



NE Polk County Roadway Advisory Committee

March 3, 2016 Meeting Minutes

PCSO NE Command Center
1100 Dunson Road
Davneport, FL 33896
10:00 a.m.

Attendees:

Bill Beasley	Deputy County Manager
Quen Wilson	Concurrency & Entitlements Director – Office of Planning and Development
Jay Jarvis, P.E.	Roads & Drainage Division Director
Elizabeth Voss	Assistant County Attorney
Bill Skelton	Roads & Drainage Division Public Information Coordinator
Paul Senft	Polk County CRA/Community Development Consultant
James Giddens	Local Resident

Committee Members:

Mark E. Wilson	Commissioner District 1 Appointee, Vice–Chairperson
J. Michael Nolen	Commissioner District 2 Appointee
Tommy Addison	Commissioner District 3 Appointee, Chairperson
Cyndi Jantomaso	Commissioner District 4 Appointee
Russel L. Mouton	Commissioner District 4 Appointee (Absent w/ Notice)
Kevin Hoover	Commissioner District 5 Appointee
Wade Allen	Polk County Right–of–Way and Real Estate
Ryan Kordek	Polk Transportation Planning Organization (TPO)
Joe Montoya, P.E.	Polk County Roads & Drainage Division

1. Roll–Call and Introductions

Chairperson Tommy Addison called the meeting to order at 10:04 a.m. and asked committee members and attendees to introduce themselves. Local resident, James Giddens, who was known to several committee members and attendees, introduced himself and proceeded to discuss adding a traffic signal to the intersection of CR 547 and CR 54/Ronald Reagan Parkway in the interest of school bus and student safety for the nearby Davenport School of the Arts. Mr. Addison let Mr. Giddens know that the intersection would be discussed later in the agenda and asked Mr. Giddens to hold further comments until the Public Comment agenda item.

2. Review and Approve Minutes

Review and approval was waived until the next meeting, because members did not receive in advance a copy of the January 12 meeting minutes, as motioned by Cyndi Jantomaso, seconded by Wade Allen and approved unanimously.

3. Public Comment

Mr. Addison asked Mr. Giddens if he had any other concerns besides those expressed earlier regarding the intersection of CR 547 and CR 54/Ronald Reagan Parkway. Mr. Giddens continued by saying he was having an issue with the County's contractor on the Ernie Caldwell Blvd project (Phases 2B and 3). Mr. Giddens said that the contractor dug a retention pond behind his property. He added the retention pond elevation/grade is higher than his property and the contractor is pumping dewatering withdrawal into the pond until it discharges onto his property. Mr. Giddens stated the overflow migrates to his property and encroaches on his horse barn and workshop; and he had to bring in fill as protection. While he wasn't "complaining," he would like something done to alleviate condition. Mr. Giddens provided Roads & Drainage Director Jay Jarvis his business card so that Mr. Jarvis could contact him after investigating project site conditions.

Mr. Giddens asked when the traffic signal at intersection of CR 547 and CR 54/Ronald Reagan Parkway would be operational. Mr. Addison explained the committee's purpose is to recommend projects to the Board of County Commissioners who authorizes the funding that eventually determines project schedules. Mr. Beasley added that Mr. Addison was correct and, in a month or two, the Board would likely accept the committee's endorsement of the CR 547 traffic signal project. With the Board's approval, it would be about another year before the project could be completed and signal operational.

4. Old Business

There was no old business to discuss.

5. Polk County TPO 2040 Long Range Transportation Plan Presentation

Ryan Kordek provided handouts ("Summary Report") excerpted from the recently adopted 2040 Long Range Transportation Plan ("Momentum 2040") to accompany his overhead presentation. Mr. Kordek began his presentation by referring to a map of NE Polk Roads, mentioning that the roads indicated in blue have been built in the last 5-10 years, which shows a lot of progress in the area, particularly by the North Ridge CRA. He continued by saying Polk County's population is expected to grow to upwards of 1 million people by 2040. He noted that the bulk of new growth (population and development) is projected to occur in the "Ridge" area north and east of Winter Haven along US 27 and north of SR 60 ("Poinciana to North Lake Wales"). Mr. Kordek anticipated that population growth would present transportation challenges.

Mr. Kordek also discussed transportation modeling based on population-employment (growth) forecasts that help determine transportation needs. He also mentioned funding and cost-feasibility implications related to projected needs.

Mr. Kordek further discussed local and state funding sources. He briefly cited historic and projected amounts and how differing sources are dedicated to specific purposes. He noted the declining Polk County share of future transportation funding and the increase in FDOT funding, particularly Strategic Intermodal System funding set-asides (“lock-box”).

Mr. Kordek explained how lane miles factor into overall road mileage calculations and compared future needs in NE Polk County to existing mileage in the Lakeland area.

Mr. Kordek noted that travel demand modeling with volume and capacity ratios based on traffic counts point to looming deficiencies for some NE Polk roadways. He highlighted traffic count projections for US 27 that indicate it will become the most heavily traveled road in Polk County next year, excluding I-4.

Mr. Kordek presented a slide showing the dramatic increase in traffic along Lake Wilson Road and Marigold Avenue in the past 10 years. He described the increase for Lake Wilson Road in advance of the opening of the Poinciana Parkway as “alarming.”

Mr. Kordek completed his presentation with a slide mapping “committed, cost-feasible, partially-funded, and unfunded needs” projects in NE Polk County. He was asked about the impact of transit ridership on projected needs. He replied the anticipated transit growth would have a negligible positive effect.

Mr. Kordek was asked to clarify the “population and employment growth by planning area” map and chart in the Momentum 2040 handout. Basically, the geographical delineations depicted subdivide what might be commonly regarded as NE Polk, which results in the represented calculations in population and employment forecasted.

Mr. Kordek also discussed presentations before the TPO Board and the Board of County Commissioners about the formation of the Polk County Expressway Authority to pursue funding of the Central Polk Parkway (or portions) and other potential projects that was later adopted by resolution by the Board of County Commissioners. A copy of the resolution was provided to committee members and attendees. Mr. Kordek talked about how the FDOT suspended project funding due to their cost-feasibility analysis showing insufficient tolling revenues to repay project financing costs. He further explained that one of the benefits of a county expressway authority is the longer repayment schedules available in financing construction. Similarly, the expressway authority can also avail itself to state funding.

Mr. Kordek noted the FDOT's current allocation is being considered for other projects, such as adaptive signal technology along US 27, but funding could also be used for the Bartow Northern Connector Phase 2 in lieu of the western segments of the Central Polk Parkway intended to connect the CSX ILC with the Polk Parkway. Mr. Kordek added the FDOT has committed to perform a new traffic analysis of NE Polk County that could support local legs of the Central Polk Parkway or other NE Polk road improvements

Mr. Beasley suggested, that while doubtful, the FDOT could still fund 30% design plans for certain segments of the Central Polk Parkway. He also mentioned the possibility of the FDOT using funds to extend the Poinciana Parkway to I-4 at SR 429. Mr. Beasley added that the Polk County Expressway Authority could partner with the Osceola Expressway Authority and the FDOT to further this connection rather than build a new interchange closer to US 27 and Polk County as envisioned by preliminary alignments for the Central Polk Parkway.

Paul Senft stated the alternative of extending the Poinciana Parkway to I-4 at SR 429 could avoid the cost of an I-4 interchange and bridge crossing of Ernie Caldwell Blvd. by the Central Polk Parkway, which might make the remaining legs more cost feasible.

A lengthy conversation ensued about the implications to area roads from the soon to open Poinciana Parkway, especially in the absence of an I-4 connector segment that is 5-8 years away. Consensus was the surrounding road network will sustain level of service failures from continued growth, particularly on Lake Wilson Road, CR 532, CR 547 and US 17/92, with or without the I-4 connector.

6. Review Transportation Projects in NE Polk County

Roads & Drainage Division Director Jay Jarvis' presentation began with slides reviewing available funding (approx. \$10 million) and the unfunded projects discussed at the last meeting. He continued by stating his presentation will detail estimates for the list of unfunded projects, but noted estimated costs are subject to change and that cost estimates for a couple of projects are still "to be determined." Aerial and mapping slides depicting the general area and project routes accompanied slides indicating estimated costs.

Mr. Jarvis started with the estimate for the North Ridge Trail Phase 1 (Deen Still Road to Sand Mine Road). He stated the project was currently shovel-ready with design complete and right-of-way acquired. Project was designed with a linear park typical section (recreational path, landscaping with trees and shrubbery, irrigation, ornamental light fixtures, etc.). The construction estimate is \$23.3 million, but only \$15.5 million for roadway only, without linear park features or sidewalk.

Mr. Jarvis added that the North Ridge Trail Phase 1 project was intended as an alternate route to US 27 for local residential traffic and would provide access to signalized intersections along US 27 for safer turning movements and crossovers. A brief discussion ensued about the project and a similarly anticipated need for FDC Grove Road.

Mr. Hoover mentioned the changing land use in the NW Quadrant changes the need for the road. He noted the area was previously envisioned as a site for a regional mall or high-volume retail, but now has become a logistics and warehouse cluster.

The second project estimate Mr. Jarvis discussed was for the Waverly Barn Road (North Ridge Trail to US27) project. He briefly detailed the route relative to the developed parcels and added that a study approved by the Board was underway. Mr. Jarvis said the project is being considered to meet the freight traffic and access demands of the new logistics facilities. With that in mind, Mr. Addison expressed concern for the potential negative impacts of increased freight traffic along Deen Still Road and noted current condition of pavement in various places. A related conversation followed. Mr. Allen noted any improvement to Deen Still Road, aside from resurfacing, was not included in the current \$500 million in identified county roadway needs (backlog).

Mr. Jarvis cited design for the Waverly Barn Road (North Ridge Trail to US27) project is estimated at \$350,000, right-of-way costs at \$1.65 million, and construction costs at \$3.5 million; for a total estimated cost of \$5.5 million. He added estimate was on the "high-end" due to unknown right-of-way requirements largely dependent on potential retention area needs and traffic volumes along the two parallel legs (Deen Still Road and Waverly Barn Road).

Mr. Hoover asked about the proposed typical section. Mr. Jarvis said the study would determine roadway features, but he assumed a three-lane section was likely as a minimum, along with the intersection improvements at US 27. Mr. Senft asked Quen Wilson to confirm the location of a parcel owned by WaWa, Inc. Mr. Wilson stated the parcel was on the SW corner of Deen Still Road and US 27.

The next project slide Mr. Jarvis discussed was for the North Ridge Trail Phase 4 (Waverly Barn Road to Deen Still Road). Estimated costs included \$400,000 for design, \$2.7 million for right-of-way, and \$4.5 million for construction – totaling \$7.6 million. Mr. Jarvis added unknown wetlands impacts may drive right-of-way costs and determine the typical section.

The following project Mr. Jarvis presented was Deen Still Road (US 27 to ½-mile west), he noted a design estimate of \$500,000, a right-of-way estimate of \$1.75 million, and construction cost estimate of \$5 million. Estimated costs total \$7.25 million. Typical section should mirror the proposed Deen Still Road improvements, but would likely be 4-5 lanes (including turn-lanes) at the US 27 connection. Mr. Beasley asked about intersection improvements at Deen Still. Mr. Jarvis said signal modifications are possible after the FDOT's widening is completed.

Mr. Jarvis stated the Dunson Road intersection at Buckingham Drive project estimated costs totaled \$750,000 for construction only. Design and right-of-way phases have been completed. He added the development of The Glen subdivision is moving forward and the county is entering into a developer's agreement that would define construction cost responsibilities associated with the intersection and approaches.

Mr. Beasley suggested that a coordinated and timely effort would avoid the developer being obligated to do only what is minimally required. He added that the committee's endorsement or prioritization of the Dunson Road intersection project would support concurrent Board action in finalizing a developer's agreement to determine the county's share of improvements.

Mr. Addison asked what has already been verbally committed to with the developer and whether any improvements would be triggered at Dunson Road and US 27 intersection. Mr. Quen Wilson said they have discussed funding the difference between what's needed to make the Dunson Road /Buckingham Drive connection and what's required to also provide the landing infrastructure for the future Grandview Parkway bridge. He said they've discussed obtaining the needed right-of-way for the bridge landing, as well as the "stub out" for the Heller Brothers portion to the southeast. He added that a "big-chunk" of right-of-way has been acquired from previous developers to four-lane Dunson Road to US 27 in the future.

Mr. Jarvis added that the \$750,000 is what it would cost the county ("high-end") to build improvements without developer participation. Mr. Quen Wilson said there are two-parts at play; one on the north side of The Glen to make the Buckingham Road connection to Festival Bay (Minto); and Festival Bay has a connecting piece to CR 54. The county is trying to ensure the interconnection of US 27 and CR 54, which would allow residents dual access to I-4, but the new development will not trigger any improvements at US 27.

Mr. Jarvis introduced the next project, CR 54 at CR 547 Signalization, as the project Mr. Giddens addressed with the committee. The estimated costs of were \$90,000 for design, \$250,000 for right-of-way, and \$350,000 for construction. The total estimated project cost is \$690,000. A conversation ensued about the surrounding properties relative to potential right-of-way costs.

Mr. Jarvis continued with the Lake Wilson Road project. He presented estimated costs of \$1 million for design, \$5 million for right-of-way, and \$6 million for construction; for a total estimate of \$12 million. Total estimate includes intersection upgrades at CR 532. A conversation ensued about likely right-of-way needs and turning movements at the abutting retail access and the Polk County side of the intersection.

The US 27 at Access Road signal project costs remains “to be determined.” Mr. Jarvis deferred to Mr. Quen Wilson about a pending developer’s agreement (Majestic) for Walmart’s freight traffic connection to the jug handle at Access Road NW at US 27. He said a draft plan has been approved by the Planning Commission that goes to the Board on April 5. Mr. Quen Wilson was hopeful the entire cost would be assumed by the developer, but did not know for sure.

Mr. Jarvis moved on to the U-turn bay (“bump-out”) along CR 54 east of Old Kissimmee Road that will be designed in-house, with estimated costs of \$50,000 for right-of-way and \$100,000 for construction. Total estimated cost is \$150,000. The project will allow for wider turning movements for larger vehicles.

Mr. Jarvis continued to by saying the traffic signal at US 17/92 and Bates Road will also be designed in-house. He added, there are no presumed right-of-way costs and construction is estimated at \$150,000.

Mr. Jarvis ending his presentation with the Johnson Avenue at Powerline Road Signal project. He said it is currently a four-way stop that meets warrants for a traffic signal. Mr. Jarvis noted design is estimated at \$200,000, and right-of-way is not needed. He said construction is estimated to cost \$600,000. He said the impact district fee has funds available that are part of the approximately \$10 million allotted for the committee’s recommendations. A brief conversation followed about congestion and safety concerns.

Further discussion was given to what is considered the “low hanging fruit” among the projects. Mr. Jarvis said the committee can request more information and has the option to begin prioritizing projects.

Mr. Addison spoke of what he felt needed consideration in the committee's decision-making, including: funding sources, loss of the CRA increment in a larger geographical area, developer's agreements, current and future growth, prevailing public safety needs on existing roads, and available funding that is "obviously insufficient" to meet all of the needs. He thought the low-hanging fruit could be "dealt with now." He asked what funds are possible from developer's agreements, what are typical commitments, and if future developers could fund more of the costs. Ms. Jantomaso followed by asking about transportation grant possibilities.

Mr. Quen Wilson responded by saying, because of the Qualified Targeted Industries (QTI) program for the Walmart project, the county received \$2 million grant from the FDOT that was combined with \$1.5 million in county funds that paid for the North Ridge Trail extension southward and the access to the Walmart site. He said a current developer's agreement proposed to go before the Planning Commission is structured for Majestic (Walmart) to pay for design, provide right-of-way and pay for the installation of the signal at the Access Road NW at US 27 jug handle.

Mr. Quen Wilson continued by saying the initial discussions with the Westhaven representatives are dependent on total costs relative to final design (lane configuration, etc.) of the Dunson Road and Buckingham Drive intersection and whether the bridge landing is included now or considered later. He said he was unsure of how it will turn out, but an agreement will be reached from a "funding perspective." He said the developer agreement with FedEx had minor grant funding of about \$200,000, but grant funding is generally a lengthy process that can cause problems due to the developer's project bidding and construction schedules.

Mr. Quen Wilson noted the costs for the segment of the North Ridge Trail from Waverly Barn Road to FedEx entrance have yet to be determined. He said the developer has funded the entire project to date and the county is obligated to pay half the costs up to \$1.5 million. Mr. Jarvis added those funds have already been allocated and are not part of the funds the committee has to consider. A brief discussion followed about potential new funding beyond the approximately \$10 million. Mr. Jarvis was unsure how the Board would direct the committee regarding any additional (new) funding.

Mr. Jarvis recommended the committee endorse the Dunson Road at Buckingham Intersection project, given the Board's ongoing consideration.

Mark Wilson motioned to “discuss” the Dunson Road at Buckingham Intersection project as well as the CR 54 at CR 547 Signalization project as “low-hanging fruit” items. Various committee members seconded and the motion was unanimously approved. Mr. Addison discussed adding the US 17/92 and Bates Road Traffic Signal project. Mr. Mark Wilson amended his motion to endorse the Dunson Road at Buckingham Intersection project, the CR 54 at CR 547 Signalization project, and the US 17/92 and Bates Road. The motion was seconded by Mr. Allen and approved unanimously by the committee. A brief conversation was initiated by Mr. Nolen about previous North Ridge CRA projects.

Mr. Addison asked if Dunson Road at Buckingham Intersection project costs were broke down to show various construction scenarios discussed. Mr. Jarvis said most of the approach roadwork was minor and related to turnouts. The landing and associated drainage features (pipes and pond) are the biggest costs.

Mr. Addison added the safety of students at the Davenport School of the Arts was a primary concern and the CR 54 at CR 547 Signalization project and the two other projects endorsed are particularly worthy of funding. Mr. Hoover concurred and initiated a conversation about the potential traffic impacts of the Poinciana Parkway.

Mr. Addison asked Mr. Jarvis about staff’s recommendations. Mr. Jarvis complimented the committee’s endorsements and agreed with the selected projects, adding the Dunson Road at Buckingham Intersection project and the CR 54 at CR 547 Signalization project were his top two choices. Mr. Jarvis felt the Lake Wilson Road project and/or Waverly Barn Road could be considered the next priorities due to “immediate impacts.” He continued by saying the Access Road at US 27 Signalization project was a priority, and is hopeful that a favorable developer’s agreement will limit any county share of costs. Mr. Jarvis added the North Ridge Trail Phase 4 project that would connect Waverly Barn Road to Deen Still Road is good, but he doesn’t see it as high of a priority as the improvements to Deen Still Road. He said the North Ridge Trail Phase 1 was among his lower priorities. Mr. Jarvis mentioned the Lake Wilson Road project was the only currently “failing” road segment in the area and after conferring with Mr. Kordek concluded it was 30% over failing threshold (capacity to volume ratio). He thought the existing Waverly Barn Road was more substandard than a failing road need.

Mr. Mark Wilson asked about the prioritization expected from following meetings. Mr. Allen talked about “bang for the buck” thinking, especially with limited funding and lengthy project phasing schedules. The discussion turned the Lake Wilson Road intersection at CR 532 and possibilities of funding improvements.

Mr. Kordek suggested that the committee should think about taking official action related to Lake Wilson Road and the intersection at CR 532 prior to the Poinciana Parkway opening, given the expected traffic issues, the likely public outcry and accompanying calls to the Commissioners. A related conversation ensued.

Mr. Jarvis asked the committee if they wanted to endorse a study on Lake Wilson Road. Mr. Addison requested a motion. Mr. Mark Wilson noted that something was needed sooner rather than later. Mr. Senft asked if the design cost of \$1 million included the (4-lane) roadway and intersection. Mr. Jarvis confirmed design estimate included both. A brief discussion followed.

Mr. Jarvis suggested a traffic analysis of Lake Wilson Road would be about \$100,000 and would be useful for the project design phase and addressing related questions in the interim. Mr. Mark Wilson made a motion to endorse undertaking a traffic analysis for the Lake Wilson Road corridor including the intersection at CR 532 at a not-to-exceed price of \$100,000. It was seconded by Ms. Jantomaso and approved unanimously. Mr. Jarvis added the recommended analysis would be a future agenda item before the Board for a (scope and fee) consultant services agreement.

Mr. Addison pondered what expenses would come from which funding source. Mr. Jarvis explained how he intended to use available funding to pay for the projects considered and endorsed by the committee. He offered the committee the opportunity to state a preference in funding project expenditures, but impact fees could only be utilized in the originating district. Mr. Jarvis described the boundaries of the local impact fee districts. A brief discussion followed and it was concluded that the committee trusted Mr. Jarvis' discretion in spending. Assistant County Attorney Elizabeth Voss noted that the resolution did not vest any spending authority in the committee.

8. Open Forum and New Business

No further business was discussed.

The date and time for next committee meeting was set for Thursday, April 28, 2016 at 10:00 a.m. at the PCSO NE Command Center located at 1100 Dunson Road in Davneport.

9. Adjournment

Mr. Addison adjourned meeting at 12:53 p.m.