

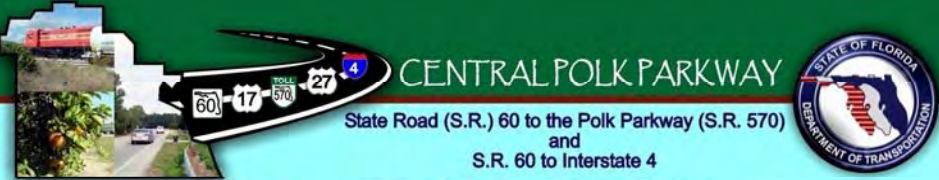


CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

Corridor Public Workshops
September 9 & 13, 2010

Financial Project Number: 423601-1-22-01

Welcome to this public meeting for the Central Polk Parkway project. We appreciate your attendance and participation.

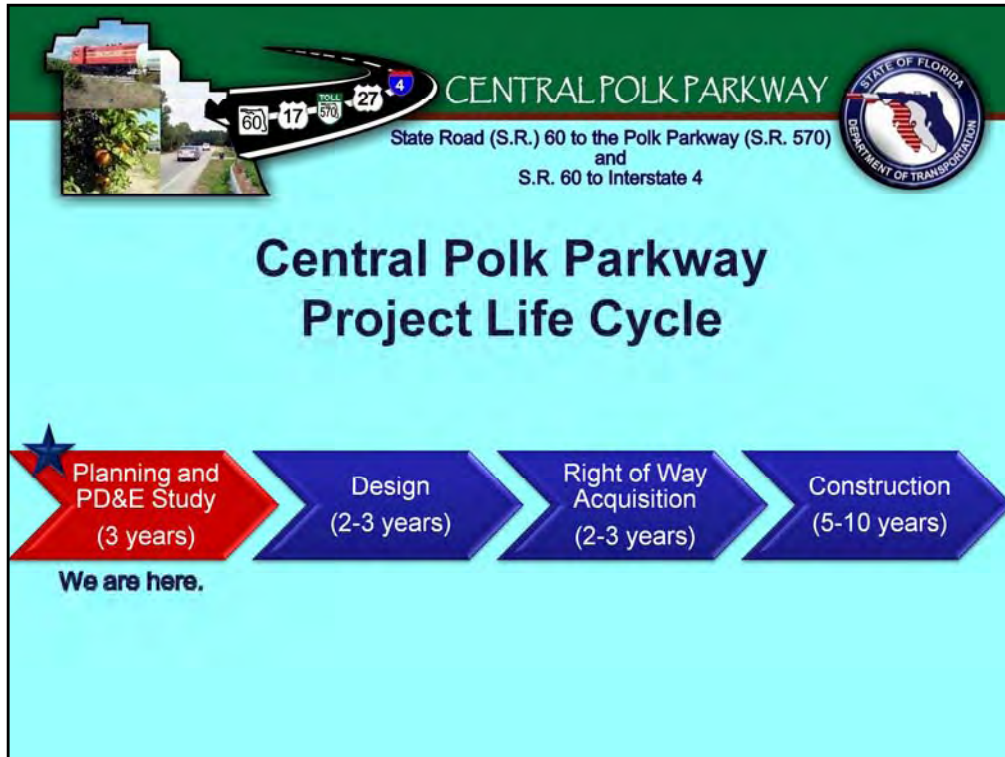


The header features a collage of images on the left showing a road, a bridge, and a train. A stylized road graphic with route markers for 60, 17, 570, 27, and 4 is positioned above the text. The text reads "CENTRAL POLK PARKWAY" in large green letters, followed by "State Road (S.R.) 60 to the Polk Parkway (S.R. 570) and S.R. 60 to Interstate 4" in smaller black text. The Florida Department of Transportation logo is on the right.

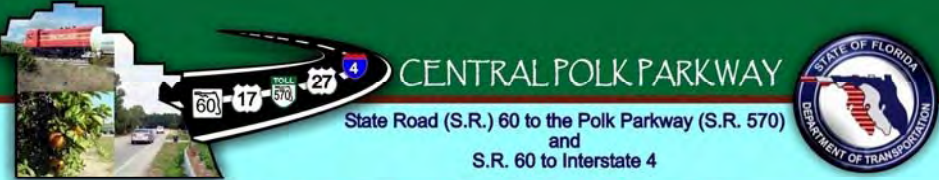
Presentation Agenda

- Overview of the Process
- Provide Central Polk Parkway Update
 - Where are we now?
 - What is next?
- Solicit your Opinion

This presentation will provide an overview of the FDOT planning process and an update on where we are with the Central Polk Parkway project and what is next. We are soliciting your input on this information.



A typical transportation project is processed in several steps. This graphic represents the Central Polk Parkway life cycle, under typical circumstances. Keep in mind that the actual timing of these phases is dictated by the size of the project and the availability of funds. If no funding is available, the project will be delayed. We are currently in the planning and PD&E phase, which will take approximately 3 years. Once our study is complete, we can design the project in more detail and purchase the appropriate amount of right of way, which will probably take another 2-3 years each. Finally, construction can begin and may last anywhere from 5 to 10 years.





CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

Purpose of this Phase

- Meet Applicable Standards
- Ensure Funding Flexibility
- Evaluate Reasonable Alternatives
- Document Engineering and Environmental Impacts
- Obtain Public and Agency Input



The purpose of the planning process is to ensure that the Central Polk Parkway project meets the appropriate state and local regulations to ensure funding flexibility. We will evaluate all reasonable project alternatives and document the engineering and environmental impacts of the alternatives. Throughout the planning process, we have offered numerous opportunities for public involvement and agency coordination. We will continue to do so.



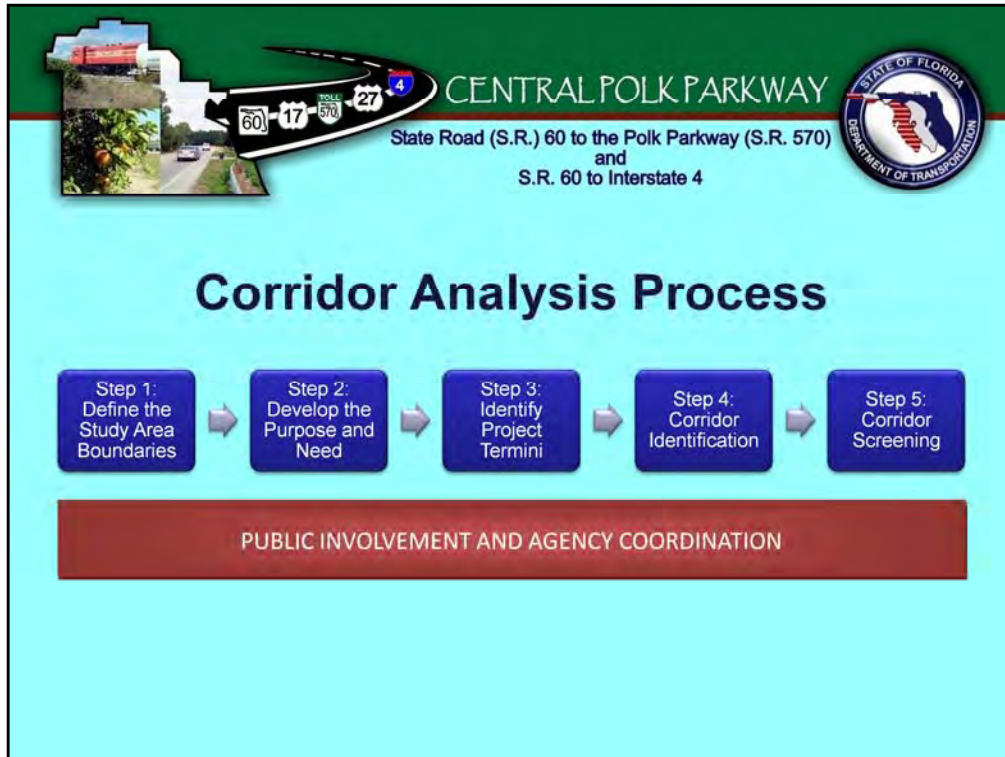
CENTRAL POLK PARKWAY
 State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
 and
 S.R. 60 to Interstate 4

Planning Process

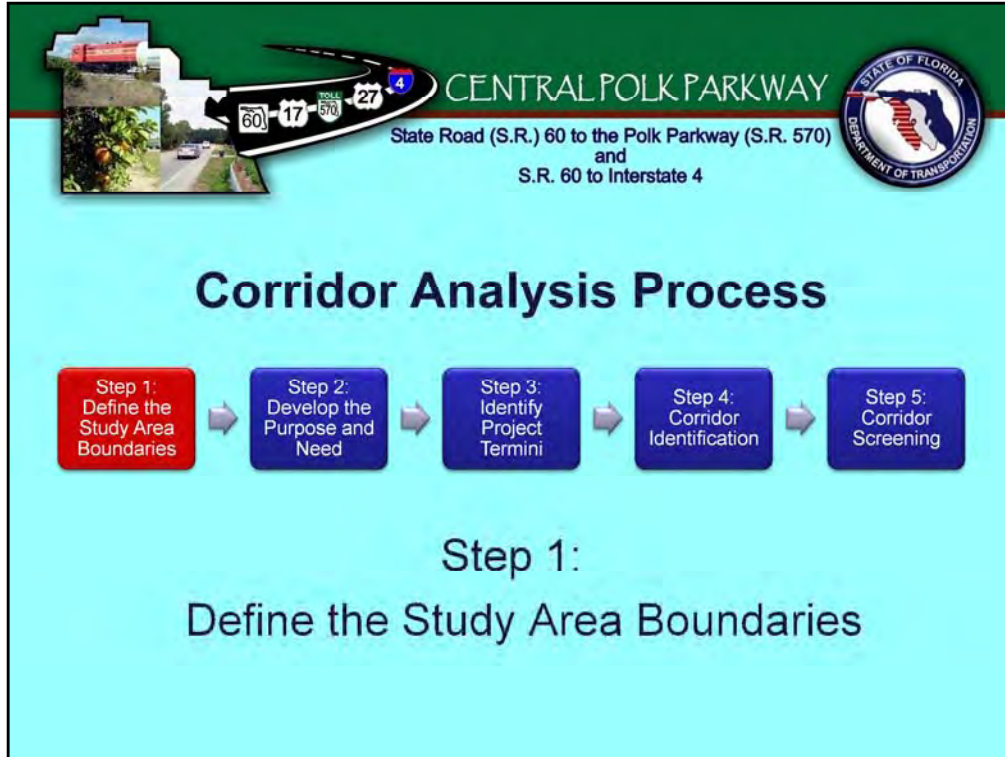
Corridor Analysis: ★
 Identify Windows of Opportunity for
 a New Alignment

PD&E Study: ★
 Detailed Environmental and
 Engineering Analysis of Alternatives


The planning process for a new alignment roadway is comprised of two major studies, a corridor analysis and project development and environment, or PD&E study. The corridor analysis identifies broad paths in which a new roadway could be located. The PD&E study evaluates the paths further by developing alternative alignments and roadway characteristics that meet the purpose and need of the project. The PD&E study documents the environmental impacts and potential costs associated with each of the alternatives.




The purpose of this corridor analysis is to identify and evaluate viable corridors to provide the desired additional north-south route connecting SR 60 to the Polk Parkway and SR 60 to Interstate-4. A 5-step process was developed to break this challenging task into a series of simpler, more manageable exercises.



The first step in the corridor analysis process was to define the study area boundaries.

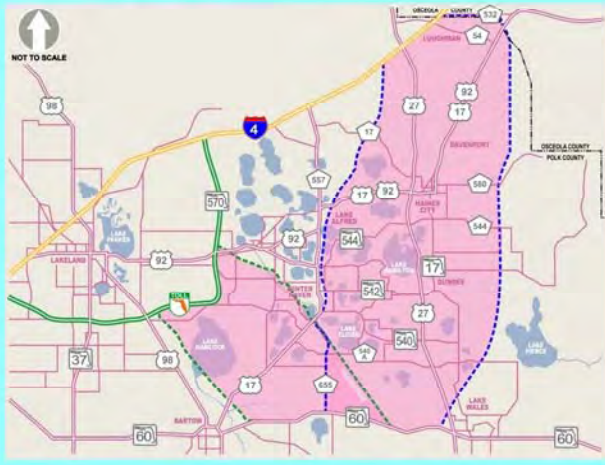


CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

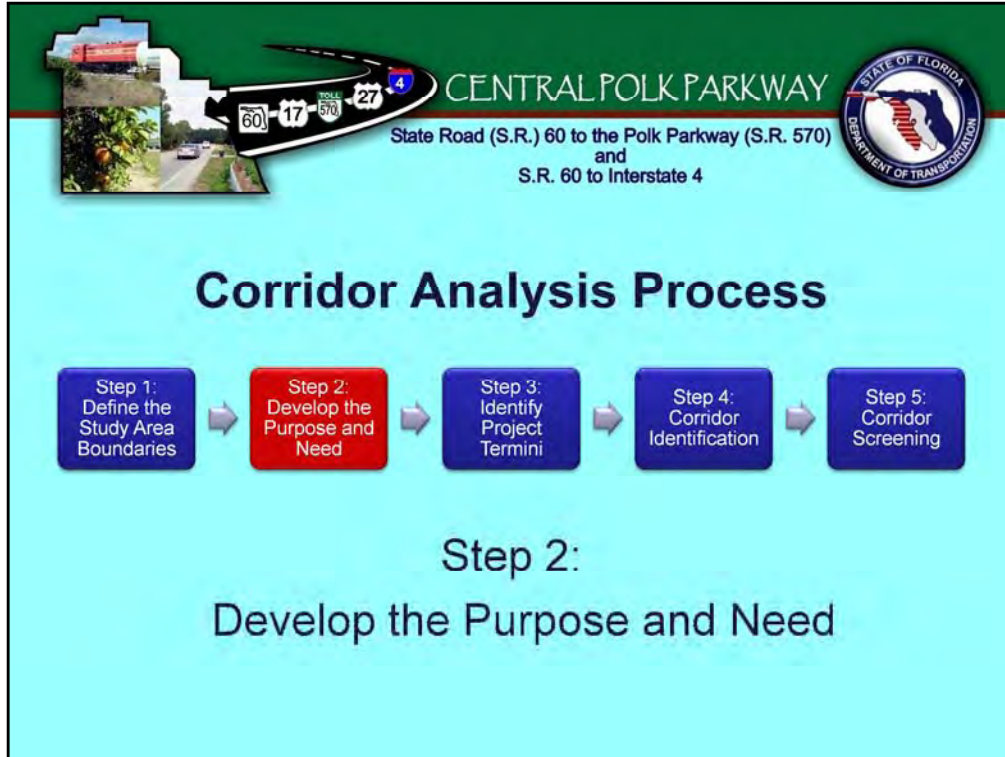


Study Area Boundaries

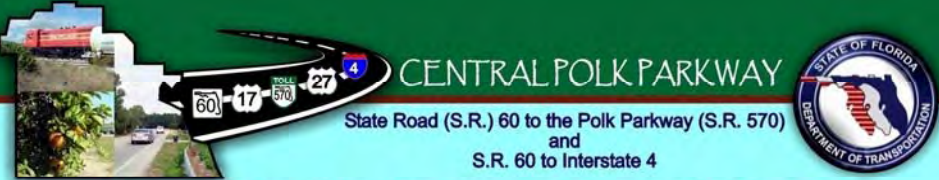
- Study Area
 - 272 square miles
- 2 Legs
 - Western Leg
 - Eastern Leg



Located in the heart of Polk County, the Central Polk Parkway study area covers approximately 272 square miles. Because the study area is so large, the study team often refers to the project geography as the “western leg” and the “eastern leg”. Each leg has a unique function and provides different opportunities for connectivity within the region.



Step 2 consisted of developing the purpose and need for the project.



The graphic at the top of the slide features a stylized road map on the left showing routes 60, 17, 570, 27, and 4. To the right of the map, the text reads "CENTRAL POLK PARKWAY" in large green letters, followed by "State Road (S.R.) 60 to the Polk Parkway (S.R. 570) and S.R. 60 to Interstate 4" in smaller black text. On the far right is the official seal of the Florida Department of Transportation, which includes the text "STATE OF FLORIDA" and "DEPARTMENT OF TRANSPORTATION" around a central emblem.

Develop the Purpose and Need

- Why is this project important?
- Why do we need this project?
- What objectives will this project achieve?

The Purpose and Need Statement is the basis by which all alternative alignments will be developed!

The study team presented the draft purpose and need statement at the public workshops in March and December 2009. The purpose and need should tell us why this project is important. The purpose and need statement is a critical component of the PD&E Study because it serves as the basis by which all the alternative alignments will be developed.



CENTRAL POLK PARKWAY
 State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
 and
 S.R. 60 to Interstate 4

Purpose and Need

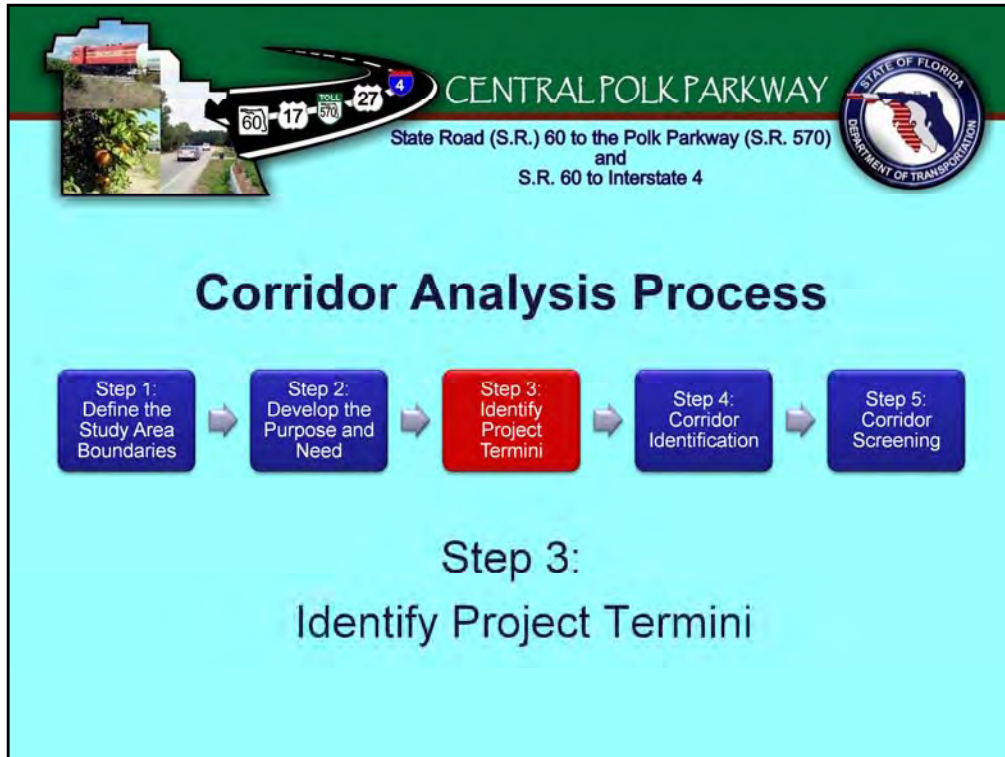
- Improve Mobility and Connectivity within the Regional Transportation Network
- Enhance Freight Mobility and Economic Competitiveness
- Improve Emergency Evacuation Capabilities
- Accommodate Future Population and Growth







Numerous studies have documented the need for an additional north-south facility in central Polk County. The Central Polk Parkway would be a vital link in the future transportation system by improving mobility and connectivity throughout central Florida. The facility would enhance mobility and accessibility of freight traffic on the regional roadway network, and thus improve economic competitiveness. The roadway would also improve emergency evacuation. The Central Polk Parkway is anticipated to accommodate the increased travel demands expected from the continued residential and employment growth.



Step 3 in the Corridor Analysis Process was to identify the project termini for both the western and eastern legs.

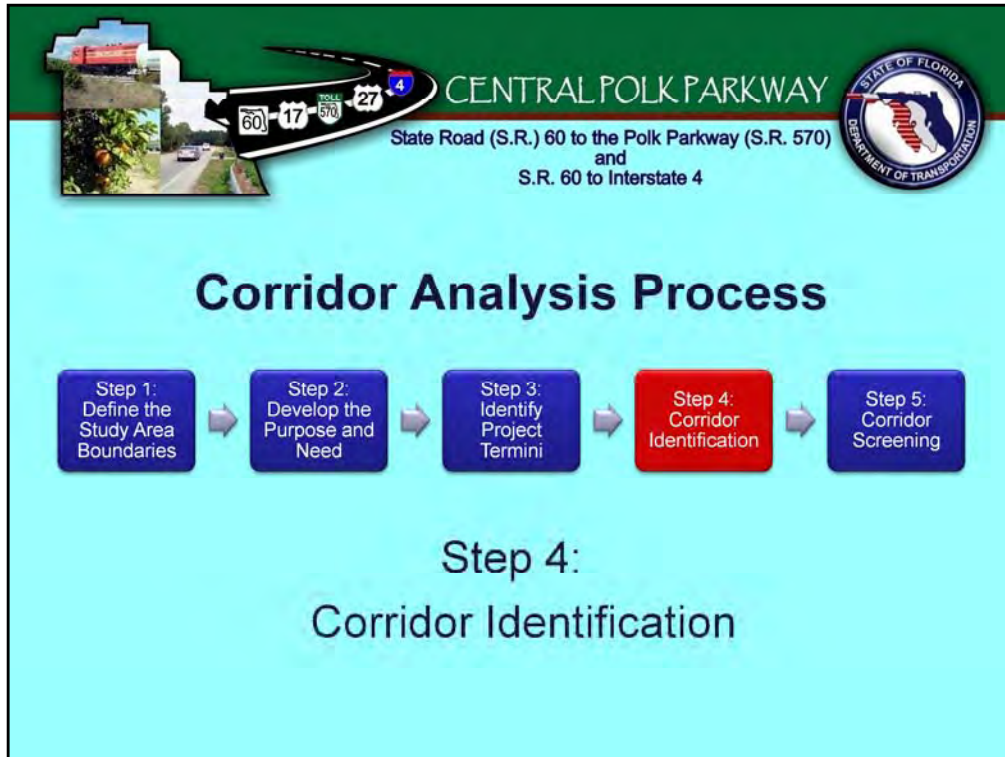
CENTRAL POLK PARKWAY
 State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
 and
 S.R. 60 to Interstate 4

Project Termini

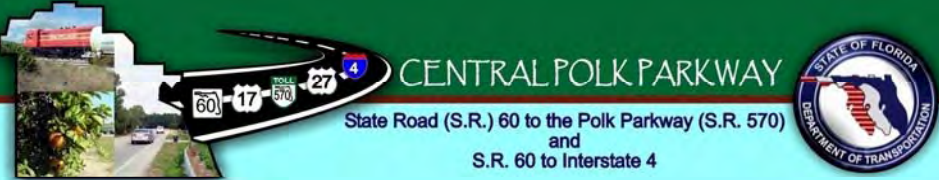
- Western Leg
 - South: S.R. 60
 - Northwest: Polk Parkway (S.R. 570)
- Eastern Leg
 - South: S.R. 60
 - North: I-4 near the Polk/Osceola County Line

The diagram shows a stylized road layout with route markers for S.R. 60, S.R. 17, Polk Parkway (S.R. 570), and Interstate 4. Three inset photos show real-world road signs: a 'WEST - EAST' sign for S.R. 60 with left and right arrows, a 'POLK PARKWAY' sign for S.R. 570 with an upward arrow, and a 'WEST - EAST' sign for Interstate 4 with left and right arrows.

The western leg is bounded by the State Road 60 to the south and the Polk Parkway to the northwest. The eastern leg continues north from State Road 60 and ends at Interstate-4 near the Polk/Osceola county line.



Using Steps 1-3 as a foundation, Step 4 consisted of identifying potential corridors within the study area.



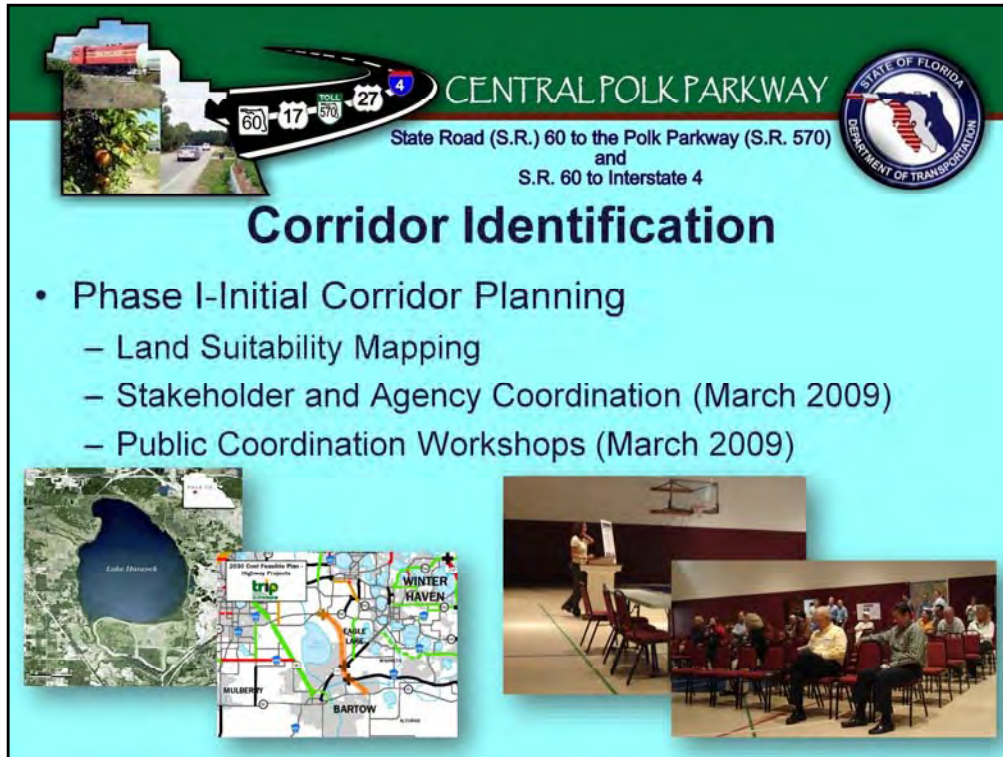
CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

Step 4-Corridor Identification

Phase I-Initial Corridor Planning	Phase II-Corridor Refinement
<ul style="list-style-type: none">• Land Suitability Mapping• Local Coordination• Public Workshop-March 2009	<ul style="list-style-type: none">• Corridor Constraints Analysis• Field Reviews• Links Analysis• Public Involvement-December 2009
<ul style="list-style-type: none">• Result = Preliminary Corridors	<ul style="list-style-type: none">• Result = Refined Corridors

This step consisted of two phases: initial corridor planning and corridor refinement. These phases are discussed in more detail in the following slides.



CENTRAL POLK PARKWAY
 State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
 and
 S.R. 60 to Interstate 4

Corridor Identification

- Phase I-Initial Corridor Planning
 - Land Suitability Mapping
 - Stakeholder and Agency Coordination (March 2009)
 - Public Coordination Workshops (March 2009)

The graphic includes a collage of images at the top left showing a road, a bridge, and a landscape. A central graphic shows a road with route markers for 60, 17, 570, 27, and 4. The Florida Department of Transportation logo is on the top right. Below the text are three images: a satellite map of Lake Hitchcock, a GIS map showing a proposed route through Winter Haven, Mulberry, and Bartow, and two photographs of public workshops.

By using readily-available web-based information from the Geographic Information System, or GIS, the study team identified obvious existing constraints, such as residential development, airports, cemeteries, water bodies, and mines. This process, also known as land suitability mapping, allowed us to identify windows of opportunity for a new roadway. FDOT also coordinated with local stakeholders and agencies and held two public workshops in March 2009 to obtain public input.



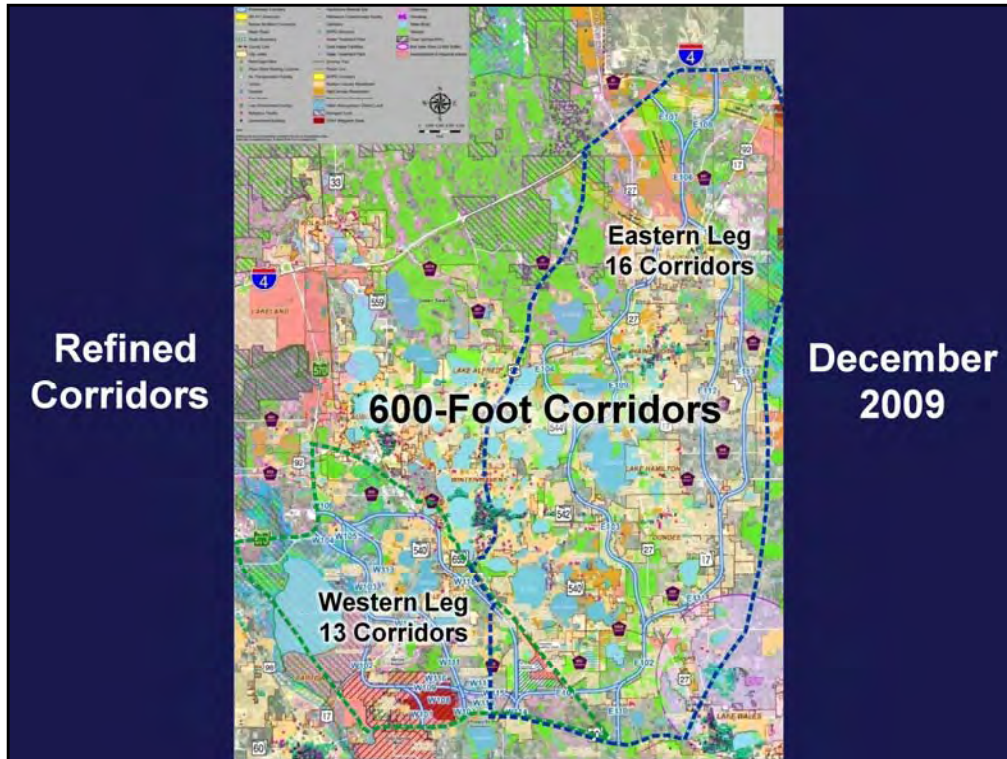
The graphic features a green header with a road map showing routes 60, 17, 570, 27, and 4. Text reads 'CENTRAL POLK PARKWAY' and 'State Road (S.R.) 60 to the Polk Parkway (S.R. 570) and S.R. 60 to Interstate 4'. The Florida Department of Transportation logo is on the right. Below the header is the title 'Corridor Identification' and a bulleted list of Phase II activities. A screenshot of a GIS map shows a red corridor line. At the bottom are four small images: a waterfall, a construction site, a modern building, and a white bird on a nest.

CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

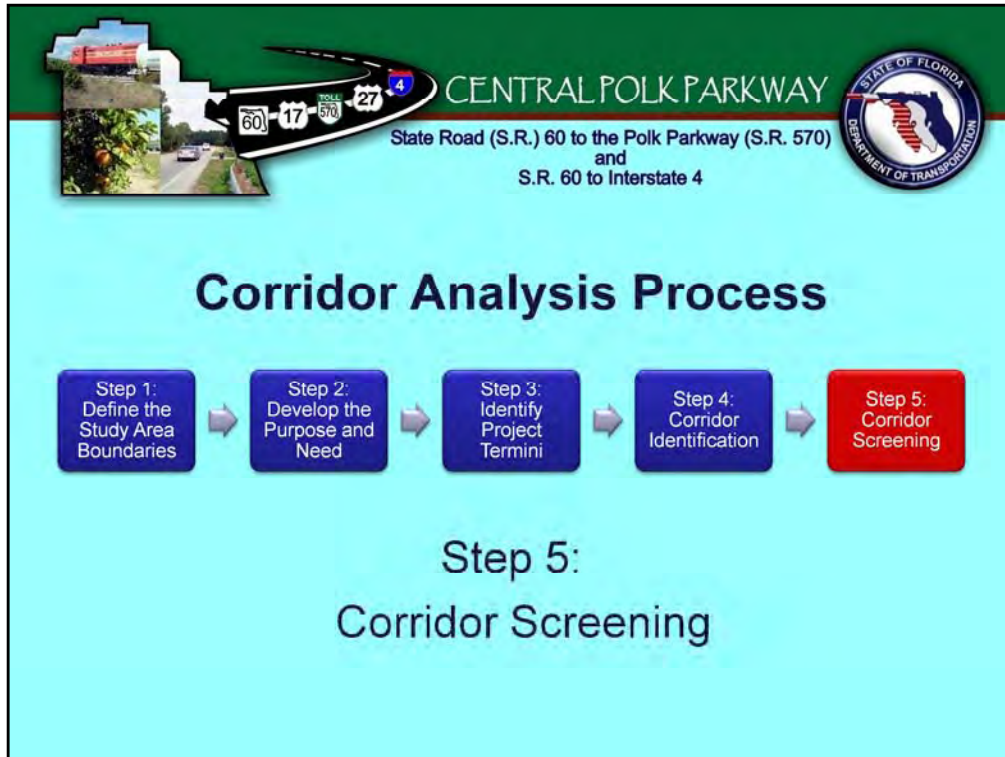
Corridor Identification

- Phase II-Corridor Refinement
 - Links Analysis
 - Corridor Constraints Analyst
 - Field Reviews
 - Corridor Public Workshops (December 2009)

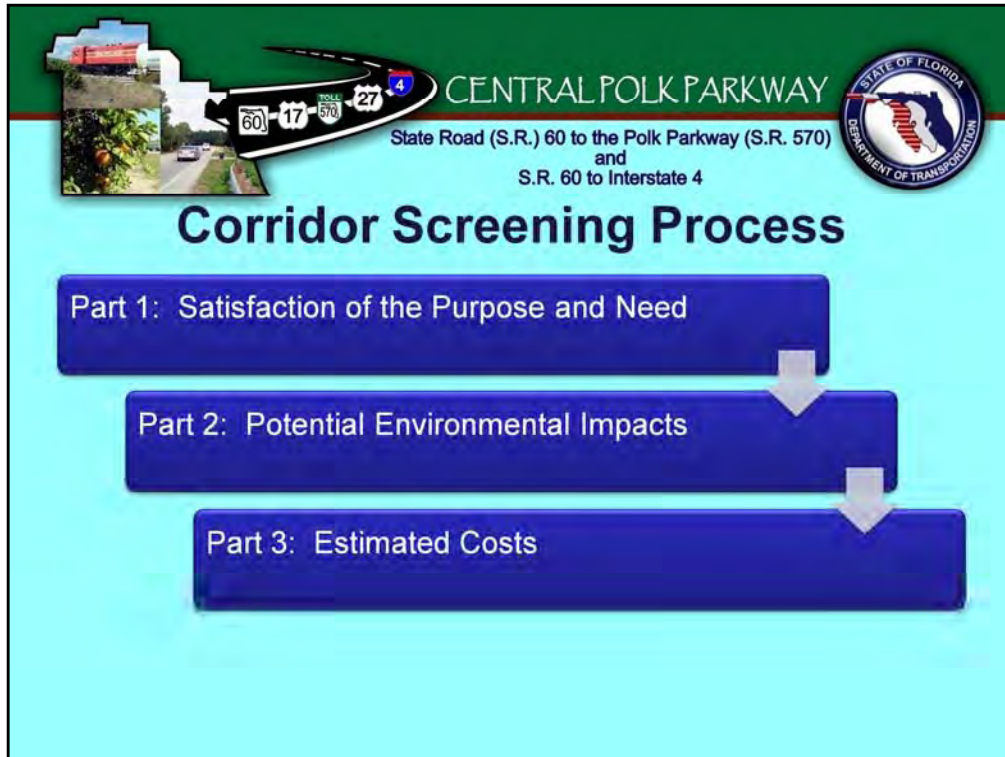
In order to refine the corridors during Phase II, each corridor was reduced to 600 feet wide and divided into shorter sections, known as links. This was based upon federal precedent that indicates a reasonable corridor width is twice as wide as the typical roadway width. A 300-foot typical roadway width was used for a future six-lane facility that accommodates a multimodal envelope within the median. A mapping tool called the Corridor Constraints Analyst, or CCA Tool, was used to evaluate each link. As opposed to the Land Suitability mapping used in Phase I, the CCA Tool was customized to include more detailed GIS data bases supplemented with field reviews to better reflect the existing conditions of the study area. Based upon the information gathered, some of the links were eliminated due to the level of impacts identified. The remaining links were connected to form the refined corridors that were presented at the December 2009 public workshops.



The refinement resulted in 29 corridors, 13 in the western leg and 16 in the eastern leg. The corridors shown at the December 2009 workshops were 600 feet wide.



The final step in the Corridor Analysis Process consisted of the corridor screening to evaluate and compare the multiple corridors that resulted from the corridor identification process.



The screening process consisted of a comprehensive three-part approach to objectively identify viable corridors for further evaluation during the PD&E Study. Part 1 identified how well a corridor would satisfy the purpose and need for the project. Part 2 compared the corridors' ability to minimize potential environmental impacts, and Part 3 compared the estimated project costs.

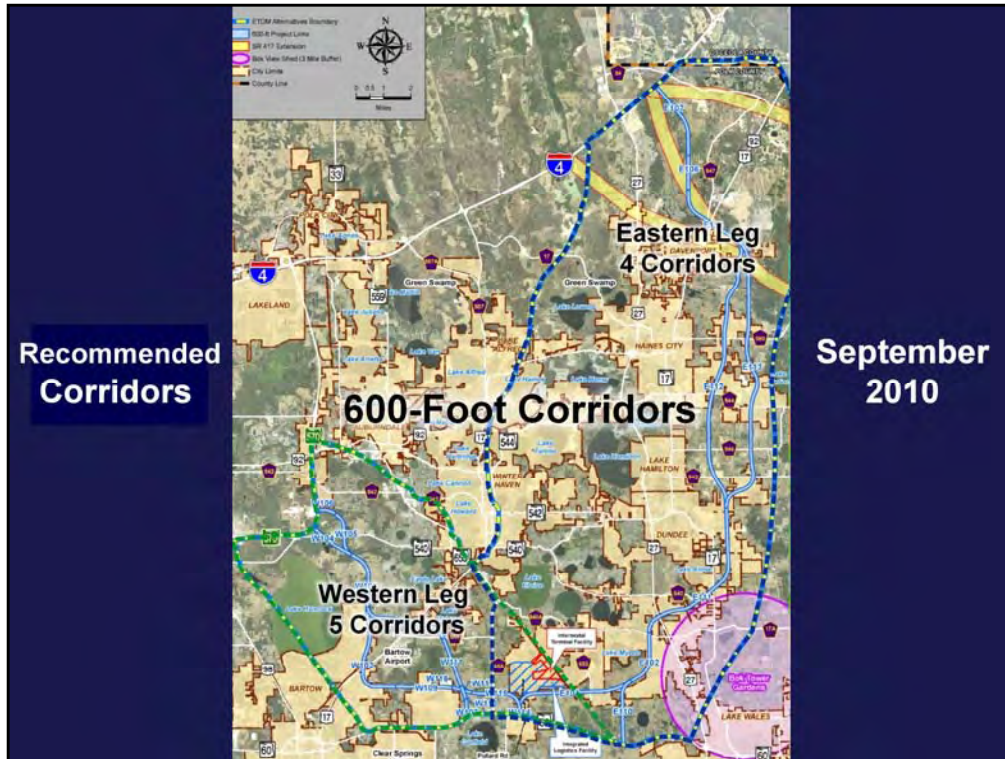
The graphic features a green header with a road map of the Central Polk Parkway corridor, showing routes for State Road (S.R.) 60, U.S. 17, U.S. 27, Polk Parkway (S.R. 570), and Interstate 4. To the right is the Florida Department of Transportation logo. Below the header, the title "Corridor Screening Criteria" is centered in a large, bold, black font. A list of seven criteria follows, each preceded by a number and a letter (e.g., #1a, #1b, #2, etc.).

CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

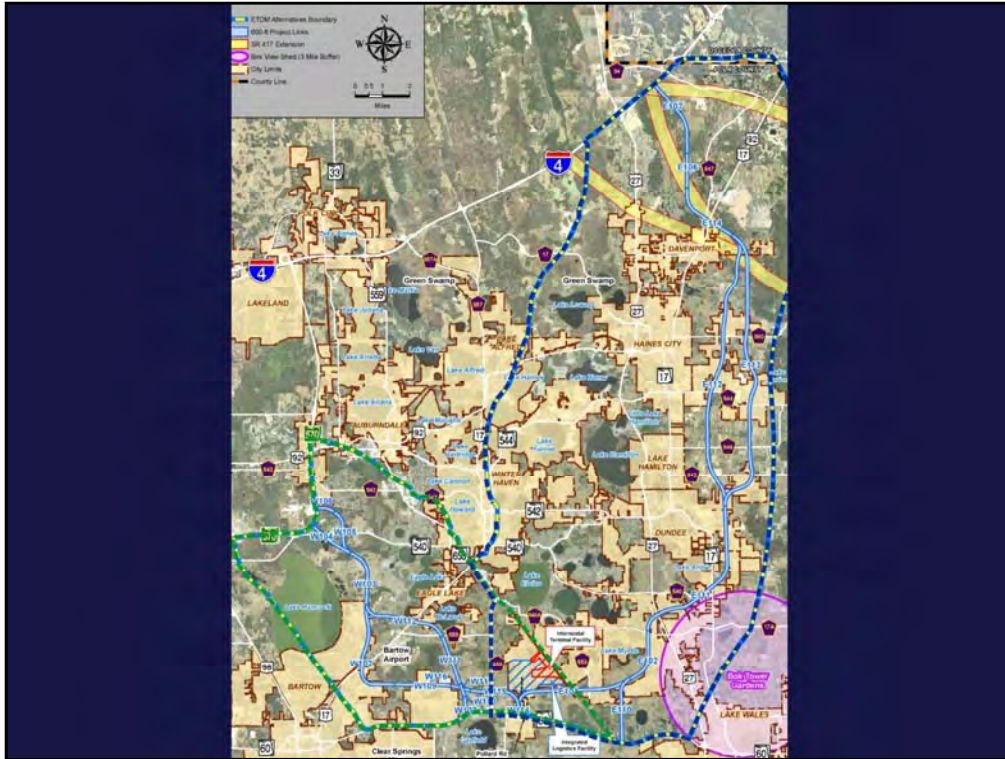
Corridor Screening Criteria

- #1a Reduce Traffic Volumes on Existing Parallel Facilities (U.S. 98, U.S. 17, U.S. 27)
- #1b Improve Overall Roadway Performance
- #2 Connect to Major Activity Centers
- #3 Connect to Freight Activity Centers
- #4 Accommodate Future Travel Demand
- #5 Minimize Potential Social and Cultural Impacts
- #6 Minimize Potential Natural and Physical Impacts
- #7 Estimated Costs

In order to compare the merits of each corridor, seven quantitative evaluation criteria were established. Criteria #1-4 reflected the corridors' ability to satisfy the purpose and need (Part 1). Criteria #5 and 6 reflected the potential environmental impacts (Part 2). Criterion #7 reflected the estimated project costs (Part 3).



The screening process resulted in the 9 recommended corridors on display this evening. There are 5 corridors in the western leg and 4 corridors in the eastern leg. The corridors shown here are 600 feet wide. The dashed line is the original study area boundary.



Based on the corridor analysis findings, public involvement, and agency coordination, the following corridors are recommended to be studied further: Corridors W-E, W-H, W-I, W-J, and W-K in the western leg; and Corridors E-I, E-K, E-M, and E-O in the eastern leg. These corridors will serve as the basis for the PD&E Study alternative alignment analysis.

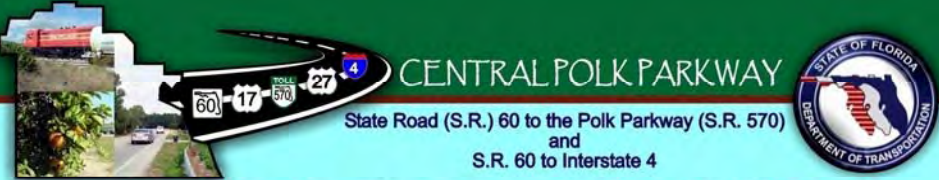
Central Polk Parkway PD&E Study
From State Road 66 to the Polk Parkway (E.R. 570) and
 from State Road 62 to Interchange 4

Evaluation Matrix

WESTERN CORRIDORS						EASTERN CORRIDORS				
	Corridor W-E	Corridor W-H	Corridor W-I	Corridor W-J	Corridor W-K	Corridor E-I	Corridor E-K	Corridor E-M	Corridor E-O	
Links in Corridor	W107, W116, W117, W112, W109, W104	W114, W115, W110, W108, W107, W106, W105	W114, W115, W110, W109, W108, W105	W114, W116, W117, W111, W110, W109, W108	W114, W115, W117, W111, W110, W109, W108	E101, E102, E111, E112, E114, E106, E107	E101, E102, E111, E112, E114, E106, E107	E110, E102, E111, E112, E114, E106, E107	E110, E102, E111, E112, E114, E106, E107	
Corridor Length (miles)	10.1	12.9	12.8	11.7	12.4	30.0	36.4	27.7	28.1	
Corridor Average	737.8	948.3	932.5	857.2	904.8	2189.5	2213.0	2021.2	2047.6	
Social and Cultural Impacts	Corridor W-E	Corridor W-H	Corridor W-I	Corridor W-J	Corridor W-K	Corridor E-I	Corridor E-K	Corridor E-M	Corridor E-O	
Parcels Intersected by Corridor (number)	198	124	130	225	221	442	484	453	475	
Existing Trails (LP)										
Medium Density Residential Areas (acres)	21.7	40.0	10.9	21.7	22.8	27.1	34.2	27.1	34.2	
High Density Residential Areas (acres)						5.0	5.0	5.0	5.0	
Schools (number)										
Cemeteries (number)										
Churches (number)	1			1	1			1		
Historic Structures (number)										
Archaeological Sites (number)										
Government Facilities (number)										
Commercial Lands (acres)						1.1	1.1	1.1	1.1	
Industrial Lands (acres)	2.3			2.3	2.3	3.4	3.4	2.3	3.4	
Extractive Lands (acres)	8.8	102.0	162.8	8.8	9.6	5.2	7.7	5.2	7.7	
Natural and Physical Impacts	Corridor W-E	Corridor W-H	Corridor W-I	Corridor W-J	Corridor W-K	Corridor E-I	Corridor E-K	Corridor E-M	Corridor E-O	
Threatened & Endangered Species										
Bald Eagle Nests (number)		1	1							
Road Eagle Nest Buffers (number)	7	2	2	1	1	2	2	2	2	
Scrub Jay Service Areas (acres)	581.3	528.2	529.5	791.2	792.3	2186.5	2213.0	2021.2	2047.6	
Small Kite Consultation Areas (acres)	717.8	843.3	869.5	857.2	854.8	2146.5	2213.0	2021.2	2047.6	
Wood Stork Core Foraging Areas (number)	6	7	7	7	7	6	6	6	6	
Potential Contamination Sites (number)		1	1			1	1	1	1	
Wetlands (acres)	113.2	147.0	217.2	119.5	189.7	392.7	392.7	311.1	319.6	
Water Features (acres)	4.2	4.8	3.3	5.8	4.5	11.0	16.5	6.1	11.8	
Birdshrike (number)										
Flapwing Intersectment (acres)	141.2	279.6	267.0	168.7	298.7	366.0	366.0	299.0	319.2	
Flapwing Intersectment (acres)	7.8	11.6	11.6	11.6	11.6	3.4	3.4			
Estimated Costs (2010 Dollars)*	Corridor W-E	Corridor W-H	Corridor W-I	Corridor W-J	Corridor W-K	Corridor E-I	Corridor E-K	Corridor E-M	Corridor E-O	
Design (10% of roadway construction cost)	\$7,894,000	\$10,246,000	\$10,787,000	\$9,292,000	\$9,814,000	\$23,819,000	\$24,134,000	\$22,919,000	\$20,307,000	
Right of Way (ROW)	\$34,303,000	\$25,795,000	\$28,199,000	\$40,841,000	\$42,989,000	\$93,890,000	\$98,146,000	\$94,455,000	\$95,981,000	
Roadway Construction	\$83,290,000	\$68,320,000	\$71,783,000	\$81,262,000	\$85,425,000	\$158,774,000	\$160,893,000	\$148,796,000	\$148,714,000	
CEI (10% of roadway construction cost)	\$7,894,000	\$10,246,000	\$10,787,000	\$9,292,000	\$9,814,000	\$23,819,000	\$24,134,000	\$22,919,000	\$20,307,000	
Total Cost	\$194,211,000	\$114,957,000	\$121,916,000	\$121,079,000	\$128,438,000	\$300,997,000	\$308,097,000	\$289,290,000	\$285,290,000	

Matrix is on Display.

There is a matrix on display that depicts the potential environmental impacts of each of the corridors. Keep in mind that our refined corridors are 600 feet wide and that we only anticipate that our roadway 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 project were constructed. Also, keep in mind that the impact data is based on GIS information and that the more refined impacts will be determined during the environmental analysis portion of the PD&E Study.



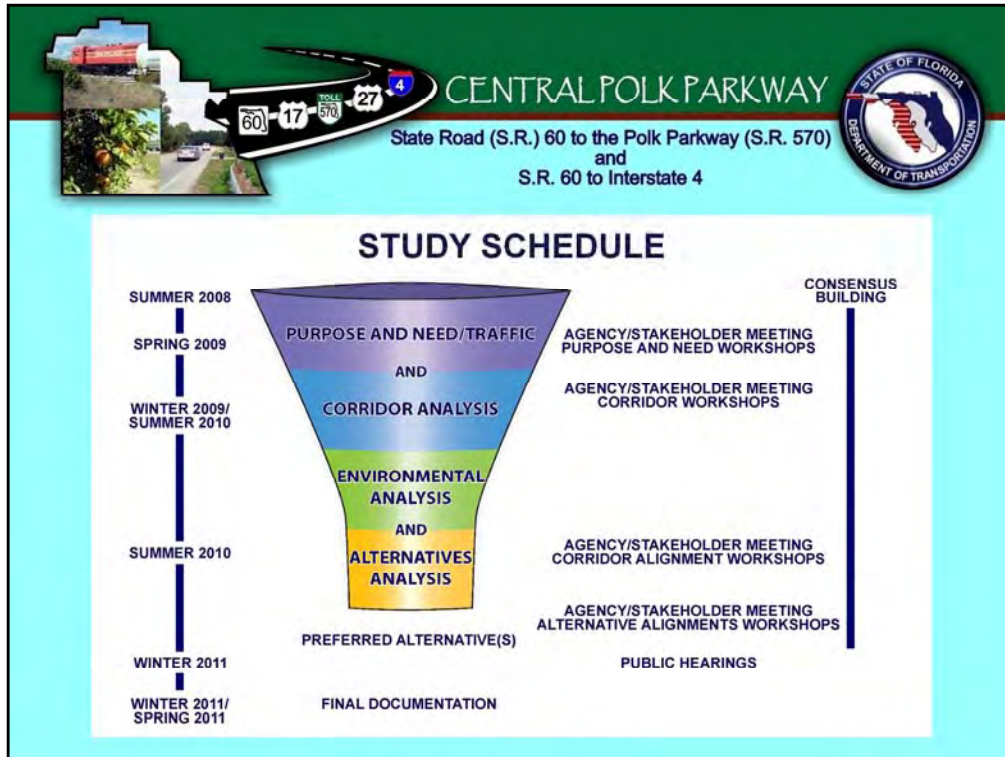
The graphic at the top of the slide features a stylized road with various highway shields (60, 17, 570, 27, 4) and a map of Florida with a red line indicating the project route. To the right is the Florida Department of Transportation logo.

CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4

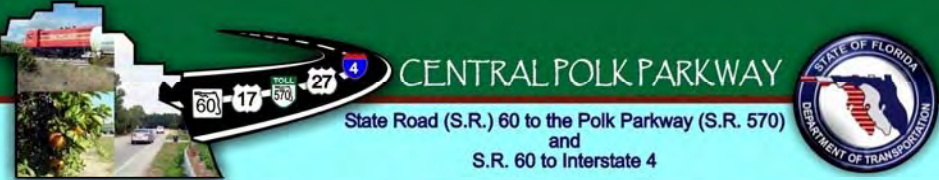
PD&E Study Process-What's Next?

- Develop Alternative Alignments
- Conduct Engineering and Environmental Analyses
- Recommend Alternative Alignments
- Conduct Public Involvement throughout Process

During the PD&E Study, alternative alignments will be developed within each of the nine recommended corridors. The study team will conduct the engineering and environmental analyses for the alternative alignments. FDOT will present the recommended alternative alignments at public workshops in the fall of 2010. Public involvement will continue throughout the study.



The PD&E Study is on a fast-track schedule and will take about 8 months to complete. We are approximately 60 percent complete. The final documentation should be completed by late winter or early spring 2011.



CENTRAL POLK PARKWAY
 State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
 and
 S.R. 60 to Interstate 4

Central Polk Parkway in the Florida Department of Transportation Five-Year Work Program


Phase	Schedule	Cost
Design	Not Scheduled	Not Funded
Right of Way Acquisition	Not Scheduled	Not Funded
Construction	Not Scheduled	Not Funded

Currently, there are no funds for design, right of way acquisition, or construction identified in FDOT’s 5-year work program. However, several studies are planned to determine the potential for tolling or public private partnerships, called P3, to fund the project.


Public Involvement Opportunities

	2009				2010				2011			
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Stakeholders Meetings	★			★			★	★	★			
Agency Meetings	★						★	★	★			
Public Workshops	★			★			★	★				
Public Hearing									★			
Newsletters							★	★	★			
Web site	www.centralpolkparkway.com											

Public involvement is very important to our progress. There will be more opportunities to participate including alternatives public workshops later this year, and a public hearing in 2011. Please visit our Web site at: www.centralpolkparkway.com to stay informed.



CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4



Purpose of this Meeting

- Provide Project Overview and Update.
- Discuss the Next Steps.
- Obtain your input on the nine recommended corridors that will be studied further.

Now that we have provided the project update and our plans for upcoming activities, we need your input. Please provide your comments on the nine recommended corridors that are on display. Your input is valuable to identifying the best solution for the Central Polk Parkway project.



The slide features a green header with a collage of images on the left showing a road, a bridge, and a building. A road sign graphic in the center displays route numbers 60, 17, 570, 27, and 4. To the right, the text reads 'CENTRAL POLK PARKWAY' and 'State Road (S.R.) 60 to the Polk Parkway (S.R. 570) and S.R. 60 to Interstate 4'. The Florida Department of Transportation logo is in the top right corner.

Meeting Format

- Informal Open House
 - Review the Board Displays
 - One-on-One with FDOT Staff
 - Complete and Submit Written Comments
- FDOT Slideshow Presentation
 - Resume Informal Open House after Presentation

After this presentation, we will resume the open house portion of the meeting so you can review the board displays, have your questions answered by the study team members, and submit written comments.



The Central Polk Parkway study team is here to answer any project-related questions that you may have. They are wearing name badges for easy identification. The team is comprised of FDOT staff and consultants from PBS&J, Inwood Consulting Engineers, and AIM Engineering and Surveying.



CENTRAL POLK PARKWAY
State Road (S.R.) 60 to the Polk Parkway (S.R. 570)
and
S.R. 60 to Interstate 4



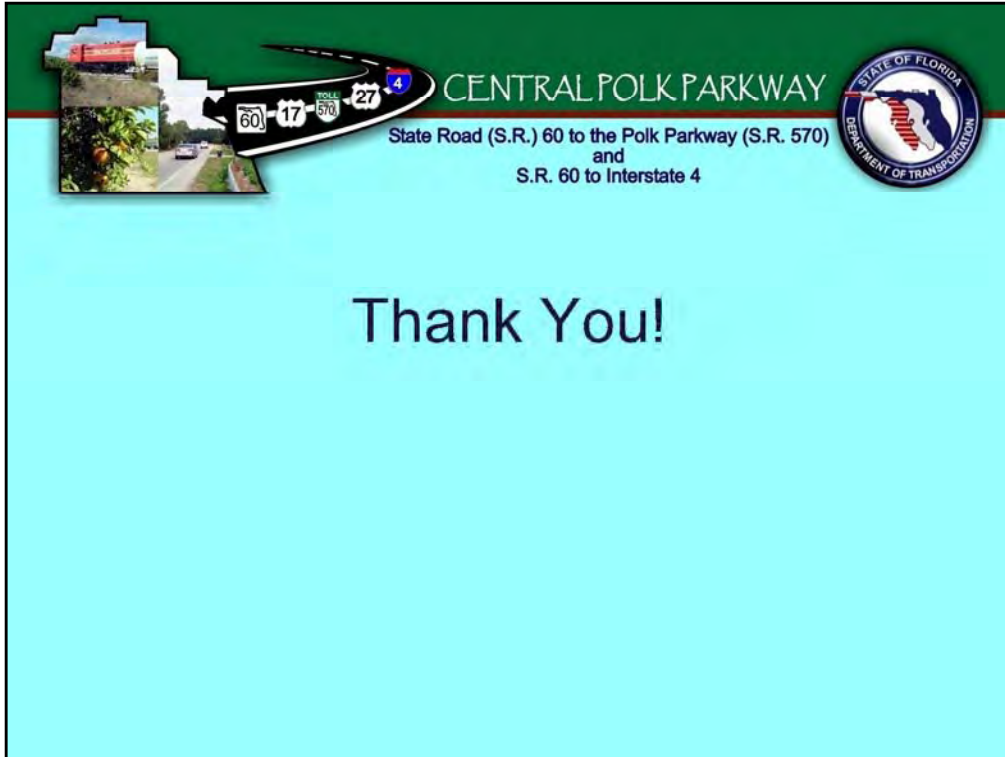
Contact Us

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We welcome your comments and questions on the Central Polk Parkway PD&E Study. Please contact, Nicole Broome, at the address shown here, by phone or email. In addition, please visit our website at: www.centralpolkparkway.com to stay up to date on the project's progress, to view this presentation and to review project materials.



Thank you for attending this meeting on the Central Polk Parkway PD&E Study.