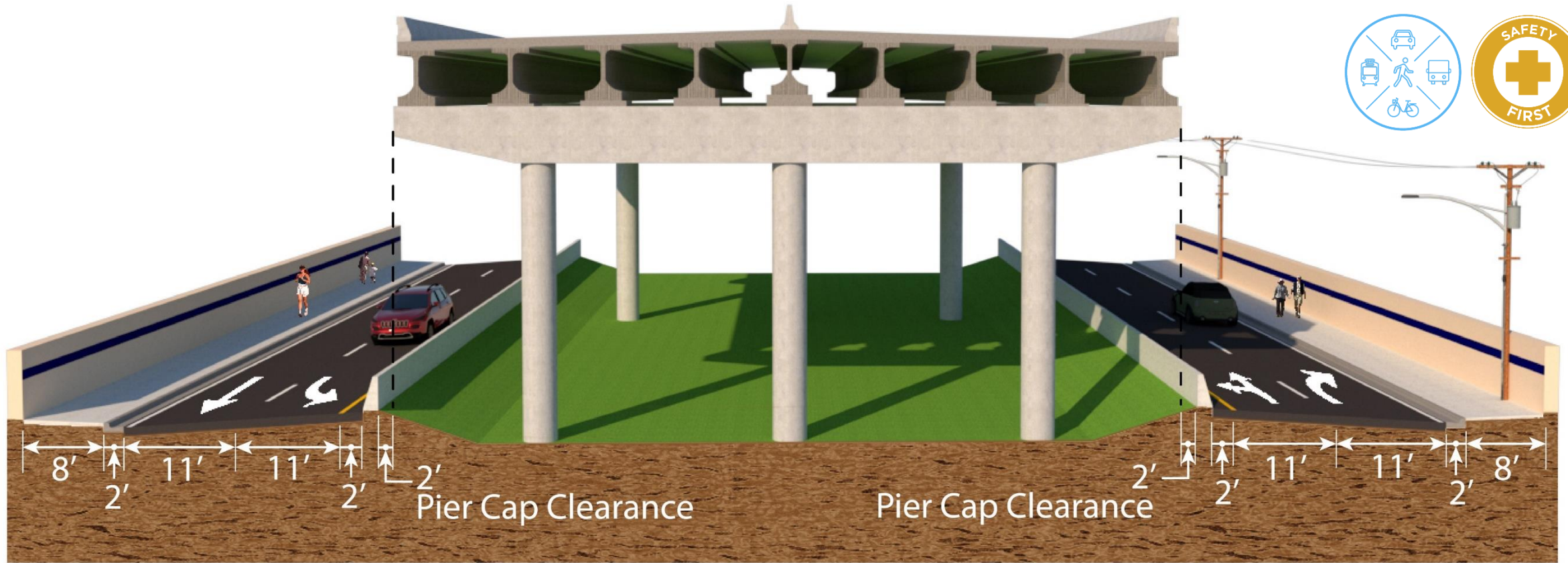
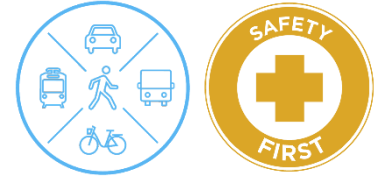
Section 5: College Pkwy. – East Side (Critical Issues)

- Continuity of Typical Section from bridges to McGregor Blvd.
- Constrained right of way
 - > Avoid impacts to The Landings Golf Course
- Toll plaza impacts

SECTION 5: COLLEGE PKWY. (EAST SIDE)



SECTION 5: COLLEGE PKWY. (EAST SIDE)



Section A-A
(Proposed)

— TOLLING APPROACH

Toll Building

- Option 1: Repurpose existing building
 - > Removes impervious area
 - > Allows for potential pond location
- Option 2: Completely remove building
 - > Removes additional impervious area
 - > Allows for pond expansion

Tolling

- New AET gantry improves traffic safety & flow
- Coordinate with MOT phasing
- Maintain tolling through all phases of construction
- New site fully operational prior to removing existing toll plaza



New Toll Gantry – Option 2



New Toll Gantry

SECTION 6: MCGREGOR BLVD.



Section 6: McGregor Blvd. (Critical Issues)

- Intersection will fail in the design year
 - > 2021: LOS = D
 - > 2045: LOS = F
- Intersection delay time
 - > 2021: 48 sec/vehicle
 - > 2045: 144 sec/vehicle (EB Ramp)
- Constrained right of way

Congested EBR/NBL movements



SECTION 6: MCGREGOR BLVD

McGregor Blvd.

Proposed Lane Configuration

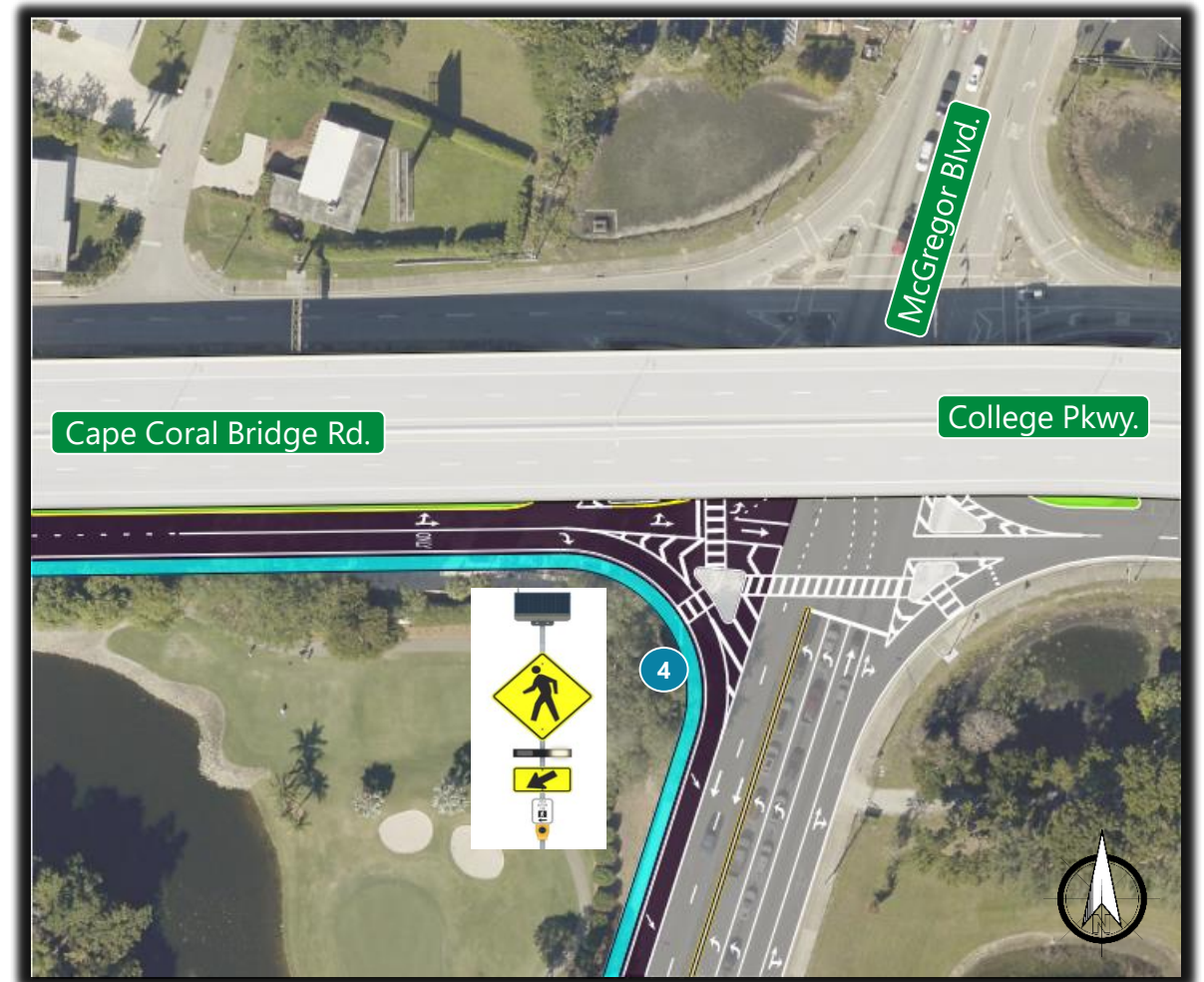
- 1 > Free flow RT lane
- 2 > Shared through LT lane
- 3 > New SB receiving lane
- 4 > RRFB for safe ped crossing

Design Year LOS

- > EB Ramp LOS → C (27 sec./veh.)
- > Interchange LOS → D (45 sec./veh.)

Down from
existing F
(122 sec./veh.)

Down from F
(144 sec./veh.)



SECTION 6: MCGREGOR BLVD

McGregor Blvd.

- Options will avoid R/W acquisition at the Landings Golf Course



All intersection improvements are within existing R/W

— BRIDGE AESTHETICS – LANDSCAPE OPPORTUNITIES

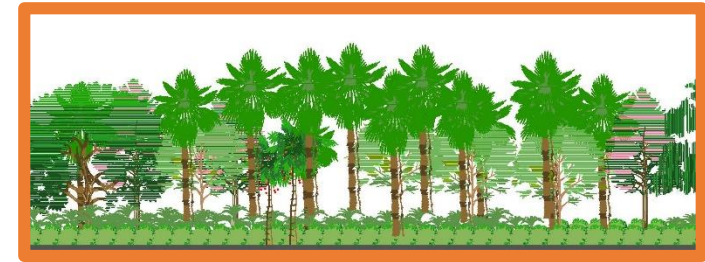
Cape Coral Side (West)

- Landscaping added to Bernice Braden Park
- Landscape / architectural enhancements under bridge
- Coordinate with Lee County DOT and advisory committees



Fort Myers Side (East)

- Landscape buffers
- Landscaping opportunities near toll plaza



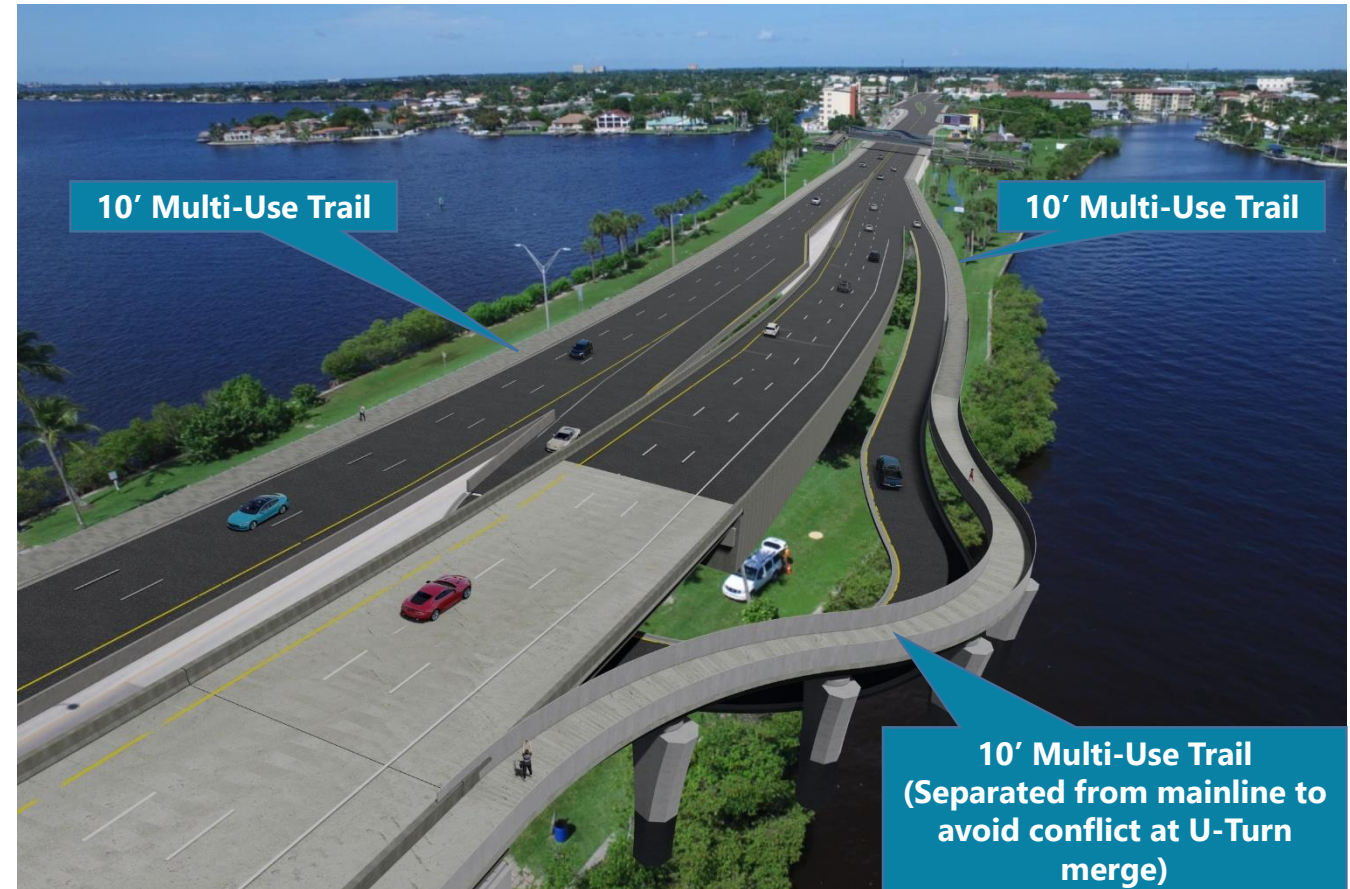
BICYCLE/PEDESTRIAN INFRASTRUCTURE

Bicycle Pedestrian Accommodations

- Multi-use trail
 - > West approach (8 feet)
 - > Bridges (10 feet)
 - > East approach (8 feet)
- Pedestrian bridge
- Pedestrian overlook



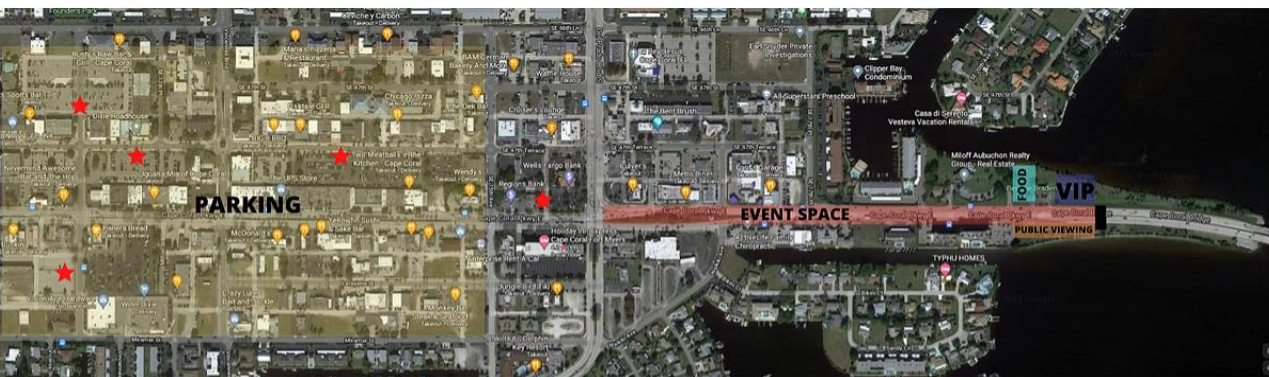
Bicyclists on Existing WB Bridge
Bicycle/pedestrian connectivity is one of the major concerns of the City of Cape Coral





Scenic Overlook

- Scenic Overlook provided for both bridges
- Low-cost focal point of bridges
- Incorporate aesthetic lighting
- Low-cost maintenance
 - > Concrete, aluminum, and stainless steel elements for construction
- Provides community gathering during special events
 - > Red, White and Boom



Project Documentation

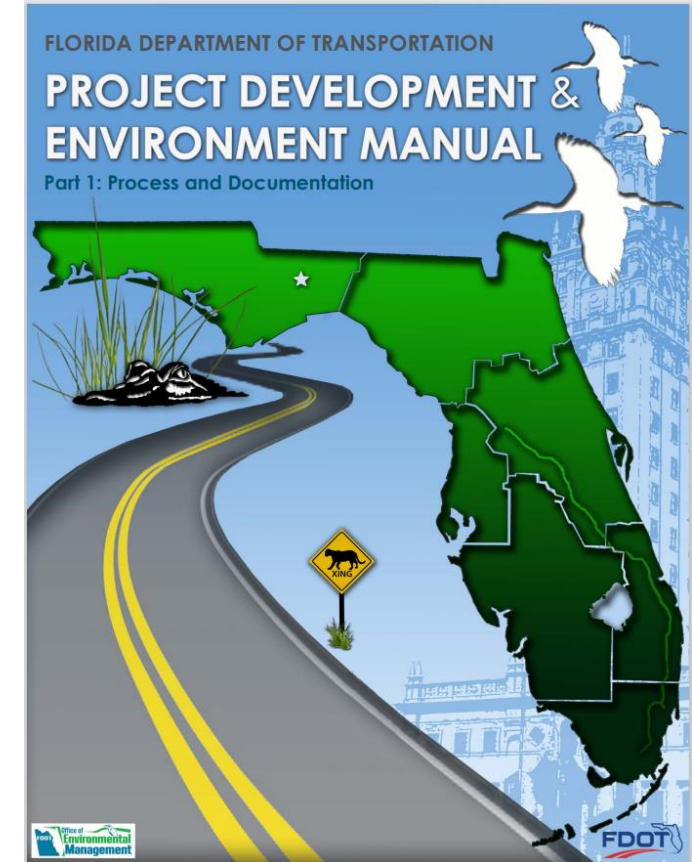
- FDOT OEM (delegated by FHWA) will be the lead agency
- Prepared in accordance with FDOT's PD&E Manual
- Ensures compliance with NEPA
- Maintains eligibility for Federal Funding

Project is Federalized Already

- Crosses a Federal Navigation Channel

NEPA

- Summarizes analysis and impacts to Social, Cultural, Natural, and Physical resources
- Supplemented by detailed technical documents
 - > Cultural Resources Assessment
 - > Natural Resources Evaluation
 - > Engineering Reports
 - > Public Involvement Coordination
- Level of documentation dependent upon Class of Action, determined during the ETDM Screening



Important to Understand
NEPA does not care about the cost of the job, only the impact that it has

Public Involvement/Stakeholder Coordination

- Big Carlos had public controversy → We understand how to navigate this
- Met with the City of Cape Coral → Generally in favor of the project

Stakeholder	Major Topics / Concerns
✓ Lee County DOT	Schedule, McGregor Intersection, Bike/Ped
✓ Lee County (MPO)	Modeling Results, Funding, Bike/Ped, Public Perception
✓ City of Cape Coral	Aesthetics, Park and Chamber Parcels, Del Prado and CCPKWY, Bike/Ped, Lighting
✓ FDOT	Central Office Coordination
✓ Permitting Agencies	Submerged Lands, Wetlands, Protected Species, Navigation, Permit Lead Times
✓ The Landings Golf Course	Potential R/W Impacts
✓ LeeTran (Route 30)	Facility Improvements, Alternative Locations, Minimize Disruptions (4 Locations)
✓ County Lands	Early Identification of Impacts/Needs
✓ Traveling Public	Perception and Education (Businesses, Residents, Tourists, Boaters, etc.)
✓ Utility Agencies	Early Conflict Identification and Resolution



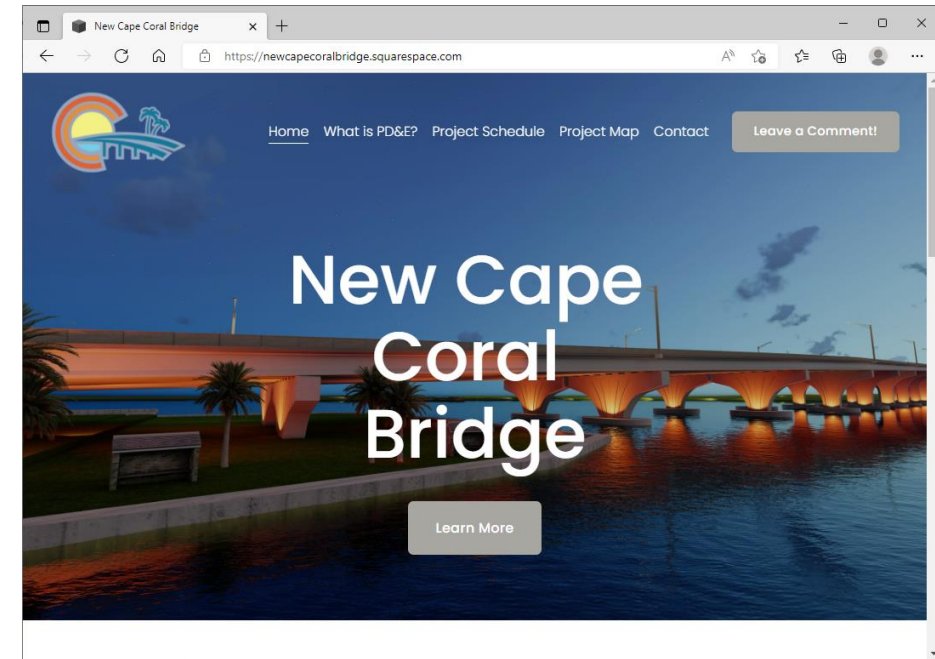
KCA has met with and/or begun due diligence

Project Website Components

- Home Page
- Project Description
- Project Map
- What is PD&E?
- Project Schedule
- Public Meeting Links
- Comment Submittal
- Link to Lee County

Project Website Address

- NewCapeCoralBridge.com
- CapeCoralBridgeReplacement.com
- CapeCoralBridge.com is taken, but not populated



Password:
KCA

PUBLIC INVOLVEMENT – MILESTONES

Date	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Months	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
PD&E		Kickoff Workshops/Briefings (5 months)					Review	Concept Development & Refinement typ sect/concept plans (6 months)					Alternatives Analysis Evaluation (5 months)					Public Hearing (3 months)			PD&E/NEPA Document Review FDOT District One & OEM Coordination (9 months)									
		1	2	2							3		4					5	6	7		8								9

 = Meeting with BOCC

 = General Meeting with stakeholders

 = Public Meeting

	Public Engagement Activities	Purpose	Participants
1	Kickoff Workshop with Commissioners	Discuss purpose and need, potential alternatives, FDOT/NEPA requirements, preliminary cost range, and project schedule.	Lee County Commissioners, LCDOT Managers, Cape Coral Project Team
2	Stakeholder kickoff meetings	Inform stakeholders such as residents/business and solicit input. Briefings to include FDOT, Cape Coral City Council and Lee Co MPO.	Open to public and briefings to agencies. Facilitated by LCDOT PM and Project Team
3	Public Alternatives Workshop (LARGE FORMAT MEETING)	Present the alternative concepts developed and range of effects and costs. Important for soliciting public comments to help team determine the Preferred Build Alternative.	Open to public and agencies. Hosted by LCDOT PM and Project Team
4	Workshop with Commissioners	Update Commissioners on public comments and solicit approval for the Preferred Build Alternative to refine for Public Hearing.	Lee County Commissioners, LCDOT Managers, and Project Team
5	Briefing to Commissioners	Update Commissioners on the Preferred Build Alternative and results to be shared at Public Hearing.	Lee County Commissioners, LCDOT Managers, and Project Team
6	Briefing to agencies	Update agencies, such as FDOT, Cape Coral and MPO, on the Preferred Build Alternative and info to be shared at Public Hearing.	FDOT, Cape Coral City Council, Lee Co MPO. Facilitated by LCDOT Managers and Project Team
7	Public Hearing (LARGE FORMAT MEETING)	Legally required presentation of the cost and effects comparison between the Preferred Build Alternative and No-Build Alternative. Public comments are solicited and formally recorded.	Open to public and agencies. Hosted by LCDOT PM and Project Team
8	Brief FDOT	Provide a recap of the public hearing and comments received to FDOT to kickoff the document review and approval process.	LCDOT Managers, FDOT District One staff, Project Team
9	Briefing to Commissioners	Final briefing of alternatives study briefing to signal handoff to the Final Design Phase if the Preferred Build Alternative is approved.	Lee County Commissioners, LCDOT Managers, and Project Team

PUBLIC INVOLVEMENT – WEBSITE COMMENTS

1. Comments provided to those with the password in tabular format.
2. Comments will be emailed to one or many staff upon receipt.
3. KCA email dedicated to project comments and responses.

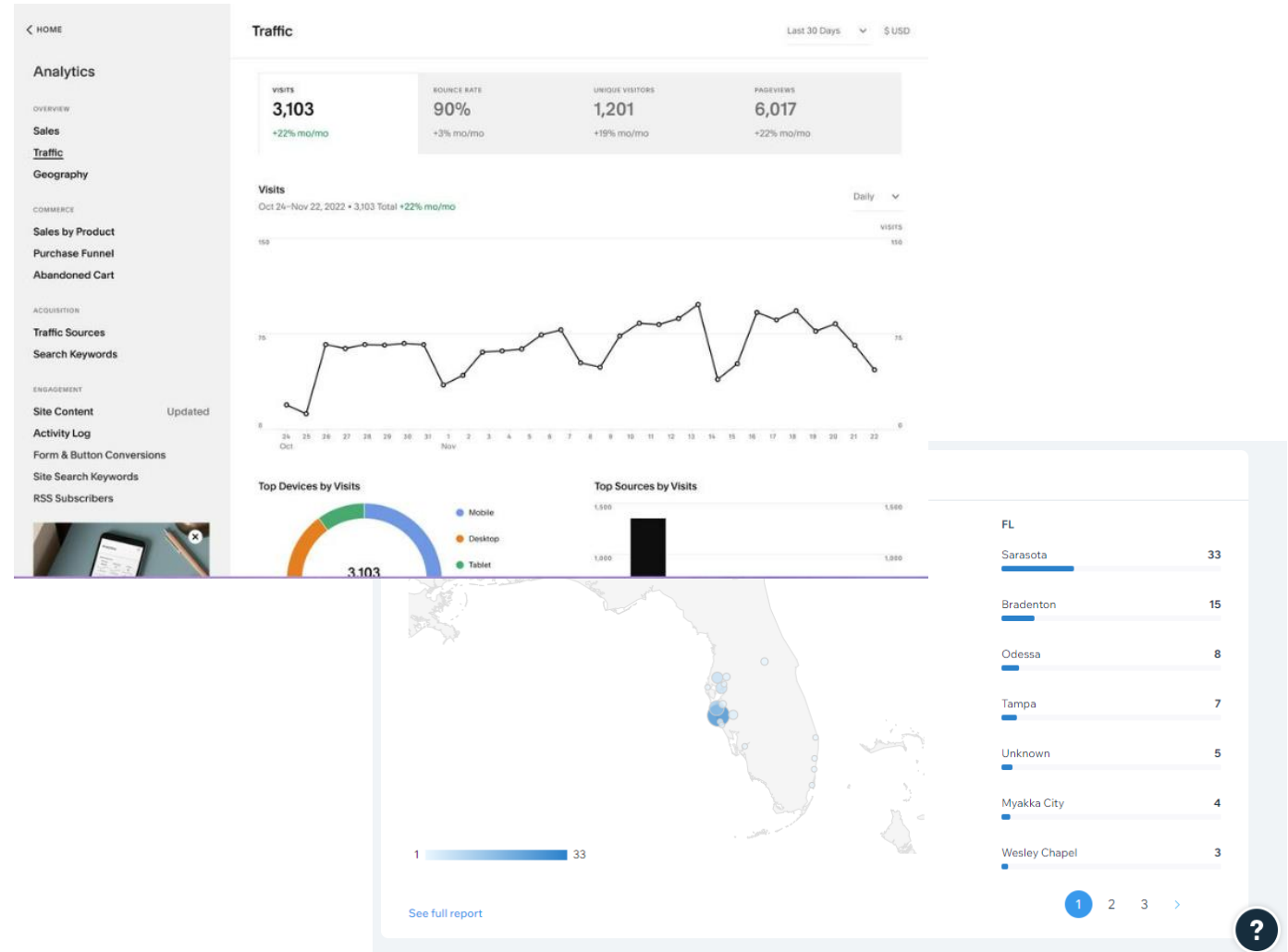
The screenshot displays the 'Public Comments' website interface. The top navigation bar includes links for Home, What is PD&E?, Project Schedule, Project Map, and Contact, along with a 'Leave a Comment!' button. The main header features a large image of a bridge at night with the text 'Public Comments' overlaid. Below this is a form for submitting comments, with fields for Name (First and Last), Email, and Subject. A message above the form states: 'Please fill out the form below with any questions or comments you have regarding the Cape Coral bridge replacement. (Fields with asterisks are required.)'.

On the right side, a table lists submitted comments. The table has columns for Name, Email, Subject, and Comment. The comments are sorted by date, with the most recent at the top.

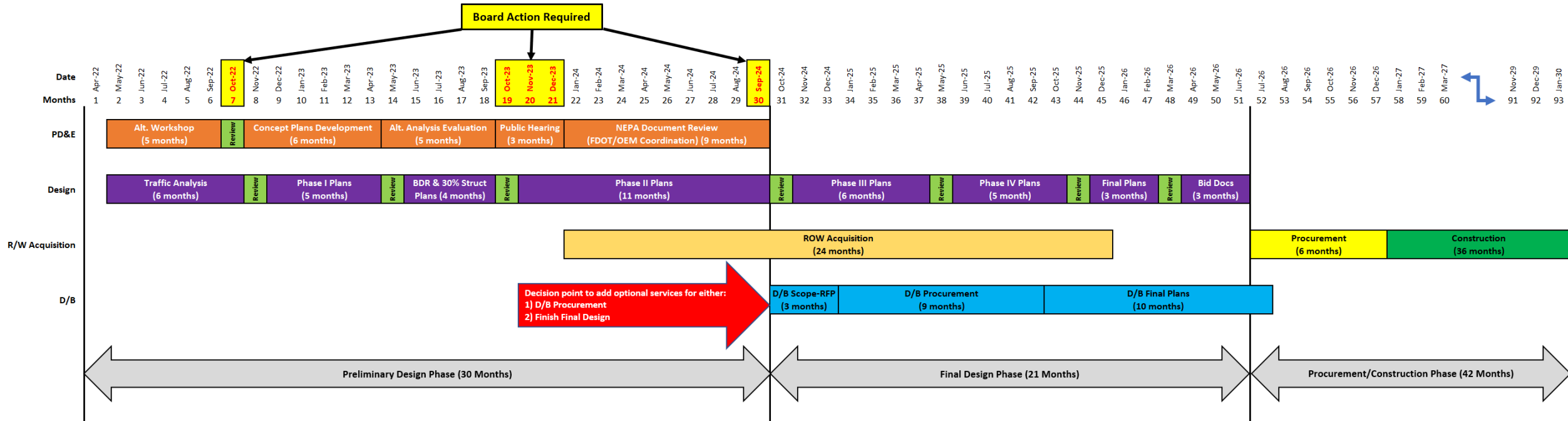
T Name	T Email	T Subj...	T Enter your comment
Andy Lauzier	andy.lauzier@hdrinc.com		Looking forward to upcoming public...
	schenck@gmail.com		
Oliver Johnson	info@northsarasotamulti...		My name is Oliver and I represent a...
Lionel A Guilbert	ldguilbert@juno.com		just want to be added to the list...
Fernando Putzeys	fputzeys@gmail.com		Has the public hearing taken place?
	brservices1976@icloud.c...		
Monet	monet.moore18@gmail.c...		I'd like to be added your email list.
Daniel Moore	info@northsarasotamulti...		My name is Daniel and I represent a...
Christy Lynn O'Connor	coconnor@sarasotalligat...		I VOTE NO to Alternative 1..it seems...
Richard BYRD	buyrdawgs@gmail.com		In looking at the 3 plans I see no val...
christian roeder	roederchristian@yahoo.com		I'm the owner of one of the propert...
Rachel	rherman@scgov.net		
Rachel	rherman@scgov.net		
ANNE M DEPERY	anned61@gmail.com		If you really want to alleviate congest...
Michael Perry	mperry1960@aol.com		
Louis Kosiba	louisikosiba24@gmail.com		The overpass provides a ?

— PUBLIC INVOLVEMENT – WEBSITE ANALYTICS

1. How many people visited the website in a time period?
2. How long did they stay at the site?
3. What site did the public link from? County? Direct? Facebook? Twitter?
4. Where are the interested people located?



SCHEDULE





Questions

1. Do you agree with our plan moving forward?
2. Are there any other discussion topics that you would like to see covered?