

From: "Roger Grogman @ Yahoo" <rogergrogman@yahoo.com>

Date: January 8, 2026 at 8:46:39 AM EST

To: Miller Michael <Mike.Miller@mysanibel.com>, Holly Smith <Holly.Smith@mysanibel.com>, Laura DeBruce <ldebruce@icloud.com>, Richard Johnson <richard.johnson@mysanibel.com>, John Henshaw <John.Henshaw@comcast.net>, "Dana A. Souza" <dana.souza@mysanibel.com>

Subject: Bridge height on Periwinkle bridge

Good Morning

Mayor . Vice Mayor, Council Members and City Manager

I am writing to you today because I am unavailable for the council meeting Tuesday:

I Strongly oppose the elevation of the Periwinkle bridge beyond the current level proposed .

Safety issues for Tulip, Penshell and Limpet would result if the height were increased beyond the current proposed level.

The cost of the increase would be disproportionate to the gain in value (although you could assess the added cost to those residents of Shell Harbor)

The Scale of the benefits is also disproportionate: the increased boat height will benefit a very few while the car traffic on the bridge is far greater.

And the safe passage of the car traffic should take precedent.

Interesting parallel to consider..raise the height restrictions on the Gulf side 2 stories so more residents of those units can enjoy a better view (done at city cost) I think not !!!

I will be in touch with all for further discussion.

I am so sorry(disappointed) that I will not be able to attend Tuesday,, as you know I enjoy effective communication.

Thanks

Roger Grogman

Sanibel Resident

Have a Great and Safe Day !

From: James Flaherty <jimflaherty@hotmail.com>

Sent: Tuesday, January 6, 2026 12:35 PM

To: Mike Miller <Mike.Miller@mysanibel.com>; Holly Smith
<Holly.Smith@mysanibel.com>; Laura J. DeBruce <laura.debruce@mysanibel.com>; John
Henshaw <John.Henshaw@mysanibel.com>; Richard Johnson
<richard.johnson@mysanibel.com>

Cc: Dana A. Souza <Dana.Souza@mysanibel.com>; John D. Agnew
<john.agnew@mysanibel.com>

Subject: East Periwinkle Bridge

Dear Council Members:

I respectfully submit by attachment my comments on the subject project together with suggested signage to reduce the risk of accidents resulting from reduced line of sight.

Thank you for your hard work on this and many Sanibel matters.

Jim Flaherty

877 Limpet Drive

City Council Meeting re. Periwinkle Bridge

January 13, 2026

My principal concern is for the safety of pedestrians, bicyclists, and automobile occupants at the currently unsafe intersection of Periwinkle and Limpet; where line of sight limitations have nearly nailed me, twice.

However, reducing future flood damage by widening the canal under the bridge is an important objective and if the roadbed must be elevated to achieve greater span length, then so be it.

But recognize that the increased elevation increases the risk profile of the intersection. The reduced speed limit may mitigate that risk **IF** there is sufficient enforcement. However, road noise from tires is the principal means of detecting approaching vehicles so reduced speed will cause reduced detection of risk.

Regarding speed enforcement, my previous inquiry of several years ago into the radar speed detection trailer signs with SPD disclosed that speed data was not collected thereby depriving the City of valuable information to use in speed enforcement. I hope any newer portable devices have more advanced technology.

The best approach for this situation, in my opinion, is to have permanently mounted, solar powered, speed detection signs. They are small - 20x28 - and illuminate excess speed in red, otherwise in green. Sufficiently unobtrusive that even the "No Sign – No Traffic Light" crowd could approve. I hereby offer to buy one for the City to install. See attachment.

As for the proposal by residents south of Periwinkle to increase the roadbed 3.5 feet I empathize with their goal but even a cursory reading of the November 20 TYLin engineering report would suggest pursuing the higher roadbed is a fool's errand. If they wish to challenge that study ok, but let's proceed as planned.

Lastly, we should have little empathy for any part-time residents who may have been unaware of this project until recently. Residents should dutifully receive and read every City Council and Planning Commission agenda.

Solar Speed Detection Sign

https://www.amazon.com/dp/B0FC2JV2QX/ref=sspa_dk_hqp_detail_aax_0?sp_cs_d=d2lkZ2V0TmFtZT1zcF9ocXBfc2hhcmVk&th=1

James R. Flaherty 877 Limpet Drive



20"x28"Radar Feedback Sign,Speed display radar traffic sign,Flashing Solar Powered Led Speed Limit Signs,Radar Speed Display Sign (White, 20"x28")

Brand: Mavcobo

5.0 ★★★★★ (1) | [Search this page](#)

From: Timothy Haas <tim.haas@whco-kc.com>

Sent: Tuesday, January 6, 2026 10:42 AM

To: Mike Miller <Mike.Miller@mysanibel.com>; Holly Smith

<Holly.Smith@mysanibel.com>; Laura J. DeBruce <laura.debruce@mysanibel.com>; John

Henshaw <John.Henshaw@mysanibel.com>; Richard Johnson

<richard.johnson@mysanibel.com>

Cc: Dana A. Souza <Dana.Souza@mysanibel.com>

Subject: Periwinkle Bridge - Please approve TyLin design

Dear Sanibel City Councilmembers,

I'm writing today with regard to the Periwinkle bridge project. My communication to the city began over 10 months ago, on March 3, 2025, after learning of the project. I have been vocal with regard to my concern for a bridge design that allows safe passage for pedestrians, bicycles, vehicles and boaters alike. Currently, the line-of-sight for bicyclists and pedestrians crossing Periwinkle, at the intersection with Limpet Drive is my primary concern. I have had several instances where vehicles have been unwilling or unable to stop for pedestrians crossing Periwinkle from Limpet to the shared use path. I have talked with other neighbors on Limpet who have also experienced similar close calls with eastbound vehicles.

I feel that the TyLin design incorporates changes that will enhance the resiliency of the bridge, provide additional height and width for boaters and do so with minimal impact to surrounding homes. The design, in conjunction with reducing the speed limit from 35 to 25 will conform to FDOT standards and should ultimately result in a higher degree of safety for pedestrians and bicyclists crossing Periwinkle so long as the speed limit is obeyed. Further support for the TyLin design is that the project is fully funded and will not require additional funds from the City of Sanibel.

I oppose the effort of Mr. Kevin McLellan that proposes to redesign the bridge to an elevation higher than that which TyLin has incorporated into their detailed design. This effort is very one sided and makes no effort to consider how it will affect homeowners near the bridge. The extensive grade changes, aesthetics that will drastically affect the intersections at Limpet, Pen Shell and Tulip, not to mention the \$4M price tag increase and project delays associated with redesign and potential right-of-way battles are just a few of the issues that make Mr. McLellan's request impractical. The effort has been promoted numerous ways -- as one that "would be paid for with additional property taxes", then "one that would provide better safety for boaters", and now they have thrown up their hands and

have claimed “the community was not informed”. The benefits that McLellan has proposed have been disproven. The city even went the extra mile of having TyLin undertake further review, which was then disputed by McLellan.

It is time to move forward with the project utilizing the TyLin plan as proposed. I understand that this process has taken considerable time from each of you. However, if you would like to discuss further, I welcome the opportunity to answer any questions that you may have of a resident who will be directly affected by this bridge.

Regards,

Tim Haas
816-392-1919
885 Limpet Drive

RE: Additional comments and analysis on the East Periwinkle bridge project

From Dana A. Souza <Dana.Souza@mysanibel.com>

Date Sat 12/20/2025 8:35 AM

To 'Kevin McLellan' <kbmclellan@gmail.com>

Cc Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com <farzin.zafaranian@tylin.com>; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

Thank you, Kevin.

Best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Friday, December 19, 2025 8:05 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana,

Thanks for the comprehensive response on the eve of your PTO. I won't attempt to hit all the points below for the sake of brevity. To summarize:

- We continue to find many residents are unaware of this project; the only direct communication to residents was an incorrect USCG mailing that alerted many of us to this. I receive mailed notices for much smaller adjacent construction projects. It's inconsistent that the City chose not to formally notify by USPS, the extent of this project and its impact for the next 3 years (estimated construction period). While I respect that the City has had many discussions on this, the fact is that many affected residents are unaware.

- Many people are out of town during the times you note below; we have been on island dealing with reconstruction but even then, were unaware. Perhaps timing has a bearing on the level of awareness but after what we've all been through trying to live on the island for the last 3 years, I think that's understandable and should warrant some accommodation from the City on a project of this scale

- We believe a formal engagement period is the best way to get to the right design. There were artificial constraints introduced at the beginning of the program that are constraining the optimal design for the new bridge. That's not something that the community had an opportunity to impact (per your timeline where Council set the constraints in advance of any engagement)

Thanks for your continued dialogue on this topic. It's an important one and we will plan to galvanize attendance at the Jan 13th meeting. It's unrealistic to get Council meetings in advance of that due to the holidays but appreciate your suggestion to meet 1:1 with Council members.

Finally, I did address Councilwoman Smith's questions in my response. Several were based on her opinions and others were asking for an unfair level of detail - things the City really should investigate vs. the residents impacted.

Enjoy your vacation.

Regards,
Kevin

On Dec 19, 2025, at 7:43 PM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I have pasted in the questions you provided in the attachment to your letter (also attached here).

As stated in my December 12, 2025, email to you (attached), the TYLin memo titled "East Periwinkle Bridge Replacement – Vertical Profile Design" (attached) will be presented to the City Council at the January 13, 2026. The TYLin memo was sent to you and Chris Peterson on November 20, 2025 (attached). You and others interested in this project will be able to provide public comment at the meeting. You may also request additional meetings with City Councilmembers and staff prior to the City Council meeting date. I will be recommending we proceed with the project as designed. I respect your request for further delay. As always, the decision on how to proceed rests with the City Council.

Your two records requests are being processed. As I stated in my December 12th email, the City Attorney needed to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. The City Attorney has determined that the technical specifications, drawings, calculations, etc., you requested in your November 29, 2025, correspondence to Public Works Director, Fred Mittl, are exempt. Section 119.071(3)(b)2., Florida Statutes, provides for an exemption from disclosure of public records that applies to the draft plans/drawings for the new bridge:

(b)1. Building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency are exempt from s. 119.07(1) and s. 24(a), Art. I of the State Constitution.

2. This exemption applies to building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency before, on, or after the effective date of this act.

3. Information made exempt by this paragraph may be disclosed:

a. To another governmental entity if disclosure is necessary for the receiving entity to perform its duties and responsibilities;

b. To a licensed architect, engineer, or contractor who is performing work on or related to the building, arena, stadium, water treatment facility, or other structure owned or operated by an agency; or

c. Upon a showing of good cause before a court of competent jurisdiction.

4. The entities or persons receiving such information shall maintain the exempt status of the information.

As noted in subsection (3)(b)3., above, the only limited exception for disclosure relates to disclosing to another need-to-know governmental entity, to architects, engineers, or contractors, working on the structure (or who are otherwise engaged in competitive bidding for work related to the structure), or for other good cause determined by a court.

As you likely know, the E. Periwinkle Way Bridge replacement project has been discussed by the City Council at multiple public meetings since Hurricane Ian. I am providing a list of the dates the project was discussed where the agenda item specifically mentioned the project by name on the agenda. The City sends out emails to those who subscribe to receive City notices for each City Council meetings so residents and business owners can view the agenda and comment on projects, proposals, etc.

- [April 2, 2024 – Approving Grant Agreement for E. Periwinkle Way Bridge Design](#) – Item 15a
- [June 4, 2024 – Approving Contract with TYLin for E. Periwinkle Way Bridge Design](#) – Item 14c
- [February 4, 2025 – E. Periwinkle Way Bridge Project Update – 30% Design](#) – Item 7b
- [June 3, 2025 – Approving Grant Agreement for E. Periwinkle Way Construction](#) – Item 12a
- [July 15, 2025 – Approving Contract with Weston & Sampson Engineers for Professional Services E. Periwinkle Way Bridge – Utilities](#) – Item 13(b)(iv)
- [October 21, 2025 – E. Periwinkle Way Bridge Project Update – 90% Design](#) – Item 9d

The City Council also discussed the E. Periwinkle Way project as part of their Legislative Priorities for the 2023, and 2024, Legislative Sessions. These discussions largely focused on which projects the City should submit for

appropriation requests. In 2023, the City sought an appropriation for the bridges design (\$750,000) and in 2024, the City sought construction funding in the amount of \$5.5 million but was awarded \$2.5 million. The dates the E. Periwinkle Way Bridge was discussed in relationship to the appropriation requests include: December 6, 2022, December 20, 2022, February 7, 2023, August 15, 2023, September 9, 2023, November 7, 2023, December 5, 2023, January 16, 2024, and February 6, 2024.

Additionally, the City also sends out correspondences, to those who subscribe to receive City notices, after each City Council meeting to highlight the primary topics discussed and approved at the Council meeting. I have attached those news releases that specifically list the E. Periwinkle Way Bridge project. The dates of this year's news releases are February 10, 2025, June 5, 2025, October 24, 2025. For the October 21, 2025, City Council meeting, the City also sent out a news release on October 17, 2025, to inform the public that the E. Periwinkle Way Bridge project would be discussed at the October 21, 2025, City Council meeting.

The City also posts notices on social media. One important Facebook post related to the E. Periwinkle Way Bridge, was issued on February 3, 2025, which discussed the project in detail prior to the February 4, 2025, City Council project update. [Click here](#) to view the Facebook post.

The City's website also has a Projects/Initiatives page which has a link on the front page of the website and includes information on the [E. Periwinkle Way Bridge project](#).

As previously mentioned in my December 12, 2025, email to you, I attended (Zoom) the Shell Harbor HOA Annual Meeting in March 2025 to specifically discuss the E. Periwinkle Way Bridge project, among other projects. I attend the same meeting the year before and discussed that the City was seeking design funds from the State for the bridge. I was informed that some residents hoped the vertical clearance of the bridge above the water could be increased to accommodate larger boats. At the March 2025, meeting, I was asked to specifically address the 30% design presented to the City Council on February 4, 2025. I explained that the design for the new bridge shows an increase the vertical clearance for boats by approximately one foot. While there were a few questions about potentially elevating the bridge further for boats, no objections were raised when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. No objections to the proposed design were expressed at the meeting, and I received no subsequent communications from residents or the Board following the meeting. I also communicated with the HOA about the bridge design between the 2024 and 2025 annual meetings, which is why I was asked to discuss the project at the 2025 meeting.

I believe the above shows the City discussed the E. Periwinkle Way Bridge project at several City Council meetings, in public correspondences, and discussed the project at the HOA meetings. It should be noted, I speak at service organizations and other meetings, such as the Chamber of Commerce, and often talked about the bridge project in the context of the City Council's legislative priorities. I'm sorry that you and others may feel that you have not received sufficient notice of the project, but I believe information about this project has been widely distributed and discussed.

To your point about the City Council recently rescinding a previous discussion to install a 3-way stop sign at the intersection of Sanibel-Captiva Rd. and Rabbit Road, it is important to note that the vote the City Council took on November 4th 2025, to install the stop signs was made during a discussion on Wildlife Mortality. This means the stop sign discussion was not specifically noticed on the City Council agenda. Because of this, the City Council unanimously decided to rescind their decision so it could be discussed at a noticed meeting in the future. This is very different from the E. Periwinkle Way Bridge project which was noticed on the City Council agenda as noted above.

In your email, you attached a communication from Vice Mayor Smith. In her email to you, she posed several questions to you. Recently, the Vice Mayor and I spoke, and she informed me that you had not answered her questions directly to her and wondered if I had received a reply. I informed her that I had not received a response to her questions. The emails you exchanged with the Vice Mayor is attached, should you wish to respond to her directly.

The following responds to your questions posed in the attachments to your November 30th email. I have attached my responses to that email as I reference them in my responses below.

- Why did TYLin assume that our proposal would increase the slope of the road when we explicitly state that the constraint we used was to maintain their design, only make it taller? **We disagree with their characterization of our analysis in Appendix C, stating that our proposal would increase the slope to 6.74 degrees.** We are assuming increasing the elevation of both roadway approaches (as they have illustrated with their Appendix A) consistent with our own cost analysis which is also attached to their memorandum. [I provided a response in my attached emails that the engineer and staff disagree with your analysis.](#)
- What exactly is the reason for needing retaining walls for 21" and 27" grade changes at nearby intersections of Pen Shell and Tulip when the intersection at Periwinkle and Anchor is significantly higher without retaining walls? [I don't have a specific response for you as it is not in our records. TYLin may address this at the January 13, 2026, City Council meeting.](#)
- Why is additional survey work required at this time, given there must have been significant survey work already completed? [Additional survey work would be required if the bridge height were to increase over the water for boat traffic as the limits of the project would be expanded.](#)
- Why is there an increase in stormwater for the same surface area? Drainage considerations should already be contemplated in the existing design in our view. [Additional design would be needed if the bridge height were to increase over the water for boat traffic as the stormwater calculations for the current bridge design would not be sufficient.](#)
- What is the source for their estimates of cost and revised timeline? These seem entirely unreasonable and excessive given this project is already on a 3-year timeline with significant impact to the roadway approaches already required (i.e., they already need to be re-graded and re-paved in the current plan). There is no accounting for overlapping work in their estimate. In addition, there is another \$520,000 for additional design on top of the

\$750,000 we have already spent; a number that seems out of bounds considering the revisions under discussion. Our opinion differs from yours. A significant portion of the bridge would have to be redesigned if the bridge height were to increase over the water for boat traffic resulting in additional cost. Your assumption has been that the existing bridge design can simply be elevated. However, it is not that simple when considering the change in structural components, retaining walls, etc. Work included in the \$520,000 estimate is not duplicating what has already been designed. Much will have to be revisited but the design will change.

- More specifically, why is there a 30% contingency on what should be a fixed bid? There is a construction contingency because there is no design. It is typical to have a higher contingency based on a preliminary engineering analysis. This contingency is reduced as the project design is advanced with a good portion of the contingency being directed to a construction line.
- Similarly, 8% inflation assumes that the entire cost of the project is paid ~2.5 years from now without any assumption of a fixed bid approach. Why is there re-mobilization when the project has not even begun (TYLin states they only had a “90% design” at the time of the last meeting)? To the contrary, the cost does assume an invitation to bid with the project awarded to the low bidder. It also considers the potential inflation to materials, supply, labor, and contractor availability (number of bidders) due to delays.

As stated above, the City cannot provide you with the technical information you request as it is protected information.

As I have stated in my previous email, I disagree with your position and believe that TYLin’s analysis of your proposal is sufficient. The current design meets the needs of the community, improves resilience for the bridge, and increases the vertical clearance for boat traffic as requested.

I will be on vacation for the next two weeks but will be periodically checking emails. I wish you Happy Holidays!

Best wishes,

Dana

RE: Additional comments and analysis on the East Periwinkle bridge project

From Dana A. Souza <Dana.Souza@mysanibel.com>

Date Sat 12/20/2025 8:34 AM

To 'Kevin McLellan' <kbmclellan@gmail.com>

Cc Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com <farzin.zafaranian@tylin.com>; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

Thank you, Kevin.

Happy Holidays.

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Friday, December 19, 2025 8:07 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana,

I'm glad we agree that timing of funding is not a risk. While inflation is always a factor, 90 days with a 2.7% annual inflation rate is within the margin of error on a budget for a project of this scale!

Regards,
Kevin

On Dec 19, 2025, at 7:49 PM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thanks. I failed to respond to this comment in the email I just sent. You are correct, there does not appear to be a risk to the grant funds due to any minor delays. The risk is always inflation and the potential of damage from future storms due to delays. The project is currently paid 100% by grant funding and I would like to keep it that way. We worked hard to ensure this project would not be a burden to taxpayers, while improving the resiliency of the bridge against future storms and achieving the modest vertical clearance of 1 foot for boat traffic.

Best wishes,

Dana



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Florida has a very broad public records law. Most written communications to or from the City of Sanibel regarding City business are public records available to the public and media upon request. Your e-mail communications, including your email address, may be subject to public disclosure

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Friday, December 19, 2025 7:41 PM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner & Lynn <gab@bccinc.biz>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana et al,

We received the response to our FOIA requests this evening. Thank you for the quick action on those. It appears that the following information is the latest set of facts:

- The Federal grant expires in August of 2032 (~7 years from now)
- The state funding is through 2030 (~5 years from now) with the option to extend (and there is an audio recording on the city website that suggests the State is amenable to extensions if so required)
- The City has denied us the information required for a peer review

Our interpretation of this information is that there is no immediate risk to funding from an additional 90 day comment / community engagement period on this project.

Many thanks,
Kevin McLellan

On Fri, Dec 19, 2025 at 6:53 AM Kevin McLellan <kbmclellan@gmail.com> wrote:

Dana (bcc City Council and interested residents),

I'm attaching correspondence on behalf of a few residents here (as noted in the letter). Other residents are bcc'd, including some with bridge building experience in major bridge projects and others involved in local industry associations with a point of view on win-win solutions.

You will likely be hearing from these residents in the coming days, all with similar concerns. As we have continued our grass roots awareness effort, we have been surprised by the positive response from those on both sides who would like to have a say and engage on the pros / cons of various designs. We have found that in some cases, those opposed have not understood the scope of the current plans nor have they understood what we changes we are requesting but are supportive in the end.

In my discussions and email correspondence with some of the Council, it was clear that their desire was to hear from the community on this and we are making progress (see attached correspondence from Councilwoman Smith). We are actively working to provide that input but need more time and some assistance from the City.

Given the short timeline you've laid out for a vote on the project at the City Council meeting on January 13th, 2026, we respectfully request a **90 day public comment period and would appreciate formal notification from the City to residents. We simply do not believe there has been sufficient communication on this important project and respectfully ask that we allow residents who are on their way back to the island to have a chance to better understand the plan and provide additional feedback.**

Our records request (via FOIA) from a couple of weeks ago has not yet been actioned leaving us no time for a peer review. I also requested separately, in a new FOIA request via City website, the grant application and award letter(s) so we can understand what deadlines we are dealing with. In my experience, grants are clearly worded with "complete by" language when applicable. I hope the facts in this matter will avoid any fear of "losing grants" that has been mentioned by a few people. We understand the importance of funding this project with whatever Federal and State assistance is available.

It was notable that this week there was a decision taken to delay the Rabbit Road stop sign project due to insufficient community input. We feel the scale of the E. Periwinkle bridge project makes community engagement all the more important now. We will live with this new bridge for the next 50+ years and are facing years of construction in the meantime.

Regards,

Kevin McLellan

617-510-3497

kbm@sloan.mit.edu

On Dec 13, 2025, at 8:49 AM, Dana A. Souza
<Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I don't know what else we can provide you for resilience measures. As you have stated, we simply disagree as to whether the current design is sufficient on various levels. When compared to other critical assets in the city, the existing E. Periwinkle Way bridge has a relatively low sensitivity score/rank. That is because the road elevation of the bridge is sufficient based on the factors measured (high tide flooding, storm surge, rainfall, and compound flooding). These measurements are based on projections for future environmental conditions (i.e., sea level rise). Obviously, the bridge was high on the funding priority because the bridge failed under the pressures created by Hurricane Ian's ebb surge. This was largely due to the narrowing of the channel at the bridge. The new design expands the channel to be consistent with the adjacent seawalls, which removes that choke and pressure point, making the bridge more resilient, along with meeting current design/construction standards. Additionally, we have achieved an additional one foot height in vertical clearance above the water at mean high water.

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Best wishes,

Dana

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Sent: Friday, December 12, 2025 6:45 PM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith

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<scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>;

Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Hi Dana (bcc City Council),

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Let us know the next steps so we maintain some semblance of progress and dialogue around how to ensure we achieve a resilient, value creating infrastructure project.

I recognize this is one of many priorities but we feel it's vitally important to get this right.

Regards,
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On Mon, Dec 1, 2025 at 6:26 AM Dana A. Souza
<Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I am writing to acknowledge receipt of your email and attachments. Staff will review and respond. Please note we have preparation for a City Council meeting today and a council meeting tomorrow, so a response may not be provided until later this week. I am considering your request a public records request and the City Clerk, Scotty Lynn Kelly may be in touch with you to provide additional direction.

Can you provide the number of Sanibel property owners that have signed the petition. I note that several list addresses from outside of Sanibel and for the few I checked, I cannot find that they own property on Sanibel.

City Councilmembers are blind copied on this email.

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Sent: Sunday, November 30, 2025 7:15 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Importance: High

Dana (bcc City Council),

Thanks for sharing. I hope everyone had a terrific Thanksgiving.

See our comments, request for additional information (to support a peer review of the proposed design) and a list of the 62 verified signatures for the petition in the attached PDF. The RFI is directed to Alfred Mittl, P.E., Director of Public works. We were missing the other engineer's email so please feel free to forward. We would like the signatures on the petition recorded in the public record along with our letters.

Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

We look forward to continued engagement on this project so we can get to the best possible answer for what is a once in a lifetime infrastructure upgrade for the island.

Regards,
Kevin

Scotty L. Kelly

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Friday, December 19, 2025 8:07 PM
To: Dana A. Souza
Cc: Chris Peterson; Alfred Mittl; farzin.zafaranian@tylin.com; Steve C. Chaipel; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith; John D. Agnew; Jeffrey Bonner; James Kilchenman; George Baumgardner & Lynn
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana,

I'm glad we agree that timing of funding is not a risk. While inflation is always a factor, 90 days with a 2.7% annual inflation rate is within the margin of error on a budget for a project of this scale!

Regards,
Kevin

On Dec 19, 2025, at 7:49 PM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thanks. I failed to respond to this comment in the email I just sent. You are correct, there does not appear to be a risk to the grant funds due to any minor delays. The risk is always inflation and the potential of damage from future storms due to delays. The project is currently paid 100% by grant funding and I would like to keep it that way. We worked hard to ensure this project would not be a burden to taxpayers, while improving the resiliency of the bridge against future storms and achieving the modest vertical clearance of 1 foot for boat traffic.

Best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana et al,

We received the response to our FOIA requests this evening. Thank you for the quick action on those. It appears that the following information is the latest set of facts:

- The Federal grant expires in August of 2032 (~7 years from now)
- The state funding is through 2030 (~5 years from now) with the option to extend (and there is an audio recording on the city website that suggests the State is amenable to extensions if so required)
- The City has denied us the information required for a peer review

Our interpretation of this information is that there is no immediate risk to funding from an additional 90 day comment / community engagement period on this project.

Many thanks,
Kevin McLellan

On Fri, Dec 19, 2025 at 6:53 AM Kevin McLellan <kbmclellan@gmail.com> wrote:

Dana (bcc City Council and interested residents),

I'm attaching correspondence on behalf of a few residents here (as noted in the letter). Other residents are bcc'd, including some with bridge building experience in major bridge projects and others involved in local industry associations with a point of view on win-win solutions.

You will likely be hearing from these residents in the coming days, all with similar concerns. As we have continued our grass roots awareness effort, we have been surprised by the positive response from those on both sides who would like to have a say and engage on the pros / cons of various designs. We have found that in some cases, those opposed have not understood the scope of the current plans nor have they understood what we changes we are requesting but are supportive in the end.

In my discussions and email correspondence with some of the Council, it was clear that their desire was to hear from the community on this and we are making progress (see attached correspondence from Councilwoman Smith). We are actively working to provide that input but need more time and some assistance from the City.

Given the short timeline you've laid out for a vote on the project at the City Council meeting on January 13th, 2026, we respectfully request a **90 day public comment period and would appreciate formal notification from the City to residents. We simply do not believe there has been sufficient communication on this important project and respectfully ask that we allow residents who are on their way back to the island to have a chance to better understand the plan and provide additional feedback.**

Our records request (via FOIA) from a couple of weeks ago has not yet been actioned leaving us no time for a peer review. I also requested separately, in a new FOIA request via City website, the grant application and award letter(s) so we can understand what deadlines we are dealing with. In my experience, grants are clearly worded with "complete by" language when applicable. I hope the facts in this matter will avoid any fear of "losing grants" that has been mentioned by a few people. We understand the importance of funding this project with whatever Federal and State assistance is available.

It was notable that this week there was a decision taken to delay the Rabbit Road stop sign project due to insufficient community input. We feel the scale of the E. Periwinkle bridge project makes community engagement all the more important now. We will live with this new bridge for the next 50+ years and are facing years of construction in the meantime.

Regards,

Kevin McLellan

617-510-3497

kbm@sloan.mit.edu

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Importance: High

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project
Attachments: image001.png; Untitled attachment 00026.htm; 20251214 Letter to City Council re E Periwinkle Bridge vF.docx; Untitled attachment 00029.htm; Mail Attachment.eml (4.85 MB); Untitled attachment 00034.htm; East Periwinkle Bridge Profile Memo Nov 20 2025.pdf; Untitled attachment 00037.htm; Mail Attachment.eml (3.76 MB); Untitled attachment 00042.htm; Mail Attachment.eml (77.3 KB); Untitled attachment 00047.htm; Mail Attachment.eml (81.2 KB); Untitled attachment 00052.htm; Mail Attachment.eml (78.3 KB); Untitled attachment 00057.htm; Mail Attachment.eml (4.85 MB); Untitled attachment 00062.htm; Mail Attachment.eml (334 KB); Untitled attachment 00067.htm

Dana,

Thanks for the comprehensive response on the eve of your PTO. I won't attempt to hit all the points below for the sake of brevity. To summarize:

- We continue to find many residents are unaware of this project; the only direct communication to residents was an incorrect USCG mailing that alerted many of us to this. I receive mailed notices for much smaller adjacent construction projects. It's inconsistent that the City chose not to formally notify by USPS, the extent of this project and its impact for the next 3 years (estimated construction period). While I respect that the City has had many discussions on this, the fact is that many affected residents are unaware.
- Many people are out of town during the times you note below; we have been on island dealing with reconstruction but even then, were unaware. Perhaps timing has a bearing on the level of awareness but after what we've all been through trying to live on the island for the last 3 years, I think that's understandable and should warrant some accommodation from the City on a project of this scale
- We believe a formal engagement period is the best way to get to the right design. There were artificial constraints introduced at the beginning of the program that are constraining the optimal design for the new bridge. That's not something that the community had an opportunity to impact (per your timeline where Council set the constraints in advance of any engagement)

Thanks for your continued dialogue on this topic. It's an important one and we will plan to galvanize attendance at the Jan 13th meeting. It's unrealistic to get Council meetings in advance of that due to the holidays but appreciate your suggestion to meet 1:1 with Council members.

Finally, I did address Councilwoman Smith's questions in my response. Several were based on her opinions and others were asking for an unfair level of detail - things the City really should investigate vs. the residents impacted.

Enjoy your vacation.

Regards,
Kevin

On Dec 19, 2025, at 7:43 PM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I have pasted in the questions you provided in the attachment to your letter (also attached here).

As stated in my December 12, 2025, email to you (attached), the TYLin memo titled “East Periwinkle Bridge Replacement – Vertical Profile Design” (attached) will be presented to the City Council at the January 13, 2026. The TYLin memo was sent to you and Chris Peterson on November 20, 2025 (attached). You and others interested in this project will be able to provide public comment at the meeting. You may also request additional meetings with City Councilmembers and staff prior to the City Council meeting date. I will be recommending we proceed with the project as designed. I respect your request for further delay. As always, the decision on how to proceed rests with the City Council.

Your two records requests are being processed. As I stated in my December 12th email, the City Attorney needed to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. The City Attorney has determined that the technical specifications, drawings, calculations, etc., you requested in your November 29, 2025, correspondence to Public Works Director, Fred Mittl, are exempt. Section 119.071(3)(b)2., Florida Statutes, provides for an exemption from disclosure of public records that applies to the draft plans/drawings for the new bridge:

- (b)1. Building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency are exempt from s. 119.07(1) and s. 24(a), Art. I of the State Constitution.
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3. Information made exempt by this paragraph may be disclosed:
 - a. To another governmental entity if disclosure is necessary for the receiving entity to perform its duties and responsibilities;
 - b. To a licensed architect, engineer, or contractor who is performing work on or related to the building, arena, stadium, water treatment facility, or other structure owned or operated by an agency; or
 - c. Upon a showing of good cause before a court of competent jurisdiction.

4. The entities or persons receiving such information shall maintain the exempt status of the information.

As noted in subsection (3)(b)3., above, the only limited exception for disclosure relates to disclosing to another need-to-know governmental entity, to architects, engineers, or contractors, working on the structure (or who are otherwise engaged in competitive bidding for work related to the structure), or for other good cause determined by a court.

As you likely know, the E. Periwinkle Way Bridge replacement project has been discussed by the City Council at multiple public meetings since Hurricane Ian. I am providing a list of the dates the project was discussed where the agenda item specifically mentioned the project by name on the agenda. The City sends out emails to those who subscribe to receive City notices for each City Council meetings so residents and business owners can view the agenda and comment on projects, proposals, etc.

- [April 2, 2024 – Approving Grant Agreement for E. Periwinkle Way Bridge Design](#) – Item 15a
- [June 4, 2024 – Approving Contract with TYLin for E. Periwinkle Way Bridge Design](#) – Item 14c
- [February 4, 2025 – E. Periwinkle Way Bridge Project Update – 30% Design](#) – Item 7b
- [June 3, 2025 – Approving Grant Agreement for E. Periwinkle Way Construction](#) – Item 12a
- [July 15, 2025 – Approving Contract with Weston & Sampson Engineers for Professional Services E. Periwinkle Way Bridge – Utilities](#) – Item 13(b)(iv)
- [October 21, 2025 – E. Periwinkle Way Bridge Project Update – 90% Design](#) – Item 9d

The City Council also discussed the E. Periwinkle Way project as part of their Legislative Priorities for the 2023, and 2024, Legislative Sessions. These discussions largely focused on which projects the City should submit for appropriation requests. In 2023, the City sought an appropriation for the bridges design (\$750,000) and in 2024, the City sought construction funding in the amount of \$5.5 million but was awarded \$2.5 million. The dates the E. Periwinkle Way Bridge was discussed in relationship to the appropriation requests include: December 6, 2022, December 20, 2022, February 7, 2023, August 15, 2023, September 9, 2023, November 7, 2023, December 5, 2023, January 16, 2024, and February 6, 2024.

Additionally, the City also sends out correspondences, to those who subscribe to receive City notices, after each City Council meeting to highlight the primary topics discussed and approved at the Council meeting. I have attached those news releases that specifically list the E. Periwinkle Way Bridge project. The dates of this year's news releases are February 10, 2025, June 5, 2025, October 24, 2025. For the October 21, 2025, City Council meeting, the City also sent out a news release on October 17, 2025, to inform the public that the E. Periwinkle Way Bridge project would be discussed at the October 21, 2025, City Council meeting.

The City also posts notices on social media. One important Facebook post related to the E. Periwinkle Way Bridge, was issued on February 3, 2025, which discussed the project in

detail prior to the February 4, 2025, City Council project update. [Click here](#) to view the Facebook post.

The City's website also has a Projects/Initiatives page which has a link on the front page of the website and includes information on the [E. Periwinkle Way Bridge project](#).

As previously mentioned in my December 12, 2025, email to you, I attended (Zoom) the Shell Harbor HOA Annual Meeting in March 2025 to specifically discuss the E. Periwinkle Way Bridge project, among other projects. I attend the same meeting the year before and discussed that the City was seeking design funds from the State for the bridge. I was informed that some residents hoped the vertical clearance of the bridge above the water could be increased to accommodate larger boats. At the March 2025, meeting, I was asked to specifically address the 30% design presented to the City Council on February 4, 2025. I explained that the design for the new bridge shows an increase the vertical clearance for boats by approximately one foot. While there were a few questions about potentially elevating the bridge further for boats, no objections were raised when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. No objections to the proposed design were expressed at the meeting, and I received no subsequent communications from residents or the Board following the meeting. I also communicated with the HOA about the bridge design between the 2024 and 2025 annual meetings, which is why I was asked to discuss the project at the 2025 meeting.

I believe the above shows the City discussed the E. Periwinkle Way Bridge project at several City Council meetings, in public correspondences, and discussed the project at the HOA meetings. It should be noted, I speak at service organizations and other meetings, such as the Chamber of Commerce, and often talked about the bridge project in the context of the City Council's legislative priorities. I'm sorry that you and others may feel that you have not received sufficient notice of the project, but I believe information about this project has been widely distributed and discussed.

To your point about the City Council recently rescinding a previous discussion to install a 3-way stop sign at the intersection of Sanibel-Captiva Rd. and Rabbit Road, it is important to note that the vote the City Council took on November 4, 2025, to install the stop signs was made during a discussion on Wildlife Mortality. This means the stop sign discussion was not specifically noticed on the City Council agenda. Because of this, the City Council unanimously decided to rescind their decision so it could be discussed at a noticed meeting in the future. This is very different from the E. Periwinkle Way Bridge project which was noticed on the City Council agenda as noted above.

In your email, you attached a communication from Vice Mayor Smith. In her email to you, she posed several questions to you. Recently, the Vice Mayor and I spoke, and she informed me that you had not answered her questions directly to her and wondered if I had received a reply. I informed her that I had not received a response to her questions. The emails you exchanged with the Vice Mayor is attached, should you wish to respond to her directly.

The following responds to your questions posed in the attachments to your November 30th email. I have attached my responses to that email as I reference them in my responses below.

- Why did TYLin assume that our proposal would increase the slope of the road when we explicitly state that the constraint we used was to maintain their design, only make it taller? **We disagree with their characterization of our analysis in Appendix C, stating that our proposal would increase the slope to 6.74 degrees.** We are assuming increasing the elevation of both roadway approaches (as they have illustrated with their Appendix A) consistent with our own cost analysis which is also attached to their memorandum. [I provided a response in my attached emails that the engineer and staff disagree with your analysis.](#)
- What exactly is the reason for needing retaining walls for 21" and 27" grade changes at nearby intersections of Pen Shell and Tulip when the intersection at Periwinkle and Anchor is significantly higher without retaining walls? [I don't have a specific response for you as it is not in our records. TYLin may address this at the January 13, 2026, City Council meeting.](#)
- Why is additional survey work required at this time, given there must have been significant survey work already completed? [Additional survey work would be required if the bridge height were to increase over the water](#) for boat traffic as the limits of the project would be expanded.
- Why is there an increase in stormwater for the same surface area? Drainage considerations should already be contemplated in the existing design in our view. [Additional design would be needed if the bridge height were to increase over the water](#) for boat traffic as the stormwater calculations for the current bridge design would not be sufficient.
- What is the source for their estimates of cost and revised timeline? These seem entirely unreasonable and excessive given this project is already on a 3-year timeline with significant impact to the roadway approaches already required (i.e., they already need to be re-graded and re-paved in the current plan). There is no accounting for overlapping work in their estimate. In addition, there is another \$520,000 for additional design on top of the \$750,000 we have already spent; a number that seems out of bounds considering the revisions under discussion. [Our opinion differs from yours. A significant portion of the bridge would have to be redesigned if the bridge height were to increase over the water](#) for boat traffic resulting in additional cost. Your assumption has been that the existing bridge design can simply be elevated. However, it is not that simple when considering the change in structural components, retaining walls, etc. Work included in the \$520,000 estimate is not duplicating what has already been designed. Much will have to be revisited but the design will change.
- More specifically, why is there a 30% contingency on what should be a fixed bid? There is a construction contingency because there is no design. It is typical to have a higher contingency based on a preliminary engineering analysis. This

contingency is reduced as the project design is advanced with a good portion of the contingency being directed to a construction line.

- Similarly, 8% inflation assumes that the entire cost of the project is paid ~2.5 years from now without any assumption of a fixed bid approach. Why is there re-mobilization when the project has not even begun (TYLin states they only had a “90% design” at the time of the last meeting)? To the contrary, the cost does assume an invitation to bid with the project awarded to the low bidder. It also considers the potential inflation to materials, supply, labor, and contractor availability (number of bidders) due to delays.

As stated above, the City cannot provide you with the technical information you request as it is protected information.

As I have stated in my previous email, I disagree with your position and believe that TYLin’s analysis of your proposal is sufficient. The current design meets the needs of the community, improves resilience for the bridge, and increases the vertical clearance for boat traffic as requested.

I will be on vacation for the next two weeks but will be periodically checking emails. I wish you Happy Holidays!

Best wishes,

Dana

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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Friday, December 19, 2025 6:53 AM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel

<steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly

<Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew

<john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman

<jkilch@icloud.com>; George Baumgardner & Lynn <gab@bccinc.biz>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana (bcc City Council and interested residents),

I'm attaching correspondence on behalf of a few residents here (as noted in the letter).

Other residents are bcc'd, including some with bridge building experience in major bridge projects and others involved in local industry associations with a point of view on win-win solutions.

You will likely be hearing from these residents in the coming days, all with similar concerns.

As we have continued our grass roots awareness effort, we have been surprised by the positive response from those on both sides who would like to have a say and engage on the pros / cons of various designs. We have found that in some cases, those opposed have not understood the scope of the current plans nor have they understood what we changes we are requesting but are supportive in the end.

In my discussions and email correspondence with some of the Council, it was clear that their desire was to hear from the community on this and we are making progress (see attached correspondence from Councilwoman Smith). We are actively working to provide that input but need more time and some assistance from the City.

Given the short timeline you've laid out for a vote on the project at the City Council meeting on January 13th, 2026, we respectfully request a **90 day public comment period and would appreciate formal notification from the City to residents. We simply do not believe there has been sufficient communication on this important project and respectfully ask that we allow residents who are on their way back to the island to have a chance to better understand the plan and provide additional feedback.**

Our records request (via FOIA) from a couple of weeks ago has not yet been actioned leaving us no time for a peer review. I also requested separately, in a new FOIA request via City website, the grant application and award letter(s) so we can understand what deadlines we are dealing with. In my experience, grants are clearly worded with "complete by" language when applicable. I hope the facts in this matter will avoid any fear of "losing grants" that has been mentioned by a few people. We understand the importance of funding this project with whatever Federal and State assistance is available.

It was notable that this week there was a decision taken to delay the Rabbit Road stop sign project due to insufficient community input. We feel the scale of the E. Periwinkle bridge project makes community engagement all the more important now. We will live with this new bridge for the next 50+ years and are facing years of construction in the meantime.

Regards,

Kevin McLellan

617-510-3497

kbm@sloan.mit.edu

Scotty L. Kelly

From: Dana A. Souza <Dana.Souza@mysanibel.com>
Sent: Saturday, December 13, 2025 8:49 AM
To: 'Kevin McLellan'
Cc: Chris Peterson; Alfred Mittl; farzin.zafarianian@tylin.com; Steve C. Chaipel; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith; John D. Agnew; Jeffrey Bonner; James Kilchenman
Subject: RE: Additional comments and analysis on the East Periwinkle bridge project

Kevin – Thank you for your email. I don't know what else we can provide you for resilience measures. As you have stated, we simply disagree as to whether the current design is sufficient on various levels. When compared to other critical assets in the city, the existing E. Periwinkle Way bridge has a relatively low sensitivity score/rank. That is because the road elevation of the bridge is sufficient based on the factors measured (high tide flooding, storm surge, rainfall, and compound flooding). These measurements are based on projections for future environmental conditions (i.e., sea level rise). Obviously, the bridge was high on the funding priority because the bridge failed under the pressures created by Hurricane Ian's ebb surge. This was largely due to the narrowing of the channel at the bridge. The new design expands the channel to be consistent with the adjacent seawalls, which removes that choke and pressure point, making the bridge more resilient, along with meeting current design/construction standards. Additionally, we have achieved an additional one foot height in vertical clearance above the water at mean high water.

As for grants, as we have explained, the City received a total of \$8.75 million for the bridge through state appropriations and a federal grant. The granted funds are sufficient to fund the bridge construction as designed. We would not seek additional grant funding once sufficient funds for the project are secured. I believe your question is based on the assumption that there would be additional costs should the bridge vertical elevation be increased above the current design (TYLin memo). Since funding for the current design is secured, we have turned our attention to the many other projects that need external funding as we seek future grants and appropriations.

Best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Friday, December 12, 2025 6:45 PM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Thanks Dana.

Just to be clear, there are multiple communities in the east end area. Shell harbor is just one. Sanibel Estates is separate. The community at large has not had sufficient notice in our view.

We still do not understand how this meets the resiliency goals as designed and have not gotten a good answer on whether other grants have been considered or even the deadlines around the HUD grant mentioned.

We will continue to seek revisions to the plan.

Regards,
Kevin

On Sat, Dec 13, 2025 at 12:16 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I understand that City Clerk Kelly contacted you prior to the close of business. Staff has been assembling the requested documents. Before any materials are released, I will need to review them with the City Attorney to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. I anticipate this review will be completed by mid-week next week. City Clerk Kelly will then advise you of the next steps related to your Public Records Request.

I have also exchanged emails with Mr. Bonner regarding his communications. He understands that, from my perspective, I informed the HOA at its Annual Meeting in March 2025 that the increased vertical clearance at the bridge, consistent with the presentation to the City Council on February 4, 2025, would result in an increase of approximately one foot. I specifically addressed the East Periwinkle Bridge project at the HOA meeting to gather any input, questions, concerns with the 30% design. While there were a few questions about potentially elevating the bridge further, no objections were raised at that meeting to the plans prepared by the City when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. Overall, however, I believe attendees and board members understood that staff had received direction from the City Council to proceed toward final design. No objections were voiced, and I received no subsequent communications from residents or the Board following the meeting.

I have since heard from other residents, including some Shell Harbor HOA members, who oppose increasing the bridge height beyond the current design.

While I understand from your letter that you disagree with the memorandum prepared by TYLin dated November 20, 2025, our technical team finds that the assumptions or requests you presented are not

feasible without increasing the limits of the project, impacts on other properties, and cost. The TYLin memorandum was prepared at the City's expense to directly address the concerns you and others have raised. I believed it was important for TYLin to evaluate your assumptions so that all interested parties could benefit from an analysis prepared by a professional engineer. The memorandum explains the potential impacts associated with further increases in bridge height, including, but not limited to, the expansion of project limits with the presented incremental height increases and the resulting cost implications. In addition, the proposed design incorporates resilience considerations related to future environmental conditions and potential storm impacts. I believe the TYLin analysis sufficiently addresses the questions you have raised. If you or others wish to retain an engineer to fund and complete a peer review of the design, I fully respect that decision; however, I cannot recommend that the City spend additional funds on such review.

I plan to have TYLin present this memo to the City Council at the January 13, 2026, City Council meeting and request their support to continue with the project as designed. You and others interested in this project will be able to provide public comment at the meeting and may request additional meetings with City Councilmembers and staff. The decision on how to proceed, as always, rests with the City Council.

In closing, I understand your position but disagree that the City should fund or seek additional funding to elevate the vertical clearance for boats beyond the 1 foot increase the current design successfully achieves.

Thank you and best wishes,

Dana



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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Monday, December 8, 2025 3:09 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com;
Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly
<Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Hi Dana (bcc City Council),

I haven't heard from Scotty yet but happy to connect on our request for more information. I would also be curious to understand what the path forward is from here. I have begun the process of engaging FIU's Accelerated Bridge Construction program Chair, who is in the department of Civil Engineering. His name is Dr. Atorod Azizinamini.

Several of us received the updated USCG letter but there are some inconsistencies in how the measurements are presented that are causing confusion (i.e., it is inconsistent to refer to MHW and then use MHW +1.5').

I have also confirmed that the President of the Shell Harbor Association is or has sent you a communication on their support for raising the bridge higher than the current TYLin plan outlines. I continue to direct folks to email you and the Council directly (another Shell Harbor Resident also signed on).

Let us know the next steps so we maintain some semblance of progress and dialogue around how to ensure we achieve a resilient, value creating infrastructure project.

I recognize this is one of many priorities but we feel it's vitally important to get this right.

Regards,

Kevin

On Mon, Dec 1, 2025 at 6:26 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I am writing to acknowledge receipt of your email and attachments. Staff will review and respond. Please note we have preparation for a City Council meeting today and a council meeting tomorrow, so a response may not be provided until later this week. I am considering your request a public records request and the City Clerk, Scotty Lynn Kelly may be in touch with you to provide additional direction.

Can you provide the number of Sanibel property owners that have signed the petition. I note that several list addresses from outside of Sanibel and for the few I checked, I cannot find that they own property on Sanibel.

City Councilmembers are blind copied on this email.

Thank you and best wishes,

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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Sunday, November 30, 2025 7:15 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Importance: High

Dana (bcc City Council),

Thanks for sharing. I hope everyone had a terrific Thanksgiving.

See our comments, request for additional information (to support a peer review of the proposed design) and a list of the 62 verified signatures for the petition in the attached PDF. The RFI is directed to Alfred Mittl, P.E., Director of Public works. We were missing the other engineer's email so please feel free to forward. We would like the signatures on the petition recorded in the public record along with our letters.

Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

We look forward to continued engagement on this project so we can get to the best possible answer for what is a once in a lifetime infrastructure upgrade for the island.

Regards,

Kevin

Scotty L. Kelly

From: Dana A. Souza <Dana.Souza@mysanibel.com>
Sent: Friday, December 12, 2025 6:16 PM
To: Kevin McLellan
Cc: Chris Peterson; Alfred Mittl; farzin.zafarianian@tylin.com; Steve C. Chaipel; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith; John D. Agnew
Subject: RE: Additional comments and analysis on the East Periwinkle bridge project
Attachments: Response to memorandum from TYLin to City of Sanibel dated November 20th.pdf; East Periwinkle Bridge Profile Memo Nov 20 2025.pdf

Kevin – Thank you for your email. I understand that City Clerk Kelly contacted you prior to the close of business. Staff has been assembling the requested documents. Before any materials are released, I will need to review them with the City Attorney to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. I anticipate this review will be completed by mid-week next week. City Clerk Kelly will then advise you of the next steps related to your Public Records Request.

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I have since heard from other residents, including some Shell Harbor HOA members, who oppose increasing the bridge height beyond the current design.

While I understand from your letter that you disagree with the memorandum prepared by TYLin dated November 20, 2025, our technical team finds that the assumptions or requests you presented are not feasible without increasing the limits of the project, impacts on other properties, and cost. The TYLin memorandum was prepared at the City's expense to directly address the concerns you and others have raised. I believed it was important for TYLin to evaluate your assumptions so that all interested parties could benefit from an analysis prepared by a professional engineer. The memorandum explains the potential impacts associated with further increases in bridge height, including, but not limited to, the expansion of project limits with the presented incremental height increases and the resulting cost implications. In addition, the proposed design incorporates resilience considerations related to future environmental conditions and potential storm impacts. I believe the TYLin analysis sufficiently addresses the questions you have raised. If you or others wish to retain an engineer to fund and complete a peer review of the design, I fully respect that decision; however, I cannot recommend that the City spend additional funds on such review.

I plan to have TYLin present this memo to the City Council at the January 13, 2026, City Council meeting and request their support to continue with the project as designed. You and others interested in this project will be able to provide public comment at the meeting and may request additional meetings with City Councilmembers and staff. The decision on how to proceed, as always, rests with the City Council.

In closing, I understand your position but disagree that the City should fund or seek additional funding to elevate the vertical clearance for boats beyond the 1 foot increase the current design successfully achieves.

Thank you and best wishes,

Dana



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Sent: Monday, December 8, 2025 3:09 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project
Importance: High

Dana (bcc City Council),

Thanks for sharing. I hope everyone had a terrific Thanksgiving.

See our comments, request for additional information (to support a peer review of the proposed design) and a list of the 62 verified signatures for the petition in the attached PDF. The RFI is directed to Alfred Mittl, P.E., Director of Public works. We were missing the other engineer's email so please feel free to forward. We would like the signatures on the petition recorded in the public record along with our letters.

Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

We look forward to continued engagement on this project so we can get to the best possible answer for what is a once in a lifetime infrastructure upgrade for the island.

Regards,

Kevin

Response to memorandum from TYLin to City of Sanibel dated November 20th, 2025

November 29, 2025

To: Dana Souza

cc: Alfred Mittl, P.E., Farzin Zafarianian, P.E., Vicky Smith, Scott Krawchuk, Scotty Kelly, Steve Chaipel

Bcc: City Council

Subject: East Periwinkle Bridge Replacement- Vertical Profile Design, response to TYLin memorandum

Dana,

Thank you for sharing TYLin's initial response to our request for more exploration of the potential for raising the vertical navigational clearance under the proposed East Periwinkle bridge. We have reviewed TYLin's analysis and have several questions which we pose here. We would like to have a live discussion to address these at your earliest convenience. We respectfully disagree with the memorandum as written and would strongly suggest and encourage the City to consider a peer review that would include Florida International University's Accelerated Bridge Construction department to further review the project before the City decides to proceed (see letter attached at the end of this memorandum). In discussions with residents, we are happy to undertake the process of contacting FIU and determining how to engage them formally in this project. Residents have indicated a willingness to fund expenses related to this peer review in the spirit of getting the best outcome for this project.

Our questions include:

- Why did TYLin assume that our proposal would increase the slope of the road when we explicitly state that the constraint we used was to maintain their design, only make it taller? **We disagree with their characterization of our analysis in Appendix C, stating that our proposal would increase the slope to 6.74 degrees.** We are assuming increasing the elevation of both roadway approaches (as they have illustrated with their Appendix A) consistent with our own cost analysis which is also attached to their memorandum
- What exactly is the reason for needing retaining walls for 21" and 27" grade changes at nearby intersections of Pen Shell and Tulip when the intersection at Periwinkle and Anchor is significantly higher without retaining walls?
- Why is additional survey work required at this time, given there must have been significant survey work already completed?
- Why is there an increase in stormwater for the same surface area? Drainage considerations should already be contemplated in the existing design in our view.

- What is the source for their estimates of cost and revised timeline? These seem entirely unreasonable and excessive given this project is already on a 3-year timeline with significant impact to the roadway approaches already required (i.e., they already need to be re-graded and re-paved in the current plan). There is no accounting for overlapping work in their estimate. In addition, there is another \$520,000 for additional design on top of the \$750,000 we have already spent; a number that seems out of bounds considering the revisions under discussion.
- More specifically, why is there a 30% contingency on what should be a fixed bid? Similarly, 8% inflation assumes that the entire cost of the project is paid ~2.5 years from now without any assumption of a fixed bid approach. Why is there re-mobilization when the project has not even begun (TYLin states they only had a "90% design" at the time of the last meeting)?

We look forward to a discussion on this topic. **It would not appear to us that TYLin's analysis of our proposal is sufficiently rigorous to drive a decision by the City on this once in a lifetime public works project.**

On behalf of the 53 signers of our petition to increase the height of the bridge, urge the city to get a second opinion, which we are willing to fund if we have appropriate inclusion in the review process (i.e., more than a paper process, trading competing analyses) over the course of 30 days which is slowing progress).

I am attaching a letter requesting additional documentation on the project to enable residents to pursue a peer review. If the City has a preferred way to handle such a review, we can discuss together.

Regards,

A handwritten signature in black ink, appearing to read 'KBM', with a stylized flourish at the end.

Kevin McLellan

698 Anchor Dr

Sanibel, FL 33957

KBM@sloan.mit.edu

Attachments:

- Documentation request letter to enable residents to contact Florida International University's Accelerated Bridge Construction department to request an independent review of the proposed project to gain further insights on how to proceed to maximize the full utility and longevity of the new bridge while also accelerating construction.
- List of 61 petition signers

Kevin McLellan
698 Anchor Dr
Sanibel, FL 33957
kbm@sloan.mit.edu
+1 617-510-3497

November 29th, 2025

City of Sanibel Public Works Department
Public Works Director, Alfred Mittl, P.E.
City of Sanibel
City Hall
2001 Periwinkle Way
Sanibel, FL 33957

Subject: Document Request – Independent Peer Review of East Periwinkle Way Bridge Design

Dear Mr Mittl,

I am writing to request that the City of Sanibel provide design documentation for the East Periwinkle Way Bridge project for the purpose of conducting an independent peer review of the structural and hydraulic design.

As a property owner in Sanibel Island with professional interest in infrastructure resilience and design quality, I would like to arrange a comprehensive technical review of the bridge design by an independent structural engineer to ensure best practices and long-term durability are incorporated into this important project.

I request the following document sets and supporting information, at the highest level of completion currently available:

Design Plans and Specifications

- Complete bridge plan set (title sheet, typical sections, general notes, plan and elevation views, framing plans, deck details, barrier/rail details, joints, bearings, expansion devices, approach slabs, and all substructure details for piers, abutments, and foundations)
- Design criteria summary (applicable design codes, load combinations, design speeds, live load models, and any design exceptions or variances)

Structural Analysis and Calculations

- Structural analysis models and results (FEA files, grillage models, line-girder analysis, or equivalent, with documentation of modeling assumptions, boundary conditions, and software used)
- Completed calculations for: girders/beams, deck slab, diaphragms, bearings, substructure members (piers, columns, caps, abutments), foundations (piles, shafts, footings), and ancillary checks (deflection, fatigue, load rating if available)

Geotechnical, Hydraulic, and Site Information

- Geotechnical Engineering Report (boring logs, laboratory test results, soil profiles, allowable bearing capacities, settlement analysis, and any scour or liquefaction recommendations)
- Bridge Hydraulics Report (design discharges, tailwater/headwater calculations, design water surface elevations, scour calculations, tidal data, storm surge assumptions, and design storm event selection)
- Survey and base mapping (control and cross-sections of existing channel, site utilities, property limits)

Roadway, Traffic, and Constructability

- Roadway plans showing horizontal/vertical alignment, typical sections, profiles, lane configuration, approach sections, and clearance zones
- Vertical and horizontal clearance data (required vs. provided over waterway and adjacent structures)
- Maintenance of traffic, phasing, and construction sequence documentation

Project Review History

- Internal quality-control/quality-assurance documentation and design review checklists
- Comment-response logs from prior reviews by the City, FDOT, or other agencies (such as navigation or environmental agencies)
- Applicable design standards or special provisions unique to this project

Applicable Design Standards

- Relevant excerpts from the FDOT Design Manual, Structures Manual, or any local standards incorporated in the design basis
- Any independent peer review guidance or certification forms used in the project

I recognize that some of these materials may be in draft form or subject to revision as the design progresses. I am happy to accept the design package at the 90% or "For Review" stage, with clear notation of any superseded versions.

Please advise if any of these documents are available for review and what process is required for me to access them. If you require a signed non-disclosure agreement or have concerns about distribution of certain materials, I am willing to accommodate those requests.

I can be reached at the contact information above to discuss the scope and timing of this document request.

Thank you for your attention to this matter. I look forward to supporting design excellence for this critical infrastructure project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevn B. McLellan'. The signature is fluid and cursive, with the first name 'Kevn' and last name 'McLellan' being clearly distinguishable.

Kevn B. McLellan

Petition to elevate the E Periwinkle bridge greater than 1'

https://www.change.org/p/raise-the-east-periwinkle-bridge-more-than-1ft?source_location=search

petition_signatures_jobs_490849474_20251129134740

Name	City	State	Postal Code	Country	Signed On
Kristine McLellan	Sanibel	FL	33957	United States	2025-10-23
Wendy Marrian	Sanibel	FL	33957	United States	2025-10-23
Kevin McLellan	Sanibel	FL	33957	United States	2025-10-23
Christopher Peterson	Sanibel	FL	33957	United States	2025-10-23
Donna Voss	Sanibel	FL	33957	United States	2025-10-23
Irene Odell	Sanibel	FL	33957	United States	2025-10-23
Judy Peterson	Sanibel	FL	33957	United States	2025-10-23
Andrew Adler	Sanibel	FL	33957	United States	2025-10-23
Brooks Selby	Sanibel	FL	33957	United States	2025-10-23
Markus Hammarberg	Sanibel	FL	33957	United States	2025-10-23
William Eberle	Sanibel	FL	33957	United States	2025-10-23
Jason Kinney	Sanibel	FL	33957	United States	2025-10-23
Louie Mendes	Sanibel	FL	33957	United States	2025-10-23
Taylor Peterson	Wolfeboro	NH	03864	United States	2025-10-23
Bruce Kraemer	Sanibel	FL	33957	United States	2025-10-24
John Dolan	Sanibel	FL	33957	United States	2025-10-24
Jerry Nowak	Sanibel	FL	33957	United States	2025-10-24
David Andree	Fort Myers	FL	33919	United States	2025-10-24
Brad Armstrong	Sanibel	FL	33957	United States	2025-10-24
Marlene Rogers	Hampton falls	NH	03844	U.S. Virgin Islands	2025-10-24
Melanie Spore Oswalt	Sanibel	FL	33957	United States	2025-10-24
Chris Carr	Sanibel	FL	33957	United States	2025-10-24
Louise Hammarberg	Sanibel	FL	33957	United States	2025-10-24
Brad Andree	Sanibel	FL	33957	United States	2025-10-25
Dagne Monagas	Cape Coral	FL	33909	United States	2025-10-28
Denle manuel Ruano quiala	Naples	FL	34120	United States	2025-10-28
Wendy Kirschner	North Fort Myers	FL	33903	United States	2025-10-28
John Cutrone	Sanibel	FL	33957	United States	2025-10-29
Norven Kane	Estero	FL	34135	United States	2025-10-29
Kaye Carr	Naples	FL	34116	United States	2025-10-29
Aranay Almeida	Naples	FL	34105	United States	2025-10-30
Kallie nolan	Naples	FL	34102	United States	2025-10-30
Marika Ann Brooks	Fort Myers	FL	33919	United States	2025-10-31
Margaret Supples	North Port	FL	34288	United States	2025-11-02
sandra myers	Estero	FL	33928	United States	2025-11-03
Lucy Andree	Sanibel	FL	33957	United States	2025-11-04
Reisel Virginia Santana Chason	Naples	FL	34112	United States	2025-11-04
Gabriel Tornberg	Bonita Springs	FL	34135	United States	2025-11-05
prince-lymari deo-harris	Fredericksburg	VA	22404	United States	2025-11-06
Salvador Bermudez	Cape Coral			United States	2025-11-08
Nolan Brunheimen	Lawrence	KS	66049	United States	2025-11-12
Chris Albanese	Naples	FL	34109	United States	2025-11-12
Ann Yots				United States	2025-11-14
scott mohe	Cape Coral	FL	33993	United States	2025-11-14
Phanessa Harvey	Spring Hill	FL	34609	United States	2025-11-14
Eh Paw	Tonawanda	NY	14150	United States	2025-11-14
Julia Urban	Cape Coral	FL	33914	United States	2025-11-15
Mark Genesies	Fort Myers	FL	33908	United States	2025-11-16
Jose Jose manuel	Naples	FL	34120	United States	2025-11-17
Tyler Hubbard	Cape Coral	FL	33990	United States	2025-11-17
Dylan Sherman	Whittier	CA	90602	United States	2025-11-18
James feneira	Fort Myers	FL	33907	United States	2025-11-18
Kim Livingston	Cape Coral	FL	33904	United States	2025-11-19
Danella Thompson	Estero	FL	33928	United States	2025-11-20
Karen Carmichael	Bonita Springs	FL	34135	United States	2025-11-23
jahyrell milley	Fort Myers	FL	33901	United States	2025-11-23
RosAnn Compton	Sanibel	FL	33957	United States	2025-11-23
Teresa Henderson	Cape Coral	FL	33909	United States	2025-11-23
Lene Marshall	Punta Gorda	FL	33950	United States	2025-11-24
reagan bourgeult	lebelles	FL	33875	United States	2025-11-28
Nephtha Jean	Lehigh Acres	FL	33871	United States	2025-11-27
ALENE GRETO	FORT MYERS	FL	33916	United States	2025-11-27

MEMORANDUM

DATE: November 20, 2025

TO: Alfred J. Mittl, PE
Public Works Director
City of Sanibel

FROM: Farzin Zafarianian, PE, Senior Structural Engineer, TYLin
Michael Harter, PE, Transportation Manager, Brindley Pieters & Associates, Inc.

SUBJECT: East Periwinkle Bridge Replacement- Vertical Profile Design

On June 4, 2025, the City of Sanibel awarded a professional services contract to TY Lin International (TYLin) to provide professional engineering services related to the East Periwinkle Way bridge replacement project. TYLin's contractual tasks include existing conditions data collection, permitting, structural design, roadway design, temporary traffic control, drainage design, bridge hydraulic analysis and scour evaluation; geotechnical evaluation; topographic survey; cost opinions; technical specifications; and project management. The contract also tasks TYLin with identifying options to increase the width and height of the boat channel at the bridge, and to increase the width of the span for improved pedestrian access. Subsequent to TYLin presenting 90% plans to the City Council on October 21, 2025, the City of Sanibel requested that TYLin conduct a preliminary study to evaluate the potential impacts of increasing the vertical profile of the proposed bridge beyond the current design elevation that would provide additional vertical navigational clearance for boat traffic.

This memorandum presents those potential impacts associated with increasing the vertical clearance for boats from the current design of one foot higher than the existing bridge to three feet higher than the existing bridge as requested by residents. Questions posed by residents are also addressed.

Existing Site Conditions and Constraints

The existing bridge is located along East Periwinkle Way, approximately 200 feet east of Tulip Lane and 200 feet west of Limpet Drive/Pen Shell Drive. The elevation difference between East Periwinkle Way and these adjacent side streets is minimal, and the side roads remain relatively flat beyond their intersections. The City's shared use path (SUP) is present along the south side of East Periwinkle Way, and a sidewalk is present along the north side of East Periwinkle Way bridge.

A key design constraint governing the bridge's vertical profile is the maximum allowable slope of 5% which is required to ensure pedestrian safety on the SUP and sidewalk, both of which will be incorporated into the new East Periwinkle Way bridge structure. The current bridge design already utilizes this maximum slope to achieve the highest possible vertical clearance without adversely affecting adjacent crossroads or residential properties. To comply with the Florida Design Manual requirements related to sight distance and roadway profile, the roadway speed is reduced from 35 MPH to 25 MPH. Under this configuration, and roadway speed reduction, the new bridge provides one foot of additional vertical navigational clearance compared to the existing structure.

Impact of Increasing Bridge Elevation

As part of this study, the plan and cross-section sketches in **Appendix A** illustrate the extent of potential impacts associated with raising the bridge profile.

- The green/grey area represents the current design, which achieves the additional one foot of clearance with no expected impact to adjacent intersections or residential properties.
- The yellow and magenta areas indicate the estimated zones of impact if the bridge is raised by three feet and five feet from existing bridge structure, respectively.

As shown, increasing bridge height directly expands the footprint of required grading on both the north and south sides to tie into existing ground elevations. Consequently, the higher the bridge is elevated, the more extensive and disruptive the impact becomes to adjacent properties and roadways.

Potential Effects on Adjacent Roads and Properties

The projected area of impact extends beyond the City's right-of-way, affecting Pen Shell Drive, Tulip Lane, and Limpet Drive and some residential driveways along these streets due to the resulting grade differences at their intersections with East Periwinkle Way:

- Pen Shell Drive has two access intersections. The intersection closest to the bridge could be permanently closed, with Kings Crown Drive becoming the single access intersection for homes on Pen Shell Drive to reduce the impact of grade differences at these intersections.
- Tulip Lane has one access intersection which could be relocated westward to reduce the impact of grade differences at this intersection.
- Limpet Drive has one access intersection, and it cannot be closed or relocated. This intersection would need to be elevated, which in turn would affect access during construction and impact residential driveways as a reconstructed Limpet Drive is sloped away from the elevated intersection.

The feasibility of the above potential intersection modifications would require further design development and input from the City and affected property owners. Additionally, right-of-way acquisition would be required with the adjacent property owners, which would be a long and expensive process.

Mitigation Considerations

To reduce grading impacts adjacent to the bridge, retaining walls could be constructed along East Periwinkle Way and along the crossroads in front of adjacent properties. However, this mitigation approach introduces new challenges:

- Visually, it would not create a positive change to the adjacent residents' environment.
- A new drainage system would need to be designed and constructed to avert water ponding on private property during heavy rainfall events due to restricted flow paths alongside the walls.
- If the residents find that retaining walls along their property is acceptable, it will lead to higher construction cost as well as longer duration of construction.

Response to Resident's Email

Mr. Kevin McLellan, one of the city residents, sent an email on November 9, 2025 to share his engineering and cost summary findings to show the potential changes due to raising the bridge. A copy of his email and the attachments are included in **Appendix B**. In his engineering summary, Mr. McLellan mentions that raising the bridge by 3.46 feet over a distance of 173 feet, which is his measurement of distance from center of Pen Shell Drive to the bridge abutment, would result in a slope of 1.73%. And he concludes that based

on this small slope increase, there will be minimal to no impact on the side roads and adjacent properties. What Mr. McLellan fails to consider is that this 1.73% slope will be in addition to the current 5% slope in our proposed design.

The roadway profile in **Appendix C** illustrates this concept more clearly. Below is a quick summary of the notations on the profile sheet:

- The dashed profile is the existing bridge.
- The gold profile is the current design using 5% slope. The elevation change to edge of pavement at Pen Shell/Limpet Drive and Tulip Lane are shown to be 4" and 7", respectively.
- The blue profile shows the impact of raising the bridge by 3 feet from existing bridge while maintaining the maximum 5% slope required by code. The elevation change to edge of pavement at Pen Shell Drive and Tulip Lane are shown to be 27" and 21", respectively.
- The magenta color profile shows the concept proposed by Mr. McLellan which would result in a longitudinal slope of 6.73% that exceeds the maximum allowable slope specified in the FDOT Florida Design Manual.

Engineer's Opinion of Probable Construction Cost

The Engineer's Opinion of Probable Construction Cost for raising the bridge 3 feet higher than the current height is shown in **Appendix D**.

Conclusion

In summary, increasing the vertical clearance of the East Periwinkle Bridge beyond the current design will result in significant impacts to surrounding roadways, residential access, and would likely affect drainage conditions. The existing design was developed based on the City's direction to provide a balanced solution that maximizes vertical clearance within geometric, safety, and community constraints related to adjacent residential properties and without reconstructing adjacent intersections.

Raising the profile any further will involve the following:

1. Major intersection reconstruction at: Tulip Lane, Pen Shell Drive and Limpet Drive.
2. Residential right of way impacts.
3. Residential driveway reconstruction.
4. Increase in project length.

The following additional investigations will be required to fully analyze raising the bridge profile:

1. Survey
2. Geotech
3. Structure and roadway modeling
4. Stormwater design
5. Roadway and bridge 60% design plans
6. Utility relocation design modifications
7. Confirming validity of permits with permitting agencies

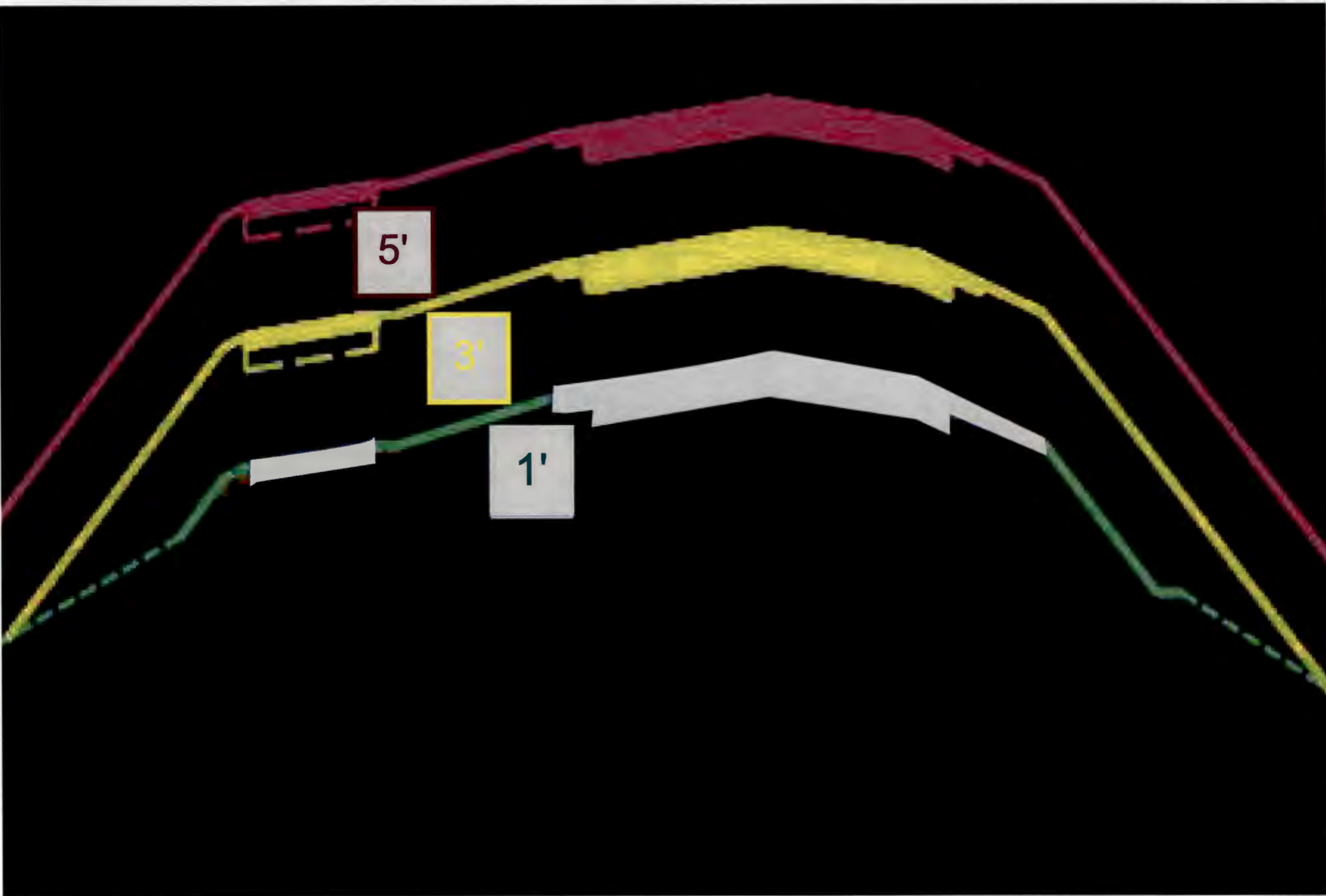
Appendix A

Plan and Cross Section of the Impacted Area



Areas of Impact Due to Raising the Bridge

Yellow: 3 ft increase in vertical clearance
Magenta: 5 ft increase in vertical clearance



Appendix B

Copy of Email from Mr. Kevin McLellan

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Sunday, November 9, 2025 9:23 PM
To: Dana A. Souza; Laura J. DeBruce; Mike.Miller@mysanibel.com; Fred.mittl; Farzin Zafarian; Sanibel City Council; Scott Krawczuk
Cc: Chris Peterson
Subject: Additional comments and analysis on the East Periwinkle bridge project
Attachments: East Periwinkle Bridge-elevation Engineering Executive Summary.docx; Untitled attachment 00107.htm; East Periwinkle Bridge-elevation Cost Executive Summary.docx; Untitled attachment 00110.htm

Dear Sanibel City Council members, City Manager, Public Works team, and TY Lin colleagues,

I am attaching the engineering analysis that I completed on the East Periwinkle bridge project. I had run this by Ahmad Kareh at Haley Ward but he was unable to do more than acknowledge that the general plan made sense. Given his own personal time constraints and workload se suggested we hire an expert witness from AIM engineering which we will endeavor to do this coming week. I know some of the council was looking forward to hearing from HW but we will proceed with AIM provided you view this as additional helpful input since we will have to pay out of pocket for this review.

Please find attached our analysis a summary of which is here:

- **The roadway approaches on each side of the proposed new bridge could be raised 3.46'** (total vertical navigational clearance) while maintaining a 2pct road grade on both sides, consistent with FDOT guidelines
- **There would be no / minimal impact to the adjacent intersections**
- **The approximate cost for doing so, ignoring any cost already associated with installing the planned bridge would be ~\$800K (high end of the range).** This would cover fill, paving and guard rails (if needed) for the approach roadways to the bridge

Therefore, we would re-emphasize that the city should reconsider the current plan and:

- a) Keep the current bridge design as designed by TY Lin; the design appears to be sufficient other than the limited increase in vertical navigational clearance. We support all other aspects of the design (e.g., expanding the width of the navigational channel
- b) Elevate the roadway approaches to achieve the 3.46' vertical navigational clearance under the proposed bridge, per the study attached.
- c) Require the contractor to include the cost of the roadway approach as part of the bid for an \$8M bridge project (negligible change and within the scope of already required roadway mods)

We will pursue hiring an expert witness to validate our analysis if needed (pls advise).

We would appreciate the opportunity to present our findings to the City Council, on behalf of the community. We have significant interest in this project and each week, we are receiving new emails from residents who support our position.

Regards,
Kevin McLellan
698 Anchor Dr
617-510-3497

East Periwinkle Bridge Roadway Approach Grade Executive Summary

To achieve an additional +3 feet of navigational clearance beneath the East Periwinkle Bridge, the approach roadway from the center of Pen Shell Drive (nearest intersection) to the canal edge (bridge abutment) should rise +3.0 feet over 173 feet, corresponding to a 1.73% roadway grade.

With the roadway approach limited to 2.00% grade over the same 173 ft run, the maximum achievable navigational clearance is approximately +3.46 feet.

Objective:

Estimate the roadway grade required to achieve an additional 3 feet of navigational clearance beneath the East Periwinkle Bridge, without altering the bridge superstructure. The goal is to raise the entire bridge (both abutments and deck) uniformly by +3 feet by adjusting the roadway approaches.

1. Key Reference Points

- Bridge length: approximately 180 feet (center-to-center of abutments).
- Measurement point: center of Pen Shell Drive to edge of the canal (bridge abutment).
- Measured distance: approximately 173 feet (horizontal run).

2. Design Intent

- Maintain existing bridge geometry and superstructure.
- Raise the bridge elevation at both abutments by +3.0 feet to gain +3.0 feet of navigational clearance under the bridge.
- Adjust only the roadway approach from Pen Shell Drive to the canal edge.

3. Calculations

Formula: $\text{Grade (\%)} = (\text{Rise} / \text{Run}) \times 100$

$\text{Grade} = (3 \text{ ft} / 173 \text{ ft}) \times 100 = 1.73\%$

Result:

- Required roadway approach slope = 1.73%
- Equivalent angle $\approx 0.99^\circ$
- Total elevation change from Pen Shell center to canal edge = +3.00 feet

Incremental rise along roadway:

Distance from Pen Shell (ft)	Elevation increase (ft)
50	+0.87
100	+1.73
150	+2.60
173	+3.00

4. Interpretation

A 1.73% longitudinal grade is modest and within FDOT and AASHTO roadway design standards for low-speed approaches. This approach achieves the desired +3 ft navigational clearance increase entirely through roadway adjustment. No modifications to bridge span, structure, or deck profile are required.

5. Maximum Clearance with 2% Roadway Grade

Using the same 173 ft approach distance and limiting the roadway to a 2.00% grade (0.02 ft/ft):

$$\text{Rise} = \text{Run} \times \text{Grade} = 173 \text{ ft} \times 0.02 = 3.46 \text{ ft}$$

Result:

- Elevation increase at abutment = +3.46 ft
- Equivalent angle $\approx 1.15^\circ$
- Maximum navigational clearance gain achievable with a 2% approach over this run = $\sim +3.46$ ft (assuming the bridge is uniformly lifted at both abutments)

Incremental rise along roadway (2% grade):

Distance from Pen Shell (ft)	Elevation increase (ft)
50	+1.00
100	+2.00
150	+3.00
173	+3.46

East Periwinkle Bridge – Roadway Approach Cost Calculation Executive Summary

Purpose: Provide a clear summary of the planning-level cost calculation methodology for raising both roadway approaches to achieve an equal-rise of +3.46 ft at the East Periwinkle Bridge abutments, and to summarize the expected range of construction costs.

- Minimal (Raise + Mill/Overlay): Estimated at \$100,000–\$150,000 per approach, depending on site drainage and tie-in conditions.
- Full Reconstruction (New Base, Curb, Drainage, Sidewalks): Estimated at \$250,000–\$400,000 per approach, depending on utility adjustments and MOT requirements.
- Total (Both Approaches): Rough planning range \$200,000–\$800,000.

These ranges reflect 2025 planning-level unit costs and assume typical 30-ft roadway width with modest drainage and MOT needs. Final design and bid pricing will refine these estimates.

1. Overview

The cost estimates were developed to evaluate the roadway modifications needed to uniformly lift the bridge structure by +3.46 ft, increasing navigational clearance beneath the bridge. Both approaches (Pen Shell – east, and Tulip – west) are raised equally so that the bridge deck remains level and geometry consistent.

Approach	Run (ft)	Rise (ft)	Grade (%)
East (Pen Shell)	173	3.46	2.00
West (Tulip)	187	3.46	1.85

2. Calculation Methodology

a) Geometry & Fill Volume

To determine the volume of embankment fill required to achieve the rise:

Formula: $V = (\text{Run} \times \text{Width} \times (\text{Rise}/2)) / 27 \times 1.2$

Where:

- Run = length of approach (ft)
- Width = roadway width = 30 ft (placeholder)
- Rise/2 = average fill depth for a linear ramp
- 1.2 = 20% swell/compaction adjustment

This gives the fill volume (CY) for each approach.

b) Pavement Surface Area

Formula: $A = (\text{Run} \times \text{Width}) / 9$

This gives the surface area (SY) used for milling and resurfacing cost calculations.

3. Cost Structure

Each approach includes two construction scenarios:

1. Minimal (Raise + Mill/Overlay)

- Embankment fill (CY)
- Milling existing surface (SY)
- Asphalt surface (1.5 in) (SY)
- Drainage/structure adjustments (LS = \$20,000)
- Driveway tie-ins, striping, signage (LS = \$10,000)
- Erosion control & sod (LS = \$8,000)

2. Full Reconstruction

- Embankment fill (CY)
- Full-depth asphalt + base (SY)
- Curb & gutter (LF = 300 @ \$35/LF)
- Sidewalk 5" concrete (SF = 1,000 @ \$12/SF)
- Guardrail/rail transitions (LF = 100 @ \$160/LF)
- Major drainage upgrades (LS = \$60,000)
- Utility adjustments/relocations (LS = \$30,000)
- Erosion control & sod (LS = \$12,000)

4. Indirect Costs & Allowances

Category	Minimal	Full Reconstruction
Maintenance of Traffic (MOT) & Mobilization	20%	20%
Contingency	20%	25%
Engineering, Survey & Permitting	20%	22%

5. Summary of Cost Derivation

Example: East Approach (173 ft @ 2.00% grade)

- Compute fill and pavement areas from geometry.
- Apply unit costs to embankment, milling, and asphalt.
- Add lump sum drainage, signage, and erosion items.
- Add MOT, contingency, and engineering markups sequentially.

This yields:

- Minimal scenario: ~Low six-figure cost range per approach.
- Full reconstruction: ~Mid-to-upper six-figure range depending on drainage complexity.

6. Workbook Structure

- East 173ft Rise3.46 – Minimal / Full: itemized direct cost calculations.
- West 187ft Rise3.46 – Minimal / Full: matching format for the west approach.
- Summary (Equal Rise): compares both sides by geometry, rise, grade, and total cost.
- Project Totals: rolls up both approaches for Minimal and Full scenarios.

7. Notes for Engineering Review

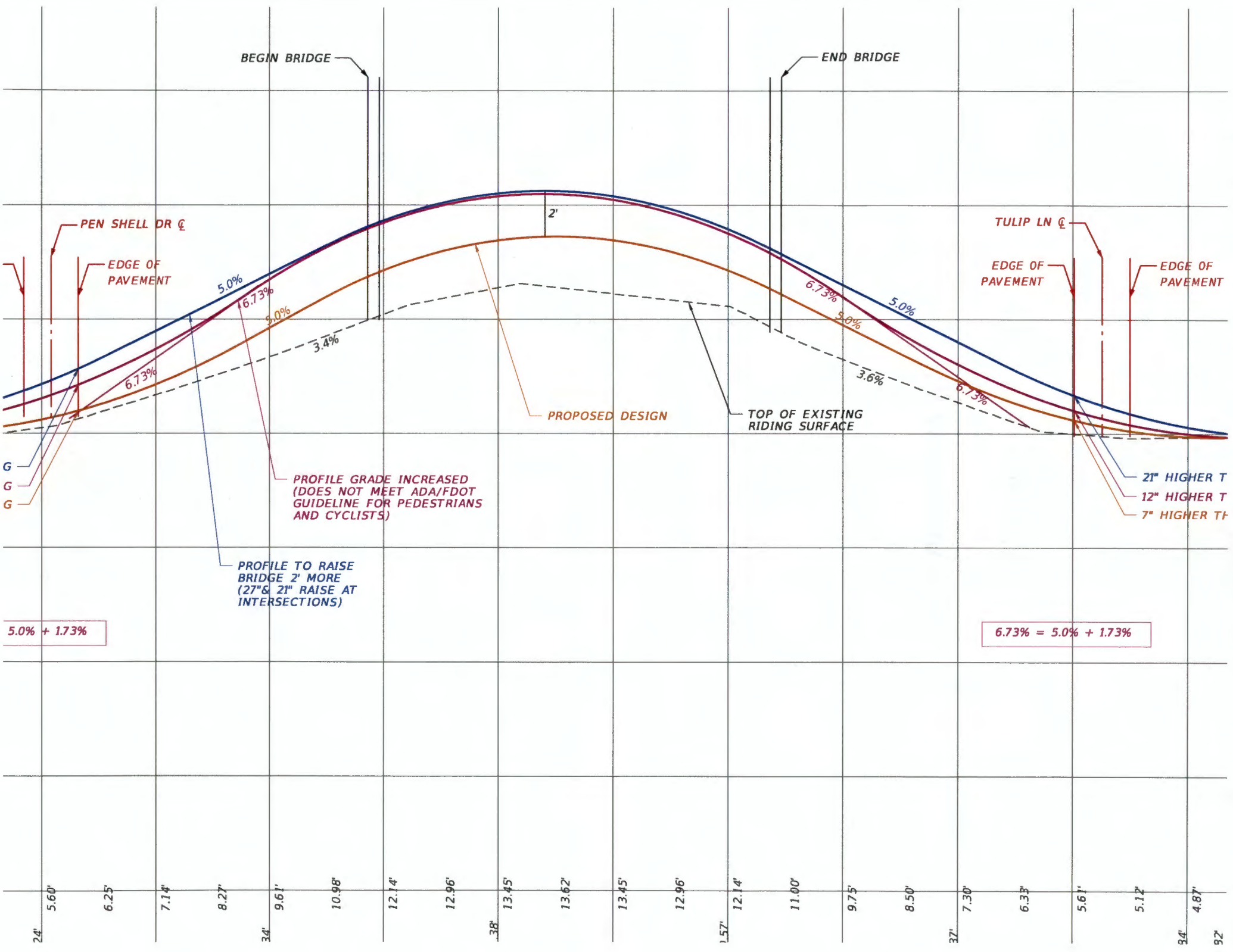
- Width and unit prices are placeholders for planning-level evaluation.
- Field survey and final profiles will refine volumes and confirm drainage needs.
- Indirect percentages can be adjusted based on procurement and phasing.
- Retaining structures or sea wall interfaces, if required, should be priced separately.

Summary Statement

Raising both approaches equally by +3.46 ft results in approach grades of 2.00% (east) and 1.85% (west). The provided cost model estimates the full and minimal construction scenarios for each side, with line-item breakdowns and total project roll-up suitable for early-stage design and funding discussions.

Appendix C

Roadway Profile



BEGIN BRIDGE

END BRIDGE

PEN SHELL DR C

EDGE OF PAVEMENT

TULIP LN C

EDGE OF PAVEMENT

EDGE OF PAVEMENT

5.0%

6.73%

3.0%

3.4%

6.73%

5.0%

5.0%

3.6%

6.73%

PROPOSED DESIGN

TOP OF EXISTING RIDING SURFACE

PROFILE GRADE INCREASED
(DOES NOT MEET ADA/FDOT
GUIDELINE FOR PEDESTRIANS
AND CYCLISTS)

PROFILE TO RAISE
BRIDGE 2' MORE
(27" & 21" RAISE AT
INTERSECTIONS)

21" HIGHER T
12" HIGHER T
7" HIGHER T

$$5.0\% + 1.73\%$$

$$6.73\% = 5.0\% + 1.73\%$$

24'

5.60'

6.25'

7.14'

8.27'

34'

9.61'

10.98'

12.14'

12.96'

38'

13.45'

13.62'

13.45'

12.96'

157'

12.14'

11.00'

9.75'

8.50'

7.30'

6.33'

5.61'

5.12'

4.87'

92'

Appendix D

Engineer's Opinion of Probable Construction Cost

Periwinkle Bridge Replacement Cost Comparison

Scenario 1: Current Design - Raise Bridge 1 Foot Above Existing

	Quantity	Unit	Unit Price	Total
Construction Cost Including MOT, MOB, CEI Services	1	LS	\$8,000,000	\$8,000,000

Scenario 2: Raise Bridge 3 Feet Above Existing

Additional Quantities and Cost Beyond Scenario 1				
	Quantity	Unit	Unit Price	Total
Concrete Sheet Pile	210	SF	\$115	\$24,150
Retaining Wall	410	CY	\$1,000	\$410,000
Pile 18"	36	LF	\$190	\$6,840
Pile 24"	36	LF	\$250	\$9,000
Drainage Structure Inlet	14	EA	\$15,000	\$210,000
Concrete Barrier Wall with Junction Slab	1,400	LF	\$415	\$581,000
Additional Asphalt	290	TN	\$210	\$60,900
Base	1,800	SY	\$40	\$72,000
Backfill	3,000	CY	\$8.0	\$24,000
Private Property Restoration	1	LS	\$100,000	\$100,000
Subtotal				\$1,498,000
Construction Contingency	1	LS	30%	\$449,000
Subtotal				\$1,947,000
Design Revisions (Roadway, Stormwater, Utility Relocation, Bridge Structure, Survey, Geotech)	1	LS	\$520,000	\$520,000
Easements/ROW acquisition	1	LS	\$100,000	\$100,000
Additional CEI	1	LS	\$250,000	\$250,000
Inflation Due to Project Delay	1	LS	8%	\$750,000
Additional MOT	1	LS	15%	\$292,000
Additional Mobilization	1	LS	10%	\$195,000
Total Additional Cost				\$4,054,000
Total Cost for Scenario 2: Raise Bridge 3 Feet Above Existing				\$13,251,000

Scotty L. Kelly

From: Dana A. Souza <Dana.Souza@mysanibel.com>
Sent: Tuesday, November 25, 2025 5:32 PM
To: chris peterson
Cc: Kevin McLellan; Alfred Mittl; farzin.zafarianian@tylin.com; Steve C. Chaipel; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith
Subject: RE: Additional comments and analysis on the East Periwinkle bridge project
Attachments: East Periwinkle Bridge Profile Memo Nov 20 2025.pdf

Hi Chris – The East Periwinkle Bridge Profile memo has been received, reviewed by staff and distributed to the City Council. I have attached a copy for your information.

Please send any questions you may have to this group email.

Thank you and Happy Thanksgiving.

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

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From: chris peterson <emailcrp@gmail.com>
Sent: Thursday, November 20, 2025 9:28 AM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Kevin McLellan <kbmclellan@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Good Morning Dana...

Wondering if you have had the opportunity to review the report from TY Lin?

Thanks
Chris

On Nov 14, 2025, at 4:55 PM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Thanks, Chris. I want to reiterate what I said to you when we met, the City is not moving forward on the design presented to the City Council on 10/21/2025 until we have further direction from the City Council. With the clock paused, there is no need to panic.

Unfortunately, I won't have the report from TYLin until next week. Once received, I will need time to review it (a day at the most) and will then need to update City Council. That said, I will update you as soon as I can next week.

Will you or Kevin be the point of contact for the City going forward?

Thanks,

Dana

<image001.png>

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From: chris peterson <emailcrp@gmail.com>

Sent: Friday, November 14, 2025 2:27 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Kevin McLellan <kbmclellan@gmail.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel

<steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly

<Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana,

Thanks for the update and answering our questions..

While we realize you are very busy with other projects, our primary objective is primarily trying to get a handle on this project scheduling. Our "sense of panic"... is strictly an attempt to comprehend the timing so we have time to react [and not miss the boat].

We, as you may have realized, are committed to moving forward with this important project in a way that allows us to optimize our boating life, and home values. We appreciate your help this rare opportunity.

We look forward to the update from today's meeting with Fred.

Thanks

Chris

On Nov 14, 2025, at 10:33 AM, Dana A. Souza
<Dana.Souza@mysanibel.com> wrote:

I accidentally left Vicki Smith's email off my previous note. She is copied on this email.

Dana

<image001.png>

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From: Dana A. Souza

Sent: Friday, November 14, 2025 10:08 AM

To: Kevin McLellan <kbmclellan@gmail.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel

<steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>

Cc: chris peterson <emailcrp@gmail.com>; Scotty L. Kelly

<Scotty.Kelly@mysanibel.com>

Subject: RE: Additional comments and analysis on the East Periwinkle bridge project

Kevin and Chris – I have a meeting with Fred this afternoon and can provide you with an update after that. I have seen multiple emails, several with inaccurate information and I will respond to all of them once I have information I can provide. Staff and I also have a large number of other projects and initiatives underway and I respectfully request that you be patient while we gather information. Your emails are not falling into a black hole. This project is in front of us every day.

I'd like to suggest that you have one main point of contact – it doesn't matter to me who that is. Each email should copy my assistant, Vicki Smith and City Clerk, Scotty Lynn Kelly.

I have pasted in Kevin's questions from his 11/11/25 meeting and will provide those responses to you below in blue font.

1) We have secured 40 signatures on a petition supporting further elevating the bridge; can share that information if helpful. In addition, we continue to receive outreach from neighbors and are encouraging them to contact the city directly

- You should send the petition, once complete to your satisfaction, to the City Clerk, Scotty Lynn Kelly. Scotty Lynn is copied on this email. You may also inform anyone else who wishes to have their comments on the record email them to, or copy Scotty Lynn so they are sure to be in the public record.

2) It was brought to our attention that the presentation by TY Lin back in February indicated that the bridge could be raised significantly (paraphrased) and also that engineers in the state of Florida have a duty to the public, not just the entity that hires them

- I don't know what you are suggesting here, but it sounds like you are suggesting that the City and the engineer is not being honest, which is inaccurate. The bridge can be raised 100' if desired. Height is not the issues, it is how much can the bridge be increased in vertical clearance above the water without negatively impacting or redesigning the adjacent intersections. Those were the design parameters.

3) I had requested a verbatim copy of the last meeting on this topic but not sure where that request ended up or if there's something else I have to do to get a copy

- We do not have verbatim copies of any City Council meeting (if you are referring to a Council meeting). We are not required to do so by law or policy. A voice recording is provided for each City Council, etc. meeting on the City's website and you can listen to any meeting and have a transcription created and certified from that recording if you wish. The City does not provide that service.

4) If you can confirm we should hire our own expert witness for this, we will do so. Prior to doing so, I would like to understand the status of TY Lin's additional analysis

- I cannot advise you if you should hire your own expert witness or not. That is a decision for you to make. As mentioned above, I don't have anything to provide you yet with TYLin's analysis.

Best wishes,

Dana

<image001.png>

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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Thursday, November 13, 2025 9:31 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel

<steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>

Cc: chris peterson <emailcrp@gmail.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Hi folks, (cc City Council)

Just piling on. Chris and I are putting a lot of work into this and it feels to us like our comments / analysis are going into a black hole. I recognize this was

a short week but can someone please provide us with some visibility into the process to get proper consideration to our suggestions?

Many thanks,
Kevin

On Thu, Nov 13, 2025 at 10:19 AM chris peterson <emailcrp@gmail.com> wrote:

Good Morning Dana,

I'm following up on the email below... would you kindly respond regarding an update from TY Lin?

Thanks
Chris

Begin forwarded message:

From: chris peterson <emailcrp@gmail.com>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project
Date: November 10, 2025 at 10:04:04 AM EST
To: "Dana A. Souza" <Dana.Souza@mysanibel.com>
Cc: Kevin McLellan <kbmclellan@gmail.com>, Alfred Mittl <Fred.mittl@mysanibel.com>, "farzin.zafaranian@tylin.com" <farzin.zafaranian@tylin.com>, Scott Krawczuk <scott.krawczuk@mysanibel.com>, "Steve C. Chaipel" <steve.chaipel@mysanibel.com>

Good Morning...

I'd like to respectfully request an update from TY Lin... indicating progress, specifically, if his analysis will allow the bridge height increase.

Our preliminary [albeit amateur analysis...] indicates that there is sufficient space to raise the bridge. It is worth getting another opinion, if indeed TY Lin does not think it is possible, and if another opinion is necessary.... I'd like time to acquire it.

Please, keep us informed.

All the best,
Chris

On Nov 10, 2025, at 6:32 AM, Dana A. Souza
<Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I am writing to acknowledge receipt of your email. City Councilmembers are blind copied on the email to avoid any accidental conflicts with the Florida Sunshine Law.

Best wishes,

Dana

<image001.png>

Florida has a very broad public records law. Most written communications to or from the City of Sanibel regarding City business are public records available to the public and media upon request. Your e-mail communications, including your email address, may be subject to public disclosure

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Sunday, November 9, 2025 9:23 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>;

Laura J. DeBruce <laura.debruce@mysanibel.com>;

Mike Miller <Mike.Miller@mysanibel.com>; Alfred Mittl

<Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com;

sancouncil@mysanibel.com>; Scott

Krawczuk <scott.krawczuk@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>

Subject: Additional comments and analysis on the East Periwinkle bridge project

Dear Sanibel City Council members, City Manager, Public Works team, and TY Lin colleagues,

I am attaching the engineering analysis that I completed on the East Periwinkle bridge project. I had run this by Ahmad Kareh at Haley Ward but he was unable to do more than acknowledge that the general plan made sense. Given his own personal time constraints and workload se suggested we hire an expert witness from AIM engineering which we will endeavor to do this coming week. I know some of the council was looking forward to hearing

from HW but we will proceed with AIM provided you view this as additional helpful input since we will have to pay out of pocket for this review.

Please find attached our analysis a summary of which is here:

- **The roadway approaches on each side of the proposed new bridge could be raised 3.46'** (total vertical navigational clearance) while maintaining a 2pct road grade on both sides, consistent with FDOT guidelines
- **There would be no / minimal impact to the adjacent intersections**
- **The approximate cost for doing so, ignoring any cost already associated with installing the planned bridge would be ~\$800K (high end of the range).** This would cover fill, paving and guard rails (if needed) for the approach roadways to the bridge

Therefore, we would re-emphasize that the city should reconsider the current plan and:

- a) Keep the current bridge design as designed by TY Lin; the design appears to be sufficient other than the limited increase in vertical navigational clearance. We support all other aspects of the design (e.g., expanding the width of the navigational channel
- b) Elevate the roadway approaches to achieve the 3.46' vertical navigational clearance under the proposed bridge, per the study attached.
- c) Require the contractor to include the cost of the roadway approach as part of the bid for an \$8M bridge project (negligible change and within the scope of already required roadway mods)

We will pursue hiring an expert witness to validate our analysis if needed (pls advise).

We would appreciate the opportunity to present our findings to the City Council, on behalf of the

community. We have significant interest in this project and each week, we are receiving new emails from residents who support our position.

Regards,
Kevin McLellan
698 Anchor Dr
617-510-3497

From: City of Sanibel - City Manager's Office <bert@mysanibel.ccsend.com>
Sent: Thursday, June 5, 2025 2:07 PM
To: eric.jackson@mysanibel.com
Subject: Summary of Sanibel City Council Meeting

City of Sanibel News Release

News Release - For Immediate Release
June 5, 2025
City of Sanibel, FL

Contact:
Eric Jackson
Public Information Officer
City Manager's Office
239-472-3700



Summary of Sanibel City Council Meeting June 3, 2025

Presentations -

Council presented the City of Sanibel Judith Ann Zimomra Scholarship Awards to the following recipients [\[Photo\]](#):

- Analise Gingerich - daughter of Chad Gingerich, Computer Support Specialist
- Mackenzie Jackson - daughter of Eric Jackson, Public Information Officer
- Rebecca Kelly - daughter of Scotty Lynn Kelly, City Clerk

John Lai from the Sanibel & Captiva Chamber of Commerce, Eric Pfeifer of Pfeifer Realty, and Brian Rist of the Rist Family Foundation and CFI Board Member shared the latest information from the Hurricane Recovery Dashboard. The [dashboard](#) is now available on the City of Sanibel website on the [Residents page](#).

Code of Ordinances Discussion and First Readings - Discussions and First Readings were held regarding solar energy systems and electric vehicle charging infrastructure, and a First Reading was held related to gas powered leaf blowers.

- [Ordinance 25-011 Solar Energy & EV Charging Infrastructure](#)
- [Ordinance 25-012 Front Porches in Town Center Commercial Districts](#)
- [Ordinance 25-010 Use of Gas Powered Leaf Blowers](#)

Periwinkle Bridge Grant - City Council approved a grant agreement between the City of Sanibel and the State of Florida Department of Transportation in the amount of \$2,500,000 for the construction of a resilient bridge on East Periwinkle Way.

Committee Appointment - City Council appointed Daniel Wilhelm to the Lee County Metropolitan Planning Organization (MPO) Bicycle Pedestrian Coordinating Committee.

Wulfert Channel & Dinkins Bayou Special Assessment - Council discussion will continue at the June 12th Regular Meeting.

Sanibel Causeway Evaluation & Feasibility Study - Council authorized staff to proceed with a Sanibel Causeway Evaluation to determine the feasibility of establishing three travel lanes on the existing Sanibel Causeway.

Click [here](#) for the complete June 3, 2025 published agenda.

Budget Workshop - June 12, 2025, 1:00pm at BIG ARTS, 900 Dunlop Rd.
Next Regular City Council Meeting - June 12, 2025, 3:30pm at BIG ARTS, 900 Dunlop Rd.

###



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From: City of Sanibel - City Manager's Office <bert@mysanibel.ccsend.com>
Sent: Monday, February 10, 2025 7:32 AM
To: eric.jackson@mysanibel.com
Subject: Summary of Sanibel City Council Meeting

City of Sanibel News Release

News Release - For Immediate Release
February 10, 2025
City of Sanibel, FL
Contact: City of Sanibel - City Manager's Office
239-472-3700



Summary of Sanibel City Council Meeting February 4, 2025

Presentations -

- The 2024 Golf Course Report Card Update was presented by Dana Dettmar, Environmental Biologist for the Natural Resources Department [\[Presentation\]](#)
- Scott Krawczuk, Deputy Public Works Director and a representative from TYLin International provided City Council with the proposal for the East Periwinkle Way Bridge improvements. [\[Presentation\]](#)
- An update on grant funded projects for the City's sanitary sewer and stormwater systems was provided to City Council by Fred Mitl, Public Works Director. [\[Presentation\]](#)
- Holly Milbrandt, Director of Natural Resources, provided an update on the progress of the beach renourishment project. [\[Presentation\]](#)

Code of Ordinances Discussions - A First Reading was held to amend the Code of Ordinances related to open bodies of water and updating building fees.

- [Ordinance 25-001 \(Open Bodies of Water\)](#)
- [Ordinance 25-002 \(Revised Building Fees Schedule\)](#)

Designation of Qualified Candidates for City Council - Council adopted [Resolution 25-005](#) designating four (4) qualified candidates for the March 4th, 2025 City of Sanibel Municipal General Election.

Committee Appointments - City Council appointed Emilie Alfino, Deborah Gleason, Yvonne Hill, Mary Jurgens, Patricia Norton, and Alexander Werner to the Historic Preservation Committee to serve one-year terms beginning March 5th, 2025 and expiring March 4th, 2026. Dorothy Plumb was appointed to serve on the Parks & Recreations Advisory Committee for the remainder of a term ending on September 11, 2025.

Periwinkle Way & Causeway Blvd. Intersection Study - Council members discussed approving a proposal from Kimley Horn, the City's contracted traffic engineer, to complete a 30 % design of a proposed roundabout at the intersection. Council came to a consensus to not move forward with approving the proposal and directed staff to continue discussions with the County on a study to establish two lanes for off-island traffic and one for inbound traffic to Sanibel.

Emergency Dispatcher Consolidation with Lee County - City Council passed [Resolution 25-004](#) which consolidates emergency dispatching services for the Sanibel Policed Department with Lee County Public Safety.

During the Councilmember Comments portion of the meeting, Councilmembers encouraged the City Manager and City Attorney to identify opportunities for flexibility within the Code of Ordinances that may help expedite recovery efforts for residents and business owners.

Click [here](#) for the complete February 4th, 2025 published agenda.

Next Regular City Council Meeting - March 18, 2025, 9:00am at BIG ARTS, 900 Dunlop Rd.

###



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From: City of Sanibel - City Manager's Office <email-list-mysanibel.com@shared1.ccsend.com>
Sent: Friday, October 24, 2025 2:23 PM
To: eric.jackson@mysanibel.com
Subject: Summary of Sanibel City Council Meeting

FOR IMMEDIATE RELEASE

City of Sanibel

News Release

Sanibel, Florida
October 24, 2025



Contact:
Eric Jackson, APR
Public Information Officer
City Manager's Office
(239) 472-3700

Summary of Sanibel City Council Meeting October 21, 2025

Presentation -

- City Council recognized October as Placenta Accreta Spectrum Awareness Month. [\[Proclamation\]](#)[\[Photo\]](#).

Code of Ordinances Discussion - Discussion was held related to electrical and mechanical equipment installations.

- [Draft Ordinance 25-019 \(Electrical & Mechanical Equipment\)](#)

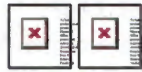
Legislative Priorities Discussion - City Council continued discussions of Sanibel's Legislative Priorities for the 2026 Legislative Session. Sanibel's appropriation requests for the 2026 session will continue to focus on the community's full recovery from the impacts of Hurricanes Ian, Helene, and Milton. [\[2026 Legislative Priorities Agenda Memorandum\]](#)

East Periwinkle Way Bridge Replacement Project Update - A presentation was provided to City Council with an update on the project. [\[Presentation\]](#)

Click [here](#) for the complete October 21, 2025 published agenda.

Next Regular City Council Meeting - November 4, 2025, 9:00am at MacKenzie Hall, 800 Dunlop Rd.

###



email-list@mysanibel.com

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City of Sanibel | 800 Dunlop Rd | Sanibel, FL 33957 US

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RE: Additional comments and analysis on the East Periwinkle bridge project

From Dana A. Souza <Dana.Souza@mysanibel.com>

Date Fri 12/19/2025 7:43 PM

To Kevin McLellan <kbmclellan@gmail.com>

Cc Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com <farzin.zafaranian@tylin.com>; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

 9 attachments (9 MB)

20251214 Letter to City Council re E Periwinkle Bridge vF.docx; RE: Additional comments and analysis on the East Periwinkle bridge project; East Periwinkle Bridge Profile Memo Nov 20 2025.pdf; RE: Additional comments and analysis on the East Periwinkle bridge project; Summary of Sanibel City Council Meeting; Summary of Sanibel City Council Meeting; Summary of Sanibel City Council Meeting; RE: Additional comments and analysis on the East Periwinkle bridge project; RE: Additional comments and analysis on the East Periwinkle bridge project;

Kevin – Thank you for your email. I have pasted in the questions you provided in the attachment to your letter (also attached here).

As stated in my December 12, 2025, email to you (attached), the TYLin memo titled “East Periwinkle Bridge Replacement – Vertical Profile Design” (attached) will be presented to the City Council at the January 13, 2026. The TYLin memo was sent to you and Chris Peterson on November 20, 2025 (attached). You and others interested in this project will be able to provide public comment at the meeting. You may also request additional meetings with City Councilmembers and staff prior to the City Council meeting date. I will be recommending we proceed with the project as designed. I respect your request for further delay. As always, the decision on how to proceed rests with the City Council.

Your two records requests are being processed. As I stated in my December 12th email, the City Attorney needed to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. The City Attorney has determined that the technical specifications, drawings, calculations, etc., you requested in your November 29, 2025, correspondence to Public Works Director, Fred Mittl, are exempt. Section 119.071(3)(b)2., Florida Statutes, provides for an exemption from disclosure of public records that applies to the draft plans/drawings for the new bridge:

(b)1. Building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency are exempt from s. 119.07(1) and s. 24(a), Art. I of the State Constitution.

2. This exemption applies to building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building,

arena, stadium, water treatment facility, or other structure owned or operated by an agency before, on, or after the effective date of this act.

3. Information made exempt by this paragraph may be disclosed:

a. To another governmental entity if disclosure is necessary for the receiving entity to perform its duties and responsibilities;

b. To a licensed architect, engineer, or contractor who is performing work on or related to the building, arena, stadium, water treatment facility, or other structure owned or operated by an agency; or

c. Upon a showing of good cause before a court of competent jurisdiction.

4. The entities or persons receiving such information shall maintain the exempt status of the information.

As noted in subsection (3)(b)3., above, the only limited exception for disclosure relates to disclosing to another need-to-know governmental entity, to architects, engineers, or contractors, working on the structure (or who are otherwise engaged in competitive bidding for work related to the structure), or for other good cause determined by a court.

As you likely know, the E. Periwinkle Way Bridge replacement project has been discussed by the City Council at multiple public meetings since Hurricane Ian. I am providing a list of the dates the project was discussed where the agenda item specifically mentioned the project by name on the agenda. The City sends out emails to those who subscribe to receive City notices for each City Council meetings so residents and business owners can view the agenda and comment on projects, proposals, etc.

- [April 2, 2024 – Approving Grant Agreement for E. Periwinkle Way Bridge Design](#) – Item 15a
- [June 4, 2024 – Approving Contract with TYLin for E. Periwinkle Way Bridge Design](#) – Item 14c
- [February 4, 2025 – E. Periwinkle Way Bridge Project Update – 30% Design](#) – Item 7b
- [June 3, 2025 – Approving Grant Agreement for E. Periwinkle Way Construction](#) – Item 12a
- [July 15, 2025 – Approving Contract with Weston & Sampson Engineers for Professional Services E. Periwinkle Way Bridge – Utilities](#) – Item 13(b)(iv)
- [October 21, 2025 – E. Periwinkle Way Bridge Project Update – 90% Design](#) – Item 9d

The City Council also discussed the E. Periwinkle Way project as part of their Legislative Priorities for the 2023, and 2024, Legislative Sessions. These discussions largely focused on which projects the City should submit for appropriation requests. In 2023, the City sought an appropriation for the bridges design (\$750,000) and in 2024, the City sought construction funding in the amount of \$5.5 million but was awarded \$2.5 million. The dates the E. Periwinkle Way Bridge was discussed in relationship to the appropriation requests include: December 6, 2022, December 20, 2022, February 7, 2023, August 15, 2023, September 9, 2023, November 7, 2023, December 5, 2023, January 16, 2024, and February 6, 2024.

Additionally, the City also sends out correspondences, to those who subscribe to receive City notices, after each City Council meeting to highlight the primary topics discussed and approved at the Council meeting. I have attached those news releases that specifically list the E. Periwinkle Way Bridge project. The dates of this year's news releases are February 10, 2025, June 5, 2025, October 24, 2025. For the October 21, 2025, City Council meeting, the City also sent out a news release on October 17, 2025, to inform the public that the E. Periwinkle Way Bridge project would be discussed at the October 21, 2025, City Council meeting.

The City also posts notices on social media. One important Facebook post related to the E. Periwinkle Way Bridge, was issued on February 3, 2025, which discussed the project in detail prior to the February 4, 2025, City Council project update. [Click here](#) to view the Facebook post.

The City's website also has a Projects/Initiatives page which has a link on the front page of the website and includes information on the [E. Periwinkle Way Bridge project](#).

As previously mentioned in my December 12, 2025, email to you, I attended (Zoom) the Shell Harbor HOA Annual Meeting in March 2025 to specifically discuss the E. Periwinkle Way Bridge project, among other projects. I attend the same meeting the year before and discussed that the City was seeking design funds from the State for the bridge. I was informed that some residents hoped the vertical clearance of the bridge above the water could be increased to accommodate larger boats. At the March 2025, meeting, I was asked to specifically address the 30% design presented to the City Council on February 4, 2025. I explained that the design for the new bridge shows an increase the vertical clearance for boats by approximately one foot. While there were a few questions about potentially elevating the bridge further for boats, no objections were raised when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. No objections to the proposed design were expressed at the meeting, and I received no subsequent communications from residents or the Board following the meeting. I also communicated with the HOA about the bridge design between the 2024 and 2025 annual meetings, which is why I was asked to discuss the project at the 2025 meeting.

I believe the above shows the City discussed the E. Periwinkle Way Bridge project at several City Council meetings, in public correspondences, and discussed the project at the HOA meetings. It should be noted, I speak at service organizations and other meetings, such as the Chamber of Commerce, and often talked about the bridge project in the context of the City Council's legislative priorities. I'm sorry that you and others may feel that you have not received sufficient notice of the project, but I believe information about this project has been widely distributed and discussed.

To your point about the City Council recently rescinding a previous discussion to install a 3-way stop sign at the intersection of Sanibel-Captiva Rd. and Rabbit Road, it is important to note that the vote the City Council took on November 4, 2025, to install the stop signs was made during a discussion on Wildlife Mortality. This means the stop sign discussion was not specifically noticed on the City Council agenda. Because of this, the City Council unanimously decided to rescind their decision so it could be discussed at a noticed meeting in the future. This is very different from the E. Periwinkle Way Bridge project which was noticed on the City Council agenda as noted above.

In your email, you attached a communication from Vice Mayor Smith. In her email to you, she posed several questions to you. Recently, the Vice Mayor and I spoke, and she informed me that you had not answered her questions directly to her and wondered if I had received a reply. I informed her that I had not received a response to her questions. The emails you exchanged with the Vice Mayor is attached, should you wish to respond to her directly.

The following responds to your questions posed in the attachments to your November 30th email. I have attached my responses to that email as I reference them in my responses below.

- Why did TYLin assume that our proposal would increase the slope of the road when we explicitly state that the constraint we used was to maintain their design, only make it taller? **We disagree with their characterization of our analysis in Appendix C, stating that our proposal would increase the slope to 6.74 degrees.** We are assuming increasing the elevation of both roadway approaches (as they have illustrated with their

Appendix A) consistent with our own cost analysis which is also attached to their memorandum. I provided a response in my attached emails that the engineer and staff disagree with your analysis.

- What exactly is the reason for needing retaining walls for 21" and 27" grade changes at nearby intersections of Pen Shell and Tulip when the intersection at Periwinkle and Anchor is significantly higher without retaining walls? I don't have a specific response for you as it is not in our records. TYLin may address this at the January 13, 2026, City Council meeting.
- Why is additional survey work required at this time, given there must have been significant survey work already completed? Additional survey work would be required if the bridge height were to increase over the water for boat traffic as the limits of the project would be expanded.
- Why is there an increase in stormwater for the same surface area? Drainage considerations should already be contemplated in the existing design in our view. Additional design would be needed if the bridge height were to increase over the water for boat traffic as the stormwater calculations for the current bridge design would not be sufficient.
- What is the source for their estimates of cost and revised timeline? These seem entirely unreasonable and excessive given this project is already on a 3-year timeline with significant impact to the roadway approaches already required (i.e., they already need to be re-graded and re-paved in the current plan). There is no accounting for overlapping work in their estimate. In addition, there is another \$520,000 for additional design on top of the \$750,000 we have already spent; a number that seems out of bounds considering the revisions under discussion. Our opinion differs from yours. A significant portion of the bridge would have to be redesigned if the bridge height were to increase over the water for boat traffic resulting in additional cost. Your assumption has been that the existing bridge design can simply be elevated. However, it is not that simple when considering the change in structural components, retaining walls, etc. Work included in the \$520,000 estimate is not duplicating what has already been designed. Much will have to be revisited but the design will change.
- More specifically, why is there a 30% contingency on what should be a fixed bid? There is a construction contingency because there is no design. It is typical to have a higher contingency based on a preliminary engineering analysis. This contingency is reduced as the project design is advanced with a good portion of the contingency being directed to a construction line.
- Similarly, 8% inflation assumes that the entire cost of the project is paid ~2.5 years from now without any assumption of a fixed bid approach. Why is there re-mobilization when the project has not even begun (TYLin states they only had a "90% design" at the time of the last meeting)? To the contrary, the cost does assume an invitation to bid with the project awarded to the low bidder. It also considers the potential inflation to materials, supply, labor, and contractor availability (number of bidders) due to delays.

As stated above, the City cannot provide you with the technical information you request as it is protected information.

As I have stated in my previous email, I disagree with your position and believe that TYLin's analysis of your proposal is sufficient. The current design meets the needs of the community,

improves resilience for the bridge, and increases the vertical clearance for boat traffic as requested.

I will be on vacation for the next two weeks but will be periodically checking emails. I wish you Happy Holidays!

Best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

Florida has a very broad public records law. Most written communications to or from the City of Sanibel regarding City business are public records available to the public and media upon request. Your e-mail communications, including your email address, may be subject to public disclosure

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Friday, December 19, 2025 6:53 AM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>; George Baumgardner &Lynn <gab@bccinc.biz>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Dana (bcc City Council and interested residents),

I'm attaching correspondence on behalf of a few residents here (as noted in the letter). Other residents are bcc'd, including some with bridge building experience in major bridge projects and others involved in local industry associations with a point of view on win-win solutions.

You will likely be hearing from these residents in the coming days, all with similar concerns. As we have continued our grass roots awareness effort, we have been surprised by the positive response from those on both sides who would like to have a say and engage on the pros / cons of various designs. We have found that in some cases, those opposed have not understood the scope of the current plans nor have they understood what we changes we are requesting but are supportive in the end.

In my discussions and email correspondence with some of the Council, it was clear that their desire was to hear from the community on this and we are making progress (see attached correspondence from Councilwoman Smith). We are actively working to provide that input but need more time and some assistance from the City.

Given the short timeline you've laid out for a vote on the project at the City Council meeting on January 13th, 2026, we respectfully request a **90 day public comment period and would appreciate formal notification from the City to residents. We simply do not believe there has been sufficient communication on this important project and respectfully ask that we allow residents who are on their way back to the island to have a chance to better understand the plan and provide additional feedback.**

Our records request (via FOIA) from a couple of weeks ago has not yet been actioned leaving us no time for a peer review. I also requested separately, in a new FOIA request via City website, the grant application and award letter(s) so we can understand what deadlines we are dealing with. In my experience, grants are clearly worded with "complete by" language when applicable. I hope the facts in this matter will avoid any fear of "losing grants" that has been mentioned by a few people. We understand the importance of funding this project with whatever Federal and State assistance is available.

It was notable that this week there was a decision taken to delay the Rabbit Road stop sign project due to insufficient community input. We feel the scale of the E. Periwinkle bridge project makes community engagement all the more important now. We will live with this new bridge for the next 50+ years and are facing years of construction in the meantime.

Regards,

Kevin McLellan

617-510-3497

kbm@sloan.mit.edu

MEMORANDUM

DATE: November 20, 2025

TO: Alfred J. Mittl, PE
Public Works Director
City of Sanibel

FROM: Farzin Zafarianian, PE, Senior Structural Engineer, TYLin
Michael Harter, PE, Transportation Manager, Brindley Pieters & Associates, Inc.

SUBJECT: East Periwinkle Bridge Replacement- Vertical Profile Design

On June 4, 2025, the City of Sanibel awarded a professional services contract to TY Lin International (TYLin) to provide professional engineering services related to the East Periwinkle Way bridge replacement project. TYLin's contractual tasks include existing conditions data collection, permitting, structural design, roadway design, temporary traffic control, drainage design, bridge hydraulic analysis and scour evaluation; geotechnical evaluation; topographic survey; cost opinions; technical specifications; and project management. The contract also tasks TYLin with identifying options to increase the width and height of the boat channel at the bridge, and to increase the width of the span for improved pedestrian access. Subsequent to TYLin presenting 90% plans to the City Council on October 21, 2025, the City of Sanibel requested that TYLin conduct a preliminary study to evaluate the potential impacts of increasing the vertical profile of the proposed bridge beyond the current design elevation that would provide additional vertical navigational clearance for boat traffic.

This memorandum presents those potential impacts associated with increasing the vertical clearance for boats from the current design of one foot higher than the existing bridge to three feet higher than the existing bridge as requested by residents. Questions posed by residents are also addressed.

Existing Site Conditions and Constraints

The existing bridge is located along East Periwinkle Way, approximately 200 feet east of Tulip Lane and 200 feet west of Limpet Drive/Pen Shell Drive. The elevation difference between East Periwinkle Way and these adjacent side streets is minimal, and the side roads remain relatively flat beyond their intersections. The City's shared use path (SUP) is present along the south side of East Periwinkle Way, and a sidewalk is present along the north side of East Periwinkle Way bridge.

A key design constraint governing the bridge's vertical profile is the maximum allowable slope of 5% which is required to ensure pedestrian safety on the SUP and sidewalk, both of which will be incorporated into the new East Periwinkle Way bridge structure. The current bridge design already utilizes this maximum slope to achieve the highest possible vertical clearance without adversely affecting adjacent crossroads or residential properties. To comply with the Florida Design Manual requirements related to sight distance and roadway profile, the roadway speed is reduced from 35 MPH to 25 MPH. Under this configuration, and roadway speed reduction, the new bridge provides one foot of additional vertical navigational clearance compared to the existing structure.

Impact of Increasing Bridge Elevation

As part of this study, the plan and cross-section sketches in **Appendix A** illustrate the extent of potential impacts associated with raising the bridge profile.

- The green/grey area represents the current design, which achieves the additional one foot of clearance with no expected impact to adjacent intersections or residential properties.
- The yellow and magenta areas indicate the estimated zones of impact if the bridge is raised by three feet and five feet from existing bridge structure, respectively.

As shown, increasing bridge height directly expands the footprint of required grading on both the north and south sides to tie into existing ground elevations. Consequently, the higher the bridge is elevated, the more extensive and disruptive the impact becomes to adjacent properties and roadways.

Potential Effects on Adjacent Roads and Properties

The projected area of impact extends beyond the City's right-of-way, affecting Pen Shell Drive, Tulip Lane, and Limpet Drive and some residential driveways along these streets due to the resulting grade differences at their intersections with East Periwinkle Way:

- Pen Shell Drive has two access intersections. The intersection closest to the bridge could be permanently closed, with Kings Crown Drive becoming the single access intersection for homes on Pen Shell Drive to reduce the impact of grade differences at these intersections.
- Tulip Lane has one access intersection which could be relocated westward to reduce the impact of grade differences at this intersection.
- Limpet Drive has one access intersection, and it cannot be closed or relocated. This intersection would need to be elevated, which in turn would affect access during construction and impact residential driveways as a reconstructed Limpet Drive is sloped away from the elevated intersection.

The feasibility of the above potential intersection modifications would require further design development and input from the City and affected property owners. Additionally, right-of-way acquisition would be required with the adjacent property owners, which would be a long and expensive process.

Mitigation Considerations

To reduce grading impacts adjacent to the bridge, retaining walls could be constructed along East Periwinkle Way and along the crossroads in front of adjacent properties. However, this mitigation approach introduces new challenges:

- Visually, it would not create a positive change to the adjacent residents' environment.
- A new drainage system would need to be designed and constructed to avert water ponding on private property during heavy rainfall events due to restricted flow paths alongside the walls.
- If the residents find that retaining walls along their property is acceptable, it will lead to higher construction cost as well as longer duration of construction.

Response to Resident's Email

Mr. Kevin McLellan, one of the city residents, sent an email on November 9, 2025 to share his engineering and cost summary findings to show the potential changes due to raising the bridge. A copy of his email and the attachments are included in **Appendix B**. In his engineering summary, Mr. McLellan mentions that raising the bridge by 3.46 feet over a distance of 173 feet, which is his measurement of distance from center of Pen Shell Drive to the bridge abutment, would result in a slope of 1.73%. And he concludes that based

on this small slope increase, there will be minimal to no impact on the side roads and adjacent properties. What Mr. McLellan fails to consider is that this 1.73% slope will be in addition to the current 5% slope in our proposed design.

The roadway profile in **Appendix C** illustrates this concept more clearly. Below is a quick summary of the notations on the profile sheet:

- The dashed profile is the existing bridge.
- The gold profile is the current design using 5% slope. The elevation change to edge of pavement at Pen Shell/Limpet Drive and Tulip Lane are shown to be 4" and 7", respectively.
- The blue profile shows the impact of raising the bridge by 3 feet from existing bridge while maintaining the maximum 5% slope required by code. The elevation change to edge of pavement at Pen Shell Drive and Tulip Lane are shown to be 27" and 21", respectively.
- The magenta color profile shows the concept proposed by Mr. McLellan which would result in a longitudinal slope of 6.73% that exceeds the maximum allowable slope specified in the FDOT Florida Design Manual.

Engineer's Opinion of Probable Construction Cost

The Engineer's Opinion of Probable Construction Cost for raising the bridge 3 feet higher than the current height is shown in **Appendix D**.

Conclusion

In summary, increasing the vertical clearance of the East Periwinkle Bridge beyond the current design will result in significant impacts to surrounding roadways, residential access, and would likely affect drainage conditions. The existing design was developed based on the City's direction to provide a balanced solution that maximizes vertical clearance within geometric, safety, and community constraints related to adjacent residential properties and without reconstructing adjacent intersections.

Raising the profile any further will involve the following:

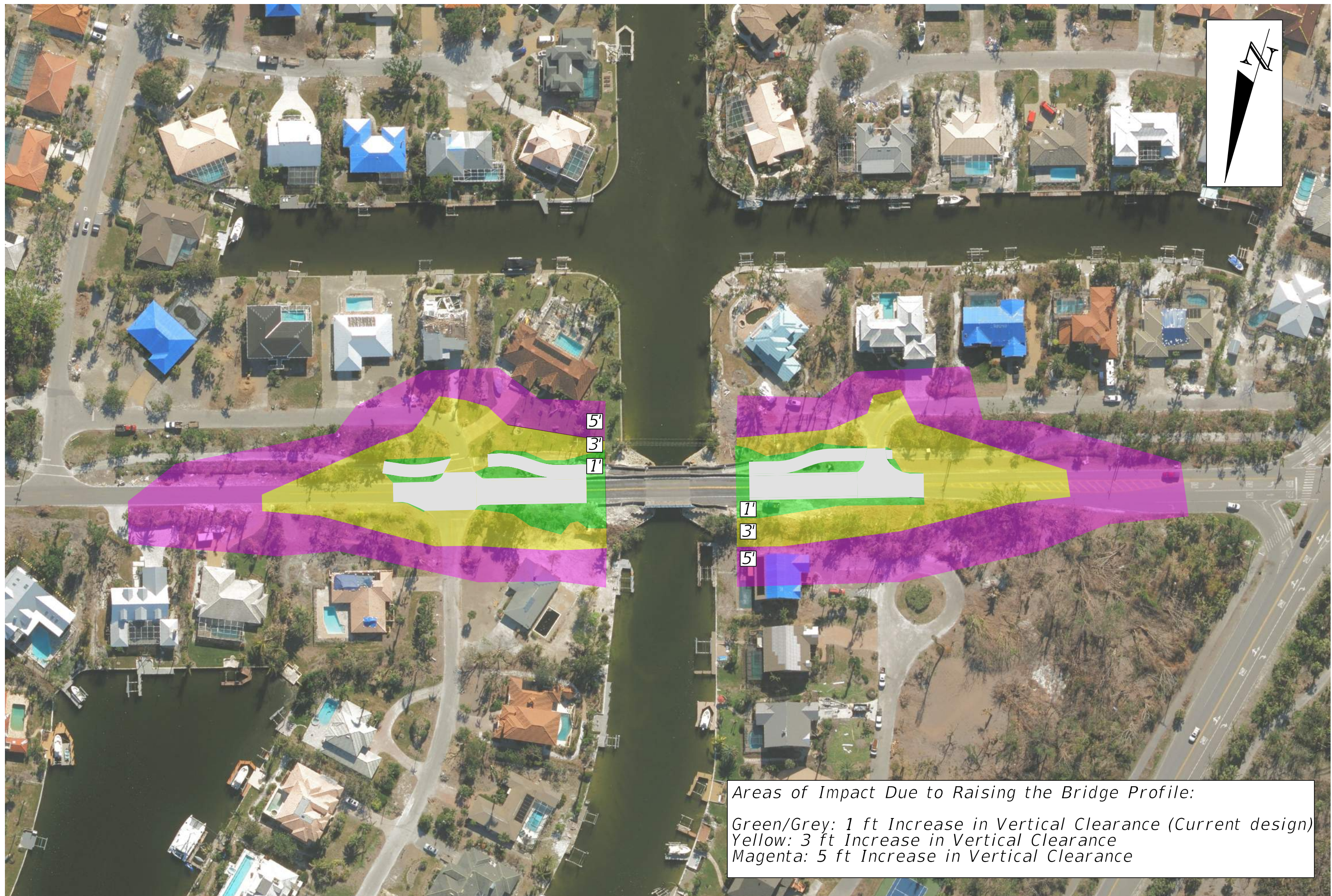
1. Major intersection reconstruction at Tulip Lane, Pen Shell Drive and Limpet Drive.
2. Residential right of way impacts.
3. Residential driveway reconstruction.
4. Increase in project length.

The following additional investigations will be required to fully analyze raising the bridge profile:

1. Survey
2. Geotech
3. Structure and roadway modeling
4. Stormwater design
5. Roadway and bridge 60% design plans
6. Utility relocation design modifications
7. Confirming validity of permits with permitting agencies

Appendix A

**Plan and Cross Section of
the Impacted Area**



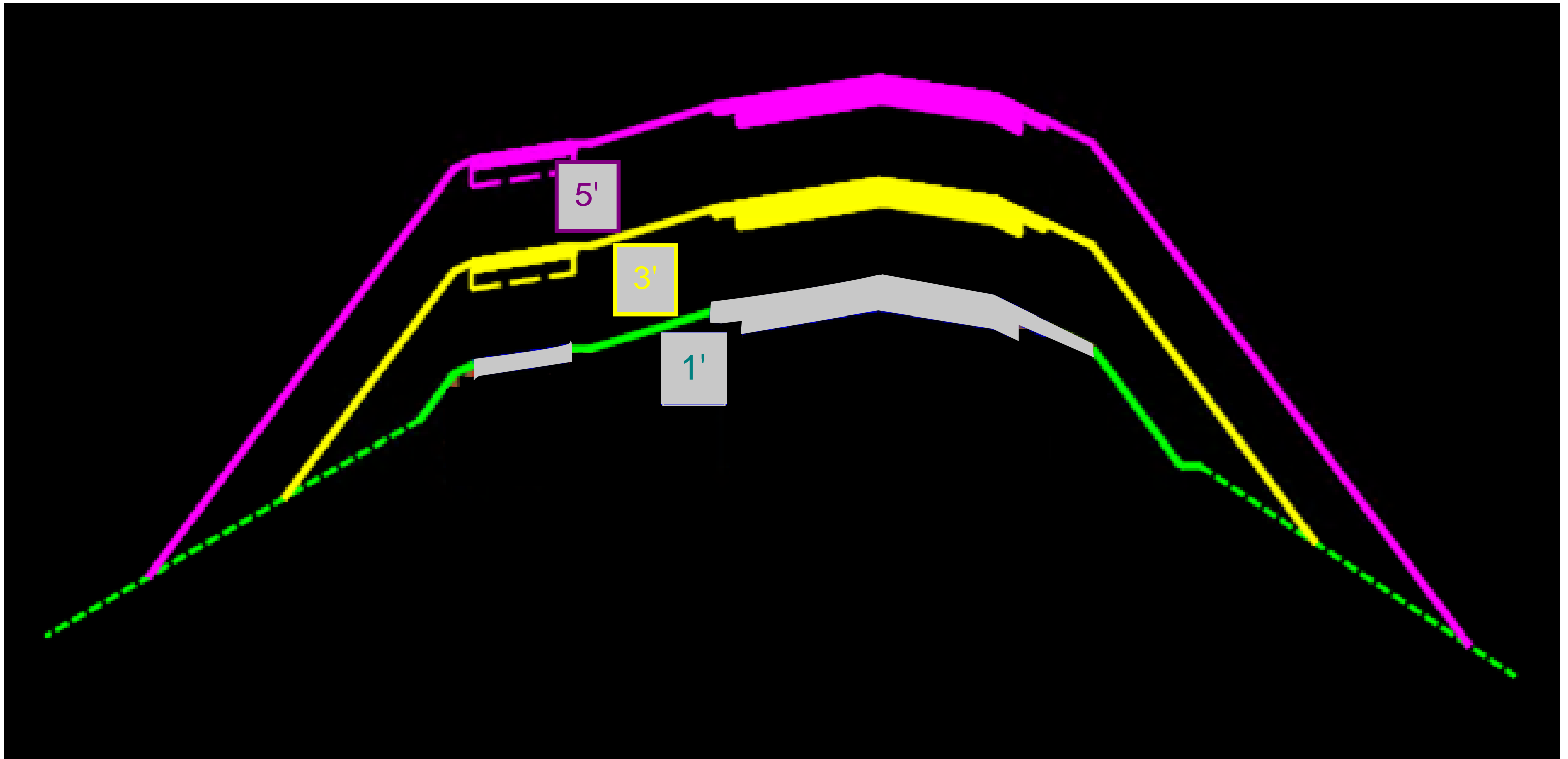
Areas of Impact Due to Raising the Bridge Profile:
Green/Grey: 1 ft Increase in Vertical Clearance (Current design)
Yellow: 3 ft Increase in Vertical Clearance
Magenta: 5 ft Increase in Vertical Clearance

ROADWAY TYPICAL SECTIONS

Grey/Green: 1 ft increase in vertical clearance (current design)

Yellow: 3 ft increase in vertical clearance

Magenta: 5 ft increase in vertical clearance



Appendix B

Copy of Email from Mr. Kevin McLellan

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Sunday, November 9, 2025 9:23 PM
To: Dana A. Souza; Laura J. DeBruce; Mike.Miller@mysanibel.com; Fred.mittl; Farzin Zafarian; Sanibel City Council; Scott Krawczuk
Cc: Chris Peterson
Subject: Additional comments and analysis on the East Periwinkle bridge project
Attachments: East Periwinkle Bridge-elevation Engineering Executive Summary.docx; Untitled attachment 00107.htm; East Periwinkle Bridge-elevation Cost Executive Summary.docx; Untitled attachment 00110.htm

Dear Sanibel City Council members, City Manager, Public Works team, and TY Lin colleagues,

I am attaching the engineering analysis that I completed on the East Periwinkle bridge project. I had run this by Ahmad Kareh at Haley Ward but he was unable to do more than acknowledge that the general plan made sense. Given his own personal time constraints and workload se suggested we hire an expert witness from AIM engineering which we will endeavor to do this coming week. I know some of the council was looking forward to hearing from HW but we will proceed with AIM provided you view this as additional helpful input since we will have to pay out of pocket for this review.

Please find attached our analysis a summary of which is here:

- **The roadway approaches on each side of the proposed new bridge could be raised 3.46'** (total vertical navigational clearance) while maintaining a 2pct road grade on both sides, consistent with FDOT guidelines
- **There would be no / minimal impact to the adjacent intersections**
- **The approximate cost for doing so, ignoring any cost already associated with installing the planned bridge would be ~\$800K (high end of the range).** This would cover fill, paving and guard rails (if needed) for the approach roadways to the bridge

Therefore, we would re-emphasize that the city should reconsider the current plan and:

- a) Keep the current bridge design as designed by TY Lin; the design appears to be sufficient other than the limited increase in vertical navigational clearance. We support all other aspects of the design (e.g., expanding the width of the navigational channel
- b) Elevate the roadway approaches to achieve the 3.46' vertical navigational clearance under the proposed bridge, per the study attached.
- c) Require the contractor to include the cost of the roadway approach as part of the bid for an \$8M bridge project (negligible change and within the scope of already required roadway mods)

We will pursue hiring an expert witness to validate our analysis if needed (pls advise).

We would appreciate the opportunity to present our findings to the City Council, on behalf of the community. We have significant interest in this project and each week, we are receiving new emails from residents who support our position.

Regards,
Kevin McLellan
698 Anchor Dr
617-510-3497

East Periwinkle Bridge Roadway Approach Grade Executive Summary

To achieve an additional +3 feet of navigational clearance beneath the East Periwinkle Bridge, the approach roadway from the center of Pen Shell Drive (nearest intersection) to the canal edge (bridge abutment) should rise +3.0 feet over 173 feet, corresponding to a 1.73% roadway grade.

With the roadway approach limited to 2.00% grade over the same 173 ft run, the maximum achievable navigational clearance is approximately +3.46 feet.

Objective:

Estimate the roadway grade required to achieve an additional 3 feet of navigational clearance beneath the East Periwinkle Bridge, without altering the bridge superstructure. The goal is to raise the entire bridge (both abutments and deck) uniformly by +3 feet by adjusting the roadway approaches.

1. Key Reference Points

- Bridge length: approximately 180 feet (center-to-center of abutments).
- Measurement point: center of Pen Shell Drive to edge of the canal (bridge abutment).
- Measured distance: approximately 173 feet (horizontal run).

2. Design Intent

- Maintain existing bridge geometry and superstructure.
- Raise the bridge elevation at both abutments by +3.0 feet to gain +3.0 feet of navigational clearance under the bridge.
- Adjust only the roadway approach from Pen Shell Drive to the canal edge.

3. Calculations

Formula: $\text{Grade (\%)} = (\text{Rise} / \text{Run}) \times 100$

$\text{Grade} = (3 \text{ ft} / 173 \text{ ft}) \times 100 = 1.73\%$

Result:

- Required roadway approach slope = 1.73%
- Equivalent angle $\approx 0.99^\circ$
- Total elevation change from Pen Shell center to canal edge = +3.00 feet

Incremental rise along roadway:

Distance from Pen Shell (ft)	Elevation increase (ft)
50	+0.87
100	+1.73
150	+2.60
173	+3.00

4. Interpretation

A 1.73% longitudinal grade is modest and within FDOT and AASHTO roadway design standards for low-speed approaches. This approach achieves the desired +3 ft navigational clearance increase entirely through roadway adjustment. No modifications to bridge span, structure, or deck profile are required.

5. Maximum Clearance with 2% Roadway Grade

Using the same 173 ft approach distance and limiting the roadway to a 2.00% grade (0.02 ft/ft):

$$\text{Rise} = \text{Run} \times \text{Grade} = 173 \text{ ft} \times 0.02 = 3.46 \text{ ft}$$

Result:

- Elevation increase at abutment = +3.46 ft
- Equivalent angle $\approx 1.15^\circ$
- Maximum navigational clearance gain achievable with a 2% approach over this run = $\sim +3.46$ ft (assuming the bridge is uniformly lifted at both abutments)

Incremental rise along roadway (2% grade):

Distance from Pen Shell (ft)	Elevation increase (ft)
50	+1.00
100	+2.00
150	+3.00
173	+3.46

East Periwinkle Bridge – Roadway Approach Cost Calculation Executive Summary

Purpose: Provide a clear summary of the planning-level cost calculation methodology for raising both roadway approaches to achieve an equal-rise of +3.46 ft at the East Periwinkle Bridge abutments, and to summarize the expected range of construction costs.

- Minimal (Raise + Mill/Overlay): Estimated at \$100,000–\$150,000 per approach, depending on site drainage and tie-in conditions.
- Full Reconstruction (New Base, Curb, Drainage, Sidewalks): Estimated at \$250,000–\$400,000 per approach, depending on utility adjustments and MOT requirements.
- Total (Both Approaches): Rough planning range \$200,000–\$800,000.

These ranges reflect 2025 planning-level unit costs and assume typical 30-ft roadway width with modest drainage and MOT needs. Final design and bid pricing will refine these estimates.

1. Overview

The cost estimates were developed to evaluate the roadway modifications needed to uniformly lift the bridge structure by +3.46 ft, increasing navigational clearance beneath the bridge. Both approaches (Pen Shell – east, and Tulip – west) are raised equally so that the bridge deck remains level and geometry consistent.

Approach	Run (ft)	Rise (ft)	Grade (%)
East (Pen Shell)	173	3.46	2.00
West (Tulip)	187	3.46	1.85

2. Calculation Methodology

a) Geometry & Fill Volume

To determine the volume of embankment fill required to achieve the rise:

Formula: $V = (\text{Run} \times \text{Width} \times (\text{Rise}/2)) / 27 \times 1.2$

Where:

- Run = length of approach (ft)
- Width = roadway width = 30 ft (placeholder)
- Rise/2 = average fill depth for a linear ramp
- 1.2 = 20% swell/compaction adjustment

This gives the fill volume (CY) for each approach.

b) Pavement Surface Area

Formula: $A = (\text{Run} \times \text{Width}) / 9$

This gives the surface area (SY) used for milling and resurfacing cost calculations.

3. Cost Structure

Each approach includes two construction scenarios:

1. Minimal (Raise + Mill/Overlay)

- Embankment fill (CY)
- Milling existing surface (SY)
- Asphalt surface (1.5 in) (SY)
- Drainage/structure adjustments (LS = \$20,000)
- Driveway tie-ins, striping, signage (LS = \$10,000)
- Erosion control & sod (LS = \$8,000)

2. Full Reconstruction

- Embankment fill (CY)
- Full-depth asphalt + base (SY)
- Curb & gutter (LF = 300 @ \$35/LF)
- Sidewalk 5" concrete (SF = 1,000 @ \$12/SF)
- Guardrail/rail transitions (LF = 100 @ \$160/LF)
- Major drainage upgrades (LS = \$60,000)
- Utility adjustments/relocations (LS = \$30,000)
- Erosion control & sod (LS = \$12,000)

4. Indirect Costs & Allowances

Category	Minimal	Full Reconstruction
Maintenance of Traffic (MOT) & Mobilization	20%	20%
Contingency	20%	25%
Engineering, Survey & Permitting	20%	22%

5. Summary of Cost Derivation

Example: East Approach (173 ft @ 2.00% grade)

- Compute fill and pavement areas from geometry.
- Apply unit costs to embankment, milling, and asphalt.
- Add lump sum drainage, signage, and erosion items.
- Add MOT, contingency, and engineering markups sequentially.

This yields:

- Minimal scenario: ~Low six-figure cost range per approach.
- Full reconstruction: ~Mid-to-upper six-figure range depending on drainage complexity.

6. Workbook Structure

- East 173ft Rise3.46 – Minimal / Full: itemized direct cost calculations.
- West 187ft Rise3.46 – Minimal / Full: matching format for the west approach.
- Summary (Equal Rise): compares both sides by geometry, rise, grade, and total cost.
- Project Totals: rolls up both approaches for Minimal and Full scenarios.

7. Notes for Engineering Review

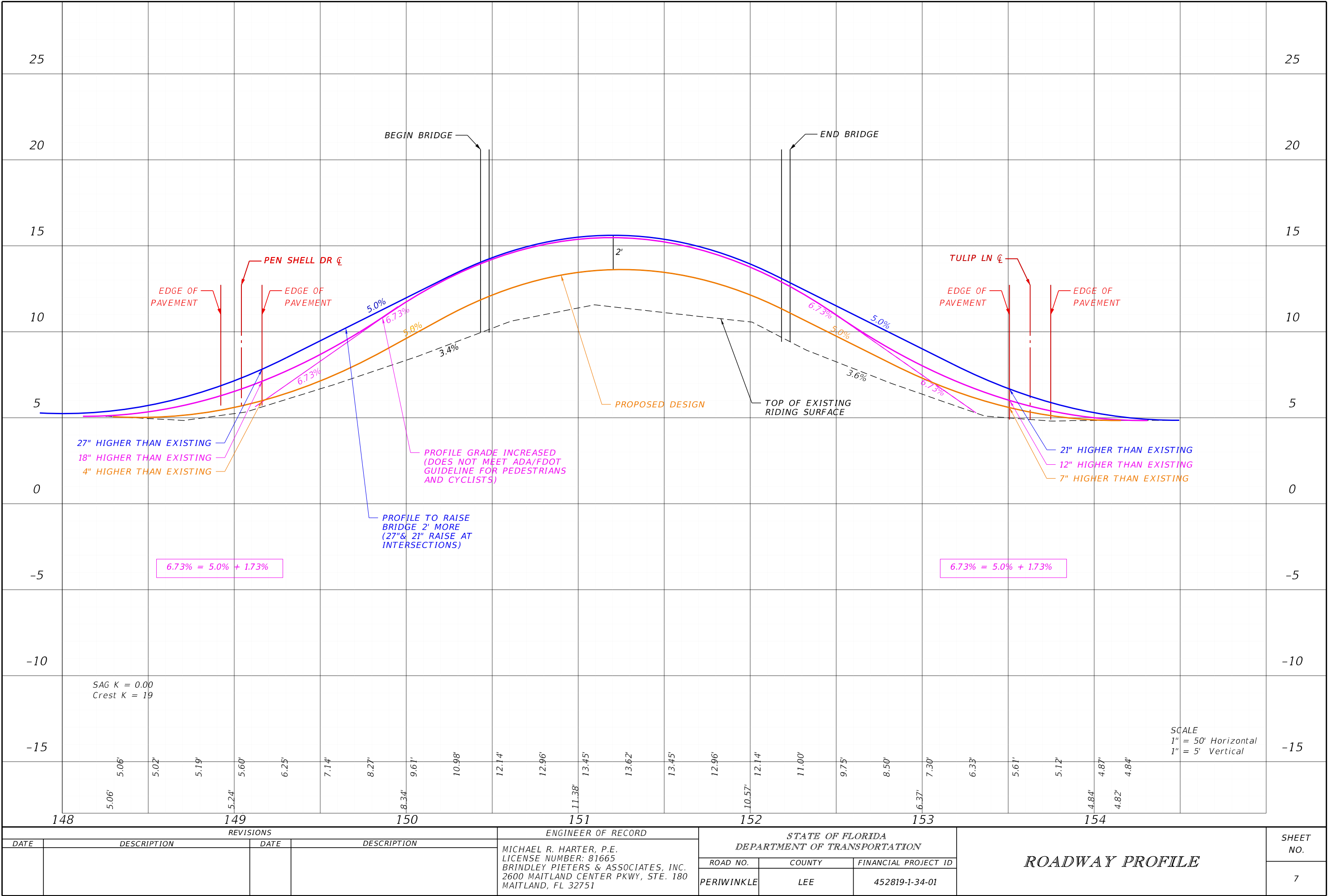
- Width and unit prices are placeholders for planning-level evaluation.
- Field survey and final profiles will refine volumes and confirm drainage needs.
- Indirect percentages can be adjusted based on procurement and phasing.
- Retaining structures or sea wall interfaces, if required, should be priced separately.

Summary Statement

Raising both approaches equally by +3.46 ft results in approach grades of 2.00% (east) and 1.85% (west). The provided cost model estimates the full and minimal construction scenarios for each side, with line-item breakdowns and total project roll-up suitable for early-stage design and funding discussions.

Appendix C

Roadway Profile



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Appendix D

Engineer's Opinion of Probable Construction Cost

Periwinkle Bridge Replacement Cost Comparison

Scenario 1: Current Design - Raise Bridge 1 Foot Above Existing

	Quantity	Unit	Unit Price	Total
Construction Cost Including MOT, MOB, CEI Services	1	LS	\$8,000,000	\$8,000,000

Scenario 2: Raise Bridge 3 Feet Above Existing

Additional Quantities and Cost Beyond Scenario 1				
	Quantity	Unit	Unit Price	Total
Concrete Sheet Pile	210	SF	\$115	\$24,150
Retaining Wall	410	CY	\$1,000	\$410,000
Pile 18"	36	LF	\$190	\$6,840
Pile 24"	36	LF	\$250	\$9,000
Drainage Structure Inlet	14	EA	\$15,000	\$210,000
Concrete Barrier Wall with Junction Slab	1,400	LF	\$415	\$581,000
Additional Asphalt	290	TN	\$210	\$60,900
Base	1,800	SY	\$40	\$72,000
Backfill	3,000	CY	\$8.0	\$24,000
Private Property Restoration	1	LS	\$100,000	\$100,000
Subtotal				\$1,498,000
Construction Contingency	1	LS	30%	\$449,000
Subtotal				\$1,947,000
Design Revisions (Roadway, Stormwater, Utility Relocation, Bridge Structure, Survey, Geotech)	1	LS	\$520,000	\$520,000
Easements/ROW acquisition	1	LS	\$100,000	\$100,000
Additional CEI	1	LS	\$250,000	\$250,000
Inflation Due to Project Delay	1	LS	8%	\$750,000
Additional MOT	1	LS	15%	\$292,000
Additional Mobilization	1	LS	10%	\$195,000
Total Additional Cost				\$4,054,000
Total Cost for Scenario 2: Raise Bridge 3 Feet Above Existing				\$13,251,000

RE: Additional comments and analysis on the East Periwinkle bridge project

From Dana A. Souza <Dana.Souza@mysanibel.com>

Date Sat 12/13/2025 8:49 AM

To 'Kevin McLellan' <kbmclellan@gmail.com>

Cc Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com <farzin.zafarianian@tylin.com>; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>

Kevin – Thank you for your email. I don't know what else we can provide you for resilience measures. As you have stated, we simply disagree as to whether the current design is sufficient on various levels. When compared to other critical assets in the city, the existing E. Periwinkle Way bridge has a relatively low sensitivity score/rank. That is because the road elevation of the bridge is sufficient based on the factors measured (high tide flooding, storm surge, rainfall, and compound flooding). These measurements are based on projections for future environmental conditions (i.e., sea level rise). Obviously, the bridge was high on the funding priority because the bridge failed under the pressures created by Hurricane Ian's ebb surge. This was largely due to the narrowing of the channel at the bridge. The new design expands the channel to be consistent with the adjacent seawalls, which removes that choke and pressure point, making the bridge more resilient, along with meeting current design/construction standards. Additionally, we have achieved an additional one foot height in vertical clearance above the water at mean high water.

As for grants, as we have explained, the City received a total of \$8.75 million for the bridge through state appropriations and a federal grant. The granted funds are sufficient to fund the bridge construction as designed. We would not seek additional grant funding once sufficient funds for the project are secured. I believe your question is based on the assumption that there would be additional costs should the bridge vertical elevation be increased above the current design (TYLin memo). Since funding for the current design is secured, we have turned our attention to the many other projects that need external funding as we seek future grants and appropriations.

Best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Friday, December 12, 2025 6:45 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Thanks Dana.

Just to be clear, there are multiple communities in the east end area. Shell harbor is just one. Sanibel Estates is separate. The community at large has not had sufficient notice in our view.

We still do not understand how this meets the resiliency goals as designed and have not gotten a good answer on whether other grants have been considered or even the deadlines around the HUD grant mentioned.

We will continue to seek revisions to the plan.

Regards,
Kevin

On Sat, Dec 13, 2025 at 12:16 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I understand that City Clerk Kelly contacted you prior to the close of business. Staff has been assembling the requested documents. Before any materials are released, I will need to review them with the City Attorney to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. I anticipate this review will be completed by mid-week next week. City Clerk Kelly will then advise you of the next steps related to your Public Records Request.

I have also exchanged emails with Mr. Bonner regarding his communications. He understands that, from my perspective, I informed the HOA at its Annual Meeting in March 2025 that the increased vertical clearance at the bridge, consistent with the presentation to the City Council on February 4, 2025, would result in an increase of approximately one foot. I specifically addressed the East Periwinkle Bridge project at the HOA meeting to gather any input, questions, concerns with the 30% design. While there were a few questions about potentially elevating the bridge further, no objections were raised at that meeting to the plans prepared by the City when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. Overall, however, I believe attendees and board members understood that staff had received direction from the City Council to proceed toward final design. No objections were voiced, and I received no subsequent communications from residents or the Board following the meeting.

I have since heard from other residents, including some Shell Harbor HOA members, who oppose increasing the bridge height beyond the current design.

While I understand from your letter that you disagree with the memorandum prepared by TYLin dated November 20, 2025, our technical team finds that the assumptions or requests you presented are not feasible without increasing the limits of the project, impacts on other properties, and cost. The TYLin memorandum was prepared at the City's expense to directly address the concerns you and others have raised. I believed it was important for TYLin to evaluate your assumptions so that all interested parties could benefit from an analysis prepared by a professional engineer. The memorandum explains the potential impacts associated with further increases in bridge height, including, but not limited to, the expansion of project limits with the presented incremental height increases and the resulting cost implications. In addition, the proposed design incorporates resilience considerations related to future environmental conditions and potential storm impacts. I believe the TYLin analysis sufficiently addresses the questions you have raised. If you or others wish to retain an engineer to fund and complete a peer review of the design, I fully respect that decision; however, I cannot recommend that the City spend additional funds on such review.

I plan to have TYLin present this memo to the City Council at the January 13, 2026, City Council meeting and request their support to continue with the project as designed. You and others interested in this project will be able to provide public comment at the meeting and may request additional meetings with City Councilmembers and staff. The decision on how to proceed, as always, rests with the City Council.

In closing, I understand your position but disagree that the City should fund or seek additional funding to elevate the vertical clearance for boats beyond the 1 foot increase the current design successfully achieves.

Thank you and best wishes,

Dana



Dana A. Souza

City Manager

City of Sanibel

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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Monday, December 8, 2025 3:09 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Hi Dana (bcc City Council),

I haven't heard from Scotty yet but happy to connect on our request for more information. I would also be curious to understand what the path forward is from here. I have begun the process of engaging FIU's Accelerated Bridge Construction program Chair, who is in the department of Civil Engineering. His name is Dr. Atorod Azizinamini.

Several of us received the updated USCG letter but there are some inconsistencies in how the measurements are presented that are causing confusion (i.e., it is inconsistent to refer to MHW and then use MHW +1.5').

I have also confirmed that the President of the Shell Harbor Association is or has sent you a communication on their support for raising the bridge higher than the current TYLin plan outlines. I continue to direct folks to email you and the Council directly (another Shell Harbor Resident also signed on).

Let us know the next steps so we maintain some semblance of progress and dialogue around how to ensure we achieve a resilient, value creating infrastructure project.

I recognize this is one of many priorities but we feel it's vitally important to get this right.

Regards,
Kevin

On Mon, Dec 1, 2025 at 6:26 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I am writing to acknowledge receipt of your email and attachments. Staff will review and respond. Please note we have preparation for a City Council meeting today and a council meeting tomorrow, so a response may not be provided until later this week. I am considering your request a public records request and the City Clerk, Scotty Lynn Kelly may be in touch with you to provide additional direction.

Can you provide the number of Sanibel property owners that have signed the petition. I note that several list addresses from outside of Sanibel and for the few I checked, I cannot find that they own property on Sanibel.

City Councilmembers are blind copied on this email.

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Sent: Sunday, November 30, 2025 7:15 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Importance: High

Dana (bcc City Council),

Thanks for sharing. I hope everyone had a terrific Thanksgiving.

See our comments, request for additional information (to support a peer review of the proposed design) and a list of the 62 verified signatures for the petition in the attached PDF. The RFI is directed to Alfred Mittl, P.E., Director of Public works. We were missing the other engineer's email so please feel free to forward. We would like the signatures on the petition recorded in the public record along with our letters.

Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

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 2 attachments (2 MB)

Response to memorandum from TYLin to City of Sanibel dated November 20th.pdf; East Periwinkle Bridge Profile Memo Nov 20 2025.pdf;

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Thank you and best wishes,

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Importance: High

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Regards,
Kevin

Summary of Sanibel City Council Meeting

From City of Sanibel - City Manager's Office <email-list-mysanibel.com@shared1.ccsend.com>

Date Fri 10/24/2025 2:23 PM

To Eric D. Jackson <eric.jackson@mysanibel.com>

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FOR IMMEDIATE RELEASE

City of Sanibel

News Release

Sanibel, Florida
October 24, 2025

Contact:
Eric Jackson, APR
Public Information Officer
City Manager's Office
(239) 472-3700

Summary of Sanibel City Council Meeting October 21, 2025

Presentation -

- City Council recognized October as Placenta Accreta Spectrum Awareness Month. [[Proclamation](#)][[Photo](#)].

Code of Ordinances Discussion - Discussion was held related to electrical and mechanical equipment installations.

- [Draft Ordinance 25-019 \(Electrical & Mechanical Equipment\)](#).

Legislative Priorities Discussion - City Council continued discussions of Sanibel's Legislative Priorities for the 2026 Legislative Session. Sanibel's appropriation requests for the 2026 session will continue to focus on the community's full recovery from the impacts of Hurricanes Ian, Helene, and Milton. [[2026 Legislative Priorities Agenda Memorandum](#)]

East Periwinkle Way Bridge Replacement Project Update - A presentation was provided to City Council with an update on the project. [[Presentation](#)]

Click [here](#) for the complete October 21, 2025 published agenda.

Next Regular City Council Meeting - November 4, 2025, 9:00am at MacKenzie Hall, 800 Dunlop Rd.

###



email-list@mysanibel.com

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Summary of Sanibel City Council Meeting

From City of Sanibel - City Manager's Office <bert@mysanibel.ccsend.com>

Date Mon 2/10/2025 7:32 AM

To Eric D. Jackson <eric.jackson@mysanibel.com>

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City of Sanibel News Release

News Release - For Immediate Release
February 10, 2025
City of Sanibel, FL
Contact: City of Sanibel - City Manager's Office
239-472-3700



Summary of Sanibel City Council Meeting February 4, 2025

Presentations -

- The 2024 Golf Course Report Card Update was presented by Dana Dettmar, Environmental Biologist for the Natural Resources Department [\[Presentation\]](#)
- Scott Krawczuk, Deputy Public Works Director and a representative from TYLin International provided City Council with the proposal for the East Periwinkle Way Bridge improvements. [\[Presentation\]](#)
- An update on grant funded projects for the City's sanitary sewer and stormwater systems was provided to City Council by Fred Mitl, Public Works Director. [\[Presentation\]](#)
- Holly Milbrandt, Director of Natural Resources, provided an update on the progress of the beach renourishment project. [\[Presentation\]](#)

Code of Ordinances Discussions - A First Reading was held to amend the Code of Ordinances related to open bodies of water and updating building fees.

- [Ordinance 25-001 \(Open Bodies of Water\)](#)

- [Ordinance 25-002 \(Revised Building Fees Schedule\)](#)

Designation of Qualified Candidates for City Council - Council adopted [Resolution 25-005](#) designating four (4) qualified candidates for the March 4th, 2025 City of Sanibel Municipal General Election.

Committee Appointments - City Council appointed Emilie Alfino, Deborah Gleason, Yvonne Hill, Mary Jurgens, Patricia Norton, and Alexander Werner to the Historic Preservation Committee to serve one-year terms beginning March 5th, 2025 and expiring March 4th, 2026. Dorothy Plumb was appointed to serve on the Parks & Recreations Advisory Committee for the remainder of a term ending on September 11, 2025.

Periwinkle Way & Causeway Blvd. Intersection Study - Council members discussed approving a proposal from Kimley Horn, the City's contracted traffic engineer, to complete a 30 % design of a proposed roundabout at the intersection. Council came to a consensus to not move forward with approving the proposal and directed staff to continue discussions with the County on a study to establish two lanes for off-island traffic and one for inbound traffic to Sanibel.

Emergency Dispatcher Consolidation with Lee County - City Council passed [Resolution 25-004](#) which consolidates emergency dispatching services for the Sanibel Policed Department with Lee County Public Safety.

During the Councilmember Comments portion of the meeting, Councilmembers encouraged the City Manager and City Attorney to identify opportunities for flexibility within the Code of Ordinances that may help expedite recovery efforts for residents and business owners.

Click [here](#) for the complete February 4th, 2025 published agenda.

Next Regular City Council Meeting - March 18, 2025, 9:00am at BIG ARTS, 900 Dunlop Rd.

###



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Summary of Sanibel City Council Meeting

From City of Sanibel - City Manager's Office <bert@mysanibel.ccsend.com>

Date Thu 6/5/2025 2:07 PM

To Eric D. Jackson <eric.jackson@mysanibel.com>

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City of Sanibel News Release

News Release - For Immediate Release

June 5, 2025

City of Sanibel, FL

Contact:

Eric Jackson

Public Information Officer

City Manager's Office

239-472-3700



Summary of Sanibel City Council Meeting June 3, 2025

Presentations -

Council presented the City of Sanibel Judith Ann Zimomra Scholarship Awards to the following recipients [\[Photo\]](#):

- Analise Gingerich - daughter of Chad Gingerich, Computer Support Specialist
- Mackenzie Jackson - daughter of Eric Jackson, Public Information Officer
- Rebecca Kelly - daughter of Scotty Lynn Kelly, City Clerk

John Lai from the Sanibel & Captiva Chamber of Commerce, Eric Pfeifer of Pfeifer Realty, and Brian Rist of the Rist Family Foundation and CFI Board Member shared the latest information from the Hurricane Recovery Dashboard. The [dashboard](#) is now available on the City of Sanibel website on the [Residents page](#).

Code of Ordinances Discussion and First Readings - Discussions and First Readings were held regarding solar energy systems and electric vehicle charging infrastructure, and a First Reading was held related to gas powered leaf blowers.

- [Ordinance 25-011 Solar Energy & EV Charging Infrastructure](#)
- [Ordinance 25-012 Front Porches in Town Center Commercial Districts](#)
- [Ordinance 25-010 Use of Gas Powered Leaf Blowers](#)

Periwinkle Bridge Grant - City Council approved a grant agreement between the City of Sanibel and the State of Florida Department of Transportation in the amount of \$2,500,000 for the construction of a resilient bridge on East Periwinkle Way.

Committee Appointment - City Council appointed Daniel Wilhelm to the Lee County Metropolitan Planning Organization (MPO) Bicycle Pedestrian Coordinating Committee.

Wulfert Channel & Dinkins Bayou Special Assessment - Council discussion will continue at the June 12th Regular Meeting.

Sanibel Causeway Evaluation & Feasibility Study - Council authorized staff to proceed with a Sanibel Causeway Evaluation to determine the feasibility of establishing three travel lanes on the existing Sanibel Causeway.

Click [here](#) for the complete June 3, 2025 published agenda.

Budget Workshop - June 12, 2025, 1:00pm at BIG ARTS, 900 Dunlop Rd.
Next Regular City Council Meeting - June 12, 2025, 3:30pm at BIG ARTS, 900 Dunlop Rd.

###



City of Sanibel | 800 Dunlop Rd | Sanibel, FL 33957 US

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RE: Additional comments and analysis on the East Periwinkle bridge project

From Dana A. Souza <Dana.Souza@mysanibel.com>

Date Tue 11/25/2025 5:31 PM

To chris peterson <emailcrp@gmail.com>

Cc Kevin McLellan <kbmclellan@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com <farzin.zafaranian@tylin.com>; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

 1 attachment (2 MB)

East Periwinkle Bridge Profile Memo Nov 20 2025.pdf;

Hi Chris – The East Periwinkle Bridge Profile memo has been received, reviewed by staff and distributed to the City Council. I have attached a copy for your information.

Please send any questions you may have to this group email.

Thank you and Happy Thanksgiving.

Dana



Dana A. Souza
City Manager
City of Sanibel
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From: chris peterson <emailcrp@gmail.com>

Sent: Thursday, November 20, 2025 9:28 AM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Kevin McLellan <kbmclellan@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Please, keep us informed.

All the best,
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Please find attached our analysis a summary of which is here:

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maintaining a 2pct road grade on both sides,
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Therefore, we would re-emphasize that the city should reconsider the current plan and:

a) Keep the current bridge design as designed by TY Lin; the design appears to be sufficient other than the limited increase in vertical navigational clearance. We support all other aspects of the design (e.g., expanding the width of the navigational channel

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c) Require the contractor to include the cost of the roadway approach as part of the bid for an \$8M bridge project (negligible change and within the scope of already required roadway mods)

We will pursue hiring an expert witness to validate our analysis if needed (pls advise).

We would appreciate the opportunity to present our findings to the City Council, on behalf of the community. We have significant interest in this project and each week, we are receiving new emails from residents who support our position.

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 1 attachment (2 MB)

East Periwinkle Bridge Profile Memo Nov 20 2025.pdf;

Hi Chris – The East Periwinkle Bridge Profile memo has been received, reviewed by staff and distributed to the City Council. I have attached a copy for your information.

Please send any questions you may have to this group email.

Thank you and Happy Thanksgiving.

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
PHONE: 239-472-3700 |

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 2 attachments (2 MB)

Response to memorandum from TYLin to City of Sanibel dated November 20th.pdf; East Periwinkle Bridge Profile Memo Nov 20 2025.pdf;

Kevin – Thank you for your email. I understand that City Clerk Kelly contacted you prior to the close of business. Staff has been assembling the requested documents. Before any materials are released, I will need to review them with the City Attorney to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. I anticipate this review will be completed by mid-week next week. City Clerk Kelly will then advise you of the next steps related to your Public Records Request.

I have also exchanged emails with Mr. Bonner regarding his communications. He understands that, from my perspective, I informed the HOA at its Annual Meeting in March 2025 that the increased vertical clearance at the bridge, consistent with the presentation to the City Council on February 4, 2025, would result in an increase of approximately one foot. I specifically addressed the East Periwinkle Bridge project at the HOA meeting to gather any input, questions, concerns with the 30% design. While there were a few questions about potentially elevating the bridge further, no objections were raised at that meeting to the plans prepared by the City when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. Overall, however, I believe attendees and board members understood that staff had received direction from the City Council to proceed toward final design. No objections were voiced, and I received no subsequent communications from residents or the Board following the meeting.

I have since heard from other residents, including some Shell Harbor HOA members, who oppose increasing the bridge height beyond the current design.

While I understand from your letter that you disagree with the memorandum prepared by TYLin dated November 20, 2025, our technical team finds that the assumptions or requests you presented are not feasible without increasing the limits of the project, impacts on other properties, and cost. The TYLin memorandum was prepared at the City's expense to directly address the concerns you and others have raised. I believed it was important for TYLin to evaluate your assumptions so that all interested parties could benefit from an analysis prepared by a professional engineer. The memorandum explains the potential impacts associated with further increases in bridge height, including, but not limited to, the expansion of project limits with the presented incremental height increases and the resulting cost implications. In addition, the proposed design incorporates resilience considerations related to future environmental conditions and potential storm impacts. I believe the TYLin analysis sufficiently addresses the questions you have raised. If you or others wish to retain an engineer to fund and complete a peer review of the design, I fully respect that decision; however, I cannot recommend that the City spend additional funds on such review.

I plan to have TYLin present this memo to the City Council at the January 13, 2026, City Council meeting and request their support to continue with the project as designed. You and others interested in this project will be able to provide public comment at the meeting and may request additional meetings with City Councilmembers and staff. The decision on how to proceed, as always, rests with the City Council.

In closing, I understand your position but disagree that the City should fund or seek additional funding to elevate the vertical clearance for boats beyond the 1 foot increase the current design successfully achieves.

Thank you and best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel
800 Dunlop Rd. – Sanibel, FL 33957
dana.souza@mysanibel.com www.mysanibel.com
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Sent: Monday, December 8, 2025 3:09 PM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafaranian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Hi Dana (bcc City Council),

I haven't heard from Scotty yet but happy to connect on our request for more information. I would also be curious to understand what the path forward is from here. I have begun the process of engaging FIU's Accelerated Bridge Construction program Chair, who is in the department of Civil Engineering. His name is Dr. Atorod Azizinamini.

Several of us received the updated USCG letter but there are some inconsistencies in how the measurements are presented that are causing confusion (i.e., it is inconsistent to refer to MHW and then use MHW +1.5').

I have also confirmed that the President of the Shell Harbor Association is or has sent you a communication on their support for raising the bridge higher than the current TYLin plan outlines. I continue to direct folks to email you and the Council directly (another Shell Harbor Resident also signed on).

Let us know the next steps so we maintain some semblance of progress and dialogue around how to ensure we achieve a resilient, value creating infrastructure project.

I recognize this is one of many priorities but we feel it's vitally important to get this right.

Regards,
Kevin

On Mon, Dec 1, 2025 at 6:26 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I am writing to acknowledge receipt of your email and attachments. Staff will review and respond. Please note we have preparation for a City Council meeting today and a council meeting tomorrow, so a response may not be provided until later this week. I am considering your request a public records request and the City Clerk, Scotty Lynn Kelly may be in touch with you to provide additional direction.

Can you provide the number of Sanibel property owners that have signed the petition. I note that several list addresses from outside of Sanibel and for the few I checked, I cannot find that they own property on Sanibel.

City Councilmembers are blind copied on this email.

Thank you and best wishes,

Dana



Dana A. Souza
City Manager
City of Sanibel

800 Dunlop Rd. – Sanibel, FL 33957

dana.souza@mysanibel.com www.mysanibel.com

PHONE: 239-472-3700 |

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From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Sunday, November 30, 2025 7:15 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Importance: High

Dana (bcc City Council),

Thanks for sharing. I hope everyone had a terrific Thanksgiving.

See our comments, request for additional information (to support a peer review of the proposed design) and a list of the 62 verified signatures for the petition in the attached PDF. The RFI is directed to Alfred Mittl, P.E., Director of Public works. We were missing the other engineer's email so please feel free to forward. We would like the signatures on the petition recorded in the public record along with our letters.

Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

We look forward to continued engagement on this project so we can get to the best possible answer for what is a once in a lifetime infrastructure upgrade for the island.

Regards,
Kevin

Response to email from Dana Sousa dated Saturday, December 13, 2025

December 19, 2025

To: Dana Souza

cc: Alfred Mittl, P.E., Vicky Smith, Scott Krawchuk, Scotty Kelly, Steve Chaipel, Chris Peterson, James Kilchenman, Jeffrey Bonner, George Baumgardner, Farzin Zafarianian, John Agnew

Bcc: City Council, other interested residents

Subject: Request for 90-day public comment period for East Periwinkle Bridge replacement

Dana,

Thanks for the continued engagement and dialogue on the project. In your email, you stated that you plan to put this to a vote at the January 13th City Council meeting. **We appreciate more than the usual advance notice but respectfully request more time to gather community input.** Our rationale:

- In discussions with other residents, very few have been formally communicated with about this project and it's impacts. E.g., some have received a revised USCG letter clarifying the current design while others have not. **The City has not formally communicated this directly to residents and we believe a project with this impact (e.g., ~3 years of traffic interruption) warrants direct communication from the City to residents**
- The Shell Harbor meeting you referenced apparently was their regular annual meeting where the bridge project only came up as an ad-hoc topic, not one that was communicated as part of a formal agenda in advance. There were 30-40 people in attendance per the President of that HOA's estimate, a small number
- We intend to pursue a peer review of the project (at our own expense) yet only now are beginning to hear from the City on receiving the FOIA documents that we requested several weeks ago. We can assume that with the approaching holidays, will not receive many or most in time to conduct a review prior to January 13th, 2026
- Many (perhaps most) residents in the neighborhoods directly impacted are still away and therefore, difficult or impossible to reach ahead of a January 13th, 2026, meeting; attendance will be difficult to galvanize between now and then

It is our understanding that the Council has the intent to hear from the community on this issue. Councilwoman Holly Smith asked very specific questions about who was in support of our proposal via email dated December 9th, 2025, attached. We would appreciate the opportunity to engage with those opposed. The City has mentioned there are some but we do not know who they are. In at least one instance, I engaged with an opponent of our proposal who subsequently agreed it was worth exploring. Our understanding is that there are only 2-3 people who have voiced concerns in an ad-hoc fashion.

It is therefore our request that the City should send out a formal notification of the project, details of the design and a target date for community input at a March 2026 City Council meeting so we have time to hear from those on both sides. Our group will yield to the majority community point of view on this project. We share the City Council's concern that this has been a poorly communicated plan and we would like the opportunity to help correct that and ensure the best outcome for the community (whatever that may be).

Our team will commit to organizing community sessions to discuss this (City Council is welcome to attend along with the City Manager). We respectfully request that the City also formalize the communication to all impacted residents by United States Postal Service or other means, to ensure we have full awareness of what is being planned for a bridge that should serve us for the next 50+ years.

Regards,

A handwritten signature in black ink, appearing to read 'K McLellan', with a stylized flourish at the end.

Kevin McLellan

698 Anchor Dr

Sanibel, FL 33957

KBM@sloan.mit.edu

With support of Chris Peterson, James Kilchenman, Jeffrey Bonner, George Baumgardner

Attachments: 1) Letter from Councilwoman Holly Smith dated December 9th, 2025 2) Response to Councilwoman Holly Smith from Kevin McLellan dated December 9th, 2025

From: Holly Smith

To: Kevin McLellan

Cc: Dana Souza (note: City Attorney Agnew was not actually cc'd on the email)

Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Date: December 9th, 2025

Hi Kevin,

Thank you for your email. Since we haven't had an opportunity to meet yet, I have a few questions and points that I need clarified as we continue understanding this request. I have ccd City Manager Souza and City Attorney Agnew in on this email. As council is bound by Sunshine, I have not included council in on this correspondence.

1. Communication with Shell Harbor HOA and Residents

You mentioned speaking with the HOA president. Council did receive a letter from Mr Bonner. Does this reflect the position of the entire Shell Harbor community? Was this voted on at a meeting or was there an email sent to all owners? Many owners are just now returning and may not be aware of these discussions. Additionally, were you able to provide City Manager Souza with the list of residents /citizens who support the proposal and who would directly benefit if these changes were considered? I understand there were a number whom signed a petition. I just want to make sure those are all registered voters in your community who would directly benefit or be impacted .

2. Communication with Potentially Affected Properties

Has there been any outreach to property owners who could be adversely affected if the bridge elevation changes and the resulting adjustments impact current road conditions or sight lines? Any conversation of this nature must include **all** affected stakeholders, not only those who stand to benefit.

3. Funding and Financial Responsibility

As you know, any change to the design would require additional funding—both for a revised engineering study and for the construction itself. While I come from a business background, government operates under strict processes and policies, especially when working with awarded grant funds.

We secured significant post-Hurricane Ian funding based on the directive to raise the bridge as much as possible (approximately 1 foot)**without altering the current road elevation and the adjacent intersections** and to widen the channel from roughly 30 feet to 58 feet, improving navigability by allowing two-way boat passage. This widening, while an immense benefit to boaters, was also a significant resiliency measure. Mr Bonner spoke to resiliency.

If only a small segment of approximately 260 properties benefit from further modifications (assuming all those properties have the capacity to dock larger boats) , has there been discussion of the financial commitment required from those property owners (The city will need verify the exact numbers)? Any additional costs would likely require establishing a special district so that only the direct beneficiaries fund the additional expense. Since we do not yet have cost estimates for such changes, I will assume those conversations among those beneficiaries have begun in the interest of transparency.

Speaking as someone who has appraised waterfront property in this county , specializing on Sanibel and Captiva properties, and waterfront communities for over two decades, I must note that estimating value changes from a shift in bridge height would be very hard to quantify . Restricted access remains restricted access; these are not simple adjustments in valuation. So many other considerations come into play on what is on the site .

4. Grant Funding and Risk

As stated at Council, our current hurricane-recovery funding **cannot** be put at risk. I'm sure you understand the importance of protecting those funds. Staff has already devoted additional funds to assess possible options and obtain estimated cost and engineering data rather than speculate. We have paused this project as we seek to gather more information. Delaying as you know does potentially not only change the time line, but also can increase contract price as we are not committed to contract at this time. I cannot speak to what you agree or disagree with, but I am not an engineer and must rely on qualified staff and the constraints tied to our funding sources.

This issue is far more complex than simply increasing the bridge height. I am continuing to gather facts, seek conversations with individuals, hear from all users in the area, understand the potential impacts, both positive and negative, and evaluate the funding implications for any proposed changes. I can say council has heard your request and has taken steps to direct staff to provide solid answers as we, and you, have more information on what this actually means for all residents.

I will be in and out of town over the next two weeks for city and state business, but I will work to find a time to meet with you when I am back for a few days.

Best, Holly
(please excuse any typos)

Holly D. Smith
President, Florida League of Cities
Vice Mayor
City of Sanibel
[239-270-1725](tel:239-270-1725). City Cell
holly.smith@mysanibel.com
City Website www.mysanibel.com

From: Kevin McLellan

To: Holly Smith

Cc: Dana Souza, John Agnew, Chris Peterson, Jeffrey Bonner, James Kilchenman

Re: Additional comments and analysis on the East Periwinkle bridge project

Date: December 9th, 2025

Holly,

Thanks for the email. I am also traveling in Europe on business at the moment.

I want to state for all involved that we have done our level best to organize a community response despite no formal notice on this project from the city other than a city council meeting back in February (agendas for which are sent out basically last minute).

So, while I respect that this is not so simple and I manage large complex projects for a living for global corporations, I hope you understand our position that this is a 50+ year infrastructure project for which the planning should not be rushed. I put my MIT education to work on doing a citizen study of road heights, bridge elevations sight lines and other factors that were summarily misunderstood by a firm that claims to be a global leader in bridge design - something doesn't add up to me.

I am not in a position to parse "direct benefit" on this and that's frankly, an unreasonable request from City government. What I can tell you is that we've collected 30 or so folks in the community who are supportive and we also formed a petition online that 60+ people signed (some owners, some appear to be visitors who also have a stake in the project despite not owning property on the island as we are using federal and state money)

I am copying Jeff Bonner, President of Shell Harbor as I am not a Shell Harbor resident and cannot speak for that community nor can I speak for Jeff. Chris and I are Sanibel Estates residents - SE has 196 homes. Shell Harbor has 240 as I understand from my research. Jim Kilchenman, also cc'd is another Shell Harbor resident who has been helping.

Respectfully, many of your points below are opinion. E.g., 1' is not significant in any civil engineering context nor in a FEMA context. Our suggestion is to have the project peer reviewed as outlined in my last letter to the council. We are working on securing an engineering firm to do such an analysis.

On the cost, we have not seen any evidence that the full potential of grants and funding have been explored. If that has happened, it would be great to see it. We have only seen vague references to HUD and FDOT "deadlines" with no specifics. While we are excited to have a new bridge, we prefer to take the time to make sure it's the right bridge.

An opportunity we uncovered researching Accelerated Bridge Design (ABC) would significantly reduce the time required for this project. Some of these principles were used on the causeway repair yet this has not been mentioned by TYLin. 3 years is simply too long and to us, unacceptable without exhausting ABC options.

Finally, as we've continued to do our research, with ocean levels rising somewhere in the 6-8" since the last bridge was built, it hardly seems like a good resilience play to do 1' above current height for the next 50 years - that would likely result in us going backwards on this dimension. There has been talk of raising road heights around the island - why not start here? We are in the process of raising our house 12' for resilience - in relative terms, what is proposed for the bridge is rounding error.

We respectfully request that the City engage a peer review of this project prior to proceeding. We can only do so much to organize the community around this. In my view (I don't want to speak for my neighbors here), I would expect the City to pursue more community research and we've given you a great start.

Happy to meet when you're back. As mentioned before, if you can provide availability, I'm happy to have my assistant set up a zoom meeting for us. I appreciate the dialogue and engagement on this critically important project for the island.

Regards,

Kevin

Scotty L. Kelly

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Friday, December 19, 2025 7:41 PM
To: Dana A. Souza
Cc: Chris Peterson; Alfred Mittl; farzin.zafaranian@tylin.com; Steve C. Chaipel; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith; John D. Agnew; Jeffrey Bonner; James Kilchenman; George Baumgardner & Lynn
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

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Dana et al,

We received the response to our FOIA requests this evening. Thank you for the quick action on those. It appears that the following information is the latest set of facts:

- The Federal grant expires in August of 2032 (~7 years from now)
- The state funding is through 2030 (~5 years from now) with the option to extend (and there is an audio recording on the city website that suggests the State is amenable to extensions if so required)
- The City has denied us the information required for a peer review

Our interpretation of this information is that there is no immediate risk to funding from an additional 90 day comment / community engagement period on this project.

Many thanks,
Kevin McLellan

On Fri, Dec 19, 2025 at 6:53 AM Kevin McLellan <kbmclellan@gmail.com> wrote:
Dana (bcc City Council and interested residents),

I'm attaching correspondence on behalf of a few residents here (as noted in the letter). Other residents are bcc'd, including some with bridge building experience in major bridge projects and others involved in local industry associations with a point of view on win-win solutions.

You will likely be hearing from these residents in the coming days, all with similar concerns. As we have continued our grass roots awareness effort, we have been surprised by the positive response from those on both sides who would like to have a say and engage on the pros / cons of various designs. We have found that in some cases, those opposed have not understood the scope of the current plans nor have they understood what we changes we are requesting but are supportive in the end.

In my discussions and email correspondence with some of the Council, it was clear that their desire was to hear from the community on this and we are making progress (see attached correspondence

from Councilwoman Smith). We are actively working to provide that input but need more time and some assistance from the City.

Given the short timeline you've laid out for a vote on the project at the City Council meeting on January 13th, 2026, we respectfully request a **90 day public comment period and would appreciate formal notification from the City to residents. We simply do not believe there has been sufficient communication on this important project and respectfully ask that we allow residents who are on their way back to the island to have a chance to better understand the plan and provide additional feedback.**

Our records request (via FOIA) from a couple of weeks ago has not yet been actioned leaving us no time for a peer review. I also requested separately, in a new FOIA request via City website, the grant application and award letter(s) so we can understand what deadlines we are dealing with. In my experience, grants are clearly worded with "complete by" language when applicable. I hope the facts in this matter will avoid any fear of "losing grants" that has been mentioned by a few people. We understand the importance of funding this project with whatever Federal and State assistance is available.

It was notable that this week there was a decision taken to delay the Rabbit Road stop sign project due to insufficient community input. We feel the scale of the E. Periwinkle bridge project makes community engagement all the more important now. We will live with this new bridge for the next 50+ years and are facing years of construction in the meantime.

Regards,

Kevin McLellan

617-510-3497

kbm@sloan.mit.edu

On Dec 13, 2025, at 8:49 AM, Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I don't know what else we can provide you for resilience measures. As you have stated, we simply disagree as to whether the current design is sufficient on various levels. When compared to other critical assets in the city, the existing E. Periwinkle Way bridge has a relatively low sensitivity score/rank. That is because the road elevation of the bridge is sufficient based on the factors measured (high tide flooding, storm surge, rainfall, and compound flooding). These measurements are based on projections for future environmental conditions (i.e., sea level rise). Obviously, the bridge was high on the funding priority because the bridge failed under the pressures created by Hurricane Ian's ebb surge. This was largely due to the narrowing of the channel at the bridge. The new design expands the channel to be consistent with the adjacent seawalls, which removes that choke and pressure point, making the bridge more resilient, along with meeting current design/construction standards. Additionally, we have achieved an additional one foot height in vertical clearance above the water at mean high water.

As for grants, as we have explained, the City received a total of \$8.75 million for the bridge through state appropriations and a federal grant. The granted funds are sufficient to fund the bridge construction as designed. We would not seek additional grant funding once sufficient funds for the project are secured. I believe your question is based on the assumption that there would be additional costs should the bridge vertical elevation be increased above the current design (TYLin memo). Since funding for the current design is secured, we have turned our attention to the many other projects that need external funding as we seek future grants and appropriations.

Best wishes,

Dana

From: Kevin McLellan <kbmclellan@gmail.com>
Sent: Friday, December 12, 2025 6:45 PM
To: Dana A. Souza <Dana.Souza@mysanibel.com>
Cc: Chris Peterson <emailcrp@gmail.com>; Alfred Mittl <Fred.mittl@mysanibel.com>; farzin.zafarianian@tylin.com; Steve C. Chaipel <steve.chaipel@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>; Scotty L. Kelly <Scotty.Kelly@mysanibel.com>; Vicki L. Smith <vicki.smith@mysanibel.com>; John D. Agnew <john.agnew@mysanibel.com>; Jeffrey Bonner <jeffreybonner@hotmail.com>; James Kilchenman <jkilch@icloud.com>
Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Thanks Dana.

Just to be clear, there are multiple communities in the east end area. Shell harbor is just one. Sanibel Estates is separate. The community at large has not had sufficient notice in our view.

We still do not understand how this meets the resiliency goals as designed and have not gotten a good answer on whether other grants have been considered or even the deadlines around the HUD grant mentioned.

We will continue to seek revisions to the plan.

Regards,
Kevin

On Sat, Dec 13, 2025 at 12:16 AM Dana A. Souza <Dana.Souza@mysanibel.com> wrote:

Kevin – Thank you for your email. I understand that City Clerk Kelly contacted you prior to the close of business. Staff has been assembling the requested documents. Before any materials are released, I will need to review them with the City Attorney to determine whether any are privileged or must remain confidential pursuant to Homeland Security requirements. I anticipate this review will be completed by mid-week next week. City Clerk Kelly will then advise you of the next steps related to your Public Records Request.

I have also exchanged emails with Mr. Bonner regarding his communications. He understands that, from my perspective, I informed the HOA at its Annual Meeting in March 2025 that the increased vertical clearance at the bridge, consistent with the presentation to the City Council on February 4, 2025, would result in an increase of approximately one foot. I specifically addressed the East Periwinkle Bridge project at the HOA meeting to gather any input, questions, concerns with the 30% design. While there were a few questions about potentially elevating the bridge further, no objections were raised at that meeting to the plans prepared by the City when I explained the applicable design parameters and intersection constraints (including grade and sight lines). Some attendees did express opposition to increasing the bridge height. Overall, however, I believe attendees and board members understood that staff had received direction from the City Council to proceed toward final design. No objections were voiced, and I received no subsequent communications from residents or the Board following the meeting.

I have since heard from other residents, including some Shell Harbor HOA members, who oppose increasing the bridge height beyond the current design.

While I understand from your letter that you disagree with the memorandum prepared by TYLin dated November 20, 2025, our technical team finds that the assumptions or requests you presented are not feasible without increasing the limits of the project, impacts on other properties, and cost. The TYLin memorandum was prepared at the City's expense to directly address the concerns you and others have raised. I believed it was important for TYLin to evaluate your assumptions so that all interested parties could benefit from an analysis prepared by a professional engineer. The memorandum explains the potential impacts associated with further increases in bridge height, including, but not limited to, the expansion of project limits with the presented incremental height increases and the resulting cost implications. In addition, the proposed design incorporates resilience considerations related to future environmental conditions and potential storm impacts. I believe the TYLin analysis sufficiently addresses the questions you have raised. If you or others wish to retain an engineer to fund and complete a peer review of the design, I fully respect that decision; however, I cannot recommend that the City spend additional funds on such review.

I plan to have TYLin present this memo to the City Council at the January 13, 2026, City Council meeting and request their support to continue with the project as designed. You and others interested in this project will be able to provide public comment at the meeting and may request additional meetings with City Councilmembers and staff. The decision on how to proceed, as always, rests with the City Council.

In closing, I understand your position but disagree that the City should fund or seek additional funding to elevate the vertical clearance for boats beyond the 1 foot increase the current design successfully achieves.

Thank you and best wishes,

Dana

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Several of us received the updated USCG letter but there are some inconsistencies in how the measurements are presented that are causing confusion (i.e., it is inconsistent to refer to MHW and then use MHW +1.5').

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Let us know the next steps so we maintain some semblance of progress and dialogue around how to ensure we achieve a resilient, value creating infrastructure project.

I recognize this is one of many priorities but we feel it's vitally important to get this right.

Regards,
Kevin

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Can you provide the number of Sanibel property owners that have signed the petition. I note that several list addresses from outside of Sanibel and for the few I checked, I cannot find that they own property on Sanibel.

City Councilmembers are blind copied on this email.

Thank you and best wishes,

Dana

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Sent: Sunday, November 30, 2025 7:15 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>

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Subject: Re: Additional comments and analysis on the East Periwinkle bridge project

Importance: High

Dana (bcc City Council),

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Notably, we are disputing TYLin's characterization of our analysis and their cost estimates. We strongly believe there is more work to be done before the City proceeds with any work. We are urging the City to engage Florida International University's Accelerated Bridge Construction program for the peer review. We, as residents, feel strongly enough about this step that we are working to fundraise to cover the cost of doing so.

We look forward to continued engagement on this project so we can get to the best possible answer for what is a once in a lifetime infrastructure upgrade for the island.

Regards,
Kevin

Scotty L. Kelly

From: Gustafson, Sven <Sven@stonewood.com>
Sent: Wednesday, November 26, 2025 8:22 AM
To: Dana A. Souza
Cc: Scotty L. Kelly; Vicki L. Smith; Steve C. Chaipel; farzin.zafaranian@tylin.com
Subject: Please Do Not Increase the East Periwinkle Bridge Height – It's Already Unsafe

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

Mayor Smith and Council Members,

I'm writing to you not just as a resident of 856 Limpet Drive, but as a father who crosses East Periwinkle Way nearly every day with my children. I've attached a formal letter outlining my opposition to any increase in the height of the East Periwinkle Bridge—but I want to speak here from personal experience, as someone who lives this issue daily.

The crossing from Limpet Drive to the shared use path is already dangerous. Drivers coming over the bridge cannot see pedestrians until they're nearly at the crest. By the time they do, they're moving too fast to stop—and most of them don't even try. My kids have had to *run* across that road to avoid cars that didn't yield, because drivers simply didn't have time or visibility. We've had several close calls, and it's only by chance that none of them have turned into something worse.

Raising the bridge—even by one foot—will only increase the slope and reduce visibility further. It's not a theoretical concern. I live with this every day. I urge each of you to try crossing Periwinkle at Limpet on foot, as if you were walking with your children. I suspect you wouldn't be comfortable letting your own kids cross it unattended—and frankly, even with a parent present, it's a gamble.

Attached to this email is a detailed letter outlining my concerns and objections in greater depth. It includes supporting references from the city's own engineering documents and responds directly to some of the arguments being made in favor of increasing the bridge height. I respectfully ask that you take the time to review it carefully, and give full consideration to the points raised—not just from a technical standpoint, but from the perspective of real families who live with the consequences of this decision. The 6.7% grade is not just a 1.7% increase - it's 34% steeper than is allowed!



[Bridge Height Increase Objection.pdf](#)

Thank you for your time and service to our community. I truly hope you will take this concern seriously.

Sincerely,

J. Sven Gustafson

856 Limpet Drive
Sanibel, FL



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[INTERNAL EMAIL] This message appears to be sent from within the company.

Subject: Opposition to Further Height Increase – East Periwinkle Bridge Replacement

Dear City Council Members,

I am writing as a resident of 856 Limpet Drive to formally express my opposition to any increase in the East Periwinkle Way bridge height beyond the currently proposed 1-foot rise. My concerns are based on serious pedestrian and vehicular safety risks and engineering constraints that would be exacerbated by a taller bridge profile. Even the planned 1-foot increase (with a **5% road grade**, the maximum allowable) pushes the design to its safety limits, and any additional height would introduce unacceptable hazards and community impacts. Below, I outline the key reasons for maintaining the bridge at its current design elevation, supported by technical findings and public records.

Safety Concerns with Steeper Bridge Approaches

Maximum Grade and Line-of-Sight: The new bridge design already uses a **5% approach slope**, which is the **steepest grade permitted** for this project in order to accommodate pedestrians on the shared-use path (SUP) and sidewalk safely. This 5% grade is, by code and practice, the upper limit for ensuring an accessible, ADA-compliant path and adequate sight distance for drivers. In fact, the City's engineer confirmed that 5% is the **"key design constraint"** needed to protect pedestrians and cyclists on the bridge. Even at this slope, the vertical curvature of the road limits how far a driver can see ahead. To meet **Florida Design Manual** (FDOT) requirements for stopping sight distance on the 5% crest, the design had to **reduce the speed limit from 35 MPH to 25 MPH** on East Periwinkle Way. In other words, the planned design already **pushes the geometry to the edge of safety standards**, and only by assuming drivers will go 25 MPH can the line-of-sight be considered acceptable. Any further increase in bridge height would necessitate an even steeper approach or longer approaches that extend into neighborhoods – either scenario creating new blind spots and risks. Notably, the engineering study shows that raising the bridge ~3 feet higher would require a **6.7% grade**, far exceeding the FDOT allowable slope for a public roadway. Such a slope **would violate state and ADA guidelines** for safe roadway and pedestrian design and is therefore not a feasible option.

Hazard to Pedestrians at Limpet Drive Crossing: A 5% grade already creates a crest that can hide pedestrians or cyclists (including many children and families) who cross Periwinkle Way at Limpet Drive. As a neighborhood intersection adjacent to the bridge, Limpet Drive is heavily used by pedestrians and bikers accessing the shared use path. With the new bridge 1 foot higher, vehicles traveling eastbound and westbound will be cresting a slightly higher bridge before reaching the Limpet Dr./Pen Shell Dr. area. This is **already a safety concern** – drivers coming off the bridge will have limited sight distance to react to people in the crosswalk or turning vehicles. **Raising the bridge even further (3–5 feet as some propose) would dramatically worsen this line-of-sight hazard**, effectively creating a blind approach on a residential intersection. It is telling that the current 1-foot increase *required* the City to drop the speed limit to 25 MPH to mitigate this very issue. Pushing the profile higher would leave even a 25 MPH limit insufficient for safe stopping distance. In short, the **margin of safety at Limpet Drive and**

other nearby crossings is slim under the current plan and would be erased by any additional height increase.

Speed Limit Reduction is Not a Reliable Fix: Relying on a lowered speed limit to solve line-of-sight problems is, in practice, an inadequate safety measure. While the design plans call for a 25 MPH limit on East Periwinkle, signage alone does not guarantee driver compliance. As one public commenter candidly noted, *“reducing the speed limit to 25 mph will do nothing. Drivers will continue to exceed the speed limit and the City will not have the time or resources to patrol the street for speeders.”* Even the project engineers acknowledged the speed reduction as a necessary design accommodation rather than a proven safety solution. In reality, many drivers may still approach the bridge at 30+ MPH out of habit (especially if enforcement is scarce), which means the line-of-sight constraints at a higher bridge could lead to **vehicles cresting the bridge too fast to safely stop** for a person or bicyclist in the crosswalk. We should not bank our safety on hopeful driver behavior. Good engineering design should make the roadway inherently safe, not dangerously dependent on perfect compliance. Thus, simply posting a lower speed limit **cannot compensate** for the compounded risk of a steeper, taller bridge – a risk that would be borne daily by pedestrians and cyclists at Limpet and the surrounding East End neighborhood.

Engineering Constraints and Community Impacts of a Taller Bridge

Beyond the direct safety issues, it is important to understand the **engineering limitations and community disruptions** that an extra 3–5 foot bridge rise would entail. The City’s consultant (T.Y. Lin International) studied the option of raising the bridge **3 feet higher than the current design** at the request of some residents, and the results were unequivocal: **such a change would significantly impact adjacent roads, private properties, and utilities**. The current 1-foot rise was carefully **“developed as a balanced solution”** that maximizes boat clearance *within* strict geometric, safety, and community constraints, *without* reconstructing the nearby intersections. Pushing the height further breaks that balance. According to the engineering memo, raising the bridge an additional 3 feet would **necessitate major reconstruction** of the surrounding street network: for example, *Tulip Lane and Pen Shell Drive intersections would each need to be reconfigured*, and **Limpet Drive (our street) would have to be raised** to meet the new elevation. Pen Shell Drive, which currently has two access points to Periwinkle, might see its **access closest to the bridge permanently closed** just to accommodate the grading difference. (Indeed, proponents of the height increase have suggested “closing off” that Pen Shell entrance as a solution – an alarming proposal, as it sacrifices connectivity and emergency access for those residents.) Even **Tulip Lane** could have to be shifted westward from its present location. Meanwhile, Limpet Drive – our only access – **cannot be relocated or closed** and thus would have to be extensively regraded, disrupting **every driveway on the street** and making access difficult during construction.

These drastic road modifications highlight how a taller bridge would **push the project beyond the existing public right-of-way**, forcing work onto private property. The City’s engineers note that extensive **retaining walls** would be needed along East Periwinkle and the side streets to hold back the extended approaches, and even that comes with serious downsides. High retaining

walls along residential frontages would be visually intrusive and require completely new drainage systems to prevent storm runoff from pooling on yards. Even if affected homeowners tolerated such walls, this mitigation would **drive up construction cost and lengthen the project timeline** considerably. In fact, simply to study and implement a 3-foot height increase, the engineers outlined a long list of additional steps: new surveys, geotechnical borings, revised roadway and bridge modeling, stormwater redesign, utility relocation plans, updated permits, and more. In essence, the bridge project would have to be **redesigned and re-permitted from 60% plans onward**, with the alignment extending into intersections that were never meant to be rebuilt. This is a far more complex undertaking than the “minor adjustment” proponents of extra height suggest. It would introduce **significant delay and uncertainty** into a critical infrastructure project that is currently on schedule.

Rebuttal of Arguments for a 3–5 Foot Height Increase

I am aware that a few voices in the community have advocated raising the bridge by an additional 3 to 5 feet, arguing that the benefits to boat navigation and property values outweigh the concerns. It is important to address these arguments directly and explain why they do not justify the broad costs and safety tradeoffs for Sanibel at large:

1. **Claim:** *“Raising the bridge 4–5 feet would allow Sanibel to become a substantial boating community, similar to those on Florida’s east coast, with significantly higher home values (and tax revenues).”*

Response: Sanibel’s identity and infrastructure priorities have never been centered on maximizing large-boat navigation – nor should they be, especially at the expense of road safety. The East End canals south of the bridge are home to a limited number of boat owners, and only a subset of those would benefit from a few extra feet of clearance (essentially, owners of taller motor yachts or sailboats). While increased clearance might marginally raise those particular property values, this must be weighed against the **safety and quality of life of the entire community** who use Periwinkle Way daily. The City’s comprehensive plan emphasizes our island’s sanctuary character and multi-modal safety, not turning Sanibel into a high-traffic boating destination. Furthermore, the current design already provides an extra foot of clearance; as one engineer-resident pointed out, that 1-foot increase *“will not likely allow boat owners south of the bridge to own larger boats or add radar antennas,”* so even larger gains are needed to significantly change boating usage. Chasing ever-higher clearances is a slippery slope – in this case a literal one – and any theoretical boost in a few canal-front home values cannot justify creating a dangerous road condition for thousands of motorists, cyclists, and pedestrians. Simply put, **the bridge project is a transportation safety project first and foremost**, and its design should remain focused on moving people safely – not on accommodating taller boats that the vast majority of Sanibel residents do not own.

2. **Claim:** *“Line-of-sight shouldn’t be a concern – the existing rise in pitch at the Anchor Drive and N. Yachtsman intersections is about 2–3 feet and it’s never been an issue.”*

Response: This comparison is misleading and does not justify replicating those elevation changes at East Periwinkle. First, the **Anchor Dr. and North Yachtsman** locations are *not* analogous to the East Periwinkle bridge situation. Any slopes or “humps” at those intersections occur in a context of stop-controlled side streets and lower-speed residential

traffic. By contrast, East Periwinkle is a through-arterial carrying significant traffic to the Lighthouse and East End, and it has a heavily used shared-use path crossing near Limpet Dr. The fact that residents “*had no idea*” a 4-foot grade difference existed at Anchor until measuring it only underscores that **line-of-sight issues can be subtle until an accident happens** – not that they are benign. We have indeed been fortunate that **no serious accidents have been recorded** at the current bridge site to date, and of course we want to keep it that way. But engineering practice dictates we should **not rely on past luck** when altering design geometry. “Never been an issue” is not proof of safety; it may simply reflect that drivers have been cautious under existing conditions. Introducing a much taller bridge and steeper approaches at Limpet/Pen Shell – in effect, a new and more severe vertical curve – *would* create a line-of-sight issue by the City’s own analysis (hence the required speed reduction to 25 MPH even for the 1-ft rise). We should base decisions on objective standards and projected sight distances, not on anecdotal comparisons to other spots. In summary, the **Anchor Dr. hump has not caused known problems perhaps due to context (and perhaps some luck), but it would be irresponsible to assume the same outcome on East Periwinkle**, especially when we have data showing the safety buffers would be very slim or exceeded with a higher bridge.

3. **Claim:** “*There have been no accidents in the bridge area, which indicates it’s safe even if the road is raised a few more feet.*”

Response: The absence of previous accidents is certainly fortunate, but it cannot be taken as *carte blanche* to push the design beyond established safety limits. We strive for a **zero-accident environment**, and part of achieving that is **proactively addressing hazards** before a crash occurs. The lack of past incidents likely reflects the current relatively low height and gentle approaches of the existing bridge. If anything, this good safety record is an argument **against** drastic changes – why introduce a known risk factor (reduced sight distance on a crest) into an area that has functioned safely thus far? Moreover, if one suggests that raising the bridge is safe because no accidents have happened yet, that logic fails to account for the **change in conditions**. A taller bridge is effectively a new condition; the historical accident data (or lack thereof) would no longer apply once you alter the geometry. Traffic engineers would instead look at whether the new profile meets sight distance requirements – and as noted, to go higher than the current plan, it does not meet those requirements without further mitigation. We should not wait for accidents to prove something was a mistake. Rather, the City should adhere to the conservative design principles that have so far kept this corridor safe. In short, “*no accidents yet*” is *not a guarantee of future safety*, especially if we knowingly reduce the safety margin with a steeper grade.

4. **Claim:** “*Any issues with a higher bridge can be fixed by closing or reconfiguring nearby intersections (for example, closing the Pen Shell Dr. entrance nearest the bridge, or redesigning Limpet and Tulip intersections).*”

Response: Altering local intersections to accommodate a taller bridge is not a simple solution – it is a drastic measure that underscores how problematic the height increase truly is. The need to even consider **closing one end of Pen Shell Drive** or **relocating Tulip Lane** arises only because a 3–5 ft higher bridge creates untenable grade differences at those junctions. Such changes would inconvenience many residents and could limit emergency access routes. More importantly, these intersection modifications come with

significant **cost and complexity**, effectively expanding the project scope well beyond the bridge. The engineering memo makes clear that to raise the bridge further, the City would be forced into “**residential right-of-way impacts**” (i.e. buying private land/easements) and **major reconstruction of Pen Shell, Tulip, and Limpet Drive** to tie them into the higher road. That means months of additional construction disrupting the neighborhood, new retaining walls and drainage infrastructure (as discussed earlier), and **substantial expense**. The idea that we would permanently dead-end one street and heavily modify two others – in a settled residential area – just to achieve a taller boat clearance is a prime example of the tail wagging the dog. It shows the **far-reaching collateral impacts** that a seemingly simple height increase would cause. This is not a prudent or equitable approach. Our infrastructure should serve **all residents**, not be reconfigured at great effort and cost to benefit a few. The better path is to **avoid these disruptive alterations altogether** by keeping the bridge height within the original design parameters.

Cost Implications

It must also be noted that raising the bridge beyond the current plan carries a heavy financial cost. City staff have estimated that elevating the bridge an additional ~3 feet would add **on the order of \$4 million** to the project cost. This includes the extended roadway work, retaining walls, drainage improvements, design revisions, right-of-way acquisition, and construction management for the expanded scope. The rough total project cost would swell from about \$8–9 million to over \$12–13 million. **These funds would have to come from somewhere** – grant monies are not unlimited, and using them for extra features means less funding available for other needed city projects. Proponents have argued that since this is a “once in a lifetime” project with federal funding, we should simply spend more to get a higher bridge. However, fiscal responsibility and grant conditions cannot be ignored. The federal grant was awarded to replace the bridge *in-kind* (with some improvements), not to undertake a massive roadway elevation project. Pursuing the higher bridge could jeopardize funding if the scope creeps beyond what was approved, not to mention the possibility of **delays** in re-design triggering cost inflation (the engineer’s memo even accounts for an 8% cost increase due to project delay if the profile is changed). In summary, the extra height is **not free** – it would come at a multi-million dollar premium and likely prolong the construction timeline significantly, all for a benefit (increased boat clearance) that is narrowly enjoyed by a small group of boat owners.

Serving the Broad Community Interest

When evaluating this project, the Council should prioritize the solution that best serves **the entire community’s safety and mobility**. The current bridge replacement design (with a modest 1-foot height increase) was arrived at through careful engineering to maximize clearance *within safe limits*. It already provides **tangible improvements** – a new bridge with a wider span for a pedestrian path, improved structural integrity, and a slight increase in navigation clearance – **without undermining pedestrian/driver safety or requiring major changes to connecting streets**. In contrast, raising the bridge further to satisfy a few larger boats would confer a very narrow benefit while **placing new burdens on thousands of daily road users and many households in the vicinity**. Those burdens include: steeper grades that are less safe to walk,

bike, or drive on; potential detours or closures of neighborhood streets; construction impacts right at our doorsteps; and a significant public expenditure. This imbalance is clear. As a community, Sanibel gains very little from an extra 2–4 feet of clearance (beyond the 1 foot already designed), but we would be assuming outsized risk and cost to get there.

From an engineering perspective, **design constraints exist for good reasons** – to protect the public. The 5% maximum slope and sightline criteria are there to ensure **ADA accessibility and safe stopping distance**, and we violate them at our peril. The City’s own consultants have effectively advised that the bridge *not* be raised higher without massive ancillary work, because it would **“adversely affect adjacent crossroads or residential properties.”** I urge the Council to heed the experts and the data in front of us. We should **preserve the current design profile** as the safest and most balanced approach.

In conclusion, I respectfully request that the City **reject any proposal to further increase the East Periwinkle bridge height** beyond the approved 1-foot rise. Let us proceed with a bridge that meets modern standards, improves pedestrian/cyclist accommodations, and maintains safe traffic conditions. Sanibel can achieve a successful bridge replacement that serves boaters *and* road users, but only if we keep safety at the forefront and avoid catering to impractical demands. Thank you for your consideration of these concerns. I trust that you will make the decision that puts our community’s well-being first.

Sincerely,

J. Sven Gustafson
Resident, 856 Limpet Drive, Sanibel, FL

Scotty L. Kelly

From: Dana A. Souza
Sent: Tuesday, November 25, 2025 5:49 PM
To: stlouistaylor@aol.com; Timothy Haas
Cc: Alfred Mittl; Scott Krawczuk; Scotty L. Kelly; Vicki L. Smith; Steve C. Chaipel; farzin.zafarianian@tylin.com
Subject: RE: Help Raise the East Periwinkle Bridge — Add Your Name Today
Attachments: East Periwinkle Bridge Profile Memo Nov 20 2025.pdf

Keith and Tim – I am forwarding you a copy of the East Periwinkle Profile Memo prepared by the City's consulting engineer, TYLin. This memo was prepared to respond to the requests of residents who have proposed the replacement bridge for E. Periwinkle Way be increased in elevation to provide more vertical clearance for boats. Should you have any questions, please respond to this group email.

Best wishes and Happy Thanksgiving,

Dana



Dana A. Souza
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Florida has a very broad public records law. Most written communications to or from the City of Sanibel regarding City business are public records available to the public and media upon request. Your e-mail communications, including your email address, may be subject to public disclosure

From: Dana A. Souza
Sent: Thursday, November 6, 2025 7:23 AM
To: stlouistaylor@aol.com
Subject: FW: Help Raise the East Periwinkle Bridge — Add Your Name Today

Keith – I'm trying again to get this email to you. The email I sent yesterday was returned as undeliverable. Looks like I typed your email incorrectly. Please let me know that you have received this email.

Here is a link to the 90% drawings presented to the City Council on October 21, 2025. You may click on any of the following links.

- [Staff memo to Council](#)
- [Consultant presentation to Council](#)
- [Public Comment 1](#)
- [Public Comment 2](#)

My cell number is 239-367-2880 should you have any questions.

Best wishes,

Dana



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From: Kristine McLellan <kristine.mclellanj@gmail.com>
Date: October 23, 2025 at 6:11:53 PM EDT
Subject: Help Raise the East Periwinkle Bridge — Add Your Name Today

Dear Neighbors,

As part of Sanibel Island's ongoing reconstruction, the City is planning to replace the **East Periwinkle Bridge** — a vital roadway connecting the East End. While this is a long-awaited \$8 million project (funded through state and federal programs), the current plan would raise the bridge by **only one foot**.

For over **50 years**, this bridge has been a **navigational challenge for boaters**, restricting safe passage for more than **400 nearby homes**. Raising it just one foot will not fix the problem.

At the recent City Council meeting, it became clear that we need **more community voices** to ensure this once-in-a-generation project truly meets Sanibel's long-term needs. The best solution is simple: **raise the roadway by approximately three feet** while keeping the bridge's current design intact.

This modest change would **greatly improve boat safety and accessibility** without significant added cost — yet the City team remains hesitant to adjust the plan.

We believe Sanibel deserves better.

Over 30 neighbors have already signed a letter to City Council urging them to **raise the new bridge by three feet or more**. The Council has agreed to look further into our proposal — but a strong show of public support will make all the difference.

 Please take a moment to sign the petition here: (Click the blue link)

Sign the Petition to Raise the East Periwinkle Bridge

Please forward to anyone who is interested in signing this petition.

Every signature matters. Together, we can make sure this 50-year bridge replacement truly benefits both residents and boaters for generations to come.

Thank you for your support,
Kevin McLellan