

FDOT work program schedule

This SR 542 project is included in FDOT's Adopted Work Program. The preparation of construction plans is ongoing. Right of way acquisition is scheduled to begin in summer 2014 with construction scheduled to begin during fiscal year 2017/2018.

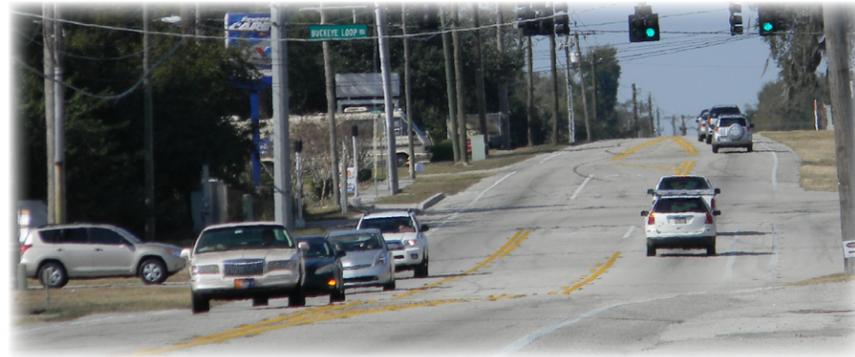
Design	Ongoing
Right of way acquisition	Summer 2014
Construction	FY 2017/18

Federal-state partnership in highways

Through a series of Congressional acts, the Federal-aid Highway Program was conceived and developed as a joint federal-state partnership. The success of this partnership is evident in the thousands of miles of excellent highways and bridges comprising the nation's transportation network. FDOT, in consultation with FHWA and in accordance with state law, makes final decisions for the location, design, construction, and maintenance of Florida's highways.

FHWA, in accordance with federal law, cooperates with the State of Florida in planning and developing federal-aid transportation improvements.

The federal agency reviews and approves all federal-aid actions proposed by FDOT. When present at a public hearing, FHWA representatives serve as observers and technical advisors regarding federal requirements and procedures.



Right of way acquisition and relocation program

FDOT will carry out a right of way and relocation program in accordance with section 339.09, Florida Statutes and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Four brochures describe in detail the department's relocation assistance program and right of way acquisition program. They are:

- Your Relocation: Residential
- Your Relocation: Business, Farms and Nonprofit Organizations
- Sign Relocation
- The Real Estate Acquisition Process.

These brochures are available here this evening as are representatives from FDOT. Questions about right of way may also be addressed by contacting the District One Right of Way Office located at the Florida Department of Transportation, 801 N. Broadway, Bartow, Florida 33830; telephone: (863) 519-2407; business hours: 8 a.m. to 5 p.m., Monday through Friday.

Questions/comments

We welcome your comments concerning the proposed design changes to SR 542 from 1st Street to east of Buckeye Loop Road. Please contact FDOT project manager:

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District Environmental Management Office
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www.sr542design.com



State Road 542

From 1st Street to east of Buckeye Loop Road in Polk County
DESIGN CHANGE REEVALUATION PUBLIC HEARING



Financial Project Number: 410666-2-32-01

Florida Department of Transportation

August 15, 2013

Welcome

www.sr542design.com

Florida Department of Transportation (FDOT), District One, welcomes you to a reevaluation public hearing about proposed design changes to State Road (SR) 542 in Winter Haven, FL. The project is 2.4 miles long and runs from 1st Street to east of Buckeye Loop Road. This hearing is conducted to allow you an opportunity to express your views concerning the social, economic, and environmental effects of the proposed design changes. We welcome your comments about the design changes presented this evening.

Our representatives are available to answer your questions and discuss the project. Aerial photographs showing the concept previously approved by the Federal Highway Administration (FHWA) and the proposed design changes are displayed. In addition, project related reports and right of way acquisition and relocation information are available.



Tonight's agenda

An open house begins at 6 p.m. when you can view the proposed design changes on aerial photographs, ask questions and provide comments to FDOT representatives. The formal public hearing begins at 7 p.m. A hearing moderator will offer introductory remarks followed by a video presentation describing proposed design changes. During intermission you can register to make oral comments, which will be received following the intermission.

You also can complete a comment sheet and leave it with us this evening, or you can take home a comment sheet, complete it and mail it to us postmarked by August 26, 2013. Please mail your comments to Tony Sherrard, Project Manager, at the address on the back of the comment sheet. Following this hearing, all comments will be evaluated to determine if they can be included in the final design for this segment of SR 542.

Title VI and related statutes

This hearing is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Anyone who feels that he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability or family status may complete a complaint form available this evening.

What we are doing now

FHWA approved a conceptual design for SR 542 from 1st Street in Winter Haven to east of US 27 in Dundee in 2009. We are reevaluating the approved concept between 1st Street and east of Buckeye Loop Road to see if proposed changes in the design will result in effects to the social, physical or natural environments.

FDOT, Polk County, and the Polk Transportation Planning Organization agree on the need to widen SR 542. The need has been documented through awareness of projected growth and the inability of the existing roadway to continue to adequately handle the growing transportation demand. SR 542 from 1st Street to east of Buckeye Loop Road is a two-lane undivided roadway without paved shoulders. The proposed improvements also are needed to enhance safety and improve efficient movement of traffic within the project limits.

Proposed changes

The approved Project Development and Environment (PD&E) Study alternative and proposed design changes are shown on pages 3 and 4.

From 1st Street to 6th Street

From 1st Street to 6th Street, the approved PD&E alternative included a 12-foot travel lane in each direction, curb and gutter, and 5-foot concrete sidewalks within 60 feet of existing right of way. Bicycle lanes were not provided. The existing, center left-turn lane between 1st Street and 4th Street remained. No additional right of way was anticipated for this segment.

The proposed design change from 1st Street to 6th Street is a three-lane roadway that includes an 11-foot lane in each direction with a 10-foot center left-turn lane. Included in each direction are a curb and gutter, a 4-foot bicycle lane and a 6-foot concrete sidewalk next to the curb and gutter. The right of way width remains a minimum 60 feet. Four additional parcels of land are affected, but there are no relocations. The affected parcels are shown on the aerial photographs displayed this evening.

From 6th Street to 14th Street SE

From 6th Street to 14th Street SE, the approved PD&E alternative included a three-lane roadway with a 12-foot lane in each direction, a 12-foot center left turn-lane, curb and gutter, a 6-foot sidewalk on the south side and barrier wall and a 12-foot multi-use path on the north side within 65 feet of right of way. Bicycle lanes were not provided. The approved PD&E alternative minimized effects to the South Lake Elbert Historic District by shifting the alignment into the shoreline and 100-year floodplain of Lake Elbert. This required about 3,400 feet of retaining wall along Lake Elbert.

The approved alternative also required use of a portion of the City of Winter Haven undeveloped park land adjacent to the lake. FHWA determined that recreational resource protections under Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 Code of Federal Regulations 774) do not apply. This alternative required more right of way for roadway improvements, stormwater treatment, and possible floodplain compensation.

The proposed design change from 6th Street to 14th Street SE is a three-lane roadway with two 11-foot travel lanes and a 12-foot center left-turn lane, curb and gutter, and a 4-foot bicycle lane in each direction. A 6-foot concrete sidewalk is on the south side of SR 542, and an 8-foot asphalt sidewalk is on the north side adjacent to Lake Elbert. Between Ingleby Drive SE and 10th Street SE, the roadway is reduced to two lanes by removing the center turn lane to avoid effects to a boat house and lake access on private property. The retaining wall approved in 2009 is removed and replaced with gradual slopes to maintain existing access to lakefront properties. The proposed right of way width is a minimum 69 feet. The proposed design change results in six fewer affected parcels between 6th Street and 10th Street SE.

Changes within the South Lake Elbert Historic District have been coordinated with FHWA and the State Historic Preservation Officer (SHPO) through the Section 106 cultural and historic resources coordination process. As the project progresses, coordination will continue with each of these entities as appropriate. Use of several properties on the south shore of Lake Elbert will still be necessary through minor right of way acquisition and perpetual easement.

From 14th Street SE to Buckeye Loop Road

From 14th Street SE to Buckeye Loop Road, the approved PD&E alternative was three lanes with a 12-foot lane in each direction and a 12-foot center left-turn lane. Curb and gutter, 4-foot bike lanes, a 5-foot sidewalk on the south side and a 12-foot multi-use path on the north side were included. The right of way width was a minimum 75 feet. This alternative required the acquisition of additional right of way for roadway improvements and stormwater treatment.

The proposed design change from 14th Street SE to Buckeye Loop Road is a three-lane roadway with two 12-foot travel lanes and a 12-foot center left-turn lane, curb and gutter and 4-foot bike lanes. A 5- to 6-foot concrete sidewalk is included on the south side and an 8-foot concrete sidewalk on the north side. The right of way remains a minimum 75 feet. The proposed design changes result in 12 fewer affected parcels.

From Buckeye Loop Road to east of Woodfern Drive

From Buckeye Loop Road to just east of Woodfern Drive, the approved PD&E alternative was a four-lane roadway with two 12-foot travel lanes in each direction separated by a 22-foot raised median. Curb and gutter, 4-foot bicycle lanes and 5-foot sidewalks were included in each direction. The right of way width was a minimum 102 feet.

The proposed design change from Buckeye Loop Road to just east of Woodfern Drive includes 6-foot concrete sidewalks within a minimum 102 feet of right of way. As this segment transitions to SR 542 to the east, one of the westbound lanes becomes a right-turn lane to Buckeye Loop Road and the two eastbound travel lanes transition to one lane. The proposed design changes result in 14 fewer affected parcels.



Environmental impacts

The proposed design changes will not result in any significant changes in environmental effects associated with the proposed improvement of SR 542 from 1st Street to east of Buckeye Loop Road. Effects previously studied included wetlands, floodplains, noise, air quality, hazardous materials and petroleum contamination, and historic and archaeological resources. A comparison of effects for the approved PD&E alternative and the proposed design changes is shown in the evaluation matrix below.

As part of this design change reevaluation, FHWA and SHPO provided their concurrences that the proposed project design and design changes will not result in alterations or additional effects to the South Lake Elbert Historic District or its contributing resources, or affect their eligibility for listing on the National Register of Historic Places. FHWA and SHPO also provided their concurrences that a Memorandum of Agreement Update dated December 2012 is being properly implemented by FDOT and that there are no substantial changes in the project design that would require further analysis or amendments to the agreement.

Other project commitments were included in the approved PD&E study. Copies of draft addenda to the original study reports are displayed for your review this evening. If you have questions concerning environmental issues or the proposed design changes, our environmental specialists and project engineers are available to assist you.

Evaluation Matrix	2009 Approved PD&E Study	2013 Proposed Design Changes
RELOCATIONS:		
Residences	8	0
Businesses	3	0
Non-Profit	2	1
RIGHT OF WAY IMPACTS:		
Right of Way to be Acquired	10.50 acres	6.55 acres
COMMUNITY IMPACTS:		
Churches	2	2
Schools	1	1
Public Parks	1	1
Noise Abatement	Not warranted	Not warranted
NATURAL ENVIRONMENTAL IMPACTS:		
Wetland Area Impacts (acres)	1.08	0.21
Floodplain Impacts	Minimal	Minimal
POTENTIAL CONTAMINATED SITES:		
Potential Petroleum and Hazardous Material (Medium and High Risks)	9	7
ESTIMATED PROJECT COSTS (in millions):		
Right of Way Acquisition Costs	\$20.14	\$ 7.45
Construction and Inspection	35.60	25.92
Wetland Mitigation Costs	.01	.05
TOTAL	\$55.75	\$33.42