

Thompson Nursery Road Segment 5

W Lake Ruby Drive to US 27

Polk County, FL

Board of County Commissioners Meeting

May 20th, 2025



Project Description

Project Purpose

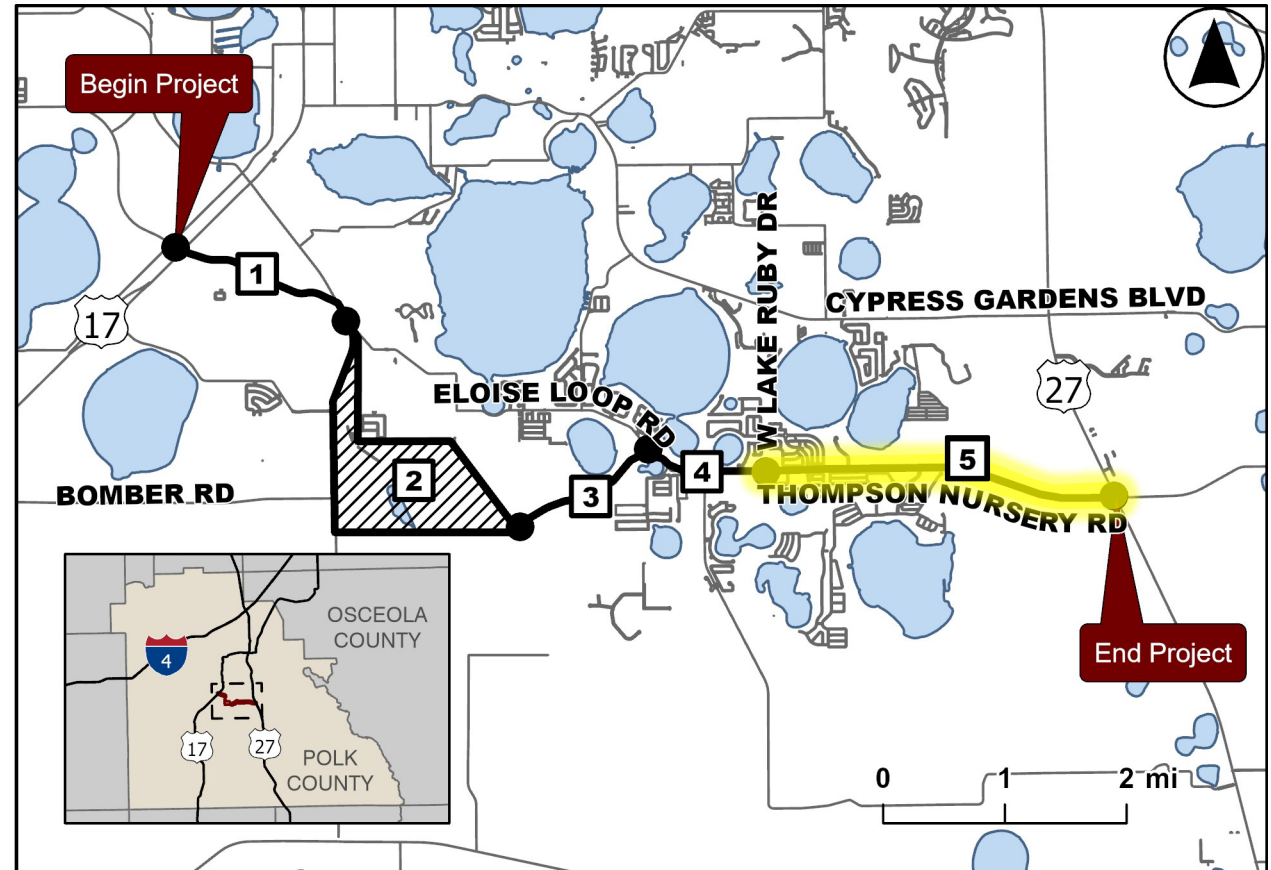
- Connection between US 17 and US 27

Existing Condition

- 2 lane undivided, limited sidewalks, no bike lanes
- Major Collector
- ROW 80 to 120 ft

Proposed Condition

- 4 lane divided with bike lanes and sidewalks
- Minor Arterial
- ROW 120 ft



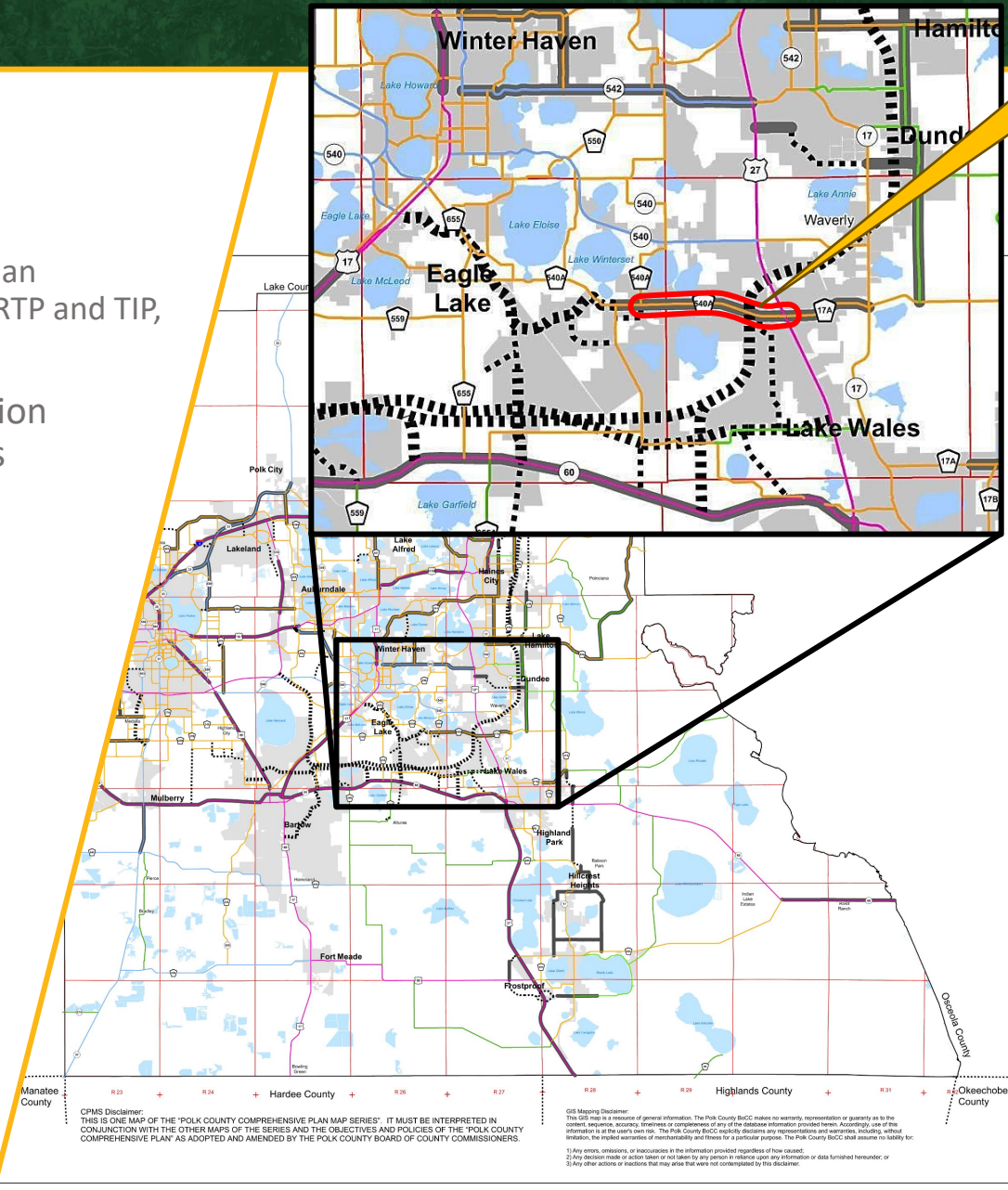
Need for the Project

- Consistency with Current Plans
 - Project is identified in Polk County Comprehensive Plan Transportation Element (see right), plus Polk TPO's LRTP and TIP, and City of Winter Haven's Comprehensive Plan
- Population growth – per BEBR, Polk County population expected to increase by 232K over the next 20 years
 - 2025: 0.83M population
 - 2045: 1.06M population (+28%)
- Rapid development along the corridor
 - Publix at Traditions
 - Lake Ashton North
 - Lake Wales Mixed Use Development
 - The Preserve at Lake Ashton
 - Maringa Valley
 - Traditions Phase 3

These developments total:

- ±7,592 residential dwelling units
- ± 541k sq foot commercial use
- ± 125k sq foot office use
- ± 725 assisted living facility units

Project Location



2030 COMPREHENSIVE PLAN MAP SERIES

Road System

Legend

- Existing Road Classifications
- Rural Minor Collector
 - Rural Major Collector
 - Urban Collector
 - Minor Arterial
 - Principle Arterial
- Future Road Projects
- New 2 Lane Road
 - New 4 Lane Road
 - Road Improvements/Widening

Note:
Principle Arterials include both Controlled or Limited Access Facilities. Controlled Access Facilities are non-limited access highways where access openings, median openings, and traffic signals are highly regulated. Limited Access Facilities are multi-lane, divided highways with at least 2 lanes for exclusive use of traffic in each direction and full control of ingress and egress.

Maintenance Responsibility – officially based on road dedication. Although, the maintenance of a roadway can generally be determined by the road classification.
Collectors and Minor Arterials – County and Municipalities
Principle Arterials – State

Data Sources: Polk County Transportation Planning Organization (TPO) 2035 Mobility Vision Plan
Data Date: January 2011

- Interstate
- US Highway
- State Highway
- County Highway
- Waterbodies
- Municipalities
- County Boundary
- Township Range

COMPREHENSIVE PLAN POLK COUNTY, FLORIDA December 6, 2011 GENERALIZED TRANSPORTATION ELEMENT MAP SERIES

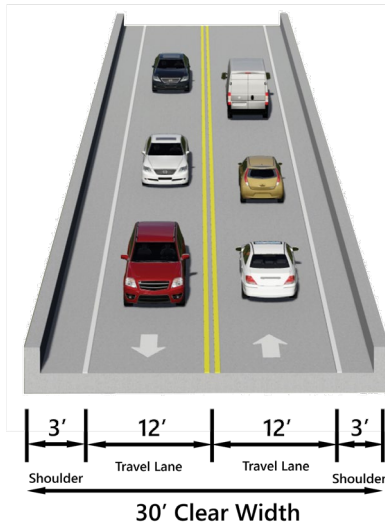
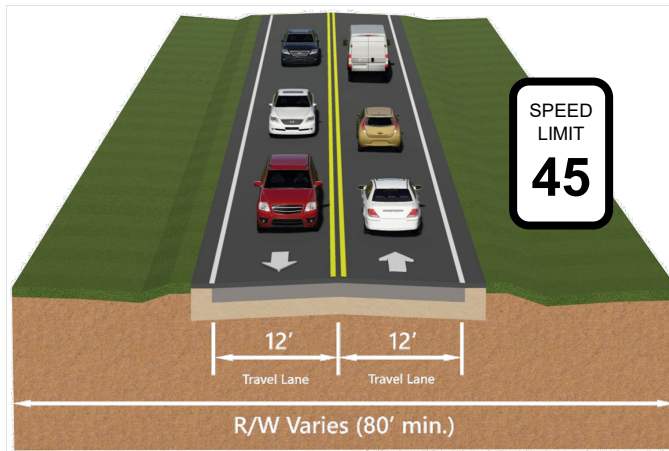
POLK COUNTY
BOARD OF COUNTY COMMISSIONERS
Prepared by: IT/GIS Division
CPMS Managed by: Office of Planning and Development
File: 0117_041_CPMS_TRANSPORTATION_ELEMENT_2035_Vision_Plan.pdf
Date: 11/20/2011 10:10:00 AM

CPMS Disclaimer:
THIS IS ONE MAP OF THE 'POLK COUNTY COMPREHENSIVE PLAN MAP SERIES'. IT MUST BE INTERPRETED IN CONJUNCTION WITH THE OTHER MAPS OF THE SERIES AND THE OBJECTIVES AND POLICIES OF THE POLK COUNTY COMPREHENSIVE PLAN AS ADOPTED AND AMENDED BY THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS.

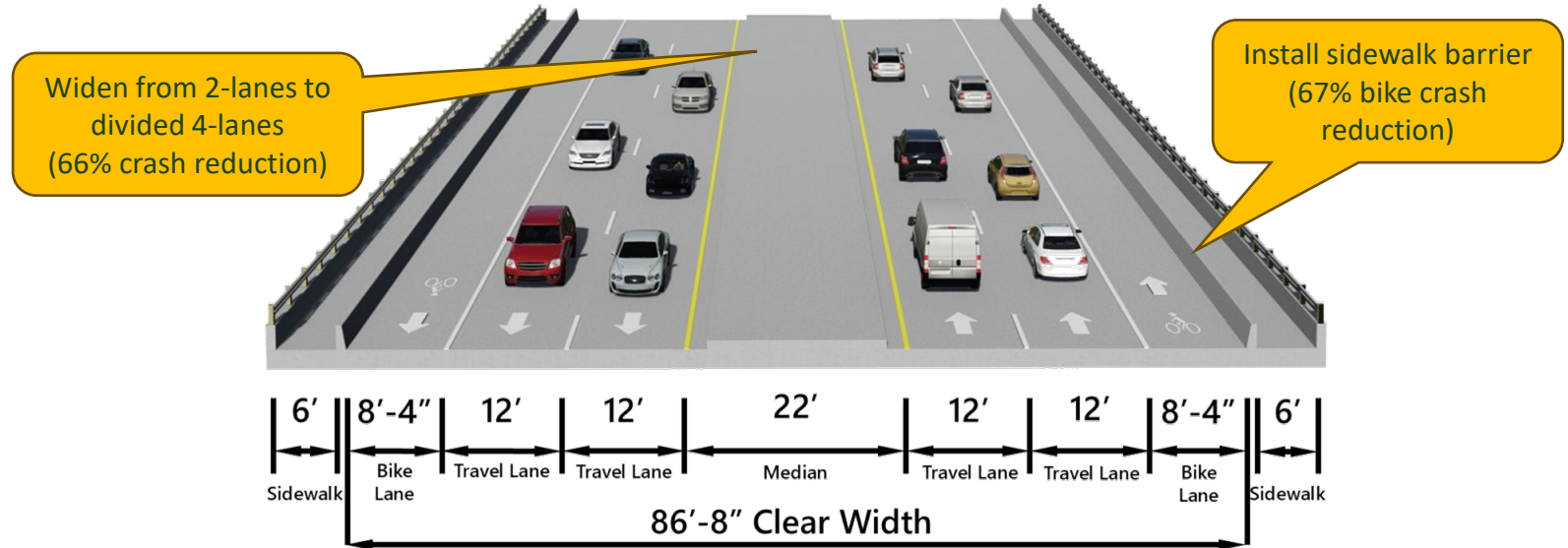
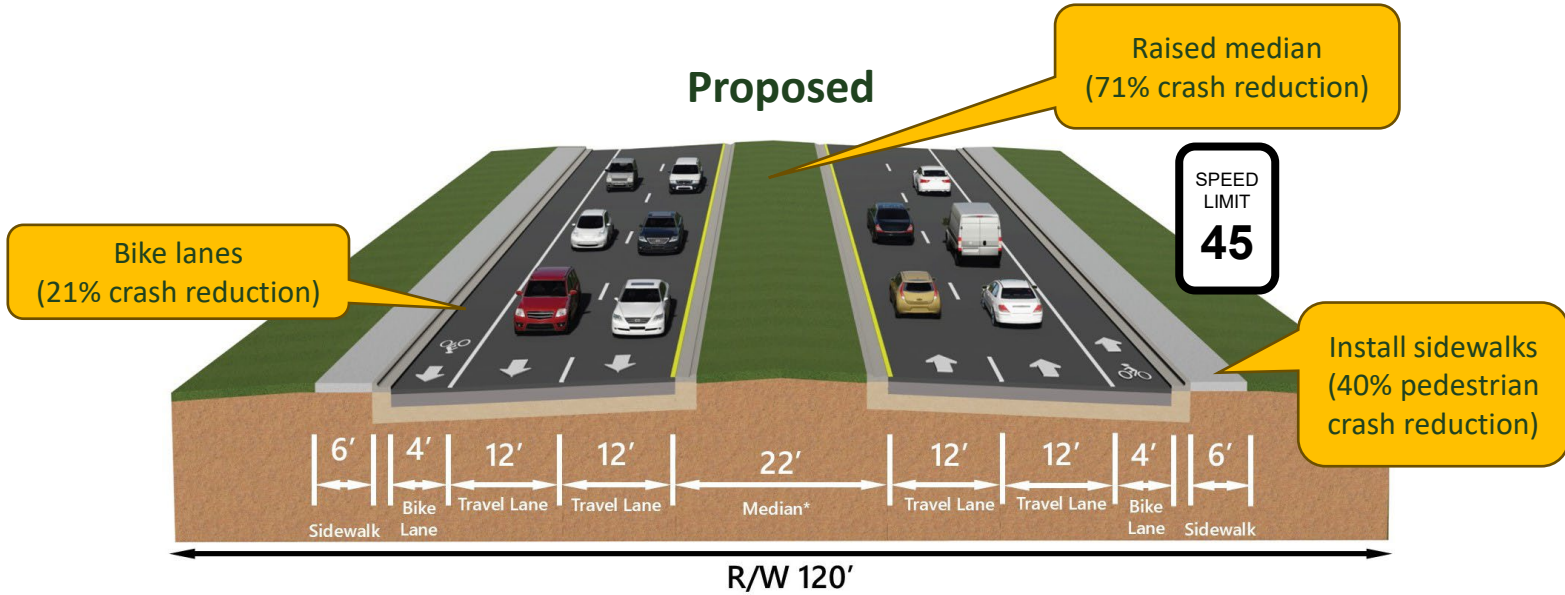
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Typical Section

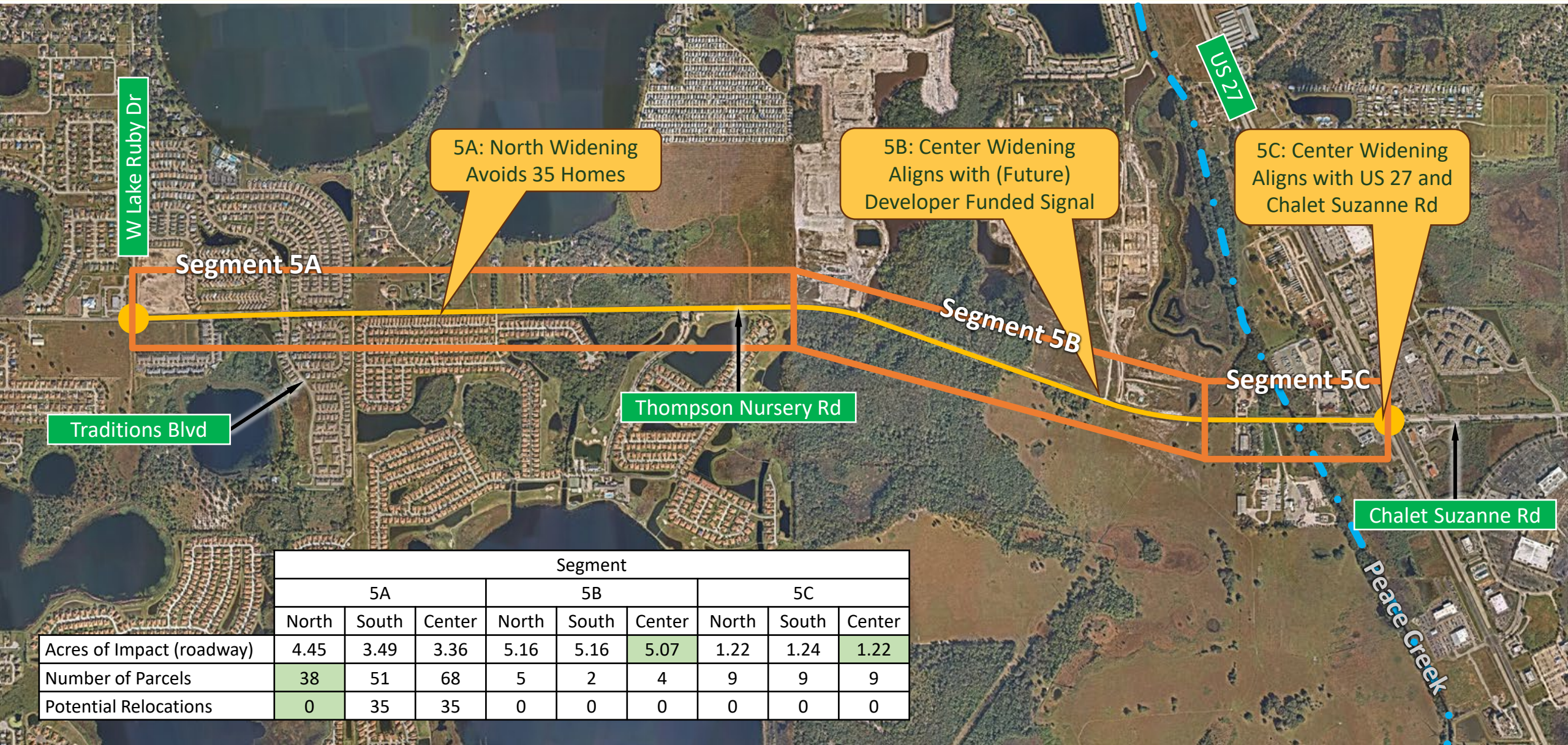
Existing



Proposed



Alternative Alignments



Public Meeting – June 13, 2024



Comment Report

Turnout Data	Invitation/Turnout Rate		Turnout/Comment Rate			Comments/Support Rate	
	Notices Mailed	1,787	Attendance		280	Support	203
	Notices Returned	22	Comments Received	Total	212	Oppose	9
	Notices Received	1,765		At the Meeting	75	Approval Rate (includes neutral remarks or no expressed/specified opposition)	96%
	Attendance	280		Via Mail/Email	137		
	Attendance Rate	16%	Comment Rate		76%		

Notable/Specific Concerns or Requested Improvements

Item	Northern Alignment at Lake Ashton	Multi-Use Path in lieu of Sidewalk	Construct Segments 4 and 5 Together	Lengthen Turn Lanes into Lake Ashton	Traffic Signal at Traditions Blvd (N&S)	Add U-Turn for Ashton North Blvd	Eastbound left turn to Walgreens/Publix near US 27	Narrow or Remove Median at Traditions Neighborhood	Avoid Landscape, Walls, and Fencing
Count (% of respondents)	102 (48%)	82 (39%)	67 (32%)	67 (32%)	49 (23%)	48 (23%)	25 (12%)	18 (8%)	13 (6%)
Notes:	<ul style="list-style-type: none"> 541 (MOL) individual concerns/requests were submitted as part of the 212 comment records received. Feedback uniformity reflects an organized strategy by HOAs and umbrella groups. Several residents responded more than once. Many respondents were married/cohabitating couples returning separate comment sheets with similar or verbatim wording. Feedback frequently required inference or interpretation. Feedback included comments from City of Winter Haven Commission (in support of the project and requesting a multi-use path) 								



Evaluation Matrix

Evaluation Factors		No-Build	Alt 1 (North Side Widening)	Alt 2 (South Side Widening)	Alt 3 (Center Widening)	Recommended Alignment
Right-of-Way	Number of Parcels Impacted	0	49	64	84	51
	Residential Relocations	0	0	35	35	0
	Business Relocations	0	0	0	0	0
	Roadway R/W Acquisition (acres)	0	10.81	9.75	9.61	10.70
	Pond R/W Acquisition (acres)	0	23.89	23.89	23.89	23.89
Environmental Impacts	Wetlands (acres)	0	3.38	3.16	3.21	3.21
	Floodplains (acres)	0	6.79	4.36	5.41	5.41
	Archaeological / Historical Sites (potential)	0	Low	Low	Low	Low
	Contamination Sites (potential)	0	1	0	1	1
Estimated Project Costs	R/W Acquisition	\$0	\$22.0M	\$43.6M	\$38.2M	\$22.0M
	Environmental Mitigation	\$0	\$0.7M	\$0.6M	\$0.6M	\$0.6M
	Utility Relocation/Impacts	\$0	\$5.0M	\$5.0M	\$5.0M	\$5.0M
	Roadway Construction	\$0	\$54.7M	\$54.7M	\$54.7M	\$54.7M
	Bridge Construction	\$0	\$3.4M	\$3.4M	\$3.4M	\$3.4M
	Construction Engineering and Inspection (CEI)	\$0	\$5.8M	\$5.8M	\$5.8M	\$5.8M
	Engineering Design	\$0	\$8.7M	\$8.7M	\$8.7M	\$8.7M
	Total estimated cost	\$0.00	\$100.1M	\$121.7M	\$116.3M	\$100.1M

Benefits of the Build Alternative: Add Lanes for Vehicular Capacity | Raised Median to Enhance Safety | Sidewalks for Pedestrians, School Children, Transit Riders | Bicycle Lanes for Cyclists