

WORK PROGRAM SCHEDULE

The design, right-of-way and construction phases for the Central Polk Parkway are not currently funded in the FDOT Adopted Five Year Work Program for fiscal years 2011 through 2015.

PUBLIC INVOLVEMENT

Public involvement is an ongoing and important part of the PD&E Study. FDOT held a series of meetings in winter and spring of 2010 with representatives of several cities and towns in Polk County to provide an update on the status of the PD&E Study and receive input on local perspectives regarding the study. In addition, the study team held meetings with Florida's Turnpike Enterprise, Clear Springs Land Company, CSX Railroad, the Polk Transportation Planning Organization, Polk County Planning and the Central Florida Regional Planning Council. FDOT gave a presentation to a group of residents of the Gordonville community in March 2010 and provided project information at the Eloise Community Day in April 2010.



HOW YOU CAN PARTICIPATE

We urge you to participate in this study and invite your comments and questions. Please ask questions and provide comments to FDOT representatives at this workshop. Also, you may complete a Comment Sheet this evening or take it home, complete it and mail it to the project manager, Nicole Broome. If you would like to add a name and/or address to the study mailing list, please contact Ms. Broome.

Nicole Broome, E.I.
Project Manager
Florida Department of Transportation
Environmental Management Office
P. O. Box 1249
Bartow, Florida 33831
(863) 519-2373

Please visit the project Web site at:
www.centralpolkparkway.com

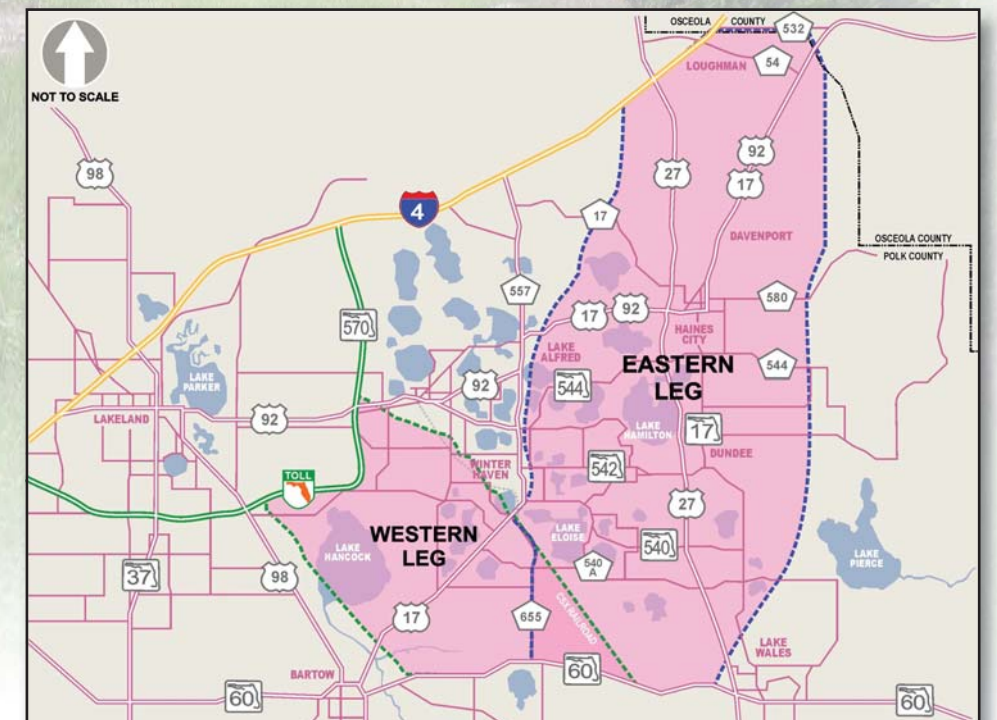
CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4
Financial Project Number: 423601-1-22-01

Public Information Workshop www.centralpolkparkway.com September 9 and 13, 2010

WELCOME

The Florida Department of Transportation (FDOT) welcomes you to a public information workshop on the proposed Central Polk Parkway. The purpose of the workshop is to provide an update on the progress of the study, the schedule and present nine recommended corridors that are being advanced for further study. We are seeking your input on the information presented and the recommended corridors. The workshop is being held in an open house format. An audiovisual presentation is being shown that describes the process used to refine the preliminary project corridors displayed at public workshops in December 2009.

FDOT is displaying the nine recommended corridors on aerial photographs of the study area. The western leg of the study area extends from S.R. 60 east of Bartow northwesterly to the Polk Parkway (S.R. 570) and includes five recommended corridors. The eastern leg connects S.R. 60 east of Bartow to I-4 in northeast Polk County and includes four recommended corridors. The proposed multi-lane roadways would be built on new alignments. A no-build alternative will remain viable throughout the study process. The objective of the study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of the proposed Central Polk Parkway.



PROJECT DEVELOPMENT and ENVIRONMENT (PD&E) STUDY

The Florida Department of Transportation (FDOT) District One is conducting a PD&E Study to determine the engineering and environmental effects of the proposed Central Polk Parkway. The Central Polk Parkway is proposed as new multi-lane limited access roadways that will serve as additional north-south routes in the central Polk County regional transportation network.

The Polk Transportation Planning Organization is currently updating the adopted 2030 Transportation Improvement Program, now referred to as the 2035 Polk Mobility Vision Plan. The draft 2035 plan indicates that even with six-lane improvements to U.S. 98, U.S. 27, U.S. 17, and S.R. 60; construction of a four-lane Gateway East-West Road; and regional transit improvements, there is still a need for new multi-lane facilities in the Central Polk Parkway project area.

The PD&E Study began in the summer of 2008. FDOT collected engineering and environmental data and developed a Draft Purpose and Need (P&N) Statement for the proposed project. The statement and the study area were presented at two public coordination meetings in March 2009.

Because the Central Polk Parkway would be constructed as new alignments, a corridor analysis was conducted in compliance with applicable regulations to identify and evaluate viable corridors that provide the desired north-south routes connecting S.R. 60 to the Polk Parkway (S.R. 570) and to I-4. The corridor analysis process is illustrated below.



The study team identified 29 preliminary corridors and presented them at two public information workshops in December 2009. The 29 preliminary corridors were refined and evaluated based on several factors to determine the corridors that are recommended for further study.

As a result of the corridor analysis phase, nine recommended corridors are displayed at this workshop. Five corridors are located in the western leg of the study area from S.R. 60 east of Bartow to the Polk Parkway (S.R. 570). Four corridors are located in the eastern leg of the study area from S.R. 60 east of Bartow to I-4 in northeast Polk County.

An evaluation matrix was developed to identify social and cultural impacts, natural and physical impacts and estimated costs for each recommended corridor. The corridors and evaluation matrix are shown on the handout insert. The recommended corridors are 600 feet wide. We anticipate that the roadways would be about 350 feet wide. Therefore, the potential impacts shown in the matrix will be higher than what would really be impacted if the projects were constructed. Also, the impact data is based on Geographic Information System (GIS) information. More refined impacts will be determined during the environmental analysis portion of the PD&E Study. The recommended corridors serve as a basis for the PD&E Study. FDOT will develop specific alternative alignments within the recommended corridors that best meet the purpose and need for the project and minimize environmental impacts and costs.

NO-BUILD ALTERNATIVE

The no-build alternative will remain under consideration throughout the alternatives analysis and evaluation process. The no-build alternative includes no construction of the Central Polk Parkway. Future traffic would be accommodated by improvements to the existing roadway network in Polk County.

WHAT HAPPENS NEXT?

FDOT will consider comments received as a result of this public information workshop and, together with engineering and environmental analyses, develop specific alternative alignments within the remaining recommended corridors. Impacts to the natural, social and physical environments will be analyzed and documented in several study reports. The alternative alignments and the no-build alternative will be presented at two public information workshops scheduled tentatively for late 2010. Finally, a preferred alternative or alternatives will be selected in each leg of the study area.

The preferred alternatives will be presented at formal public hearings scheduled tentatively for early 2011. Following the hearings, a final determination will be made. It will be submitted to the FDOT district secretary for approval that is expected in the spring of 2011. The project would then be eligible to advance to the design, right-of-way acquisition and construction phases as they are scheduled.



PD&E STUDY SCHEDULE

