



Polk County Planning Commission

Meeting Agenda - Final

August 05, 2026 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Roll Call / Attendance

Pledge of Allegiance

Approve Minutes

Draft meeting minutes for June 3, 2026, for approval

Draft meeting minutes for July 8, 2026, for approval

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.

1) Reorder Agenda

a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.

2) Considerations of items to be withdrawn, deferred, or continued.

LDCU-2026-3 (Recreation High-Intensity CU) Continued

LDCU-2026-11 (Mulberry Concrete) Continued

LDCT-2026-11 (Docks LDC Text Amendment) Continued

Explanation of General Procedures

Voir Dire of Expert Witnesses

Staff resumes

Explanation of Quasi-Judicial Proceedings

Agenda Item

Old Business

1. LDPD-2026-4 (Berkley Crossings PD)

New Business

2. LDCPAS-2026-12 (Pavers Road CPA)
3. LDCPAL-2025-7 (Mims Crossing CPA)
4. LDCT-2025-15 (Mims Crossing LDC Text Amendment)
5. LDCPAS-2026-6 (Eloise Main Street Corridor CPA)
6. LDCT-2026-13 (Eloise Main Street Corridor LDC Text Amendment)
7. LDCT-2026-10 (Airport Impact Districts)
8. LDCPAL-2026-7 (FS 163 CIE Comprehensive Plan Update)

Comprehensive Plan Update

Right-of-Way Presentation

Southwest Polk Phosphate District Presentation

Message from the Land Development Director

Adjournment



Polk County
Planning Commission

Agenda Item

8/5/2026

SUBJECT

Draft meeting minutes for June 3, 2026, for approval

Draft meeting minutes for July 8, 2026, for approval

DESCRIPTION

Approval of minutes for June 3, 2026, and July 8, 2026.

RECOMMENDATION

Approval

FISCAL IMPACT

Click or tap here to enter text.

CONTACT INFORMATION

Lisa Irizarry, Development Coordinator II

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Polk County
Planning Commission

Agenda Item 1.

8/5/2026

SUBJECT

LDPD-2026-4 (Berkley Crossings PD)

DESCRIPTION

The applicant is requesting a Planned Development approval for a combined 170 single-family and multi-family units. The purpose of this request is to allow 30-foot-wide single-family detached lots, up to six (6) attached dwelling units, and reduced setbacks. This case was continued from the July 8, 2026, Planning Commission hearing.

RECOMMENDATION

Approval with conditions

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

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**POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT**

DRC Date:	April 2, 2026	Level of Review:	Level 3 Review
PC Date:	August 5, 2026 (Cont.)	Type:	Planned Development (PD)
BoCC Date:	N/A	Case Number:	LDPD-2026-4
Applicant:	Logan Opsahl Lowndes Law	Case Name:	Berkley Crossings PD
		Case Planner:	Ian Nance

Request:	The applicant is requesting a Planned Development approval for a combined 170 single-family and multi-family units. The purpose of this request is to allow 30-foot-wide single-family detached lots, up to six (6) attached dwelling units, and reduced setbacks.
Location:	The subject property is east of the Polk Parkway, west of Berkley Road, south of Berkley Knights Drive, north of Pace Road and northwest of the City of Auburndale in Section 17, Township 27, Range 25.
Property Owner:	Harold R. & Catherine R. Botts, Perrin Clifton & Wayne S. Herder
Parcel Size (Number):	±17.62 acres (252717-000000-012020, 252717-000000-012040, 252717-000000-012050)
Land Use District:	Residential Low-1 (RL-1)
Development Area/Overlays:	Transit Supportive Development Area (TSDA)
Nearest Municipality/County:	City of Auburndale
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending

Location



Site Plan



Summary of Analysis:

**** This case was continued from the 7/8/26 Planning Commission hearing. For this hearing, the applicant has proposed the following changes from what was presented in July.*

- Increased the requested reduced side setbacks for single-family detached units from 2.5 feet to five (5) feet for standard lots. Zero lot line designed single-family detached units will have one setback reduced to zero feet with the other side setback at 10 feet. With this change, all residential structures will be separated by a minimum of 10 feet.*
- In addition to providing two parking spaces per unit (excluding the garage), the applicant added additional guest parking on the south end of the project adjacent to the amenity area. The revised plan now provides 30 guest parking spaces, exceeding the LDC requirement of one (1) guest parking space per seven (7) units.*
- Revised the plan to provide a 20-foot landscaping buffer with a fence along the northern property line, exceeding the 5-foot minimum LDC requirement.*

The city of Auburndale also supplied a letter further detailing requirements for utility connections. This has been updated in the utility section of this report.”

The applicant is requesting a Planned Development (PD) pursuant to Land Development Code (LDC) Section 303 to permit a residential neighborhood consisting of 170 dwelling units on 17 developable acres (10 DU/AC) with amenities, pedestrian connection to the Auburndale TECO Trail, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes (multi-family) with four to six units per structure and single-family detached dwelling units on 30-foot-wide lots. This PD is required for multi-family development in RL; more than four attached units within a townhome structure; reduced lot sizes; reduced lot widths; and reduced setbacks.

This site is located within multiple Comprehensive Plan overlays which promote high density development when supported by available transit opportunities and other locational criteria. The site is in the Transit Center of the Transit Supportive Development Area (TSDA) and Residential Low-1 (RL-1) Future Land Use district. Through PD approval in an RL district in the TSDA, up to twelve dwellings per upland acre are possible depending on design and location. The development plan is graded on a point system. The applicant proposes 170 units on approximately 17 acres of uplands. Based on the locational eligibility scoring criteria and the location within a Transit Center, this development may be able to achieve this density (10 DU/AC). Lot widths for single-family detached units will be reduced from 50 to 30 feet, and lot sizes will be reduced from 5,000 to 2,580 sq. ft. Two designs are proposed for the single-family lots. One will require reduced side setbacks to five feet on each side of the home. The other is a zero-lot line design where the setback on one side is reduced to zero feet with 10 feet set for the other side. The minimum rear setback will be 10 feet.

The site plan includes stormwater ponds that will both treat stormwater from the proposed development as well as provide compensating storage for any impacts to the flood plain (+/- 1.63 acres). Additional wetland areas (+/- 0.58 acres) will be preserved in their natural condition with 25-foot-wide upland buffers. Utilities are provided by the City of Auburndale and are available including a reclaim and sewer line along the Auburndale TECO trail, and water lines near Berkley Elementary. The City has reserved capacity for this development (See Exhibit 8). As part of the conditions and per the request of the City, the development will have at least a 10' dedicated utility

easement agreement in place with Auburndale. There is ample roadway network capacity on the closest affected roadways. There is a sidewalk network on surrounding roadways. Public safety services are at urban levels, and all zoned schools have available capacity to serve the development. There are recreation facilities within a short driving distance.

Staff recommends approval of this request. This site is within the TSDA development area for which this level of residential development has been planned and expected. The request is consistent with the LDC and Comprehensive Plan and compatible with the surrounding land uses.

Findings of Fact

- *The applicant is requesting a Planned Development to construct a combined 170 single-family and multi-family units on approximately 17.62 acres. The request includes 30-foot-wide lots, four-to-six-unit townhomes, and a minimum single-family lot size of 2,850 square feet.*
- *The setbacks for single-family detached units, as depicted on the site plan, will be as follows:*
 - *Primary Structure*
 - *Front: 15'*
 - ***Side: Reduced from 10' to 5'***
 - ***For zero-lot line designs from 10' to 0' on one side.***
 - ***Rear: Reduced from 15' to 10'***
 - ***Corner Side: Reduced from 15' to 10'***
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 5'*
 - ***Rear: Reduced from 10' to 5'***
- *The setbacks for townhomes, as depicted on the site plan, will be as follows:*
 - *Primary Structure*
 - *Front: 15'*
 - ***Side: Reduced from 10' to 5'***
 - ***Rear: Reduced from 15' to 10'***
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 5'*
 - ***Rear: Reduced from 10' to 5'***
- *The subject property contains areas of Residential Low-1 (RL-1) Land Use designation. Per Table 2.1 in the LDC, Planned Developments are “C3” conditional uses in the RL-1 district which require a Level 3 Review as described in Section 906 of the LDC.*
- *The subject site is within the Transit Supportive Development Area (TSDA). The intent of the TSDA “is to promote the development of walkable communities which include a balance between employment opportunities. Mix of complementary uses and activities, and*

a range of housing opportunities; improve access to employment areas, schools, shopping, and recreational opportunities,” according to POLICY 2.105-A1 of the Comprehensive Plan. Policy 2.104-A5 requires applicable developments in the TSDA to connect to centralized water and sewer systems.

- *Per Table 2.2 of the LDC, the RL-1 district allows a maximum density of one dwelling unit per acre. RL-1 districts require setbacks of fifteen (15) feet from the right-of-way from local roads; a side setback of ten (10) feet; rear setback of fifteen (15) feet; and a maximum structure height of 50 feet. Accessory structure setbacks are five (5) feet from the side and ten (10) feet from the rear property line.*
- *Per POLICY 2.104-A7 of the Comprehensive Plan, the Residential-Low maximum density within the Transit Supportive Development Area and Transit Center allows up to twelve (12) dwelling units per acre. The requested PD has a proposed density of 10 DU/AC.*
- *Chapter 10 of the LDC defines “Planned Development” as “A land use or uses prepared, constructed, and maintained according to a binding plan as a single entity containing one or more structures and accessory uses. Strict adherence to land use district standards may be relaxed for the purpose of accomplishing a greater objective such as increased internal vehicle trip capture, resource protection, further compatibility with adjacent uses, and more efficient use of public infrastructure. Multiple land uses contained within Planned Development shall have a functional relationship with each other as well as consistency with the land use district.”*
- *According to LDC Section 303, “Planned Developments may be established in appropriate locations, with respect to intended function; in conformance with the goals, objectives, and policies of the Comprehensive Plan; compatible with the surrounding land uses and future land use districts; where they will not adversely impact facilities and services of the County; where they will not set a precedent for the introduction of an inappropriate use into an area; and so as not to encourage non-residential strip development along streets.”*
- *POLICY 2.105-A5 of the Comprehensive Plan states “Development within the Transit Supportive Areas shall conform with the following criteria:*
 - a. provide access to transit facilities;*
 - b. connect to centralized potable water and sanitary sewer systems;*
 - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;*
 - d. implement “Complete Street” and “Conservation Development” principles as established under Section 2.1251, Community Design, of this element;*
 - e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;*
 - f. provide access to civic space, parks, green areas, and open space and other amenities;*
 - g. be supported by public safety (i.e., fire, EMS and law enforcement);*
 - h. have access to public schools;*
 - i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.*
 - j. **encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of***

single family detached units within designated areas as established in Policy 2.104-A7.”

- *According to Policy 2.125-M of the Comprehensive Plan, the Planned Development process allows “for increasing densities and intensities that may be permitted under certain circumstances, or using innovative design techniques, or providing a mixture of land uses. Planned Development may also be used to gain project design flexibility and to attach conditions, where warranted. Planned Development shall comply with density bonus points as outlined in the Land Development Code.”*
- *The property has direct ingress/egress to Berkley Road (Road No. 009321), a Principal Arterial roadway maintained by the Florida Department of Transportation. The four lane divided highway has about 110’ of ROW. The nearest roadway tracked for concurrency with the Polk County Transportation Organization’s Roadway Network Database is the Berkley Road segment from SR 559A to C. Fred Jones Boulevard (Link #. 6905 N/S), This roadway is an Urban Collector roadway and has a Level-of-Service (LOS) of “C.”*
- *According to the Transportation Planning Organization, there is adequate capacity on Berkley Road and other roads such as Pace Road, C. Fred Jones Boulevard, and the Polk Parkway within the area transportation network to support the development at this time. A Major Traffic Study is required per Section 703.C of the Land Development Code.*
- *The subject property lies within the City of Auburndale’s utility service area. According to correspondence there is a 16’’ reclaim line and a sewer line owned by the City along the Auburndale TECO Trail. There is a wastewater lift station and a 12-inch potable waterline in the Berkley Road right-of-way to the north in front of Berkley Elementary (±500 feet).*
- *The site is currently zoned for Lena Vista Elementary, Jere L. Stambaugh Middle School, and Auburndale High School. The property is not zoned for the closest elementary school. Berkley Elementary is within ¼ mile of the lots proposed within the site, but it is a charter school.*
- *The Polk County Sheriff’s Office response will be provided from the North Central District (NC), located at 3635 Avenue G Northwest in Winter Haven.*
- *Fire and EMS response to this project is from Polk County Fire Rescue Station 7, located at 200 Commonwealth Avenue in Polk City. The travel distance is about 3.2 miles with an average response time of 7-9 minutes.*
- *There are sidewalks along the frontage of Berkley Road and Pace Road.*
- *The closest public park facilities are the Lake Tennessee Boat Ramp, Auburndale TECO Trail, and the Lake Myrtle Recreation Complex.*
- *The closest surface water is Lake Tennessee to the east.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of protected animal and plant species sighting.*
- *There are no known historical or archeological resources onsite, according to the Secretary of State’s Department of Historical Resources Florida Master Site File.*

- *Type “A” flood zones exist onsite (+/- 1.63 acres), primarily in conjunction with the wetlands (+/- 0.58 acres).*
- *According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the property is comprised of Tavares sand (1%) and Smyrna and Myakka sands (99%).*
- *The subject site is not located within any of the County’s Wellhead Protection Districts.*
- *The subject property is not located within a Height Notification Zone or In-Flight Visual/Electronic Interference Zone of the Bartow Municipal Airport.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT (TSDA) of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visit, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDPD-2026-4.**

CONDITIONS OF APPROVAL

1. This approval shall be a Planned Development (PD) for a residential neighborhood consisting of 170 dwelling units, including detached single-family and townhome units. Approval of this Planned Development is for the following: [PLG]
 - Approval of townhomes (multi-family) in RL-1 with more than four units per structure to a maximum of six units per structure.
 - Reducing side and rear setbacks for single-family detached units from ten (10) to five (5) feet and fifteen (15) to ten (10) feet, respectively.
 - For zero-lot line designs, one side setback shall be reduced to zero feet with the other side set to a minimum of 10 feet.
 - Reducing side and rear setbacks for townhome units from ten (10) to five (5) feet and fifteen (15) to ten (10) feet, respectively.
 - Reducing the minimum lot size for single-family detached units from 6,000 sq. ft. to 2,850 sq. ft.
 - Reducing the lot widths to a minimum of 30 feet.
2. For the Level 2 Review, single-family lots below 50 feet wide may replace townhome units through a Minor Modification. Townhome units may replace single-family units, as shown on the site plan, if these changes occur more than 50 feet from the boundary of the Binding Site Plan or more than 50 feet from any part of the Binding Site Plan which has been

constructed or sold to any owner or owners different from the applicant requesting the change. [PLG]

3. The PD will be required to dedicate a 10' wide utility easement in agreement with the City of Auburndale. [PLG]
4. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state and local law. [PLG]
5. Pedestrian connection(s) shall be required onto the Auburndale TECO Trail. [PLG]
6. A solid masonry wall shall be installed along the entire roadway frontage of Berkley Road where there are no wetland impacts. [PLG]
7. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2026-4, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]
8. For the single-family detached units, easements shall be placed on the lot abutting any zero-lot line yard to permit access for maintenance, construction, drainage and other purposes for the benefit of the zero-lot line lot. The easements shall extend at least five feet perpendicular to the zero-lot line dwelling unit. [PLG]
9. The applicant shall provide a 20-foot-wide Type "C" landscaping buffer with a minimum six-foot opaque fence along the northern property line. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: City of Auburndale; Business Park Center-1X (BPC-1X) Auburndale TECO Trail; “Tract A” open space for Sunridge Acres ±5.55 acres	North: Residential Low-2 (RL-2) Single-family residence ±3.82 acres	Northeast: Institutional-1 (INST-1) Berkley Elementary ±12.93 acres
West: City of Auburndale; Business Park Center-1X (BPC-1X) Auburndale TECO Trail; TECO Site ±12.73 acres	Subject Property: Residential Low-1 (RL-1) Two single-family and one mobile home ±17.62	East: Residential Low-1 (RL-1) Single-family & mobile homes ±2.00 - ±4.63 acres
Southwest: City of Auburndale Innovation District RAC Mixed Use R&D & Multifamily ±142 acres	South: Residential Low-1 (RL-1) ±16,000 sq. ft. Greenhouse ±3.24 acres	Southeast: Residential Low-1 (RL-1) LDPD-2021-30 65-lot single-family (2.36 du/ac) ±26.73 upland acres

Source: Polk County Geographical Information System and site visit by County staff

The proposed development is more intense than development in the immediate area, since it includes blocks of four and six attached units. Along the western boundary of the subject site is the Auburndale TECO multiuse trail. To the north, south and east are single-family and mobile homes on 2-acres or larger. These residences have been in the area since the 1960s. To the southeast, a Planned Development, “Berkley Park Subdivision,” received approval for 65-single-family residences on 50-foot-wide lots in 2021 (LDPD-2021-30). Since then, “Berkley Accelerated Middle School, Inc.” purchased the 29-acre property in January 2025 through a Warranty Deed (O.R. Bk 13413, PGs 461-463). Along Pace Road, southwest of the subject site, is the City of Auburndale’s approximately 142-acre “Innovation District” with a City Future Land Use of “Regional Activity Center (RAC)” and “Industrial Planned Unit Development” zoning. The site will accommodate a Research & Development center with a mixture of high-density residential and light industrial uses. Some proposals and already under construction are a 464,000 sq. ft. “e-commerce and logistics” building, two research and development buildings, and 10 mixed-use commercial outparcels.

Compatibility with the Surrounding Land Uses and Infrastructure:

The request is compatible with the surrounding area. The proposed development is more intense than the other nearby existing residential developments. The increase in development intensity will provide a greater variety of housing styles in the area. There is supporting infrastructure provided and planned to serve this level of development. There are also employment opportunities in this area of the County.

The LDC defines compatibility as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”

A. Land Uses:

The applicant is requesting a Planned Development pursuant to LDC Section 303 to permit a residential neighborhood of 170 dwelling units on approximately 17 upland acres (10 DU/AC) with an amenity center, parks, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes with four to six units (multi-family) per structure and single-family detached dwelling units on 30-foot-wide lots.

Townhomes are considered multi-family development and require a Level 3 Review in RL-1, per LDC Table 2.1. The townhomes will consist of structures comprised of greater than four dwelling units attached and shall be designed to resemble single-family homes. The minimum “lot” size for the townhomes is 1,710 sq. ft.

As this request pertains to lot dimensions, the reason for this PD is to reduce lot widths below 50 feet; reduce lot sizes; and reduce setbacks. The single-family homes will have a minimum lot size of 2,850 sq. ft. The applicant states the 30-foot-wide lots provide a “cottage-type” product which allows minimal outdoor landscape maintenance compared to a regular larger residential lot. Two designs are proposed for the single-family lots. One will require reduced side setbacks to five feet on each side of the home. The other is a zero-lot line design where the setback on one side is reduced to zero with 10 feet set for the other side. The minimum rear setback will be 10 feet.

Single-family homes are located to the north, west, and east. Across the road to the southeast, LDPD-2021-30 was approved for 65 single-family units with 50-foot-wide lots and reduced setbacks, at a density of 2.36 DU/AC. To the north and south of the site, single-family homes on properties exceeding an acre border the subject site. The use of open space tracts, landscaping and increased setbacks to the north will provide buffering between these uses to provide for more separation. The applicant shall provide a 20-foot-wide Type “C” landscaping buffer with a minimum six-foot opaque fence along the northern property line.

LDC Section 303 requires residential PDs to devote at least 20 percent of the gross developable project area to Open Space. From the required Open Space acreage, all units shall provide a minimum 500 sq. ft. of park-and-recreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area and shall be no farther than one-quarter of a mile walking distance from at least one recreation amenity.

The proposed site plan shows approximately 6.40 acres (36%) dedicated to Open Space. This will come in the form of the requisite recreation space; contoured and landscaped stormwater ponds; wetland buffers; and compatibility buffers. This is in addition to the 0.58-acre wetland preservation to the southeast. Regarding the open space designated within the gas easement, the applicant previously coordinated with the gas utility while evaluating a reclaimed water connection crossing and reviewed the applicable easement documents. Based on that review, the property owner retains the right to use and enjoy the surface of the easement area, provided no permanent structures are placed within it.

For recreation, the LDC requires one amenity point per unit (170 pts.). The Amenity Plan shows this is being exceeded through a combination of passive recreation, tot lots, and dog parks (total 175 pts.), and planned to be connected by internal sidewalks and pedestrian walkways. Stormwater ponds are to be designed as curvilinear in shape, with canopy and understory tree plantings requirements of the Type “C” buffer as required in LDC Section 303 (Exhibit 5). Amenities tend to change during the Level 2 Review process as the needs of the homebuilders evolve. Those planned adjacent to residential units will be landscaped in accordance with LDC standards.

In addition to needing two parking spaces per unit, exclusive of the garage and tandem parking arrangements, LDC Section 303 also requires additional parking for PDs with upland densities above five dwelling units per acre or lot widths less than 45 feet. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles. The site plan offers 30 additional parking spaces, accounting for the varying lot sizes and LDC requirements. This exceeds the 25 extra spots required by the LDC.

In summary, the application meets the PD standards prescribed by the LDC. The site plan maintains ample Open Space and provides recreational opportunity for future residents. A minimum of one (1) canopy tree shall be planted on each single-family residential lot in accordance with LDC Section 720.M. Tree placement is to be determined by the home builder.

B. Timing & Infrastructure:

Polk County Comprehensive Plan Policy 2.102-A3 states, “Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.”

LDC Section 303 states that the intensity and timeliness of a PD shall be determined by the surrounding infrastructure needed to support the residents within that development. The minimum qualifications for residential density shall be based on achieving a locational score for the Future Land Use Map district and the proximity to existing or programed infrastructure and services (the "Locational Eligibility Score").

Given the proximity to schools, Innovation District along Pace Road, as well as the site’s location within the TSDA Transit Center in Policy 2,104-A7, the minimum density at this location is 6 DU/AC with a maximum of 12 DU/AC with the appropriate locational score. Still, the overall density of the project area is 10 DU/AC.

This is a highly accessible area of the County, close to I-4 and the Polk Parkway with access to a state highway, which contributes to its greater demand for higher urban intensities. There is a comprehensive sidewalk network. However, there is not yet a mass transit line serving the area but that is anticipated to change with denser residential development in the future. Public safety facilities and schools have adequate capacity to serve the development. There is a charter school within walking distance. There are abundant recreation facilities, but not all are within walking distance.

Nearest Elementary, Middle, and High School

The subject site is currently zoned for Lena Vista Elementary, JL Stambaugh Middle, and Tenoroc Senior High. While Berkley Elementary and Berkley Accelerated Middle are located within 1,000 feet of the development, the site is not zoned for them because they are charter or private schools. The annual estimated demand in Table 2, to follow, is calculated by adding the rates for multi-family units (122) with the proposed number of single-family units (48) for each level of education.

Table 2

School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Lena Vista Elementary	34 students	79%	±4.5 miles driving distance
Berkley Elementary	<i>Not zoned</i>	87%	±0.1 miles driving distance
JL Stambaugh Middle	10 students	85%	±6.7 miles driving distance
Berkley Accelerated Middle	<i>Not zoned</i>	<i>Private</i>	±0.3 miles driving distance
Tenoroc Senior High	16 students	62%	±7.5 miles driving distance

Source: Polk County School Board, GIS, Google Maps

When analyzing these numbers, it is important to consider how this project will develop. One, it will take multiple years and engineered phasing plans before full buildout when the impact on schools is fully realized. School Board staff will need to review, evaluate, and analyze the adjacent zoned schools for available capacity with the Level 2 Review application, and the applicant must apply for a binding letter of concurrency at that time. It would be more convenient for future residents to be able to utilize Berkley Elementary and Berkley Middle since they are within walking distance.

Nearest Sheriff, Fire, and EMS Station

Both fire and EMS response to this project is from Polk County Fire Rescue Station 7, located at 200 Commonwealth Avenue in Polk City. The travel distance is about 3.2 miles with an average response time of 7-9 minutes. The nearest fire hydrant is located approximately 400 feet to the northeast off Berkley Road in front of Berkley Elementary. Fire hydrants will be required within the subdivision as one is required within 500 feet of every residence.

Sheriff's response to the site is served by the North Central District, located at 3635 Avenue G Northwest in Winter Haven. The response times for NC were: P1 – 11:32 minutes; P2 – 28:28 minutes. Priority 1 Calls are considered to be true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Sheriff's response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff's North Central District Command 3635 Avenue G Northwest, Winter Haven	±9.7 miles	P1: 11:32 P2: 28:28
Fire/EMS	Polk County Fire Rescue Station 7 200 Commonwealth Avenue, Polk City	±3.2 miles	7-9 minutes

Source: Polk County Sheriff's Office and Public Safety

*Response times are based on when the station receives the call, not from when the call is made to 911.

Water and Wastewater Demand and Capacity:

Water, wastewater, and reclaimed water services are provided by the city of Auburndale. Development in the TSDA is required to connect to available centralized water and sewer. The project received a formal letter from City Utilities on November 12, 2025, indicating that capacity for 246 units is reserved for this proposed development (Exhibit 10). There is a 16-inch reclaim

line and a sewer line owned by the city along the Auburndale TECO Trail. There is a wastewater lift station and a 12-inch potable waterline in the Berkley Road right-of-way to the north in front of Berkley Elementary (± 500 feet). The development will be required to connect to these services.

A. Estimated Demand and Service Provider:

The proposed development is for 170 dwellings, 48 of which are proposed single-family units while the remaining are multi-family units. Single-family detached dwelling units utilize 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater whereas multi-family is estimated at 198 GPD for water and 180 GPD for wastewater, on average. Base density without Planning Commission approval in the RL-1 district is one (1) dwelling unit per acre. In the TSDA Transit Center, a development may be approved for up to twelve (12) dwelling units per acre on uplands assuming other development standards could be met. Table 4, to follow, compares generalized estimates of the anticipated water and wastewater demands. Since maximum RL-1 densities favor multi-family developments, this use will be utilized for comparison purposes.

Table 4

± 17 upland acres (RL-1) 0.58 $\pm$ acres wetland	Demand as Currently Permitted RL-1 (1 DU/Acre)	Maximum Permitted RL-1 (12 DU/Acre)	Proposed Plan (10 DU/Acre)
Permitted Intensity	17 single-family dwelling units**	204 multi-family units*	122 MF units 48 SF units
Potable Water Consumption (GPD)	6,120 GPD	40,392 GPD	41,436 GPD
Wastewater Generation (GPD)	4,590 GPD	55,080 GPD	34,920 GPD

Source: Polk County Concurrence Manual & Polk County Utilities

**Multi-family generates an estimated 198 GPD potable water demand and 180 GPD wastewater*

***Single-family residential generates an estimated 360 GPD for potable water demand and 270 GPD for wastewater generation*

The applicant is proposing ten (10) dwelling units per acre, the maximum given the PD locational eligibility score, with the inclusion of 48 single-family units. Utility demands are generally lower in multi-family developments rather than detached single-family subdivisions, as shown in the table above. Unit types could change at the time of Level 2 Review, with some multi-family converting into single-family, a decrease in intensity.

B. Available Capacity:

Based on correspondence from the City, a letter from their Public Utilities dated November 12, 2025, has reserved capacity for 246 units. Based on information gathered from the City's website and the Southwest Florida Water Management District press releases, the City operates seven (7) deep water wells that have a permitted capacity of over eight (8) million gallons per day (MGD).

The City of Auburndale has two wastewater treatment facilities. The Allred Facility, located on Recker Highway, has a capacity of 1.4 million gallons per day (MGD) and the treated effluent is discharged as reuse water to the Calpine Power Plant and Lake Myrtle Sports complex. Their regional wastewater treatment facility is located on Spring Road, west of Berkley Road.

According to a letter from the city of Auburndale dated 7/22/26, the city provided the following comments regarding utility connections and improvements:

- *All development on this site would be contingent on the City of Auburndale's "Northern force main project," phases one and two, to be completely installed and operational. These terms would need to be defined in a developer's agreement*

between the developer and the City before capacities can be committed to the proposed development. Phase one of this project is substantially completed already with final closeout expected within the next thirty days.

- *Phase II of the Northern force main project remains in the design phase until what time easements are secured from both this development and a parcel to the South. However, this development will not be able to be served by the City of Auburndale's utilities unless the easement is provided.*
- *The 10-foot utility easement, needed to serve the subject site, needs to be along the northern property line and near the Teco Trail, to the east of the Gulfstream Gas easement. This location is needed for connection for this development and future development to the south. A visual depiction of the utility location has been provided as Attachment "A" to this letter.*
- *The City of Auburndale Utility Capacity Letter, provided on November 12, 2025, regarded capacities at the respective treatment facilities. The ability to discharge into the sanitary collections system is dictated by the projects and easement acquisitions previously referred to.*

C. Planned Improvements:

There are \$3.5 million expansion and improvement projects included in the City's Fiscal Years between the 2022-2029 capital improvement plan (CIP) with funding allotted for Fiscal Year 2028-2029. This development is not depending upon any capital improvements to develop.

Roadways/ Transportation Network

The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

A. Estimated Demand:

Single Family Detached Housing generates 7.81 Average Annual Daily Trips (AADT) and 1.00 PM Peak Hour trips per unit. Multi-family units generate 6.21 AADT and 0.52 PM Peak Hour Trips, according to methodology employed by TPO. Table 5, to follow, provides a comparison of the estimated and potential demand.

Table 5

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted RL-1 (1 DU/Acre)	Maximum Permitted with PD Bonus Points	Proposed Plan (10 DU/Acre)
±17 upland acres (RL-1) 0.58 ± acres wetland			
Permitted Intensity	17 SF units	204 MF units	122 MF units 48 SF units
Average Annual Daily Trips (AADT)	133	1,267	1,133
PM Peak Hour Trips	17	106	111

Source: Polk County Concurrency Manual

A Major Traffic Study will be required during the Level 2 Review process because the proposal will exceed 750 AADT. Under typical modeling, most of those trips will travel south towards Auburndale because that is the closest location of daily shopping needs. There will likely be a higher number of vehicles returning to the development during the peak hour from the north because of the proximity to employment centers via I-4. I-4 traffic can also reach the site from the south via the Polk Parkway and its Pace Road connection.

B. Available Capacity:

There is currently capacity to serve the proposed development, as proposed by the site plan. Table 6, to follow, displays the generalized capacity on the adjacent transportation links.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
6905N	Berkley Road (SR 655) From: Pace Road To: SR 559A (C. Fred Jones Blvd)	C	1,331	E
6905S	Berkley Road (SR 655) From: SR 559A (C. Fred Jones Blvd) To: Pace Road	C	1,350	E
8119N	Berkley Road (SR 655) From: CR 546 (Old Dixie Hwy) To: Pace Road	C	1,116	D
8119S	Berkley Road (SR 655) From: Pace Road To: CR 546 (Old Dixie Hwy)	C	1,089	D
4071N	Berkley Road (SR 655) From: SR 559A To: SR 33 (Commonwealth)	C	590	E
4071S	Berkley Road (SR 655) From: SR 33 (Commonwealth) To: SR 559A	C	598	E
6908E	Pace Road From: SR 570 (Polk Pkwy) To: Berkley Road (SR 655)	C	1,818	E
6908W	Pace Road From: SR 570 (Polk Pkwy) To: Berkley Road (SR 655)	C	1,825	E
8094E	SR 559A (C. Fred Jones Blvd) From: Berkley Road (SR 655) To: SR 559	C	1,271	D
8094W	SR 559A (C. Fred Jones Blvd) From: SR 559 To: Berkley Road (SR 655)	C	1,249	D
6804N	CR 559 From: Gapway Road To: I-4	C	927	D
6804S	CR 559 From: I-4 Rd. To: Gapway Road	C	530	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 13, 2026

During the Peak PM hours, the project is anticipated to generate approximately 111 trips. The primary impact will be to SR 655 (Links 6905 N/S). These are trips that will be entering the roadways during a two-hour span during the evening when traffic is generally considered the most

intense. Of the Peak PM Trips calculated in Table 5, approximately 37% will enter the roadway system during peak hours, with half (+/- 21) projected to travel north and half south.

C. Roadway Conditions:

The property has access to Berkley Road, a principal arterial roadway maintained by the FDOT. It has a right-of-way width of approximately 110 feet. Berkley Road and Pace Road were widened from two to four-lanes divided in 2008 and completed by 2010. C. Fred Jones Boulevard was widened from two to four lanes divided in 2015. The Polk Parkway was widened in 2021 to four lanes between I-4 and U.S. Highway 92. Pace Road (Road No. 751702) is the only County maintained roadway in the immediate network serving this proposed development and it is in fair condition. Berkley Road becomes a County-maintained facility north of C. Fred Jones Boulevard to its terminus at State Road 33 in Polk City (Road No. 750807). The applicant has stated the roads within the development will remain private.

D. Sidewalk Network

This area has a near complete sidewalk network as well as a connection to a bicycle/pedestrian trail that connects to another county. Sidewalks are provided on both sides of Berkley Road and the site plan shows internal sidewalks. One of the more significant attractors to this location is the bicycle and pedestrian network. It connects to major recreational facilities, schools, a university campus, commerce and employment.

E. Planned Improvements:

Per LDC Section 705, a minimum Type VI intersection (right-in deceleration turn lane and left-in center turn lane) is required on County roadways for new development serving more than 999 AADT or 199 parking spaces. However, this is a state facility. Therefore, the FDOT may require a northbound deceleration lane into the development.

Intersection improvements, including a right turn lane, are proposed at CR 5599 and Lundy Road according to the 2026-2030 CIP Budget (Project #5400257). The project is in preliminary stages with planned improvements near the end of 2027.

F. Mass Transit

The nearest mass transit route is the Citrus Connection Lakeland to Winter Haven Route (Purple Line) with the closest stop “Stop # 1716” over 6 miles away at the intersection of Berkley Road (SR 655) and Old Dixie Highway (CR 546). Even though there is a complete sidewalk connection to it, this is not a walkable distance.

Park Facilities and Environmental Lands:

The County’s residential development standards require functional open space to be designed within a development that includes recreational amenities for the residents. Sidewalks are required on both sides of all residential streets connecting the residents to the open space and recreational amenities. The closest public park facilities are the Lake Tennessee Boat Ramp and the Lake Myrtle Recreation Complex which is regional recreation facility. Lake Myrtle Recreation Complex, less than three miles to the south, and is owned and managed by the City of Auburndale

with cooperative funding from Polk County. The closest County-maintained recreation facility is in Polk City, five miles driving distance.

A. Location:

Polk City Park is located at 5130 Duey Road, Polk City. Its current hours of operations are from 5 a.m. to 10 p.m.

B. Services:

Polk City Park has four lighted baseball & softball fields, multi-purpose fields, a basketball court, picnic pavilion, and a playground. Lake Myrtle Sports Complex has nine competition baseball fields, featuring electronic score boards, oversized dugouts, home and visitor bullpens and batting cages and 11 lighted soccer fields among other amenities.

C. Multi-use Trails:

The Auburndale TECO Trail is directly west and adjacent to the subject site. As part of the conditions and incorporated into the site plan, pedestrian connection from the development to the trail will be required. This greenway provides a linear walking and bicycle path and connects Auburndale to State Road 50 between Brooksville and Clermont in Lake County.

D. Environmental Lands:

The closest Environmental lands area is the Tenoroc Fish Management Area managed by the Florida Wildlife Commission (FWC). Access is off Combee Road over 13 ½ miles driving distance.

The site is not within the Florida Wildlife Corridor. No conservation easements are located adjacent to the site.

E. Planned Improvements:

Further recreation improvements to the Lake Myrtle Sports Complex include a multi-year project in collaboration with the City of Auburndale for additional restrooms, fencing around the soccer stadium, new walking trails and improved lighting. Parks and Natural Resources have been pursuing the acquisition of land near Lake Mattie for a potential boat dock. Since 2023, the City of Auburndale has been renovating Lake Ariana Park which includes a new 30,000 sq. ft. civic center, boat dock, picnic pavilions, beach volleyball courts, and playground.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, “The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur.” There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water:

The site is in the Lake Juliana drainage basin with Lake Tennessee as the closest surface water, approximately ½ mile from the property. The stormwater management system will be designed to the Southwest Florida Water Management District (SWFWMD) regulations, which meet the applicable state water quality standards, and the Comprehensive Plan and LDC. The applicant/developer will consult with SWFWMD on the need for a water use permit for the dewatering activities proposed for the construction of project lakes, utilities, and/or road or building foundations.

B. Wetlands/Floodplains:

Wetlands and flood zones are found onsite on the eastern and southeastern portions of the site. Approximately 1.63 acres of the site are within an AE flood zone with a known base flood elevation (BFE) of 156.90 feet above mean sea level. This is associated with the Lake Juliana floodplain. The site is between 156 and 161 feet above sea level.

For this site plan, impacts to wetlands are being avoided to the greatest extent possible, and 25-foot-wide upland buffers are located around these areas, in accordance with LDC Section 620. A flood study and topographic survey will be required for submittal of their engineered plans (Level 2 Review).

C. Soils:

Most of the site where development is proposed is comprised of Smyrna and Myakka Fine Sands, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Smyrna and Myakka Fine Sands have severe limitations to all forms of development. Future development of the remainder of the site will be connected to public water and wastewater services provided through the City of Auburndale.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Smyrna and Myakka Fine Sands	Severe: wetness, poor filter	Severe: wetness	99%
Tavares fine sand	Moderate	Slight	1%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

D. Protected Species:

According to Polk County Endangered Habitat Maps, the PD is not located within a one-mile radius of an endangered species sighting. (Source: Florida Natural Areas Inventory, 2002, 2006 & 2011). No bald eagle nests are within one mile of the site per the Audubon EagleWatch Inventory Viewer.

E. Archeological Resources:

The property has no recorded archaeological or cultural resources, according to the Florida Department of State's Division of Historical Resources.

F. Wells (Public/Private):

The property is not located within a Wellfield Protection District. The homes to the north and south are on individual potable well systems.

G. Airports:

According to the Polk County Airport Impact Districts Map, the subject property is not located within any Airport Buffer Zones for flight path and height restriction.

Economic Factors:

This is an area that is seeing much higher development growth potential than in the past. The Polk Parkway interchange at Pace Road and the widening of Berkley Road has brought the urban development pressures from the cities closer to this area. The extension of urban services such as public water and wastewater enables more intense urban densities. The economic catalysts such as Florida Polytechnic University and the FDOT Suntrax facility (“America’s new center for transportation innovation in Florida”) have brought other employment opportunities to the area. These factors attract home buyers as well. Berkley Road and Old Berkely Road have seen a significant amount of residential development in the past 10 years.

The applicant is seeking to develop this site in way that gets the highest potential while maintaining compatibility with neighboring development and environmental limitations. Housing needs are on the rise in central Florida, and Polk County is seeing higher than average population growth. There is a high potential that this development is the right type of housing product in the right location. It is in close proximity to land use categories that will provide much support and almost every needed form of infrastructure is available. Residential development in this location will provided the market support for needed commercial to be located nearby.

Consistency with the Comprehensive Plan and Land Development Code:

Table 8, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 8

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The proposed single-family development is compatible with neighboring properties because of right-of-way separation and like uses. There is adequate infrastructure to support the units if built to a proper infrastructure design. The connection to public wastewater enables higher density and smaller lot sizes. The smaller lots provide some slight variation in the housing products available in the area and aid in avoidance of environmentally sensitive lands. Necessary landscaping and transition buffers will be employed at the time of the Level 2 Review.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The site is in an area planned for more intense urban development. There is water and wastewater services available. Transportation facilities are excellent. This is a highly accessible area of the County, which contributes to its greater demand for higher urban intensities. There is a comprehensive sidewalk network. Public safety facilities and schools have adequate capacity to serve the development. There is a charter school within walking distance. There are abundant recreation facilities, but not all are within walking distance.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	The proposed development is consistent with services available in the Transit Supportive Development Area (TSDA) because there are urban services such as water and sewer available. Mass transit is not yet available but will be if higher residential densities develop in the area.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it. The only service weaknesses are transit which needs more intense development to occur.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	This site will have access to adequate public facilities. Capacity is available for all services. Emergency services are functioning at an acceptable level.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 9 in accordance with Section 906.D.7 of the Land Development Code.

Table 9

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC, specifically Sections 906.D, 303, 705 and Section 709.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this development is consistent with the Comprehensive Plan as it meets the density requirements.</i>
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See this staff report for data and analysis on surrounding uses and compatibility.</i>
How the concurrency requirements will be met if the development were built.	<i>This request will require concurrency determinations from utilities, the School Board, and TPO. The impact on public services can be found in the analysis found in the staff report.</i>

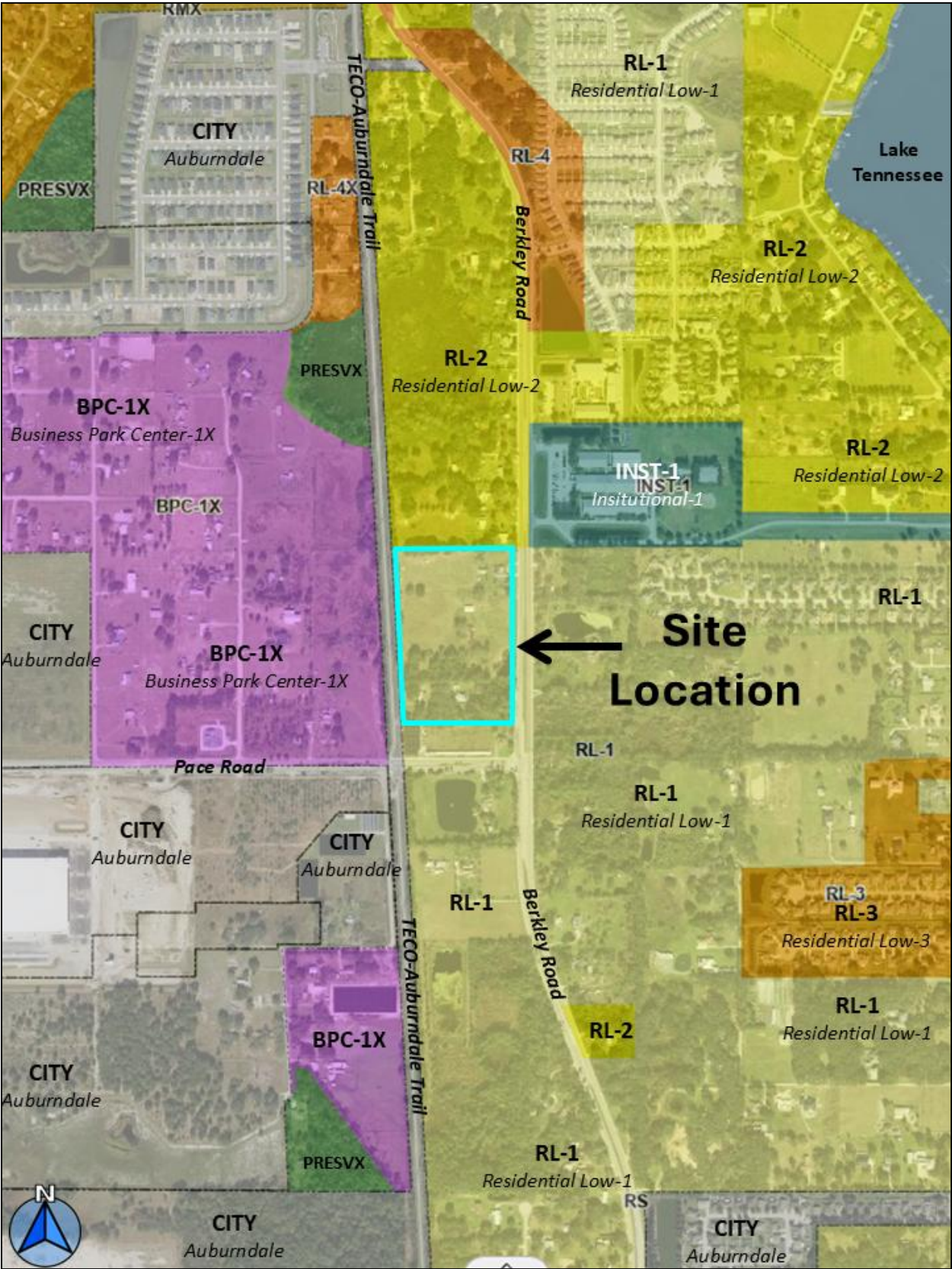
Comments from other Agencies: None.

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image with Site Plan Overlay
Exhibit 5	Site Plan
Exhibit 6	Amenity Plan
Exhibit 7	Typical Lots & Site Plan Notes
Exhibit 8	City of Auburndale – Utility Letter



Location Map



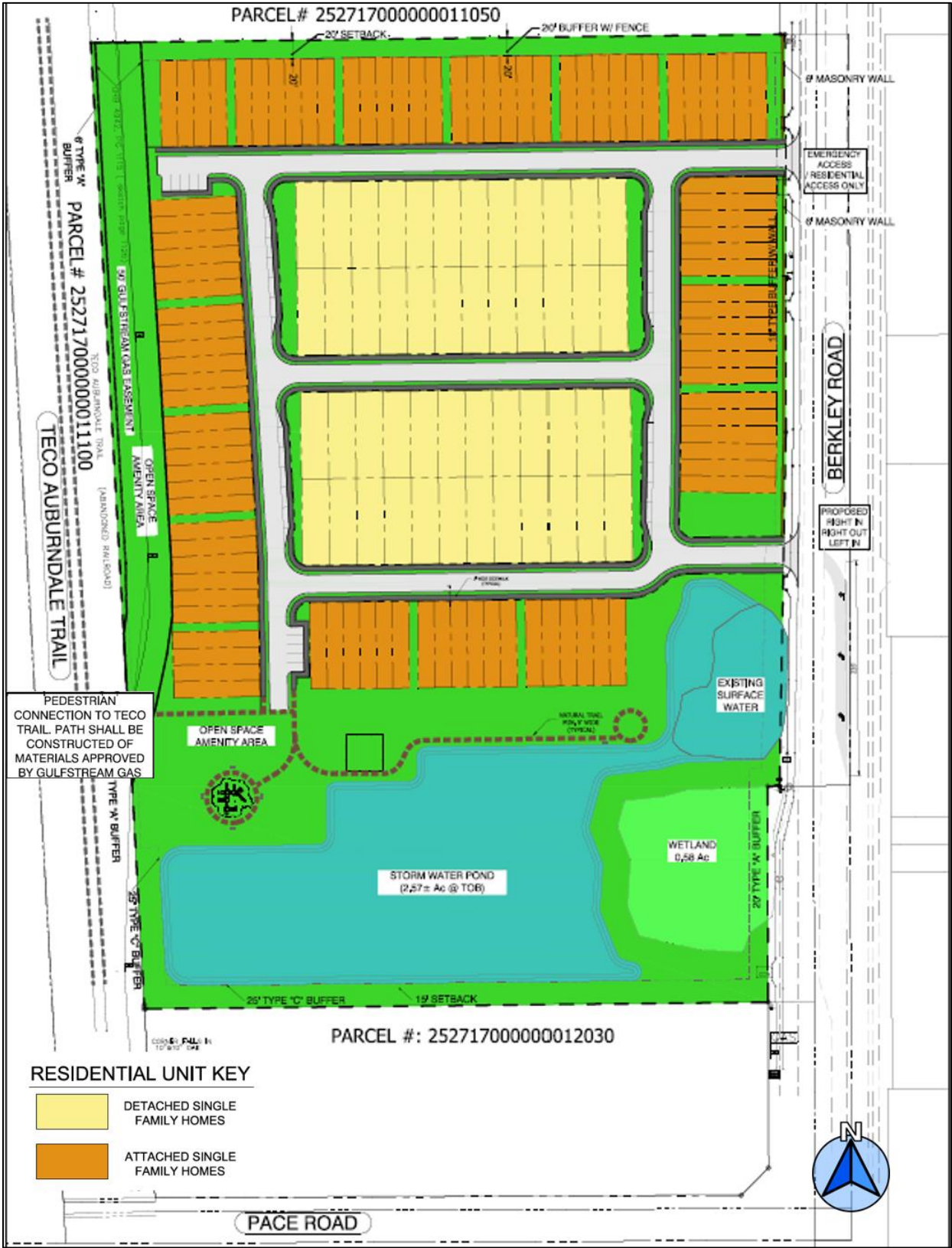
Future Land Use Map



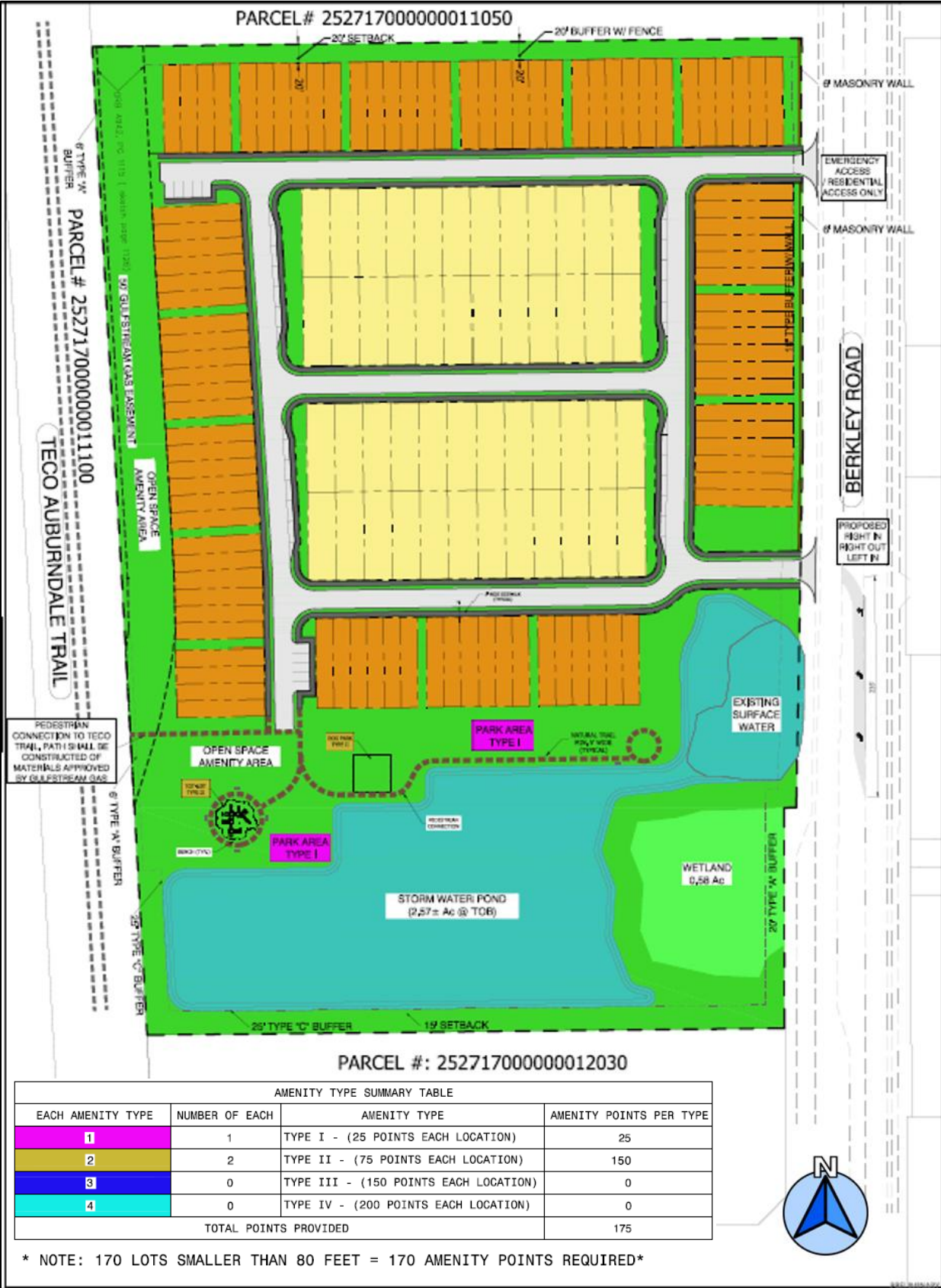
Aerial Image (Context)



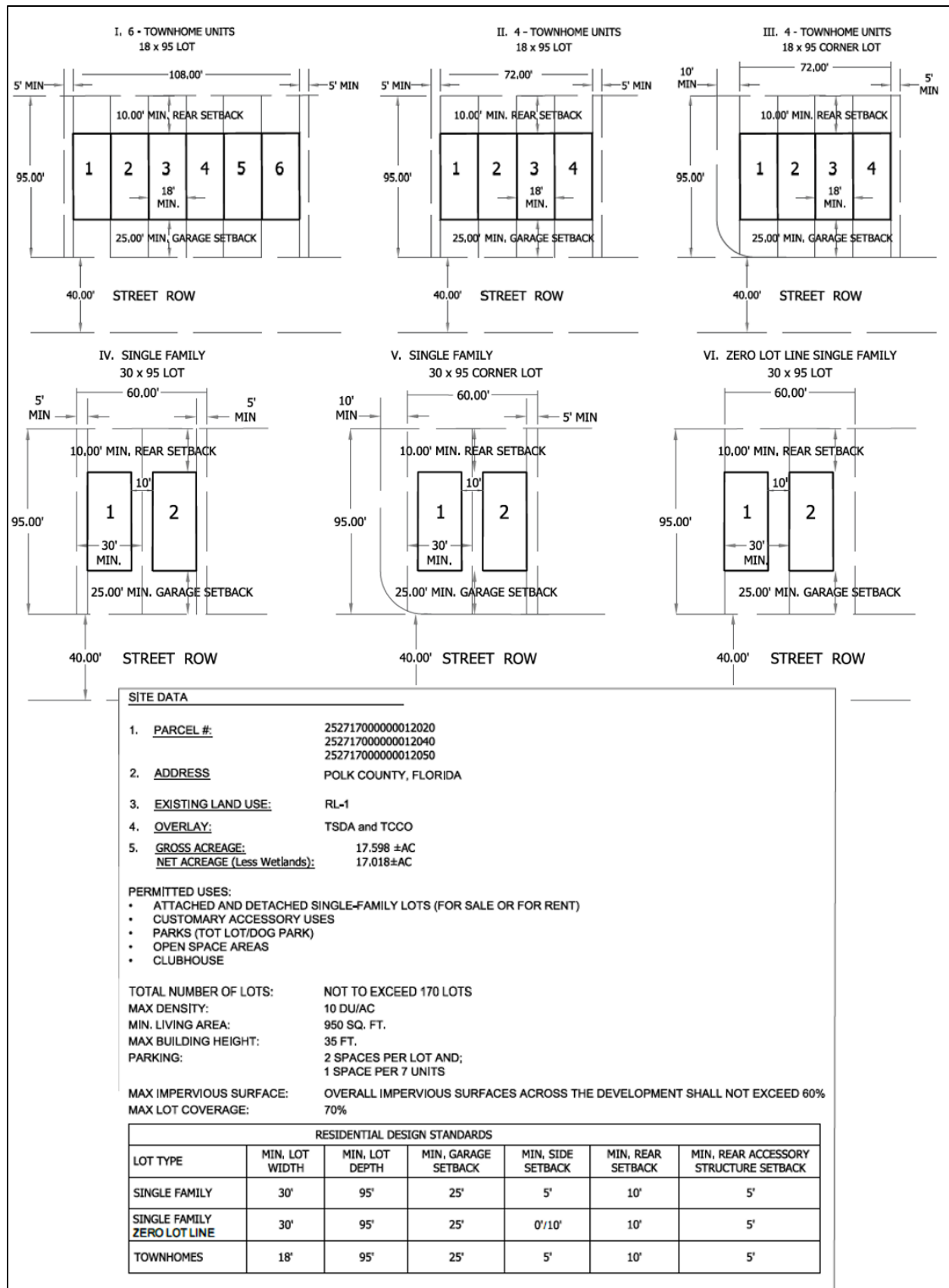
Aerial Image with Site Plan Overlay



Site Plan



Amenity Plan



Typical Lots & Site Plan Notes



City of Auburndale
AUBURNDALE, FLORIDA 33823

Brad Thomas
Director of Public Utilities

P.O. Box 186
215 Main Street
(863) 965-5500

November 12, 2025

MAS Development
2875 NE 191st Street, Suite 305
Aventura, FL. 33180
Attn: Nika Zyryanova

Re: Parcel ID's: 252717000000012020, ...050, & ...040

Dear Ms. Zyryanova,

The proposed development on Berkely Road, North of Pace is in the City of Auburndale's utility service area. Water and wastewater capacity is available to provide service to the 246 proposed lots.

Any main extensions or lift-station improvements required by this project will be at the expense of the developer.

The City of Auburndale looks forward to this project, and I can provide further information, please call me at 863-837-5078.

Sincerely,

Brad Thomas
Public Utilities Director
City of Auburndale
P: 863-837-5078
E: Bthomas@Auburndalefl.com

City of Auburndale – Utility Letter

BERKLEY CROSSINGS

POLK COUNTY, FLORIDA
SECTION 17, TOWNSHIP 27 S, RANGE 25

PROJECT NUMBER: SPEC25390
DATE: 02/27/2026

SHEET INDEX

MASTER DEVELOPMENT PLAN SET	
SHEET NUMBER	SHEET TITLE
1	MASTER PLAN COVER SHEET
2	OVERALL CONCEPT PLAN
3	OVERALL AMENITY PLAN
4	OVERALL OPEN SPACE PLAN

MAP REFERENCES

BOUNDARY AND TOPOGRAPHIC SURVEY

INFORMATION TAKEN FROM "BOUNDARY AND TOPOGRAPHIC SURVEY" FOR "PROJECT NAME" PREPARED BY JOHH L. WABY, PLS, OF AVID/MCADAMSCO DATED 06/11/2024.

PROFESSIONAL TEAM

CIVIL ENGINEER:

AVID|McADAMS
ATTN: TBD
4904 EISENHOWER BLVD., STE 350
TAMPA, FL 33634
PHONE: (727) 789-9500
E-MAIL: name@mcadamsco.com

SURVEYOR:

AVID|McADAMS
ATTN: JOHN L. WABY, PLS
4904 EISENHOWER BLVD., STE 350
TAMPA, FL 33634
PHONE: (727) 789-9500
E-MAIL: jwaby@mcadamsco.com

LEGAL DESCRIPTION

North 14 1/2 acres of the following lands less and except lands described in Official Records Book 7713, page 928: That part of the Southeast Quarter of the Northeast Quarter lying East of the Seaboard Coast Line Railroad right-of-way and West of the right-of-way of State Road #655, less and except the South 35 feet thereof, all in Section 17, Township 27 South, Range 25 East, Polk County, Florida.

LOCATION MAP

1" = 600'

SITE DATA

1.

PARCEL #:

252717000000012020

252717000000012040

252717000000012050

2.

ADDRESS

POLK COUNTY, FLORIDA

3.

EXISTING LAND USE:

RL-1

4.

OVERLAY:

TSDA and TCCO

5.

GROSS ACREAGE:

17.598 ±AC

NET ACREAGE (Less Wetlands):

17.018±AC

PERMITTED USES:

• ATTACHED AND DETACHED SINGLE-FAMILY LOTS (FOR SALE OR FOR RENT)

• CUSTOMARY ACCESSORY USES

• PARKS (TOT LOT/DOG PARK)

• OPEN SPACE AREAS

• CLUBHOUSE

TOTAL NUMBER OF LOTS:

NOT TO EXCEED 170 LOTS

MAX DENSITY:

10 DU/AC

MIN. LIVING AREA:

950 SQ. FT.

MAX BUILDING HEIGHT:

35 FT.

PARKING:

2 SPACES PER LOT AND;

1 SPACE PER 7 UNITS

MAX IMPERVIOUS SURFACE:

OVERALL IMPERVIOUS SURFACES ACROSS THE DEVELOPMENT SHALL NOT EXCEED 60%

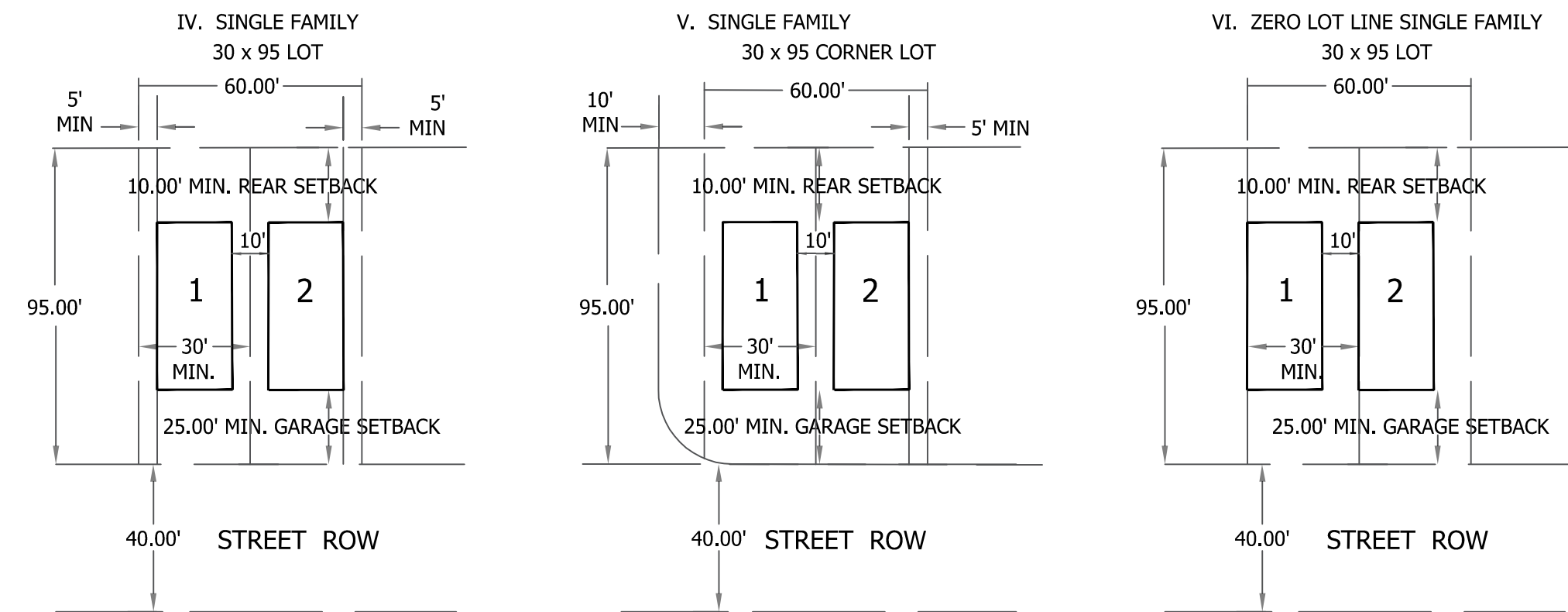
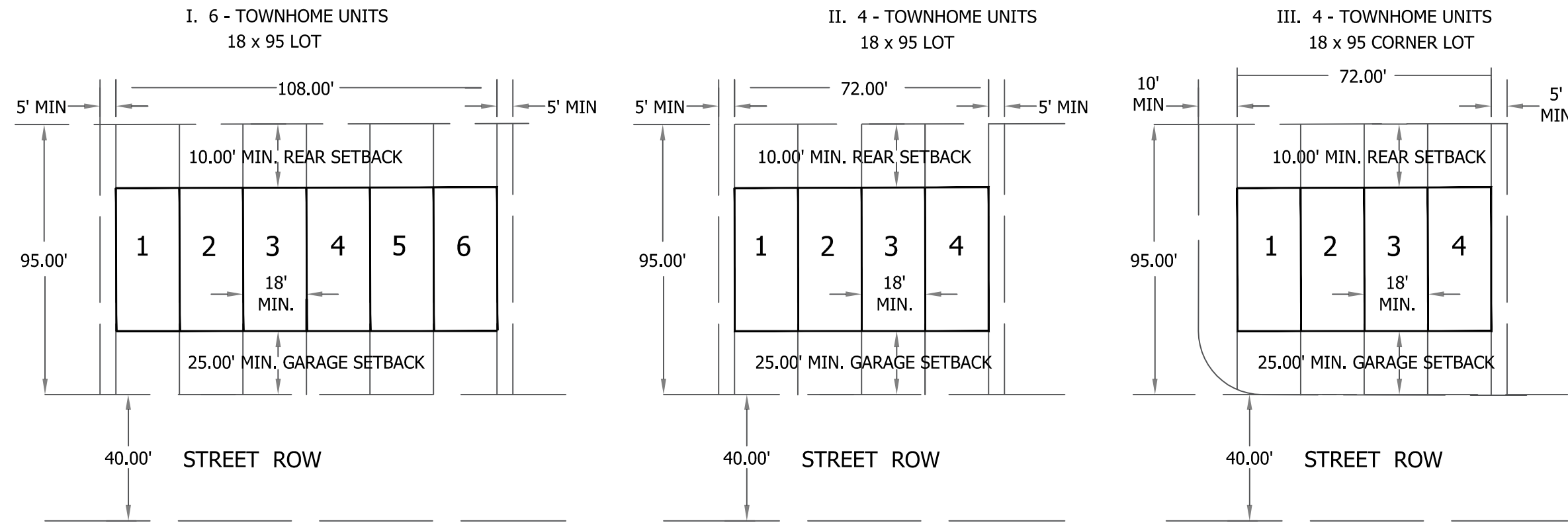
MAX LOT COVERAGE:

70%

RESIDENTIAL DESIGN STANDARDS

LOT TYPE	MIN. LOT WIDTH	MIN. LOT DEPTH	MIN. GARAGE SETBACK	MIN. SIDE SETBACK	MIN. REAR SETBACK	MIN. REAR ACCESSORY STRUCTURE SETBACK
SINGLE FAMILY	30'	95'	25'	5'	10'	5'
SINGLE FAMILY ZERO LOT LINE	30'	95'	25'	0'/10'	10'	5'
TOWNHOMES	18'	95'	25'	5'	10'	5'

TYPICAL LOT CONFIGURATIONS:



PD DEVELOPMENT NOTES:

- The Berkley Crossing PD will be required to dedicate a 10'-wide utility easement, mutually agreed upon by the Developer and the City of Auburndale during Level 2;
- Development of the Property may be accomplished in a single or multiple phases;
- The location of parking areas, access point, amenities, and infrastructure improvements (including but not limited to stormwater ponds, utilities, and related facilities) as shown on the conceptual plan are illustrative only and shall be determined at the time of construction plans submittal;
- Increases in lot sizes and/or decreases in the number of lots shall be deemed to be in substantial conformance with this Berkley Crossing PD Concept Plan;
- The final mix of residential product types (e.g., attached single-family and/or detached single-family homes) will be determined at the time of construction plans submittal in response to market conditions;
- Any modification to the Berkley Crossing PD Plan under Polk County Land Development Code Section 906.E shall be considered a minor modification..
- Parking, open space/recreation and amenity requirements may be adjusted at the Level 2 submittal, based on the final unit count, as long as the LDC standards are met.



The John R. McAdams Company, Inc.
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Suite 350
Tampa, FL 33634
phone 727. 789. 9500
license number: COA 32893, LB 8290

www.avidgroup.com
www.mcadamsco.com

CLIENT

MAS DEVELOPMENT
2874 NE 191ST STREET, SUITE 305
AVENTURA, FL 33180

IF AVAILABLE

BERKLEY CROSSINGS
BERKLEY ROAD AND PACE ROAD
POLK COUNTY, FLORIDA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
1	
2	
3	
4	
5	
6	

PLAN INFORMATION

PROJECT NO. SPEC25390
FILENAME SPEC25390_MASTER
PLAN COVER SHEET
CHECKED BY XXX
DRAWN BY XXX
SCALE #####
DATE 11/13/2025

SHEET

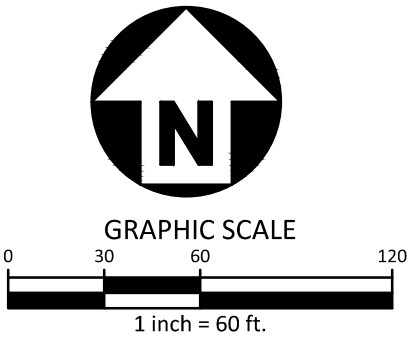
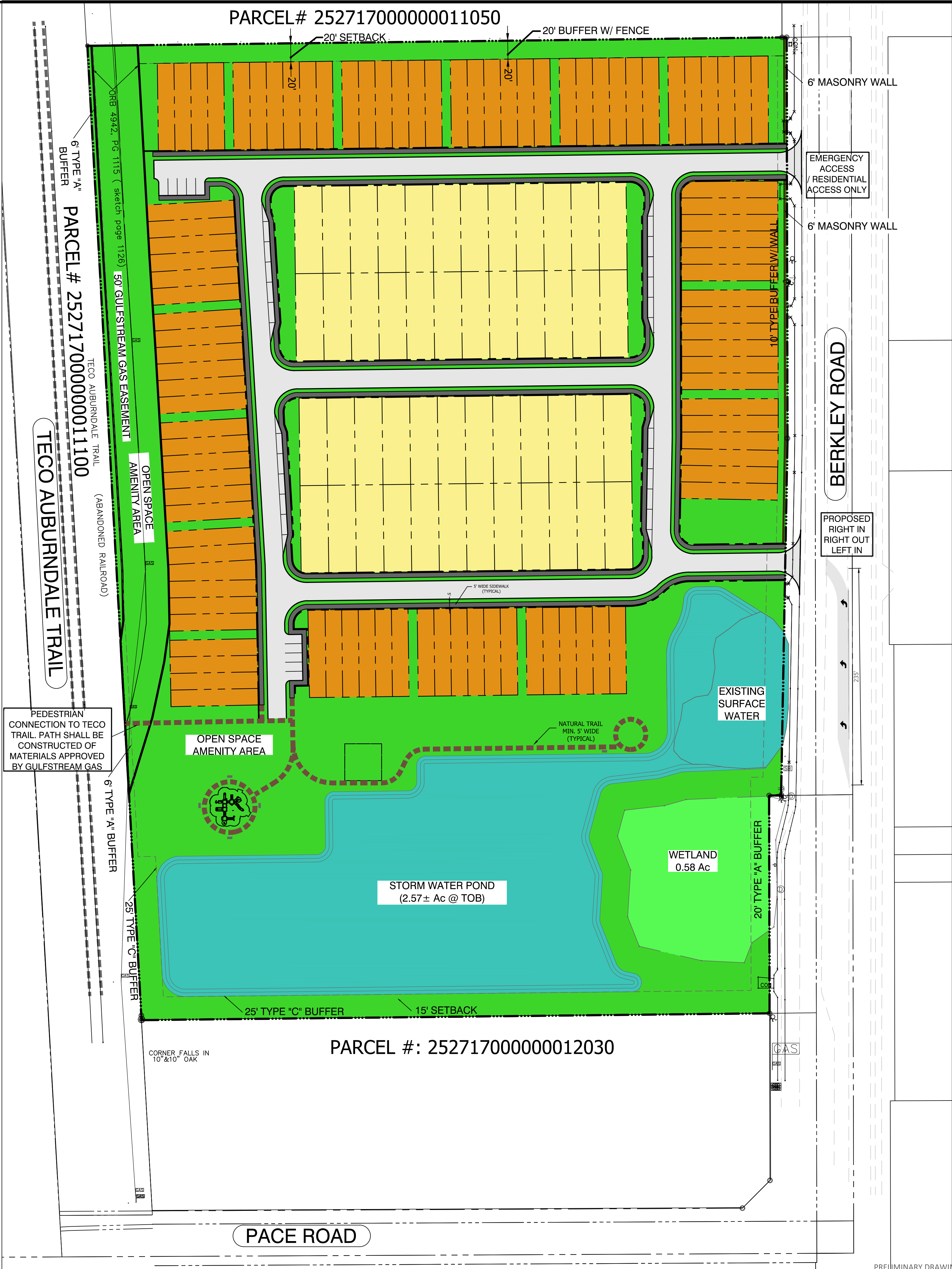
MASTER PLAN COVER
SHEET

1

BERKLEY CROSSINGS
OVERALL CONCEPT PLAN

RESIDENTIAL UNIT KEY

- DETACHED SINGLE FAMILY HOMES
- ATTACHED SINGLE FAMILY HOMES



The John R. McAdams Company, Inc.
4904 Eisenhower Blvd.
Suite 350
Tampa, FL 33634
phone 727. 789. 9500
license number: COA 32893, LB 8290

www.avidgroup.com
www.mcadamsco.com

CLIENT

MAS DEVELOPMENT
2874 NE 191ST STREET, SUITE 305
AVENTURA, FL 33180

IF AVAILABLE

BERKLEY CROSSINGS
BERKLEY ROAD AND PACE ROAD
POLK COUNTY, FLORIDA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
1	
2	
3	
4	
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6	

PLAN INFORMATION

PROJECT NO. SPEC25390
FILENAME
SPEC25390_OVERALL CONCEPT PLAN
CHECKED BY EF
DRAWN BY MJS
SCALE 1" = 60'
DATE 05/05/2026

SHEET

OVERALL CONCEPT
PLAN

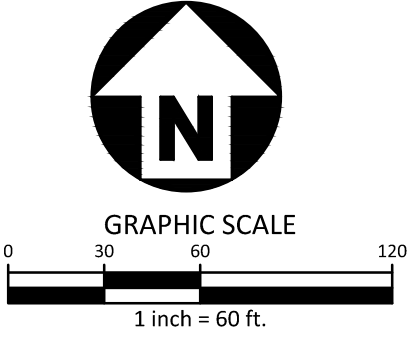
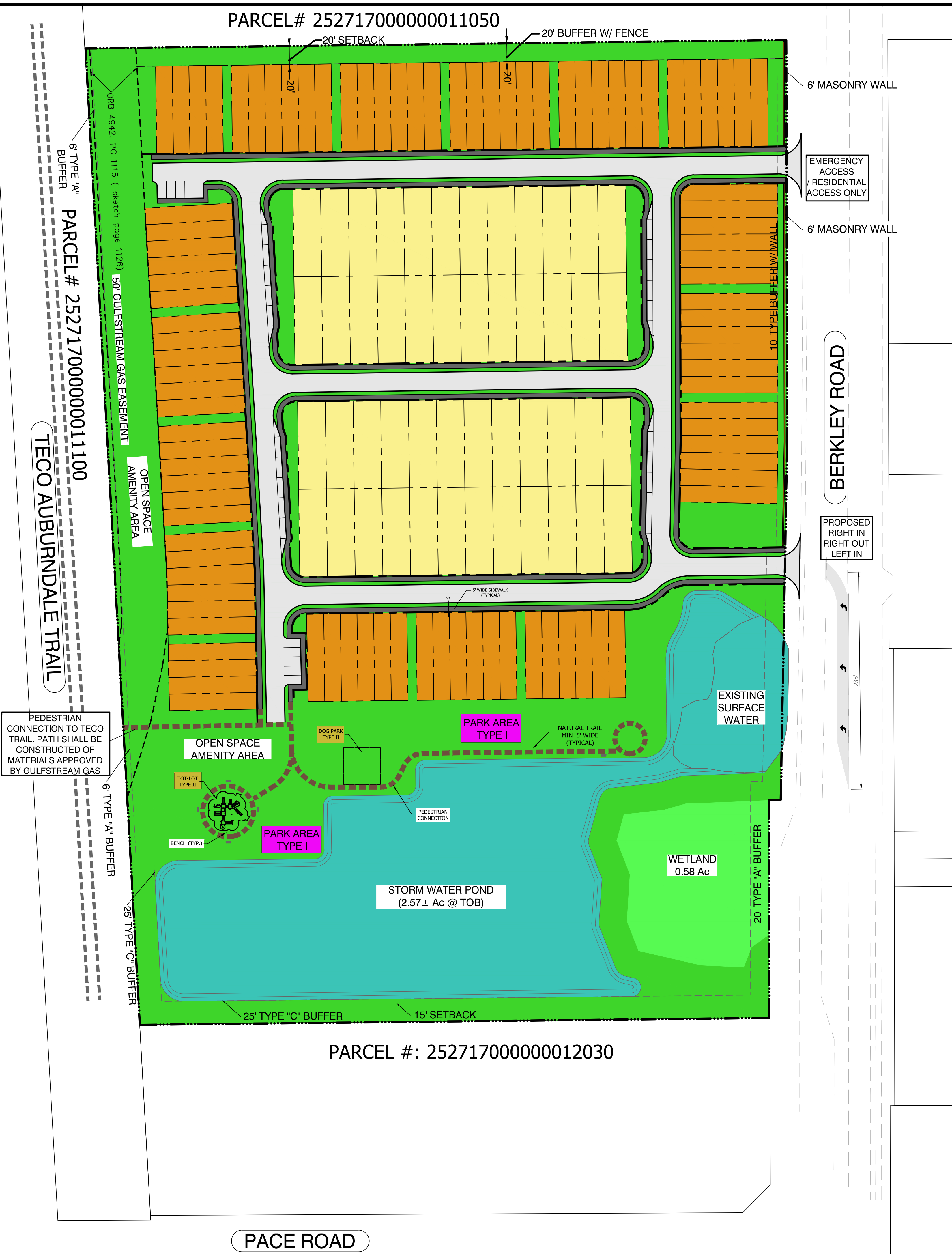
2

BERKLEY CROSSINGS
OVERALL AMENITY PLAN

- NOTES:
- 1. ALL LOTS ARE WITHIN 1,300 FEET OF PROPOSED PARKS.
 - 2. RETENTION PONDS WILL BE LANDSCAPED WITH TYPE "C" BUFFERS AND HAVE PEDESTRIAN CONNECTIONS.

AMENITY TYPE SUMMARY TABLE			
EACH AMENITY TYPE	NUMBER OF EACH	AMENITY TYPE	AMENITY POINTS PER TYPE
1	1	TYPE I - (25 POINTS EACH LOCATION)	25
2	2	TYPE II - (75 POINTS EACH LOCATION)	150
3	0	TYPE III - (150 POINTS EACH LOCATION)	0
4	0	TYPE IV - (200 POINTS EACH LOCATION)	0
TOTAL POINTS PROVIDED			175

* NOTE: 170 LOTS SMALLER THAN 80 FEET = 170 AMENITY POINTS REQUIRED*



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CLIENT

MAS DEVELOPMENT
2874 NE 191ST STREET, SUITE 305
AVENTURA, FL 33180

IF AVAILABLE

BERKLEY CROSSINGS
BERKLEY ROAD AND PACE ROAD
POLK COUNTY, FLORIDA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
1	
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3	
4	
5	
6	

PLAN INFORMATION

PROJECT NO. SPEC25390
FILENAME SPEC25390_OVERALL AMENITY PLAN
CHECKED BY EF
DRAWN BY MJS
SCALE 1" = 60'
DATE 05/05/2026

SHEET

OVERALL AMENITY
PLAN

3

BERKLEY CROSSINGS
OVERALL OPEN SPACE PLAN

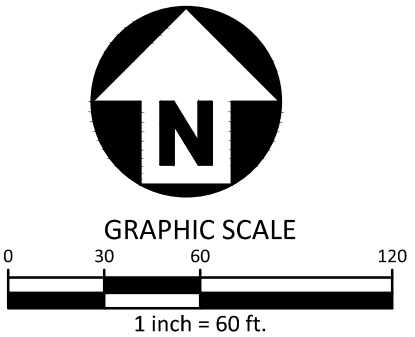
OPEN SPACE AREAS			
EXISTING SURFACE WATER	0.34	ACRES ±	1.99%
WETLAND AREA	0.58	ACRES ±	4.11%
PROPOSED RETENTION AREA	2.57	ACRES ±	15.75%
OPEN SPACE/RECREATION/PARK	3.51	ACRES ±	14.15%
TOTAL EXISTING LAKE, OPEN SPACE/RECREATION,PARK & RETENTION	7.00	ACRES ±	36.25%

MINIMUM REQUIRED OPEN SPACE (LOTS LESS THAN 80FT)
17.018 AC x 0.20% = 3.404 AC
PROVIDED OPEN SPACE = 3.51 AC

MINIMUM REQUIRED RECREATION SPACE (500 SF PER UNIT)
170 UNITS x 500 SF = 85,000 SF (1.95 AC)
PROVIDED RECREATION SPACE = 2.57 AC

NOTE:

RETENTION POND(S) WILL BE LANDSCAPED WITH TYPE "C" BUFFER PLANTINGS AND HAVE PEDESTRIAN CONNECTIONS.



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BERKLEY ROAD AND PACE ROAD
POLK COUNTY, FLORIDA

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REVISIONS

NO.	DATE
1	
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3	
4	
5	
6	

PLAN INFORMATION

PROJECT NO. SPEC25390
FILENAME SPEC25390_OVERALL OPEN SPACE PLAN
CHECKED BY EF
DRAWN BY MJS
SCALE 1" = 60'
DATE 05/05/2026

SHEET

OVERALL OPEN SPACE
PLAN

4

IMPACT ASSESSMENT STATEMENT
5161 Berkley Road

TABLE OF CONTENTS

SECTION A. Land and Neighborhood Characteristics

SECTION B. Access to Roads and Highways

SECTION C. Sewage

SECTION D. Water Supply

SECTION E. Surface Water Management and Drainage

SECTION F. Population

SECTION G. General Information

SECTION H. Maps

- Map A - Location Map
- Map B – Topographic Map
- Map C – Land Use Map
- Map D – Soils Map
- Map E – Traffic Circulation
- Map F – Site Plan
- Map G – Drainage Map

A. Land and Neighborhood Characteristics

1) Show how and why the land is suitable for proposed uses:

The subject property is 17.6 +/- acres in size and located north of Berkley Rd. and Pace Rd. intersection in unincorporated Polk County, Florida (the "County") and consists of Parcel ID Numbers 25-27-17-000000-012020; 25-27-17-000000-012040; and 25-27-17-000000-012050 (the "Property"). The Property's existing entitlements have Polk County's Future Land Use Designation of RL-1 and falls within the Transit Supportive Development Area (TSDA) and the Transit Centers and Corridors Overlay (TCCO). The existing Polk County entitlements for the site allow up to 12 dwelling units per acre. The proposed use of the Property includes approximately 164 attached and detached single family dwellings, not to exceed 204 units (the "Project").

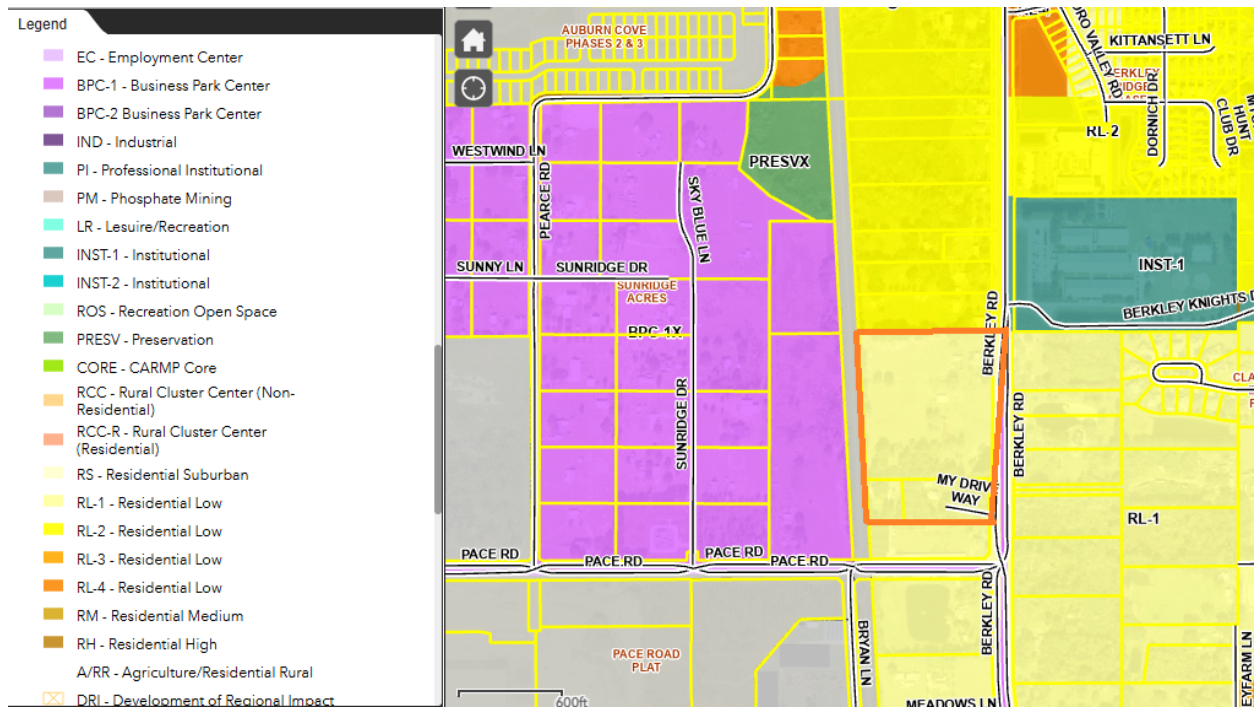
This Property is suitable for the proposed residential community due to its prominent location along Berkley Road, with great visibility and characteristics (lot size, frontage and dimensions), and is located in close proximity to existing utilities.

Pursuant to LDC Section 2.104 the proposed use is suitable for the TSDA as the Project would not exceed the FAR maximum density and is not anticipated to result in a net loss of open space. Additionally, in support of the TCCO (Transit Corridor Overlay) in the TSDA, property frontage lies on Berkley Road, a minor arterial roadway, allowing for ease of access.

The proposed use is also consistent with other uses along Berkley and Pace Road and the surrounding area. There are multiple other industrial, employment and residential uses in the vicinity making the Project entirely consistent with the existing and allowable patterns of development. Moreover, the Project will provide needed, high-quality residential uses to the area.

2) Provide a site plan showing each type of existing and proposed land use;

Please see below Land Use Map.



- 3) Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses.

The Project is compatible with adjacent uses as the Property has a current land use district of RL-1 with RL-1 and RL-2 to the north, south and east, and Business Park Center (BPC-1) to the west. The Property is also a TSDA and TCCO overlay supporting residential development.

- 4) How will the request influence future development in an area.

The Project is consistent with development in the area with other residential, commercial and industrial uses in the immediate and general vicinity, making the Project consistent with the County's Comprehensive Plan as well as existing and allowable development patterns.

- 5) Describe each of the uses proposed in a Planned Development and identify the following:

- a. Density and types of residential dwelling units;

The Project will allow for attached and detached single family dwelling units. The overall density proposed 12 du/ac.

- b. Type of commercial and industrial uses;

N/A

- c. Approximate customer service area for commercial uses;

N/A

- d. Total area proposed for each type of use, including open space and recreation

Please see attached Open Space Plan.

B. Access to Roads and Highways:

- 1) What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Provide a detailed methodology.

A Traffic Impact Analysis will be provided prior to site plan approval for the Project.

- 2) What modifications to the present transportation system will be required as a result of this proposed development?

It is not currently anticipated that modifications to the present transportation system will be required.

- 3) What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

In accordance with LDC Section 708.A., parking for the project will meet or exceed minimum parking requirements for vehicles which are anticipated to be 2.0 parking spaces per unit.

- 4) What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

The site has direct frontage along and access to Berkley Road.

- 5) Indicate the modes of transportation, other than the automobile, that have been considered and describe the modes.

Modes of transportation providing access to the Property will be more fully understood upon the completion of a site plan and will be fully address at Level 2 review.

C. Sewage

- 1) What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development?

The amount of sewage expected to be generated by the Project will be more fully understood and addressed at Level 2 review.

- 2) Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed.

N/A.

- 3) Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems

N/A.

- 4) Identify the service provider

Prior to connection, the Applicant will coordinate with Polk County Utilities and applicable service providers to determine location of lines.

- 5) Indicate the provider's capacity and anticipated date of connection.

Prior to connection, the Applicant will coordinate with Polk County Utilities and applicable service providers to determine capacity and anticipated date of connection.

D. Water Supply

- 1) What is the proposed source of water supply and/or who is the service provider.

The site is in an area served by City of Auburndale for potable water.

- 2) Indicate the provider's capacity and anticipated date of connection.

Prior to connection, the Applicant will coordinate with Polk County Utilities and City of Auburndale to determine capacity and anticipated date of connection.

- 3) What is the estimated volume of consumption in gallons per day (GPD)?

A Utility Impact Assessment will be provided.

E. Surface Water Management and Drainage

- 1) Discuss the impact the proposed development will have on surface water quality.

The stormwater management system for the Project will be designed to meet regulatory requirements and will ensure adequate BMPs are instituted.

- 2) Describe the alteration to the site's natural drainage features, including wetland, that would be necessary to develop the project.

Any potential impacts to the Property's natural drainage features and/or wetlands (if any) will be property mitigated in accordance with federal, state, and local laws and regulations.

- 3) Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

Any groundwater recharge will occur in the stormwater management features and infrastructure of the Project. All changes will comply with applicable federal, state, and local laws and regulations.

- 4) What alterations to the site's natural drainage features, including wetland, would be necessary to develop the project.

The existing wetland on the property will not be altered, and a retention pond will be installed. Any required stormwater impact assessment on the site plan level will be addressed at the appropriate time.

F. Population

- 1) Calculate the projected resident population of the proposed development and the generated population in the case of commercial or industrial uses;

No commercial or industrial uses are being proposed.

At a maximum of 12 du/ac (or 204 maximum units) and based upon 2.5 residents per unit (average household size in Polk County) the projected (and likely maximum) population of the Project is 510 residents.

- 2) Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;

N/A.

- 3) Indicate the expected demographic composition of the additional population

The expected demographic composition will be consistent with typical Polk County demographics.

- 4) Describe the proposed service area and the current population thereof.

N/A.

G. General Information

- 1) List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs

The Project will provide much needed housing opportunities for Polk County residents while also providing diversity of housing types. The Project provides a residential community in an area already experiencing growth and positioned near established and emerging employment centers. The Project also serves as an appropriate buffer and transition between industrial/employment uses and existing residential neighborhoods. This transition helps preserve neighborhood character while strengthening overall compatibility. The Property's location near schools, healthcare facilities, and emergency services is not only desirable, but also reduces vehicle trips for daily needs and provides an efficient use of existing infrastructure.

- 2) Discuss the demand on provision of the following services:

- a. Parks and recreation.

The Project includes areas for parks and recreation and is in proximity to other recreational areas.

- b. Educational Facilities.

There are a number of educational facilities within close proximity of the Property which include:

Berkley Charter School: Located just about 0.3 miles north at 5240 Berkley Rd.

Berkley Accelerated Middle School: Located approximately 0.4 miles north

Polk Academy: Situated about 1 mile south

Lena Vista Elementary School: Located roughly 4.8 miles south

c. Healthcare.

HCA Florida Auburndale Emergency (approx. 6.5 miles)

Winter Haven Hospital Emergency Department (approx. 8.5 miles)

d. Fire.

Polk County Fire Rescue Station 7: approximately 3.2 miles north

Auburndale Fire Department: Located about 5.2 miles south

Polk County Fire Rescue Station 16: Located approximately 5.8 miles south

e. Police.

Auburndale Police Department: Located approximately 5.4 miles south

Lake Alfred Police Department: Located about 6.1 miles southeast

Winter Haven Police Department: Located approximately 8.5 miles southeast

f. Electrical Power Supply

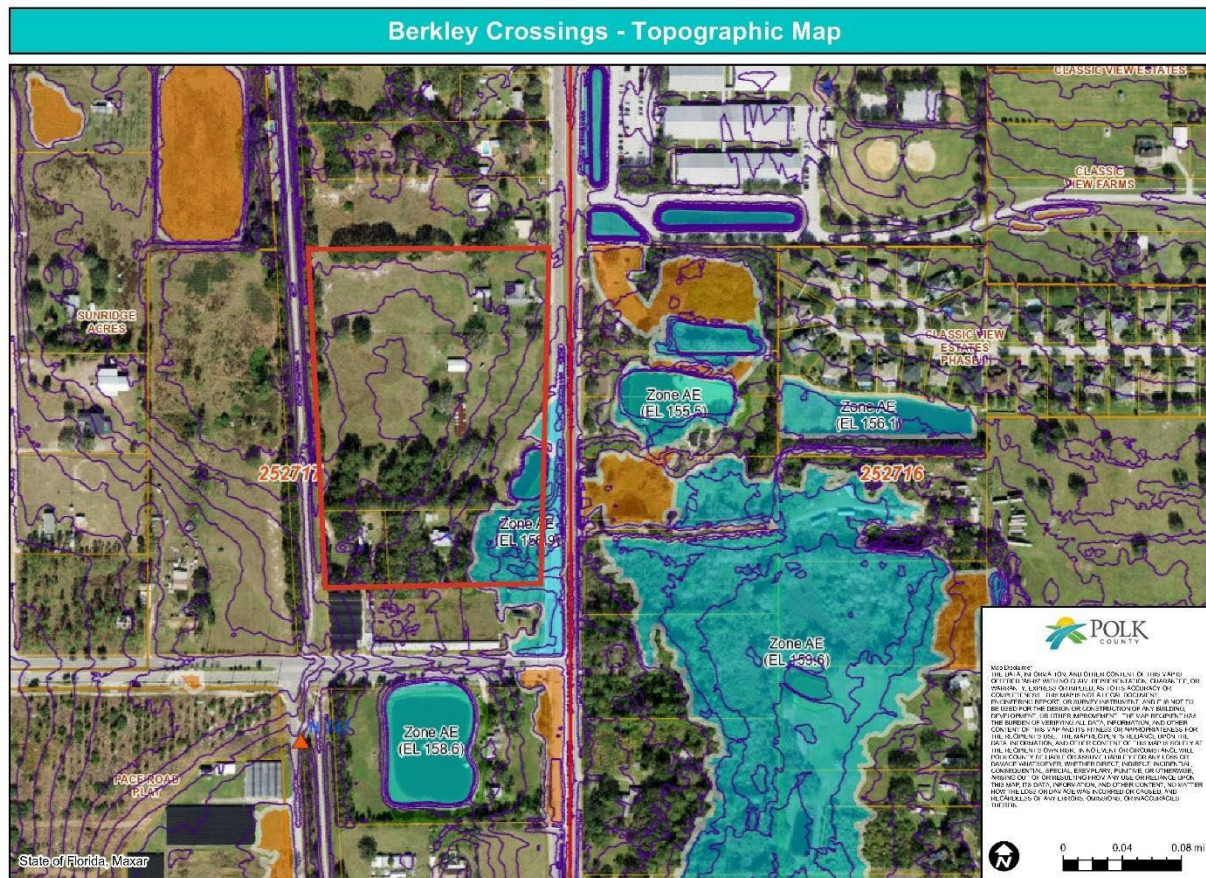
The Applicant will coordinate with appropriate electrical provider for provision of electrical power supply to the Property.

MAP A – LOCATION MAP



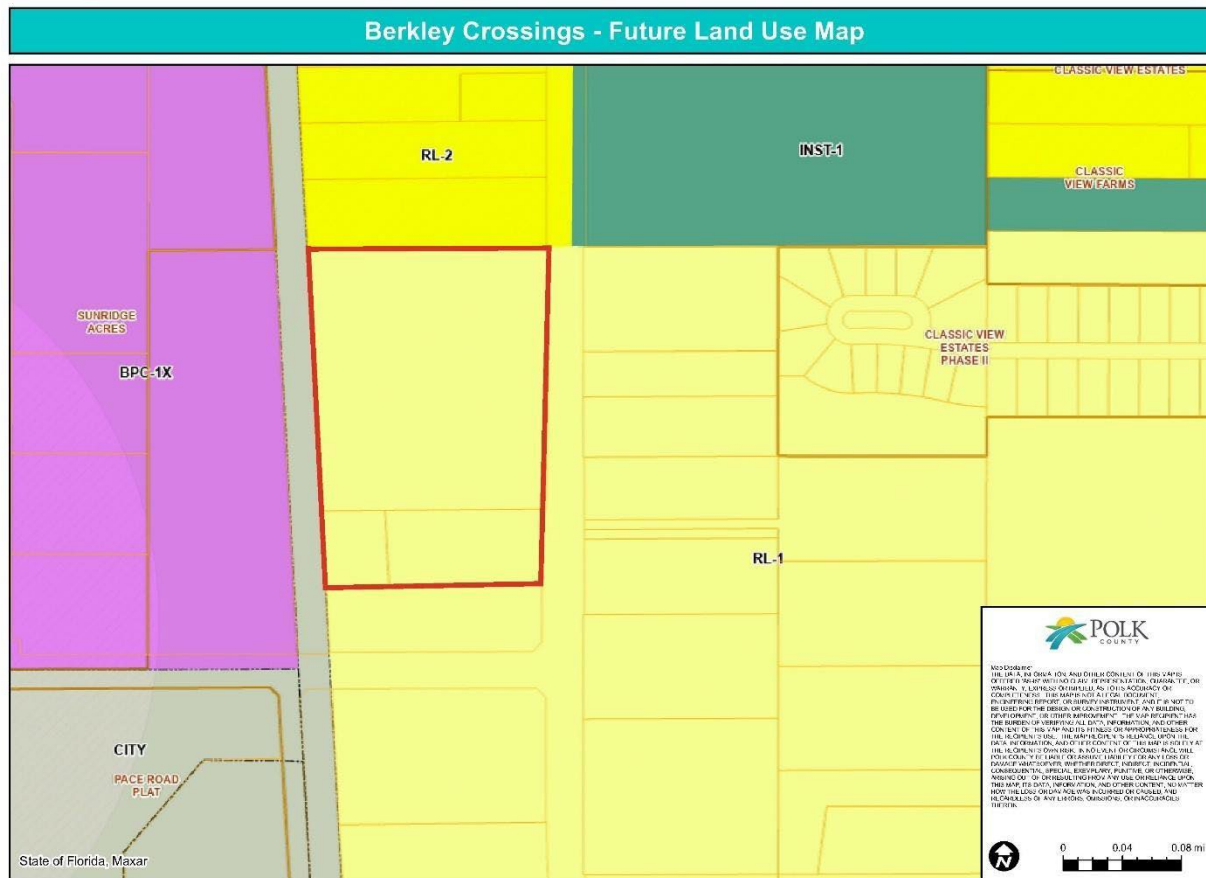
MAP B – TOPOGRAPHICAL MAP

October 21, 2025



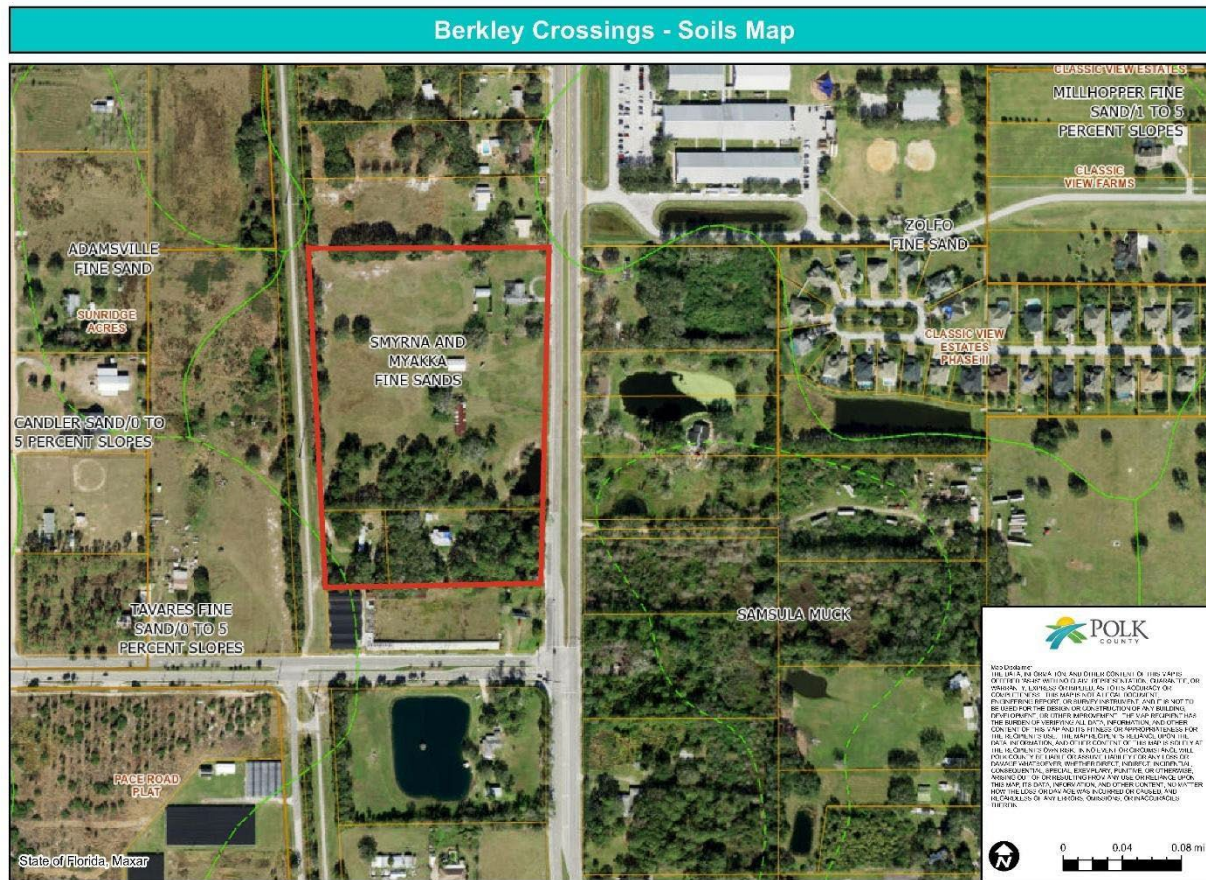
MAP C – EXISTING LAND USE

October 21, 2025



MAP D – SOILS MAP

October 21, 2025

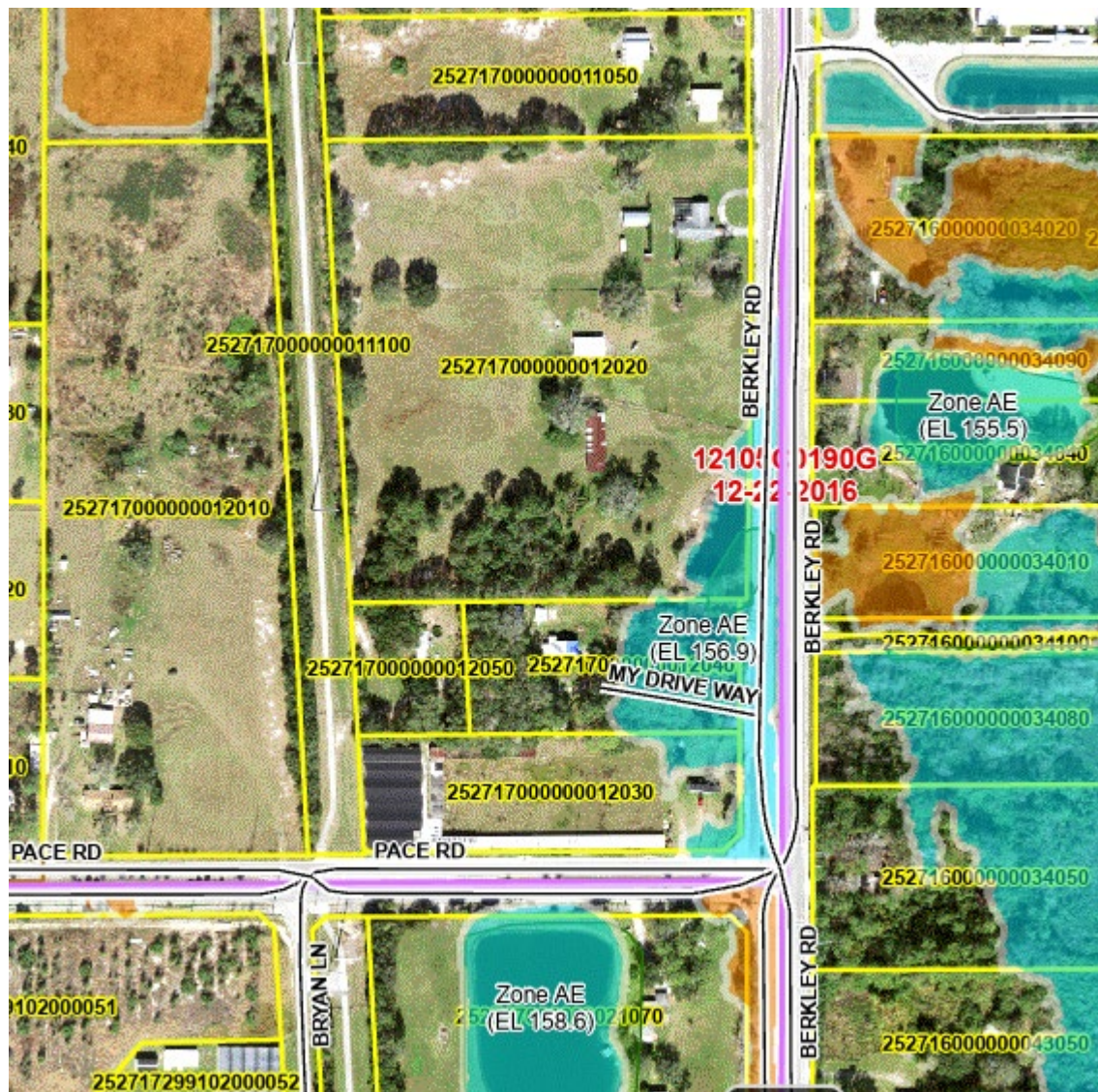


MAP E – TRAFFIC CIRCULATION MAP



MAP F – SITE PLAN

MAP G – DRAINAGE MAP





City of Auburndale
AUBURNDALE, FLORIDA 33823

Brad Thomas
Director of Public Utilities

P.O. Box 186
215 Main Street
(863) 965-5500

November 12, 2025

MAS Development
2875 NE 191st Street, Suite 305
Aventura, FL. 33180
Attn: Nika Zyryanova

Re: Parcel ID's: 252717000000012020, ...050, & ...040

Dear Ms. Zyryanova,

The proposed development on Berkely Road, North of Pace is in the City of Auburndale's utility service area. Water and wastewater capacity is available to provide service to the 246 proposed lots.

Any main extensions or lift-station improvements required by this project will be at the expense of the developer.

The City of Auburndale looks forward to this project, and I can provide further information, please call me at 863-837-5078.

Sincerely,

Brad Thomas
Public Utilities Director
City of Auburndale
P: 863-837-5078
E: Bthomas@Auburndalefl.com

POLK COUNTY PLANNING COMMISSION FINAL ORDER

Case Number: LDPD-2026-4 (Berkley Crossings PD)

Applicant: Logan Opsahl, Lowndes Law

Property Owner: Harold R. & Catherine R. Botts, Perrin Clifton & Wayne S. Herder

Hearing Date: August 5, 2026

I. Request:

The applicant is requesting a Planned Development approval for a combined 170 single-family and multi-family units. The purpose of this request is to allow 30-foot-wide single-family detached lots, up to six (6) attached dwelling units, and reduced setbacks.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
 - d. How the concurrency requirements will be met if the development was built.
2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.
3. The Application is consistent with all applicable policies of the Comprehensive Plan.
4. The Application is compatible with surrounding uses and the general character of the area.
5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the Staff Report attached hereto and incorporated herein as Exhibit "A", and those conditions, if any, agreed upon by the Applicant and approved by the Planning Commission during the public hearing. Any such additional conditions approved during the public hearing, as applicable, are set forth on the attached Addendum 1 to Final Order and fully incorporated herein. This order becomes final on the date rendered to the Clerk.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 5th day of August 2026, by the Polk County Planning Commission.

Polk County Planning Commission

ATTEST:

By: _____
Merle Bishop, Chair

By: _____
Lisa Irizarry, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

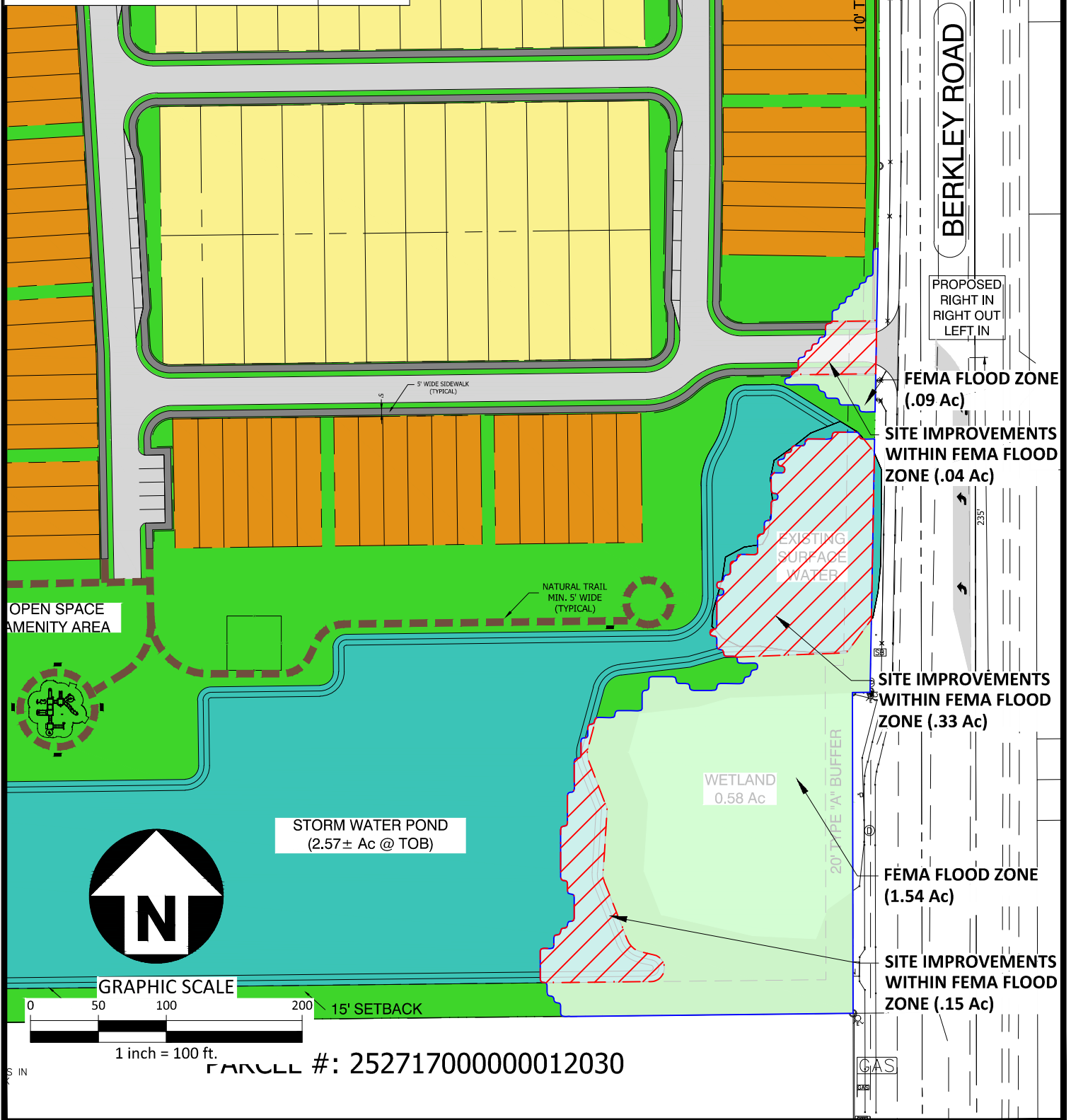
ADDENDUM 1 to FINAL ORDER

The following conditions of approval were agreed upon by the Applicant and approved by the Planning Commission during the public hearing held on August 5, 2026, and are fully incorporated into the Final Order. In the event any conflict or inconsistency arises between the conditions listed in the Staff Report and those listed in this Addendum 1, the conditions listed in this Addendum 1 shall control.

Additional Conditions of Approval:

FEMA FLOOD ZONE AREAS

TOTAL FEMA FLOOD ZONE AREA
ON SITE 1.63 AC



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BERKELEY CROSSINGS

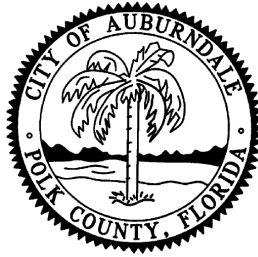
EXHIBIT

BERKELEY ROAD AND PACE ROAD

POLK COUNTY, FL

PLAN INFORMATION

PROJECT NO.	SPEC25390
FILENAME	SPEC25390-E1
CHECKED BY	EF
DRAWN BY	FA
SCALE	1" = 100'
DATE	07. 14. 2026



City of Auburndale
Auburndale, Florida 33823

#1 Bobby Green Plaza
Community Development

P. O. Box 186
Phone (863) 965-5530
Fax (863) 965-5507

July 22, 2026

Ivan Nance
Senior Planner, Land Development
Polk County Board of County Commissioners
330 W Church St, Bartow, FL 33830

SUBJECT: Comment Letter for LDPD-2026-4

Dear Mr. Nance,

The City of Auburndale would like to express comments regarding LDPD-2026-4 Berkley Crossing. The location of the subject site is a gateway of the Central Florida Innovation District, within the Auburndale Joint Planning Area (JPA) and serviced by the City of Auburndale utilities. The property is contiguous to city limits to the west and could annex into the City of Auburndale in the future.

On July 8, 2026, LDPD-2026-4 Berkley Crossing was continued by the Polk County Planning Commission to the August 5, 2026 hearing. This was due to concerns with the proposed development, and the applicant has proposed changes due to the July Planning Commission. While the City of Auburndale understands the new proposed changes address setbacks, parking and landscaping, the City would also like to bring awareness to the following comments.

- All development on this site would be contingent on the City of Auburndale's "Northern force main project", phases one and two to be completely installed and operational. These terms would need to be defined in a developer's agreement between the developer and the City before capacities can be committed to the proposed development. Phase one of this project is substantially completed already with final closeout expected within the next thirty days.
- Phase II of the Northern force main project remains in the design phase until what time easements are secured from both this development and a parcel to the South. However, this development will not be able to be served by the City of Auburndale's utilities unless the easement is provided.
- The 10-foot utility easement, needed to serve the subject site, needs to be along the northern property line and near the Tecu Trail, to the east of the Gulfstream Gas easement. This location is needed for connection for this development and future development to the south. A visual depiction of the utility location has been provided as Attachment "A" to this letter.

- The City of Auburndale Utility Capacity Letter, provided on November 12, 2025, regarded capacities at the respective treatment facilities. The ability to discharge into the sanitary collections system is dictated by the projects and easement acquisitions previously referred to.
- The binding site plan proposes that the Gulfstream Gas easement also be considered “open space/amenities.” Please confirm with Gulfstream that the easement is allowed to have any development or amenities within the 50-foot gas easement.

Should Polk County adopt LDPD-2026-4, the City would ask that the following conditions be placed on the subject site:

1. Remove the word “potential” from the PD development notes in the binding site plan in regard to the 10’ utility easement. A 10-foot utility easement will be required, as determined by the City of Auburndale and developer, in a separate easement agreement.

Please accept our comments to LDPD-2026-4, based on the above information and enter it into the record with staff reporting.

Sincerely,

Julie Womble, M.A.
Community Development Director
City of Auburndale

Proposed location of future 10-foot utility easement with City of Auburndale





Polk County
Planning Commission

Agenda Item 2.

8/5/2026

SUBJECT

LDCPAS-2026-12 (Pavers Road CPA)

DESCRIPTION

This is an applicant-initiated Small-Scale Comprehensive Plan Map Amendment to change the Development Area designation on ± 38.22 acres of a ± 58.91 acre parcel from Rural Development Area (RDA) to Urban Growth Area (UGA). The property is located east of US 98, south of the Polk Parkway, and at the end of Pavers Road east of the City of Lakeland in Section 35, Township 28, and Range 24.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

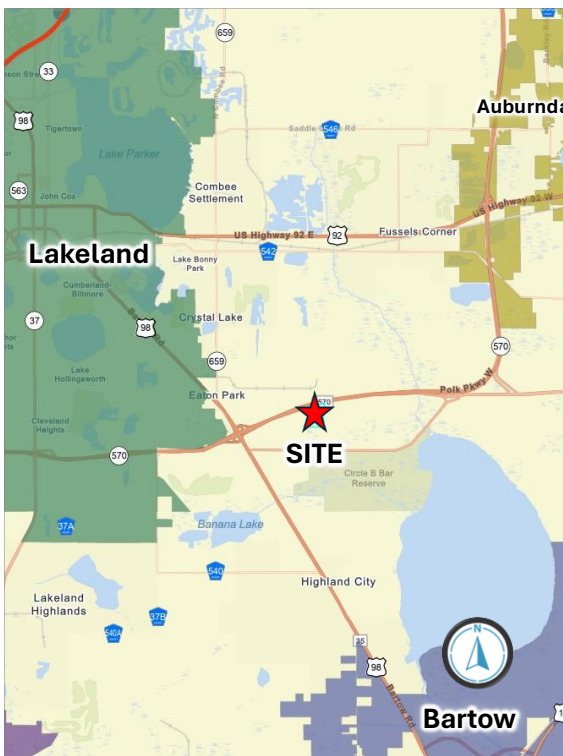
CONTACT INFORMATION

Tyler-Christian Daniels
Planner II
Land Development Division
(863) 534-7515 Phone
Tyler-ChristianDaniels@polkfl.gov

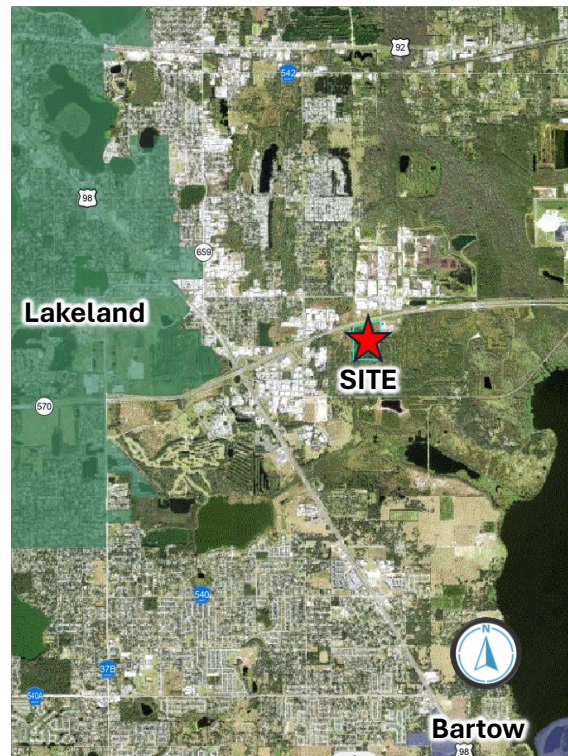
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: May 28, 2026	Level of Review: Level 4 Review
PC Date: August 5, 2026	Type: Small-Scale Comprehensive Plan Amendment
BoCC Date: September 15, 2026	Case Numbers: LDCPAS-2026-12
Applicant: Zachary Thornton	Case Name: 2925 Pavers Road Industrial Storage Yard
	Case Planner: Tyler Daniels, Planner II

Request:	The applicant is requesting to change 38.22 acres of Rural Development Area (RDA) to Urban Growth Area (UGA).
Location:	2925 Pavers Road, South of SR 570 and East of SR 35
Property Owners:	WHS Visions of Lakeland LLC
Parcel Size (Number):	38.22 acres out of a 58.91 acre (242835000000012030) parent parcel
Future Land Use:	Industrial (IND)
Development Area:	Rural Development Area (RDA)
Nearest Municipalities:	Lakeland
DRC Recommendation:	Pending
Planning Commission Vote:	Pending
Florida Commerce:	N/A



Location Map



Aerial Photo

Summary:

This is an applicant-initiated Small-Scale Comprehensive Plan Map Amendment to change the Development Area designation on ±38.22 acres of a ±58.91 acre parcel from Rural Development Area (RDA) to Urban Growth Area (UGA). The Future Land Use designation of Industrial (IND) is not proposed for change. The site is located at 2925 Pavers Road, south of SR 570 (Polk Parkway) and east of SR 35 (US 98), approximately 1.3 miles east of Bartow Road, near the city

limits of Lakeland. The request changes the base Development Area district while leaving the Future Land Use designation intact.

Compatibility Summary:

The site is bordered on the north by Urban Growth Area across the Polk Parkway right-of-way and on the west by the Transit Supportive Development Area along the Polk Parkway (SR 570) corridor. Existing industrial and warehouse development is established along Pavers Lane immediately north of SR 570, providing a direct urban-industrial reference for the site. The portion of the parcel proposed for the change is contiguous to UGA on the north and to TSDA on the west, satisfying the contiguity requirement of Comprehensive Plan Policy 2.105-A1(b). To the south and east, the surrounding RDA remains undeveloped and is largely vacant. Future industrial development on this site will be subject to Land Development Code Section 220 setbacks and buffering requirements relative to any abutting residential uses or districts.

Infrastructure Summary:

The site fronts Pavers Road and has proximity to SR 570 (Polk Parkway), a limited-access regional arterial. SR 35 (US 98) is located approximately 1.3 miles west. The subject parcel is within the City of Lakeland utility service area. However, the nearest water connection is to the northeast of the site, provided by the Florida Governmental Utility Authority (FGUA), and the applicant has stated in their Impact Assessment Statement that they plan to connect to FGUA. Capacity information has not been provided by the applicant for either the City of Lakeland or FGUA. This must be addressed at Level 2 Review because the UGA requires connection to public water and sewer. Fire response is anticipated from the City of Lakeland Fire Department under interlocal agreement, with ambulance response from Polk County Fire Rescue.

Environmental Summary:

Environmental constraints within the 38.22-acre amendment area consist of approximately 3.70 acres of FEMA Flood Zone A and approximately 5.10 acres of mapped wetlands (across four polygons), with approximately 2.62 acres of overlap between the two features. The combined constrained footprint within the amendment area is approximately 6.18 acres, or roughly 16% of the amendment area, concentrated on the western and northwestern portion. The remaining approximately 32 acres are upland and developable. Additional wetland and Flood Zone A area exists on the broader parent parcel within the existing UGA-Industrial designation but is not part of this amendment. The constrained portion correlates with Hydraquents, clayey, and Arents, 0 to 5 percent water complex soils per the USDA Web Soil Survey, while the developable upland portion is predominantly Neilhurst sand.

Comprehensive Plan

The relevant sections of the Comprehensive Plan applicable to this request are:

- Policy 2.102-A1 through A15: General Growth Management Policies
- Policy 2.102-A10: Location Criteria
- Policy 2.102-A11: Urban Sprawl Criteria
- Section 2.103: Development Areas
- Section 2.105: Urban Growth Areas (UGA)
- Section 2.108: Rural Development Areas (RDA)
- Section 2.119: Industrial (IND) Future Land Use District

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for a Small-Scale Comprehensive Plan Map Amendment changing the Development Area designation on ±38.22 acres of a ±58.91 acre parcel from Rural Development Area (RDA) to Urban Growth Area (UGA). The Future Land Use designation of Industrial (IND) is not proposed for change.
- The property owner of record is WHS Visions of Lakeland, LLC.
- The parent parcel totals ±58.91 acres, of which ±38.22 acres are the subject of this request.
- The site is located at 2925 Pavers Road, south of SR 570 (Polk Parkway) and east of SR 35 (US 98), approximately 1.3 miles east of Bartow Road.
- The site's existing Future Land Use is Industrial (IND), which is a permitted Future Land Use category in both Urban Growth Areas (Policy 2.105-A3) and Rural Development Areas (Policy 2.108).
- Pursuant to Policy 2.103-A2, Development Areas are base districts and are not land uses. The proposed amendment does not alter the Future Land Use, only the underlying base district.
- If approved, the future Land Development Code zoning subdistrict for the site will be Industrial within the UGA.

Compatibility

- The existing uses in the sites of the surrounding area are:
 - North – IND in the UGA across SR 570 (Polk Parkway) right-of-way; further Industrial and warehouse uses along Pavers Lane
 - West – IND in UGA development is directly adjacent to the proposed area directly next to the TSDA to the Northwest and Southwest; existing industrial and warehouse uses, with mining/vacant land further west
 - East – ARR in the RDA development area; vacant, undeveloped
 - South – ARR in the RDA development area; vacant, undeveloped
- The site is contiguous to Urban Growth Area on the north across the Polk Parkway (SR 570) right-of-way and to Transit Supportive Development Area on the west along the Polk Parkway (SR 570) corridor.
- Existing industrial and warehouse development is established along Pavers Lane immediately north of SR 570 within the existing UGA. Surrounding Future Land Use designations include UGA-Industrial to the north, TSDA-Industrial to the west, and RDA with low density residential uses to the south and east.
- The City of Lakeland corporate limits are in close proximity to the subject site.
- Land Development Code Section 220 Compatibility Standards will apply to any abutting residential development or districts at the time of Level 2 Review.
- The proposed Urban Growth Area and Transit Supportive Development Area have a maximum Floor Area Ratio is 0.75 and Impervious Surface Ratio is 0.70. The RDA standards are 0.50 FAR and 0.50 ISR.

Environmental

- The 38.22-acre amendment area contains approximately 3.70 acres of FEMA Flood Zone A and approximately 5.10 acres of mapped wetlands (in four polygons), with approximately 2.62 acres of overlap between the two features.
- The combined constrained footprint within the amendment area is approximately 6.18 acres, or roughly 16% of the amendment area, concentrated on the western and northwestern portion.
- Additional Flood Zone A and wetland area exists on the broader parent parcel within the existing UGA-Industrial designation.
- Mapped constraints are from Polk County Geographical Information System data, the National Wetlands Inventory, and FEMA Flood Insurance Rate Maps.
- The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series.
- There are no conservation easements on the subject site. The nearest conservation easement is located approximately 0.77 miles to the south, on Winter Lake Road (Parcel 24-29-02-000000-011020), recorded as O.R. 8802-0310.
- Per the USDA Web Soil Survey, the amendment area is roughly 80.6 percent Neilhurst sand, rated Not Limited for small commercial buildings; the remaining Arents complex and Hydraquents clayey soils are rated Very Limited and correspond to the wetland and floodplain area on the western and northwestern portion.
- The applicant did not indicate any wells on the parcel, and the site is not within a Wellfield Protection District; the nearest Wellfield Protection District is approximately 3.3 miles south.
- Per the Polk County Protected Species Observation Map and the Florida Fish and Wildlife Conservation Commission, the site falls within an Eagle's Nest protected species area, though the nearest nest is approximately 4,000 feet away and was reported destroyed as of 2025 by the National Audubon Society.
- There are no known historical or archaeological resources on the site per the Florida Master Site File, Florida Department of State, Division of Historical Resources.

Comprehensive Plan Policies

- POLICY 2.102-A1: DEVELOPMENT LOCATION — Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2: COMPATIBILITY — Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual

scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.

- **POLICY 2.102-A3: DISTRIBUTION** — Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- **POLICY 2.102-A4: TIMING** — The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- **POLICY 2.102-A10: LOCATION CRITERIA** — The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but not limited to: transportation facilities; sanitary sewer and potable water service; stormwater management; solid waste collection and disposal; fire protection; emergency medical service; law enforcement; schools and other educational facilities; parks, open spaces, civic areas and other community facilities;
 - f. environmental factors, including, but not limited to: environmental sensitivity of the property and adjacent property; surface water features; wetlands and primary aquifer recharge areas; soil characteristics; location of potable water supplies, private wells, public well fields; and climatic conditions.
- **POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES** — The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service.
- **POLICY 2.103-A1: AREAS ESTABLISHED AND MAPPED** — The following development areas shall be designated and mapped on the Polk County Future Land Use Map Series as base districts in accordance with the criteria established within Sections 2.104 through 2.108: Transit Supportive Development Area (TSDA); Urban-Growth Areas (UGA); Suburban-Development Areas (SDA); Utility-Enclave Areas (UEA); Rural-Development Areas (RDA).
- **POLICY 2.103-A2: BASE DISTRICTS** — Development Areas are not land uses. They are base districts and serve as a foundation on which land use districts are placed.
- **POLICY 2.105-A1: DESCRIPTION** — Urban-Growth Areas shall:

- a. complement the TSDA in guiding growth, while promoting orderly and compact development;
 - b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;**
 - c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;
 - d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs;
 - e. include development criteria that promote walkable communities, improve access to employment and other opportunities, support the preservation of open space and natural areas, and reduce capital and operating cost for the provision of infrastructure and public services.
- **POLICY 2.105-A3: LAND USE CATEGORIES** — The following land use categories shall be permitted within UGAs in accordance with applicable criteria:
 - a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers, and High-Impact Commercial Centers;
 - b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts;
 - c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.
 - **POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS** — Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code: connect to centralized potable water; connect to centralized sanitary sewer systems if available; incorporate design features that promote healthy communities and green building practices; promote the implementation of Complete Street and Conservation Development principles; promote the integration of pedestrian-oriented features; provide access to civic space, parks, green areas, and open space and other amenities; be supported by public safety; have access to public schools; provide connectivity with adjacent uses; encourage the inclusion of a variety of housing choices and mixed uses; and apply additional standards supporting transit if development is within the Corridor and Center Overlay.

Development Review Committee Recommendation Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the DRC finds that with the proposed conditions, the proposed requests **ARE COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the DRC recommends **APPROVAL of LDCPAS-2026-12.**

Planning Commission Decision: On August 5, 2026, in an advertised public hearing, the Planning Commission voted ?? to recommend APPROVAL or DENIAL of LDCPAS-2026-12.

NOTE: This staff report was prepared without the benefit of testimony or evidence that may be presented at the public hearing. Staff reserves the right to supplement or amend the findings and recommendation contained herein based upon information presented at the hearing.

NOTE: Issuance of a development permit by the County does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the County for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

Surrounding Uses

Table 1 lists the Development Area designations, Future Land Use designations, and existing uses immediately adjacent to the subject site.

Table 1

Northwest IND; TSDA Existing industrial / warehouse uses along Craftsman Blvd	North IND; UGA (across Polk Parkway / SR 570)Industrial / warehouse uses, Pavers Lane corridor	Northeast IND; UGA Industrial and residential mix south of SR 570 ROW
West IND; TSDA / UGA Mining operation, vacant land	Subject Site Rural Development Area (RDA) Industrial (IND) Vacant / undeveloped ±58.91 acre parcel; ±38.22 acres subject to this request	East ARR; RDA Vacant, undeveloped land
Southwest ARR; RDA Mining / vacant land	South ARR; RDA Vacant, undeveloped, scattered rural residential	Southeast ARR; RDA Vacant, undeveloped

Source: Polk County Geographical Information System and site visit by County staff.

Compatibility with the Surrounding Uses

The Comprehensive Plan defines compatibility as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition." Compatibility analysis for this request differs from a typical Future Land Use change because the FLU is not changing. The compatibility question for a Development Area amendment is whether the intensity envelope of the proposed base district fits the established pattern of urban form surrounding the site.

Land Uses

The Industrial Future Land Use already in place on the site has existed independent of the surrounding RDA character. The site is bordered by UGA-Industrial on the north and TSDA and UGA Industrial on the west, with existing industrial and warehouse buildings established along Pavers Lane north of SR 570. The proposed UGA base district aligns the site with this existing industrial pattern rather than introducing it. The southern and eastern edges of the site abut RDA, where development pressure remains low and where Land Development Code Section 220 setbacks and buffering requirements will apply at the time of site development.

The requested Development Area change does not alter the Industrial (IND) Future Land Use designation, but it does raise the maximum development intensity permitted by right. Under Table 2.2 of the Land Development Code, the dimensional standards for the Industrial district vary by Development Area. Within the Rural Development Area (RDA), Industrial development is limited to a maximum Floor Area Ratio (FAR) of 0.50 and a maximum non-residential Impervious Surface Ratio (ISR) of 0.50. Within the Urban Growth Area (UGA), the same Industrial district permits a maximum FAR of 0.75 and a maximum ISR of 0.70. The abutting Transit Supportive Development Area (TSDA) to the west carries these same urban-level standards.

Applied to the ±38.22-acre amendment area (±1,664,863 square feet of gross land area), the change in Development Area increases the maximum permitted building floor area from approximately 832,432 square feet under the RDA standard to approximately 1,248,647 square feet under the UGA standard, an increase of approximately 416,216 square feet. The maximum permitted impervious surface increases from approximately 50 percent to approximately 70 percent of the site. The proposed intensity is consistent with the Industrial standards already applied to the abutting UGA and TSDA lands to the north and west, and the amendment brings the by-right intensity of the subject site into alignment with the surrounding urban-designated industrial context.

Infrastructure

The site is positioned within an established industrial corridor along the south side of SR 570. Pavers Road provides direct site access and connects to the broader arterial network. The subject parcel is within the City of Lakeland utility service area; however, the nearest water connection is to the northeast, provided by the Florida Governmental Utility Authority (FGUA), and the applicant has stated an intent to connect to FGUA. Because the UGA requires connection to public water and sewer, service and capacity will be confirmed at Level 2 Review. Fire response under interlocal agreement and ambulance response from Polk County Fire Rescue provide adequate emergency service coverage. The proposed industrial use generates no students, so school capacity is not a concern.

Environment

The amendment area contains approximately 6.18 acres of combined wetland and FEMA Flood Zone A constraints (5.10 acres of wetlands, 3.70 acres of Flood Zone A, 2.62 acres of overlap) concentrated on its western and northwestern portion. The remaining approximately 32 acres are upland and suitable for industrial development. The constrained portion is well-defined, concentrated, and avoidable through site design. Stormwater management, wetland avoidance, and floodplain compliance will be addressed at the time of Level 2 Review. Any unavoidable wetland impacts will require coordination with the Southwest Florida Water Management District through the Environmental Resource Permit process, and any floodplain encroachment will be subject to FEMA and County floodplain regulations.

Infrastructure and Urban Services Summary

The proposed CPA is not anticipated to degrade the adopted Level of Service (LOS) standards for transportation, locally zoned schools, or fire, EMS, and Sheriff public safety resources. The subject site is located within Transportation Impact Fee Zone B (Northwest). Potable water and wastewater service, provider, and capacity are addressed under the Service Provider analysis below and must be confirmed at Level 2 Review, as the UGA requires connection to public water and sewer. The applicant did not indicate any wells on the subject site, and the parcel is not within a wellhead protection area.

Nearest Elementary, Middle, and High School

Industrial uses do not generate students. The zoned schools for the subject site are identified below for reference. Final concurrency is determined at Level 2 Review.

Table 2

Name of School	Annual Estimated Demand	Average driving distance from subject site
OSCAR J POPE ELEMENTARY	0 students	+/- 1.8 MI
CRYSTAL LAKE MIDDLE	0 students	+/- 2.5 MI
GEORGE C JENKINS	0 students	+/- 3.8 MI

Source: Polk County School Board, Polk County Impact Fee Ordinance, and County GIS.

Nearest Sheriff, Fire, and EMS Station:

The nearest Sheriff District office is located approximately 9.2 miles from the subject site. Response times vary depending on where the nearest sheriff's deputy patrol car is located rather than the district office. The nearest Fire/EMS station is approximately 2.1 miles from the subject site.

Table 3: Public Safety

	Name of Station	Distance/Response Time*
Sheriff	Southwest District Command (4120 US 98 South, Lakeland)	Priority 1 – 8:28 min Priority 2 – 23:04 min
Fire/EMS	Polk County Fire Rescue Station 35 3409 Winter Lake Rd, Lakeland	2.1 ± miles / 8-10 min

Water and Sewer Capacity and Service Provider:

Table 4 below details the estimated impact to potable water and wastewater services based upon the capacity on the subject site under the proposed designation change.

A. Available Capacity:

Table 4: Estimated Water and Sewer Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing RDA (Industrial)	Maximum Permitted in Proposed UGA (industrial)
38.22± acres Gross ~32± acres Upland	38.22 acres x 0.50 FAR = 832,432 sf	38.22± acres (1,664,863 sf) x 0.75 FAR = 1,248,647 sf
Potable Water Consumption	832,432 sf X .24 = 199,784 GPD	1,248,647 sf X 0.24 = 299,675 GPD
Wastewater Generation	199,784 GPD X 80% = 159,827 GPD	299,675 GPD X 80% = 239,740 GPD

B. Service Provider:

The subject parcel for the land use change is within the City of Lakeland Utility Service area. However, the nearest water connection is to the northeast of the site provided by Florida Governmental Utility Authority (FGUA). In addition, the applicant has stated in their Impact Assessment Statement that they plan to connect to FGUA. Capacity information has not been provided by the applicant for either the City of Lakeland or FGUA. This will have to be addressed at the Level 2 Review because the UGA requires connection to public water and sewer.

Roadways/Transportation Network:

A. Estimated Demand:

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed Development Area designation change to Urban Growth Area, at maximum density, will generate more than the current combination of the Rural Development Area

Table 5: Estimated Transportation Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing Land Use RDA	Maximum Permitted in Proposed UGA
38.22 ± acres Gross ~32± acres Upland	38.22±acres X 0.50 FAR = 832,432 sf	38.22± acres (1,664,863 sf) X 0.75 FAR = 1,248,647 sf
Average Annual Daily Trips (AADT)	832,432 / 1,000 X 6.97 X 92% = 5,338 Trips	1,248,647 / 1,000 X 6.97 X 92% = 8,007 Trips
PM Peak Hour Trips	832,432 / 1,000 X .91 X 92% = 697 Trips	1,248,647 / 1,000 X .91 X 92% = 1,045 Trips

Source: Concurrency Manual

B. Available Capacity: The subject site takes access from Pavers Lane and loads onto the regional network at SR 570 (Polk Parkway). According to the 2026 Polk Transportation Planning Organization Roadway Network Database, the segment of SR 570 (Polk Parkway) between US 98 and CR 546 (Old Dixie Highway) is a four-lane limited-access expressway carrying 21,100 Annual Average Daily Trips against an adopted directional capacity of 3,890 peak-hour trips, operating at

Level of Service (LOS) B. The segment is not projected to be deficient within the five-year planning horizon. Final concurrency will be determined at the time of Level 2 Review.

C. Roadway Conditions: SR 570 (Polk Parkway) is a four-lane, limited-access expressway maintained by the Florida Department of Transportation and is in good condition. Pavers Lane is a private road (Unit P843503) extending approximately 1,282 feet from Ridgeway Lane to Maine Avenue and providing direct access to the subject site. Any improvements to Pavers Lane necessary to serve the proposed intensity, including cross-access and connection to the public network, will be addressed at the time of Level 2 Review.

Environmental Conditions:

Any impact to surface water, wetlands, and storm water management will be in accordance with the requirements of the Comprehensive Plan and Land Development Code.

A. Surface Water:

There are observable surface waters on the subject site within the floodplain area reaching an elevation low of 113 feet in a roughly 49,000 square foot area in the midwestern portion of the property. Other low areas can be attributed to previous phosphate mining in the area. The site's higher ground lies along its northern and eastern portions, where elevations reach approximately 120 to 123 feet, and the terrain slopes gradually to the west and southwest toward the surface water and floodplain. Overall relief across the parcel is roughly 10 to 12 feet, indicating a gentle grade with no significant topographic breaks apart from the mined and floodplain low areas.

B. Wetlands/Floodplains:

According to the Polk County Data Viewer, wetland provided by the FDEP wetland viewer indicates wetlands are on the subject site. A wetland determination will be needed for final uplands of the subject site. For this analysis it is estimated that of the 38.22± acre site, approximately 5.10 acres are wetland.

C. On-Site Soils:

The subject site is comprised of primarily Neilhurst sand, which makes up approximately 80.6% of the site, and Arents, 0 to 5 percent water complex, which makes up approximately 14.2% of the site, with less than 1 percent Hydraquents, clayey. The remaining 4.6% is Water. According to the USDA Web Soil Survey, Neilhurst sand is rated as "Not Limited" for small commercial buildings and "Slightly Limited" for septic tank absorption fields, while Arents, 0 to 5 percent water complex, is rated as "Very Limited" for small commercial buildings and is not rated for septic tank absorption fields. Future development of the site will be subject to Section 2.303: "Soils" of the County's Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection's (DEP) Florida Development Manual. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.

Table 6

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Neillhurst sand	Not Limited	Slightly Limited	80.6+/-%
Arents, 0 to 5 percent water complex	Very Limited	Not Rated	14.2+/-%
Hydraquents, clayey	Very Limited	Not Rated	.7+/-%
Water			4.6+/-%
Source: USDA Web Soil Survey			

D. Wells (Public/Private):

The applicant did not indicate any wells located on the parcel. The parcel is not within a Wellfield Protection District; however, the nearest Wellfield Protection District is approximately 3.3 miles South of the site.

E. Protected Species

According to Polk County Protected Species Observation Map and the Florida Fish & Wildlife Conservation Commission (2015), the subject site is located within the Eagle's Nest protected species area. However, the nearest reported nest location is approximately 4,000 feet away and was reported as destroyed as of 2025 by The National Audubon Society.

F: Polk Green Districts and Conservation Easements:

The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. There are no conservation easements on the subject site. The nearest conservation easement is located approximately 0.77 miles to the south, on Winter Lake Road (Parcel 24-29-02-000000-011020), recorded as O.R. 8802-0310.

G. Florida Wildlife Corridor

The site is not located within the Florida Wildlife Corridor.

H. Archeological Resources

There are no known historical or archeological resources onsite according to the Secretary of the State's Department of Historical Resources Florida Master File.

I. Airports:

The subject site is not located within an Airport Impact District (AID) or the Airport Height Notification Zone.

Park Facilities:

The nearest park is the Eaton Park. The closest environmental site is the Circle B Bar Reserve.

A. Location:

Eaton Park is located at 2730 Maine Avenue

B. Services:

The park's current hours of operation are from dawn to dusk (generally 6 a.m. to 10 p.m.) and features a basketball court and a playground.

C. Multiuse Trails:

The closest multi-use trail is Fort Fraser Trail about 2.6 miles away. It is a multi-use 7.75-mile trail runs parallel to U.S. Highway 98 between State Road 540/Winter Lake Road in Lakeland and State Road 60 in Bartow, with trailheads at Polk State College in Lakeland and in Highland City. The Highland City trailhead on 4th Street SE between Central Avenue and Laurel Avenue includes parking, restrooms and other amenities. Runners, walkers and cyclists on this trail travel through tree canopies, pastures and populated areas. In total, there are five picnic shelters, six rest shelters and three trestle bridges.

D. Environmental Lands:

The closest publicly accessible environmental lands are within Circle B Bar Reserve. Circle B Bar Reserve, on the northwest shore of Lake Hancock, is a former cattle ranch that today boasts a wide variety of plants and animals. You can see several distinct ecosystems in this reserve of 1,267 acres. There is wildlife sightings from Lake Hancock, often considered the headwaters of the Peace River, which flows more than 100 miles from Polk County southwest to the Gulf of Mexico. Circle B Bar Reserve is a nearly 1,300-acre county nature reserve located along Lake Hancock in Lakeland. The site offers approximately six miles of hard-packed, marked trails suitable for hiking, biking, and wildlife observation, with the Alligator Alley Trail being among the most frequented. The reserve supports diverse ecosystems, including oak hammock, freshwater marsh, hardwood swamp, and lake shoreline, and is recognized as a notable location for viewing native wildlife such as alligators, wading birds, waterfowl, ospreys, and bald eagles. On-site amenities include the Polk Nature Discovery Center, an educational facility with interactive exhibits and an indoor children's play area, as well as periodic guided tram tours. The reserve is staffed by volunteers who provide trail maps and visitor information.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of Polk County at this time.

Consistency with the Comprehensive Plan

The most relevant policies for the proposed request are summarized in Table 8, with the consistency analysis provided alongside each policy.

Table 8

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A1: DEVELOPMENT LOCATION — Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The subject site is bordered to the north by UGA across the Polk Parkway right-of-way and to the west by UGA and TSDA along the Polk Parkway (SR 570) corridor. Existing industrial and warehouse development is established along Pavers Lane immediately north of SR 570. Designating the site UGA continues the existing urban industrial form rather than leapfrogging development further into rural areas, satisfying the contiguous and compact growth pattern this policy requires.
POLICY 2.102-A2: COMPATIBILITY — Land shall be developed so that adjacent uses are compatible with each other.	The Industrial Future Land Use already in place on the site signals an intent for urban-intensity industrial use. Adjacent uses to the north and west are industrial, warehouse, and mining. The proposed change does not introduce a new use type into a sensitive context. Land Development Code Section 220 setbacks and buffers will apply to any abutting residential uses along the southern boundary at the time of development review.
POLICY 2.102-A3: DISTRIBUTION — Development shall be distributed throughout the County consistently	The site has direct access to Pavers Road, with frontage proximate to SR 570 (Polk Parkway), a limited-access

with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized.	regional arterial, and SR 35 / US 98 to the east. Industrial development on this site uses existing arterial infrastructure rather than driving new infrastructure into rural areas.
POLICY 2.102-A4: TIMING — The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services.	Final concurrency is determined at Level 2 Review. The roadway, water, and wastewater networks serving the immediate area are already extended to support the existing industrial uses along Pavers Lane to the north. Bringing this site into UGA is consistent with the timing of investments already made in the surrounding industrial corridor.
POLICY 2.102-A10: LOCATION CRITERIA — Factors to consider when establishing or expanding any land use or development area, including buffering, support facilities, and environmental factors.	Adequate buffering from any nearby residential uses will be required at site development. Support facilities including transportation, water, wastewater, fire, EMS, and law enforcement are addressed in the Analysis section of this report. Environmental factors include approximately 6.18 acres (16%) of mapped wetlands and FEMA Flood Zone A concentrated on the western and northwestern portion of the amendment area; the constrained portion is avoidable through site design, and the remaining approximately 32 acres are developable upland.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES — The County will direct new growth to areas where adequate public facilities exist or are planned.	The site is within the service envelope of the existing industrial corridor along Pavers Lane and the SR 570 / SR 35 interchange. Public facilities serving that corridor are programmed within the 20-year planning horizon, consistent with the UGA designation criteria in Policy 2.105-A1.
POLICY 2.105-A1: DESCRIPTION — Urban-Growth Areas shall (a) complement the TSDA in guiding growth, while promoting orderly and compact development; (b) be located contiguous to the TSDAs or a municipality as they represent the expansion areas; (c) be supported by existing or planned urban type services that are programmed for the 20-year planning horizon; (d) be those areas where the availability of infrastructure and other community facilities and services promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs; (e) include development criteria that promote walkable communities, improve access to employment, support open space preservation, and reduce capital and operating cost for infrastructure.	The request satisfies each criterion of Policy 2.105-A1. The site is contiguous to UGA across the Polk Parkway right-of-way to the north and to TSDA and UGA on the west along the Polk Parkway (SR 570) corridor. The City of Lakeland's corporate limits are within close proximity. Urban services serving the existing industrial corridor along Pavers Lane are programmed within the 20-year horizon. The site complements the surrounding TSDA and UGA pattern by extending the urban industrial form rather than dispersing it. Walkability is limited by the industrial use type, but pedestrian access for employees will be addressed at the time of Level 2 Review.
POLICY 2.105-A3: LAND USE CATEGORIES — UGAs permit Activity Centers, Residential Districts, Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.	Industrial is an expressly permitted Future Land Use category within the UGA. The existing IND designation on this site is consistent with the proposed UGA base district and would resolve the current mismatch between an urban-intensity Future Land Use and a Rural-Development base district.
POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS — Development within UGAs shall connect to centralized potable water; connect to centralized sanitary sewer if available; incorporate design features promoting healthy communities and green building; integrate pedestrian features; provide access to civic space; be supported by public safety; have access to public schools; provide connectivity with	Subject to Level 2 Review, future development on the site will be required to connect to centralized potable water and sanitary sewer where available. Pedestrian-oriented features and public-safety considerations will be addressed at the site planning stage. School access is not a constraint because the proposed industrial use generates no students.

adjacent uses; and encourage a variety of housing choices and mixed uses.	
POLICY 2.108 (RURAL DEVELOPMENT AREAS) — RDAs are intended to remain in rural and agricultural use with low-density residential, consistent with the Comprehensive Plan's multi-nodal, urban-cluster framework.	The site's existing Industrial Future Land Use is inconsistent with the rural and agricultural character that the RDA is intended to preserve. Removing this 38.22-acre tract from the RDA actually strengthens the rural designation surrounding it by removing a non-conforming intensive use category from the base district and placing it where it belongs, in the UGA.

Urban Sprawl Analysis

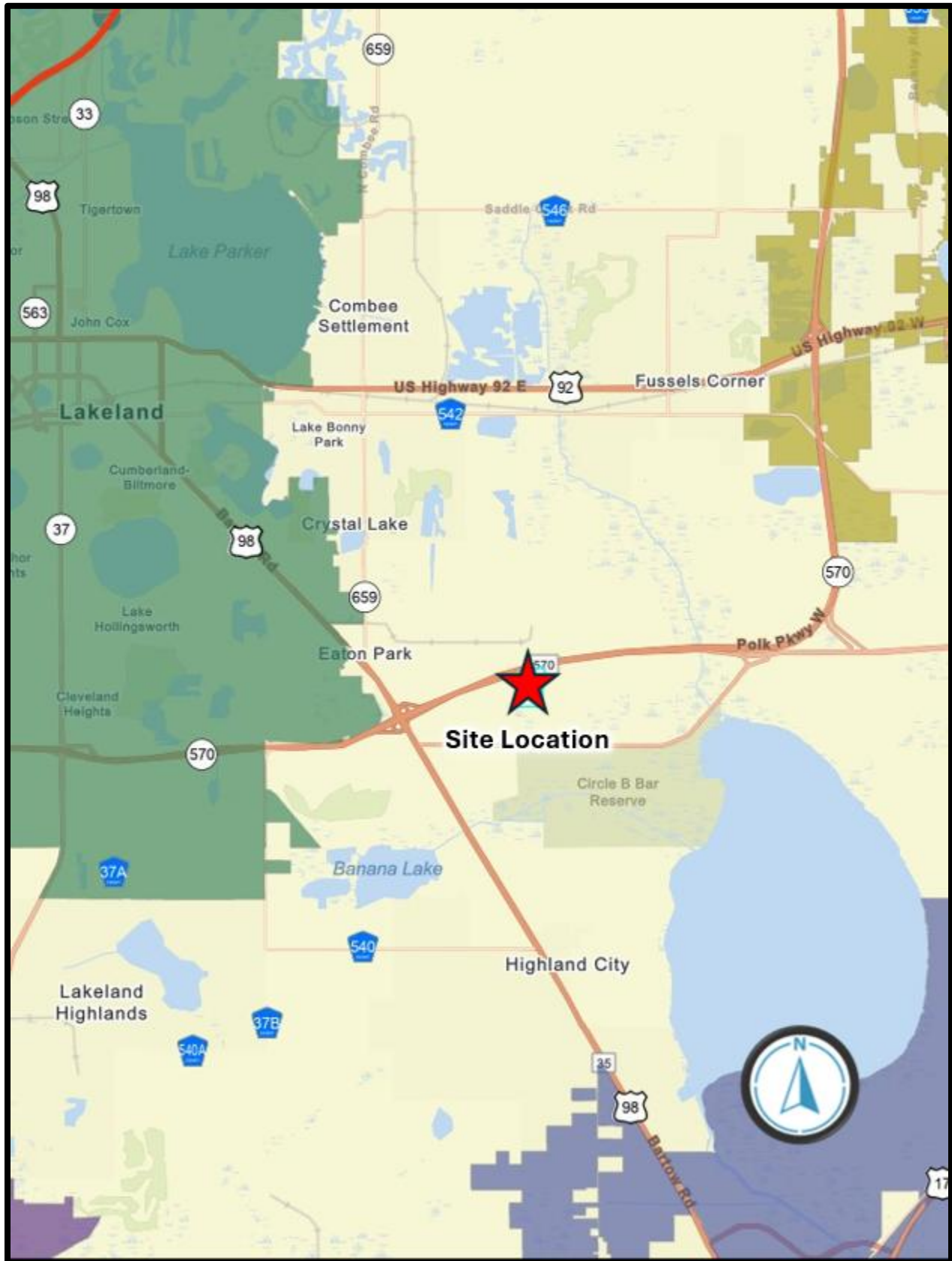
Polk County's Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 9 (below). Based on the findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

Table 9: Urban Sprawl Criteria

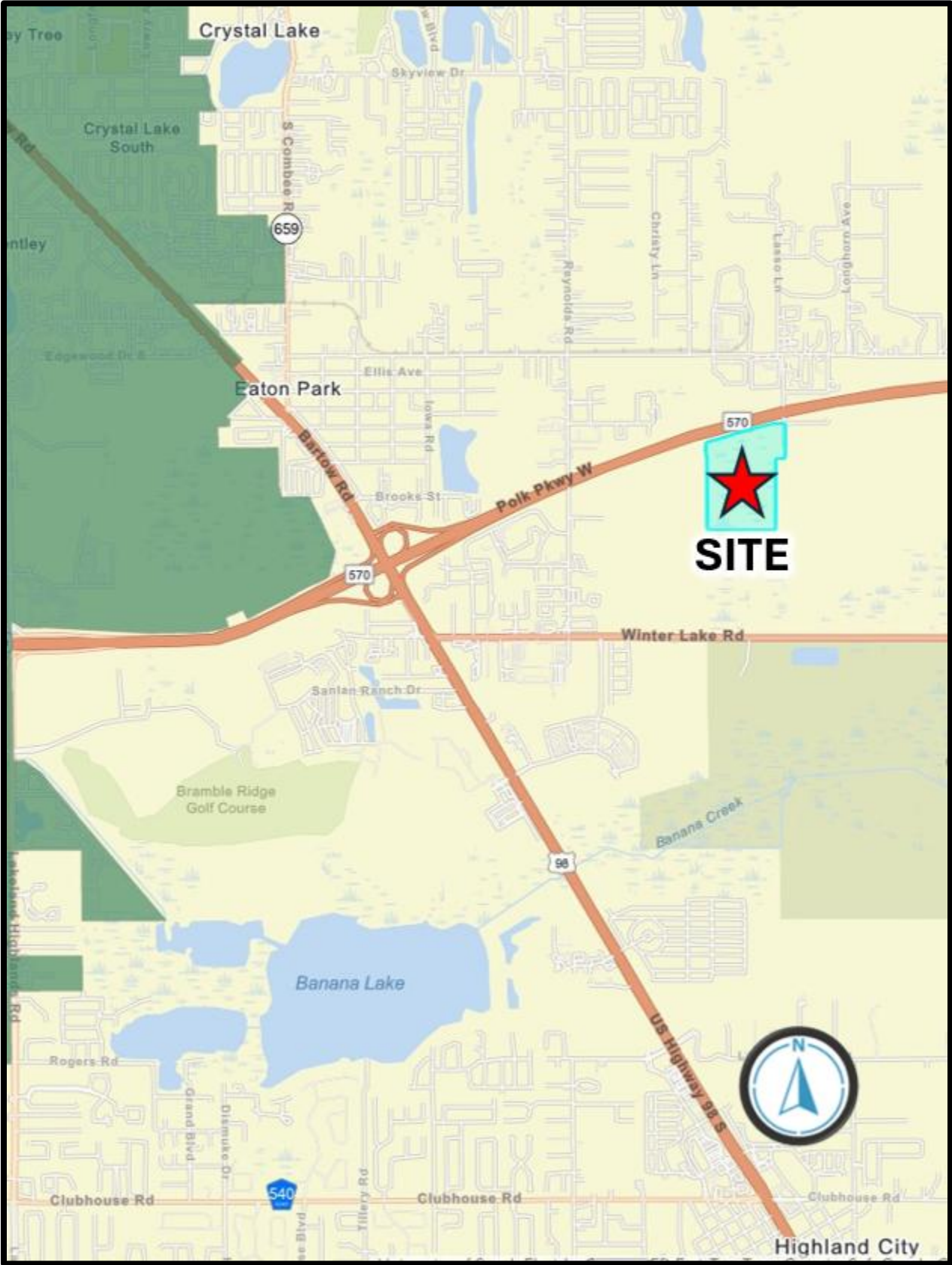
Rule 9J-5 Urban Sprawl Criteria	Page(s) within report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

Exhibits:

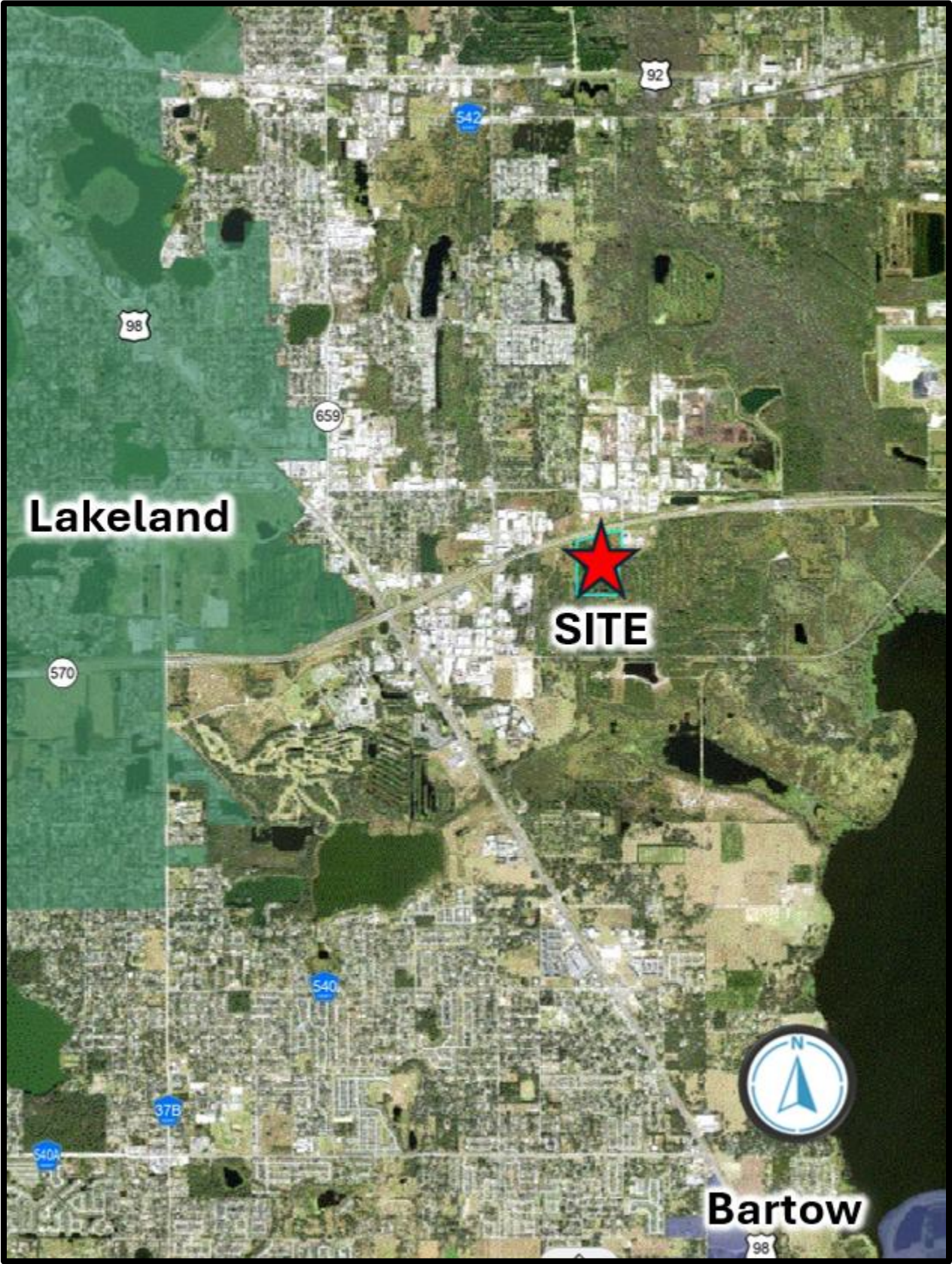
Exhibit – 1	Location Map
Exhibit – 2	Location Map (Detailed)
Exhibit – 3	2023 Aerial Photo
Exhibit – 4	2023 Aerial Photo (Detailed)
Exhibit – 5	Current Development Area Map
Exhibit – 6	Proposed Development Area Map



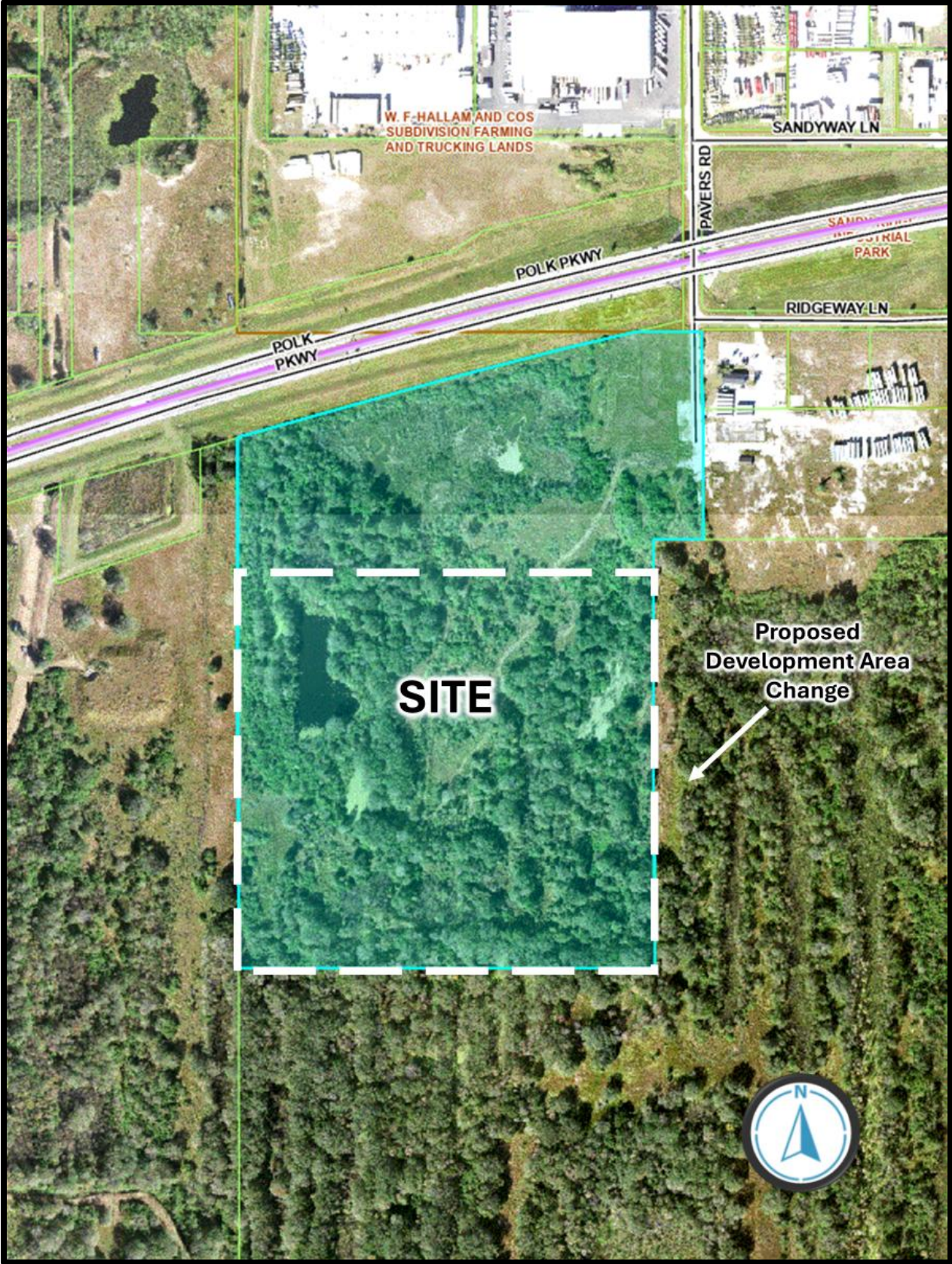
Location Map



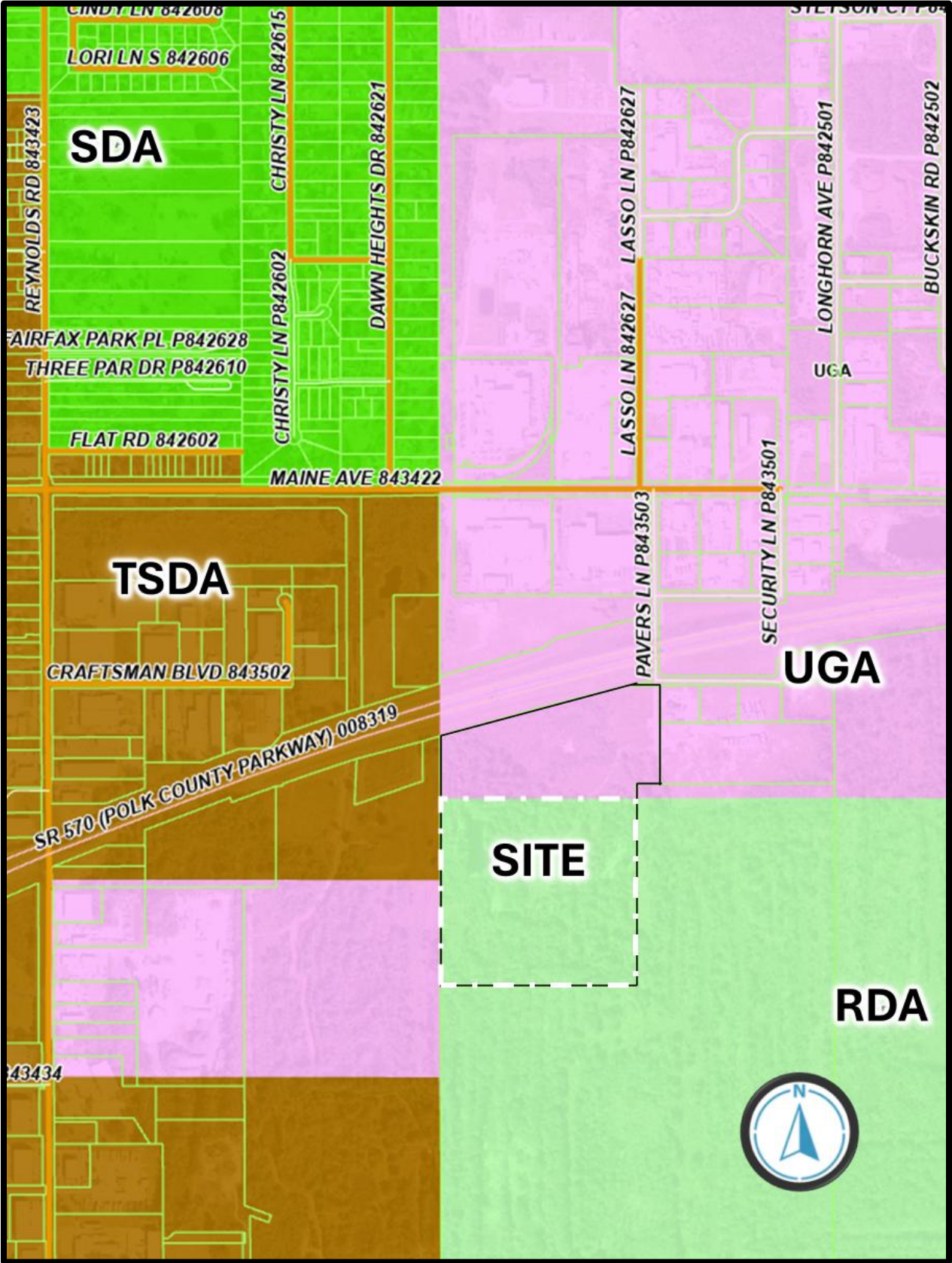
Location Map (Detailed)



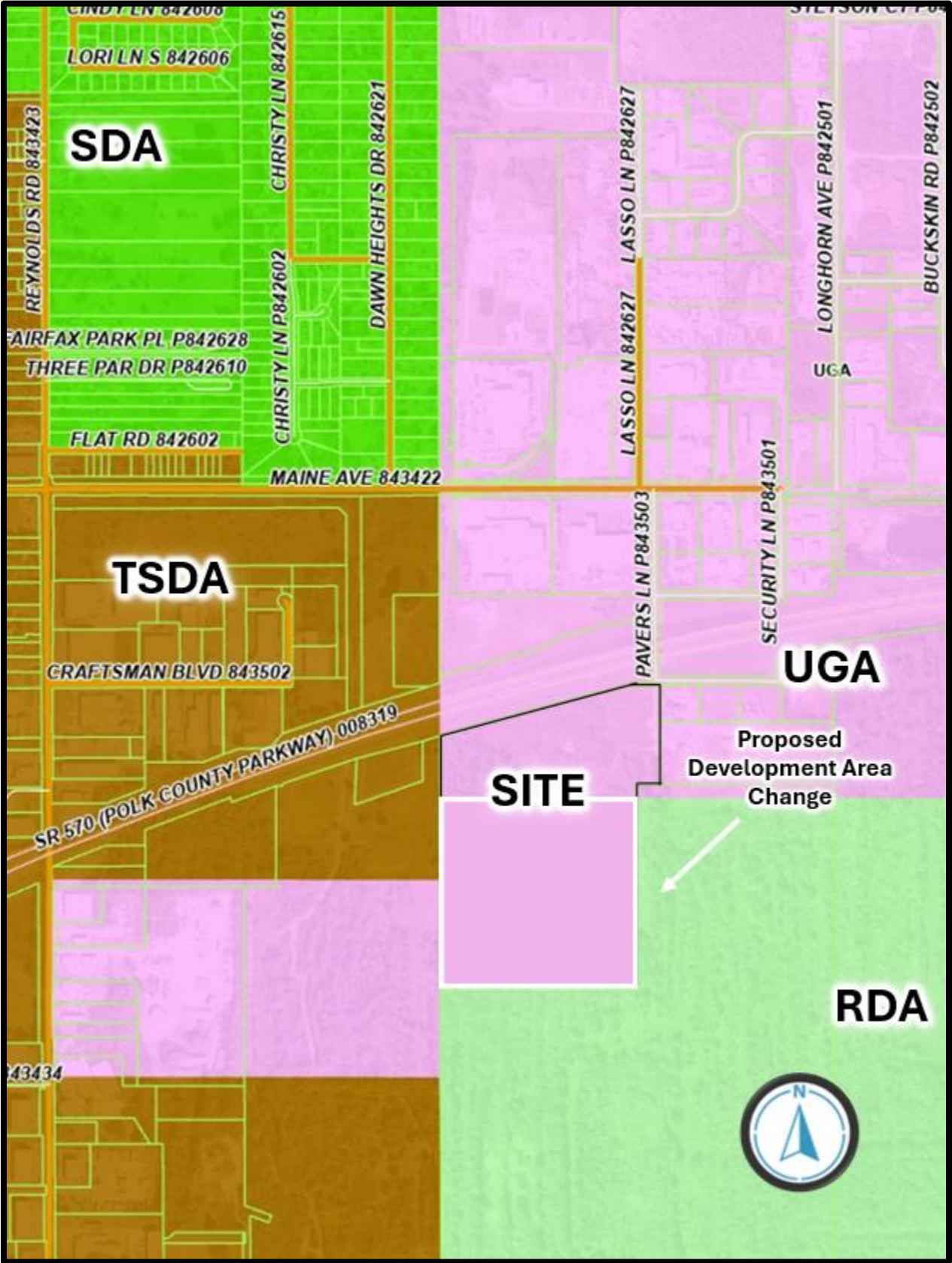
2023 Aerial Photo (Context)



2023 Aerial Photo (Detailed)



Current Development Area Map



Proposed Development Area Map

LDCP...	STATUS	LOCATION	CONTACT	WORKFLOW
2925 Pave... Applicant/...	> Revisio... 06/19/2...	> 2925 P... LAKELA...	> Zachar...	> 16 total T ●...

LDCPAS-2026-12 - 2925 Pavers Road Industrial Storage Yard

Menu

Reports

Help

Application Name: [2925 Pavers Road Industrial Storage Yard](#)

File Date: [05/07/2026](#)

Application Type: [BOCC-CPA Small](#)

Application Status: [Revisions Required](#)

Application Comments: [View ID](#) [Comment](#)

Description of Work: [Applicant/owner proposes changing a portion of the parcel of land from the R both the UGA and RDA development areas. The northern portion of the site is 58.91 acres. The proposed small-scale CPA would remove 38.22 acres of RL amendment is under the 50-acre threshold for small-scale CPAs.](#)

Application Detail: [Detail](#)

Address: [2925 PAVERS RD, LAKELAND, FL 33803](#)

Parcel No: [242835000000012030](#)

Owner Name: [WHS VISIONS OF LAKELAND LLC](#)

Contact Info:	Name	Organization Name	Contact Ty
	Zachary THORNTON	Madrid CPWG	Applicant

Licensed Professionals Info:	Primary	License Number	License Type	N
-------------------------------------	----------------	-----------------------	---------------------	----------

Job Value: [\\$0.00](#)

Total Fee Assessed: [\\$4,608.00](#)

Total Fee Invoiced: [\\$4,608.00](#)

Balance: [\\$0.00](#)

Custom Fields: **LD_GEN_PUB**

PUBLIC HEARINGS

Development Type

[Board of County](#)

[Commissioners](#)

Affordable Housing

Application 1

[CPA Small Sc](#)

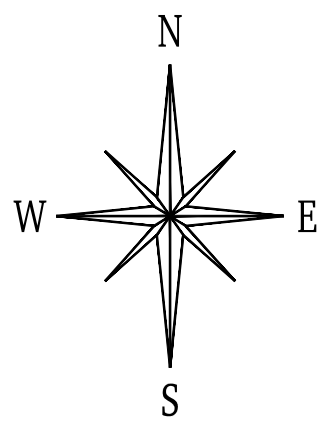
[EAR](#)

Brownfields

[N/A](#)

WHS VISIONS OF LAKELAND, LLC BOUNDARY

SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST,
POLK COUNTY, FLORIDA



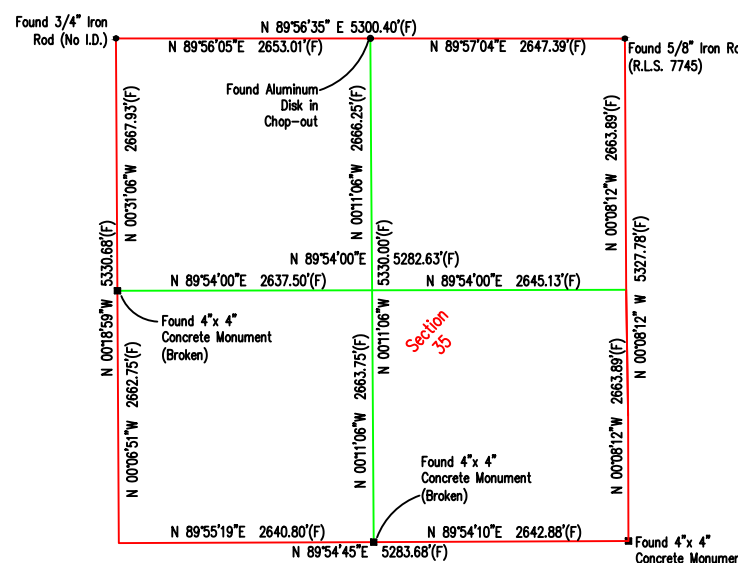
200 100 0 200
SCALE IN FEET
SCALE : 1 INCH = 200 FEET

THIS SURVEY IS CERTIFIED EXCLUSIVELY TO
AND ONLY FOR THE USE OF:

- WHS Visions of Lakeland, LLC
- Old Republic National Title Insurance Company
- Straughn & Turner, P.A.
- ShuffieldLowman
- Hardin & Ball, P.A.
- Sunshine Bank

SURVEYOR'S NOTE'S :

- Boundary Survey with limited improvements - field work completed 11 - 04 - 2016.
- Bearings based on the West line of the Northeast 1/4 of Section 35, having a bearing of N 00°11'06"W, as per assumed.
- No underground installations, improvements or encroachments have been located Except those shown hereon.
- Note : In providing this survey no attempt has been made to obtain or show data concerning existence, size, depth, conditions, capacity or location of any utility existing on the site, whether private, municipal or public canal.
- Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone other than those certified to.
- This Survey was prepared with the benefit of an Abstract of Title furnished by Old Republic National Title Insurance Company, Agent's File Reference 12003-0003, dated October 18, 2016. Cypress Land Survey's, Inc. and the below signed Land Surveyor makes No Guarantees as to the size, location, or existence of Easement's, Right-of-Way's, Setback line's, Reservation's, Agreement's, or other similar matter's not shown in title policy.

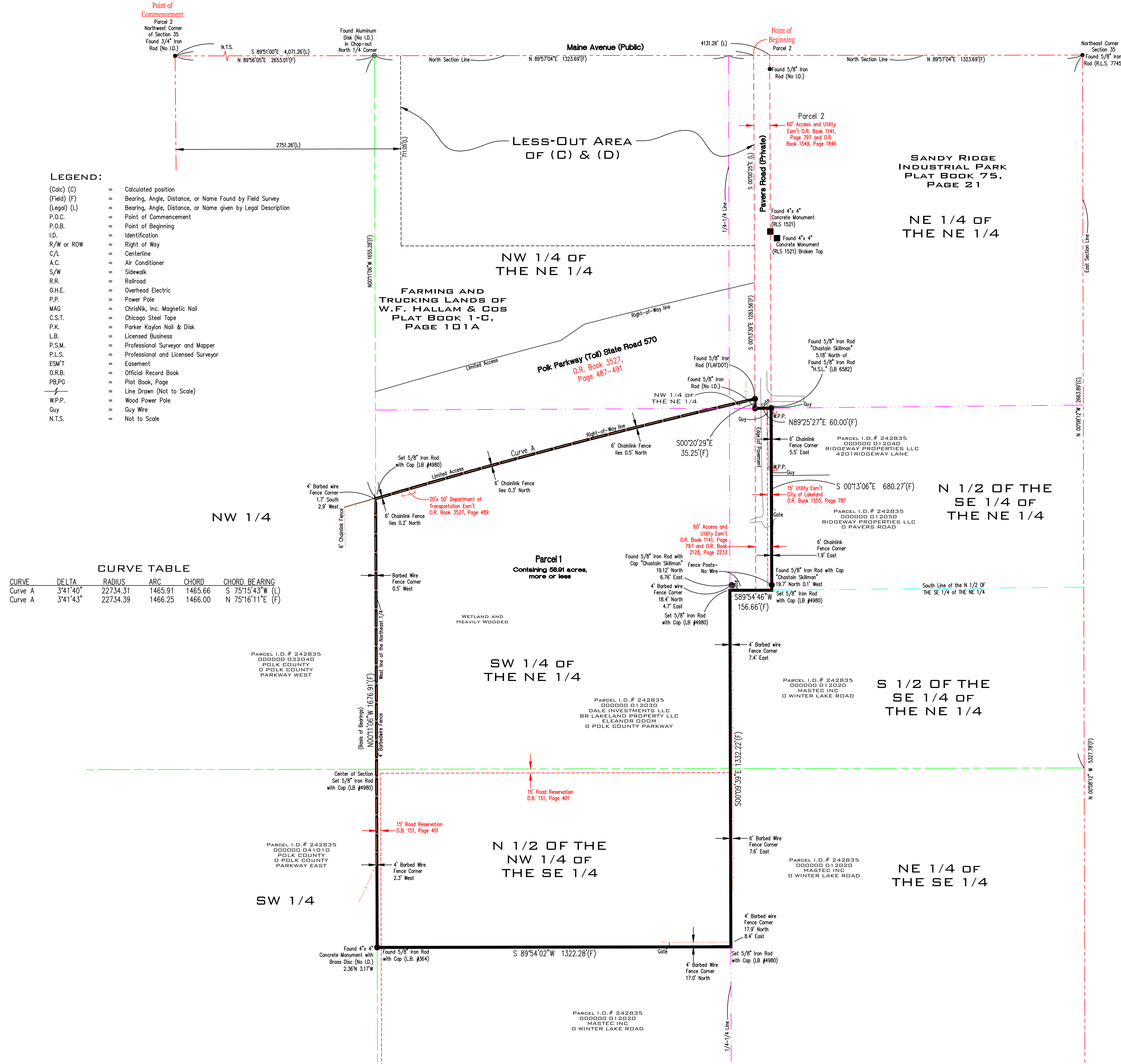


SECTION 35 BREAKDOWN
N.T.S.

LEGEND:

- (Calc) (C) = Calculated position
- (Field) (F) = Bearing, Angle, Distance, or Name Found by Field Survey
- (Legal) (L) = Bearing, Angle, Distance, or Name given by Legal Description
- P.O.C. = Point of Commencement
- P.O.B. = Point of Beginning
- I.D. = Identification
- R/W or ROW = Right of Way
- C/L = Centerline
- A.C. = Air Conditioner
- S/W = Sidewalk
- R.R. = Railroad
- O.H.E. = Overhead Electric
- P.P. = Power Pole
- MAG = ChrisNik, Inc. Magnetic Nail
- C.S.T. = Chicago Steel Tape
- P.K. = Parker Kaylon Nail & Disk
- L.B. = Licensed Business
- P.S.M. = Professional Surveyor and Mapper
- P.L.S. = Professional and Licensed Surveyor
- ESMT = Easement
- O.R.B. = Official Record Book
- P.B.P.G. = Plat Book, Page
- Line Draw (Not to Scale)
- W.P.P. = Wood Power Pole
- Guy = Guy Wire
- N.T.S. = Not to Scale

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEARING
Curve A	3°41'40"	22734.31	1465.91	1465.66	S 75°15'43"W (L)
Curve A	3°41'43"	22734.39	1466.25	1466.00	N 75°16'11"E (F)



LEGAL DESCRIPTION :

Parcel 1:

Those parts of Section 35, Township 28 South, Range 24 East, Polk County, Florida, labeled (a), (b), (c), (d) as described in O.R. Book 2473, Page 1353-1355 and described on Attachment 1 thereof, lying South of the limited access right of way line of State Road 570 (Polk County Parkway) as described in O.R. Book 3527, Page 487-491, Public Records of Polk County, Florida.

Attachment 1 - Lands of Asamera Minerals Florida, Inc.

Those parts of Section 35, Township 28 South, Range 24 East, Polk County, Florida, described as follows :

(a) The N-1/2 of SE-1/4 of NE-1/4 less that part lying east of a line described as : commencing at the Northwest corner of said Section 35, run thence South 89° 51' 00" East along the north boundary of said Section 35 a distance of 4,131.26 feet to the POINT OF BEGINNING of said line, run thence South 0° 00' 25" East to the South boundary of the N-1/2 of SE-1/4 of NE-1/4 to the end of said line.

(b) The SW-1/4 of NE-1/4, and the N-1/2 of NW-1/4 of SE-1/4.

(c) The NW-1/4 of NE-1/4 less that part of the North 711.05 feet of the NW-1/4 of NE-1/4 lying East of a line described as : commencing at the Northwest corner of said Section 35, run thence South 89° 51' 00" East along the North boundary of said Section 35 a distance of 2,751.26 feet to the POINT OF BEGINNING of said line, thence run South 0° 00' 25" East a distance of 711.05 feet to the end of said line.

(d) That part of the NE-1/4 of NE-1/4, less the North 711.05 feet thereof, of said Section 35 lying West of a line described as : commencing at the Northwest corner of said Section 35, run thence South 89° 51' 00" East along the North boundary of said section 35 a distance of 4,071.26 feet to the POINT OF BEGINNING of said line, thence South 0° 00' 25" East to the end of said line at the South boundary of said NE-1/4 of NE-1/4.

Parcel 2:

TOGETHER WITH an appurtenant non-exclusive easement for access and utilities service over the West 60 feet of property in the NE-1/4 of NE-1/4 of section 35, Township 28 south, Range 24 East, Polk County, Florida, conveyed by G-M Properties Inc., to Peavy-Townson Enterprises, Inc., by deed dated April 28, 1972 and recorded in official Records Book 1441, page 797, public records of Polk County, Florida, the Westerly boundary of said easement strip being a line described as follows : commencing at the Northwest corner of said Section 35, run thence South 89° 51' 00" East along the North boundary of said Section 35 a distance of 4,071.26 feet to the POINT OF BEGINNING of said line, thence South 0° 00' 25" East to the end of said line at the South boundary of said NE-1/4 of NE-1/4.

SURVEYOR'S CERTIFICATE :

I, hereby certify that to the best of my knowledge, information, and belief, this plot is a True and correct representation of the herein described land according to normal standards of Professional care for the Survey purpose herein stated, and this Plot meets Standards of Practice as adopted by the Florida Board of Professional Land Surveyor's under authority of Section 472.027, Florida Statutes, and set forth in Chapter 5J-17.

NOT VALID UNLESS EMBOSSED WITH RAISED SEAL

Date : 11 - 08 - 2016

FLORIDA LICENSED SURVEYOR
and MAPPER Registration No. 3053
Stephen E. Whitaker, P.L.S.

ADDITIONAL SURVEYOR'S NOTES :

The word or words "certify" and "certified to" as used hereon, means an expression of professional opinion regarding the facts of the survey and does not constitute a warranty or guarantee, expressed or implied.

NOTE : Copyright © Cypress Land Surveys, Inc. All rights reserved. No part of this drawing may be reproduced by photocopying, recording or by any other means, or stored, processed or transmitted in or by any computer or other system without the prior written permission of the Copies of this plan without original signature and impression seal are not valid.

Prepared by: CYPRESS LAND SURVEY'S, INC. • 702 Avenue "A", N.W.
Winter Haven, Florida 33881-3139 Phone (863) 299-8165 Fax (863) 294-4301
Stephen E. Whitaker, P.L.S. - Florida License & Reg. # L.S. 3053 & L.B. 4980



May 7, 2026

Polk County Board of County Commissioners
Land Development Division
330 West Church Street
Bartow, FL 33831-9005

Re: Smale-scale Comprehensive Plan Amendment (CPA)
Development Area Map Amendment
Impact Assessment Statement (IAS) Narrative
2925 Pavers Road Industrial Storage Yard
LDCPAS-2026-12_2925 Pavers Road Industrial Storage Yard
2925 Pavers Road, Lakeland, FL 33803 (Parcel ID: 24-28-35-000000-012030)

To Whom it May Concern,

Madrid Engineering Group, Inc., dba Madrid CPWG/Madrid CFTL, is pleased to present this narrative in support of the proposed small-scale Polk County comprehensive plan amendment (CPA). The Owner, Visions of Lakeland LLC, proposes changing a portion of the parcel of land located at 2925 Pavers Road, Lakeland, Florida, from the Rural Development Area (RDA) to Urban Growth Area (UGA). The subject parcel is currently within both the UGA and RDA development areas. The northern portion of the site is within the UGA and the southern portion of the site is within the RDA. The parcels to the west are within the Transit Supportive Development Area (TSDA) and UGA. Parcels to the north and (north)east are within the UGA, while the south and east contiguous parcels are within the RDA.

The total parcel of land is 58.91 acres. The proposed small-scale CPA would remove 38.22 acres of RDA from the parcel and convert to UGA to unify the parcel. Therefore, the total area of the map amendment is under the 50-acre threshold for small-scale CPAs.

The northern portion of the site is located within the Transit Corridor and Centers Overlay (TCCO) but outside the Transit Supportive Development Area (TSDA). The site is not located within the Green Swamp Area of Critical State Concern or any other Selected Are Plans (SAPs) or Special Protection Areas (SPAs).

The Owner is potentially selling the property and the potential buyer is looking to construct an Industrial Storage Yard. The subject parcel has a land use designation (zoning) of Industrial (IND). The proposed Development Area map amendment (under the small-scale CPA) will allow the current and potential owner to increase the developable area of the property, consistent with the Polk County Land Development Code (LDC) use regulations for the IND Land Use District. Currently, as the site lies in a portion of the RDA, the site is restricted to 50% maximum impervious area. The maximum impervious would increase to 75% based on the land use designation of IND, with removing the RDA from the site.

AT THE READY

2030 State Road 60 East
Bartow, FL 33830
P: 863.533.9007

8770 133rd Avenue North
Largo, FL 33773
P: 727.572.9797

The potential owner is proposing to utilize the parcel for Industrial Outdoor Storage (IOS) with potential for future warehouse buildings. The current concept site plan is below the 75% maximum threshold for IND land use district and will conform to the LDC Section 220 Compatibility standards. Also, based on the proposed use, the site will conform to the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category.

As part of the purchase agreement, the potential owner will purchase the surrounding private roadway system including Sandyway Lane, Security Lane, Ridgeway Lane and Pavers Road from Maine Avenue to the site. Pavers Road will be upgraded to ensure adequate access to the site is provided. The current concept site plan shows approximately 40 acres of proposed asphalt development for the storage yard. The remaining parcel area will be utilized as stormwater management area, wetland impact minimization, landscaping and related buffering.

The proposed stormwater system will provide adequate nutrient removal (80% reduction in phosphorus and nitrogen) and will be comprised of both dry retention and wet detention (treatment train). The outfall will mimic the existing site where discharge is conveyed from the north end of the site and is discharged to the south.

The project does not propose any structures at this time, but there is the potential for several future warehouse buildings. The concept site plan shows 44,000 sf of potential warehouse space. Utilities will be provided by Florida Governmental Utility Authority (FGUA). The subject property is directly adjacent to the current FGUA service area and therefore, FGUA is expanding their service area to include the subject parcel as the FGUA service boundary only extends to the adjacent property to the east. There is an existing water main along Pavers Road to be utilized for development. Sanitary sewer may need to be extended to Maine Avenue by forcemain or gravity main extension.

LDC Section 910 – Impact Assessment Statements

The below information and responses (*identified in italics*) are provided for each subsection of 910 to provide information on the effects of the proposed development (and land use action) will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A. Land and Neighborhood Characteristics

To assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why the site is suitable for the proposed uses;

The parcel was originally utilized as a phosphate mining facility in the 1940s. Then the site remained vacant and was utilized as a borrow pit for the adjacent Polk Parkway constructed in the late 1990s.

The site has remained vacant and is identified as Vacant Industrial (Code 4001) per the property appraiser website.

The proposed Urban Growth Area (UGA) development area is consistent with the surrounding areas due to its location. The applicant requests the UGA be applied to the entire site which would result in 38.22 acres of RDA being removed through the small-scale CPA and map amendment.

The northern portion of the site is within the UGA and the southern portion of the site is within the RDA. The parcels to the west are within the Transit Supportive Development Area (TSDA) and UGA. Parcels to the north and (north)east are within the UGA, while the south and east contiguous parcels are within the RDA. All land adjacent to the property is currently vacant, besides the two (2) parcels at the northeast corner which currently are developed for industrial activities.

The proposed storage yard use is consistent with the allowable uses within the IND land use district but will need to conform to the recently adopted storage yard land use criteria.

2. Provide a site plan showing each type of existing and proposed land use;
Refer to Map F for site plan showing existing and proposed land use.

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

The site is adjacent to Agricultural/Residential Rural (A/RR) land use designation to the south and partially on the east side. Additional landscape buffers, setbacks and fencing will be provided for the proposed storage yard to minimize impacts to the surrounding land uses. The site will conform to the LDC Section 220 Compatibility standards and the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category. The most stringent requirements will be utilized for site design.

4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped;

The requested map change for the RDA delineation revision would not influence development patterns in the area as the surrounding parcels are within the UGA or TSDA. The area to the south and east within the RDA is vacant and is surrounded by TSDA and UGA development areas on all sides but its east side.

5. Describe each of the uses proposed in a Planned Development and identify the following:

The proposed development is not located within a planned development. Therefore, the items below are not applicable.

- a. The density and types of residential dwelling units;
N/A, no residential dwellings (and not within planned development)
- b. The type of commercial and industrial uses;
N/A, not within planned development but the industrial outdoor storage use will consist of asphalt storage yard and potential future warehousing.
- c. The approximate customer service area for commercial uses;
N/A, no customer service areas proposed.
- d. The total area proposed for each type of use, including open space and recreation.

N/A, not within planned development but the proposed use is not anticipated to encompass more than 75% of the site.

B. Access to Roads and Highways

To assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;

Based on the current concept site plan and 44,000 sf of potential future warehousing buildings, the total daily trips is 157, with PM peak hour trips of 14.

2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;

No required modifications to the existing transportation system are required at this time. Though improvements to the privately owned Pavers Road will be proposed.

3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

The proposed development is not proposing parking spaces or parking facilities at this time. The future warehouses will provide adequate parking space counts for each building, including required landscaping and ADA spaces.

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads);

Site access will be provided by direct access to the existing driveway connection to Pavers Road. Pavers Road is within the subject property but there is an existing 60' access easement in place. The potential owner would update Pavers Road and provide the required 50' radii per County Ordinance No. 2026-023 regarding Storage Yards. As part of the purchase agreement, the potential owner will purchase the surrounding private roadway system including Sandyway Lane, Security Lane, Ridgeway Lane and Pavers Road from Maine Avenue to the site. Pavers Road will be upgraded to ensure adequate access to the site is provided.

5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

The parcel is within a rural area located outside City of Lakeland City limits. There are no bus routes within close proximity to the project. The proposed storage facility will not produce any additional pedestrian or bicycle traffic. Therefore, no proposed sidewalks or pedestrian access are proposed with the project. However, bicycle parking may be provided if required.

C. Sewage

To determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;

The proposed development will not generate any sewage flows at this time but the future warehouse buildings as currently shown may produce 1,580 gpd of sewage flow.

2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;
The future development can connect to FGUA existing facilities. Sanitary sewer may need to be extended to Maine Avenue by forcemain or gravity main extension. However, per FGUA, the existing service may be extended down Pavers Road with on-going construction projects. The potential project is currently being reviewed by FGUA.
3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;
Polk County's plans and policies will be met by connecting to central, public sanitary sewer systems to be provided by FGUA.
4. Identify the service provider;
Florida Governmental Utility Authority (FGUA).
5. Indicate the current provider's capacity and anticipated date of connection.
Capacity will be determined by FGUA. Connection is approximately one year out.

D. Water Supply

To determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

1. Indicate the proposed source of water supply and, the type of treatment;
There is an existing watermain located along Pavers Road.
2. Identify the service provider;
Florida Governmental Utility Authority (FGUA).
3. Calculate the estimated volume of consumption in gallons per day (GPD);
The proposed development will not generate any sewage flows at this time but the future warehouse buildings as currently shown may produce 1,817 gpd of water flow.
4. Indicate the current provider's capacity and anticipated date of connection.
Capacity will be determined by FGUA. Connection is approximately one year out.

E. Surface Water Management and Drainage

To determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;
The proposed stormwater system will provide water quality treatment via on-site retention/detention volume for adequate nutrient removal (80% reduction in phosphorus and nitrogen) and will be comprised of both dry retention and wet detention (treatment train). The water quality treatment will be a net improvement for the surface water discharging from the site.
2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;
The existing site contains several wetlands and surface water bodies. The parcel was originally utilized as a phosphate mining facility in the 1940s and then as a borrow pit for the adjacent Polk Parkway constructed in the late 1990s. The excavation activities removed roughly 900,000 cubic yards of soil for the Polk Parkway construction. This excavation created low-quality wetlands over the past 25 plus

years. The proposed site alterations will fill in most of the man-made wetlands which will be mitigated through mitigation bank credits.

Approximately 13.8 acres north of Polk Parkway is conveyed under Polk Pkwy through a 30" and 24" storm drain. This flow will be accounted for in the overall site design. No additional off-site stormwater runoff is conveyed to the site due to existing berms. The outfall will mimic the existing site where discharge is conveyed from the north end of the site and is discharged to the south.

The site does contain some floodplain, FEMA flood zone "A" per panel no. 12105C0320G (effective date 12/22/2016). Floodplain compensation will be provided for any impacted floodplain.

3. Describe the impact of such alterations on the fish and wildlife resources of the site;

The proposed development will not adversely affect fish and wildlife. An environmental assessment will be prepared by a certified professional and any potential wildlife impacts will be mitigated.

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

Rainfall entering and traveling through the site will be able to percolate through the proposed dry retention areas. Therefore, there is no anticipated impact to aquifer recharge and groundwater conditions. Wet detention will also be provided.

Additional Environmental Analysis (Wetlands)

The site contains a significant amount of wetlands which are a by-product of mining and excavation activities over several previous decades. Additional historical aeriels are included at the end of the Impact Assessment. Wetland impact minimization and mitigation will be provided through several components.

On-site wetland mitigation will be provided through mitigation bank credits. The goal is to have the mitigation bank located within the same Peace River watershed as the site. The ecologist is currently looking at availability in the Tippen Bay Wetland Mitigation Bank and Horse Creek Mitigation Bank within the Peace River Watershed. It is anticipated that available credits for wetland mitigation will be obtained through mitigation banks within the Peace River watershed.

The potential owner is willing to place a 50' conservation easement along the southern property boundary to increase the ecological value for the proposed development. The conservation easement placement would be based on the final wetland delineation of the property.

A designated Floodplain compensation area will be placed along the northern portion of the site which will minimize wetland impacts and provide a natural buffer, south of Polk Parkway. The designated floodplain compensation area within the existing wetland area and adjacent (if needed) will add greater ecological value to the site, over other floodplain compensation options.

F. Population

To determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;

The proposed project would have minimal impact to population to the area. Most job creation would likely be sourced from the local population. The generated population may be in the range of 6 residents.

2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from the county or state, and the number of shifts per day and employees per shift;

The proposed storage yard with the future warehouse buildings is anticipated to have 20 employees (4 employees per 10,000 sf warehouse and 3 employees per 6,000 sf warehouse). At least 60% of the jobs created would typically be locally sourced. There is anticipated to be one shift per day and 3-4 employees per shift, per building.

Skills required for the new jobs will include administration, maintenance, management, fork-lift operation, warehousing, custodial and other related skills.

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors);

Middle class or low income populations between the ages of 20-60 would be the anticipated demographic.

4. Describe the proposed service area and the current population thereof.

The adjacent parcels are vacant with industrial use to the north and northeast. No population exists within the adjacent developments or parcels.

G. General Information

To determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and

The proposed development will provide the required landscaping along the frontages which will enhance the site over the existing conditions of the parcel. Additional landscape buffering may be required but will need to be reviewed with regards to the existing natural tree buffer, buffering distance, and ground elevations. 100 foot buffers will be provided on the south and east sides due to the adjacent A/RR land use designation.

2. Discuss the demand on the provision for the following services (Infrastructure Impact Info):

- a. Parks and Recreation

The proposed development will have minimal impact to population in the area and no demand on parks and recreation are anticipated.

- b. Educational Facilities (preschool/elementary/middle school/high school);

The proposed development will have minimal impact to population in the area and no demand on educational facilities are anticipated.

- c. Health Care (emergency/hospital)
The proposed development will have minimal impact to population in the area and no demand on health care, including hospitals, is anticipated.
- d. Fire Protection
The proposed development will provide adequate fire protection systems through the use of new fire hydrants and potentially fire suppression systems in the buildings.
- e. Police Protection and Security
Barbed wire fencing will be provided for security. The entire property is currently fenced and will be fenced.
- f. Electrical Power Supply.
There is existing power and electric meter at the northeast corner of the property along Pavers Road.

H. Maps

1. Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development.
2. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scales shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following maps shall accompany all Impact Assessment Statements:
3. Map A: A location map showing the relationship of the development to cities, highways, and natural features;
4. Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;
5. Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;
6. Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;
7. Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.
8. Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes;
9. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

Please refer to the attachment section for the associated maps.

Please do not hesitate to contact me if any additional information is required.

Madrid Engineering Group, Inc.



Zach H. Thornton, P.E.
Project Manger
FL PE# 79489

Attachments:

- Map A: Location map
- Map B: Topographical Map
- Map C: Land Use and Land Use District Maps
- Map D: Soils Map
- Map E: Traffic Circulation Map
- Map F: Site Plan
- Map G: Drainage Map
- Additional Maps – Historic Aerials (wetlands)

ATTACHMENTS:

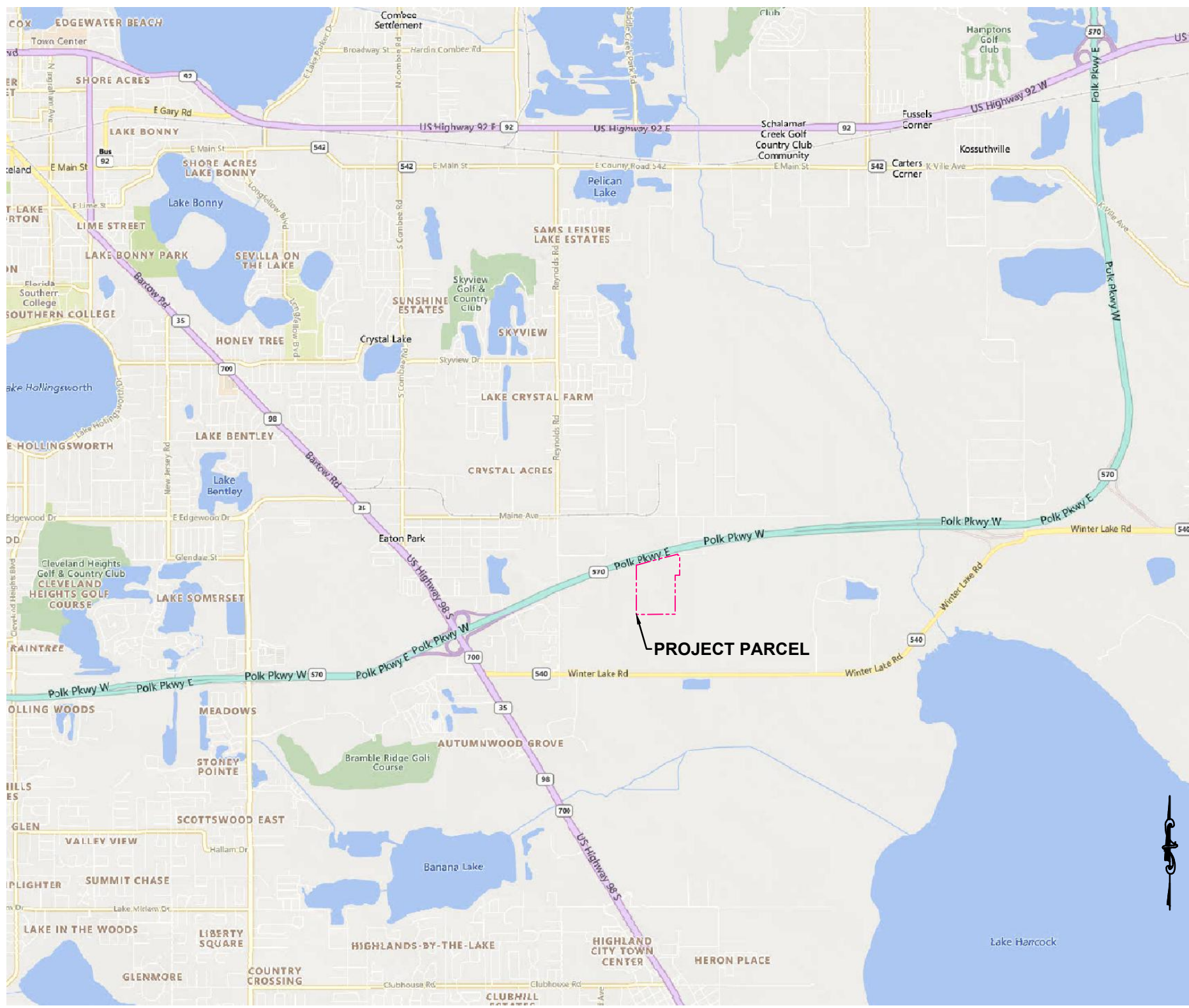
**WHS VISIONS OF
LAKELAND LLC**
4360 MAINE AVENUE
LAKELAND, FL 33801

PAVERS ROAD
INDUSTRIAL OUTDOOR STORAGE (IOS)
2925 PAVERS RD., LAKELAND, FL 33801
SCALE-SCALE CPA
MAP A - LOCATION MAP

ZACHARY H. THORNTON, PE FLORIDA REG.
PROF. ENGINEER No.: 79489

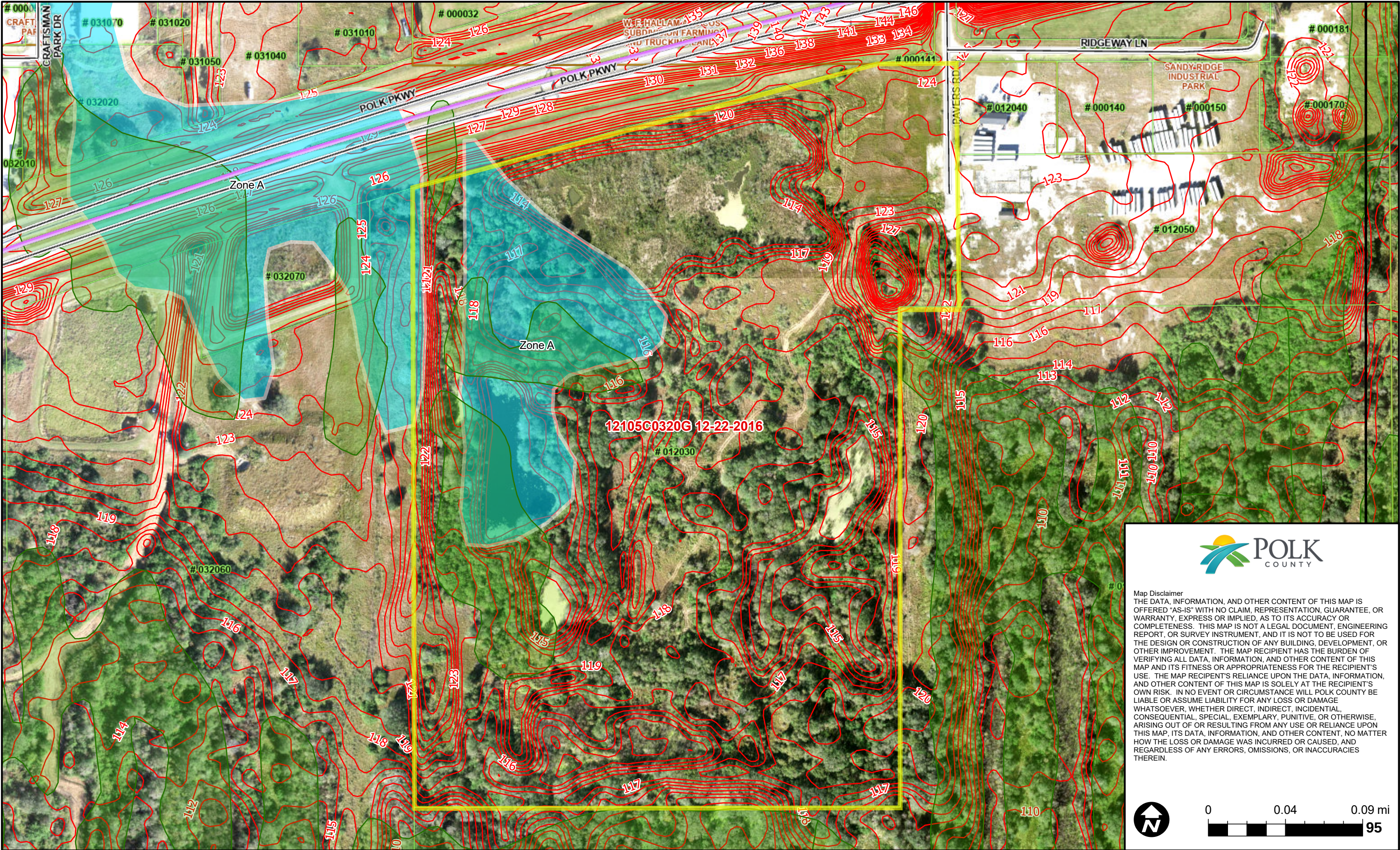
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PROJECT NO. M2690000.00	
DATE 05/01/2026	
SCALE	
AS NOTED	



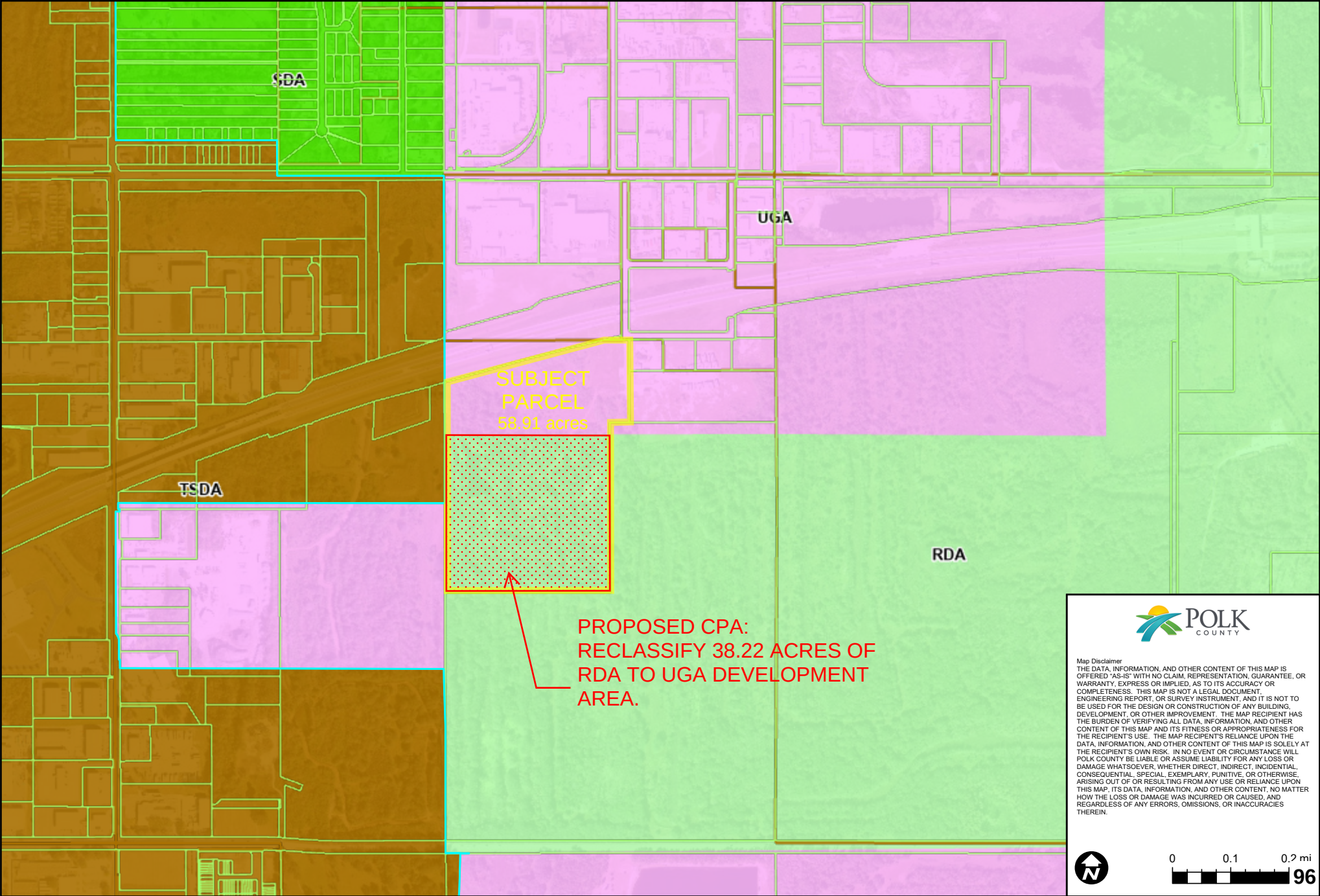
2925 Pavers Road Topographic Map

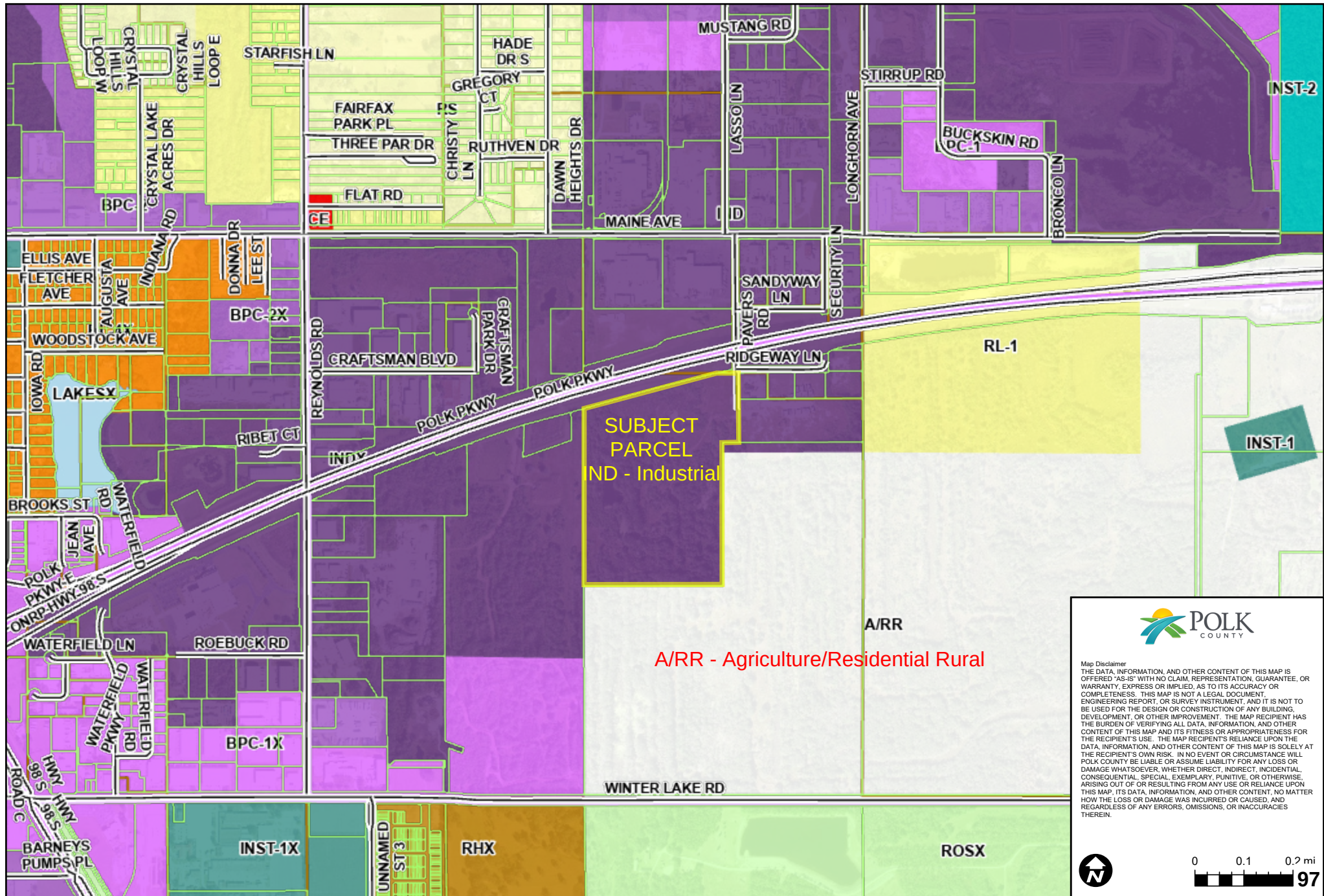
MAP B



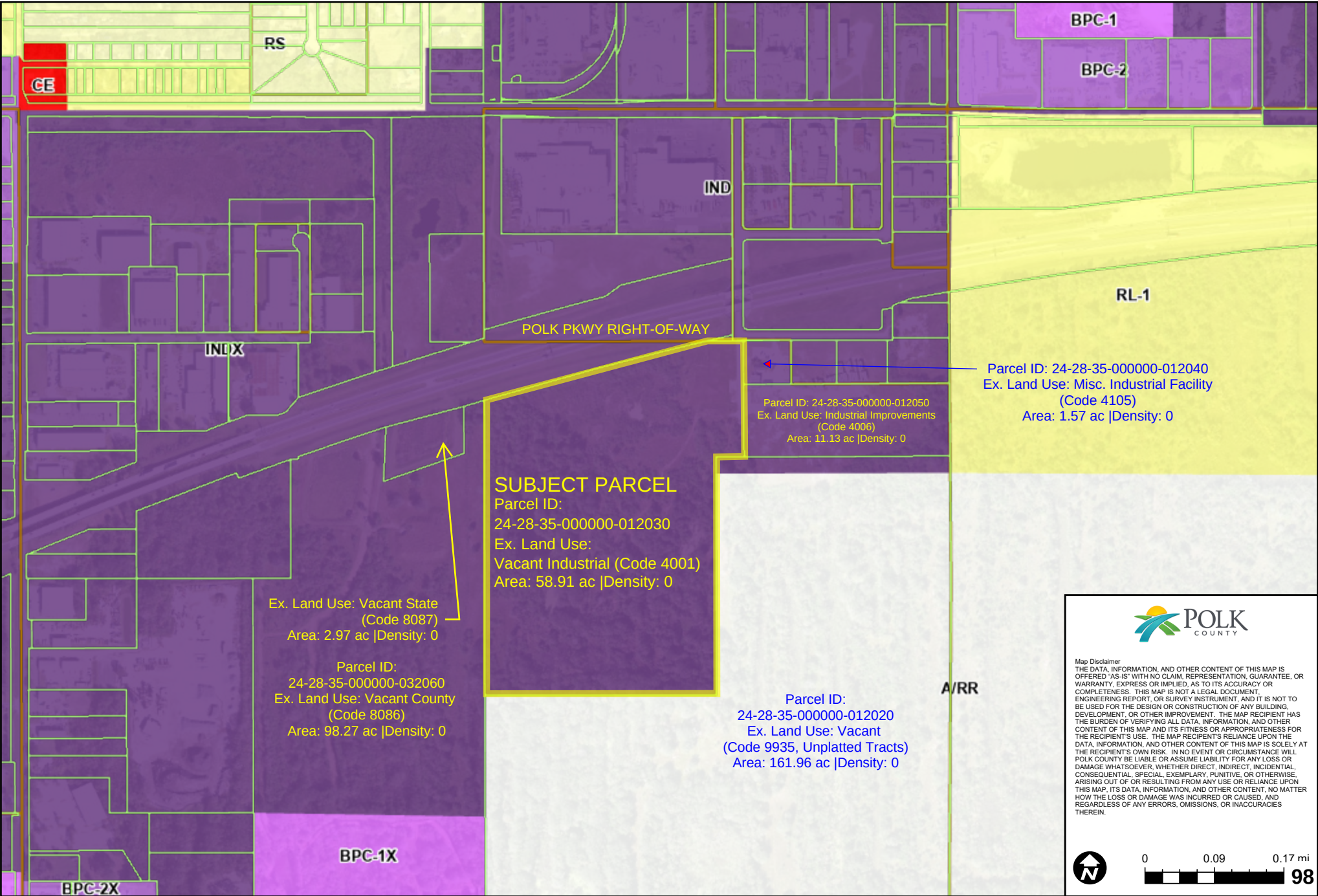
MAP C - DEVELOPMENT AREA MAP_PAVERS RD.

MAP C1



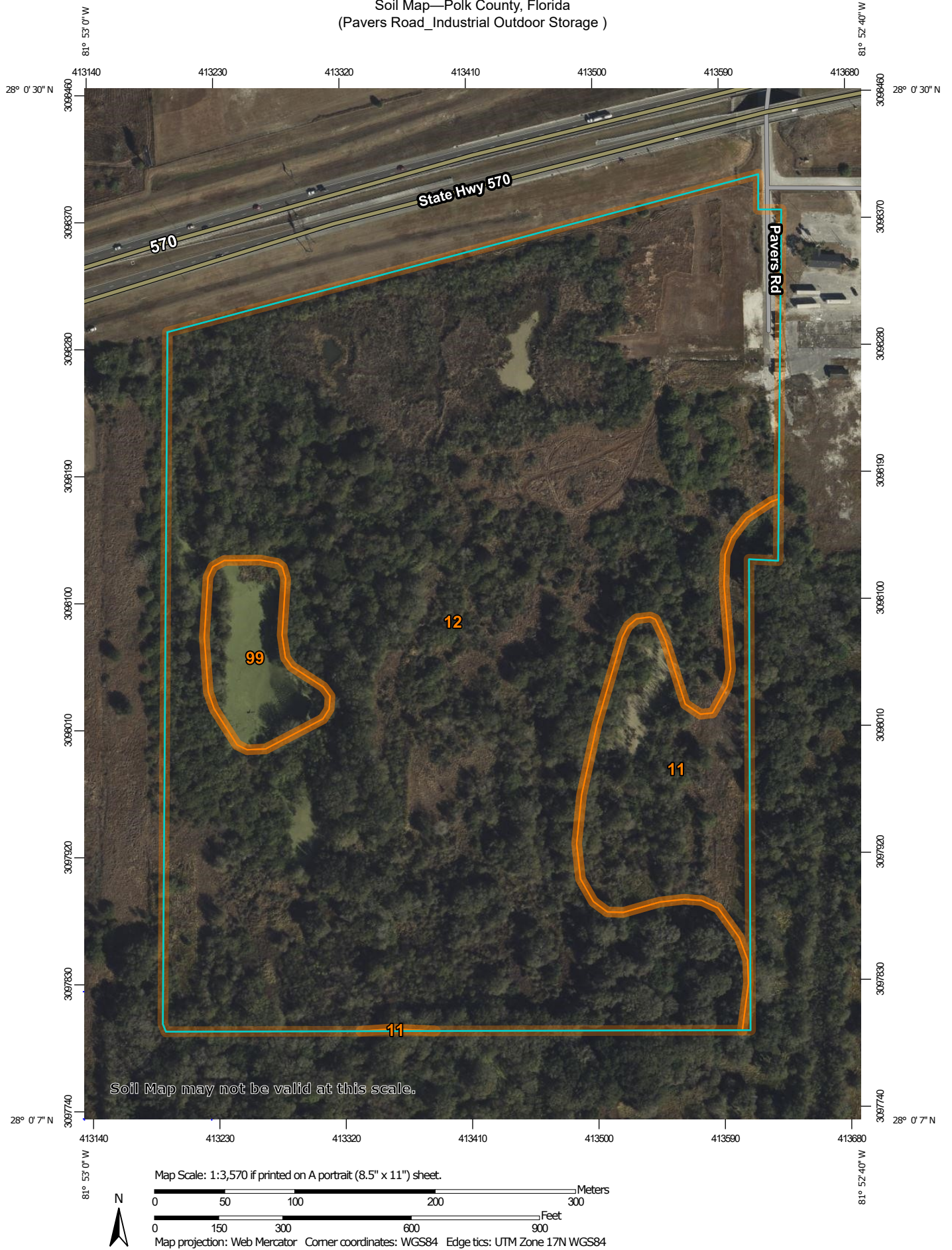


MAP C - LAND USE MAP_PAVERS RD.



MAP D

Soil Map—Polk County, Florida
(Pavers Road_Industrial Outdoor Storage)



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

2/28/2026
Page 1 of 3

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Polk County, Florida

Survey Area Data: Version 23, Aug 29, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 6, 2022—Mar 21, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

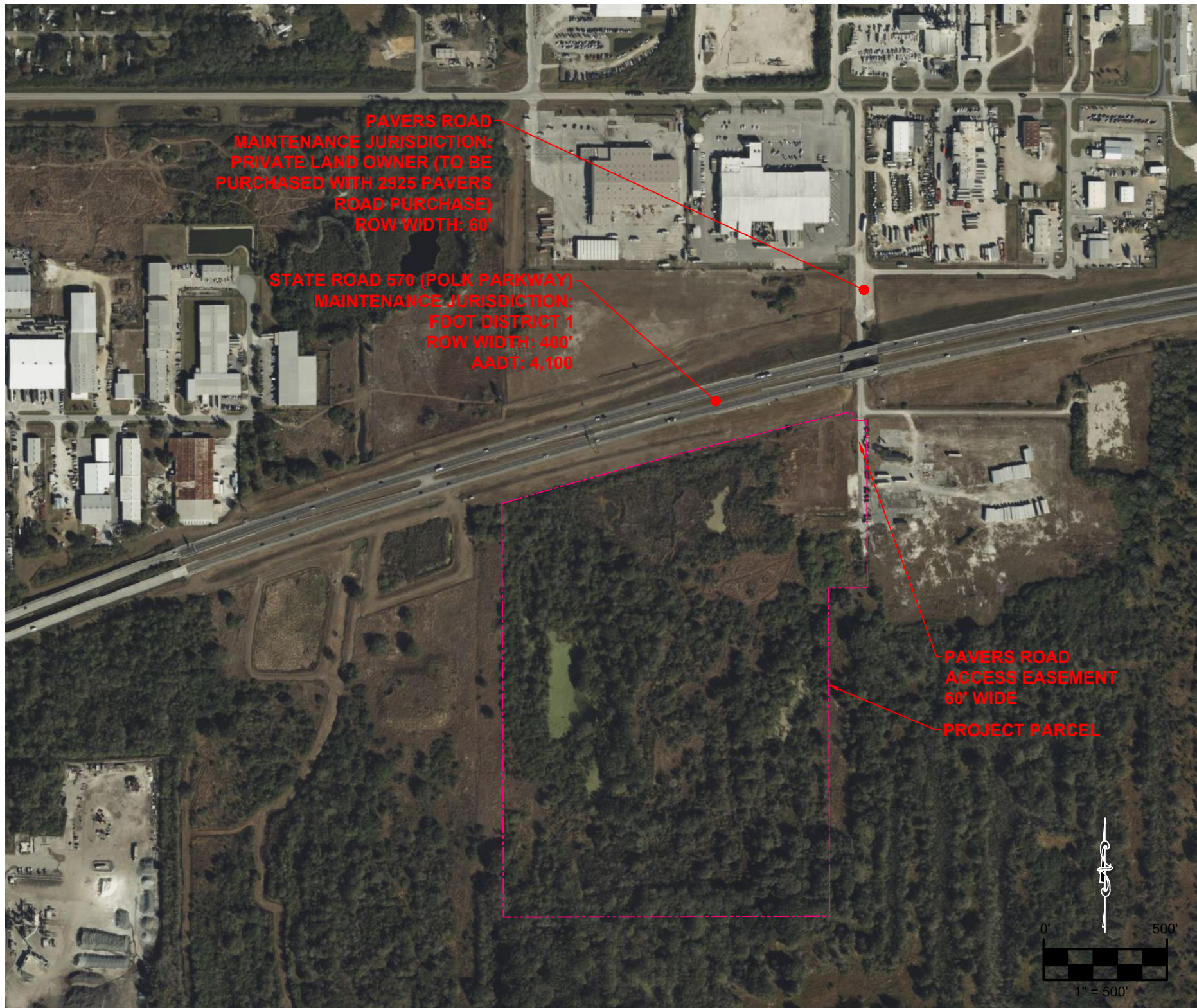
Map Unit Symbol	Map Unit Name	Acres in AOI		Percent of AOI
11	Arents-Water complex	HSG A	5.5	9.5%
12	Neilhurst sand, 1 to 5 percent slopes	HSG A	50.7	87.1%
99	Water		2.0	3.4%
Totals for Area of Interest			58.2	100.0%

**WHS VISIONS OF
LAKELAND LLC**
4360 MAINE AVENUE
LAKELAND, FL 33801

PAVERS ROAD
INDUSTRIAL OUTDOOR STORAGE (IOS)
2925 P AVERS RD., LAKE LAND, FL 33801
SCALE-SCALE CPA
MAP E - TRAFFIC CIRCULATION MAP

ZACHARY H. THORNTON, PE FLORIDA REG.
PROF. ENGINEER No.: 79489

PROJECT NO.	102
M2690000.00	
DATE	
05/01/2026	
SCALE	
AS NOTED	



SCALE-SCALE CPA
MAP F - SITE PLAN (8.5 X 11)
925 PAVERS RD., LAKELAND, FL 33801
INDUSTRIAL OUTDOOR STORAGE (IOS)

PROJECT NO. M2690000.00	SHEET NO. MAP-F
DATE 05/01/2026	
SCALE	
AS NOTED	



[illegible]

1994 Aerial

2925 Pavers RD, Lakeland, FL 33803

Legend



Google Earth

Image U.S. Geological Survey

1000 ft



105

1999 Aerial

2925 Pavers RD, Lakeland, FL 33803

Legend



Google Earth

Image U.S. Geological Survey

1000 ft



106

2004 Aerial

2925 Pavers RD, Lakeland, FL 33803

Legend



Google Earth

Image © 2025 The Florida Department of Environmental Protection

1000 ft



107

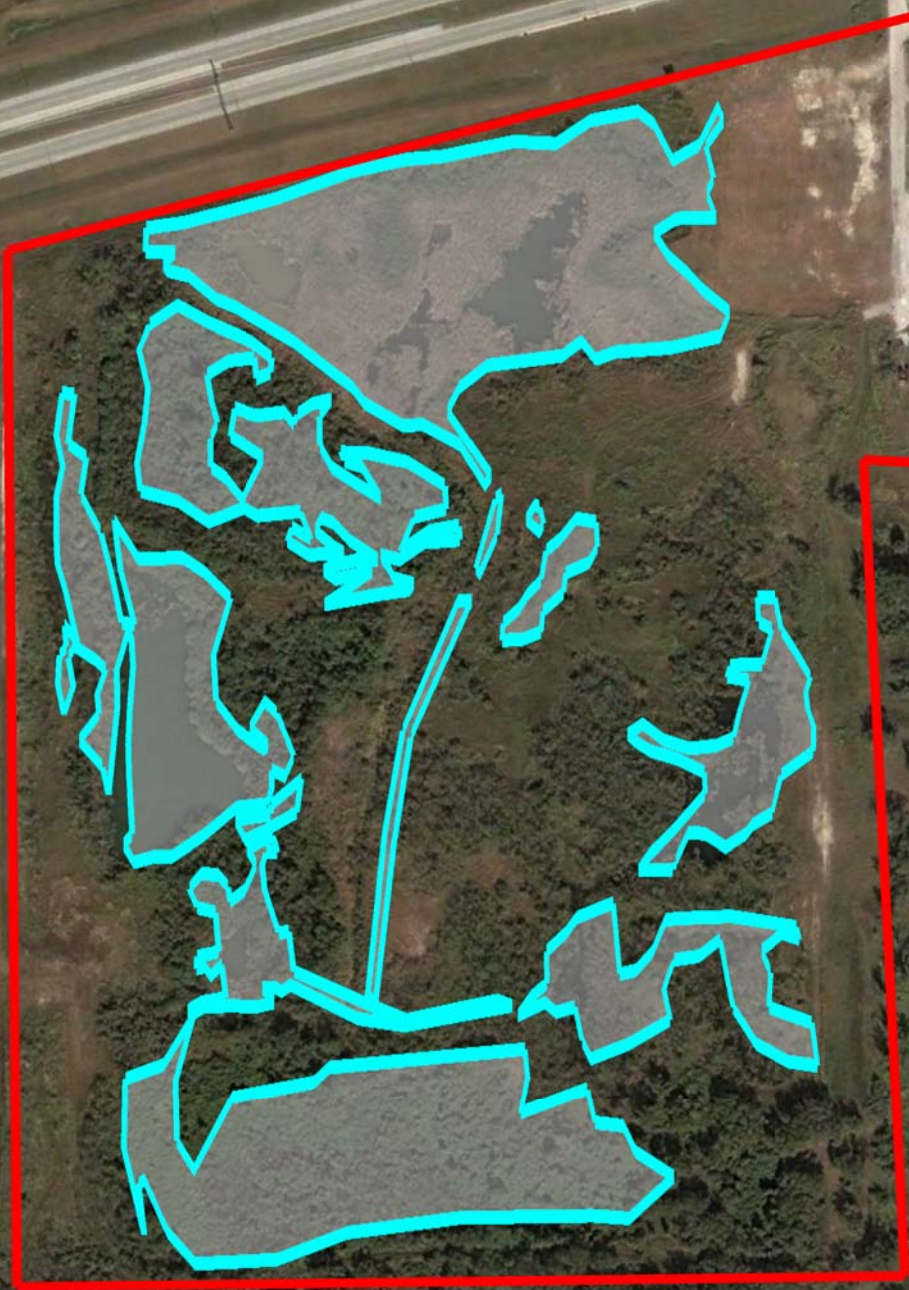
2004 Aerial

2925 Pavers RD, Lakeland, FL 33803

Wetlands depicted subject to agency approval and professional survey.

Legend

 Wetlands Shaded (19+/- ac)



May 7, 2026

Polk County Board of County Commissioners
Land Development Division
330 West Church Street
Bartow, FL 33831-9005

Re: Smale-scale Comprehensive Plan Amendment (CPA)
Development Area Map Amendment
Demonstration of Need Narrative
LDCPAS-2026-12_2925 Pavers Road Industrial Storage Yard
2925 Pavers Road, Lakeland, FL 33803 (Parcel ID: 24-28-35-000000-012030)

To Whom it May Concern,

Madrid Engineering Group, Inc., dba Madrid CPWG/Madrid CFTL, is pleased to present this narrative in support of the proposed small-scale Polk County comprehensive plan amendment (CPA). The Owner, Visions of Lakeland LLC, proposes changing a portion of the parcel of land located at 2925 Pavers Road, Lakeland, Florida, from the Rural Development Area (RDA) to Urban Growth Area (UGA). The subject parcel is currently within both the UGA and RDA development areas. The northern portion of the site is within the UGA and the southern portion of the site is within the RDA. The parcels to the west are within the Transit Supportive Development Area (TSDA) and UGA. Parcels to the north and (north)east are within the UGA, while the south and east contiguous parcels are within the RDA. The total parcel of land is 58.91 acres. The proposed small-scale CPA would remove 38.22 acres of RDA from the parcel and convert to UGA to unify the parcel. =

No urban developments would be affected by this project. There are no effects on adjacent land uses (specifically agriculture). The remaining area of the proposed development will be utilized as open space and landscape buffers will be provided along the frontages to beautify the parcel.

Demonstration of Need:

1. Could the proposed amendment promote substantial amounts of low-density, low intensity or single use development in excess of demonstration of need.

The proposed development will not promote substantial amounts of low-density, low intensity or single use development in excess of demonstration of need. The proposed storage yard and future warehousing is consistent with the IND land use district and recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category.

2. Will passage of the proposed amendment allow a significant amount of urban development in rural areas.

The proposed development will not produce a significant amount of urban development within rural areas. While 38.22 acres is requested to be removed from the Rural Development Area (RDA) to UGA, the surrounding UGA delineation and overall site location would promote converting the parcel to an

AT THE READY

overall UGA designation. The surrounding RDA areas are vacant and the current RDA delineation bisects the parcel, which does not reflect the intent of the RDA development area.

3. Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban areas.

No, the site will unify the surrounding UGA areas which will produce a more cohesive UGA development area. The northern portion of the site is within the UGA and the southern portion of the site is within the RDA. The parcels to the west are within the Transit Supportive Development Area (TSDA) and UGA. Parcels to the north and (north)east are within the UGA, while the south and east contiguous parcels are within the RDA.

4. Does the proposed amendment fail to adequately protect adjacent agricultural areas.

Adequate buffering will be provided for the adjacent agricultural land use designation, which is currently vacant. 100-foot buffers will be provided on the south and east sides due to the adjacent A/RR land use designation per the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category.

5. Could the proposed amendment fail to maximize existing public facilities and services.

The site is within a rural area with minimal existing public facilities. The site will promote economic growth but the storage yard and warehousing nature of the proposed facility and surrounding industrial uses would most likely not influence existing public facilities.

6. Could the proposed amendment fail to minimize the need for future public facilities and services.

No, the site is within a rural area with minimal existing public facilities. Additional public facilities and services would not be warranted based on the potential increase in population or employment. The project will upgrade the adjacent Pavers Road and promote economic growth in the area.

7. Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services.

No, the proposed development will not increase the cost of public facilities and services.

8. Does the proposed amendment fail to provide clear separation between urban and rural areas.

Adequate buffering will be provided for the adjacent agricultural land use designation, which is currently vacant. 100-foot buffers will be provided on the south and east sides due to the adjacent A/RR land use designation per the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category.

9. Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods.

No, the proposed development is adjacent to vacant lands, industrial use to the east and Polk Parkway right-of-way.



10. Does the proposed amendment fail to encourage an attractive and functional mixture of land.
No, the proposed development promotes attractive and functional land use. A mixture of landscaping, dry and wet detention area will be provided to promote a scenic atmosphere entering the site or while viewing from the site from the passing Parkway.
11. Could the proposed amendment result in poor accessibility among linked or related land uses.
No, the proposed development will upgrade a portion of Pavers Road which will enhance existing accessibility. The proposed development is at the dead-end of Pavers Road, a private roadway, where access exists to the adjacent industrial use to the east via Ridgeway Lane. As part of the purchase agreement, the potential owner of the subject parcel will purchase the surrounding private roadway system including Sandyway Lane, Security Lane, Ridgeway Lane and Pavers Road from Maine Avenue to the site. Access to the surrounding industrial developments will continue as currently exist.
12. As a result of approval of this amendment, how much open space will be lost.
The total parcel of land is 58.91 acres. The proposed small-scale CPA would remove 38.22 acres of RDA from the parcel and convert to UGA to unify the parcel. Removing the RDA from the parcel and allowing the IND land use district designation to govern open space, would increase the total allowable impervious from 50% to 75%, allowing up to an additional 14.73 acres of impervious area. However, based the final wetland delineation, the potential owner may preserve the southern portion of the site by converting it to a conservation easement. A designated floodplain compensation area will act as a natural preservation area along the north and the remaining wet and dry retention areas will provide add adequate open space to meet the IND code requirements and provide ecological value to the site.

Comprehensive Plan— 2.102-A11 Urban Sprawl Criteria

The information and guidelines outlined in the urban sprawl section of the comprehensive plan do not apply as the site development does not introduce a significant population change.

Re: Smale-scale Polk County Comprehensive Plan Amendment (CPA)
Parcel Legal Description
2925 Pavers Road, Lakeland, FL 33803 (Parcel ID: 24-28-35-000000-012030)

Legal description:

PARCEL 1:

Those parts of Section 35, Township 28 South, Range 24 East, Polk County, Florida, labeled (a), (b), (c), (d) as described in O.R. Book 2473, Page 1353-1355 and described on Attachment 1 thereof, lying South of the limited access right-of-way of State Road 570 (Polk County Parkway) as described in O.R. Book 3527, Page 487-491, Public Records of Polk County, Florida.

Attachment 1: Lands of Asamera Minerals Florida, Inc.

Those parts of Section 35, Township 28 South, Range 24 East, Polk County, Florida, described as follows:

(a) The N-1/2 of SE-1/4 of NE-1/4 less that part lying east of a line described as: commencing at the Northwest corner of said Section 35, run thence S89°51'00"E along the northern boundary of said Section 35 a distance of 4,131.26 feet to the POINT OF BEGINNING of said line, run thence S0°00'25"E to the South boundary of the N-1/2 of SE-1/4 of NE-1/4 to the end of said line.

(b) The SW-1/4 of NE-1/4, and the N-1/2 of NW-1/4 of SE-1/4

(c) The NW-1/4 of NE-1/4 less that portion of the North 711.05 feet of the NW-1/4 of NE-1/4 lying East of a line described as: commencing at the Northwest corner of said Section 35, run thence S89°51'00"E along the North boundary of said Section 35 a distance of 2,751.26 feet to the POINT OF BEGINNING of said line, thence S0°00'25"E a distance of 711.05 feet to the end of said line.

(d) That part of the NE-1/4 of NE-1/4, less the North 711.05 feet thereof, of said Section 35 lying West of a line described as: commencing at the Northwest corner of said Section 35, run thence S89°51'00"E along the North boundary of said Section 35 a distance of 4,071.26 feet to the POINT OF BEGINNING of said line, thence S0°00'25"E to the end of said line at the South boundary of said NE-1/4 of NE-1/4.

PARCEL 2:

TOGETHER WITH an appurtenant non-exclusive easement for access and utilities service over the West 60 feet of property in the NE-1/4 of NE-1/4 of Section 35, Township 28 South, Range 24 East, Polk County, Florida, conveyed by G-M Properties, Inc., to Peavy-Townson Enterprises, Inc., by deed dated April 28, 1972 and recorded in official Records Book 1441, page 797, public records of Polk County, Florida, the Westerly boundary of said easement strip being a line described as follows: commencing at the Norwest corner of said Section 35, run thence S89°51'00"E along the North boundary of said Section 35 a distance of 4,071.26 feet to the POINT OF BEGINNING of said line, thence S0°00'25"E to the end of said line at the South boundary of said NE-1/4 of NE-1/4. .



July 22, 2026

Polk County Board of County Commissioners
Land Development Division
330 West Church Street
Bartow, FL 33831-9005

Re: Smale-scale Comprehensive Plan Amendment (CPA)
Development Area Map Amendment
Comprehensive Plan Analysis
2925 Pavers Road Industrial Storage Yard
LDCPAS-2026-12_2925 Pavers Road Industrial Storage Yard
2925 Pavers Road, Lakeland, FL 33803 (Parcel ID: 24-28-35-000000-012030)

To Whom it May Concern,

Madrid Engineering Group, Inc., dba Madrid CPWG/Madrid CFTL, is pleased to present this narrative in support of the proposed small-scale Polk County comprehensive plan amendment (CPA). The Owner, Visions of Lakeland LLC, proposes changing a portion of the parcel of land located at 2925 Pavers Road, Lakeland, Florida, from the Rural Development Area (RDA) to Urban Growth Area (UGA). The subject parcel is currently within both the UGA and RDA development areas. The northern portion of the site is within the UGA and the southern portion of the site is within the RDA. The parcels to the west are within the Transit Supportive Development Area (TSDA) and UGA. Parcels to the north and (north)east are within the UGA, while the south and east contiguous parcels are within the RDA.

The total parcel of land is 58.91 acres. The proposed small-scale CPA would remove 38.22 acres of RDA from the parcel and convert to UGA to unify the parcel. Therefore, the total area of the map amendment is under the 50-acre threshold for small-scale CPAs. Below is an analysis of certain sections of the Comprehensive Plan to support the proposed map amendment.

Compatibility Buffer

The original submittal documents reference a wetland conservation easement. However, the conservation easement will only be provided if required by SWFWMD. A 50' compatibility buffer per LDC Section 220 is provided and the plans show a 100' proposed buffer to account for County Ordinance No. 2026-023 regarding the Storage Yard land use category.

UGA Policies – Section 2.105 Comprehensive Plan

The below information and responses (*identified in italics*) are provided for each subsection of Section 2.105.

POLICY 2.105-A1: DESCRIPTION - Urban-Growth Areas shall:

- a. complement the TSDA in guiding growth, while promoting orderly and compact development;

AT THE READY

2030 State Road 60 East
Bartow, FL 33830
P: 863.533.9007

8770 133rd Avenue North
Largo, FL 33773
P: 727.572.9797

- b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;
- c. be supported by existing or planned urban type services that are programmed for the 25-year planning horizon;
- d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs;
- e. include development criteria that:
 - 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
 - 2. improve access to employment areas, schools, shopping and recreational opportunities;
 - 3. support the preservation of open space and natural areas;
 - 4. reduce capital and operating cost for the provision of infrastructure and public services.

The development will complement the TSDA area by providing growth and employment opportunities while not putting additional strain on the transportation, infrastructure and utility systems. The northern portion of the site is located within the Transit Corridor and Centers Overlay (TCCO) but outside the Transit Supportive Development Area (TSDA). The development is supported by the adjacent to Polk Parkway (SR 570). The development will preserve open space by providing a mixture of dry and wet ponds, a 100' compatibility buffer on the east and south sides of the property. No increase in capital and operating cost for infrastructure or public services are anticipated.

The site is within a rural area with minimal existing public facilities. Additional public facilities and services would not be warranted based on the potential increase in population or employment. The project will upgrade the adjacent Pavers Road and promote economic growth in the area.

POLICY 2.105-A2: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map UGAs for those areas of the County meeting the general characteristics of this [Section 2.105](#).
The comp plan amendment request is to alter and expand the current UGA boundary.

POLICY 2.105-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within UGAs:

- a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria.
- b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.
- c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in [Section 2.109](#).

The development meets Policy 2.105-A3 (c) being an industrial land use category.

POLICY 2.105-A4: OVERLAY DISTRICTS - All Overlay Districts shall be permitted within UGAs in accordance with applicable criteria.

The development meets Policy 2.105-A4.

POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS - Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code:

- a. connect to centralized potable water;
- b. connect to centralized sanitary sewer systems if available.
- c. incorporate design features that promote healthy communities and green building practices, as established in [Section 2.1251](#), Community Design, of this element;
- d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under [Section 2.1251](#), Community Design, of this element;
- e. promote the integration of pedestrian-oriented features, including sidewalks, trails, or walkways into every development including appropriate pedestrian shelters or awnings;
- f. provide access to civic space, parks, green areas, and open space and other amenities;
- g. be supported by public safety (i.e., fire, EMS and law enforcement);
- h. have access to public schools;
- i. be encouraged to provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas;
- j. encourage the inclusion of a variety of housing choices and mixed uses; and
- k. additional standards supporting transit if development is within the "Corridor and Center Overlay" ([Section 2.124-A](#));

The development will connect to FGUA centralized water and sewer facilities. FGUA is in the process of expanding their service area boundary to include the proposed development. Currently, the FGUA service area abuts the property. Based on coordination with FGUA, water and sewer are available. The proposed development will be supported by fire, EMS and law enforcement. Security at the location will be provided via lighting and security fencing.

IND Development Criteria – Section 2.113-A4 Comprehensive Plan

The below information and responses (*identified in italics*) are provided for each subsection of Section 2.113-A4.

- a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center.

The proposed storage yard and future warehousing is consistent with the permitted uses in the IND.



b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25.

Not applicable; no commercial uses proposed.

c. Industrial sites shall be designed to provide for:

1. adequate parking to meet the demands of the use; and
2. buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions.

The development will provide adequate parking for the proposed use based on LDC requirements and final building sizes. Appropriate buffering will be provided. Also, based on the proposed use, the site will conform to the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category which includes lighting, noise, etc. criteria.

d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.

The maximum FAR will not exceed the 0.65 threshold in the UGA. The current plan with future warehousing utilizes only 0.025 (2.5%) FAR.

e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.

Not applicable; no sale of goods is proposed.

f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems and as required if within a Nutrient Restoration Plan Overlay.

The development will connect to FGUA centralized water and sewer facilities. FGUA is in the process of expanding their service area boundary to include the proposed development. Currently, the FGUA service area abuts the property. Based on coordination with FGUA, water and sewer are available.

g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.

Not applicable; development not within planned development.

h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code.

Appropriate buffering will be provided per the LDC as well as the recently adopted (April 21, 2026) County Ordinance No. 2026-023 regarding the added Storage Yard land use category.

i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty-two (32) workers per acre or the limitations established by the agency with authority for water and wastewater usage, whichever allowed intensity is the lesser.

Not applicable; none proposed.

Wetland Protection Areas – Section 2.123 C Comprehensive Plan

POLICY 2.123-C1: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map as "Wetland-Protection-Area" overlay those areas generally described as wetlands by the Florida Land Use, Cover and Forms Classification System (FLUCCS) and/or as determined to be jurisdictional by appropriate regulatory agencies. These agencies include the Water Management Districts, the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, and Polk County.

POLICY 2.123-C2: DEVELOPMENT CRITERIA - Development within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:

a. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards.

Wetland impact minimization and mitigation will be provided through several components. Wetland minimization is underway and the potential buyer is looking to reduce the wetland impacts even more than shown on the current concept plans.

A designated Floodplain compensation area will be placed along the northern portion of the site which will minimize wetland impacts and provide a natural buffer, south of Polk Parkway. The designated floodplain compensation area within the existing wetland area will add greater ecological value to the site, over other floodplain compensation options.

b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:

1. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;
2. access to the site;

3. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;
 4. utility transmission and collection lines;
 5. pre-treated storm-water management;
 6. mining that meets state and federal regulations; or
 7. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact.
- Wetland impacts will occur in the above permitted instances (including internal circulation and storm water management) and will be properly mitigated.*

c. Commercial and industrial development shall locate on the non-wetland portion of a development site. *The proposed development components are located to minimize wetland impacts.*

- d. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows:
1. a maximum of one dwelling unit per Lot of Record; or
 2. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel.
- No residential dwelling units are proposed.*

e. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3. *The proposed development components are located to minimize wetland impacts and located on the upland portions of the site. No residential dwelling units are proposed.*

f. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency. *The proposed development has delineated the wetlands through professional ecologist and appropriate surveying. The delineation will be confirmed with the appropriate permitting agencies.*

g. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order. *The proposed development will furnish all permits from agencies having jurisdiction prior to final development order approval.*

h. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.

Policy acknowledged.

POLICY 2.123-C3: TRANSFER OF RESIDENTIAL DENSITIES - Residential densities may be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the following:

a. Residential densities shall be transferred from the wetland areas to non-wetland areas based on the wetland density of one unit per ten acres (1 DU/10 AC) where any development occurs within the wetland area of the project.

b. Residential densities shall be transferred from wetland areas to non-wetland areas at a density of one dwelling unit per acre (1 DU/AC), or at the underlying land use density if the underlying density is less than 1 DU/AC, only when there has been no disturbance to wetlands. Portions of lots may be platted into wetland areas and shall not be construed as having disturbed wetland areas for this density-transfer provision so long as that portion of the lot does not include any fill, construction, improvements, or other development, and a restriction is placed upon the plat to prohibit such future actions within wetland areas.

c. All such transfers of density shall:

1. be to contiguous property under the same ownership or control;
2. only be permitted within a subdivision platted and developed in accordance to the County's Land Development Code;
3. not result in lot sizes, or areas per dwelling unit, less than 65% of that required by the County's Land Development Code (the minimum lot/area size shall be exclusive of the wetland area); and
4. be noted on the face of the final plat as a restrictive covenant enforceable by the Board of County Commissioners.

Not applicable; No residential densities proposed or adjacent to property.

POLICY 2.123-C4: LAND-DEVELOPMENT REGULATIONS - Polk County shall implement land development standards adopted in the Land Development Code, for establishing standards and procedures to:

a. provide for the transfer of residential and non-residential densities from the Wetland-Protection Area, pursuant to Policies 2.123-C2. and 2.123-C3.;

b. provide for construction techniques which will not alter the natural retention and filtering capacities of the wetland; and

c. require that all permits from an agency with jurisdiction (i.e. U. S. Corp of Engineers, Water Management District, Florida Department of Environmental Protection, etc.) be approved prior to, or concurrently with, the County issuing a final development order.

Policy acknowledged.

POLICY 2.123-C5: The County shall implement, through the land development regulations, the transfer of development rights which allows the transfer of density to off-site and on-site locations outside the wetland areas, and shall continue to investigate other techniques that promote and encourage the preservation of wetlands.

Policy acknowledged.



POLICY 2.123-C6: The County shall partner with resource and permitting agencies, other local governments, and the private sector to identify opportunities and evaluate the feasibility of establishing wetland mitigation banks within Polk County. These efforts shall include the evaluation of opportunities to establish mitigation banks to implement the Water Resource Sustainability Plan for the Peace Creek Watershed; to complement the Habitat Conservation Plan and the PolkGreen District; and protection of drainage basins of special concerns.

Policy acknowledged.

Please do not hesitate to contact me if any additional information is required.

Madrid Engineering Group, Inc.

A handwritten signature in blue ink, appearing to read 'Z Thornton', is positioned above the printed name.

Zach H. Thornton, P.E.
Project Manger
FL PE# 79489



Polk County
Planning Commission

Agenda Item 3.

8/5/2026

SUBJECT

LDCPAL-2025-7 (Mims Crossing CPA)

DESCRIPTION

This is an applicant-initiated Comprehensive Plan Amendment to change the Future Land Use Map from Rural Development Area (RDA) to Suburban Development Area (SDA); change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R) to Rural Cluster Center (RCC), Residential-Suburban (RS), and Industrial (IND); and amend Section 2.135 of the Comprehensive Plan to provide for the establishment of the Mims Crossing RCC 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district. This case is related to LDCT-2025-15, an LDC text amendment for the same property. The site is located north and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry in Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.

RECOMMENDATION

Approval

FISCAL IMPACT

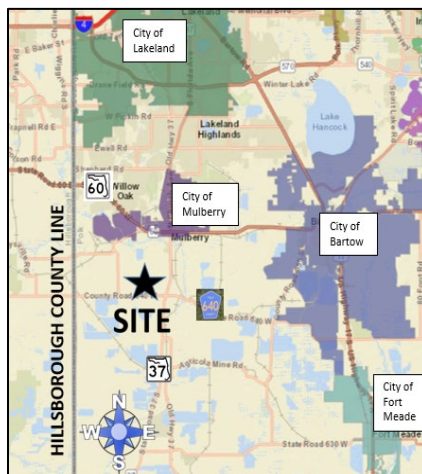
No Fiscal Impact

CONTACT INFORMATION

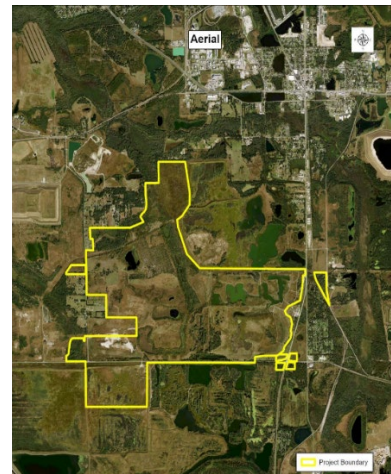
Mark J. Bennett, AICP, FRA-RA, CNU-A
Senior Planner
markbennett@polkfl.gov
(863) 534-6455

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	July 17, 2025
Planning Commission Date:	August 5, 2026
BoCC Dates:	September 15, 2026 (Transmittal), December 1, 2026 (Adoption)
Applicant:	Kriss Kaye, PE
Level of Review:	Level 4 Review, Large-Scale Comprehensive Plan Amendment
Case Number and Name:	LDCPAL-2025-7 (Mims Crossing CPA)
Request:	Applicant-initiated Comprehensive Plan Amendment to change from Rural Development Area (RDA) to Suburban Development Area (SDA); change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R) to Rural Cluster Center (RCC), Residential-Suburban (RS), and Industrial (IND); and amend Section 2.135 of the Comprehensive Plan to provide for the establishment of the Mims Crossing RCC 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district. This case is related to LDCT-2025-15, an LDC text amendment for the same property.
Location:	North and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry in Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.
Property Owner:	T. Mims Corporation and others
Parcel Size:	2,475 acres
Development Area:	Rural Development Area (RDA)
Future Land Use:	Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R)
Nearest Municipality:	Mulberry
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce:	Pending
Case Planner(s):	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner



Location Map



Aerial Photo

Summary:

This is an applicant-initiated Comprehensive Plan Amendment to change from Rural Development Area (RDA) to Suburban Development Area (SDA); change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND) and Leisure/Recreation (L/R) to Rural Cluster Center (RCC) (15 acres), Residential-Suburban (RS) (1,200 acres), and Industrial (IND) (1,261 acres); and amend Section 2.135 of the Comprehensive Plan to provide for the establishment of the Mims Crossing RCC Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district. This case is related to LDCT-2025-15, an LDC text amendment for the same property.

Compatibility Summary

There are several reasons why this request is considered to be compatible and consistent with the Comprehensive Plan and Land Development Code. In considering the change to Industrial, the location of transportation facilities, such as arterial highways, is a factor in determining the appropriateness of industrial lands. This site has access to an arterial highway and is located adjacent to or near existing industrial uses, so this request is consistent and compatible.

Based on documentation from the applicant demonstrating the ability to provide water service from the applicant, the proposed designation of Residential-Suburban (RS) is consistent with the applicable policies in the Comprehensive Plan. The proposed RS area will have a 200-foot-wide buffer next to the proposed Industrial areas for this amendment, and is compatible with the existing residential uses along Anderson Road.

The proposed Rural-Cluster Center (RCC) at the SR 37 and the County Road 640 intersection complies with the policy requirements for both RCCs and activity centers and is therefore consistent with the application policies in the Comprehensive Plan.

Overall, this request represents a significant change in the use of land in the area. Designating the property as a Suburban Development Area (SDA) will allow for the transition of the site for higher-density residential and non-residential (industrial and commercial at CR 37 & SR 640) uses. However, development of the site will be limited until such time as more public water service is made available.

Infrastructure Summary

Due to the size and scale of the project, there is the potential for certain infrastructure to be adversely impacted by this project. Mulberry Middle is currently at 106% capacity. Although the applicant has a Water Use Permit from the Southwest Florida Water Management District, there is not sufficient capacity to provide water service for the entire site at full buildout. If the site is developed at the maximum potential buildout, then there will be significant impacts to adjacent roads and intersections.

Environmental Summary

Portions of the site are within the 100-year floodplain and contain wetlands, due primarily to previous mining. There are surface waters on the site, including a creek bisecting the site and flowing from south to north. Most of the site's soils are related to previous phosphate mining activities and have severe suitability for septic tank usage and slight limitations for dwellings without basements. The site is within one mile of a rookery, protected species of animals, and

eagle nests, and is identified on the PolkGreen Map as being near a potential connection of an overall natural network. The property is not in the Florida Wildlife Corridor. The applicant has indicated that a conservation easement exists throughout the central portion of the property, generally following a creek that merges with Bird Branch and the North Prong of the Alafia River. No adverse environmental impacts are expected due to the development of this site, subject to compliance with applicable floodplain and wetland regulations.

Comprehensive Plan

Listed below are the relevant sections of the Comprehensive Plan that are applicable to this request:

- Policy 2.102(A1-A15): Growth Management Policies
- Section 2.106(A1-A7): Suburban Development Areas
- Section 2.108(A1-A6): Rural Development Areas
- Objective 2.110-B: Rural-Cluster Centers (RCC)
- Policy 2.110-K1: Activity Center Establishment
- Objective 2.110-L1: Activity Center Plans
- Policy 2.113(A1-A5): Industrial (IND)
- Section 2.115 (A1-A5): Leisure/Recreation (L/R)
- Section 2.120-A: Residential-Suburban (RS)
- Section 2.123B(B1-B5): Floodplain-Protection Areas
- Section 2.123C(C1-C6): Wetland-Protection Areas

Findings of Fact

Request and Legal Status

- LDCPAL-2025-7 is an applicant-initiated request for a Comprehensive Plan Amendment (CPA) to change 2,475 acres from Rural Development Area (RDA) to Suburban Development Area (SDA); change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R) to Rural Cluster Center (RCC), Residential-Suburban (RS), and Industrial (IND); and amend Section 2.135 of the Comprehensive Plan to provide for the establishment of the Mims Crossing RCC Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district.
- This case is related to LDCT-2025-15, an LDC text amendment for the same property.
- Policy 2.120-A1 describes the characteristics of the Residential-Suburban (RS) districts as having densities up to, and including, 1 DU/5 AC, unless permitted through SPD, RRD, RMD or the criteria established within the SR 17 Ridge Scenic Highway Provision of Section 2.124-H. The Residential-Suburban classification is characterized by single-family and duplex dwelling units.
- The property is vacant and was previously used for phosphate mining, was part of the Nichols mine, and was previously owned by Mosaic. According to the Florida Department of Environmental Protection website and the Polk GIS Viewer, the Mining Status is that it is permanently shut down, and that reclamation is in progress.

Compatibility

- The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”
- The proposed request is a change from the Rural Development Area (RDA) to Suburban Development Area (SDA).
- The proposed request is also for Industrial (IND), Residential-Suburban (RS) and Rural-Cluster Center (RCC) Future Land Use designations.
- This area of Polk County is characterized by previously mined lands. Both this site and most of the surrounding area is vacant. There are industrial uses along SR 37 with some industrial activities next to the site. Residential uses are located along Anderson Road (west of the site). The Pinedale community is east of the site, across SR 37.
- Policy 2.106-A1: Description of SDAs, states that they are areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs), are predominately residential with potable-water systems, but without centralized sewer facilities and limited public facilities and non-residential uses.

- This site is on the fringe of a municipality (City of Mulberry), and has access to a potable - water system.
- Policy 2.106-A3: Land Use Categories (for Suburban Development Areas (SDAs)) list Industrial and Residential-Suburban as permitted uses in the SDA.
- Policy 2.110-B2: Designation and Mapping, states that Rural-Cluster Centers shall be designated and mapped on the Future Land Use Map Series for those clusters of residential parcels located within the "Rural-Development Area" of the County, which also have a concentration of non-residential uses located within the immediate area.

Infrastructure

- The property is zoned for Purcell Elementary, Mulberry Middle, and Mulberry Senior High.
- Fire response is provided by Polk County Fire Station 15, located at 300 Kid Ellis Road, Mulberry. The station is 7.1 miles from the site, and the estimated response time from this station is about 12 to 14 minutes.
- Emergency Medical Service (EMS) is provided by Polk County Fire Rescue Station 15, located at 300 Kid Ellis Road, Mulberry. The station is 7.1 miles from the site, and the estimated response time from this station is about 12 to 14 minutes.
- Sheriff's response to the site is served by the Southwest District, located at 4120 US 98 South, Lakeland, 15 miles from the site. The responses time are as follows: Priority One: 8:05 minutes; Priority Two: 20:54 minutes.
- The subject property is next to State Road (SR) 37 and County Road (CR) 640. SR 37 is an Urban Minor Arterial, and CR 640 is a Rural Major Collector, according to the Polk County TPO Roadway Network Database.
- The subject parcel also has frontage on Anderson Road, a County-maintained collector road.
- The site is not in a utility service area.
- The applicant's Southwest Florida Water Management District Water Use Permit, which has an authorized annual average permit of 316,300 gallons per day, does not have sufficient capacity to serve the entire project.
- A wastewater treatment plant has not been approved for this site.

Environmental

- There are wetlands and floodplains on the site, based on information provided on the Polk GIS Viewer.
- Based on the Polk County Soil Survey, the site is comprised of 16 different soil types. Most of these soils are related to previous phosphate mining activities, has severe suitability for septic tank usage and slight limitations for dwellings without basements.

- According to the Polk County Protected Species Observations Map dated July 22, 2021, the site is within one mile of a rookery, protected species of animals, and eagle nests.
- The PolkGreen Map displays this parcel as being near a potential connection of an overall natural network.
- The property is not in the Florida Wildlife Corridor, according to the Florida Wildlife Corridor Interactive Map.
- The Polk County Property Appraiser does not show any conservation easements on the site.
- The applicant has indicated that a conservation easement exists throughout the central portion of the property, generally following an unnamed creek that flows south to north, eventually merging with Bird Branch and the North Prong of the Alafia River.
- This property is not within an Airport Impact District, based on the Polk County Airport-Impact District Map.
- The site is not within a Wellfield Protection District, based on the Polk GIS Viewer.
- Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location, states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility, states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:
 - a. there have been provisions made which buffer incompatible uses from dissimilar uses;
 - b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;
 - c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution, states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.

- POLICY 2.102-A4 Timing, states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A8 Soils, states that Polk County shall evaluate all development within unincorporated Polk County with regard for, and for impacts on, soils. The County's Land Development Code shall specify development/construction standards necessary to protect against soil erosion, provide for sound engineering construction techniques, and/or mitigate adverse impacts due to soil conditions. These development standards shall be guided by DEP's best management practices cited in Florida Development Manual, Chapter Six, and the Polk County Soil and Water Conservation District's Best Management Practices manual. Criteria for Polk County's inspection of development sites during construction activities shall include erosion-control standards.
- POLICY 2.102-A10 Location Criteria, states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities
 - f. environmental factors, including, but not limited to:

1. environmental sensitivity of the property and adjacent property;
 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 3. wetlands and primary aquifer recharge areas;
 4. soil characteristics;
 5. location of potable water supplies, private wells, public well fields; and
 6. climatic conditions, including prevailing winds, when applicable.
- **POLICY 2.106-A1: DESCRIPTION** - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
 - **POLICY 2.106-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within the Suburban Development Areas:
 - a. **ACTIVITY CENTERS:** Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
 - b. **RESIDENTIAL:** Residential-Suburban.
 - c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

- **POLICY 2.108-A1: DESCRIPTION** - Rural-Development Areas (RDA) shall be all unincorporated areas within the County that are not located within a Transit Supportive Development Area, Urban-Growth Area, Suburban-Development Area, or Utility-Enclave Area. Development in these areas is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.
- **POLICY 2.108-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within Rural-Development Areas:
 - a. **ACTIVITY CENTERS:** Rural-Cluster Centers, and Tourism Commercial Centers shall be permitted within RDAs in accordance with applicable criteria.

- b. RESIDENTIAL: Rural Residential Districts (Section 2.121) and Rural Cluster Center (RCC) shall be permitted within RDA's in accordance with applicable criteria.
- c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business Park Centers, Office Centers, Phosphate Mining, Leisure/Recreation, Agricultural/Residential-Rural, Recreation and Open Space, Preservation, Institutional.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

- POLICY 2.110-B1: CHARACTERISTICS - At the adoption of the Comprehensive Plan in 1991 the Rural-Cluster Center (RCC) was to serve as a focus for the County's rural communities and was to generally contains public services, such as fire stations and schools, and retail-commercial uses at a level to serve the surrounding population that may or may not be included in the RCC. As rural uses have changed since the Comprehensive Plan adoption, there is a need based on the County's seasonal population and more trips on the County's regional roads to allow commercial nodes of RCC separate from the historical RCC communities designated at the time of the initial adoption of the Comprehensive Plan, including, but not limited to Alturas, Babson Park, Bowling Green, Bradley Junction, Crooked Lake Park, and Homeland. One commercial node of RCC exists at the intersection of Boy Scout Road and SR 60. This node does not include any residential. It is intended to allow some additional commercial nodes of RCC without any initial residential consistent with the location criteria listed in Policy 2.110-B3 at the time of application for a Future Land Use Map amendment.
- POLICY 2.110-B2: DESIGNATION AND MAPPING - Rural-Cluster Centers shall be designated and mapped on the Future Land Use Map Series for those clusters of residential parcels located within the "Rural-Development Area" of the County, which also have a concentration of non-residential uses located within the immediate area. These centers shall be shown on the Future Land Use Map Series as "Rural-Cluster Center" (RCC). RCCs can also be designated for commercial nodes without any initial residential to serve a surrounding existing, tourist, or seasonal population in A/RR areas with significant traffic counts on the fronting roadways.
- POLICY 2.110-B3: LOCATION CRITERIA - The establishment of new RCCs intended for both residential and commercial uses shall be located at the intersections of arterial and/or collector roads and shall be guided by the criteria established within Section 2.110-K Activity Center Establishment. The establishment of new RCCs, subject to Section 2.110-K, intended for rural commercial-support activity, shall be located at:
 1. The intersections of arterial and/or collector roads whereby the intersection is central to seasonal, tourist, migratory population, or permanent residential population vehicle trips, this may include "t" intersections with safe access creating the appearance of a full intersection; or
 2. On an intersection of arterials and collector roads that serve as part of the main vehicle trip route for clusters of neighborhoods and in areas with 2,500 people in a three (3) mile radius.
 3. Not within 3 miles of another Activity Center or other RCC;

4. Can be at the same intersection with a developed CE;
 5. The expansion of these isolated commercial nodes, in situations when the 80% developed standard cannot be met may be permitted according to the following:
 - a. Up to the size of a Neighborhood Activity Center (NAC) with an Activity Center Plan (ACP) to be incorporated into Appendix E of the Land Development Code
 - b. To ensure the increase of the node on as many corners as possible, and to ensure consistency with Policy 2.110-A5.
- **POLICY 2.110-B4: DEVELOPMENT CRITERIA** - Development within Rural-Cluster Centers shall conform to the following standards:
 - a. Residential development within the Rural-Cluster Center shall be permitted at a density of up to two dwelling units per acre (2 DU/AC).
 - b. Non-residential development in the RCCs within the communities listed in Policy 2.110-B1, shall be permitted within a Rural Cluster as follows:
 1. Commercial uses shall be limited to an intensity and scale necessary to provide the immediate rural population with retail and personal services. Such determination should be based on the market-area radius and minimum population support criteria established for Convenience, Neighborhood, or Community Activity Centers. The maximum floor area ratio shall not exceed 0.30.
 2. Non-residential uses should be concentrated at the center of the cluster, with direct access to a collector or arterial intersection.
 3. Typical non-residential uses are grocery, pharmacy, medical offices, and personal services.
 4. The amount of non-residential uses for any cluster shall be based on the location and minimum population support criteria established for the applicable Activity Center.
 - c. Farmworker housing under specific design parameters listed in the Land Development Code not to exceed an intensity of sixteen (16) workers per acre.
- POLICY 2.110-K1:** Additional Activity Centers shall be established and mapped on the Future Land Use Map Series in accordance with the following criteria:
- a. An additional Activity Center may be established, subject to approval by the Board of County Commissioners, through a comprehensive plan amendment when it is demonstrated that the proposed center will, at a minimum:
 1. meet the Activity Center "location criteria" for the applicable Development Area in which the property is located; and

2. currently meet the "general characteristics" for the proposed classification, or will meet those attributes within the next five (5) years - particularly the minimum population support within the market-area/service-area radius.
- b. An additional Activity Center may be established, subject to approval by the Board of County Commissioners, when it is demonstrated that there are adequate facilities to support the establishment of the proposed center, or adequate facilities will be provided concurrently with the center's development.
 - c. Activity center establishment review criteria shall include, but are not limited to, the locational criteria enumerated in Policy 2.102-A9; Policy 2.102-A10, and an Activity Center Plan required by the Land Development Director or his designee.
 - d. The Board of County Commissioners may require that a "Selected-Area Study" be submitted by the property owners requesting the establishment of an additional Activity Center.
- **POLICY 2.110-L1: ACTIVITY-CENTER PLANS** - An Activity-Center Plan (ACP) is a special, detailed land use plan for a specific Activity Center. An ACP shall include a land use map and accompanying objective and policies to provide special conditions, restrictions, or requirements for activities within the ACP. ACPs shall be incorporated into the Land Development Code with reference to the Comprehensive Plan.
 - **POLICY 2.110-L2: INITIATED BY THE COUNTY** - An Activity-Center Plan may be adopted for an Activity Center and become incorporated into the Future Land Use Element by a Comprehensive Plan Amendment for all new Activity Centers proposed. The ACP, shall at a minimum, include land use, traffic, and market studies, or other appropriate studies to support the requested ACP.
 - **POLICY 2.110-L3: INITIATED BY A PROPERTY OWNER** - Any property owner applying for a new Activity Center shall prepare and submit an ACP for consideration by the Board of County Commissioners for inclusion within the Future Land Use Element through a Comprehensive Plan Amendment. The ACP can also be used as supporting documentation for a proposed expansion or reclassification. The Board may require that such submittal of a requested ACP include land use, traffic, and market studies, or other appropriate studies to support the requested ACP as outlined in L5 below.
 - **POLICY 2.110-L4: PLAN REQUIRED** - A developer shall be required to prepare and submit an ACP for the following:
 - a. Development of Regional Impact (DRI) within an Activity Center;
 - b. a request to develop a residential development with a "Special Residential" classification (15 DU/AC or more) within an Activity Center; or
 - c. any new Activity Center proposed.
 - **POLICY 2.110-L5: PLAN REQUIREMENTS** - ACPs, at a minimum, shall include a map, or maps, and policies which establish:

- a. Land uses designations for all property within the center;
 - b. development criteria;
 - c. development restrictions, if appropriate;
 - d. a traffic circulation plan for the activity center; and
 - e. special transportation restrictions, if appropriate.
 - f. identify environmentally sensitive lands and endangered natural communities and outline proposals for the preservation and/or conservation of these areas; and
 - g. any other information that the Land Development Director or his designee may request.
- **POLICY 2.113-A1: CHARACTERISTICS** - Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.
 - **POLICY 2.113-A2: DESIGNATION AND MAPPING** - Industrial areas shall be designated and mapped on the Future Land Use Map Series as "Industrial" (IND); shall include all major existing industrial areas; and shall provide for the projected future industrial development needs of the County.
 - **POLICY 2.113-A3: LOCATION CRITERIA** - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas:
 - a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area.
 - b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals.
 - c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
 - d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages.
 - e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code.

f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to:

1. arterial roads;
2. collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or
3. local commercial roads or private roads under the following conditions:
 - (a) the road has full median access onto to an arterial road;
 - (b) the road does not serve existing or expected future residential traffic from the surrounding area;
 - (c) the road has a structural integrity and design characteristics suitable for truck traffic.

g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.

- **POLICY 2.113-A4: DEVELOPMENT CRITERIA** - Development within an Industrial area shall conform to the following criteria:
 - a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center.
 - b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25.
 - c. Industrial sites shall be designed to provide for:
 1. adequate parking to meet the demands of the use; and
 2. buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions.
 - d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.

- e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.
 - f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems and as required if within a Nutrient Restoration Plan Overlay.
 - g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.
 - h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code.
 - i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty-two (32) workers per acre or the limitations established by the Department of Health for water and wastewater usage, whichever allowed intensity is the lesser.
- POLICY 2.115-A1: CHARACTERISTICS - Leisure/Recreation (L/R) areas are grounds and facilities oriented primarily toward providing recreational-related services for residents and short-term visitors to Polk County. These include, but are not limited to: fish camps, lodges and retreats, recreational-vehicle (RV) parks, retirement mobile home parks, golf courses, and accessory minor commercial uses necessary to support these facilities, such as bait shops and convenience stores.
 - POLICY 2.120-A1: CHARACTERISTICS - Densities up to, and including, 1 DU/5 AC, unless permitted through SPD, RRD, RMD or the criteria established within the SR 17 Ridge Scenic Highway Provision of Section 2.124-H. The Residential-Suburban classification is characterized by single-family dwelling units and duplex units.
 - POLICY 2.120-A3: LOCATION CRITERIA - Residential-Suburban areas shall be located only within the SDA and new Residential-Suburban development shall not be located within Activity Centers.
 - POLICY 2.120-A4: DEVELOPMENT CRITERIA - Development within designated RS areas shall be limited to:
 - a. Residential development containing single-family dwelling units, duplex units, and family-care homes, at a density of up to, and including, one dwelling unit per five acres (1 DU/5 AC). Density may be adjusted based on the actual size of the section. A property outside of the Green Swamp Area of Critical State of Concern, may be considered five acres if it is one one-hundred and twenty-eighth (1/128) the section size for sections less than six

hundred forty acres (640 acres). This includes counting to the centerline of local and collector roads.

b. The "permitted uses" of Suburban Planned Development (SPD), Rural-Residential Development (RRD), or Rural Mixed-Use Development (RMD). (See Sections 2.120-B, 2.121-B, and 2.121-C.)

c. Properties adjacent to SR 17 shall be allowed densities and/or intensities up to the maximum allowed in this land use category (3 dwelling units per acre) as a permitted use without requiring a public hearing provided the development meets all the criteria established in Section 2.124-H for Scenic Highways and the Scenic Highway development regulations within the Land Development Code. At a minimum, all development shall:

1. Connect to a centralized potable water supply, and
2. Provide no less than 30% open space throughout the development with at least 70% of that open space dedicated to scenic vista preservation, either along the highway or through the property to a distant view beyond the property boundary. This open space shall be set aside as conservation in perpetuity via a binding legal instrument which prohibits future development within the established boundaries.

d. Community Facilities, in accordance with policies of this Plan and the provisions of the Land Development Code.

e. Residential Infill Development (RID) that contains single-family or duplex-style development and is located amongst an existing residential community (See Section 2.125-N).

f. Farmworker housing under specific design parameters listed in the Land Development Code not to exceed an intensity of sixteen (16) workers per acre.

NOTE: All SDA policies also apply.

- POLICY 2.123-B1: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map as the "Floodplain-Protection Area" overlay the Special Flood Hazard Areas and Regulatory Floodways identified by the Federal Emergency Management Agency in the Flood Insurance Study (FIS) for Polk County, originally dated January 19, 1983, with the accompanying maps and other supporting data, and any subsequent revisions thereto, are adopted by the reference and declared to be a part of this ordinance.
- POLICY 2.123-B2: DEVELOPMENT CRITERIA - Development within a "Floodplain-Protection Area" shall conform to the following criteria:
 - a. Development shall be encouraged to locate on the non-floodplain portions of a development site and density may be transferred from undeveloped floodplain areas to contiguous non-floodplain areas per the Land Development Code.
 - b. Development or redevelopment shall meet the requirements of the Polk County Land Development Code, and shall not:

1. enlarge the off-site floodplain;

2. alter the natural function of the floodplain; nor
 3. result in post development run-off rates which exceed pre-development run-off rates for storm frequencies at least as stringent as those rates established by the applicable Water Management District pursuant to Titles 40D and 40E, F.A.C.
- POLICY 2.123-C2: Development Criteria within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:
 - a. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards.
 - b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:
 1. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;
 2. access to the site;
 3. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;
 4. utility transmission and collection lines;
 5. pre-treated storm-water management;
 6. mining that meets state and federal regulations; or
 7. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact.
 - c. Commercial and industrial development shall locate on the non-wetland portion of a development site.
 - d. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows:
 1. a maximum of one dwelling unit per Lot of Record; or
 2. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel.
 - e. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3.

- f. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency.
- g. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order.
- h. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the request **IS compatible** with the surrounding land uses and general character of the area and **IS consistent** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCPAL-2025-7**.

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

A. Land Uses

The site is within a Rural Development Area (RDA). RDAs are those unincorporated areas within the County that are not located within a Transit Supportive Development Area, Urban-Growth Area, Suburban-Development Area, or Utility-Enclave Area. Development in these areas is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.

With the exception of 15 acres proposed to be a Rural-Cluster Center (RCC) at the SR 37/CR 640 intersection and the isolated industrial parcel south of Cozart Road, the subject property is proposed to change from a RDA to a Suburban Development Area (SDA). SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.

Currently, the site has the following Future Land Use designations:

Phosphate Mining (PM) - Phosphate Mining areas are generally characterized by existing or proposed phosphate-mining operations, phosphate-mining support facilities, and non-reclaimed phosphate-mined areas.

Agricultural Residential/Rural (A/RR) – Section 2.121-A, Agriculture/Residential-Rural, states that Polk County recognizes the importance of the agriculture industry as a healthy and competitive force in the national and international marketplace and, therefore, shall encourage the continuation of productive agricultural uses and provide for the placement of low-density residential development within unincorporated rural areas through:

- a. the establishment and mapping of Agriculture/Residential-Rural (A/RR), and
- b. the establishment of policies to govern the development of land within the A/RR land use category.

Industrial & Leisure/Recreation - Small portions of the subject property (5 acres each) that are proposed to be part of the Rural Cluster Center are currently designated as Industrial (IND) and Leisure/Recreation (L/R). The IND Future Land Use is further described in this report. Leisure/Recreation (L/R) areas are grounds and facilities oriented primarily toward providing recreational-related services for residents and short-term visitors to Polk County. These include, but are not limited to: fish camps, lodges and retreats, recreational-vehicle (RV) parks, retirement mobile home parks, golf courses, and accessory minor commercial uses necessary to support these facilities, such as bait shops and convenience stores.

The proposed Future Land Use designations include the following:

Industrial (IND) - Generally, Industrial districts contain more intensive uses and activities than contemplated in a Business-Park Center. The Comprehensive Plan describes Industrial Lands as characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.

Residential-Suburban (RS) - Residential-Suburban areas are only located within the SDA and new Residential-Suburban development shall not be located within Activity Centers. The allowable densities in RS are up to, and including, 1 DU/5 AC, unless permitted through SPD, RRD, RMD or the criteria established within the SR 17 Ridge Scenic Highway Provision of Section 2.124-H. Development within designated RS areas shall be limited to single-family dwelling units, duplex units, and family-care homes, at a density of up to, and including, one dwelling unit per five acres (1 DU/5 AC). With the Suburban Planned Development (SPD) provision, it is possible for an applicant to obtain a Planned Development (PD) approval and achieve a maximum density of 3 units per acre. This is subject to the requirement that the transfer of density out of wetland areas can only occur at a density of 1 unit per acre.

Rural Cluster Center (RCC) – RCCs serve as a focus for the County's rural communities and was to generally contains public services, such as fire stations and schools, and retail-commercial uses at a level to serve the surrounding population that may or may not be included in the RCC. They are designated and mapped on the Future Land Use Map Series for clusters of residential parcels located within the "Rural-Development Area" of the County, which also have a concentration of non-residential uses located within the immediate area. RCCs can also be designated for commercial nodes without any initial residential to serve a surrounding existing, tourist, or seasonal population in A/RR areas with significant traffic counts on the fronting roadways.

As shown on the Future Land Use Map, adjacent properties are primarily designated as Phosphate Mining (PM), with Agriculture/Residential-Rural (A/RR) and Industrial (IND). Property south of the site, across County Road 640, is designated as Institutional (INST) and Leisure/Recreation (L/R).

Generally, the predominant uses in this area of the county are vacant, undeveloped property and industrial uses, with much of the land in this area having been previously mined. There are also isolated residential areas along Anderson Road, and the Pinedale community is east of the site, across State Road 37. Light industrial uses are located along the SR 37 corridor. The City of Mulberry is about 3 miles north of the site.

The site is vacant. A review of aerial photos between 1941 to the present shows that the land has been used primarily for phosphate mining and related reclamation activities. This property was part of the Nichols Mine, previously owned by Mosaic. According to the Florida Department of Environmental Protection website and the Polk GIS Viewer, the Mining Status is that it is permanently shut down, and that reclamation is in progress.

There are several reasons why this request is considered to be compatible, and consistent with the Comprehensive Plan and Land Development Code.

When determining the appropriateness of proposed industrial lands, the location of transportation facilities, such as arterial highways, is a factor. This site has access to an arterial highway (SR 37). There are also industrial uses located along SR 37, east of the site. Because of the similarity in current uses and Future Land Use designations, designating this site as Industrial will be compatible. Therefore, this request is consistent with the applicable policies in the Comprehensive Plan.

The proposed designation of Residential-Suburban (RS) is consistent with the applicable policies in the Comprehensive Plan, due to the provision of water service based on the applicant Water Use Permit. The proposed RS area will have a 200-foot-wide buffer next to industrial areas and is compatible with the existing residential uses along Anderson Road. Therefore, the RS portion of this request is consistent with the applicable Comprehensive Plan policies.

The proposed Rural-Cluster Center at the SR 37 and the County Road 640 intersection complies with the applicable policy requirements for both RCCs and activity centers and is therefore consistent with the application policies in the Comprehensive Plan.

Overall, while this request represents a significant change in the use of land in the area, designating the property as a Suburban Development Area (SDA) will allow for the transition of the site for higher-density residential and non-residential (industrial and commercial at CR 37 & SR 640) uses. However, development of the site will be limited until such time as more public water service is made available.

B. Infrastructure:

According to Comprehensive Plan POLICY 2.102-A1: DEVELOPMENT LOCATION, “Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.”

The site is located in the Rural Development Area (RDA), where connections to water and sewer service are not required. With the proposed change to Suburban Development Area (SDA), connection to public water will be required.

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1 Future Land Use Map Districts and Existing Uses

Northwest Agriculture/Residential-Rural (A/RR) & Phosphate Mining (PM) Vacant, rural residential	North Agriculture/Residential-Rural (A/RR) & Phosphate Mining (PM) Vacant, rural residential	Northeast Business-Park Center (BPC), Industrial (IND) Light Manufacturing, low-density residential
West Agriculture/Residential-Rural (A/RR), Phosphate Mining (PM), & Industrial (IND) Vacant, undeveloped, pasture, & rural residential	Subject Site Agriculture/Residential-Rural (A/RR), Phosphate Mining (PM), Industrial (IND), and Leisure/Recreation (L/R)	West Agriculture/Residential-Rural (A/RR), Phosphate Mining (PM), & Industrial (IND) Vacant, light industrial, and low-density residential (Pinedale)
Southwest Phosphate Mining (PM) Vacant	South Phosphate Mining (PM) and Leisure/Recreation (L/R), and Institutional (INST) Vacant	Southeast Agriculture/Residential-Rural (A/RR), Phosphate Mining (PM), & Industrial (IND) Vacant and light industrial

Nearest and Zoned Elementary, Middle, and High School

The schools zoned for the subject property are listed in Table 2 below. While the proposed Industrial and Rural-Cluster Center changes will not impact school concurrency, any development in the proposed Residential-Suburban area will have an impact on school capacity. Assuming a worst-case scenario of 3,600 single-family residential units (based on 1,200 acres * 3 units per acre), the following estimated demands are shown below:

Table 2 Schools

School	Annual Estimated Demand	Capacity 2024-2025 School Year	Distance from subject site
Purcell Elementary	518 students	97%	3.3 miles
Mulberry Middle	299 students	106%	3.5 miles
Mulberry Senior	421 students	93%	3.5 miles

Source: Polk County School Board website

The Polk County Public Schools Facilities Planning staff has provided the following comments regarding this project:

“No Level 2 site development plan, infrastructure plan, or construction plan shall be approved by Polk County Land Development for any portion of the project until final school site siting has been coordinated with Polk County Public Schools. Coordination shall include district review of proposed site boundaries, access, phasing, and utility availability, and shall result in written confirmation from the School District indicating that a proposed K-8 (approximately 35 acres) school site are acceptable or conditionally acceptable for future school development.”

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Sheriff response times are not as much a function of the distance to the nearest sheriff's substation rather more a function of the overall number of patrol officers within the County. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer

to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered.

Table 3 provides a breakdown of response times and travel distances for emergency services.

Table 3 Public Safety Information

	Name of Station	Distance	Response Time*
Sheriff	Southwest District, located at 4120 US 98 South, Lakeland	15 miles	P1: 8:05 minutes P2: 20:54 minutes
Fire	Polk County Fire Station 15, Kid Ellis Road, Mulberry.	7.1 miles	12-14 minutes
EMS	Polk County Fire Station 15, Kid Ellis Road, Mulberry.	7.1 miles	12-14 minutes

*Source: Polk County Sheriff's Office and Public Safety. * Response time are based on when the station received the call and not from when the call is made to 911.*

Fire Department staff offered additional comments regarding this request: “Without knowing the type and configuration of internal streets, it is difficult to project response times for a project of this scale. Both Polk County Fire Rescue Station 8, (currently at 4210 Willis Rd, Mulberry) and Polk County Fire Rescue Station 4 (currently at 6949 Old Hwy 37, Bradley Junction) are scheduled to be rebuilt in the vicinity of their existing locations and would most likely also serve this area as well. These new stations will have the capacity to house additional apparatus and crews as growth in service demands increase.”

Water and Wastewater

The subject property is currently in a Rural Development Area (RDA), where connection to public water and sewer is not required. Part of the requested amendment is to change the development-area designation from Rural to Suburban Development Area (SDA), where connection to public water service is required if available.

A. Estimated Demand

The development of the property under the proposed land use designations has the potential to exceed the applicant's current permitted water use capacity. The following tables summarize the estimated demand for this project at buildout (by Future Land Use), based on a worst-case scenario. This worst-case scenario does not account for any environmental constraints, such as wetlands and floodplains, that would affect the ultimate unit count for the site.

Table 4A Estimated Water and Sewer Impact Analysis – Residential Suburban

Maximum Allowable Use: A/RR – 11.4 AC @ 1 DU/5 AC = 2 DU PM – 1188.6 * 0DU/AC = 0 DUs	Estimated Impact Analysis Agriculture/Residential-Rural (A/RR) & Phosphate Mining (PM) to Residential-Suburban (RS) Development Area: SDA	
	Current Land Use designation(s) A/RR, PM	Proposed Land Use designation RS
Current Maximum Allowable Use	2 DU	1,200 AC * 3 DU/AC = 3,600 DUs
Potable Water Consumption	2 DU * 250 GPD/DU = 500 GPD	3,600 DU * 250 GPD/DU = 900,000 GPD
Wastewater Generation	2 DU * 200 GPD/DU = 400 GPD	3,600 DU * 200 GPD/DU = 720,000 GPD

GPD – Gallons Per Day

Source: Polk County Concurrency Manual and Polk County Utilities Industrial @ .24 GPD/SF (water) & .18 GPD/SF (sewer)

Table 4B Estimated Water and Sewer Impact Analysis – Industrial

Maximum Allowable Use: PM – 1,261 AC * .75 FAR = 945.75 – 946 AC * 43,560 SF = 41,207,760 SF IND – 1,261 AC * .50 FAR = 631 AC * 43,560 SF/AC 27,486,360 SF	Estimated Impact Analysis Phosphate Mining (PM) to Industrial (IND) Development Area: SDA	
	Current Land Use designation(s) PM	Proposed Land Use designation IND
Current Maximum Allowable Use	41,207,760 SF	27,486,360 SF
Potable Water Consumption	41,207,760 SF * .24 GPD/SF = 9,889,863 GPD	27,486,360 SF * .24 GPD/SF = 6,596,726 GPD
Wastewater Generation	41,207,760 SF * .18 GPD/SF = 7,417,397 GPD	27,486,360 SF * .18 GPD/SF = 4,947,545 GPD

GPD – Gallons Per Day

Source: Polk County Concurrency Manual and Polk County Utilities PM & Industrial @ .24 GPD/SF (water) & .18 GPD/SF (sewer)

Table 4C Estimated Water and Sewer Impact Analysis – Rural-Cluster Center

Maximum Allowable Use: PM – 7 AC * .75 FAR = 5.25 AC * 43,560 SF/AC = 228,690 SF L/R = Res: 4.65 AC * 4 DU/AC = 18.6 = 19 DU/AC Com: .07 * 5 AC = .35 AC * 43,560 SF = 15,246 SF IND – 3 AC * .50 FAR * 1.5 AC * 43,560 SF = 65,340 SF	Estimated Impact Analysis Phosphate Mining (PM), Leisure/Recreation (L/R) and Industrial (IND) To Rural-Cluster Center (RCC) Development Area: SDA/RDA	
	Current Land Use designation(s) PM, L/R, IND	Proposed Land Use designation RCC
Current Maximum Allowable Use	PM = 228,690 SF L/R (Res) = 19 DU/AC L/R (Com) = 15,246 SF IND = 65,340 SF	15 AC * .30 FAR = 4.5 AC * 43,560 SF = 196,020 SF
Potable Water Consumption	PM = 228,690 SF * .24/GPD = 54,886 GPD L/R (Res) = 19 DU/AC * 250 GPD/DU = 4,700 GPD L/R (Com) = 15,246 SF * .22 GPD/SF = 3,355 GPD IND = 65,340 SF * .24 GPD = 15,682 GPD TOTAL = 78,623 GPD	196,020 SF * .22 GPD/SF = 43,125 GPD
Wastewater Generation	PM = 228,690 SF * .18/GPD = 41,165 GPD L/R (Res) = 19 DU/AC * 200 GPD/DU = 3,800 GPD L/R (Com) = 15,246 SF * .18 GPD/SF = 2,745 GPD IND = 65,340 SF * .18 GPD = 11,762 GPD TOTAL = 59,472 GPD	196,020 SF * .18 GPD/SF = 35,824 GPD

GPD – Gallons Per Day Industrial @ .24 GPD/SF (water) & .18 GPD/SF (sewer); RCC rates @ 0.22 per sq ft and 80% for wastewater

Table 4D Estimated Water and Sewer Impact Analysis – Totals

	Estimated Impact Analysis Phosphate Mining (PM), Leisure/Recreation (L/R) and Industrial (IND) To Rural-Cluster Center (RCC) Development Area: SDA/RDA	
	Current Land Use designation(s) PM, L/R, IND	Proposed Land Use designation(s) RS, IND, RCC
Potable Water Consumption	PM = 9,974,749 GPD A/RR = 500 GPD L/R (Res) = 4,700 GPD L/R (Com) = 3,355 GPD IND = 15,682 GPD TOTAL = 9,998,986 GPD	RS = 900,000 GPD IND = 6,596,726 GPD RCC = 43,125 GPD TOTAL = 7,539,851 GPD
Wastewater Generation	PM = 7,472,283 GPD A/RR = 400 GPD L/R (Res) = 3,800 GPD L/R (Com) = 2,745 GPD IND = 11,762 GPD TOTAL = 7,490,990 GPD	RS = 720,000 GPD IND = 4,947,545 GPD RCC = 35,824 GPD TOTAL = 5,703,369 GPD

GPD – Gallons Per Day Industrial @ .24 GPD/SF (water) & .18 GPD/SF (sewer); RCC rates @ 0.22 per sq ft and 80% for wastewater
Source: Polk County Concurrency Manual and Polk County Utilities Industrial @ .24 GPD/SF (water) & .18 GPD/SF (sewer)

The applicant also presented an analysis, based on different estimates of an anticipated buildout of this project:

Planning-Level Utility Demand Summary FAR/density values are based on Polk County LDC Table 2.1; estimates are for CPA-level planning only.											
Land Use	Acres	Density/FAR	Sq. Ft./Ac	Units	Total Sq. Ft.	Industrial Sq. ft./Emp	Estimated People	Water Factor	Total Water (GPD)	Wastewater Factor	Total Wastewater (GPD)
Residential (RS)	1,199.3	3 DU/ac		3,597				250 GPD/DU	899,250	200 GPD/DU	719,400
Industrial (IND)	1,266.0	0.50	21,780		27,573,480	1,525	18,081	20 GPCD	361,619	16 GPCD	271,215
RCC Commercial	15.0	0.30	13,068		196,020			0.25 GPD/SF	49,005	0.20 GPD/SF	39,204
TOTAL	2,480.3			3,597	27,769,500		18,081		1,309,874		1,029,819
Footnotes / Source Basis: All estimates are planning-level only and do not establish development entitlements, concurrency approvals, utility allocations, treatment capacity reservations, or final engineering design criteria.											

Source: Applicant's Support Documentation

B. Available Capacity:

The applicant has provided documentation of a water use permit from the Southwest Florida Water Management District. This permit is for the Mims Laurel Lake Park, south of the site, and is for an annual average flow of 316,300 gallons per day. Based on the demand analysis presented in Table 4, along with the applicant's Utility Demand Summary, **there is not sufficient capacity to provide water service for the entire site at buildout.** As a result, development on the site will be limited until more water capacity and sewer capacity is made available.

The applicant acknowledges the need for additional capacity based on the following statement included in the support documentation for this amendment:

"As demonstrated by the foregoing analysis, the proposed development framework can be evaluated at a planning level with respect to anticipated utility demands. Utility infrastructure is anticipated to be provided in a phased manner consistent with development timing and intensity. Future development approvals will require demonstration of adequate potable water supply, wastewater treatment capacity, transmission facilities, and distribution infrastructure consistent with applicable County, FDEP, and other regulatory requirements. Estimated wastewater generation is anticipated to generally correspond with potable water demand and will be further evaluated during future utility planning and concurrency review."

C. Planned Improvements:

No information is known currently about any planned improvements to utilities in this area.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic volumes. The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

The proposed Comprehensive Plan Amendment with the proposed land use designations have the potential to affect the surrounding transportation network and change the LOS below the minimum established standards.

A. Estimated Demand

The following tables summarize the estimated demand for this project at buildout (by Future Land Use), based on a worst-case scenario. This worst-case scenario does not account for any environmental constraints, such as wetlands and floodplains, that would affect the ultimate unit count for the site.

Table 5A Estimated Transportation Impact Analysis – Residential Suburban

Maximum Allowable Use: A/RR – 11.4 AC @ 1 DU/ 5 AC = 2 DU PM – 1188.6 * 0DU/AC = 0 DUs	Estimated Impact Analysis Agriculture/Residential-Rural (A/RR) & Phosphate Mining (PM) to Residential-Suburban (RS) Development Area: SDA	
	Current Land Use designation(s) A/RR, PM	Proposed Land Use designation RS
Current Maximum Allowable Use	2 DU	1,200 AC * 3 DU/AC = 3,600 DUs
Average Annual Daily Trips (AADT)	2 DU * 7.81 trips/DU * 1 (new trips) = 16 AADT	3,600 DU * 7.81 trips/DU * 1 (new trips) = 28,116 AADT
PM Peak Hour Trips	2 DU * 1 trip/DU * 1 (new trips) = 2 AADT	3,600 DU * 1 trip/DU * 1 (new trips) = 3,600 AADT

Source: Concurrency Manual and Table for Minor Traffic Study – Single Family Detached Housing– 7.81 AADT/1 DU, 1 peak-hour trips/1 DU 100% new trips

Table 5B Estimated transportation Impact Analysis – Industrial

Maximum Allowable Use: PM – 1,261 AC * .75 FAR = 945.75 – 946 AC * 43,560 SF = 41,207,760 SF IND – 1,261 AC * .50 FAR = 631 AC * 43,560 SF/AC 27,486,360 SF	Estimated Impact Analysis Phosphate Mining (PM) to Industrial (IND) Development Area: SDA	
	Current Land Use designation(s) PM	Proposed Land Use designation IND
Current Maximum Allowable Use	41,207,760 SF	27,486,360 SF
Average Annual Daily Trips (AADT)	41,207,760 SF/1,000 41,208 * 3.93 * .92 (new trips) 148,992 AADT	27,486,360 SF/1,000 13,743 * 3.93 * .92 (new trips) 49,689 AADT
PM Peak Hour Trips	41,207,760 SF/1,000 41,208 * .67 * .92 (new trips) 25,402 AADT	27,486,360 SF/1,000 13,743 * .67 * .92 (new trips) 8,471 AADT

Source: Concurrency Manual and Table for Minor Traffic Study –PM & IND rates ITE Code 140 @ 3.93 AADT per 1,000 square feet and 0.67 PM Peak Hour Trip per 1,000 square feet and 92% new trips

Table 5C Estimated Transportation Impact Analysis – Rural-Cluster Center

Maximum Allowable Use: PM – 7 AC * .75 FAR = 5.25 AC * 43,560 SF/AC = 228,690 SF L/R = Res: 4.65 AC * 4 DU/AC = 19 DU/AC Com: .07 * 5 AC = .35 AC * 43,560 SF = 15,246 SF IND – 3 AC * .50 FAR * 1.5 AC * 43,560 SF = 65,340 SF	Estimated Impact Analysis Phosphate Mining (PM), Leisure/Recreation (L/R) and Industrial (IND) To Rural-Cluster Center (RCC) Development Area: SDA/RDA	
	Current Land Use designation(s) PM, L/R, IND	Proposed Land Use designation RCC
Current Maximum Allowable Use	PM = 228,690 SF L/R (Res) = 19 DU/AC L/R (Com) = 15,246 SF IND = 65,340 SF	15 AC * .30 FAR = 4.5 AC = * 43,560 SF = 196,020 SF
Average Annual Daily Trips (AADT)	PM = 228,690 SF/1,000 229 * 3.93 * 92 (new trips) 828 AADT L/R (Res) = 19 DU 7.81 trips/DU * 1 (new trips) = 148 AADT L/R (Com) = 15,246 SF/1,000 15 * 212.23 * .76 (new trips) 2,459 AADT IND = 65,340 SF/1,000 65 * 3.93 * 92 (new trips) 235 AADT TOTAL = 3,668 AADT	196,020 SF * 212.23 trips/1,000 SF * .76 (new trips) = 31,617 AADT
PM Peak Hour Trips	PM = 228,690 SF 229 * .67 * .92 (new trips) 141 AADT L/R (Res) = 19 DU * 1 (new trips) 19 AADT L/R (Com) = 15,246 SF * 15 * 48.48 * .76 (new trips) 553 AADT IND = 65,340 SF 65 * .67 * .92 (new trips) 40 AADT TOTAL = 753 AADT	196,020 SF * 48.48 trips/1,000 SF * 76% new trips = 7,222 AADT

Source: Concurrency Manual and Table for Minor Traffic Study –IND & PM @ IND rates ITE Code 140 @ 3.93 AADT per 1,000 square feet and 0.67 PM Peak Hour Trip per 1,000 square feet and 92% new trips; Single Family Detached Housing– 7.81 AADT/1 DU, 1 peak-hour trips/1 DU 100% new trips Free Standing Discount Store (ITE 815) – 44.72 AADT/1,000 SF, 64 peak-hour trips/1,000 SF;

Table 5D Estimated Transportation Impact Analysis – Totals

	Estimated Impact Analysis Phosphate Mining (PM), Leisure/Recreation (L/R) and Industrial (IND) To Rural-Cluster Center (RCC) Development Area: SDA/RDA	
	Current Land Use designation(s) PM, L/R, IND	Proposed Land Use designation(s) RS, IND, RCC
Average Annual Daily Trips (AADT)	PM = 149,820 AADT A/RR = 16 AADT L/R (Res) = 148 AADT L/R (Com) = 2,459 AADT IND = 235 AADT TOTAL = 152,530 AADT	RS = 28,116 AADT IND = 49,689 AADT RCC = 31,617 AADT TOTAL = 109,422 AADT
PM Peak Hour Trips	PM = 25,543 AADT A/RR = 2 AADT L/R (Res) = 19 AADT L/R (Com) = 553 AADT IND = 40 AADT TOTAL = 26,157 AADT	RS = 3,600 AADT IND = 8,471 AADT RCC = 7,222 AADT TOTAL = 19,293 AADT

The applicant also presented an analysis in their Traffic Impact Analysis (TIA) study, based on different estimates of an anticipated buildout of this project:

Table 4 Net Trip Generation													
Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
AM Peak Hour	Industrial Park	4,652	1,389	6,041	0	0	0	0	0	0	4,652	1,389	6,041
	Single Family Detached	653	1,766	2,419	9	18	27	0	0	0	644	1,748	2,392
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
	Totals:	5,412	3,220	8,632	27	27	54	0	0	0	5,385	3,193	8,578
PM Peak Hour	Industrial Park	1,262	3,246	4,508	0	0	0	0	0	0	1,262	3,246	4,508
	Single Family Detached	1,613	989	2,602	85	31	116	0	0	0	1,528	958	2,486
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	151	208	164	372
	Totals:	3,188	4,561	7,749	116	116	232	74	77	151	2,998	4,368	7,366

Source: Applicant's Support Documentation

In the Conclusions section of this report, the applicant's TIA states that:

The property's proposed maximum development potential consists of 27,460,224 square-feet of industrial, 3,602 residential dwelling units, and 196,020 square-feet of commercial. The property's proposed maximum development potential would generate 93,294 daily trips, 8,578 AM peak hour trips, and 7,366 PM peak hour trips. Please note that the development scenario is based on maximum development potential of the proposed FLU designations and may not reflect the final development plan proposed for the site. If/when the applicant decides to file for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

B. Available Capacity:

The subject property is next to State Road (SR) 37 and County Road (CR) 640. SR 37 is an Urban Minor Arterial, and CR 640 is a Rural Major Collector, according to the Polk County TPO

Roadway Network Database. These are the closest roads to the site that are monitored for concurrency.

The subject parcel also has frontage on Anderson Road, a County-maintained rural minor collector with a pavement width of 20 feet.

Table 6, charts the generalized available capacity of the most-affected links.

Table 6 Available Capacity

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hour Projected LOS
5802N	SR 37 From CR 640 to Alafia River (North Prong)	B	708	D	B
5802S	SR 37 From CR 640 to Alafia River (North Prong)	B	728	D	B
4069E	CR 640 (Pinecrest Road) From: Hillsborough County Line to SR 37	B	587	C	B
4069W	CR 640 (Pinecrest Road) From: Hillsborough County Line to SR 37	B	574	C	B

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 13, 2026

The TIA indicates a maximum peak hour trip rate of 8,578 AM peak hour trips, and 7,366 PM peak hour trips. Therefore, **The potential exists for this project to exceed the minimum LOS standard.** In the Conclusion Section of the TIA, the applicant identifies potential transportation improvements, including the following:

2051 Future Conditions

- All study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.*
- CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from SR 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 37 to CR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.*

This analysis indicates there are multiple potential roadway deficiencies associated with the addition of potential trips associated with the proposed CPA. Transportation concurrency and any mitigation strategies required to offset anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

Polk TPO staff also reviewed the applicant's TIA and concur with their comments.

C. Roadway Conditions

County Road 640 and Anderson Road have Pavement Condition Index ratings of "fair." No data is available for State Road 37, as it is a state-maintained road.

D. Planned Improvements:

There are no known improvements for this portion of SR 37 or CR 640 at this time.

E. Mass Transit

Route 21X West– Bartow/Mulberry/Fort Meade traverses this portion of SR 37. There are no bus stops along the project frontage.

F. Sidewalks

There are no sidewalks in front of the subject property, nor along adjacent streets.

Park Facilities and Environmental Lands:

The closest County Park is Pinedale Park, located .5 mile east of the site, within the Pinedale community.

A. Location:

Pinedale Park is located on Temple Street (no address available).

B. Services:

Pinedale Park is a County Park is a vacant lot with no special service or equipment.

C. Multi-use Trails:

There are no multi-use trails in the immediate area. According to the Polk GIS Viewer, the closest trails can be found at the Lakeland Highlands Scrub, 5.75 miles Northeast of the site.

Environmental Lands

The PolkGreen Map displays this parcel as being near to a potential connection of an overall natural network. The site has a conservation easement. The property is not in the Florida Wildlife Corridor.

Environmental Conditions

There are wetlands and floodplains on this site. Because of these conditions, any development of the site will have to take these conditions into account and comply with the applicable requirements of Section 620 (Wetland Protection) and Section 630 (Flood Hazard Management and Floodplain Protection) of the Land Development Code.

A. Surface Water:

There are numerous surface waters on the site, primarily due to previous mining activities. An unnamed creek is located on the central portion of the site. It flows south to north, eventually merging with Bird Branch and the North Prong of the Alafia River. Elevations on the site range from 95 to 145 feet.

B. Wetlands/Floodplains:

The site contains a significant amount of Zone “A” floodplains (1,125 acres) and wetlands (415 acres). These features have occurred to a large extent because of previous mining activities. Any site alteration will be required to comply with the development criteria policies for floodplains (2.123-B2) and wetlands (2.123-C2) on the Future Land Use element, plus Section 620 (Wetland Protection) and Section 630 (Flood Hazard Management and Floodplain Protection) of the Land Development Code.

C. Soils:

The site contains 16 different soil types, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Table 7, below, lists the soils associated with the subject site.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings Without Basements	% of Site (approximate)
Pomona fine sand	Severe: wetness, percs slowly	Severe: wetness	7.70
Hydraquents, clayey	Severe: ponding, percs slowly	Severe: ponding, shrink-swell	22.0
Arents-Water complex	N/A	N/A	22.3
Neilhurst sand, 1 to 5 percent slopes	Slight	Severe: wetness	4.25
Sparr sand, 0 to 5 percent slopes	Severe: wetness, poor filter	Severe: wetness	1.61
Tavares fine sand, 0 to 5 percent slopes	Moderate: wetness	Moderate: wetness	2.33
Smyrna and Myakka fine sands	Severe: wetness, poor filter	Severe: wetness	0.07
Floridana mucky fine sand, frequently ponded, 0 to 1 percent slopes	Severe: ponding, percs slowly, poor filter	Severe: ponding	0.03
Placid and Myakka fine sands, depressional	Severe: ponding, poor filter	Severe: ponding	0.31
Arents, clayey	N/A	N/A	9.23
Haplaquents clayey	Severe: ponding, percs slowly	Severe: ponding, shrink-swell	1.17
Udorthents, excavated	N/A	N/A	0.11
Arents, 0 to 5 percent slopes	N/A	N/A	23.0
Millhopper fine sand, 0 to 5 percent slopes	Moderate: wetness	Moderate: wetness	1.67
Felda fine sand, 0 to 2 percent slopes, frequently flooded	Severe: flooding, wetness	Severe: flooding, wetness	1.13
Basinger fine sand, 0 to 2 percent slopes	Severe: wetness, poor filter	Severe: wetness	0.02

Source: Soil Survey of Polk County, Florida 1985, USDA, Soil Conservation Service

NOTES: 1) Soil site percentages do not equal 100% due to water bodies on the site.

2) N/A – Information not available in Soil Survey

Any future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual.

D. Protected Species, Polk Green, Conservation Easements and Wildlife Corridor

According to the Polk County Protected Species Observations Map dated July 22, 2021, the site is located within one mile of a rookery, protected species of animals, and eagle nests. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

The PolkGreen Map displays this parcel as being near to a potential connection of an overall natural network.

The Polk County Property Appraiser does not show any conservation easements on the site. The applicant has indicated that a conservation easement exists throughout the central portion of the property, generally following an unnamed creek that flows south to north, eventually merging with Bird Branch and the North Prong of the Alafia River.

There are no wildlife corridors, based on the Florida Wildlife Corridor Interactive Map.

E. Archeological Resources:

There are no historic or archeological resources based on the Florida Master Site File inventory.

F. Wells (Public/Private)

The site is not within a Wellfield Protection District. The closest wellfield district is in the City of Mulberry, 3 miles north of the SR 37 & CR 640 intersection.

G. Airports:

This property is not within the Airport Impact District, based on the Polk County Airport-Impact District Map.

Economic Factors:

Construction of buildings and site development activities create temporary jobs. Any new business activity that occurs at this site will need more goods and services, thereby generating more economic activity.

The proximity of this site next to existing industrial areas along SR 37 provides an opportunity for new businesses to locate on this site, thereby also providing jobs to support the Mulberry community and Polk County.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	A 200-foot buffer is in the Residential-Suburban (RS) area as a buffer to the Industrial (IND) land use district to ensure compatibility.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The proposed industrial portion of the site is next to an existing industrial area.
POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities,	The proposed Residential-Suburban land use district will serve as a transition between the more intensive planned and existing industrial uses along the SR 37 corridor, and the rural residential uses along Anderson Road. The proposed Industrial land use district is near existing uses along SR 37. area. This feature makes the site appropriate for more intensive industrial uses. The Rural Cluster Center (RCC) proposed for the SR 37 & CR 640 intersection complies with not only these location criteria, but also the specific location criteria for RCCs in Policy 2.110-B3.

Comprehensive Plan Policy	Consistency Analysis
f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	
POLICY 2.106-A1: DESCRIPTION - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.	The applicant has provided documentation that demonstrates that there is the ability to provide potable water for this project. This permit (Southwest Florida Water Management District Water Use Permit 20 021061.000) has an annual average quantity permit of 316,300 gallons per day. While this permit demonstrates that water is available, and thereby demonstrates consistency with this policy, it is not expected to provide sufficient capacity to serve the entire project at buildout.
POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas: a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria. b. RESIDENTIAL: Residential-Suburban. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation. Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.	The Residential-Suburban and Industrial land use categories are permitted in the Suburban Development Area (SDA).
POLICY 2.110-B3: LOCATION CRITERIA - The establishment of new RCCs intended for both residential and commercial uses shall be located at the intersections of arterial and/or collector roads and shall be guided by the criteria established within Section 2.110-K Activity Center Establishment. The establishment of new RCCs, subject to Section 2.110-K, intended for rural commercial-support activity, shall be located at: 1. The intersections of arterial and/or collector roads whereby the intersection is central to seasonal, tourist, migratory population, or permanent residential population	The applicant has indicated that the proposed Rural Cluster Center (RCC), located at the intersection of SR 37 and CR 640, is approximately 2.75± miles from the municipal boundary of the City of Mulberry. According to the 2020 U.S. Census, the City of Mulberry has a population exceeding 3,900 persons. As such, the area within a three-mile radius of the proposed RCC exceeds the minimum population threshold of 2,500 people established by Policy 2.110-B3.

Comprehensive Plan Policy	Consistency Analysis
vehicle trips, this may include "t" intersections with safe access creating the appearance of a full intersection; or 2. On an intersection of arterials and collector roads that serve as part of the main vehicle trip route for clusters of neighborhoods and in areas with 2,500 people in a three (3) mile radius. 3. Not within 3 miles of another Activity Center or other RCC; 4. Can be at the same intersection with a developed CE; 5. The expansion of these isolated commercial nodes, in situations when the 80% developed standard cannot be met may be permitted according to the following: a. Up to the size of a Neighborhood Activity Center (NAC) with an Activity Center Plan (ACP) to be incorporated into Appendix E of the Land Development Code b. To ensure the increase of the node on as many corners as possible, and to ensure consistency with Policy 2.110-A5.	
POLICY 2.110-K1: Additional Activity Centers shall be established and mapped on the Future Land Use Map Series in accordance with the following criteria: a. An additional Activity Center may be established, subject to approval by the Board of County Commissioners, through a comprehensive plan amendment when it is demonstrated that the proposed center will, at a minimum: 1. meet the Activity Center "location criteria" for the applicable Development Area in which the property is located; and 2. currently meet the "general characteristics" for the proposed classification or will meet those attributes within the next five (5) years - particularly the minimum population support within the market-area/service-area radius. b. An additional Activity Center may be established, subject to approval by the Board of County Commissioners, when it is demonstrated that there are adequate facilities to support the establishment of the proposed center, or adequate facilities will be provided concurrently with the center's development. c. Activity center establishment review criteria shall include, but are not limited to, the locational criteria enumerated in Policy 2.102-A9; Policy 2.102-A10, and an Activity Center Plan required by the Land Development Director or his designee. d. The Board of County Commissioners may require that a "Selected-Area Study" be submitted by the property owners requesting the establishment of an additional Activity Center.	The requested Activity Center, which is a Rural-Cluster Center, complies with the location and general characteristics criteria for this type of activity center, as listed in Policy 2.110-B3.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.110-L3: INITIATED BY A PROPERTY OWNER - Any property owner applying for a new Activity Center shall prepare and submit an ACP for consideration by the Board of County Commissioners for inclusion within the Future Land Use Element through a Comprehensive Plan Amendment. The ACP can also be used as supporting documentation for a proposed expansion or reclassification. The Board may require that such submittal of a requested ACP include land use, traffic, and market studies, or other appropriate studies to support the requested ACP as outlined in L5 below. POLICY 2.110-L4: PLAN REQUIRED - A developer shall be required to prepare and submit an ACP for the following: a. a Development of Regional Impact (DRI) within an Activity Center; b. a request to develop a residential development with a "Special Residential" classification (15 DU/AC or more) within an Activity Center; or c. any new Activity Center proposed. POLICY 2.110-L5: PLAN REQUIREMENTS - ACPs, at a minimum, shall include a map, or maps, and policies which establish: a. Land uses designations for all property within the center; b. development criteria; c. development restrictions, if appropriate; d. a traffic circulation plan for the activity center; and e. special transportation restrictions, if appropriate. f. identify environmentally sensitive lands and endangered natural communities and outline proposals for the preservation and/or conservation of these areas; and g. any other information that the Land Development Director or his designee may request.	The proposed Rural Cluster Center at the SR 37 & CR 640 is a new activity center, so an Activity Center Plan is required. The applicant has submitted an ACP that complies with the criteria outlined in Policy 2.110-L5.
POLICY 2.113-A3: LOCATION CRITERIA - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas: a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area. b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals. c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10. d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages.	This request can be considered to be part of an expansion of an existing industrial district that is already located on SR 37. The site is located near an arterial road (SR 37). The proposed 200-foot buffer is proposed to serve as a mechanism to ensure compatibility between residential and industrial development. The 200-foot standard is derived from a similar requirement in Section 303 of the Land Development Code for Construction Aggregate Processing Portions of the buffer are located in a conservation easement, thereby allowing for the maximum utilization of the property.

Comprehensive Plan Policy	Consistency Analysis
e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code. f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to: 1. arterial roads; 2. collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or 3. local commercial roads or private roads under the following conditions: (a) the road has full median access onto to an arterial road; (b) the road does not serve existing or expected future residential traffic from the surrounding area; (c) the road has a structural integrity and design characteristics suitable for truck traffic. g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.	
POLICY 2.123-B2: DEVELOPMENT CRITERIA - Development within a "Floodplain-Protection Area" shall conform to the following criteria: a. Development shall be encouraged to locate on the non-floodplain portions of a development site and density may be transferred from undeveloped floodplain areas to contiguous non-floodplain areas per the Land Development Code. b. Development or redevelopment shall meet the requirements of the Polk County Land Development Code, and shall not: 1. enlarge the off-site floodplain; 2. alter the natural function of the floodplain; nor 3. result in post development run-off rates which exceed pre-development run-off rates for storm frequencies at least as stringent as those rates established by the applicable Water Management District pursuant to Titles 40D and 40E, F.A.C.	Significant portions of the site (1,125 acres) are in the 100-year floodplain. This is due primarily to previous mining activities. Compliance with this policy will be determined as part of a Level 2/site plan review.
POLICY 2.123-C2: Development Criteria within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:	There are numerous wetlands (415 acres) located throughout the site. While some of the wetlands are part of the riverine system on the site, most were created because of previous mining activities. Careful site planning will need to occur to ensure that development of the site is done in a

Comprehensive Plan Policy	Consistency Analysis
i. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards. j. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for: 8. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions; 9. access to the site; 10. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety; 11. utility transmission and collection lines; 12. pre-treated storm-water management; 13. mining that meets state and federal regulations; or 14. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact. k. Commercial and industrial development shall locate on the non-wetland portion of a development site. l. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows: 3. a maximum of one dwelling unit per Lot of Record; or 4. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel. m. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3. n. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation	manner that minimizes impacts to environmental resources.

Comprehensive Plan Policy	Consistency Analysis
amounts to the applicable federal, state or regional permitting agency. o. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.	
<u>POLICY 2.123-C3: TRANSFER OF RESIDENTIAL DENSITIES</u> - Residential densities may be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the following: a. Residential densities shall be transferred from the wetland areas to non-wetland areas based on the wetland density of one unit per ten acres (1 DU/10 AC) where any development occurs within the wetland area of the project. b. Residential densities shall be transferred from wetland areas to non-wetland areas at a density of one dwelling unit per acre (1 DU/AC), or at the underlying land use density if the underlying density is less than 1 DU/AC, only when there has been no disturbance to wetlands. Portions of lots may be platted into wetland areas and shall not be construed as having disturbed wetland areas for this density-transfer provision so long as that portion of the lot does not include any fill, construction, improvements, or other development, and a restriction is placed upon the plat to prohibit such future actions within wetland areas. c. All such transfers of density shall: 1. be to contiguous property under the same ownership or control; 2. only be permitted within a subdivision platted and developed in accordance to the County's Land Development Code; 3. not result in lot sizes, or areas per dwelling unit, less than 65% of that required by the County's Land Development Code (the minimum lot/area size shall be exclusive of the wetland area); and 4. be noted on the face of the final plat as a restrictive covenant enforceable by the Board of County Commissioners.	The residential density transfer requirement of one dwelling unit per acre (1 DU/AC) will result in a lower potential maximum unit count, based on the presence of 415 of wetlands on the site.

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, the proposed request is not considered to be urban sprawl.

Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

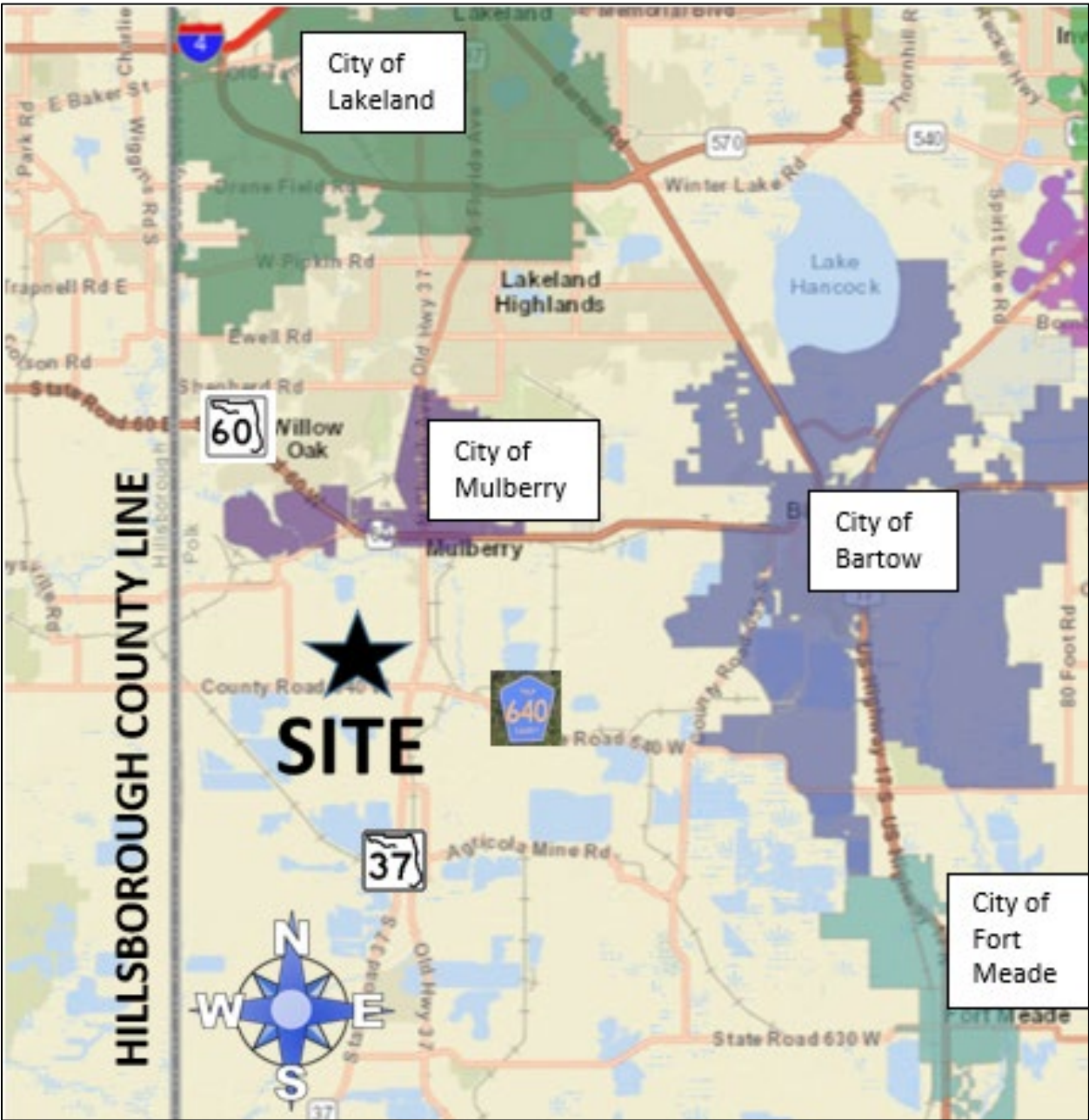
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

Comments From Other Agencies:

An e-mail was sent to the City of Mulberry staff on Monday, July 6, with supporting documentation sent on July 8. No response was received.

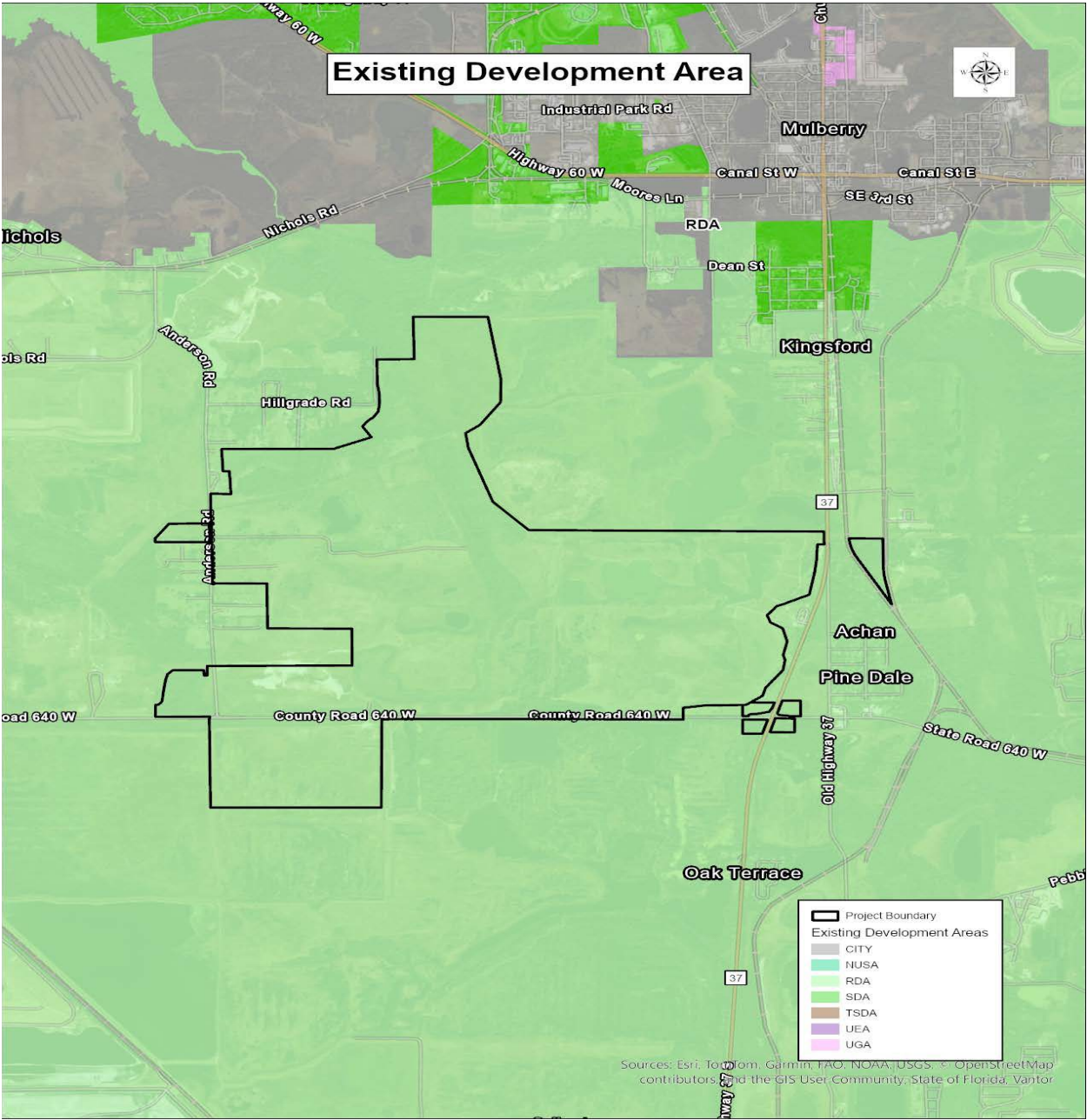
Exhibits:

Exhibit – 1	Location Map
Exhibit – 2	2023 Aerial Photo
Exhibit – 3	Current Development Area Map
Exhibit – 4	Proposed Development Area Map
Exhibit – 5	Current Future Land Use Map
Exhibit – 6	Proposed Future Land Use Map
Exhibit – 7	Proposed Text Amendment
Exhibit – 8	Applicant’s SWFWMD Water Use Permit (Page 1)
Exhibit – 9	List of Uses

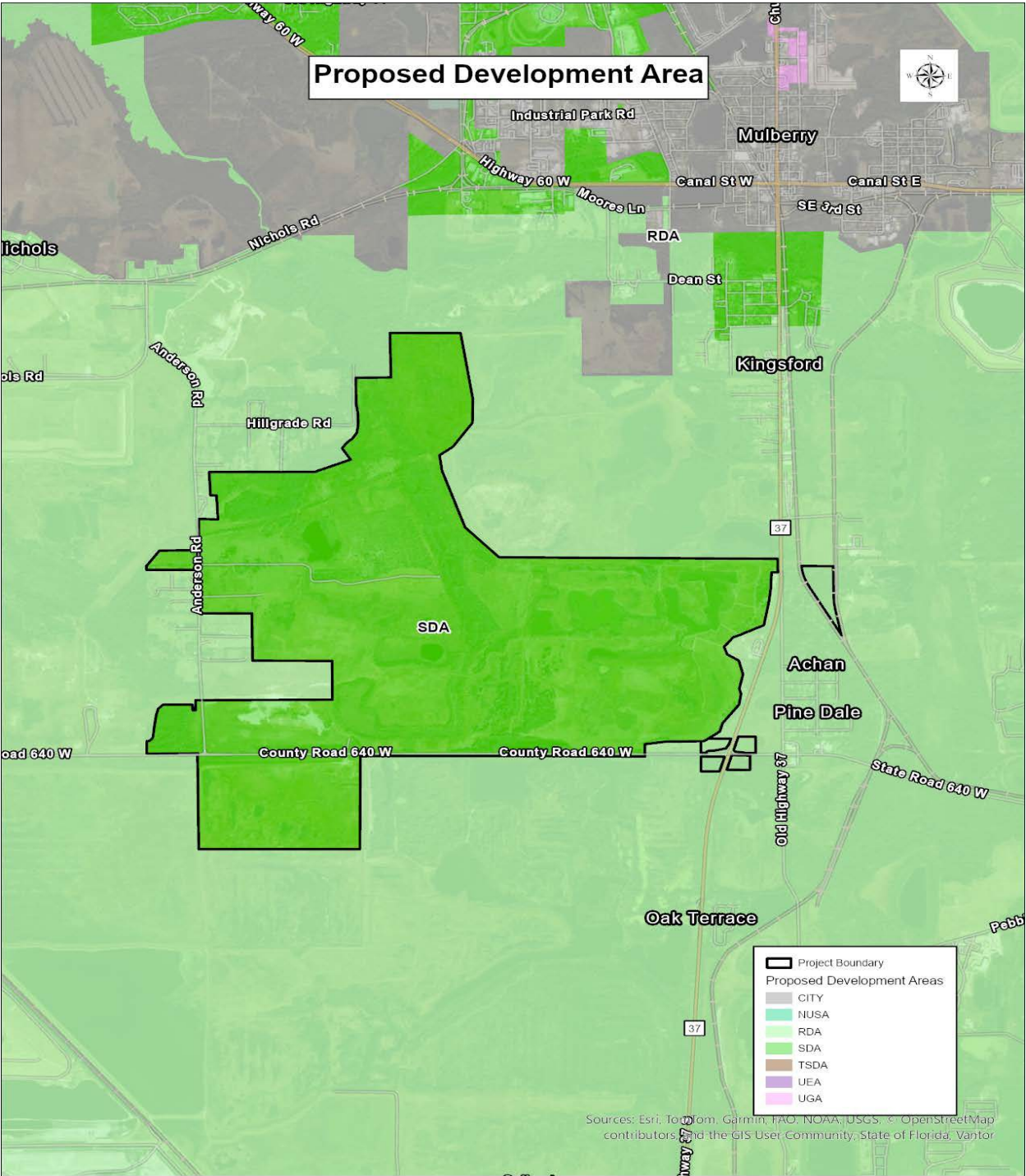


Location Map

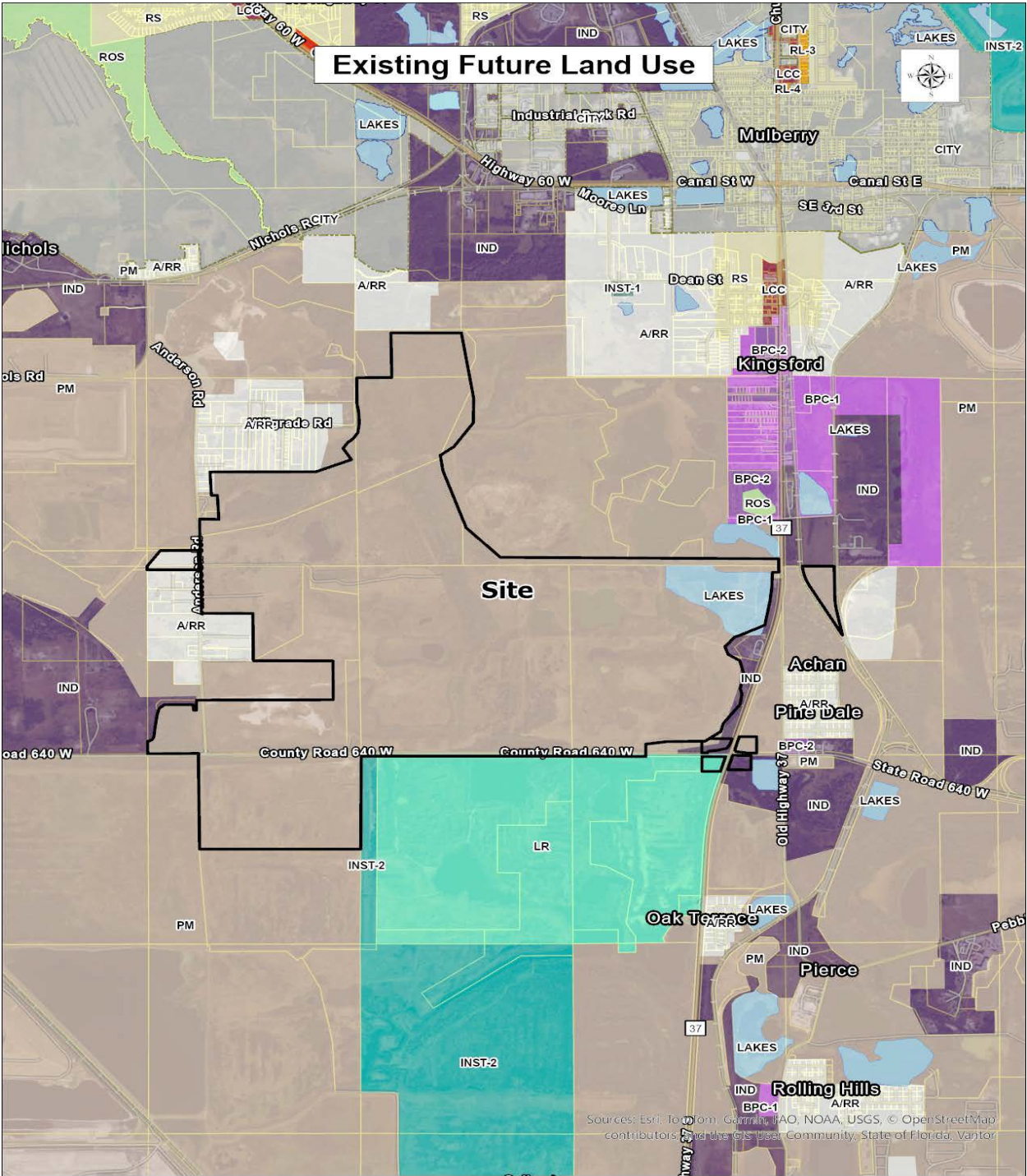
Planning Commission Staff Report
Level 4/MJB



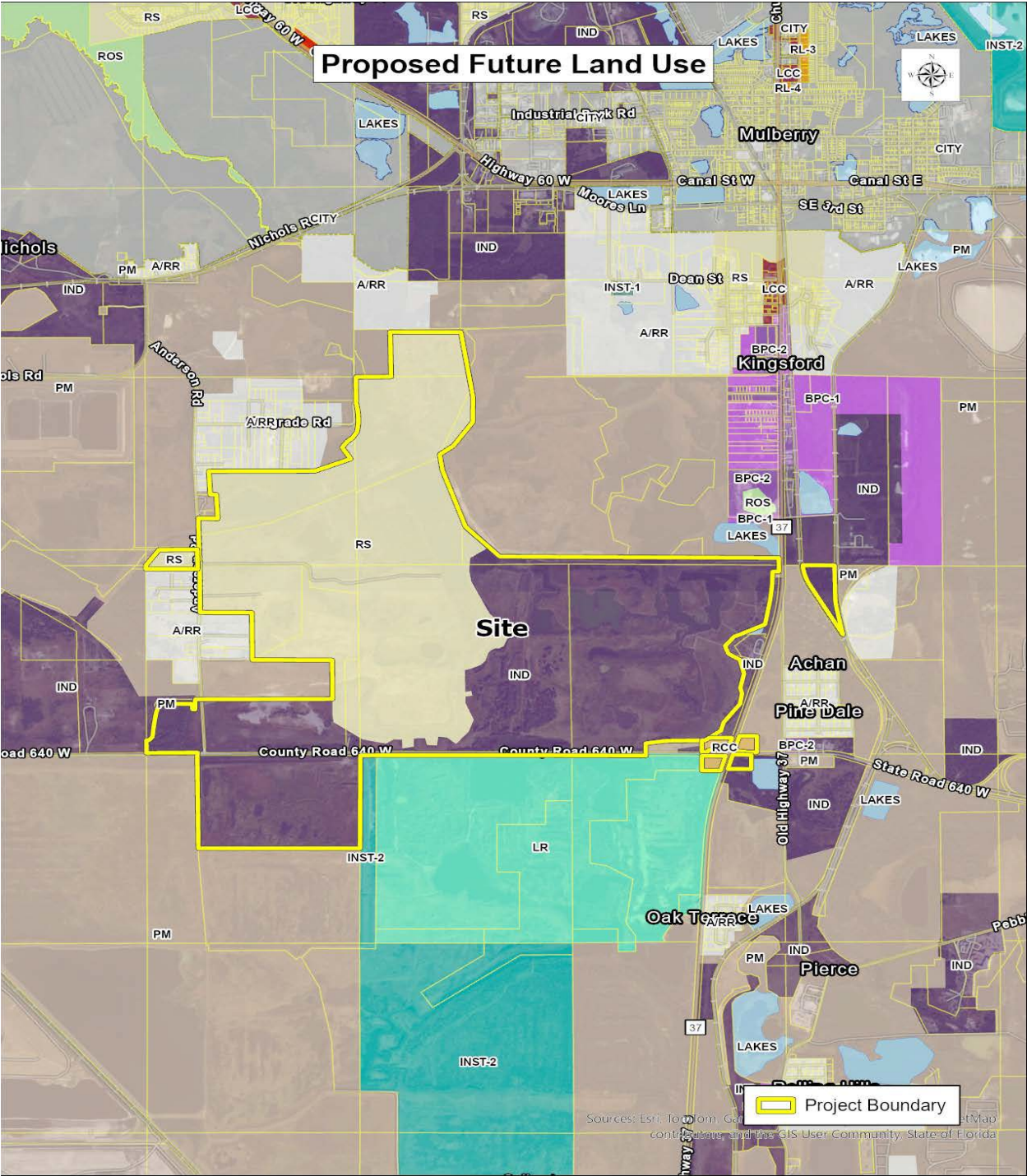
Current Development Area Map



Proposed Development Area Map



Current Future Land Use Map



Proposed Future Land Use Map

Proposed Text Amendment

APPENDIX 2.135 PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS

SECTION 2.135-Z - Development Guidelines for the Mims Crossing Property.

OBJECTIVE 2.135-Z: Through the adoption of LDCPAL 2025-7, this section of the plan establishes additional development restrictions for specific property to be developed in this amendment based on the policies listed below and in a limited fashion as established in the Polk County Land Development Code with conditions adopted into the Land Development Code through LDCT-2025-15.

POLICY 2.135-Z1: APPLICABILITY: The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

POLICY 2.135-Z2: MIMS CROSSING RCC ACTIVITY CENTER PLAN: Through the adoption of LDCPAL-2025-7, the Mims Crossing Rural Cluster Center (RCC) Activity Center Plan is hereby established, with conditions adopted into the Land Development Code through LDCT-2025-15.

POLICY 2.135-Z3: CONSERVATION BUFFER:

- a. The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as

described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

- b. Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.
- c. The Conservation Buffer area can retain any development rights within the RS land use district per the requirements of the Land Development Code.

POLICY 2.135-Z4: DEVELOPMENT CRITERIA - Development within this RS area shall conform to the criteria established in Section 2.120-A of this Comprehensive Plan consistent with the development standards adopted for this parcel in the Polk County Land Development Code.

**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
WATER USE PERMIT
Individual
PERMIT NO. 20 021061.000**

PERMIT ISSUE DATE: December 02, 2022

EXPIRATION DATE: December 02, 2032

The Permittee is responsible for submitting an application to renew this permit no sooner than one year prior to the expiration date, and no later than the end of the last business day before the expiration date, whether or not the Permittee receives prior notification by mail. Failure to submit a renewal application prior to the expiration date and continuing to withdraw water after the expiration date is a violation of Chapter 373, Florida Statutes, and Chapter 40D-2, Florida Administrative Code, and may result in a monetary penalty and/or loss of the right to use the water. Issuance of a renewal of this permit is contingent upon District approval.

TYPE OF APPLICATION: New

GRANTED TO: T. Mims Corp/Attn: Tom Mims
439 S Florida Avenue, Suite 202
Lakeland, FL 33801

PROJECT NAME: Mims Laurel Lake Park

WATER USE CAUTION AREA(S): SOUTHERN WATER USE CAUTION AREA

COUNTY: Polk

TOTAL QUANTITIES AUTHORIZED UNDER THIS PERMIT (in gallons per day)

ANNUAL AVERAGE	316,300 gpd
PEAK MONTH ¹	667,400 gpd
DROUGHT ANNUAL AVERAGE ²	337,900 gpd

1. Peak Month: Average daily use during the highest water use month.
2. Drought Annual Average: Annual average limit when less than historical average rainfall if sufficient Water Conservation credits exist in the Permittee's account.

ABSTRACT:

This is a new water use permit for public supply use. The project repurposes former phosphate mining land for a mobile home park, with potable demand met by groundwater withdrawals and irrigation demand met exclusively by surface water withdrawals from man-made lakes within the project area. Quantities for public supply use are based on a per capita rate of 50 gallons per person per day (gpcd) and a functional population of 3,124 persons by the Year 2025. Quantities for irrigation demand are based on the District's irrigation allotment calculation program, AGMOD. This permit is located within both the Southern Water Use Caution Area (SWUCA), and the Central Florida Water Initiative (CFWI) area and relies exclusively on a source of alternative water supply (AWS) to meet irrigation demand.

Special conditions include that those require the Permittee to report monthly meter readings, to comply with the authorized quantities, to perform meter accuracy checks every five years, maintain a per capita rate of 50 gpcd, to provide offsets for any groundwater demands beyond those projected for 2025, to submit the Public Supply Annual Report by April 1 each year, to implement and maintain the Annual Conservation Goal Implementation Plan, and to construct the proposed wells per the approved specifications.

Applicant's SWFWMD Water Use Permit (Page 1)

	Technical Staff Review – Level 1 & 2	Public Hearing (s) Required – Level 3 & 4
Mixed Uses		Planned Development, C3
All Other Uses	Agricultural Support, On-site P; Alcohol Package Sales, C1; Animal Farm, Intensive, P; Bed and Breakfast, C2; Car Wash, Incidental, C2; Clinics and Medical Offices, C2; Childcare Center, P; Convenience Stores, Isolated, C2; Community Center, C2; Cultural Facility, C2; Farm Worker Dormitory, Apartment Style, C2; Farming General, P; Financial Institution, P; Financial Institution, Drive Through, C2; Funeral Homes & Related Facilities, C2; Gas Station, C2; Government Facility, P; Hospitals, P; Livestock Sale, Auction, P; Lodges and Retreats, P; Medical Marijuana Dispensaries, C2; Nurseries, Retail, P; Nurseries and Greenhouses, P; Office, C2; Personal Service, C2; Recreation Passive, C1; Recreation & Amusement, General, C2; Vehicle Storage C2; Religious Institution, C2; Restaurant, Drive-thru/Drive-in, C2; Restaurant, Sit-down/Take-out, C2; Retail, Less than 10,000 sq. ft., P; Riding Academies, P; School, Elementary, C2; Studio, Production, P; Transit Facility; P; Utilities Class I, P; Utilities Class II, C1; Vehicle Recovery Service/Agency, C2; Vehicle Repair, Auto Body, C2; Vehicle Service, Mechanical, P; Vehicle Sales, Leasing, C2; Veterinary Service, C1	Duplex/Two Family Attached, C3: Multifamily, C3; Breeding, Boarding and Rehabilitation Facility, Wild or Exotic, C3; Cemetery, C3; Commercial Vehicle Parking, C3; Communication Towers, Monopole, C3; Helistops, C3; Farm Worker Dormitory, Barrack Style, C3; Golf Course, C3; Lime Stabilization Facility C3; Marina and Related Facilities, C3; Non-phosphate Mining C3; Residential Treatment Facility, C4; Retail, 10,000 – 34, 999 sq. ft., C3; School, Middle, C3; Schools, Leisure/Special Interest, C2; School, Technical/Vocational/ Trade & Training, C3; School, University/College, C3; Self-Storage Facility, C3; Utilities, Class III, C3; Water Ski Schools, C4

List of Uses – Rural-Cluster Center (RCC)

	Technical Staff Review – Level 1 & 2	Public Hearing (s) Required – Level 3 & 4
Mixed Uses		Planned Development, C3
All Other Uses	Farm Worker Dormitory, Barracks Style, C2; Ag-Support, Off-Site, P; Farming General, P; Alcohol Parking Sales, C1; Animal Farm, Intensive, P; Bars, Luges, and Taverns, C1; Breeding, Boarding, and Rehabilitation Facility, Wild or Exotic, C2; Cardboard & Shredded Paper Collection, C1; Commercial Vehicle Parking, P; Communication Towers, Guyed and Lattice, C2; Communication Towers, Monopole, C2; Convenience Store, Isolated, C2; Crematorium, P; Cultural Facility, C2; Financial Institution, C2; Financial Institution, Drive Through, C2; Gas Station, C2; Golf Course, C1; Government Facility, P; Heavy Machinery Equipment Sales and Services, P; Heliports, C2; Helistops, C2; Hotels and Motels, C2; Kennels, Boarding and Breeding, P; Livestock Sale, Auction, P; Manufacturing, Explosives/Volatile Material, P; Manufacturing General, P; Manufacturing Light, P; Medical Marijuana Dispensaries, C2; Nurseries, Retail, C2; Nurseries and Greenhouses, P; Office, P; Personal Service, P; Printing and Publishing, P; Recreation Passive, C1; Recreational Vehicle Storage, C2; Research and Development, P; ; Religious Institution, C2; Restaurant, Drive-thru/Drive-in, C2; Restaurant, Sit-down/Take-out, C2; Retail, 10,000 – 34, 999 sq. ft., C2; Retail, 35,000 – 64, 999 sq. ft., C2; Retail Home Sales Office, P; Retail, Less than 10,000 sq. ft., C2; School, Technical/Vocational/Trade & Training, P; Self-Storage Facility, C2; Studio, Production, P; Solar Electric Power Generation Facility,C2; Transit, Commercial, P; Transit Facility; P; Utilities Class I, P; Utilities Class II, P; Utilities Class III, C2; Vehicle Recovery Service/Agency, C2; Vehicle Repair, Auto Body, P; Vehicle Service, Mechanical, P; Veterinary Service, C2; Warehousing/Distribution, P	Airport, C4; Construction Aggregate Processing, C3; Construction Aggregate Storage, C3; Hazardous Waste Transfer, Storage, C4; Hazardous Waste Treatment Facilities, C4; Lime Stabilization Facility C3; Railroad Yard, C3; Non-phosphate Mining C3; Power Plants, Non-Certified, Low, C4; Power Plants, Non-Certified, High, C4; Railroad Yard, C3; Retail, More than 65, 999 sq. ft., C3; Salvage Yard, C3; Schools, Leisure/Special Interest, C33; School University/College, C3; Self-Storage, C3; Water Ski Schools, C3

List of Uses – Industrial (IND)

Technical Staff Review – Level 1 & 2	Public Hearing (s) Required – Level 3 & 4
	Planned Development, C3
Family Farm, C1; Farm Worker Dormitory, Apartment Style, C2; Animal Farm, Intensive, P; Communication Towers, Guyed and Lattice, C2; Communication Towers, Monopole, C2; Community Center, C2; Convenience Store, Isolated, C2; Cultural Facility, C2; Farming, General, P; Heavy Machinery Equipment Sales and Services, P; Heliports, C2; Helistops, C2; Kennels, Boarding and Breeding, P; Livestock Sale, Auction, P; Manufacturing, Explosives/Volatile Material, P; Manufacturing General, C2; Manufacturing Light, C2; Motor Freight Terminal, C2; Nurseries and Greenhouses, P; Recreation Passive, C1; Recreation, Low-Intensity, C2; Religious Institution, C2; Research and Development, P; Riding Academies, C1; School, Technical/Vocational/ Trade & Training, P; Self-Storage Facility, C2; Solar Electric Power Generation Facility, C2; Transit Facility; P; Utilities Class I, P; Utilities Class II, P; Utilities Class III, C2; Veterinary Service, P	Farm Worker Dormitory, Apartment Style, C3; Ag-Support, Off-Site, C3; Airport, C4; Breeding, Boarding, and Rehabilitation Facility, Wild or Exotic, C3; Government Facility, C3; Gypsum Stack, C4; Hazardous Waste Transfer, Storage. C4; Hazardous Waste Treatment Facilities, C4; Lime Stabilization Facility, C3; Non-phosphate Mining C3; Phosphate Mining, C4; Power Plants, Non-Certified, Low, C4; Power Plants, Non-Certified, High, C4; Power Plants, Certified, C4; Railroad Yard, C3; Recreation, High-Intensity, C3; Schools, Leisure/Special Interest, C3; Water Ski Schools, C3

List of Uses – Phosphate Mining (PM)

ORDINANCE NO. 26 - ____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCPAL 2025-7; AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION ON 2,475 ACRES FROM RURAL DEVELOPMENT AREA (RDA) TO SUBURBAN DEVELOPMENT AREA (SDA); CHANGE FROM PHOSPHATE MINING (PM), AGRICULTURAL/RESIDENTIAL-RURAL (A/RR), INDUSTRIAL (IND), AND LEISURE/RECREATION (L/R) TO RURAL CLUSTER CENTER (RCC), RESIDENTIAL-SUBURBAN (RS), AND INDUSTRIAL (IND), AND TO MODIFY SECTION 2.135.L PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS. THIS CASE IS RELATED TO LDCT-2025-15. THE SUBJECT SITE IS LOCATED NORTH AND SOUTH OF COUNTY ROAD 640, PRIMARILY WEST OF STATE ROAD 37 AND EAST OF ANDERSON ROAD, AND SOUTH OF THE CITY OF MULBERRY IN SECTIONS 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, TOWNSHIP 30, RANGE 23, PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3184, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Large-Scale Comprehensive Plan Amendments; and

WHEREAS, LDCPAL 2025-7 is an applicant-initiated amendment to change 2,475 acres from Rural Development Area (RDA) to Suburban Development Area (SDA); change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R) to Rural Cluster Center (RCC), Residential-Suburban (RS), and Industrial (IND); and amend Section 2.135 of the Comprehensive Plan to provide for the establishment of the SR 37 & CR 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district (the “Amendment”); and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning commission) conducted a public hearing, with due public notice having been provided, on the Amendment on August 5, 2026; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners on September 15, 2026, held an initial public hearing and authorized transmittal of the Amendment to the Department of Commerce for written comment, and

WHEREAS, FLORIDA COMMERCE, by letter dated _____, 2026, transmitted objections, recommendations, and comments on the Amendment; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the Amendment on December 1, 2026; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearings, and provided for necessary revisions, if any; and

WHEREAS, the Board of County Commissioners has considered the data and analysis contained with the staff report; and

WHEREAS, the Amendment is consistent with Chapter 163, FS, and the Polk County Comprehensive Plan.

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: LEGISLATIVE FINDINGS OF FACT

The findings of fact set forth in the recitals to this Ordinance are true and correct and hereby adopted.

SECTION 2: COMPREHENSIVE PLAN TEXT AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended (the “Polk County Comprehensive Plan”), is hereby amended to reflect a change in the Future Land Use District of portions of parcels as listed below:

PARCELID	FLU
233021000000011020	RS
233015000000031010	RS, Partial
233016000000021010	RS
233016000000044020	RS
233010000000042010	RS, PM, Partial
233015000000011030	RS
233016000000021020	RS, Partial
233023000000021010	RCC, Partial
233016000000022010	RS
233024000000033010	IND
233026000000011000	IND, Partial
233021000000033100	RS
233021000000042010	IND
233022000000011010	RS, IND
233023000000011010	IND
233023000000012010	RCC, Partial
233026000000013020	RCC, Partial
233028000000010010	IND
233014000000022010	IND, RS
233016000000044030	RS, Partial
233021000000011011	RS, IND
233021000000021020	RS, IND
233015000000011040	RS, Partial

and as legally described below and graphically depicted as referenced in Attachments “A” and “B” of this ordinance, from Rural Development Area (RDA) to Suburban Development Area (SDA); and change from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR), Industrial (IND), and Leisure/Recreation (L/R) to Rural Cluster Center (RCC), Residential-Suburban (RS), and Industrial (IND); legally described as:

A PARCEL OF LAND LYING IN SECTIONS 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS;

INDUSTRIAL (IND)

A PARCEL OF LAND IN SECTIONS 14, 15, 21, 22 & 23, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 21; THENCE N 00°53'01" W ALONG THE EAST LINE OF SAID SECTION 21 A DISTANCE OF 59.73 FEET TO THE POINT OF BEGINNING ON THE NORTH RIGHT OF WAY LINE OF COUNTY ROAD 640 AS SHOWN ON STATE ROAD DEPARTMENT RIGHT OF WAY MAP SECTION 16720-2150; THENCE ALONG SAID NORTH RIGHT OF WAY FOR THE FOLLOWING THREE COURSES; (1) S 89°34'11" W A DISTANCE OF 2771.82 FEET; (2) N 00°14'22" W A DISTANCE OF 5.00 FEET; (3) S 89°34'08" W A DISTANCE OF 1093.22 FEET TO THE CENTERLINE OF ANDERSON ROAD; THENCE N 03°04'10" W ALONG SAID CENTERLINE A DISTANCE OF 1503.01 FEET TO THE INTERSECTION WITH THE SOUTH LINE OF THE NORTH 1107.00 FEET OF THE SOUTH 1/2 OF SAID SECTION 21; THENCE N 89°50'57" E ALONG SAID SOUTH LINE A DISTANCE OF 3248.17 FEET TO A POINT ON THE BOUNDARY OF PROPOSED CONSERVATION EASEMENT AREA 'D' PARCEL; THENCE ALONG SAID PARCEL BOUNDARY FOR THE FOLLOWING NINETEEN COURSES; (1) S 09°27'32" W, 14.46 FEET; (2) S 00°02'50" W, 448.96 FEET; (3) S 10°38'55" E, 200.54 FEET; (4) S 56°26'14" E, 866.72 FEET; (5) S 78°21'24" E, 584.95 FEET; (6) N 57°59'41" E, 229.30 FEET; (7) N 89°59'06" E, 203.19 FEET; (8) S 02°41'33" E, 257.28 FEET; (9) N 81°28'09" E, 280.89 FEET; (10) N 00°01'43" E, 231.55 FEET; (11) N 86°19'02" E, 283.56 FEET; (12) S 12°34'04" E, 198.98 FEET; (13) S 84°31'22" E, 254.63 FEET; (14) N 05°40'22" E, 255.63 FEET; (15) S 84°32'16" E, 220.06 FEET; (16) S 51°03'38" E, 288.53 FEET; (17) N 42°32'48" E, 463.41 FEET; (18) N 20°31'29" E, 363.99 FEET; (19) N 23°57'16" W, 502.99 FEET TO THE EAST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE N

00°53'43" W ALONG SAID EAST LINE A DISTANCE OF 189.04 FEET TO A POINT ON THE BOUNDARY OF SAID PROPOSED CONSERVATION EASEMENT AREA 'D' PARCEL; THENCE ALONG SAID PARCEL FOR THE FOLLOWING THREE COURSES; (1) N 79°58'22" E, 175.57 FEET; (2) N 10°02'31" W, 126.94 FEET; (3) S 79°57'21" W, 155.13 FEET TO THE EAST LINE OF SAID SOUTHWEST 1/4; THENCE N 00°53'43" W ALONG SAID EAST LINE A DISTANCE OF 637.68 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION EASEMENT AREA 'C' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE N 85°36'37" E ALONG SAID BOUNDARY A DISTANCE OF 187.93 FEET; THENCE N 61°21'02" E A DISTANCE OF 121.48 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION EASEMENT AREA 'B' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL BOUNDARY FOR THE FOLLOWING FOURTEEN COURSES; (1) N 52°45'23" E, 256.18 FEET; (2) N 17°30'48" E, 305.49 FEET; (3) N 73°07'25" E, 343.54 FEET; (4) N 26°00'46" E, 204.22 FEET; (5) N 45°46'21" E, 215.83 FEET; (6) S 84°47'46" E, 163.57 FEET; (7) N 01°10'29" E, 136.19 FEET; (8) N 25°08'57" W, 145.08 FEET; (9) S 71°53'24" W, 251.66 FEET; (10) N 45°09'51" W, 579.16 FEET; (11) N 26°52'25" W, 1083.68 FEET; (12) N 03°04'00" W, 596.68 FEET; (13) N 58°13'35" E, 514.27 FEET; (14) N 17°07'22" W, 206.72 FEET; THENCE S 45°03'29" E A DISTANCE OF 587.20 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 200.00 FEET OF SAID SECTION 15; THENCE N 89°42'25" E ALONG SAID NORTH LINE A DISTANCE OF 1689.92 FEET TO THE WEST LINE OF SAID SECTION 14; THENCE S 89°39'25" E ALONG THE NORTH LINE OF THE SOUTH 200.00 FEET OF SAID SECTION 14 A DISTANCE OF 5222.95 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD 37 AS SHOWN ON MAP PROJECT 1625-5687; THENCE S 00°24'01" E ALONG SAID RIGHT OF WAY A DISTANCE OF 381.85 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 8515, PAGE 2 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING FIVE COURSES; (1) N 89°29'32" W, 156.42 FEET; (2) S 02°13'55" W, 439.56 FEET; (3) S 06°56'01" W, 371.57 FEET; (4) S 10°41'04" W, 687.25 FEET; (5) S 65°18'38" W, 674.04 FEET TO A POINT ON THE BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 12048, PAGE 1724 OF

THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING FOUR COURSES; (1) S 68°22'18" W, 167.06 FEET; (2) S 38°58'34" W, 205.25 FEET; (3) S 43°58'48" W, 139.94 FEET; (4) S 20°30'33" E, 234.21 FEET TO THE POINT ON THE BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 8118, PAGE 546 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING FIVE COURSES; (1) S 58°43'51" E, 335.59 FEET; (2) S 15°03'45" E, 401.26 FEET; (3) S 12°57'31" W, 415.38 FEET; (4) S 17°08'19" E, 150.26 FEET; (5) S 09°28'48" W, 305.87 FEET TO A POINT ON THE BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 9164, PAGE 2068 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING SEVEN COURSES; (1) S 38°18'58" W, 659.73 FEET; (2) S 16°09'37" W, 243.56 FEET; (3) S 55°00'15" W, 476.92 FEET; (4) S 89°12'31" W, 950.01 FEET; (5) S 81°33'47" W, 456.48 FEET; (6) S 86°41'46" W, 73.57 FEET; (7) S 00°17'53" W, 241.38 FEET TO AFORESAID NORTH RIGHT OF WAY LINE OF COUNTY ROAD 640; THENCE ALONG SAID RIGHT OF WAY FOR THE FOLLOWING FOUR COURSES; (1) N 89°47'06" W, 1830.63 FEET TO THE WEST LINE OF SAID SECTION 23; (2) N 89°47'12" W, 617.63 FEET; (3) N 89°58'16" W, 3901.10 FEET; (4) S 89°34'26" W, 733.84 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND IN SECTION 21, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 21; THENCE NORTH 89°51'07" EAST ALONG THE SOUTH LINE THEREOF A DISTANCE OF 1450.35 FEET TO THE CENTERLINE OF ANDERSON ROAD; THENCE NORTH 03°04'10" W ALONG SAID CENTERLINE A DISTANCE OF 1548.45 FEET; THENCE S 88°39'42" W A DISTANCE OF 153.85 FEET; THENCE S 00°29'53" W A DISTANCE OF 282.43 FEET; THENCE N 89°40'15" W A DISTANCE OF 67.67 FEET; THENCE N 05°58'32" W A DISTANCE OF 154.61 FEET; THENCE N 90°00'00" W A DISTANCE OF 717.97 FEET; THENCE S 48°57'16" W A DISTANCE OF 166.60 FEET; THENCE S 16°01'14" W A DISTANCE OF 137.09 FEET TO A

POINT ON THE WESTERLY BOUNDARY OF PARCEL Q AS DESCRIBED IN OFFICIAL RECORDS BOOK 5193, PAGE 183 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID WESTERLY BOUNDARY FOR THE FOLLOWING SEVEN COURSES; (1) S 12°11'01" W A DISTANCE OF 90.71 FEET; (2) S 08°18'48" W A DISTANCE OF 313.80 FEET; (3) S 06°03'00" W A DISTANCE OF 237.47 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 170.00 FEET; (4) THENCE ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 63°01'12" AN ARC DISTANCE OF 186.98 FEET (CHORD BEARING = S 37°33'39" W, CHORD = 177.70 FEET; (5) S 69°04'19" W A DISTANCE OF 27.67 FEET; (6) N 82°23'20" W A DISTANCE OF 23.55 FEET TO THE WEST LINE OF SAID SECTION 21; (7) S 00°09'45" E A DISTANCE OF 394.01 FEET TO THE POINT OF BEGINNING.

LESS: RIGHT-OF-WAY FOR ANDERSON ROAD;

LESS: RIGHT-OF-WAY FOR COUNTY ROAD 640;

AND

A PARCEL OF LAND IN SECTION 24, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NW CORNER OF SECTION 24; THENCE S 89°40'18" E, ALONG THE NORTH BOUNDARY OF SAID SECTION 24, A DISTANCE OF 502.50 FEET THE EAST BOUNDARY OF THE CSX RAILROAD RIGHT-OF-WAY (FORMERLY ATLANTIC COAST LINE R.R. CO.) MAP V.31-FLA 4 AND TO THE POINT OF BEGINNING; THENCE S 89°40'18" E ALONG THE NORTH BOUNDARY OF SECTION 24 A DISTANCE OF 793.02 FEET TO THE INTERSECTION WITH THE WESTERLY BOUNDARY OF THE CSX RAILROAD RIGHT-OF-WAY (FORMERLY CHARLOTTE HARBOR & NORTHERN RAILWAY) MAP V.11-FLA L-2 24; THENCE S 00°59'36" E ALONG SAID BOUNDARY, 844.97 FEET TO A POINT OF CURVE; THENCE CONTINUE ALONG SAID BOUNDARY THE FOLLOWING TWO COURSES AND DISTANCES; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2,133.69 FEET, A CENTRAL ANGLE OF

10°59'39", A CHORD DISTANCE OF 408.79 FEET, A CHORD BEARING OF S 06°29'26" E, AND AN ARC DISTANCE OF 409.42 FEET TO THE POINT OF TANGENT; THENCE S 11°59'15" E, 704.14 FEET TO THE INTERSECTION OF THE EAST BOUNDARY OF THE CSX RAILROAD RIGHT-OF-WAY (FORMERLY ATLANTIC COAST LINE R.R. CO.) MAP V.31-FLA 4; THENCE N 30°35'54" W ALONG SAID BOUNDARY, 1,599.85 FEET TO A POINT OF CURVE; THENCE CONTINUE ALONG SAID BOUNDARY AND ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,382.69 FEET, A CENTRAL ANGLE OF 24°55'50", A CHORD DISTANCE OF 596.90 FEET, A CHORD BEARING OF N 18°07'59" W, AND AN ARC DISTANCE OF 601.64 FEET TO THE POINT OF TANGENT AND TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND IN SECTION 28, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

THE NORTH 2645.00 FEET LESS THE RIGHT OF WAY OF COUNTY ROAD 640

LESS

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 28; THENCE S 00°16'22" E ALONG THE WEST LINE THEREOF A DISTANCE OF 35.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD S-640 (LITHIA RAD) AS PER RIGHT OF WAY MAP BOOK 4, PAGES 767-770, PUBLIC RECORDS OF POLK COUNTY, FLORIDA AND THE POINT OF BEGINNING; THENCE N 89°46'36" E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 341.67 FEET TO RIGHT OF WAY CHANGE STATION 120+00.00; THENCE S 00°14'24" E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 5.00 FEET; THENCE N 89°45'36" E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 100.17 FEET TO THE POINT ON INTERSECTION STATION 121+00.00; THENCE N 89°34'13" E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 819.00 FEET; THENCE S 00°38'40" E A DISTANCE OF 2825.04 FEET; THENCE S 04°22'10" E A

DISTANCE OF 2460.05 FEET TO THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 28; THENCE S 89°58'03" W ALONG SAID SOUTH LINE A DISTANCE OF 1454.90 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 28; THENCE N 00°16'22" W ALONG THE WEST LINE OF SAID SECTION 28 A DISTANCE OF 5275.66 FEET TO THE POINT OF BEGINNING.

RURAL CLUSTER CENTER (RCC)

NE PARCEL

A PARCEL OF LAND IN SECTION 23, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 23; THENCE N 89°51'46" W ALONG THE SOUTH LINE OF SAID SECTION 23 A DISTANCE OF 667.88 FEET; THENCE N 00°00'00" E A DISTANCE OF 34.98 FEET TO THE POINT OF BEGINNING ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 640 AS SHOWN ON RIGHT OF WAY MAP PROJECT 16720-2150; THENCE N 89°51'53" W ALONG SAID RIGHT OF WAY A DISTANCE OF 254.21 FEET TO A POINT ON A RIGHT OF WAY PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 13436, PAGE 39 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING THREE COURSES; (1) N 71°55'36" W A DISTANCE OF 52.30 FEET; (2) N 84°28'45" W A DISTANCE OF 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 60.00 FEET; (3) ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 101°39'19" AN ARC DISTANCE OF 106.45 FEET (CHORD BEARING = N 33°39'05" W, CHORD = 93.03 FEET) TO THE EAST RIGHT OF WAY OF STATE ROAD 37 PER MAP PROJECT NO. 1625-5687; THENCE N 17°14'04" E ALONG SAID RIGHT OF WAY A DISTANCE OF 360.49 FEET; THENCE N 90°00'00" E A DISTANCE OF 431.00 FEET; THENCE S 00°00'00" E A DISTANCE OF 456.18 FEET TO THE POINT OF BEGINNING.

NW PARCEL

A PARCEL OF LAND IN SECTION 23, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 23; THENCE N 89°51'46" W ALONG THE SOUTH LINE OF SAID SECTION 23 A DISTANCE OF 2041.32 FEET; THENCE N 00°00'00" E A DISTANCE OF 37.91 FEET TO THE POINT OF BEGINNING ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 640 AS SHOWN ON RIGHT OF WAY MAP PROJECT 16720-2150; THENCE N 00°00'00" E A DISTANCE OF 329.85 FEET TO A POINT ON THE BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 9164, PAGE 2068 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING TWO COURSES; (1) N 89°12'31" E A DISTANCE OF 82.07 FEET; (2) N 55°03'11" E A DISTANCE OF 112.67 FEET; THENCE N 90°00'00" E A DISTANCE OF 574.18 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 37 PER MAP PROJECT NO. 1625-5687; THENCE S 17°13'55" W ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 154.56 FEET TO A POINT ON THE BOUNDARY OF A RIGHT OF WAY PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 13436, PAGE 33 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID RIGHT OF WAY PARCEL BOUNDARY FOR THE FOLLOWING FIVE COURSES; (1) S 32°36'35" W, 142.09 FEET; (2) S 77°26'58" W, 277.59 FEET; (3) S 86°50'28" W, 150.33 FEET; (4) S 71°50'14" W, 53.55 FEET; (5) S 19°24'00" W, 46.05 FEET TO A POINT ON AFORESAID NORTH RIGHT OF WAY OF COUNTY ROAD 640; THENCE N 89°47'05" W A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING.

SW PARCEL

A PARCEL OF LAND IN SECTION 26, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 26; THENCE N 89°51'46" W ALONG THE NORTH LINE OF SAID SECTION 26 A DISTANCE OF 2041.32 FEET; THENCE S 00°00'00" W A DISTANCE OF 67.10 FEET TO THE POINT OF BEGINNING ON THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 640 AS SHOWN ON RIGHT OF WAY MAP PROJECT 16720-2150; THENCE S 89°47'05" E ALONG SAID SOUTH LINE DISTANCE OF 591.96 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 37 PER MAP PROJECT NO. 1625-5687; THENCE S 17°13'17" W ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 431.64 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH 480.50 FEET OF SAID SECTION 26; THENCE N 89°51'46" W ALONG SAID SOUTH LINE A DISTANCE OF 464.17 FEET; THENCE N 00°00'00" E A DISTANCE OF 413.40 FEET TO THE POINT OF BEGINNING.

RESIDENTIAL-SUBURBAN (RS)

A PARCEL OF LAND IN SECTIONS 10, 15, 16, 21 & 22, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 21; THENCE N 00°53'01" W ALONG THE EAST LINE OF SAID SECTION 21 A DISTANCE OF 448.96 FEET TO THE POINT OF BEGINNING BEING ON THE BOUNDARY OF PROPOSED CONSERVATION AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING FOUR COURSES; (1) N 56°26'14" W, 788.41 FEET; (2) N 10°38'55" W, 200.54 FEET; (3) N 00°02'50" E, 448.96 FEET; (4) N 09°27'32" E, 14.46 FEET; THENCE N 00°00'00" E A DISTANCE OF 1107.00 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF SAID SECTION 21; THENCE S 89°50'57" W ALONG SAID NORTH LINE A DISTANCE OF 1982.84 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 21; THENCE N 00°31'17" W ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4 A DISTANCE OF 1326.76 FEET; THENCE S 89°51'04" W ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4 A DISTANCE OF 1315.90 FEET; THENCE N 00°20'19" W ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 21 A DISTANCE OF 1326.47 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE

SOUTHWEST 1/4 OF SAID SECTION 16; THENCE N 00°21'40" W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 1321.99 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; THENCE N 89°51'12" E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 477.07 FEET TO THE INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE EAST BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 7377, PAGE 1034 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE N 02°56'23" W ALONG SAID BOUNDARY A DISTANCE OF 663.33 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE S 89°39'03" W ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 178.85 FEET; THENCE N 00°10'30" W ALONG THE EAST BOUNDARY OF PARCELS DESCRIBED IN OFFICIAL RECORDS BOOK 11721, PAGE 1301, OFFICIAL RECORDS BOOK 11719, PAGE 899 AND OFFICIAL RECORDS BOOK 13652, PAGE 1933, ALL OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 660.00 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF SAID SECTION 21; THENCE N 89°52'03" E ALONG SAID NORTH LINE A DISTANCE OF 2661.41 FEET TO THE SOUTHWEST CORNER OF THE EAST 3/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE N 67°46'05" E A DISTANCE OF 922.34 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION EASEMENT AREA 'A' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL BOUNDARY FOR THE FOLLOWING FIVE COURSES; (1) N 33°50'42" W, 377.21 FEET; (2) N 38°43'21" E, 653.55 FEET; (3) N 04°24'02" W, 754.59 FEET; (4) N 00°46'29" W, 720.17 FEET TO A POINT BEING 50.00 FEET EAST OF THE NORTHWEST CORNER OF SAID SECTION 15; (5) N 89°29'46" E AND THE EASTERLY EXTENSION THEREOF A DISTANCE OF 883.29 FEET; THENCE N 00°52'34" W A DISTANCE OF 317.13 FEET TO A POINT ON THE BOUNDARY OF SAID CONSERVATION AREA 'A'; THENCE ALONG THE BOUNDARY OF SAID CONSERVATION AREA 'A' FOR THE FOLLOWING SIX COURSES; (1) N 00°52'34" W, 938.55 FEET; (2) S 89°52'23" E, 1755.99 FEET; (3) S 09°12'24" E, 1858.83 FEET; (4) S 00°34'22" W, 692.30 FEET; (5) S 36°08'58" W, 1237.66 FEET; (6) S 07°38'57" E, 116.65 FEET; THENCE S 06°06'04" E A DISTANCE OF 109.94 FEET TO A POINT ON THE BOUNDARY

OF CONSERVATION AREA 'B' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID CONSERVATION AREA 'B' FOR THE FOLLOWING SIXTEEN COURSES; (1) S 18°01'18" E, 1772.98 FEET; (2) S 45°35'14" E, 552.34 FEET; (3) S 17°07'22" E, 297.44 FEET; (4) S 58°13'35" W, 514.27 FEET; (5) S 03°04'00" E, 596.68 FEET; (6) S 26°52'25" E, 1083.68 FEET; (7) S 45°09'51" E, 579.16 FEET; (8) N 71°53'24" E, 251.66 FEET; (9) S 25°08'57" E, 145.08 FEET; (10) S 01°10'29" W, 136.19 FEET; (11) N 84°47'46" W, 163.57 FEET; (12) S 45°46'21" W, 215.83 FEET; (13) S 26°00'46" W, 204.22 FEET; (14) S 73°07'25" W, 343.54 FEET; (15) S 17°30'48" W, 305.49 FEET; (16) S 52°45'23" W, 256.18 FEET; THENCE S 61°21'02" W A DISTANCE OF 121.48 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION AREA 'C' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE S 85°36'37" W ALONG THE BOUNDARY OF SAID CONSERVATION AREA 'C' A DISTANCE OF 187.93 FEET TO THE INTERSECTION WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE S 00°53'43" E ALONG SAID EAST LINE A DISTANCE OF 637.68 FEET TO THE BOUNDARY OF PROPOSED CONSERVATION EASEMENT AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING THREE COURSES; (1) N 79°57'21" E, 155.13 FEET; (2) S 10°02'31" E, 126.94 FEET; (3) S 79°58'22" W, 175.57 FEET TO THE INTERSECTION WITH THE EAST LINE OF SAID SOUTHWEST 1/4; THENCE S 00°53'43" E ALONG SAID EAST LINE A DISTANCE OF 189.04 FEET TO A POINT ON THE BOUNDARY OF SAID PROPOSED CONSERVATION EASEMENT AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING SIXTEEN COURSES; (1) THENCE S 23°57'16" E, 502.99 FEET; (2) S 20°31'29" W, 363.99 FEET; (3) S 42°32'48" W, 463.41 FEET; (4) N 51°03'38" W, 288.53 FEET; (5) N 84°32'16" W, 220.06 FEET; (6) S 05°40'22" W, 255.63 FEET; (7) N 84°31'22" W, 254.63 FEET; (8) N 12°34'04" W, 198.98 FEET; (9) S 86°19'02" W, 283.56 FEET; (10) S 00°01'43" W, 231.55 FEET; (11) S 81°28'09" W, 280.89 FEET; (12) N 02°41'33" W, 257.28 FEET; (13) S 89°59'06" W, 203.19 FEET; (14) S 57°59'41" W, 229.30 FEET; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 FEET TO THE POINT OF BEGINNING, LESS RIGHT OF WAY OF ANDERSON ROAD, AND

A PARCEL OF LAND IN SECTIONS 16 AND 21, TOWNSHIP 30 SOUTH, RANGE 23 EAST; POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE N 36°46'06" E A DISTANCE OF 557.65 FEET ALONG THE BOUNDARY OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 6963, PAGE 2244 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA TO A POINT ON THE BOUNDARY OF PARCEL 'A' AS DESCRIBED IN OFFICIAL RECORDS BOOK 5193, PAGE 183 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID PARCEL FOR THE FOLLOWING THREE COURSES; (1) N 89°44'19" E, 964.26 FEET TO THE CENTERLINE OF ANDERSON ROAD; (2) S 01°44'56" E ALONG SAID CENTERLINE, 447.64 FEET TO THE SOUTH LINE OF SAID SECTION 16; (3) S 89°50'22" W ALONG SAID SOUTH LINE A DISTANCE OF 1311.72 FEET TO THE POINT OF BEGINNING, LESS RIGHT OF WAY OF ANDERSON ROAD. AND

THE NORTH 100.00 FEET OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 21 LYING WEST OF THE RIGHT OF WAY OF ANDERSON ROAD.

CONSERVATION BUFFER:

A PARCEL OF LAND IN SECTIONS 15, 21 & 22, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 21; THENCE N 00°53'01" W ALONG THE EAST LINE OF SAID SECTION 21 A DISTANCE OF 448.96 FEET TO THE POINT OF BEGINNING BEING ON THE BOUNDARY OF PROPOSED CONSERVATION AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING FOUR COURSES; (1) N 56°26'14" W, 788.41 FEET; (2) N 10°38'55" W, 200.54 FEET; (3) N 00°02'50" E, 448.96 FEET; (4) N 09°27'32" E, 14.46 FEET; THENCE N 00°00'00" E A DISTANCE OF 137.89 FEET; THENCE N 90°00'00" E A DISTANCE OF 200.00 FEET; THENCE S 00°00'00" E A DISTANCE OF 597.08 FEET; THENCE S 10°38'55" E A DISTANCE OF 82.58 FEET; THENCE S 56°26'14" E A DISTANCE OF 743.53; THENCE S 78°21'24" E A DISTANCE OF 466.13 FEET; THENCE

N 57°59'41" E A DISTANCE OF 206.54 FEET; THENCE N 89°59'06" E A DISTANCE OF 292.22 FEET; THENCE N 86°19'02" E A DISTANCE OF 963.00 FEET; THENCE S 84°32'16" E A DISTANCE OF 402.51 FEET; THENCE N 42°32'48" E A DISTANCE OF 125.45 FEET; THENCE N 20°31'29" E A DISTANCE OF 243.29 FEET; THENCE N 23°57'16" W A DISTANCE OF 462.01 FEET; N 00°53'43" W A DISTANCE OF 1184.21 FEET; THENCE N 85°36'35" E A DISTANCE OF 350.59 FEET; THENCE N 52°45'23" E A DISTANCE OF 225.69 FEET; THENCE N 17°30'48" E A DISTANCE OF 347.43 FEET; THENCE N 73°07'25" E A DISTANCE OF 361.82 FEET; THENCE N 26°00'46" E A DISTANCE OF 231.89 FEET; THENCE N 45°09'51" W A DISTANCE OF 600.29 FEET; THENCE N 26°52'25" W A DISTANCE OF 1158.04 FEET; THENCE N 03°04'00" W A DISTANCE OF 757.34 FEET; THENCE N 58°13'35" E A DISTANCE OF 685.05 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION AREA 'B' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING FOURTEEN COURSES (1) S 17°07'22" E, 206.72 FEET; (2) S 58°13'35" W, 514.27 FEET; (3) S 03°04'00" E, 596.68 FEET; (4) S 26°52'25" E, 1083.68 FEET; (5) S 45°09'51" E, 579.16 FEET; (6) N 71°53'24" E, 251.66 FEET; (7) S 25°08'57" E, 145.08 FEET; (8) S 01°10'29" W, 136.19 FEET; (9) N 84°47'46" W, 163.57 FEET; (10) S 45°46'21" W, 215.83 FEET; (11) S 26°00'46" W, 204.22 FEET; (12) S 73°07'25" W, 343.54 FEET; (13) S 17°30'48" W, 305.49 FEET; (14) S 52°45'23" W, 256.18 FEET; THENCE S 61°21'02" W A DISTANCE OF 121.48 FEET TO A POINT ON THE BOUNDARY OF CONSERVATION AREA 'C' AS DESCRIBED IN OFFICIAL RECORDS BOOK 11887, PAGE 2277 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE S 85°36'37" W ALONG THE BOUNDARY OF SAID CONSERVATION AREA 'C' A DISTANCE OF 187.93 FEET TO THE INTERSECTION WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 22; THENCE S 00°53'43" E ALONG SAID EAST LINE A DISTANCE OF 637.68 FEET TO THE BOUNDARY OF PROPOSED CONSERVATION EASEMENT AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING THREE COURSES; (1) N 79°57'21" E, 155.13 FEET; (2) S 10°02'31" E, 126.94 FEET; (3) S 79°58'22" W, 175.57 FEET TO THE INTERSECTION WITH THE EAST LINE OF SAID SOUTHWEST 1/4; THENCE S 00°53'43" E ALONG SAID EAST LINE A DISTANCE OF 189.04 FEET TO A POINT ON THE BOUNDARY OF SAID PROPOSED CONSERVATION

EASEMENT AREA 'D'; THENCE ALONG SAID BOUNDARY FOR THE FOLLOWING SIXTEEN COURSES; (1) THENCE S 23°57'16" E, 502.99 FEET; (2) S 20°31'29" W, 363.99 FEET; (3) S 42°32'48" W, 463.41 FEET; (4) N 51°03'38" W, 288.53 FEET; (5) N 84°32'16" W, 220.06 FEET; (6) S 05°40'22" W, 255.63 FEET; (7) N 84°31'22" W, 254.63 FEET; (8) N 12°34'04" W, 198.98 FEET; (9) S 86°19'02" W, 283.56 FEET; (10) S 00°01'43" W, 231.55 FEET; (11) S 81°28'09" W, 280.89 FEET; (12) N 02°41'33" W, 257.28 FEET; (13) S 89°59'06" W, 203.19 FEET; (14) S 57°59'41" W, 229.30 FEET; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 FEET TO THE POINT OF BEGINNING.

And referencing this amendment in Appendix 2.135 and modifying Section 2.135-Z as shown in Attachment "C" of this Ordinance.

SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the Department of Economic Opportunity posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

SECTION 5: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 1st day of December 2026.

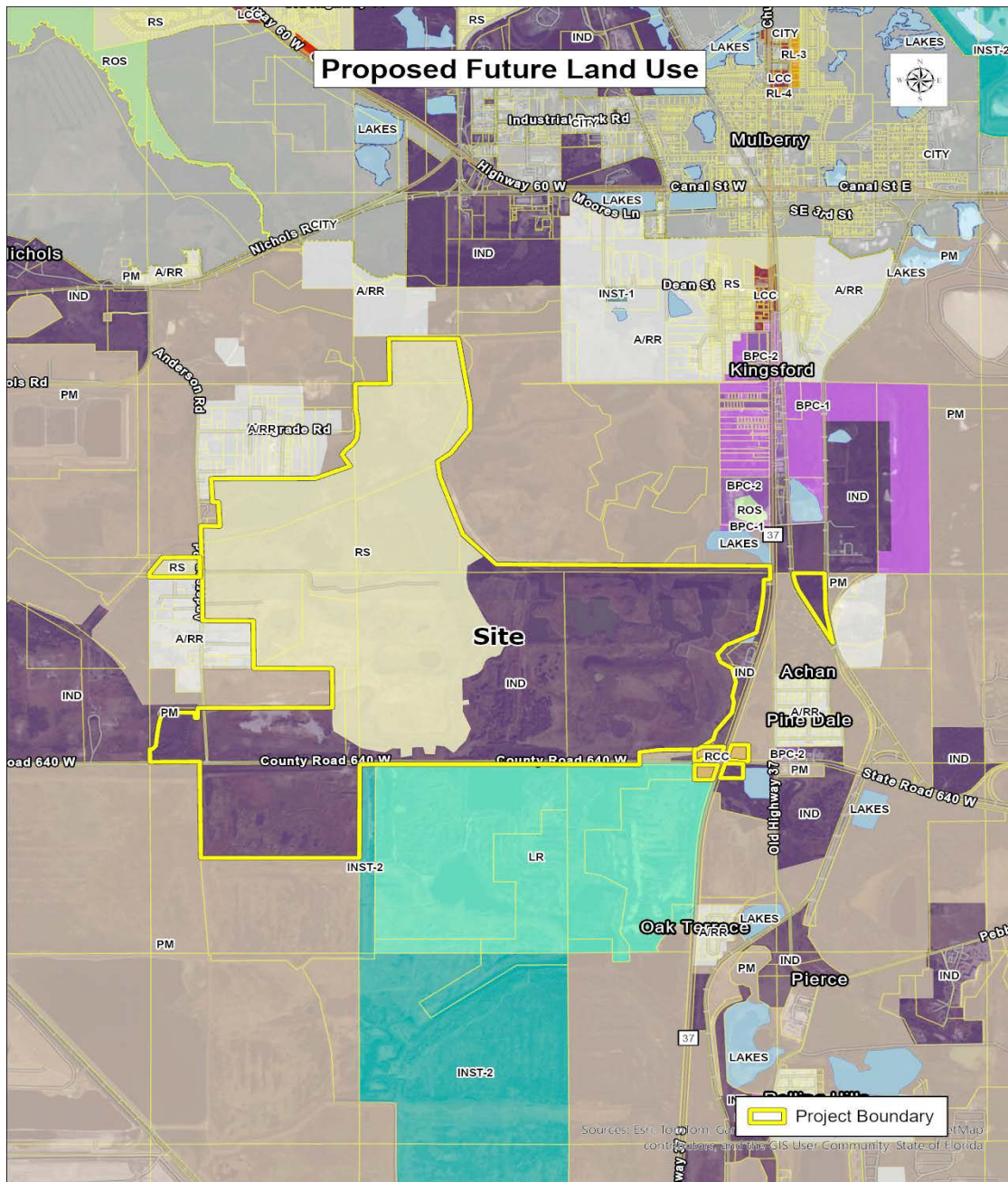
ATTACHMENT “A”

LDCPAL 2025-7

Development Area: Rural Development Area (RDA)

Location: North and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry

Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.

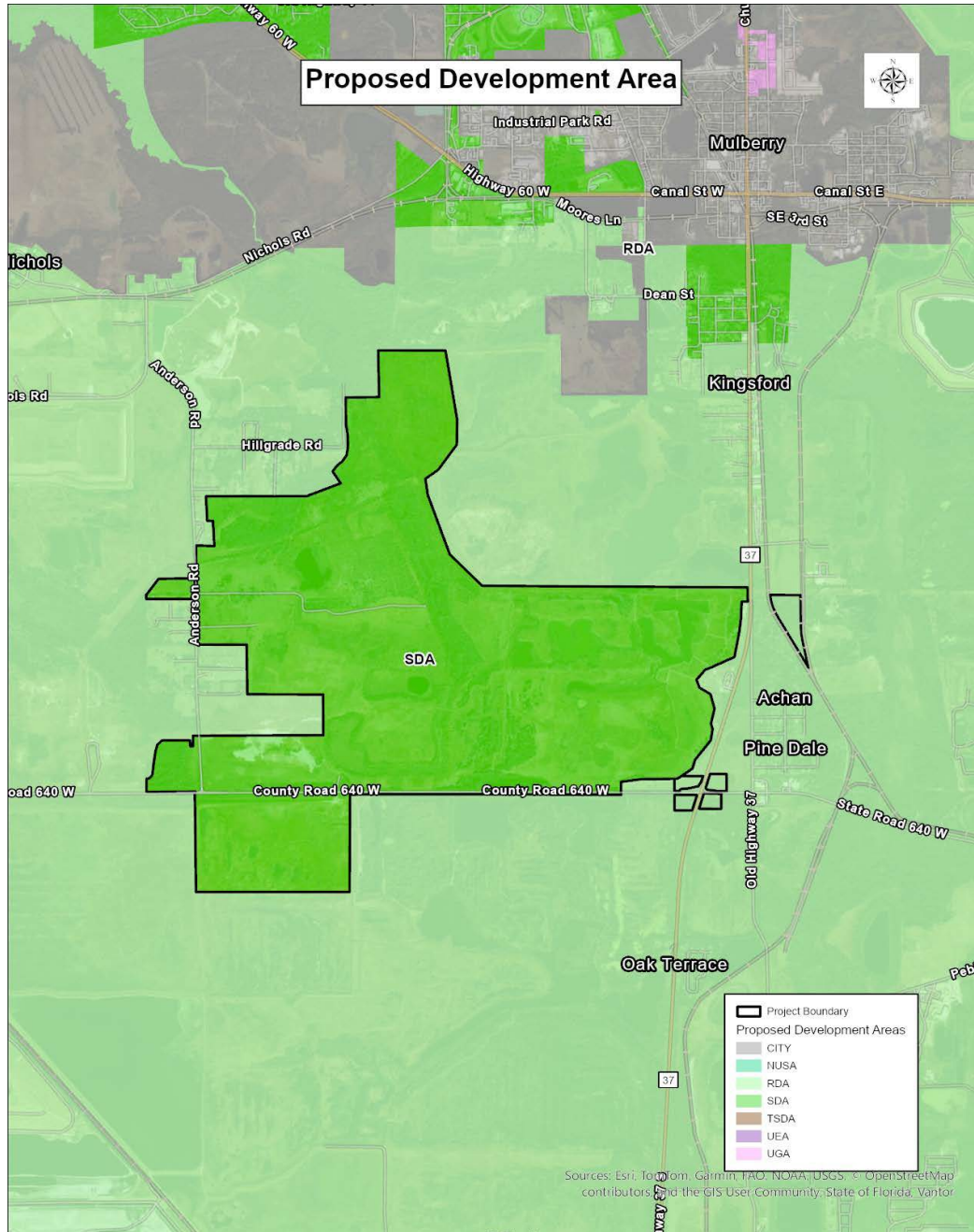


ATTACHMENT “B”

LDCPAL 2025-7

Development Area: Rural Development Area (RDA)

Location: North and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry
Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.



ATTACHMENT “C”

APPENDIX 2.135 PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS

SECTION 2.135-Z - Development Guidelines for the Mims Crossing Property.

OBJECTIVE 2.135-Z: Through the adoption of LDCPAL 2025-7, this section of the plan establishes additional development restrictions for specific property to be developed in this amendment based on the policies listed below and in a limited fashion as established in the Polk County Land Development Code with conditions adopted into the Land Development Code through LDCT-2025-15.

POLICY 2.135-Z1: APPLICABILITY: The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

POLICY 2.135-Z2: MIMS CROSSING RCC ACTIVITY CENTER PLAN: Through the adoption of LDCPAL-2025-7, the Mims Crossing Rural Cluster Center (RCC) Activity Center Plan is hereby established, with conditions adopted into the Land Development Code through LDCT-2025-15.

POLICY 2.135-Z3: CONSERVATION BUFFER:

- a. The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a

distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

- b. Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.
- c. The Conservation Buffer area can retain any development rights within the RS land use district per the requirements of the Land Development Code.

POLICY 2.135-Z4: DEVELOPMENT CRITERIA - Development within this RS area shall conform to the criteria established in Section 2.120-A of this Comprehensive Plan consistent with the development standards adopted for this parcel in the Polk County Land Development Code.

LARGE SCALE CPA AND TEXT AMENDMENT

Prepared For:

T. Mims Corp.

Project:

Mims Crossing

Prepared By:



137 5TH Street N.W.
Winter Haven, Florida 33881
T: (863) 294-6965
www.carterkaye.com

June 24, 2026

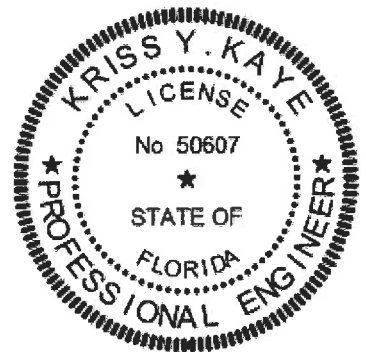

Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

KRISS Y. KAYE, PE, CFM, STATE OF FLORIDA
PROFESSIONAL ENGINEER, LICENSE NO.
50607

THIS ITEM HAS BEEN DIGITALLY SIGNED BY
KRISS Y. KAYE, PE ON THE DATE INDICATED
HERE.

June 24, 2025

PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED AND
THE SIGNATURE MUST BE VERIFIED ON ANY
ELECTRONIC COPIES.



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL, P.E. LIC. NO. 50607

1. EXECUTIVE SUMMARY

This application for the Mims Crossing requests a Comprehensive Plan Amendment to modify the Future Land Use designation of the subject property from Phosphate Mining (PM), Industrial (IND), Agricultural Rural Residential (A/RR) and Leisure Recreation (L/R) to a coordinated mix of Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC), together with an eventual transition of appropriate portions of the property from the Rural Development Area (RDA) to the Suburban Development Area (SDA), excluding the proposed Rural Cluster Center (RCC) area. Please refer to Exhibit A for the location map and Exhibit B for the Existing Future Land Use Map.

This request reflects the natural and foreseeable progression of land use patterns within this portion of Polk County, where former extractive lands are transitioning into productive economic and residential uses supported by regional infrastructure corridors.

Please refer to Exhibit C for the Proposed FLU/Conceptual Land Use Exhibit. The amendment formalizes and organizes an existing trend of industrial expansion and associated residential demand. The proposed framework aligns with surrounding development patterns, supports employment growth, introduces residential uses proximate to jobs, and allows infrastructure to be delivered in a phased and efficient manner that achieves the following objectives:

1. Aligns with surrounding industrial development patterns
2. Provides residential opportunities in proximity to employment centers
3. Introduces limited commercial services to support internal demand
4. Allows infrastructure to be delivered in a phased and efficient manner

The proposed amendment is consistent with the Comprehensive Plan in that it promotes coordinated growth, efficient infrastructure utilization, and compatibility of land uses while avoiding fragmented and inefficient rural development patterns.

EXISTING FLU	PROPOSED FLU	AREA (AC)	% OF SITE
PM	IND	1,261	50.9%
PM	RS	1,185	47.9%
PM	RCC	5	0.2%
IND	RCC	5	0.2%
A/RR	RS	14.3	0.6%
L/R	RCC	5	0.2%
TOTAL		2,475	100.0%

2. IMPACT ASSESSMENT STATEMENT

2.1 Land and Neighborhood Characteristics

The subject property represents a uniquely situated tract within Polk County just south of Mulberry, distinguished by its size, configuration, and history of phosphate mining activity. As a result of this prior use, the site has been substantially altered and no longer functions as part of the traditional rural landscape contemplated under the Rural Development Area designation.

In contrast, the surrounding area has evolved to include a growing concentration of industrial uses, supported by proximity to State Road 37 and other regional transportation facilities. This evolution reflects broader economic trends within the County, including increased demand for logistics, warehousing, manufacturing operations, and residential housing needs.

The proposed amendment recognizes this transition and provides a framework to guide it in an organized manner. Rather than allowing incremental and potentially incompatible development to occur under existing rural entitlements, the amendment establishes a coordinated land use pattern that integrates industrial, residential, and supporting commercial uses.

Compatibility is addressed through both spatial organization and design. Industrial uses are oriented toward major transportation corridors, while residential areas are located in positions that allow for buffering and transition. The inclusion of a Rural Cluster Center provides an internal focal point for limited commercial services, reducing reliance on external trips and enhancing overall functionality.

This approach does not introduce new incompatibilities; rather, it resolves existing and potential conflicts by providing structure and predictability for future development.

2.2 Transportation

The subject property is strategically located with access to State Road 37 (Minor Arterial) and County Road 640 (Rural Major Collector), both of which serve as critical components of the County's transportation network. These corridors are designed to accommodate regional traffic and support industrial activity, making them appropriate for the proposed land use mix. Refer to Exhibit K for the Traffic Circulation Map.

These corridors currently support a mix of industrial, agricultural, residential, and freight-related traffic and provide regional connectivity between southern Polk County and surrounding employment centers. The location of the subject property along these facilities makes it particularly well suited for the coordinated mix of industrial, residential, and supporting commercial uses contemplated by the amendment.

The integration of residential, industrial, and commercial uses within a single, coordinated framework provides an opportunity to reduce overall transportation impacts through internal trip capture. Employees residing within the development may commute internally, and daily service needs can be met within the RCC, thereby reducing external trip generation.

The proposed amendment establishes a land use pattern that is inherently more efficient than dispersed rural development. The concentration of uses within a defined area allows for more effective planning and implementation of transportation improvements as needed.

The integration of land uses within the subject property also supports internal trip capture, whereby a portion of trips generated by the development are accommodated within the site itself. This reduces demand on the external transportation network and contributes to overall system efficiency.

This integrated approach to land use and transportation is consistent with Comprehensive Plan policies that promote internal trip capture and the efficient use of the transportation network.

A Traffic Memorandum has been prepared and is included as Appendix A to this resubmittal package. The memorandum provides planning-level trip generation and transportation impact information associated with the proposed Future Land Use framework.

2.3 Sewage

The subject property is currently located outside of centralized wastewater service areas, which is consistent with its designation within the Rural Development Area. The proposed transition to the Suburban Development Area acknowledges the need for a phased approach to infrastructure provision.

Utility infrastructure is anticipated to be provided in a phased manner consistent with the intensity and timing of development. The proposed framework allows for the coordinated expansion of wastewater infrastructure as development progresses.

As development progresses and intensities increase, the project will transition toward centralized wastewater solutions. The phased delivery of infrastructure allows development to occur in a coordinated and efficient manner consistent with long-term planning objectives.

This approach supports the orderly and efficient provision of infrastructure consistent with long-term growth management objectives.

This phased approach to wastewater infrastructure is consistent with Comprehensive Plan policies that require infrastructure to be provided in a manner that is coordinated with

development intensity and timing. Details and final utility engineering are anticipated to occur during subsequent development review, utility coordination, and permitting processes with the County and the FDEP.

2.4 Water Supply

Potable water will be provided to support the proposed development through a phased and scalable approach that is consistent with the overall development framework and anticipated timing of buildout.

At the initial stages of development, potable water service may be provided through localized or private systems designed to meet the demands of early-phase development.

As development progresses, the water supply system is expected to expand in a coordinated manner to support increasing demand. The phased nature of this approach ensures that infrastructure is developed in a manner that is both economically efficient and consistent with the timing of development.

This approach is consistent with Comprehensive Plan objectives that promote the efficient provision of infrastructure and the coordination of development with available services.

The provision of potable water in a phased manner is consistent with Comprehensive Plan policies that promote the efficient and sustainable delivery of utility services. Detailed potable water system design, permitting, utility coordination, and infrastructure engineering are anticipated to occur during subsequent development review and permitting processes with Polk County and the FDEP.

Water infrastructure is anticipated to expand in a coordinated manner as development progresses, consistent with applicable regulatory requirements and the timing of development intensity.

The proposed framework allows water infrastructure to be expanded incrementally as development occurs, thereby reducing the potential for oversized facilities or premature infrastructure investments. This phased approach promotes efficient utilization of capital resources while maintaining flexibility for future utility coordination and service provider participation.

2.4.a Planning-Level Utility Demand Assessment

For planning purposes, a preliminary utility demand assessment was prepared utilizing the proposed Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land use categories. The estimates are intended solely to provide a planning-level evaluation of potential

potable water and wastewater demands associated with the proposed Future Land Use framework. Actual demands, development intensities, utility providers, phasing schedules, and infrastructure requirements will be determined during future development review, utility coordination, concurrency review, and permitting processes.

Planning-Level Utility Demand Summary
 FAR/density values are based on Polk County LDC Table 2.1; estimates are for CPA-level planning only.

Land Use	Acres	Density/FAR	Sq. Ft./Ac	Units	Total Sq. Ft.	Industrial Sq. ft./Emp	Estimated People	Water Factor	Total Water (GPD)	Wastewater Factor	Total Wastewater (GPD)
Residential (RS)	1,199.3	3 DU/ac		3,597				250 GPD/DU	899,250	200 GPD/DU	719,400
Industrial (IND)	1,266.0	0.50	21,780		27,573,480	1,525	18,081	20 GPCD	361,619	16 GPCD	271,215
RCC Commercial	15.0	0.30	13,068		196,020			0.25 GPD/SF	49,005	0.20 GPD/SF	39,204
TOTAL	2,480.3			3,597	27,769,500		18,081		1,309,874		1,029,819

Footnotes / Source Basis: All estimates are planning-level only and do not establish development entitlements, concurrency approvals, utility allocations, treatment capacity reservations, or final engineering design criteria.

As demonstrated by the foregoing analysis, the proposed development framework can be evaluated at a planning level with respect to anticipated utility demands. Utility infrastructure is anticipated to be provided in a phased manner consistent with development timing and intensity. Future development approvals will require demonstration of adequate potable water supply, wastewater treatment capacity, transmission facilities, and distribution infrastructure consistent with applicable County, FDEP, and other regulatory requirements. Estimated wastewater generation is anticipated to generally correspond with potable water demand and will be further evaluated during future utility planning and concurrency review."

2.5 Surface Water Management

The subject property will incorporate comprehensive stormwater management systems designed to meet or exceed the requirements of Polk County and the Southwest Florida Water Management District (SWFWMD).

Due to the previously mined condition of the site, existing drainage patterns have been substantially altered from natural conditions. This characteristic allows for the implementation of engineered stormwater management systems that are specifically designed to control both the quantity and quality of runoff in a predictable and efficient manner. Refer to Exhibit H for the Drainage Map. Refer to Exhibit G for the Topographic Map.

Stormwater management for the project is anticipated to utilize wet detention systems, which are well-suited to the site's physical characteristics and provide effective treatment of stormwater prior to discharge. These systems will be designed to accommodate the anticipated runoff associated with the proposed mix of industrial, residential, and commercial uses.

The design of stormwater facilities will ensure that post-development discharge rates do not exceed pre-development conditions, thereby preventing adverse downstream impacts. In

addition, water quality treatment will be provided in accordance with applicable regulatory standards to protect receiving water bodies.

The proposed development framework allows for the integration of stormwater systems into the overall site design, including the use of open space areas, buffers, and other features to enhance both functionality and aesthetics. This integrated approach supports efficient land use while maintaining compliance with regulatory requirements.

Overall, the stormwater management strategy reflects a comprehensive and coordinated approach that is consistent with accepted engineering practices and applicable regulatory standards.

These measures are consistent with adopted stormwater management policies intended to protect downstream systems and maintain water quality standards. Detailed hydrologic and hydraulic modeling, ERP permitting, pond sizing, grading design, discharge calculations, and final stormwater engineering are anticipated to occur with the County and SWFWMD during subsequent engineering and permitting review processes

2.6 Environmental Analysis

The environmental characteristics of the subject property are largely influenced by its history of phosphate mining activity. As a result, the site has been substantially altered from its native condition and exhibits limited environmental sensitivity relative to undisturbed lands.

Wetlands and surface waters, where present, will be identified and addressed in accordance with applicable federal, state, and local regulations. The proposed development framework has been designed to avoid or minimize impacts to these features to the extent practicable, with any unavoidable impacts to be mitigated in accordance with regulatory requirements.

Floodplain areas will be evaluated as part of subsequent development approvals, and all development will be designed to comply with applicable floodplain management regulations.

The previously mined condition of the site significantly reduces the presence of intact natural systems, allowing for more efficient land use planning while minimizing environmental disruption. In addition, stormwater management systems will incorporate water quality treatment measures to protect downstream receiving waters.

No adverse impacts to potable water supplies, aquifer recharge, or regionally significant ecological resources are anticipated as a result of the proposed amendment.

The proposed approach is consistent with Comprehensive Plan environmental policies that encourage the protection of natural resources while allowing for the productive use of previously disturbed lands. Detailed environmental evaluation and permitting activities, including wetland

delineation will occur during subsequent development review and agency coordination processes.

2.7 Infrastructure and Public Facilities Analysis

The proposed amendment has been evaluated with respect to its potential impact on public facilities and services, including emergency services, schools, parks, and utilities. The subject property is currently served by regional providers, including Polk County Fire Rescue, the Polk County Sheriff's Office, and emergency medical services. These services are available to the area and are expected to continue serving the site as development progresses. The phased nature of the proposed development ensures that impacts to public facilities will occur incrementally and can be addressed in coordination with service providers. This approach allows for the efficient allocation of resources and avoids sudden or disproportionate demands on existing systems.

Residential components of the development may generate demand for educational facilities and recreational amenities. These impacts will be evaluated during subsequent development approvals, and appropriate mitigation measures will be implemented as required.

Solid waste services will be provided through private collection systems consistent with existing practices in the area.

The proposed amendment does not result in an overextension of public services. Instead, it promotes a coordinated pattern of development that allows infrastructure and services to be provided in a timely and efficient manner. See the table below listing distances and times to public services from the site.

PUBLIC FACILITY	DISTANCE	TRAVEL TIME
Bartow Regional Medical Center - 2000 Osprey Blvd, Bartow, FL 33830	15 miles	20 minutes
HCA Florida Lakeland Emergency - 3526 South Florida Ave, Lakeland, FL 33803	12 miles	20 minutes
Purcell Elementary School - 305 NE 1st Ave, Mulberry, FL 33860	4 miles	9 minutes
Mulberry Middle School - 500 Dr. MLK Jr. Ave, Mulberry, FL 33860	4.5 miles	8 minutes
Mulberry High School - 1 Panther PL, Mulberry, FL 33860	5 miles	11 minutes
Mulberry Police Department - 104 S Church Ave, Mulberry FL 33860	4 miles	7 minutes
PC Fire EMS Mulberry - 109 NW 9th Ave, Mulberry FL 33860	4.5 miles	9 minutes
Spence Park - 1100 NE 1st Street, Mulberry, FL 33860	4.5 miles	7 minutes

Final infrastructure design, utility system coordination, public facility concurrency review, and engineering implementation details are anticipated to occur with the County and other agencies during future Level 2 review and engineering plan review processes.

2.8 Population Analysis

The proposed amendment is intended to accommodate a portion of the anticipated residential and employment growth projected to occur within Polk County and the southern Polk County corridor over the coming decades. The amendment establishes a framework for residential development integrated with employment-generating industrial uses and supporting commercial services.

Specific population projections cannot be accurately determined at the Comprehensive Plan Amendment stage because future development intensity, residential product types, market conditions, phasing, and subsequent approvals have not yet been finalized. However, the proposed framework provides opportunities for housing and employment growth within a coordinated development pattern that promotes transportation efficiency, infrastructure coordination, and compatibility between land uses.

Future population impacts, school impacts, public facility demands, and concurrency considerations will be further evaluated during subsequent development review processes as development intensity and phasing become more refined. For planning purposes, estimated residential dwelling unit yields and associated utility demands are presented in Section 2.4.1.

2.9 Community Benefit

The project will provide employment opportunities, housing near jobs, and efficient land reuse, supporting economic growth and reducing development pressure on undeveloped lands.

2.10 Integrated Infrastructure and Phasing Strategy

A key component of the proposed amendment is the integration of land use planning with infrastructure delivery through a phased development approach.

Early phases of development will be supported by available infrastructure and systems appropriate for lower intensity uses. As development progresses, wastewater infrastructure is anticipated to expand in a coordinated manner consistent with development intensity and long-term planning objectives.

The phased delivery of infrastructure allows development to occur in a coordinated and efficient manner consistent with long-term planning objectives.

The integration of industrial, residential, and commercial uses within a single framework further enhances efficiency by allowing for shared infrastructure systems and reduced external demand.

This approach directly supports Comprehensive Plan objectives related to concurrency, infrastructure efficiency, and coordinated growth management. Subsequent development review processes are anticipated to address detailed implementation elements including transportation improvements, and final engineering coordination.

2.11 Compatibility and Land Use Transition

The proposed amendment has been designed to ensure compatibility between differing land uses through both spatial organization and development standards.

Industrial uses are concentrated in areas with direct access to major transportation corridors, thereby minimizing impacts to surrounding properties. Residential uses are located in areas that allow for appropriate separation and buffering from higher intensity uses. Transitional elements, including open space, roadway corridors, and buffering, will be utilized to further reduce potential conflicts.

The inclusion of a Rural Cluster Center provides localized commercial and personal services that support both residential and employment uses while reducing the need for off-site travel.

This coordinated land use pattern represents an improvement over existing entitlements by establishing a predictable and compatible framework for future development.

This coordinated approach to land use transition is consistent with Comprehensive Plan policies that promote compatibility and the orderly arrangement of land uses. Detailed site development standards, including setbacks, buffering, landscaping, lighting, signage, and architectural requirements, are anticipated to be established through future approvals and Land Development Code implementation processes.

3. DEMONSTRATION OF NEED

The proposed amendment is supported by clear and ongoing market demand for industrial land within Polk County, particularly in areas with access to major transportation corridors. Over the past decade, numerous properties in the vicinity have transitioned from Phosphate Mining to industrial uses, reflecting a sustained trend in land use conversion.

Despite this activity, the supply of available industrial land remains limited. Existing sites are either developed, under contract, or constrained by site conditions, leaving few opportunities for new industrial development. This condition has been confirmed through both market observation and direct inquiry from prospective users.

The subject property represents one of the few remaining large tracts capable of accommodating industrial uses at a meaningful scale. Its location, size, and access characteristics make it uniquely suited to meet this demand.

At the same time, residential demand within Polk County continues to increase due to population growth and regional economic expansion. The integration of residential uses within the subject property provides an opportunity to address this demand while also supporting the industrial component of the project.

By providing housing in proximity to employment, the proposed amendment reduces commuting distances, supports workforce needs, and enhances overall development efficiency.

The need for this amendment is therefore twofold:

1. To provide additional industrial land in response to demonstrated market demand
2. To provide residential opportunities that support and complement employment uses

This combination represents a more efficient and sustainable land use pattern than either use alone.

The proposed amendment is therefore consistent with Comprehensive Plan policies that support economic development, employment generation, and the provision of housing in proximity to jobs.

4. CONSISTENCY WITH THE COMPREHENSIVE PLAN

The proposed amendment is consistent with the goals, objectives, and policies of the Polk County Comprehensive Plan, particularly those related to growth management, land use compatibility, and infrastructure coordination.

The amendment supports the orderly and efficient development of land by directing growth to a location that is well-suited for transition based on its size, configuration, and proximity to existing infrastructure and development patterns. This is consistent with Policy 2.1-A of the Polk County Comprehensive Plan, which promotes the efficient use of land and coordination of development with available infrastructure.

The integration of industrial, residential, and commercial uses within a unified framework promotes a balanced land use pattern that supports economic development while providing housing opportunities in proximity to employment centers. This coordinated land use pattern is further consistent with Objective 2.110-B, which supports the development of clustered activity centers to serve surrounding areas and reduce external trip demand.

The phased infrastructure strategy ensures that development is coordinated with the availability of services, consistent with Comprehensive Plan policies that discourage premature or inefficient infrastructure expansion. This approach is consistent with adopted concurrency and growth management policies, including Policy 2.1-F, which discourages urban sprawl and promotes efficient and compact development patterns.

Furthermore, the amendment avoids the continuation of low-density rural subdivision patterns that would result in fragmented development and increased infrastructure demands. Instead, it establishes a coordinated and predictable framework that aligns with long-term planning objectives.

Concurrency and Public Facility Coordination

The proposed amendment is consistent with concurrency management requirements in that it establishes a framework for development that aligns with the availability of public facilities and services. The phased development approach ensures that infrastructure, including transportation, potable water, wastewater, and public services, will be provided in a manner that maintains adopted levels of service. Impacts to public facilities will be evaluated and addressed at subsequent stages of development review, consistent with Polk County concurrency management procedures. By coordinating development intensity with infrastructure availability, the amendment avoids the premature demand on public facilities and supports long-term service sustainability.

5. ADDITIONAL COMPREHENSIVE PLAN POLICY ANALYSIS

5.1 Policy 2.102-A8 – Soils

The subject property consists primarily of former phosphate mining lands that have been substantially altered through historical mining and reclamation activities. As a result, the site no longer functions as an undisturbed rural landscape and is uniquely suited for redevelopment and productive reuse. The proposed amendment directs future growth toward lands that have previously experienced significant disturbance rather than encouraging development pressure on agricultural lands, natural systems, or other undeveloped portions of the County. Refer to Exhibit F for the Soils Map.

Detailed geotechnical evaluations, engineering design, grading plans, and construction methodologies will be prepared during subsequent development review and permitting processes. The proposed amendment establishes the long-term land use framework while allowing site-specific soil conditions to be addressed through accepted engineering practices and applicable regulatory requirements. Accordingly, the proposed amendment is consistent with Policy 2.102-A8 by promoting the efficient and productive reuse of previously disturbed lands

while ensuring that site-specific engineering considerations are addressed during subsequent development approvals.

5.2 Policy 2.102-A10 – Location Criteria

The subject property represents one of the largest remaining former phosphate mining tracts within southern Polk County capable of accommodating a coordinated mix of residential, industrial, and supporting commercial development. The property benefits from frontage and access to SR 37 and proximity to CR 640, both of which serve as important regional transportation corridors.

The surrounding area has experienced a continued transition toward industrial, logistics, employment-generating, and residential development. The proposed amendment recognizes and organizes this transition by establishing a coordinated framework that integrates housing, employment opportunities, and supporting commercial services within a single planning area. The location, size, transportation access, and prior disturbance of the property make it uniquely suited for the proposed land use framework. The amendment therefore satisfies the intent of Policy 2.102-A10 by directing growth toward lands capable of supporting future development while minimizing pressure on less suitable rural areas.

5.3 Policy 2.102-A11 – Urban Sprawl Criteria

The proposed amendment has been evaluated against the Urban Sprawl Criteria contained within Policy 2.102-A11 of the Comprehensive Plan.

The proposed amendment establishes a coordinated framework of residential, industrial, and supporting commercial uses organized around a planned Rural Cluster Center and phased infrastructure strategy. The proposal represents the transition of previously mined lands to productive residential, employment-generating, and supporting commercial uses in a manner that promotes coordinated growth, transportation efficiency, environmental stewardship, and efficient utilization of public facilities.

a. The proposed amendment does not promote low-density, low-intensity, or single-use development patterns. Instead, it establishes a coordinated framework consisting of Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land uses.

b. The amendment does not promote isolated development. The property is located along SR 37 and CR 640 within an area experiencing continued residential, industrial, and transportation-related growth.

c. The amendment does not encourage strip, ribbon, or leapfrog development. Commercial uses are concentrated within a planned Rural Cluster Center rather than dispersed throughout the corridor.

d. The amendment does not fail to protect natural resources. Environmental resources will continue to be evaluated through future permitting and development review processes, and the proposed 200-foot buffer provides additional protection adjacent to conservation and environmentally sensitive areas.

e. The amendment does not adversely impact significant agricultural resources. The property consists primarily of former phosphate mining lands and is not utilized as a major agricultural production area.

f. The amendment maximizes the use of existing transportation corridors and regional infrastructure systems by concentrating development near SR 37 and CR 640.

g. The amendment promotes efficient future infrastructure expansion through phased implementation of transportation, potable water, wastewater, and supporting public facilities.

h. The amendment reduces the cost of providing public facilities and services by concentrating residential, industrial, and commercial uses within a coordinated development framework.

i. The amendment establishes an organized transition between differing land use intensities through buffering, open space, transportation corridors, and coordinated land use planning.

j. The amendment supports redevelopment of previously disturbed phosphate mining lands and therefore promotes efficient land utilization.

k. The amendment promotes a functional mix of residential, industrial, and supporting commercial uses.

l. The amendment promotes accessibility between related land uses through coordinated planning, internal circulation systems, and the establishment of the RCC as a centralized activity node.

m. The amendment does not result in the loss of significant functional open space. Conservation areas, environmental buffers, stormwater systems, and open space features will continue to provide ecological and functional benefits.

Based upon the foregoing analysis, the proposed amendment is consistent with Policy 2.102-A11 and does not promote urban sprawl.

5.4 Section 2.106 – Suburban Development Areas

Refer to Exhibit J for the Proposed Development Area Map. As depicted, the proposed SDA boundary applies to the Residential Suburban and Industrial portions of the amendment, while the proposed RCC is addressed separately through the Activity Center provisions of the Comprehensive Plan.

The proposed amendment supports the long-term transition of portions of the property from the Rural Development Area (RDA) to the Suburban Development Area (SDA). The subject property is uniquely suited for this transition due to its size, prior disturbance, transportation access, and proximity to existing and planned development.

The amendment establishes a coordinated framework that integrates residential development, employment-generating industrial uses, and supporting commercial services while allowing infrastructure improvements to occur in a phased and efficient manner. This approach promotes orderly growth patterns, supports concurrency objectives, and avoids the continuation of fragmented rural development. Accordingly, the proposed amendment is consistent with the intent of Section 2.106 by providing a logical and infrastructure-supported framework for future suburban development.

The proposed SDA framework applies to the Residential Suburban and Industrial components of the amendment, while the proposed RCC is addressed separately through the Activity Center provisions of the Comprehensive Plan.

5.5 Section 2.113A – Industrial

The proposed Industrial designation supports Polk County's economic development objectives by providing opportunities for employment-generating uses within an area already influenced by industrial activity, transportation infrastructure, and former mining operations.

Industrial areas have been strategically located adjacent to major transportation corridors, thereby supporting efficient goods movement while minimizing potential land use conflicts. Compatibility is further enhanced through buffering, land use transitions, conservation areas, and the proposed 200-foot buffer requirement. The proposed Industrial designation is therefore consistent with Section 2.113A and supports long-term economic development and employment opportunities within southern Polk County.

5.6 Section 2.120-A – Residential Suburban

The proposed Residential Suburban designation provides opportunities for housing within a coordinated development framework that integrates employment opportunities, transportation access, supporting commercial services, and environmental considerations.

The proposed residential areas are positioned to benefit from proximity to employment-generating industrial uses while also being supported by the proposed Rural Cluster Center. This relationship creates opportunities for internal trip capture, reduced commuting distances, and improved transportation efficiency. Infrastructure improvements are anticipated to occur in a phased manner consistent with development intensity and concurrency requirements. Accordingly, the proposed Residential Suburban designation is consistent with Section 2.120-A and supports the creation of well-planned residential neighborhoods within a coordinated growth framework.

6. EVALUATION OF EXISTING ENTITLEMENTS AND ALTERNATIVE DEVELOPMENT PATTERNS

Under the existing Rural Development Area and Agricultural/Residential-Rural Future Land Use designation, development of the subject property would be limited to low-density rural patterns characterized by large lot subdivision.

Such development would:

1. Result in fragmented and inefficient land use
2. Require extensive infrastructure to serve dispersed units
3. Fail to support employment-generating uses
4. Increase vehicle miles traveled and transportation inefficiencies

Given the size, location, and prior disturbance of the site, continuation of rural development patterns would not represent an efficient or appropriate use of the property.

The proposed amendment provides a more logical and sustainable alternative by allowing for coordinated development that integrates employment, residential, and supporting commercial uses within a unified framework. To implement this coordinated development framework and ensure long-term compatibility and environmental protection, site-specific development standards are proposed through the following text amendments.

7. RURAL CLUSTER CENTER DESIGNATION AND ACTIVITY CENTER PLAN

The amendment establishes a Rural Cluster Center (RCC) within the southeast portion of the subject property at the intersection of State Road 37 and County Road 640. Please refer to Exhibit D for the RCC Activity Center Plan (ACP). Additional RCC and ACP policy support information is provided within Attachment A and Attachment B.

The RCC is intended to:

1. Provide localized commercial and personal service uses
2. Support surrounding residential and industrial development
3. Reduce external trip demand through internal service provision
4. Function as a centralized node within the overall development framework

Development within the RCC will be guided by an Activity Center Plan (ACP), which conceptually establishes:

1. Conceptual land use organization
2. Conceptual access locations and circulation patterns
3. Connectivity between parcels and adjacent roadways
4. Design Criteria specific to the ACP

The ACP is conceptual in nature and allows flexibility in design, with final configurations to be determined during subsequent development approvals.

Detailed implementation elements, including final access locations, roadway configurations, utility design, stormwater engineering, and site development standards, are anticipated to be addressed during subsequent Level II County and other agency permitting processes.

8. PROPOSED TEXT AMENDMENTS

As part of this Comprehensive Plan Amendment, site-specific text amendments to the Land Development Code are proposed to establish additional development standards and ensure consistency with the overall land use framework.

These amendments include:

1. Establishment of a 200-ft. buffer area within conservation and environmentally sensitive lands adjacent to the proposed Industrial Land Use. See Exhibit E for the proposed 200-ft. buffer.
2. Designation of a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640
3. Implementation of an Activity Center Plan (ACP) to guide development within the RCC

These text amendments provide clarity, predictability, and long-term protection of key site features while supporting the coordinated development of the property. These provisions establish clear, enforceable standards that ensure the long-term implementation of the proposed land use framework in a manner consistent with the Comprehensive Plan.

The proposed amendment includes the establishment of a 200-ft. buffer area along portions of the site within conservation and environmentally sensitive lands adjacent to the proposed Industrial Land Use. Policy 2.113-A4 requires Industrial districts be separated from existing residential areas through physical separation or buffering, consistent with the standards in the County's Land Development Code.

This buffer is intended to:

1. Preserve natural habitat and ecological function
2. Provide separation between the proposed Industrial areas and Residential development.
3. Establish a consistent development edge

Development within this buffer will be prohibited, and the area will remain in a natural and undisturbed condition, with only limited environmental management activities permitted.

9. CONDITIONS OF APPROVAL (PROPOSED)

These conditions are intended to ensure compliance with the Polk County Comprehensive Plan and Land Development Code at the time of development.

The following conditions are proposed to ensure that the development of the subject property is consistent with the Comprehensive Plan Amendment:

1. A minimum 200-ft. buffer shall be provided adjacent to conservation areas and environmentally sensitive lands and shall remain undisturbed except for approved environmental management activities.
2. A Rural Cluster Center (RCC) shall be established at the intersection of State Road 37 and County Road 640, consistent with the Future Land Use Map and supporting exhibits.
3. Development within the RCC shall be guided by an Activity Center Plan (ACP), which shall establish conceptual land use organization, access, and circulation.
4. The ACP shall remain conceptual in nature, with final design and layout to be determined at the time of subsequent review, e.g. Level 2.
5. All development shall provide cross-access and internal connectivity, consistent with the ACP and applicable Land Development Code requirements.
6. Infrastructure improvements, including potable water and wastewater systems, shall be coordinated with development intensity and concurrency requirements at the time of subsequent development review.
7. Future expansion of the RCC shall require a Comprehensive Plan Amendment demonstrating consistency with applicable policies.

10. CONCLUSION

The proposed Comprehensive Plan Amendment represents a logical and appropriate transition of the subject property from legacy mining use to a coordinated and productive land use framework.

The amendment:

1. Aligns with established development patterns
2. Responds to demonstrated market demand
3. Promotes efficient land use and infrastructure delivery
4. Reduces the potential for fragmented rural development
5. Supports both economic development and housing needs

The requested changes are consistent with the goals, objectives, and policies of the Polk County Comprehensive Plan and represent a responsible and implementable approach to long-term growth.

EXHIBITS

Exhibit A - Location Map

Exhibit B - Existing Future Land Use Map

Exhibit C - Proposed FLU/Conceptual Land Use Exhibit

Exhibit D - RCC Activity Center Plan (ACP)

Exhibit E - 200 ft Buffer Text Amendment Exhibit

Exhibit F - Soils Map

Exhibit G - Topographic Map

Exhibit H - Drainage Map

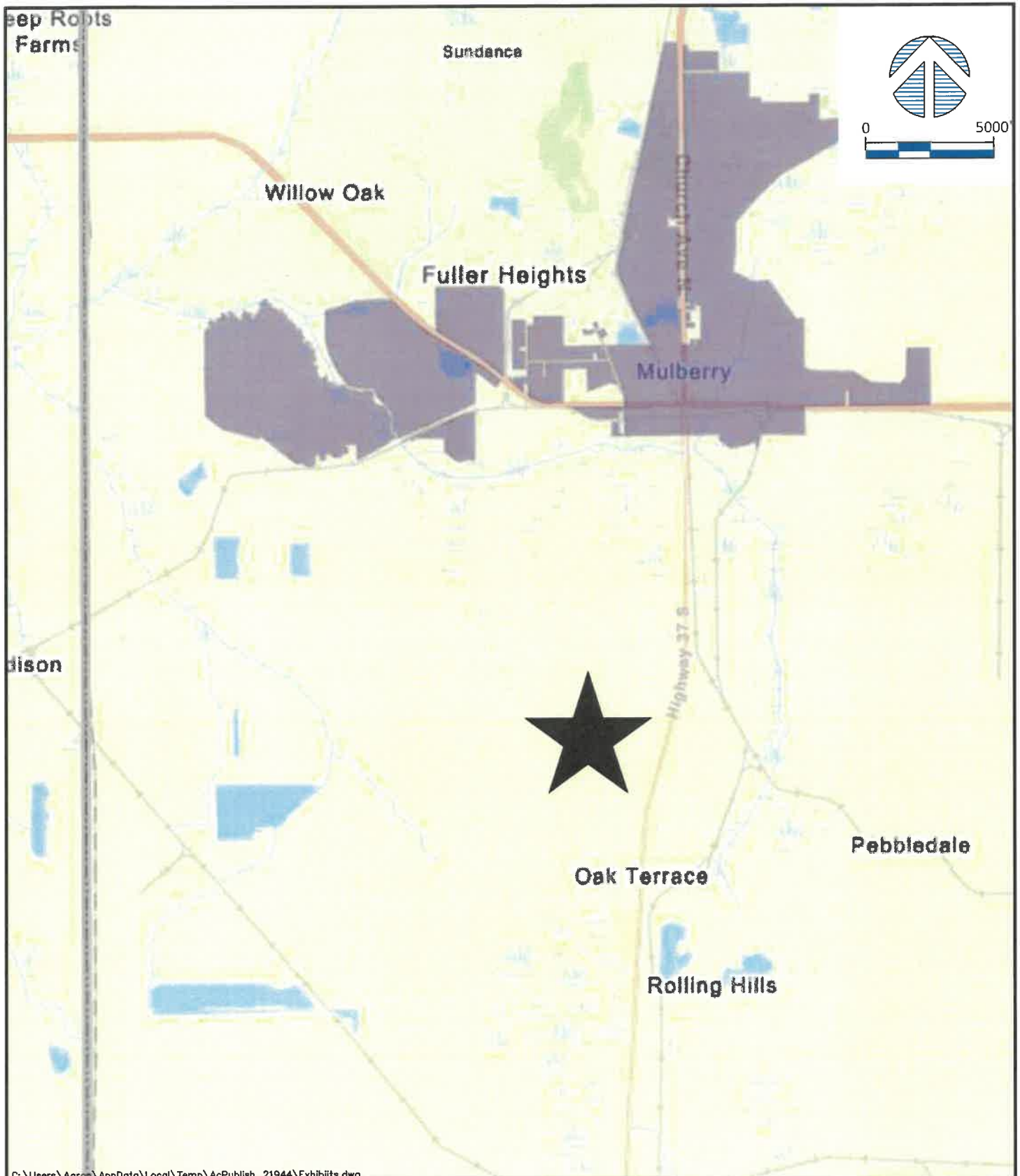
Exhibit I - Existing Development Area Map

Exhibit J - Proposed Development Area Map

Exhibit K - Traffic Circulation Map

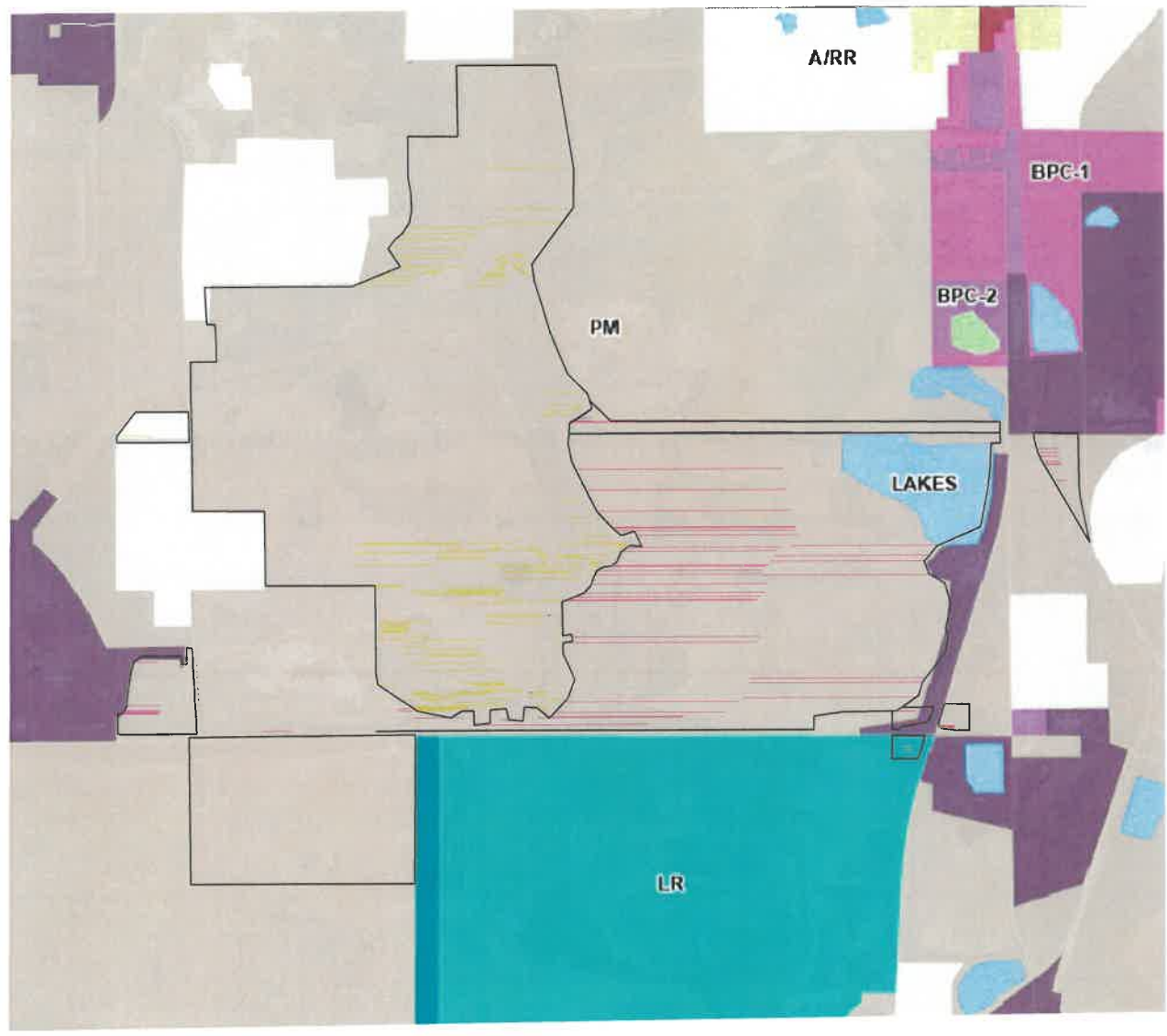
Exhibit M - Mims Crossing CPA Text Amendment (LDCPAL-2025-7) - LDCT-2025-15

Exhibit L - Mims Crossing - Rural Cluster Center (RCC) Activity Center Plan Policy Support



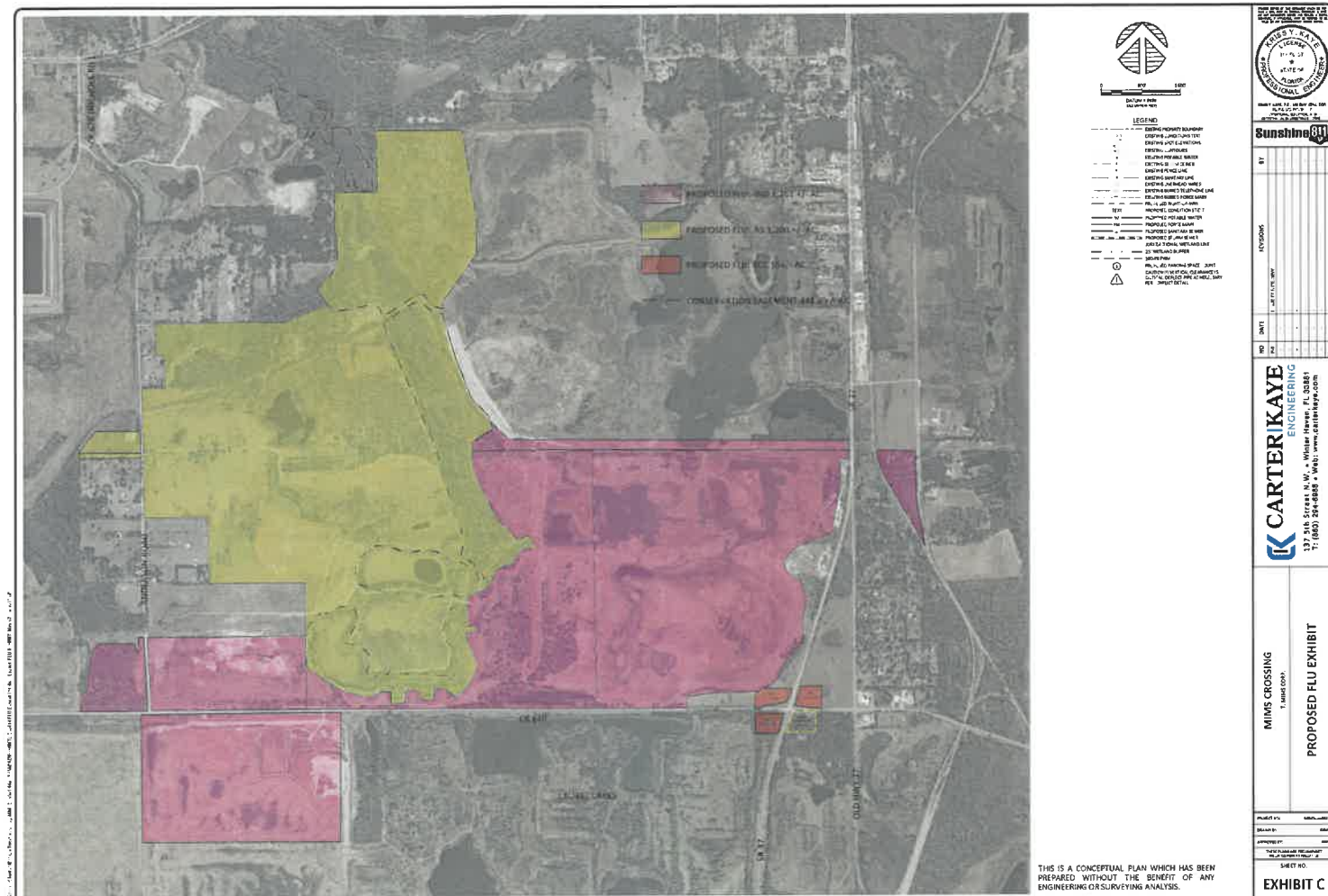
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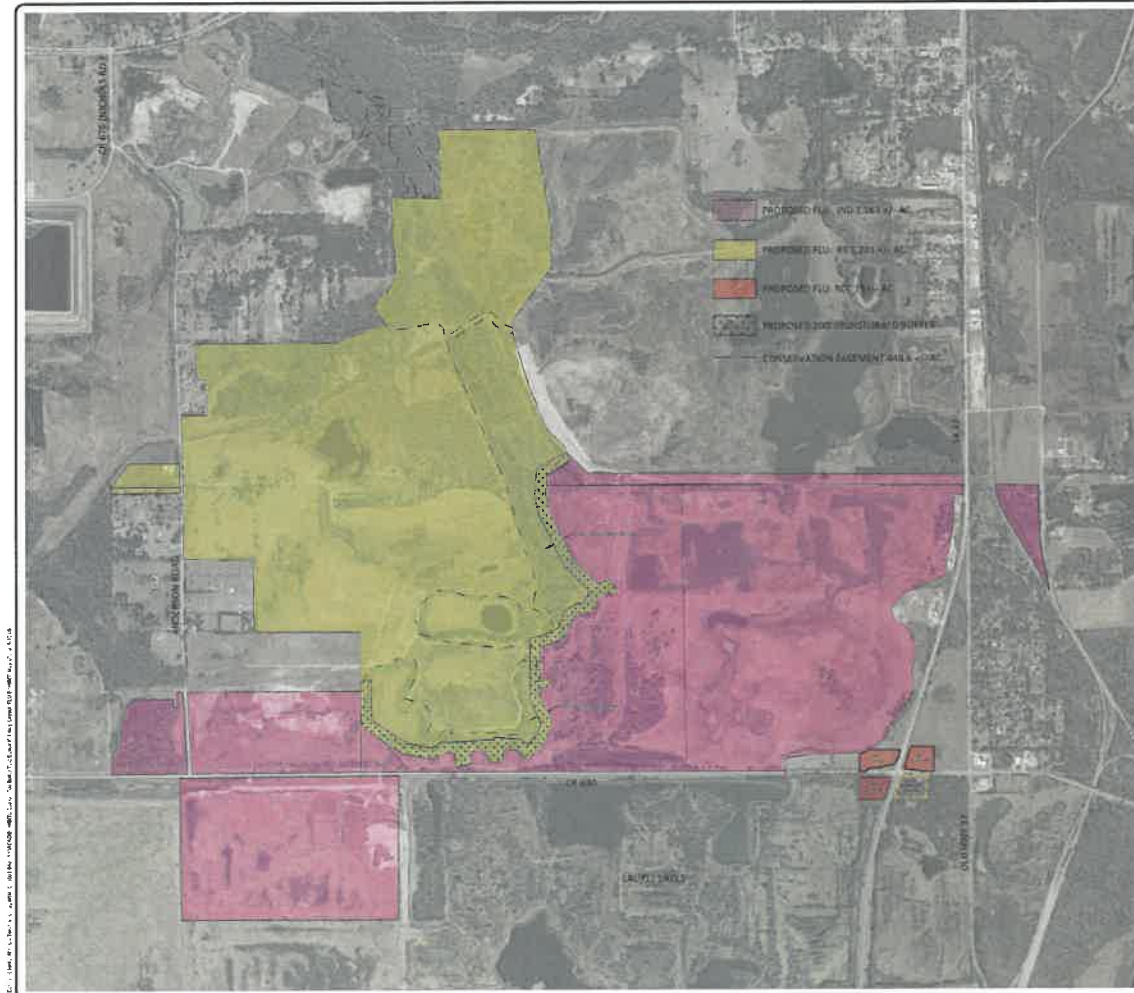
EXHIBIT A - LOCATION MAP	SOURCE: AERIAL: MICROSOFT	 CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
T. MIMS CORP. MIMS CROSSING	PROJECT No.: MIMSC 26001	
SECTION: 21-24, 14-16, 28, TWP: 30, RGE: 23	Plot Date: May 07, 2026 -- 11:42am	



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EXHIBIT B - EXISTING FUTURE LAND USE	SOURCE: AERIAL: MICROSOFT	 CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
	PROJECT No.: MIMSC 26001	
	Plot Date: May 07, 2026 – 11:42am	
T. MIMS CORP. MIMS CROSSING SECTION: 21-24, 14-16, 28, TWP: 30, RGE: 23		





THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

LEGEND

- EXISTING PROPERTY BOUNDARY
- EXISTING INFRASTRUCTURE
- EXISTING FLOOD ZONE
- EXISTING FLOOD ZONE 1
- EXISTING FLOOD ZONE 2
- EXISTING FLOOD ZONE 3
- EXISTING FLOOD ZONE 4
- EXISTING FLOOD ZONE 5
- EXISTING FLOOD ZONE 6
- EXISTING FLOOD ZONE 7
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- EXISTING FLOOD ZONE 100

PROJECT INFORMATION

PROJECT NAME: MIMS CROSSING

PROJECT LOCATION: 1.000000

PROJECT DATE: 1/1/2020

PROJECT STATUS: 100%

PROJECT DESCRIPTION: 200' BUFFER TEXT AMENDMENT

CLIENT INFORMATION

CLIENT NAME: SUNSHINE 80

CLIENT ADDRESS: 137 SAN SUITE N.W. • WILSON, KANSAS 67150

CLIENT PHONE: 781.880.2848 • FAX: 781.880.2849

CLIENT EMAIL: www.sunshine80.com

DESIGNER INFORMATION

DESIGNER NAME: CARTER KAYE ENGINEERING

DESIGNER ADDRESS: 137 SAN SUITE N.W. • WILSON, KANSAS 67150

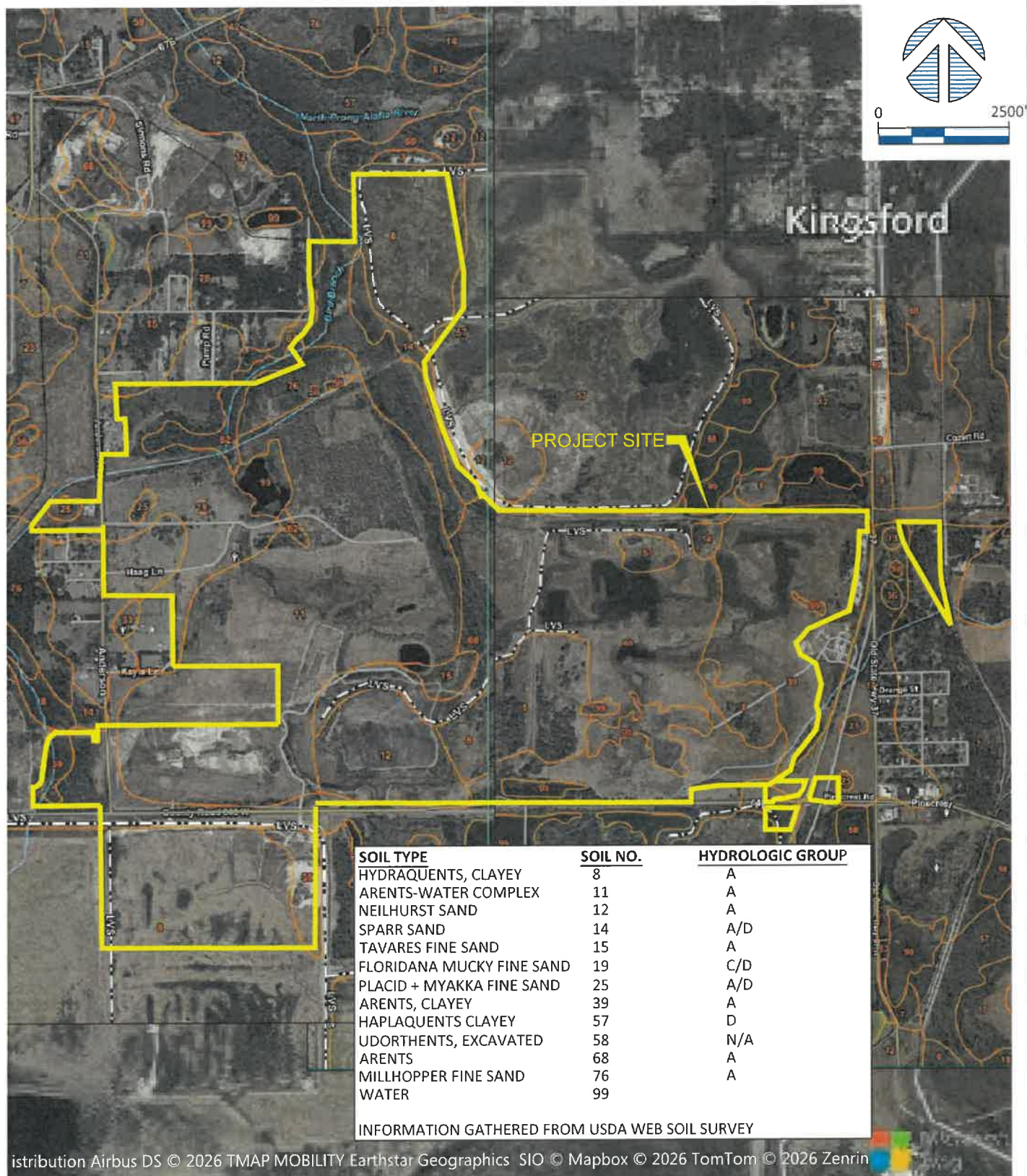
DESIGNER PHONE: 781.880.2848 • FAX: 781.880.2849

DESIGNER EMAIL: www.carterkaye.com

REVISIONS

NO.	DATE	DESCRIPTION
1	1/1/2020	1.000000

EXHIBIT E



K: \Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\SOIL MAP.dwg

EXHIBIT F - SOILS MAP

T. MIMS CORP.
640 CPA

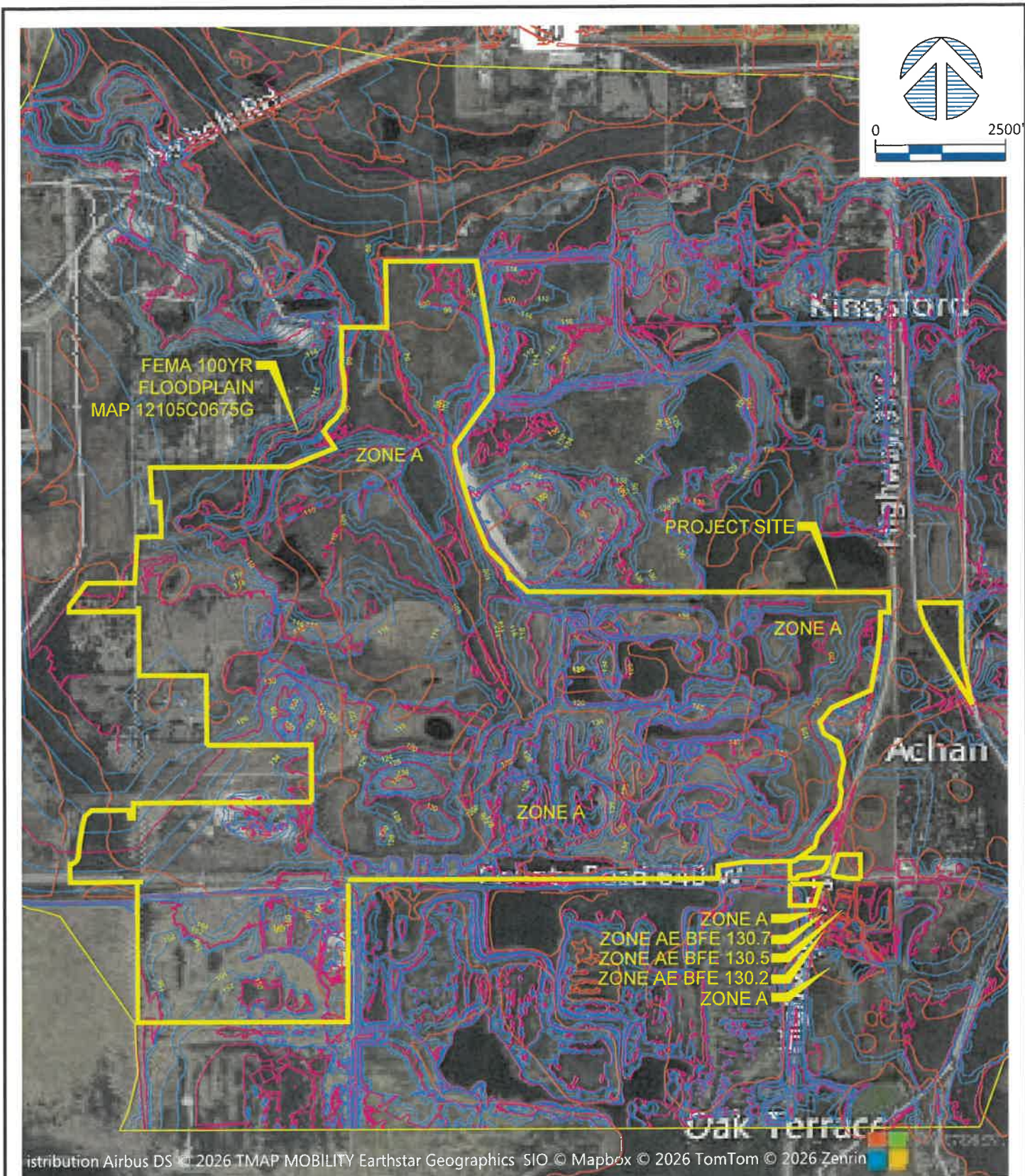
SOURCE:
AERIAL: MICROSOFT

PROJECT No.:
MIMSC26001

Plot Date:
Jun 10, 2026 — 1:54pm

CARTER|KAYE
ENGINEERING

137 5th Street N.W. • Winter Haven, FL 33881
T: (863) 294-6965 • Web: www.carterkaye.com



K:\Clients\MIMSC - Torn Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\TOPO MAP.dwg

EXHIBIT G - TOPOGRAPHIC MAP

T. MIMS CORP.
640 CPA

SOURCE:

AERIAL: MICROSOFT

PROJECT No.:

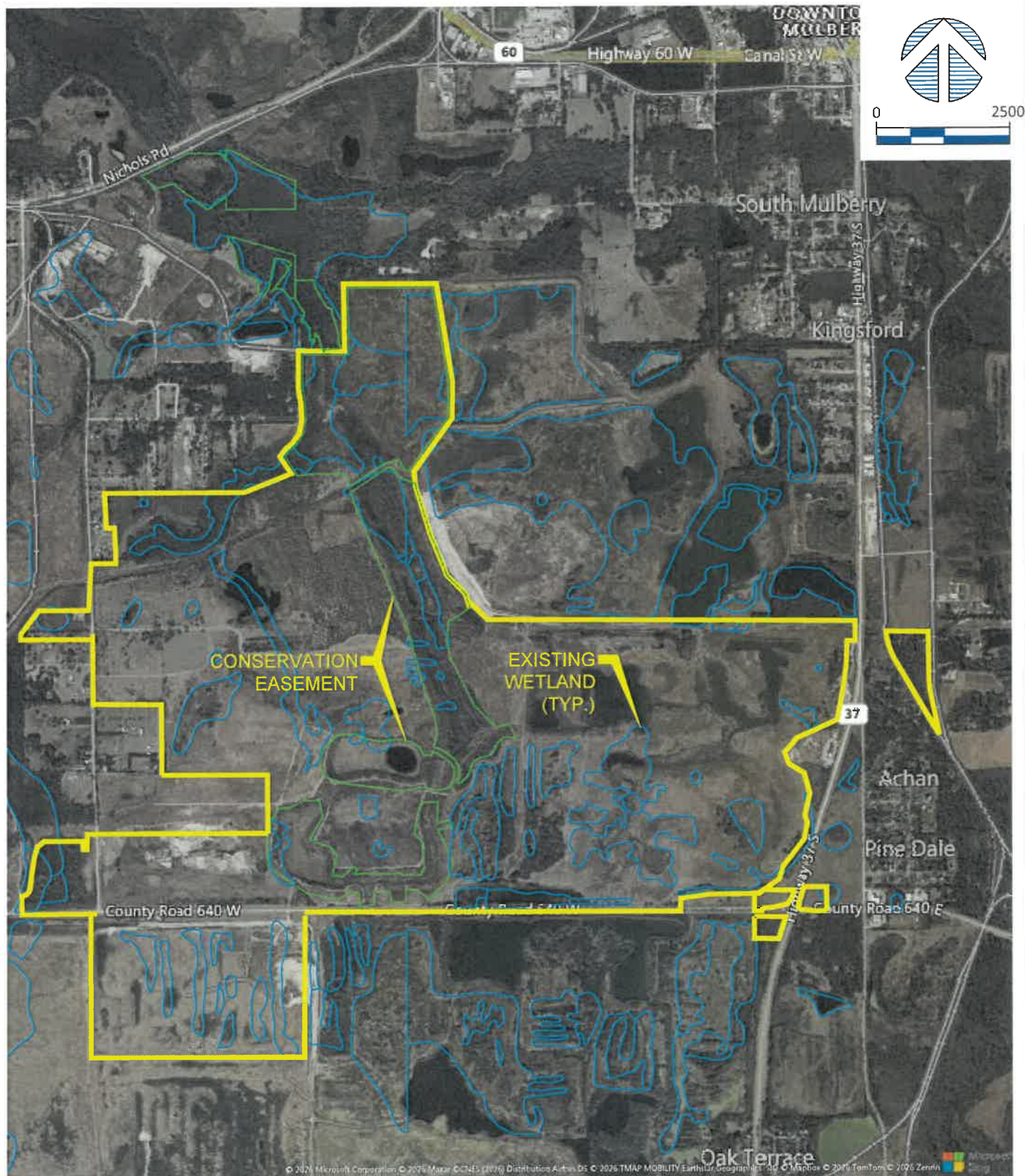
MIMSC26001

Plot Date:

Jun 10, 2026 - 1:53pm

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ENGINEERING

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K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\DRAINAGE MAP.dwg

EXHIBIT H - DRAINAGE MAP

T. MIMS CORP.
640 CPA

SOURCE:

AERIAL: MICROSOFT

PROJECT No.:

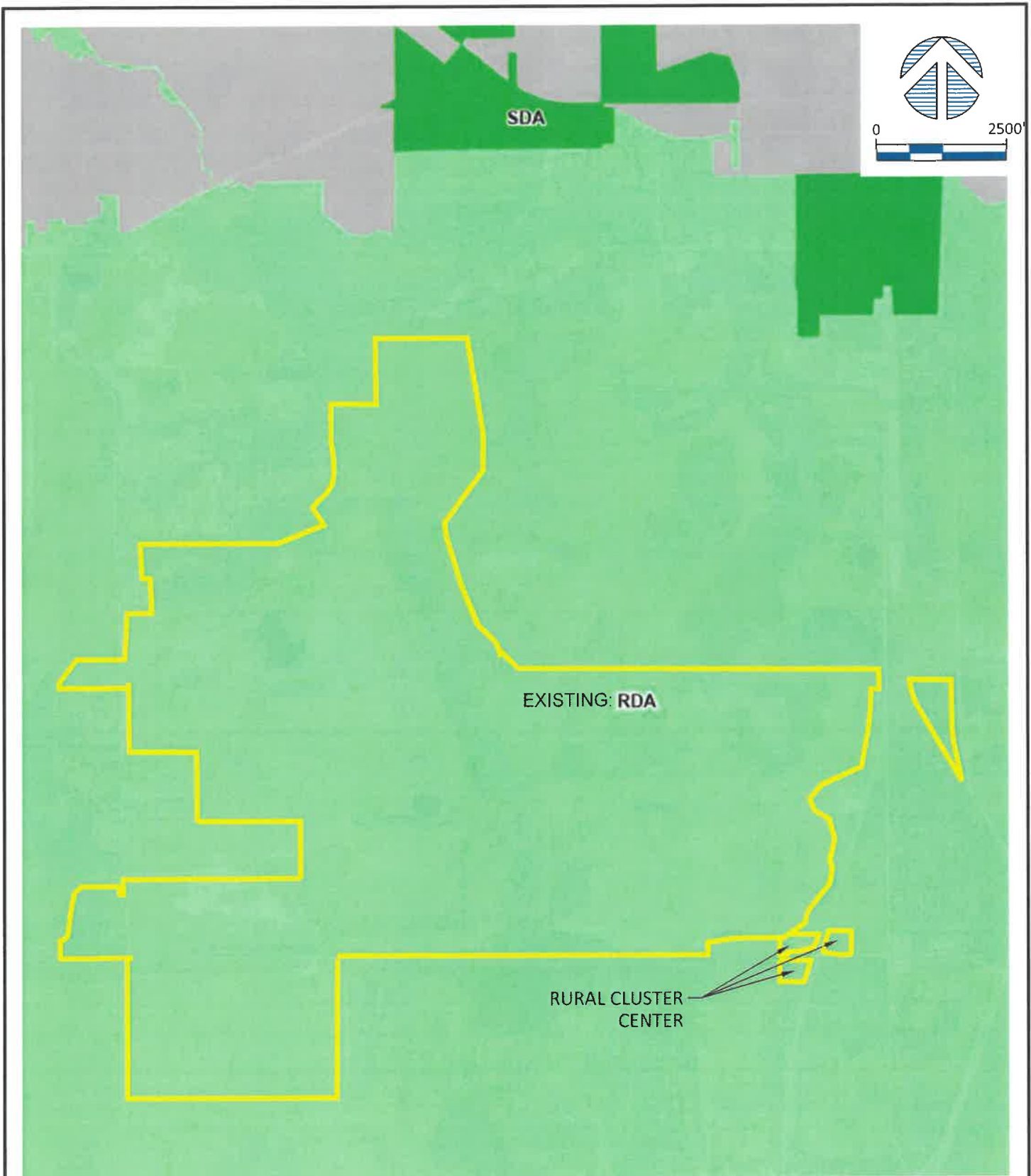
MIMSC26001

Plot Date:

Jun 10, 2026 - 4:15pm

CARTER|KAYE
ENGINEERING

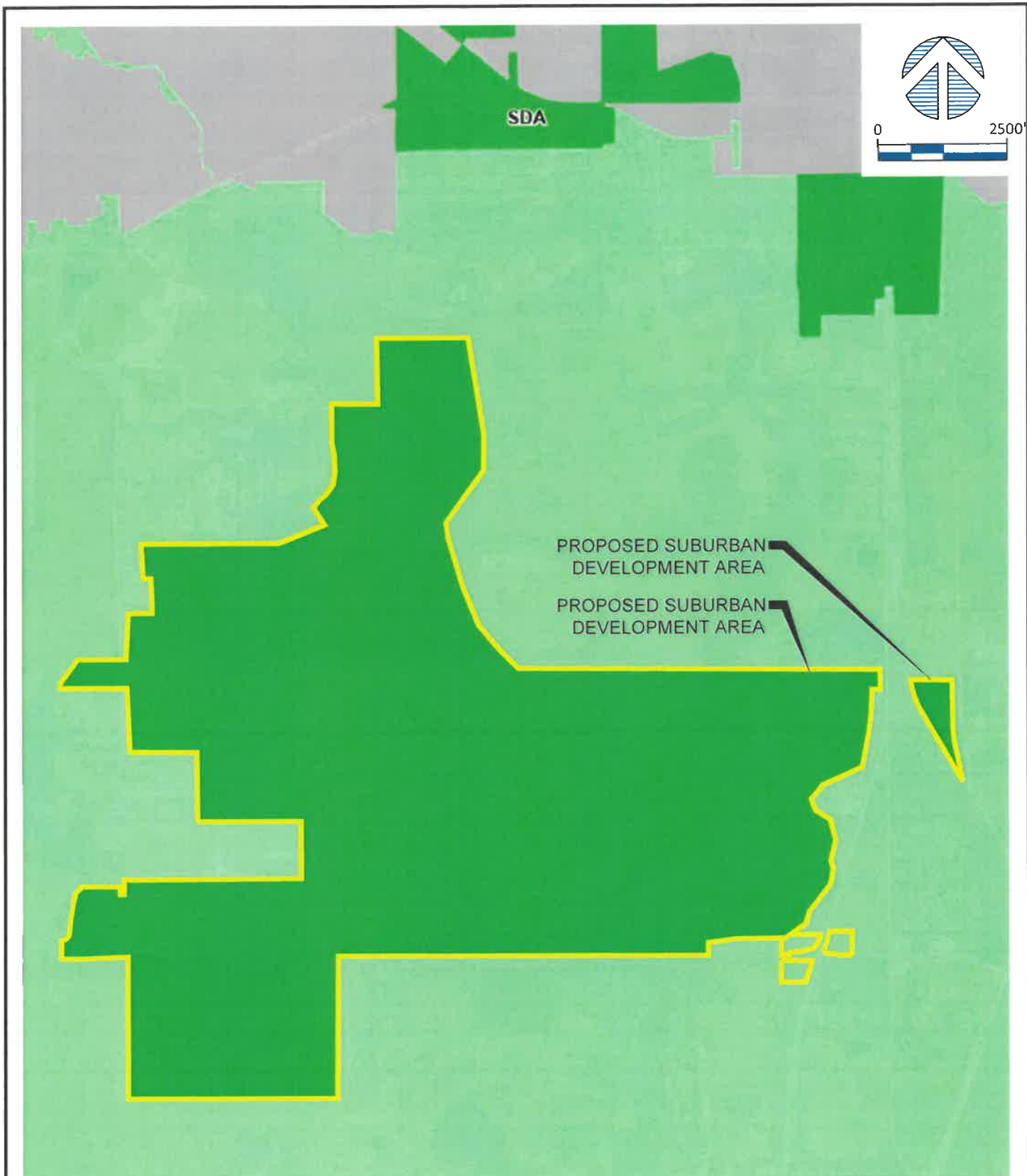
137 5th Street N.W. • Winter Haven, FL 33881
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K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\EXISTING DEV AREA.dwg

EXHIBIT I EXISTING DEVELOPMENT AREA MAP	SOURCE: AERIAL: MICROSOFT	137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
	PROJECT No.: MIMSC26001	
	Plot Date: Jun 10, 2026 - 4:08pm	

T. MIMS CORP.
640 CPA



K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\PROPOSED DEV AREA.dwg

EXHIBIT J
PROPOSED DEVELOPMENT AREA MAP

T. MIMS CORP.
640 CPA

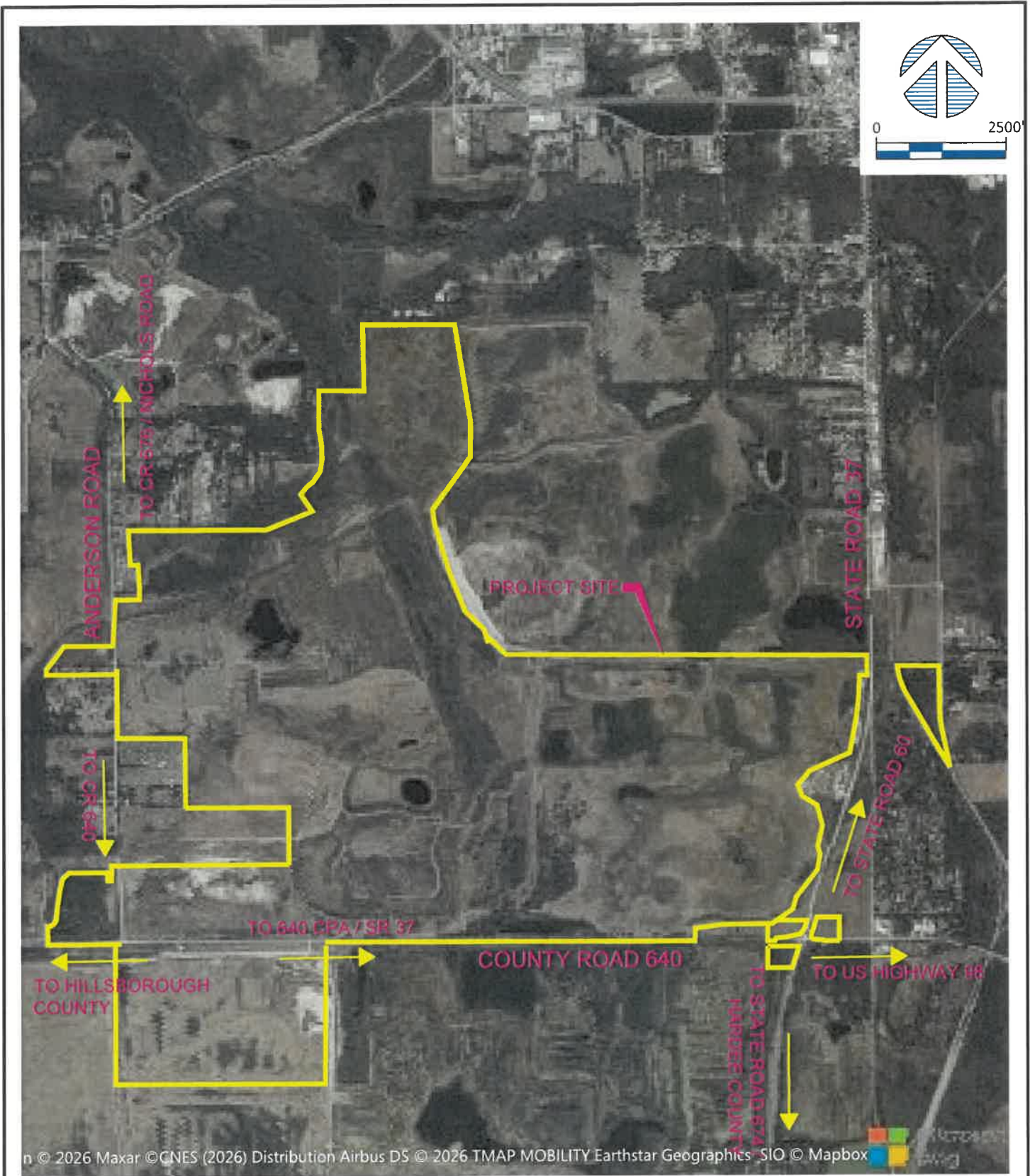
SOURCE:
AERIAL: MICROSOFT

PROJECT No.:
MIMSC26001

Plot Date:
Jun 10, 2026 -- 4:12pm

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K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\TRAFFIC CIRCULATION.dwg

EXHIBIT K TRAFFIC CIRCULATION MAP	SOURCE: AERIAL: MICROSOFT PROJECT No.: MIMSC26001	CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
T. MIMS CORP. 640 CPA	Plot Date: Jun 10, 2026 - 1:47pm	

EXHIBIT L

Mims Crossing CPA Text Amendment (LDCPAL-2025-7) - LDCT-2025-15

1. Applicability – The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

A) 200-ft Wide Buffer. See Exhibit E.

B) Rural (RCC) Activity Center Plan (ACP) – LDCT-2025-15

200-ft Wide Buffer

- 1) The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary

of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

- 2) Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.

Mims Crossing CPA- Rural (RCC) Activity Center Plan (ACP) – LDCT-2025-15

1. The provisions and requirements of this Subsection apply to the parcels located south of Mulberry at the intersection of State Road 37 and CR 640,

as shown in the ACP. It is intended to apply to those parcels within the existing RCC boundary and serve as a guide for future expansions and access management.

2. This RCC are shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 29, Township 30, Sections 23 and 26. and legally described as:

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 667.88 feet; thence N 00°00'00" E a distance of 34.98 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 89°51'53" W along said right of way a distance of 254.21 feet to a point on a right of way parcel described in Official Records Book 13436, page 39 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 71°55'36" W a distance of 52.30 feet; (2) N 84°28'45" W a distance of 183.16 feet to the beginning of a curve concave to the northeast and having a radius of 60.00 feet; (3) along said curve to the right through a central angle of 101°39'19" an arc distance of 106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

NW Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 2041.32 feet; thence N 00°00'00" E a distance of 37.91 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 00°00'00" E a distance of 329.85 feet to a point on the boundary of a parcel of land described in Official Records Book

9164, page 2068 of the public records of Polk County, Florida; thence along said boundary for the following two courses; (1) N 89°12'31" E a distance of 82.07 feet; (2) N 55°03'11" E a distance of 112.67 feet; thence N 90°00'00" E a distance of 574.18 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'55" W along said right of way line a distance of 154.56 feet to a point on the boundary of a right of way parcel described in Official Records Book 13436, page 33 of the public records of Polk County, Florida; thence along said right of way parcel boundary for the following five courses; (1) S 32°36'35" W, 142.09 feet; (2) S 77°26'58" W, 277.59 feet; (3) S 86°50'28" W, 150.33 feet; (4) S 71°50'14" W, 53.55 feet; (5) S 19°24'00" W, 46.05 feet to a point on aforesaid north right of way of County Road 640; thence N 89°47'05" W a distance of 139.00 feet to the Point of Beginning.

SW Parcel

A parcel of land in Section 26, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the northeast corner of said Section 26; thence N 89°51'46" W along the north line of said Section 26 a distance of 2041.32 feet; thence S 00°00'00" W a distance of 67.10 feet to the Point of Beginning on the south right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence S 89°47'05" E along said south line distance of 591.96 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'17" W along said right of way line a distance of 431.64 feet to a point on the south line of the north 480.50 feet of said Section 26; thence N 89°51'46" W along said South line a distance of 464.17 feet; thence N 00°00'00" E a distance of 413.40 feet to the Point of Beginning.

3. Permitted Uses - Uses permitted within the boundaries of this RCC shall conform to those found in Table 2.1 Use Table for Standard Land Use Districts.
4. Transportation
 - (a) Access: This ACP shows the general locations of access points to the existing CR 640 and SR 37 rights-of-way. They are conceptual and non-binding, with the exact driveway and cross-access location being determined at Level 2 review. In addition:

-
- 1) There shall be no easements or divisions of land created that prevent access to CR 640 or SR 37.
 - 2) Development shall be designed to allow cross-access to adjacent parcels.
 - 3) All development shall ensure cross-access and connectivity to these roadways are maintained.
-
- 5) Mass Transit locations: Future transit service and stop locations shall be implemented by the transit provider at locations optimum for safe and effective operations.
 - 6) Landscaping: Development shall adhere to the landscape and buffering requirements of Section 720 of the Land Development Code.
 - 7) Signage: All ground signage shall be limited to monument signs.

EXHIBIT M

Mims Crossing - Rural Cluster Center (RCC) Activity Center Plan Policy Support

This application requests an LDC Text Amendment to accompany Large-Scale Comprehensive Plan Amendment LDCPAL-2025-7 to modify the Future Land Use designation of the subject property from Agricultural/Rural Residential and Phosphate Mining (PM) to Rural Cluster Center (RCC) within the Rural Development Area. Please refer to Exhibit D for the RCC Activity Center Plan (ACP).

The purpose of the proposed RCC designation is to allow for commercial and service uses including retail, grocery, restaurant, medical, and personal service establishments intended to support the surrounding area. The proposed RCC is intended to support the proposed mixed-use framework consisting of Residential Suburban and Industrial uses together with existing residential development within the surrounding corridor area.

Policy 2.110-B1: Characteristics

The proposed RCC is intended to provide a localized commercial and service node supporting the surrounding rural area, the proposed mixed-use development framework, and increasing transportation activity along the SR 37 and CR 640 corridor. With continued residential growth and anticipated employment-generating uses within the area, the proposed RCC is appropriate to support existing and future residents, employees, and corridor-related traffic activity.

Policy 2.110-B2: Designation and Mapping

The proposed RCC is intended to support the proposed mixed-use framework together with existing residential development within the surrounding area, including the Pinedale Subdivision and residential development along the SR 37 corridor. The RCC designation is further supported by the concentration of existing and proposed residential development, employment-generating uses, and transportation activity within the immediate vicinity.

Policy 2.110-B3: Location Criteria

The proposed RCC is located at the intersection of CR 640 (Rural Major Collector) and SR 37 (Minor Arterial) and is positioned to serve seasonal, tourist, employment-related, and permanent residential traffic within the corridor area. Consistent with Comprehensive Plan Policy 2.110-B3, the nearest existing RCC is located more than three miles to the south near Bradley Junction.

Policy 2.110-B4: Development Criteria

The proposed RCC is intended to provide commercial and personal service uses at an intensity and scale appropriate to support the surrounding rural population, anticipated residential development, employment-generating uses, and corridor-related traffic activity associated with the SR 37 and CR 640 corridor area. Typical uses may include retail, grocery, restaurant, medical, and personal service establishments intended to serve existing and future residents, employees, and travelers within the area.

Policy 2.110-K1 Establishment and Mapping Requirement

The proposed RCC is located at the intersection of CR 640 (Rural Major Collector) and SR 37 (Minor Arterial) and is positioned to support seasonal, tourist, employment-related, and permanent residential activity within the corridor area. Consistent with Comprehensive Plan Policy 2.110-B3, the nearest existing RCC is located more than three miles to the south near Bradley Junction.

The proposed RCC therefore satisfies the establishment criteria for additional Activity Centers by meeting the applicable location criteria for the Rural Development Area and by supporting the general characteristics of the proposed classification through the continued growth of surrounding residential development, employment-generating uses, and transportation activity within the corridor area.

The proposed RCC is intended to function as a logical commercial support node serving both the proposed mixed-use framework and surrounding rural and corridor-related activity consistent with the intent of the Comprehensive Plan.

Policy 2.110-L4 and L5: Activity Center Plan Requirements

Please refer to Sheet C2.0 for the Activity Center Plan. An ACP has been submitted for the proposed Activity Center consistent with the requirements of Policies 2.110-L4 and 2.110-L5 of the Polk County Comprehensive Plan. The ACP establishes the conceptual framework for land use organization, circulation planning, access coordination, conceptual buffering, and compatibility relationships within the proposed activity center area. The ACP exhibit is intended to provide a conceptual planning framework for future development coordination and implementation within the proposed RCC area.

Detailed implementation elements, including final access locations, roadway configurations, utility design, stormwater engineering, and site development standards, are anticipated to be addressed during subsequent development review and permitting processes.

The ACP is intended to serve as the long-range planning and implementation framework for the RCC and is anticipated to be incorporated into the Land Development Code consistent with Policy

2.110-L1 of the Comprehensive Plan. The submitted ACP exhibit conceptually depicts the general land use organization, circulation relationships, buffering concepts, and access framework supporting the proposed RCC designation.

K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\PERMITTING\COUNTY\ZONING\4-Zoning Application\260506 RCCPolicySupport Narrative KM KKaye2.docx

Filename: 491- FLU Buffer.doc

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence

along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

A parcel of land in Sections 14, 15, 21, 22 & 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 59.73 feet to the Point of Beginning on the north right of way line of County Road 640 as shown on State Road Department Right of Way Map Section 16720-2150; thence along said north right of way for the following three courses; (1) S 89°34'11" W a distance of 2771.82 feet; (2) N 00°14'22" W a distance of 5.00 feet; (3) S 89°34'08" W a distance of 1093.22 feet to the centerline of Anderson Road; thence N 03°04'10" W along said centerline a distance of 1503.01 feet to the intersection with the south line of the North 1107.00 feet of the South 1/2 of said Section 21; thence N 89°50'57" E along said south line a distance of 3248.17 feet to a point on the boundary of proposed Conservation Easement Area 'D' parcel; thence along said parcel boundary for the following nineteen courses; (1) S 09°27'32" W, 14.46 feet; (2) S 00°02'50" W, 448.96 feet; (3) S 10°38'55" E, 200.54 feet; (4) S 56°26'14" E, 866.72 feet; (5) S 78°21'24" E, 584.95 feet; (6) N 57°59'41" E, 229.30 feet; (7) N 89°59'06" E, 203.19 feet; (8) S 02°41'33" E, 257.28 feet; (9) N 81°28'09" E, 280.89 feet; (10) N 00°01'43" E, 231.55 feet; (11) N 86°19'02" E, 283.56 feet; (12) S 12°34'04" E, 198.98 feet; (13) S 84°31'22" E, 254.63 feet; (14) N 05°40'22" E, 255.63 feet; (15) S 84°32'16" E, 220.06 feet; (16) S 51°03'38" E, 288.53 feet; (17) N 42°32'48" E, 463.41 feet; (18) N 20°31'29" E, 363.99 feet; (19) N 23°57'16" W, 502.99 feet to the east line of the Southwest 1/4 of said Section 22; thence N 00°53'43" W along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D' Parcel; thence along said parcel for the following three courses; (1) N 79°58'22" E, 175.57 feet; (2) N 10°02'31" W, 126.94 feet; (3) S 79°57'21" W, 155.13 feet to the east line of said Southwest 1/4; thence N 00°53'43" W along said east line a distance of 637.68 feet to a point on the boundary of Conservation Easement Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence N 85°36'37" E along said boundary a distance of 187.93 feet; thence N 61°21'02" E a distance of 121.48 feet to a point on the boundary of Conservation Easement Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said parcel boundary for the following fourteen courses; (1) N 52°45'23" E, 256.18 feet; (2) N 17°30'48" E, 305.49 feet; (3) N 73°07'25" E, 343.54 feet; (4) N 26°00'46" E, 204.22 feet; (5) N 45°46'21" E, 215.83 feet; (6) S 84°47'46" E, 163.57 feet; (7) N 01°10'29" E, 136.19 feet; (8) N 25°08'57" W, 145.08 feet; (9) S 71°53'24" W, 251.66 feet; (10) N 45°09'51" W, 579.16 feet; (11) N 26°52'25" W, 1083.68 feet; (12) N 03°04'00" W, 596.68 feet; (13) N 58°13'35" E, 514.27 feet; (14) N 17°07'22" W, 206.72 feet; thence S 45°03'29" E a distance of 587.20 feet to a point on the north line of the South 200.00 feet of said Section 15; thence N 89°42'25" E along said north line a distance of 1689.92 feet to the west line of said Section 14; thence S 89°39'25" E along the north line of the south 200.00 feet of said Section 14 a distance of 5222.95 feet to the west right of way line of State Road 37 as shown on Map Project 1625-5687; thence S 00°24'01" E along said right of way a distance of 381.85 feet to the northeast corner of a parcel of land described in Official

Records Book 8515, page 2 of the public records of Polk County, Florida; thence along said parcel for the following five courses; (1) N 89°29'32" W, 156.42 feet; (2) S 02°13'55" W, 439.56 feet; (3) S 06°56'01" W, 371.57 feet; (4) S 10°41'04" W, 687.25 feet; (5) S 65°18'38" W, 674.04 feet to a point on the boundary of a parcel of land described in Official Records Book 12048, page 1724 of the public records of Polk County, Florida; thence along said parcel for the following four courses; (1) S 68°22'18" W, 167.06 feet; (2) S 38°58'34" W, 205.25 feet; (3) S 43°58'48" W, 139.94 feet; (4) S 20°30'33" E, 234.21 feet to the point on the boundary of a parcel of land described in Official Records Book 8118, page 546 of the public records of Polk County, Florida; thence along said parcel for the following five courses; (1) S 58°43'51" E, 335.59 feet; (2) S 15°03'45" E, 401.26 feet; (3) S 12°57'31" W, 415.38 feet; (4) S 17°08'19" E, 150.26 feet; (5) S 09°28'48" W, 305.87 feet to a point on the boundary of a parcel of land described in Official Records Book 9164, page 2068 of the public records of Polk County, Florida; thence along said parcel for the following seven courses; (1) S 38°18'58" W, 659.73 feet; (2) S 16°09'37" W, 243.56 feet; (3) S 55°00'15" W, 476.92 feet; (4) S 89°12'31" W, 950.01 feet; (5) S 81°33'47" W, 456.48 feet; (6) S 86°41'46" W, 73.57 feet; (7) S 00°17'53" W, 241.38 feet to aforesaid north right of way line of County Road 640; thence along said right of way for the following four courses; (1) N 89°47'06" W, 1830.63 feet to the west line of said Section 23; (2) N 89°47'12" W, 617.63 feet; (3) N 89°58'16" W, 3901.10 feet; (4) S 89°34'26" W, 733.84 feet to the Point of Beginning.

AND

A parcel of land in Section 21, Township 30 South, Range 23 East, Polk County, Florida, described as follows

Begin at the southwest corner of said Section 21; thence North 89°51'07" East along the south line thereof a distance of 1450.35 feet to the centerline of Anderson Road; thence North 03°04'10" W along said centerline a distance of 1548.45 feet; thence S 88°39'42" W a distance of 153.85 feet; thence S 00°29'53" W a distance of 282.43 feet; thence N 89°40'15" W a distance of 67.67 feet; thence N 05°58'32" W a distance of 154.61 feet; thence N 90°00'00" W a distance of 717.97 feet; thence S 48°57'16" W a distance of 166.60 feet; thence S 16°01'14" W a distance of 137.09 feet to a point on the westerly boundary of Parcel Q as described in Official Records Book 5193, page 183 of the public records of Polk County, Florida; thence along said westerly boundary for the following seven courses; (1) S 12°11'01" W a distance of 90.71 feet; (2) S 08°18'48" W a distance of 313.80 feet; (3) S 06°03'00" W a distance of 237.47 feet to the beginning of a curve concave to the northwest and having a radius of 170.00 feet; (4) thence along said curve to the right through a central angle of 63°01'12" an arc distance of 186.98 feet (chord bearing = S 37°33'39" W, chord = 177.70 feet; (5) S 69°04'19" W a distance of 27.67 feet; (6) N 82°23'20" W a distance of 23.55 feet to the west line of said Section 21; (7) S 00°09'45" E a distance of 394.01 feet to the Point of Beginning.

LESS: Right-of-way for Anderson Road;

LESS: Right-of-way for County Road 640;

AND

A parcel of land in Section 24, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the NW corner of Section 24; thence S 89°40'18" E, along the North boundary of said Section 24, a distance of 502.50 feet the East boundary of the CSX Railroad right-of-way (Formerly Atlantic Coast Line R.R. Co.) Map V.31-Fla 4 and to the Point of Beginning; thence S 89°40'18" E along the North boundary of Section 24 a distance of 793.02 feet to the intersection with the Westerly boundary of the CSX Railroad right-of-way (Formerly Charlotte Harbor & Northern Railway) Map V.11-Fla L-2 24; thence S 00°59'36" E along said boundary, 844.97 feet to a point of curve; thence continue along said boundary the following two courses and distances; thence along the arc of a curve to the left having a radius of 2,133.69 feet, a central angle of 10°59'39", a chord distance of 408.79 feet, a chord bearing of S 06°29'26" E, and an arc distance of 409.42 feet to the point of tangent; thence S 11°59'15" E, 704.14 feet to the intersection of the East boundary of the CSX Railroad right-of-way (formerly Atlantic Coast Line R.R. Co.) Map V.31-Fla 4; thence N 30°35'54" W along said boundary, 1,599.85 feet to a point of curve; thence continue along said boundary and along the arc of a curve to the right having a radius of 1,382.69 feet, a central angle of 24°55'50", a chord distance of 596.90 feet, a chord bearing of N 18°07'59" W, and an arc distance of 601.64 feet to the point of tangent and to the Point of Beginning.

AND

A parcel of Land in Section 28, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

The North 2645.00 feet LESS the right of way of County Road 640

LESS

Commence at the northwest corner of said Section 28; thence S 00°16'22" E along the west line thereof a distance of 35.00 feet to the South right of way line of County Road S-640 (Lithia Rad) as per right of way Map Book 4, pages 767-770, public records of Polk County, Florida and the Point of Beginning; thence N 89°46'36" E along said right of way line a distance of 341.67 feet to right of way change station 120+00.00; thence S 00°14'24" E along said right of way line a distance of 5.00 feet; thence N 89°45'36" E along said right of way line a distance of 100.17 feet to the point on intersection station 121+00.00; thence N 89°34'13" E along said right of way line a distance of 819.00 feet; thence S 00°38'40" E a distance of 2825.04 feet; thence S 04°22'10" E a distance of 2460.05 feet to the south line

of the southwest quarter of said Section 28; thence S 89°58'03" W along said south line a distance of 1454.90 feet to the Southwest corner of said Section 28; thence N 00°16'22" W along the west line of said Section 28 a distance of 5275.66 feet to the Point of Beginning.

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 667.88 feet; thence N 00°00'00" E a distance of 34.98 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 89°51'53" W along said right of way a distance of 254.21 feet to a point on a right of way parcel described in Official Records Book 13436, page 39 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 71°55'36" W a distance of 52.30 feet; (2) N 84°28'45" W a distance of 183.16 feet to the beginning of a curve concave to the northeast and having a radius of 60.00 feet; (3) along said curve to the right through a central angle of 101°39'19" an arc distance of 106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

NW Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 2041.32 feet; thence N 00°00'00" E a distance of 37.91 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 00°00'00" E a distance of 329.85 feet to a point on the boundary of a parcel of land described in Official Records Book 9164, page 2068 of the public records of Polk County, Florida; thence along said boundary for the following two courses; (1) N 89°12'31" E a distance of 82.07 feet; (2) N 55°03'11" E a distance of 112.67 feet; thence N 90°00'00" E a distance of 574.18 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'55" W along said right of way line a distance of 154.56 feet to a point on the boundary of a right of way parcel described in Official Records Book 13436, page 33 of the public records of Polk

County, Florida; thence along said right of way parcel boundary for the following five courses; (1) S 32°36'35" W, 142.09 feet; (2) S 77°26'58" W, 277.59 feet; (3) S 86°50'28" W, 150.33 feet; (4) S 71°50'14" W, 53.55 feet; (5) S 19°24'00" W, 46.05 feet to a point on aforesaid north right of way of County Road 640; thence N 89°47'05" W a distance of 139.00 feet to the Point of Beginning.

SW Parcel

A parcel of land in Section 26, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the northeast corner of said Section 26; thence N 89°51'46" W along the north line of said Section 26 a distance of 2041.32 feet; thence S 00°00'00" W a distance of 67.10 feet to the Point of Beginning on the south right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence S 89°47'05" E along said south line distance of 591.96 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'17" W along said right of way line a distance of 431.64 feet to a point on the south line of the north 480.50 feet of said Section 26; thence N 89°51'46" W along said South line a distance of 464.17 feet; thence N 00°00'00" E a distance of 413.40 feet to the Point of Beginning.

Filename: 491- FLU RS.doc

A parcel of land in Sections 10, 15, 16, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 1107.00 feet to a point on the north line of the South 1/2 of said Section 21; thence S 89°50'57" W along said north line a distance of 1982.84 feet to the southwest corner of the Southeast 1/4 of the Northwest 1/4 of said Section 21; thence N 00°31'17" W along the east line of said Southeast 1/4 of the Northwest 1/4 a distance of 1326.76 feet; thence S 89°51'04" W along the north line of said Southeast 1/4 of the Northwest 1/4 a distance of 1315.90 feet; thence N 00°20'19" W along the west line of the Northeast 1/4 of the Northwest 1/4 of said Section 21 a distance of 1326.47 feet to the southwest corner of the Southeast 1/4 of the Southwest 1/4 of said Section 16; thence N 00°21'40" W along the west line of said Southeast 1/4 of the Southwest 1/4 a distance of 1321.99 feet to the northwest corner of said Southeast 1/4 of the Southwest 1/4; thence N 89°51'12" E along the north line of said Southeast 1/4 of the Southwest 1/4 a distance of 477.07 feet to the intersection with the southerly extension of the east boundary of a parcel of land described in Official Records Book 7377, page 1034 of the public records of Polk County, Florida; thence N 02°56'23" W along said boundary a distance of 663.33 feet to the northeast corner of said parcel; thence S 89°39'03" W along the north line of said parcel a distance of 178.85 feet; thence N 00°10'30" W along the east boundary of parcels described in Official Records Book 11721, page 1301, Official Records Book 11719, page 899 and Official Records Book 13652, page 1933, all of the public records of Polk County, Florida, a distance of 660.00 feet to the north line of the South 1/2 of said Section 21; thence N 89°52'03" E along said north line a distance of 2661.41 feet to the southwest corner of the East 3/4 of the Southeast 1/4 of the Northeast 1/4 of said Section 16; thence N 67°46'05" E a distance of 922.34 feet to a point on the Boundary of Conservation Easement Area 'A' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said parcel boundary for the following five courses; (1) N 33°50'42" W, 377.21 feet; (2) N 38°43'21" E, 653.55 feet; (3) N 04°24'02" W, 754.59 feet; (4) N 00°46'29" W, 720.17 feet to a point being 50.00 feet east of the northwest corner of said Section 15; (5) N 89°29'46" E and the easterly extension thereof a distance of 883.29 feet; thence N 00°52'34" W a distance of 317.13 feet to a point on the boundary of said Conservation Area 'A'; thence along the boundary of said Conservation Area 'A' for the following six courses; (1) N 00°52'34" W, 938.55 feet; (2) S

89°52'23" E, 1755.99 feet; (3) S 09°12'24" E, 1858.83 feet; (4) S 00°34'22" W, 692.30 feet; (5) S 36°08'58" W, 1237.66 feet; (6) S 07°38'57" E, 116.65 feet; thence S 06°06'04" E a distance of 109.94 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along the boundary of said Conservation Area 'B' for the following sixteen courses; (1) S 18°01'18" E, 1772.98 feet; (2) S 45°35'14" E, 552.34 feet; (3) S 17°07'22" E, 297.44 feet; (4) S 58°13'35" W, 514.27 feet; (5) S 03°04'00" E, 596.68 feet; (6) S 26°52'25" E, 1083.68 feet; (7) S 45°09'51" E, 579.16 feet; (8) N 71°53'24" E, 251.66 feet; (9) S 25°08'57" E, 145.08 feet; (10) S 01°10'29" W, 136.19 feet; (11) N 84°47'46" W, 163.57 feet; (12) S 45°46'21" W, 215.83 feet; (13) S 26°00'46" W, 204.22 feet; (14) S 73°07'25" W, 343.54 feet; (15) S 17°30'48" W, 305.49 feet; (16) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning, LESS right of way of Anderson Road.

AND

A parcel of land in Sections 16 and 21, Township 30 South, Range 23 East; Polk County, Florida, described as follows:

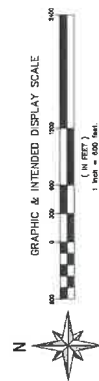
Begin at the southwest corner of said Section 16; thence N 36°46'06" E a distance of 557.65 feet along the boundary of a parcel of land described in Official Records Book 6963, page 2244 of the public records of Polk County, Florida to a point on the boundary of Parcel 'A' as described in Official Records Book 5193, page 183 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 89°44'19" E, 964.26 feet to the centerline of Anderson Road; (2) S 01°44'56" E along said centerline,

447.64 feet to the south line of said Section 16; (3) S 89°50'22" W along said south line a distance of 1311.72 feet to the Point of Beginning, LESS Right of Way of Anderson Road.
AND

The North 100.00 feet of the Northwest 1/4 of the Northwest 1/4 of said Section 21 lying west of the right of way of Anderson Road.

[illegible]





AGENT OF RECORD LETTER

TO THE POLK COUNTY LAND DEVELOPMENT DIVISION, AND THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS:

I (We), William T. Mims, hereby designate and appoint Stantec Consulting Services, Inc. and Carter and Kaye Engineering, LLC. as my (our) Agents of Record for the purposes of representing me (us) for the following applications: Comprehensive Plan Map and Text Amendment and Land Development Code Text Amendment including the public hearing processes.

My (Our) Agent of Record is hereby vested with authority to make any representations, agreements, or promises which are necessary or desirable in conjunction with the above referenced applications and hearing processes. My (Our) Agent of Record is also authorized to accept or reject any conditions imposed by any reviewing board or entity.

Dated this 4th day of June, 2025.

William T. Mims
Applicant(s)/Owner(s)

William T Mims
Printed Name(s) of Applicant(s)/Owner(s)

Matt Lewis, AICP
Applicant's(s') Representative

Stantec Consulting Services Inc.
Printed Name of Representative

777 S Harbour Island Blvd, Suite 600
Representative's Address

Tampa, FL 33602 / (813) 746-3804
City, State, Zip Code / Phone

Kriss Kaye, PE, CFM
Applicant's(s') Representative

Carter and Kaye Engineering, LLC.
Printed Name of Representative

137 5th Street NW
Representative's Address

Winter Haven, 33881 / (863) 294-6965
City, State, Zip Code / Phone

STATE OF FLORIDA COUNTY OF

The foregoing instrument was acknowledged before me this 4th day of June, 2025 by William T. Mims who is personally known to me or who has produced _____ (type of identification), as identification.

NOTARAY'S SEAL: Erin K. Gray
NOTARY PUBLIC, STATE OF FLORIDA
(Signature of Notary taking Acknowledgement)



(Name of Acknowledger Typed, Printed or Stamped)
My Commission Expires: 7/26/2028

STATE OF FLORIDA COUNTY OF

The foregoing instrument was acknowledged before me this _____ day of _____, 2025 by _____ who is personally known to me or who has produced _____ (type of identification), as identification.

NOTARAY'S SEAL: _____
NOTARY PUBLIC, STATE OF FLORIDA
(Signature of Notary taking Acknowledgement)

(Name of Acknowledger Typed, Printed or Stamped)
My Commission Expires: _____

June 11, 2026

Ms. Lyndsay Rathke
Development Coordinator II
Polk County Land Development Division
330 W. Church St.
Bartow, Florida 33830

**RE: Response to Request for Additional Information – LDCPAL-2025-7 and LDCT-2025-15
Mims Crossing**

Dear Ms. Rathke:

This letter is in response to Polk County's request for additional information regarding the above-referenced project:

General Comments:

Comment 14: Development Area Map – Please include maps showing the current and proposed development areas. Please note that the proposed map will need to exclude the proposed RCC from the proposed Suburban Development Area.

Response 14: The requested Development Area Maps have been revised and included within the resubmittal package. The revised exhibits depict both the existing and proposed Development Area boundaries. Consistent with County staff comments, the proposed Rural Cluster Center (RCC) has been excluded from the proposed Suburban Development Area (SDA) boundary and is depicted separately in accordance with the proposed RCC designation and Activity Center Plan (ACP). Please refer to Exhibit I, Existing Development Area Map, and Exhibit J Proposed Development Area Map.

Comment 15: Impact Statement Maps – Please provide the following maps, as required by Section 910 (Impact Assessment Statements) of the Land Development Code: Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County. Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable. Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

Response 15: The requested exhibits have been added to the revised CPA document and exhibit package. Please refer to Exhibits F through K.

Comment 17: Policy Analysis: Please provide a narrative to demonstrate compliance with the following policies, similar to what was done with the Rural Cluster Center policies: 2.102-A8 – Soils 2.102-A10 – Location Criteria 2.102-A11 – Urban Sprawl Criteria (Note – while Demonstration of Need is mentioned in the Impact Statement, a specific breakdown of each of the 13 criteria is needed. Section 2.106 – Suburban Development Areas Section 2.113A – Industrial Section 2.120-A – Residential-Suburban

Response 17: Please refer to the revised attached Large Scale CPA and Text Amendment document which has been revised to include a new Section 5, "Additional Comprehensive Plan Policy Analysis," which provides detailed discussion of Policies 2.102-A8 (Soils), 2.102-A10 (Location Criteria), 2.102-A11 (Urban Sprawl Criteria), Section 2.106 (Suburban Development Areas), Section 2.113A (Industrial), and Section 2.120-A (Residential Suburban). Please refer to Section 5 of the revised attached Large Scale CPA and Text Amendment document.

Comment 16: Impact Statement: Please provide more specific information as outlined in Items B (Transportation), D (Water Supply), and F (Population) of the impact Assessment Statement per Section 910 of the LDC. It is understood that a Traffic Impact Analysis is forthcoming, and that there is not a binding site plan, but the information outlined in the Impact Statement is needed to ensure that the application is a complete and sufficient document.

Response 16: The Impact Assessment Statement has been revised to expand the Transportation, Water Supply, and population sections of the attached Large Scale CPA and Text Amendment document. Additional discussion has been provided regarding regional transportation access, internal trip capture, phased utility implementation, future infrastructure expansion, anticipated population growth, and subsequent development review and permitting processes. Please refer to Sections 2.2, 2.4, and 2.8 of the revised attached Large Scale CPA and Text Amendment document.

Comment 11: No Level 2 site development plan, infrastructure plan, or construction plan shall be approved by Polk County Land Development for any portion of the project until final school site siting has been coordinated with Polk County Public Schools. Coordination shall include district review of proposed site boundaries, access, phasing, and utility availability, and shall result in written confirmation from the School District indicating that the proposed school site(s) are acceptable or conditionally acceptable for future school development. Malissa C.

Response 11: Thank you for your comment.

Comment 13: Resubmittal - Please provide comments by Thursday, June 4th, so the requests can stay on track for an August 5th, 2026 Planning Commission meeting.

Response 13: Thank you for your comment.

Ms. Lyndsay Rathke

We appreciate your cooperation and assistance with this project. If there is anything further you need, please let us know.

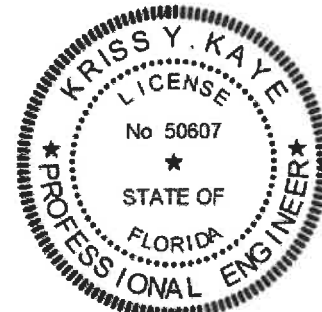
Carter and Kaye Engineering, LLC


Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

KRISS Y. KAYE, P.E., CFM, MS ENV.E.
STATE OF FLORIDA,
PROFESSIONAL ENGINEER
LICENSE NO. 50607

THIS ITEM HAS BEEN DIGITALLY SIGNED|
AND SEALED BY KRISS Y. KAYE, P.E., CFM
ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT
ARE NOT CONSIDERED SIGNED AND
SEALED AND THE SIGNATURE MUST BE
VERIFIED ON ANY ELECTRONIC COPIES.

JUNE 11, 2026



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL. P.E. LIC. NO. 50607

xc: Tom and Patrick Mims, T. Mims, Corp.

June 24, 2026

Mr. Mark Bennett
Office of Planning and Development
Polk County Land Development Division
330 W. Church St.
Bartow, Florida 33813-9005

RE: Response to Request for Additional Information – LDCPAL-2025-7 & LDCT2025-15 Mims Crossing

Dear Mr. Bennett:

General Comments:

Population Criteria for RCCs – The location criteria policy for RCCs requires a minimum population standard of 2,500 persons within 3 miles (see below). Please provide data/analysis/information showing that the proposed RCC meets this standard. Given that Mulberry within 3 miles of the intersection, this standard should be easily met.

Comment 1: Policy 2.110-B3: LOCATION CRITERIA - The establishment of new RCCs intended for both residential and commercial uses shall be located at the intersections of arterial and/or collector roads and shall be guided by the criteria established within Section 2.110-K Activity Center Establishment. The establishment of new RCCs, subject to Section 2.110-K, intended for rural commercial-support activity, shall be located at:

1.The intersections of arterial and/or collector roads whereby the intersection is central to seasonal, tourist, migratory population, or permanent residential population vehicle trips, this may include "t" intersections with safe access creating the appearance of a full intersection; or

2.On an intersection of arterials and collector roads that serve as part of the main vehicle trip route for clusters of neighborhoods and in areas with 2,500 people in a three (3) mile radius.

Response 1: The proposed Rural Cluster Center (RCC) is located at the intersection of SR 37 and CR 640 approximately 2.75± miles from the municipal boundary of the City of Mulberry. According to the 2020 U.S. Census, the City of Mulberry has a population exceeding 3,900 persons. As such, the area within a three-mile radius of the proposed RCC exceeds the minimum population threshold of 2,500 persons established by Policy 2.110-B3.

In addition, the intersection of SR 37 and CR 640 serves as a principal transportation corridor for existing residential areas, future residential development, industrial employment centers,

agricultural operations, and regional traffic movements. Accordingly, the proposed RCC satisfies the location and service area criteria of Policies 2.110-B3 and 2.110-K and provides a logical location for rural commercial support services.

Comment 2: Map K – Traffic Circulation Map – Didn't find this in the resubmittal.

Response 2: Map K – Traffic Circulation Map was submitted previously and is in this resubmittal package as Exhibit K. The exhibit depicts the existing and planned roadway network serving the project area and surrounding transportation corridors.

Comment 3: Impact Statement – More Specific Information – More detailed information is needed for transportation, water, and sewer. Information such as estimated trip generation rates, water generation rates, and expected sewage flows are examples of what is needed. As previously stated, it is understood that a Traffic Impact Analysis is forthcoming, and that there is not a binding site plan, but the information outlined in the Impact Statement is needed to ensure that the application is a complete and sufficient document..

Response 3: The Impact Statement has been revised to include additional planning-level transportation, potable water, and sanitary sewer information. A Traffic Memorandum has been prepared and is included with this resubmittal package. In addition, planning-level utility demand estimates have been added to the Impact Statement utilizing anticipated residential, commercial, and industrial development yields associated with the proposed Future Land Use framework.

The utility analysis includes estimated potable water demands and wastewater generation rates for the Residential-Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land use categories. The analysis is intended to provide a planning-level assessment of anticipated utility demands recognizing that actual development patterns, site plans, utility providers, and final development intensities will be determined through subsequent development review and permitting processes.

The Impact Statement and supporting exhibits have been revised accordingly.

Comment 4: Traffic Impact Analysis - Please advise as to the status.

Please forward a response to me directly via email so I can then proceed with the case review and then submit in Accela when available. We'll keep the cases on schedule for an August PC for now, but we'll need this information in the next couple of weeks to continue moving forward.

Response 4: A Traffic Memorandum has been completed and is included with this resubmittal package. The memorandum provides planning-level trip generation estimates and transportation impact information based upon the proposed Future Land Use framework. Detailed traffic analyses, roadway improvements, access management requirements, and final mitigation measures will be evaluated as part of subsequent development review and permitting processes.

We appreciate your cooperation and assistance with this project. If there is anything further you need, please let us know.

Carter and Kaye Engineering, LLC


Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

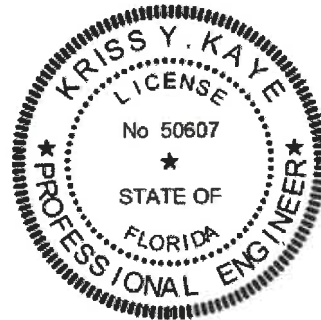
KRISS Y. KAYE, PE, CFM, STATE OF
FLORIDA PROFESSIONAL ENGINEER,
LICENSE NO. 50607

THIS ITEM HAS BEEN DIGITALLY
SIGNED BY KRISS Y. KAYE, PE ON THE
DATE INDICATED HERE.

June 24, 2025

Xc: T. Mims, Corp.

PRINTED COPIES OF THIS
DOCUMENT ARE NOT CONSIDERED
SIGNED AND SEALED AND THE
SIGNATURE MUST BE VERIFIED ON
ANY ELECTRONIC COPIES.



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607

**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
WATER USE PERMIT
Individual
PERMIT NO. 20 021061.000**

PERMIT ISSUE DATE: December 02, 2022

EXPIRATION DATE: December 02, 2032

The Permittee is responsible for submitting an application to renew this permit no sooner than one year prior to the expiration date, and no later than the end of the last business day before the expiration date, whether or not the Permittee receives prior notification by mail. Failure to submit a renewal application prior to the expiration date and continuing to withdraw water after the expiration date is a violation of Chapter 373, Florida Statutes, and Chapter 40D-2, Florida Administrative Code, and may result in a monetary penalty and/or loss of the right to use the water. Issuance of a renewal of this permit is contingent upon District approval.

TYPE OF APPLICATION: New

GRANTED TO: T. Mims Corp/Attn: Tom Mims
439 S Florida Avenue, Suite 202
Lakeland, FL 33801

PROJECT NAME: Mims Laurel Lake Park

WATER USE CAUTION AREA(S): SOUTHERN WATER USE CAUTION AREA

COUNTY: Polk

TOTAL QUANTITIES AUTHORIZED UNDER THIS PERMIT (in gallons per day)

ANNUAL AVERAGE	316,300 gpd
PEAK MONTH ¹	667,400 gpd
DROUGHT ANNUAL AVERAGE ²	337,900 gpd

1. Peak Month: Average daily use during the highest water use month.
2. Drought Annual Average: Annual average limit when less than historical average rainfall if sufficient Water Conservation credits exist in the Permittee's account.

ABSTRACT:

This is a new water use permit for public supply use. The project repurposes former phosphate mining land for a mobile home park, with potable demand met by groundwater withdrawals and irrigation demand met exclusively by surface water withdrawals from man-made lakes within the project area. Quantities for public supply use are based on a per capita rate of 50 gallons per person per day (gpcd) and a functional population of 3,124 persons by the Year 2025. Quantities for irrigation demand are based on the District's irrigation allotment calculation program, AGMOD. This permit is located within both the Southern Water Use Caution Area (SWUCA), and the Central Florida Water Initiative (CFWI) area and relies exclusively on a source of alternative water supply (AWS) to meet irrigation demand.

Special conditions include that those require the Permittee to report monthly meter readings, to comply with the authorized quantities, to perform meter accuracy checks every five years, maintain a per capita rate of 50 gpcd, to provide offsets for any groundwater demands beyond those projected for 2025, to submit the Public Supply Annual Report by April 1 each year, to implement and maintain the Annual Conservation Goal Implementation Plan, and to construct the proposed wells per the approved specifications.

WATER USE TABLE (in gpd)

<u>USE</u>	<u>ANNUAL AVERAGE</u>	<u>PEAK MONTH</u>	<u>DROUGHT ANNUAL AVERAGE</u>
Landscape/Recreation	156,500	475,700	178,100
Public Supply	159,800	191,700	159,800

USES AND IRRIGATION ALLOCATION RATE TABLE

<u>CROP/USE TYPE</u>	<u>IRRIGATED ACRES</u>	<u>IRRIGATION METHOD</u>	<u>STANDARD IRRIGATION RATE</u>	<u>DROUGHT IRRIGATION RATE</u>
Lawn & Landscape Irrigation	74.50	Sprinkler Over Plant	28.20"/yr.	32.14"/yr.
Residential Mobile Home				

PUBLIC SUPPLY:

Population Served: 3,124
 Per Capita Rate: 50 gpd/person

WITHDRAWAL POINT QUANTITY TABLE

Water use from these withdrawal points are restricted to the quantities given below :

<u>I.D. NO. PERMITTEE/ DISTRICT</u>	<u>DIAM (in.)</u>	<u>DEPTH TTL./CSD.FT. (feet bls)</u>	<u>USE DESCRIPTION</u>	<u>AVERAGE (gpd)</u>	<u>PEAK MONTH (gpd)</u>
PW-1 / 1	8	500 / 225	Public Supply	159,800	191,700
PW-2 / 2	8	500 / 225	Public Supply	159,800	191,700
Standby					
PS-1 / 3	8	N/A / N/A	Irrigation	156,500	475,700
PS-2 / 4	8	N/A / N/A	Irrigation	156,500	475,700
Standby					

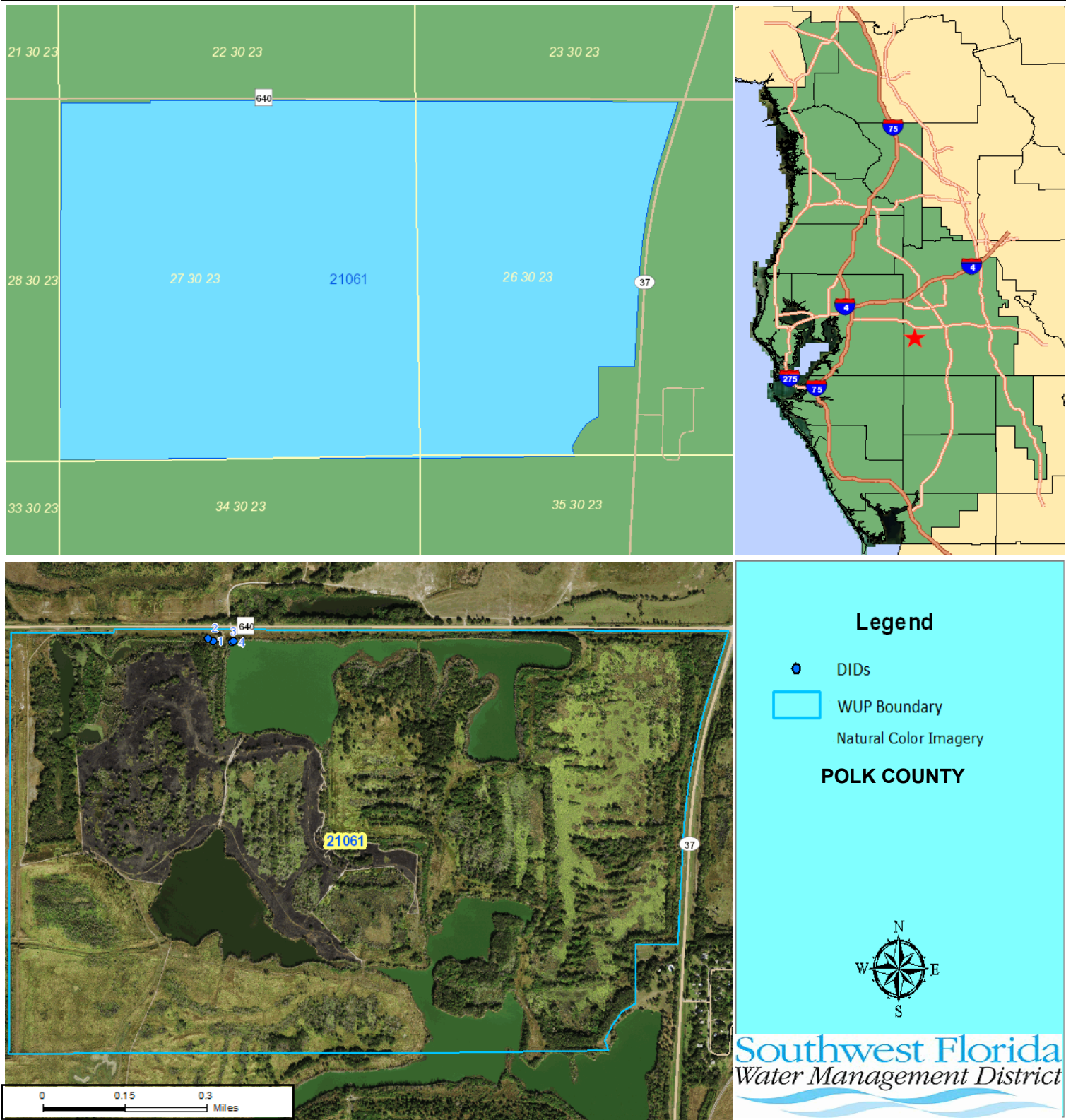
WITHDRAWAL POINT LOCATION TABLE

<u>DISTRICT I.D. NO.</u>	<u>LATITUDE/LONGITUDE</u>
1	27° 51' 01.35"/81° 59' 52.27"
2	27° 51' 01.71"/81° 59' 52.94"
3	27° 51' 01.29"/81° 59' 49.55"
4	27° 51' 01.43"/81° 59' 49.31"

Location Map

T. Mims Corp/Attn: Tom Mims

WUP No. 20 021061.000



STANDARD CONDITIONS:

The Permittee shall comply with the Standard Conditions attached hereto, incorporated herein by reference as Exhibit A and made a part hereof.

SPECIAL CONDITIONS:

1. All reports and data required by condition(s) of the permit shall be submitted to the District according to the due date(s) contained in the specific condition. If the condition specifies that a District-supplied form is to be used, the Permittee should use that form in order for their submission to be acknowledged in a timely manner. The only alternative to this requirement is to use the District Permit Information Center (www.swfwmd.state.fl.us/permits/epermitting/) to submit data, plans or reports online. There are instructions at the District website on how to register to set up an account to do so. If the report or data is received on or before the tenth day of the month following data collection, it shall be deemed as a timely submittal.

All mailed reports and data are to be sent to:

Southwest Florida Water Management District
Tampa Service Office, Water Use Permit Bureau
7601 U.S. Hwy. 301 North
Tampa, Florida 33637-6759

Submission of plans and reports: Unless submitted online or otherwise indicated in the special condition, the original and two copies of each plan and report, such as conservation plans, environmental analyses, aquifer test results, per capita annual reports, etc. are required.

Submission of data: Unless otherwise indicated in the special condition, an original (no copies) is required for data submittals such as crop report forms, meter readings and/or pumpage, rainfall, water level, evapotranspiration, or water quality data.
(499)

2. The quantities included in the permit are based on an average per capita rate of 50. By rule, the per capita rate in any given year shall not exceed 150 gpd. However, failure to maintain, on average, the per capita rate on which the permitted quantity is based could result in noncompliance with the terms of the permit. The per capita rate will be monitored via the Annual Report and the Reclaimed Water Supplier Report that are required to be submitted by April 1 of each year for the term of the permit.(67)
3. This permit shall be modified if an additional source of water is provided for public supply use from a separate entity. This includes additional Alternative Water Supply quantities and irrigation water for lawn/landscape and common areas. The Permittee shall notify the District of the additional water source and submit an application to modify the permit to acknowledge receipt.(68)
4. By December 31, 2023, if the permittee's permit duration extends beyond 2025 and the projected water demand at the end of the permit term exceeds the allocation authorized under section 2.8 of the CFWI Supplemental Applicant's handbook, then the permittee shall submit a plan to the District describing how the remainder of its demand will be met (e.g. offsets, substitution credits, land use transitions, redistributed uses, alternative water supply development). The plan shall propose projects and identify a schedule for implementation. Annual updates shall be due on December 31 of each subsequent year detailing progress shall be provided to the District. The annual status reports shall include work completed to date, expenditures, and any anticipated changes in timelines.(90)
5. The permittee's per capita water use rate shall be monitored via the Annual Report that is required to be submitted by April 1 of each year for the term of the permit. permittees within the CFWI may use the "Public Supply Annual Report," referred to in section 2.7.3.1 of the CFWI Supplemental Applicant's Handbook as Design Aid 3, to assist with properly documenting the information that must be included in the Annual Report. At a minimum, the Annual Report must contain the following information:
 - a. Calculation of the Alternative Per Capita Water Use Rate pursuant to section 2.7.3. All components of the Alternative Per Capita Water Use Rate equation are subject to the requirements set forth in section 2.7.3.1(A) of the CFWI Supplemental Applicant's Handbook.
 - b. Documentation of each component of the Alternative Per Capita Water Use Rate equation, as

applicable, pursuant to section 2.7.3.1(A) of the CFWI Supplemental Applicant's Handbook.

c. A service area map or file showing the current utility service area. Any changes to the utility service area relative to the existing boundaries in the District's Geographic Information System (GIS) layer must be identified and documented.

d. Residential water use, which consists of the indoor and outdoor water uses associated with each category of residential customer (single family units, multi-family units, and mobile homes), including irrigation uses, whether separately metered or not. The permittee shall document the methodology used to determine the number of dwelling units by type and the quantities used. Estimates of water use based upon meter size will not be accepted. If mobile homes are included in the permittees multi-family unit category, the information for them does not have to be separated. The information for each category shall include:

Number of dwelling units per category;

Number of domestic metered connections per category;

Number of metered irrigation connections;

Annual average quantities in gallons per day provided to each category; and

Percentage of the total residential water use provided apportioned to each category.

e. Non-residential water use, which consists of all quantities provided for use in a community not directly associated with places of residence. For each category below, the permittee shall include annual average gpd provided, the percent of total non-residential use quantities provided, and the number of metered connections:

Industrial/commercial/institutional uses, including those associated lawn and landscape irrigation use;

Agricultural uses (e.g., irrigation of a nursery);

Recreation/Aesthetic, including irrigation (excluding golf courses) of common areas, stadiums, and school yards;

Golf course irrigation;

Firefighting, system testing and other accounted uses;

K-through-12 schools that do not serve any of the service area population; and

Water loss, defined as the difference between the output from the treatment plant and accounted residential water use (iv above), non-residential and estimated unmetered use (this section), and treatment losses.

f. A water audit report, if water losses are greater than 10% of the total distribution quantities. The water audit shall include: Evaluation of:

(1) leakage associated with transmission and distribution mains;

(2) overflow and leakage from storage tanks;

(3) leakage near service connections;

(4) illegal connections;

(5) description and explanations for excessive distribution line flushing (greater than 1% of the treated water volume delivered to the distribution system) for potability;

(6) fire suppression;

(7) un-metered system testing;

(8) under-registration of meter; and

(9) other discrepancies between the metered amount of finished water output from the treatment plant less the metered amounts used for residential and non-residential uses specified in Parts 4 and 5 above, and A schedule for a remedial action-plan to reduce water losses below 10%.

g. If the permittee cannot achieve the Public Supply Use Type Annual Conservation Goal according to the time frames included in section 2.7.3.1.C, the Annual Report shall include an explanation detailing why the per capita water use rate was not achieved and measures taken to comply with the Annual Conservation Goal.

3. In addition to the Annual Report required by section 2.7.3.1 of the CFWI Supplemental Applicant's Handbook, permittees in the Southern Water Use Caution Area and the Dover/Plant City Water Use Caution Area shall submit Parts D through E of the "Public Supply Annual Report For Individual Permits Over 100,000 GPD Annual Average Quantities Form" (Form No. LEG-R.103.00 (5/14)), and all required attachments, including the Public Supply Service Area General Information Form, by April 1 of each year.

(91)

6. The permittee shall develop and maintain an Annual Conservation Goal Implementation Plan (ACGIP) pursuant to section 2.7 of the CFWI Supplemental Applicant's Handbook for Consumptive Use Permitting. The ACGIP shall outline conservation goals for no less than 5 years. Agricultural permittees implementing BMPs in lieu of an ACGIP must maintain documentation supporting the enrollment and

implementation of selected BMPs. The permittee shall submit the ACGIP upon request by the District, during a 10-year compliance report, and with an application for permit renewal or modification except for a public water supply permittee with an annual average daily quantity of 100,000 gpd or greater and whose commercial use equals or exceeds 30 percent of its total water use, shall report its progress toward achieving the conservation goals within the ACGIP annually.(92)

7. The Permittee shall construct the proposed wells according to the surface diameter and casing depth specifications below. The casing shall be continuous from land surface to the minimum depth stated and is specified to prevent the unauthorized interchange of water between different water bearing zones. If a total depth is listed below, this is an estimate, based on best available information, of the depth at which high producing zones are encountered. However, it is the Permittee's responsibility to have the water in the well sampled during well construction, before reaching the estimated total depth. Such sampling is necessary to ensure that the well does not encounter water quality that cannot be utilized by the Permittee, and to ensure that withdrawals from the well will not cause salt-water intrusion. All depths given are in feet below land surface. For Well Construction requirements see Exhibit B, Well Construction Instructions, attached to and made part to this permit.

District ID Nos. 1 and 2, Permittee ID Nos. 1 and 2, having a surface diameter of 8 inches, with a minimum casing depth of 225 feet, drilled to an estimated total depth of 500 feet.
(240)

8. The Permittee shall submit a copy of the well completion reports to the District's Water Use Permit Bureau, within 30 days of each well completion.(583)
9. This Permit is located within the Southern Water Use Caution Area (SWUCA). Pursuant to Section 373.0421, Florida Statutes, the SWUCA is subject to a minimum flows and levels recovery strategy, which became effective on January 1, 2007. The Governing Board may amend the recovery strategy, including amending applicable water use permitting rules based on an annual assessment of water resource criteria, cumulative water withdrawal impacts, and on a recurring five-year evaluation of the status of the recovery strategy up to the year 2025 as described in Chapter 40D-80, Florida Administrative Code. This Permit is subject to modification to comply with new rules.(652)
10. The Permittee shall submit a "Public Supply Annual Report" to the District by April 1 of each year on their water use during the preceding calendar year using the form, "Public Supply Water Use Annual Report Form" (Form No. LEG-R.103.00 (05/14)), referred to in this condition as "the Form," and all required attachments and documentation. The Permittee shall adhere to the "Annual Report Submittal Instructions" attached to and made part of this condition in Exhibit B. The Form addresses the following components in separate sections.

Per Capita Use Rate

A per capita rate for the previous calendar year will be calculated as provided in Part A of the Form using Part C of the Form to determine Significant Use deduction that may apply. Permittees that cannot achieve a per capita rate of 150 gpd according to the time frames included in the "Instructions for Completion of the Water Use Annual Report," shall include a report on why this rate was not achieved, measures taken to comply with this requirement, and a plan to bring the permit into compliance.

Residential Use

Residential use shall be reported in the categories specified in Part B of the Form, and the methodology used to determine the number of dwelling units by type and their quantities used shall be documented in an attachment.

Non-Residential Use

Non-residential use quantities provided for use in a community but that are not directly associated with places of residence, as well as the total water losses that occur between the point of output of the treatment plant and accountable end users, shall be reported in Part B of the Form.

Water Conservation

In an attachment to the Form, the Permittee shall describe the following:

1. Description of any ongoing audit program of the water treatment plant and distribution systems to address reductions in water losses.
2. An update of the water conservation plan that describes and quantifies the effectiveness of

measures currently in practice, any additional measures proposed to be implemented, the scheduled implementation dates, and an estimate of anticipated water savings for each additional measure.

3. A description of the Permittees implementation of water-efficient landscape and irrigation codes or ordinances, public information and education programs, water conservation incentive programs, identification of which measures and programs, if any, were derived from the Conserve Florida Water Conservation Guide, and provide the projected costs of the measures and programs and the projected water savings.

Water Audit

If the current water loss rate is greater than 10% of the total distribution quantities, a water audit as described in the "Instructions for Completion of the Water Use Annual Report" shall be conducted and completed by the following July 1, with the results submitted by the following October 1. Indicate on Part A of the Form whether the water audit was done, will be done, or is not applicable.

Alternative Water Supplied Other Than Reclaimed Water

If the Permittee provides Alternative Water Supplies other than reclaimed water (e.g., stormwater not treated for potable use) to customers, the information required on Part D of the Form shall be submitted along with an attached map depicting the areas of current Alternative Water Use service and areas that are projected to be added within the next year.

Suppliers of Reclaimed Water

1. Permittees having a wastewater treatment facility with an annual average design capacity equal to or greater than 100,000 gpd:

The Permittee shall submit the "SWFWMD Annual Reclaimed Water Supplier Report" on quantities of reclaimed water that was provided to customers during the previous fiscal year (October 1 to September 30). The report shall be submitted in Excel format on the Compact Disk, Form No. LEG-R.026.00 (05/09), that will be provided annually to them by the District. A map depicting the area of reclaimed water service that includes any areas projected to be added within the next year, shall be submitted with this report.

2. Permittees that have a wastewater treatment facility with an annual average design capacity less than 100,000 gpd:

a. The Permittee has the option to submit the "SWFWMD Annual Reclaimed Water Supplier Report," Form No. LEG-R.026.00, as described in sub-part (1) above, or

b. Provide information on reclaimed water supplied to customers on Part E of the Form as described in the "Instructions for Completion of the Water Use Annual Report".

Updated Service Area Map

If there have been changes to the service area since the previous reporting period, the Permittee shall update the service area using the map that is maintained in the District's Mapping and GIS system. (660)

11. The following proposed withdrawal facilities shall be metered within 90 days of completion of construction of the facilities: District ID No(s). 1, 2, 3, and 4, Permittee ID No(s). 1, 2, 3, and 4. Monthly meter reading and reporting, as well as meter accuracy checks every five years shall be in accordance with instructions in Exhibit B, Metering Instructions, attached to and made part of this permit.(718)
12. The withdrawals and associated quantities authorized by this Water Use Permit are not available for use by the Permittee until such time as the related Environmental Resource Permit(s) has been approved for the residential development and stormwater management system.(990)

40D-2
Exhibit A

WATER USE PERMIT STANDARD CONDITIONS

1. With advance notice to the Permittee, District staff with proper identification shall have permission to enter, inspect, collect samples, take measurements, observe permitted and related facilities and collect and document any information deemed necessary to determine compliance with the approved plans, specifications and conditions of this permit. The Permittee shall either accompany District staff onto the property or make provision for access onto the property.
2. When necessary to analyze impacts to the water resource or existing users, the District shall require the Permittee to install flow metering or other measuring devices to record withdrawal quantities and submit the data to the District.
3. A District identification tag shall be prominently displayed at each withdrawal point that is required by the District to be metered or for which withdrawal quantities are required to be reported to the District, by permanently affixing the tag to the withdrawal facility.
4. The Permittee shall mitigate any adverse impact to environmental features or offsite land uses as a result of withdrawals. When adverse impacts occur or are imminent, the District shall require the Permittee to mitigate the impacts. Examples of adverse impacts include the following:
 - A. Significant reduction in levels or flows in water bodies such as lakes, impoundments, wetlands, springs, streams or other watercourses; or
 - B. Damage to crops and other vegetation causing financial harm to the owner; and
 - C. Damage to the habitat of endangered or threatened species.
5. The Permittee shall mitigate any adverse impact to existing legal uses caused by withdrawals. When adverse impacts occur or are imminent, the District may require the Permittee to mitigate the impacts. Adverse impacts include:
 - A. A reduction in water levels which impairs the ability of a well to produce water;
 - B. Significant reduction in levels or flows in water bodies such as lakes, impoundments, wetlands, springs, streams or other watercourses; or
 - C. Significant inducement of natural or manmade contaminants into a water supply or into a usable portion of an aquifer or water body.
6. Permittee shall notify the District in writing within 30 days of any sale, transfer, or conveyance of ownership or any other loss of permitted legal control of the Project and / or related facilities from which the permitted consumptive use is made. Where Permittee's control of the land subject to the permit was demonstrated through a lease, the Permittee must either submit documentation showing that it continues to have legal control or transfer control of the permitted system / project to the new landowner or new lessee. All transfers of ownership are subject to the requirements of Rule 40D-1.6105, F.A.C. Alternatively, the Permittee may surrender the consumptive use permit to the District, thereby relinquishing the right to conduct any activities under the permit.
7. All withdrawals authorized by this WUP shall be implemented as conditioned by this permit, including any documents submitted as part of the permit application incorporated by reference in a permit condition. This permit is subject to review and modification, enforcement action, or revocation, in whole or in part, pursuant to Section 373.136 or 373.243, F.S.
8. This permit does not convey to the Permittee any property rights or privileges other than those specified herein, nor relieve the Permittee from complying with any applicable local government, state, or federal law, rule, or ordinance.
9. The Permittee shall cease or reduce surface water withdrawal as directed by the District if water levels in lakes fall below the applicable minimum water level established in Chapter 40D-8, F.A.C., or rates of flow in streams fall below the minimum levels established in Chapter 40D-8, F.A.C.
10. The Permittee shall cease or reduce withdrawal as directed by the District if water levels in aquifers fall below the minimum levels established by the Governing Board.

11. A Permittee may seek modification of any term of an unexpired permit. The Permittee is advised that section 373.239, F.S., and Rule 40D-2.331, F.A.C., are applicable to permit modifications.
12. The Permittee shall practice water conservation to increase the efficiency of transport, application, and use, as well as to decrease waste and to minimize runoff from the property. At such time as the Governing Board adopts specific conservation requirements for the Permittee's water use classification, this permit shall be subject to those requirements upon notice and after a reasonable period for compliance.
13. The District may establish special regulations for Water-Use Caution Areas. At such time as the Governing Board adopts such provisions, this permit shall be subject to them upon notice and after a reasonable period for compliance.
14. Nothing in this permit should be construed to limit the authority of the District to declare a water shortage and issue orders pursuant to chapter 373, F.S. In the event of a declared water shortage, the Permittee must adhere to the water shortage restrictions, as specified by the District. The Permittee is advised that during a water shortage, reports shall be submitted as required by District rule or order.
15. This permit is issued based on information provided by the Permittee demonstrating that the use of water is reasonable and beneficial, consistent with the public interest, and will not interfere with any existing legal use of water. If, during the term of the permit, it is determined by the District that a statement in the application and in the supporting data are found to be untrue and inaccurate, the use is not reasonable and beneficial, in the public interest, or does impact an existing legal use of water, the Governing Board shall modify this permit or shall revoke this permit following notice and hearing, pursuant to sections 373.136 or 373.243, F.S. The Permittee shall immediately notify the District in writing of any previously submitted information that is later discovered to be inaccurate.
16. Within the Southern Water Use Caution Area, if the District determines that significant water quantity or quality changes, impacts to existing legal uses, or adverse environmental impacts are occurring, the District, upon reasonable notice to the Permittee, including a statement of facts upon which the District based its determination, may reconsider the quantities permitted or other conditions of the permit as appropriate to address the change or impact, but only after an opportunity for the Permittee to resolve or mitigate the change or impact or to request a hearing.
17. All permits are contingent upon continued ownership or legal control of all property on which pumps, wells, diversions or other water withdrawal facilities are located.

Exhibit B
Instructions

METERING INSTRUCTIONS

The Permittee shall meter withdrawals from surface waters and/or the ground water resources, and meter readings from each withdrawal facility shall be recorded on a monthly basis within the last week of the month. The meter reading(s) shall be reported to the Water Use Permit Bureau on or before the tenth day of the following month for monthly reporting frequencies. For bi-annual reporting, the data shall be recorded on a monthly basis and reported on or before the tenth day of the month following the sixth month of recorded data. The Permittee shall submit meter readings online using the Permit Information Center at www.swfwmd.state.fl.us/permits/epermitting/ or on District supplied scanning forms unless another arrangement for submission of this data has been approved by the District. Submission of such data by any other unauthorized form or mechanism may result in loss of data and subsequent delinquency notifications. Call the Water Use Permit Bureau in Tampa at (813) 985-7481 if difficulty is encountered.

The meters shall adhere to the following descriptions and shall be installed or maintained as follows:

1. The meter(s) shall be non-resettable, totalizing flow meter(s) that have a totalizer of sufficient magnitude to retain total gallon data for a minimum of the three highest consecutive months permitted quantities. If other measuring device(s) are proposed, prior to installation, approval shall be obtained in writing from the Water Use Permit Bureau Chief.
2. The Permittee shall report non-use on all metered standby withdrawal facilities on the scanning form or approved alternative reporting method.
3. If a metered withdrawal facility is not used during any given month, the meter report shall be submitted to the District indicating the same meter reading as was submitted the previous month.
4. The flow meter(s) or other approved device(s) shall have and maintain an accuracy within five percent of the actual flow as installed.
5. Meter accuracy testing requirements:
 - A. For newly metered withdrawal points, the flow meter installation shall be designed for inline field access for meter accuracy testing.
 - B. The meter shall be tested for accuracy on-site, as installed according to the Flow Meter Accuracy Test Instructions in this Exhibit B, every five years in the assigned month for the county, beginning from the date of its installation for new meters or from the date of initial issuance of this permit containing the metering condition with an accuracy test requirement for existing meters.
 - C. The testing frequency will be decreased if the Permittee demonstrates to the satisfaction of the District that a longer period of time for testing is warranted.
 - D. The test will be accepted by the District only if performed by a person knowledgeable in the testing equipment used.
 - E. If the actual flow is found to be greater than 5% different from the measured flow, within 30 days, the Permittee shall have the meter re-calibrated, repaired, or replaced, whichever is necessary. Documentation of the test and a certificate of re-calibration, if applicable, shall be submitted within 30 days of each test or re-calibration.
6. The meter shall be installed according to the manufacturer's instructions for achieving accurate flow to the specifications above, or it shall be installed in a straight length of pipe where there is at least an upstream length equal to ten (10) times the outside pipe diameter and a downstream length equal to two (2) times the outside pipe diameter. Where there is not at least a length of ten diameters upstream available, flow straightening vanes shall be used in the upstream line.
7. Broken or malfunctioning meter:
 - A. If the meter or other flow measuring device malfunctions or breaks, the Permittee shall notify the District within 15 days of discovering the malfunction or breakage.
 - B. The meter must be replaced with a repaired or new meter, subject to the same specifications given above, within 30 days of the discovery.
 - C. If the meter is removed from the withdrawal point for any other reason, it shall be replaced with another meter having the same specifications given above, or the meter shall be reinstalled within 30 days of its removal from the withdrawal. In either event, a fully functioning meter shall not be off the withdrawal point for more than 60 consecutive days.
8. While the meter is not functioning correctly, the Permittee shall keep track of the total amount of time the withdrawal point was used for each month and multiply those minutes times the pump capacity (in gallons per minute) for total gallons. The estimate of the number of gallons used each month during that period shall be submitted on District scanning forms and noted as estimated per instructions on the form. If the data is submitted

by another approved method, the fact that it is estimated must be indicated. The reason for the necessity to estimate pumpage shall be reported with the estimate.

9. In the event a new meter is installed to replace a broken meter, it and its installation shall meet the specifications of this condition. The permittee shall notify the District of the replacement with the first submittal of meter readings from the new meter.

FLOW METER ACCURACY TEST INSTRUCTIONS

1. **Accuracy Test Due Date** - The Permittee is to schedule their accuracy test according to the following schedule:
 - A. For existing metered withdrawal points, add five years to the previous test year, and make the test in the month assigned to your county.
 - B. For withdrawal points for which metering is added for the first time, the test is to be scheduled five years from the issue year in the month assigned to your county.
 - C. For proposed withdrawal points, the test date is five years from the completion date of the withdrawal point in the month assigned to your county.
 - D. For the Permittee's convenience, if there are multiple due-years for meter accuracy testing because of the timing of the installation and/or previous accuracy tests of meters, the Permittee can submit a request in writing to the Water Use Permit Bureau Chief for one specific year to be assigned as the due date year for meter testing. Permittees with many meters to test may also request the tests to be grouped into one year or spread out evenly over two to three years.
 - E. The months for accuracy testing of meters are assigned by county. The Permittee is requested but not required to have their testing done in the month assigned to their county. This is to have sufficient District staff available for assistance.

January	Hillsborough
February	Manatee, Pasco
March	Polk (for odd numbered permits)*
April	Polk (for even numbered permits)*
May	Highlands
June	Hardee, Charlotte
July	None or Special Request
August	None or Special Request
September	Desoto, Sarasota
October	Citrus, Levy, Lake
November	Hernando, Sumter, Marion
December	Pinellas

* The permittee may request their multiple permits be tested in the same month.

2. **Accuracy Test Requirements:** The Permittee shall test the accuracy of flow meters on permitted withdrawal points as follows:
 - A. The equipment water temperature shall be set to 72 degrees Fahrenheit for ground water, and to the measured water temperature for other water sources.
 - B. A minimum of two separate timed tests shall be performed for each meter. Each timed test shall consist of measuring flow using the test meter and the installed meter for a minimum of four minutes duration. If the two tests do not yield consistent results, additional tests shall be performed for a minimum of eight minutes or longer per test until consistent results are obtained.
 - C. If the installed meter has a rate of flow, or large multiplier that does not allow for consistent results to be obtained with four- or eight-minute tests, the duration of the test shall be increased as necessary to obtain accurate and consistent results with respect to the type of flow meter installed.
 - D. The results of two consistent tests shall be averaged, and the result will be considered the test result for the meter being tested. This result shall be expressed as a plus or minus percent (rounded to the nearest one-tenth percent) accuracy of the installed meter relative to the test meter. The percent accuracy indicates the deviation (if any), of the meter being tested from the test meter.
3. **Accuracy Test Report:** The Permittees shall demonstrate that the results of the meter test(s) are accurate by submitting the following information within 30 days of the test:
 - A. A completed Flow Meter Accuracy Verification Form, Form LEG-R.101.00 (5/14) for each flow meter tested. This form can be obtained from the District's website (www.watermatters.org) under "ePermitting and Rules" for Water Use Permits.

- B. A printout of data that was input into the test equipment, if the test equipment is capable of creating such a printout;
- C. A statement attesting that the manufacturer of the test equipment, or an entity approved or authorized by the manufacturer, has trained the operator to use the specific model test equipment used for testing;
- D. The date of the test equipment's most recent calibration that demonstrates that it was calibrated within the previous twelve months, and the test lab's National Institute of Standards and Testing (N.I.S.T.) traceability reference number.
- E. A diagram showing the precise location on the pipe where the testing equipment was mounted shall be supplied with the form. This diagram shall also show the pump, installed meter, the configuration (with all valves, tees, elbows, and any other possible flow disturbing devices) that exists between the pump and the test location clearly noted with measurements. If flow straightening vanes are utilized, their location(s) shall also be included in the diagram.
- F. A picture of the test location, including the pump, installed flow meter, and the measuring device, or for sites where the picture does not include all of the items listed above, a picture of the test site with a notation of distances to these items.

WELL CONSTRUCTION INSTRUCTIONS

All wells proposed to be constructed shall be drilled and constructed as specified below:

1. All well casing (including liners and/or pipe) must be sealed to the depth specified in the permit condition.
2. The proposed well(s) shall be constructed of materials that are resistant to degradation of the casing/grout due to interaction with the water of lesser quality. A minimum grout thickness of two (2) inches is required on wells four (4) inches or more in diameter.
3. A minimum of twenty (20) feet overlap and two (2) centralizers is required for Public Supply wells and all wells six (6) inches or more in diameter.
4. Any variation from estimated, maximum or minimum total depths; maximum or minimum casing depths; well location or casing diameter specified in the condition requires advanced approval by the Water Use Permit Bureau Chief, or the Well Construction Section Manager.
5. The Permittee is notified that a proposal to significantly change any of these well construction specifications may require permit modification if the District determines that such a change would result in significantly greater withdrawal impacts than those considered for this Permit.
6. The finished well casing depth shall not vary from these specifications by greater than ten (10) percent unless advance approval is granted by the Water Use Permit Bureau Chief, or the Well Construction Section Manager.

ANNUAL REPORT SUBMITTAL INSTRUCTIONS

The "Public Supply Water Use Annual Report Form" (Form No. LEG-R.023.00 (01/09)), is designed to assist the Permittee with the annual report requirements, but the final authority for what must be included in the Water Use Annual Report is in this condition and in these instructions. Two identical copies of the "Public Supply Water Use Annual Report Form" and two identical copies of all required supporting documentation shall be included if submitted in hard copy. "Identical copy" in this instance means that if the original is in color, then all copies shall also be printed in color. If submitted electronically, only one submittal is required; however, any part of the document that is in color shall be scanned in color.

1. **Per Capita Use Rate** - A per capita rate for the previous calendar year will be progressively calculated until a rate of 150 gpd per person or less is determined whether it is the unadjusted per capita, adjusted per capita, or compliance per capita. The calculations shall be performed as shown in Part A of the Form. The Permittee shall refer to and use the definitions and instructions for all components as provided on the Form and in the Water Use Permit Applicant's Handbook Part B. Permittees that have interconnected service areas and receive an annual average quantity of 100,000 gpd or more from another permittee are to include these quantities as imported quantities. Permittees in the Southern Water Use Caution Area (SWUCA) or the Northern Tampa Bay Water Use Caution Area (NTBWUCA), as it existed prior to October 1, 2007, shall achieve a per capita of 150 gpd or less, and those in these areas that cannot achieve a compliance per capita rate of 150 gpd or less shall include a report on why this rate was not achieved, measures taken to comply with this requirement, and a plan to bring the permit into compliance. Permittees not in a Water Use Caution Area that cannot achieve a compliance per capita rate of 150 gpd or less by December 31, 2019 shall submit this same report in the Annual Report due April 1, 2020.
2. **Residential Use** - Residential water use consists of the indoor and outdoor water uses associated with each category of residential customer (single family units, multi-family units, and mobile homes), including irrigation

uses, whether separately metered or not. The Permittee shall document the methodology used to determine the number of dwelling units by type and the quantities used. Estimates of water use based upon meter size will not be accepted. If mobile homes are included in the Permittees multi-family unit category, the information for them does not have to be separated. The information for each category shall include:

- A. Number of dwelling units per category,
- B. Number of domestic metered connections per category,
- C. Number of metered irrigation connections,
- D. Annual average quantities in gallons per day provided to each category, and
- E. Percentage of the total residential water use provided apportioned to each category.

3. **Non-Residential Use** - Non-residential use consists of all quantities provided for use in a community not directly associated with places of residence. For each category below, the Permittee shall include annual average gpd provided and percent of total non-residential use quantities provided. For each category 1 through 6 below, the number of metered connections shall be provided. These non-residential use categories are:

- A. Industrial/commercial uses, including associated lawn and landscape irrigation use,
- B. Agricultural uses (e.g., irrigation of a nursery),
- C. Recreation/Aesthetic, for example irrigation (excluding golf courses) of Common Areas, stadiums and school yards,
- D. Golf course irrigation,
- E. Fire fighting, system testing and other accounted uses,-
- F. K-through-12 schools that do not serve any of the service area population, and
- G. Water Loss as defined as the difference between the output from the treatment plant and accounted residential water use (B above) and the listed non-residential uses in this section.

4. **Water Audit** - The water audit report that is done because water losses are greater than 10% of the total distribution quantities shall include the following items:

- A. Evaluation of:
 - 1) leakage associated with transmission and distribution mains,
 - 2) overflow and leakage from storage tanks,
 - 3) leakage near service connections,
 - 4) illegal connections,
 - 5) description and explanations for excessive distribution line flushing (greater than 1% of the treated water volume delivered to the distribution system) for potability,
 - 6) fire suppression,
 - 7) un-metered system testing,
 - 8) under-registration of meters, and
 - 9) other discrepancies between the metered amount of finished water output from the treatment plant less the metered amounts used for residential and non-residential uses specified in Parts B and C above, and

- B. A schedule for a remedial action-plan to reduce the water losses to below 10%.

5. **Alternative Water Supplied other than Reclaimed Water** - Permittees that provide Alternative Water Supplies other than reclaimed water (e.g., stormwater not treated for potable use) shall include the following on Part D of the Form:

- A. Description of the type of Alternative Water Supply provided,
- B. County where service is provided,
- C. Customer name and contact information,
- D. Customer's Water Use Permit number (if any),
- E. Customer's meter location latitude and longitude,
- F. Meter ownership information,
- G. General customer use category,
- H. Proposed and actual flows in annual average gallons per day (gpd) per customer,
- I. Customer cost per 1,000 gallons or flat rate information,
- J. Delivery mode (e.g., pressurized or non-pressurized),
- K. Interruptible Service Agreement (Y/N),
- L. Month/year service began, and

- M. Totals of monthly quantities supplied.
6. **Suppliers of Reclaimed Water** - Depending upon the treatment capacity of the Permittees wastewater treatment plant, the Permittee shall submit information on reclaimed water supplied as follows:
- A. Permittees having a wastewater treatment facility with an annual average design capacity equal to or greater than 100,000 gpd shall utilize the "SWFWMD Annual Reclaimed Water Supplier Report" in Excel format on the Compact Disk, Form No. LEG-R.026.00 (05/09). The "SWFWMD Annual Reclaimed Water Supplier Report" is described in Section 3.1 of Chapter 3, under the subheading "Reclaimed Water Supplier Report" and is described in detail in the Water Use Permit Applicant's Handbook Part B.
- B. Permittees that have a wastewater treatment facility with an annual average design capacity less than 100,000 gpd can either utilize the "SWFWMD Annual Reclaimed Water Supplier Report," Form No. LEG-R.026.00, as described in sub-part (1) above or provide the following information on Part E of the Form:
- 1) Bulk customer information:
 - a) Name, address, telephone number,
 - b) WUP number (if any),
 - c) General use category (residential, commercial, recreational, agricultural irrigation, mining),
 - d) Month/year first served,
 - e) Line size,
 - f) Meter information, including the ownership and latitude and longitude location,
 - g) Delivery mode (pressurized, non-pressurized).
 - 2) Monthly flow in gallons per bulk customer.
 - 3) Total gallons per day (gpd) provided for metered residential irrigation.
 - 4) Disposal information:
 - a) Site name and location (latitude and longitude or as a reference to the service area map),
 - b) Contact name and telephone,
 - c) Disposal method, and
 - d) Annual average gpd disposed.

Darrin W. Herbst, P.G.

Authorized Signature

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

This permit, issued under the provision of Chapter 373, Florida Statutes and Florida Administrative Code 40D-2, authorizes the Permittee to withdraw the quantities outlined above, and may require various activities to be performed by the Permittee as described in the permit, including the Special Conditions. The permit does not convey to the Permittee any property rights or privileges other than those specified herein, nor relieve the Permittee from complying with any applicable local government, state, or federal law, rule, or ordinance.

Notice of Rights**ADMINISTRATIVE HEARING**

1. You or any person whose substantial interests are or may be affected by the District's intended or proposed action may request an administrative hearing on that action by filing a written petition in accordance with Sections 120.569 and 120.57, Florida Statutes (F.S.), Uniform Rules of Procedure Chapter 28-106, Florida Administrative Code (F.A.C.) and District Rule 40D-1.1010, F.A.C. Unless otherwise provided by law, a petition for administrative hearing must be filed with (received by) the District within 21 days of receipt of written notice of agency action. "Written notice" means either actual written notice, or newspaper publication of notice, that the District has taken or intends to take agency action. "Receipt of written notice" is deemed to be the fifth day after the date on which actual notice is deposited in the United States mail, if notice is mailed to you, or the date that actual notice is issued, if sent to you by electronic mail or delivered to you, or the date that notice is published in a newspaper, for those persons to whom the District does not provide actual notice.
2. Pursuant to Subsection 373.427(2)(c), F.S., for notices of intended or proposed agency action on a consolidated application for an environmental resource permit and use of sovereignty submerged lands concurrently reviewed by the District, a petition for administrative hearing must be filed with (received by) the District within 14 days of receipt of written notice.
3. Pursuant to Rule 62-532.430, F.A.C., for notices of intent to deny a well construction permit, a petition for administrative hearing must be filed with (received by) the District within 30 days of receipt of written notice of intent to deny.
4. Any person who receives written notice of an agency decision and who fails to file a written request for a hearing within 21 days of receipt or other period as required by law waives the right to request a hearing on such matters.
5. Mediation pursuant to Section 120.573, F.S., to settle an administrative dispute regarding District intended or proposed action is not available prior to the filing of a petition for hearing.
6. A request or petition for administrative hearing must comply with the requirements set forth in Chapter 28.106, F.A.C. A request or petition for a hearing must: (1) explain how the substantial interests of each person requesting the hearing will be affected by the District's intended action or proposed action, (2) state all material facts disputed by the person requesting the hearing or state that there are no material facts in dispute, and (3) otherwise comply with Rules 28-106.201 and 28-106.301, F.A.C. Chapter 28-106, F.A.C. can be viewed at www.flrules.org or at the District's website at www.WaterMatters.org/permits/rules.
7. A petition for administrative hearing is deemed filed upon receipt of the complete petition by the District Agency Clerk at the District's Tampa Service Office during normal business hours, which are 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding District holidays. Filings with the District Agency Clerk may be made by mail, hand-delivery or facsimile transfer (fax). The District does not accept petitions for administrative hearing by electronic mail. Mailed filings must be addressed to, and hand-delivered filings must be delivered to, the Agency Clerk, Southwest Florida Water Management District, 7601 Highway 301 North, Tampa, FL 33637-6759. Faxed filings must be transmitted to the District Agency Clerk at (813) 367-9776. Any petition not received during normal business hours shall be filed as of 8:00 a.m. on the next business day. The District's acceptance of faxed petitions for filing is subject to certain conditions set forth in the District's Statement of Agency Organization and Operation, available for viewing at www.WaterMatters.org/about.

JUDICIAL REVIEW

1. Pursuant to Sections 120.60(3) and 120.68, F.S., a party who is adversely affected by District action may seek judicial review of the District's action. Judicial review shall be sought in the Fifth District Court of Appeal or in the appellate district where a party resides or as otherwise provided by law.
2. All proceedings shall be instituted by filing an original notice of appeal with the District Agency Clerk within 30 days after the rendition of the order being appealed, and a copy of the notice of appeal, accompanied by any filing fees prescribed by law, with the clerk of the court, in accordance with Rules 9.110 and 9.190 of the Florida Rules of Appellate Procedure (Fla. R. App. P.). Pursuant to Fla. R. App. P. 9.020(h), an order is rendered when a signed written order is filed with the clerk of the lower tribunal.

Via Email: RyanKordek@polk-county.net

Ref: 6686.01

June 23, 2026

Ryan Kordek, CPM, GISP
Transportation Planning
Polk County Transportation Planning Organization (TPO)
330 West Church Street
Bartow, FL 33830

**Subject: Mims Mixed Use – Comprehensive Plan Amendment Methodology
Polk County, Florida**

Dear Mr. Kordek:

LTG, Inc. (LTG) has been retained by T. Mims Corporation, to prepare a Traffic Impact Study (TIS) in support of a comprehensive plan amendment (CPA) for the proposed Mims Mixed Use development consisting of 27,573,480 square-feet of industrial land uses, 3,597 residential dwelling units, and 196,020 square-feet of commercial land uses. The proposed development will be located at the northeast corner of SR 37 and County Road 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the project relative to the surrounding road network and a conceptual site plan is attached as **Exhibit A**. Build-out is anticipated by 2051.

Appendix C of the County's Land Development Code includes methodology and procedure guidelines for conducting traffic impact studies. In accordance with these guidelines, this letter outlines the proposed methodology by which the analysis will be conducted. The analysis will be based on the latest concurrency information obtained from the Polk County Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT).

TRIP GENERATION

The proposed Industrial (IND), Residential Suburban (RS), and Rural-Cluster Centers (RCC) designations were examined. **Table 1** summarizes the allowable development yields within the proposed future land use (FLU) designations.

Table 1
Development Yields
Mims Mixed Use

FLU	Quantity		Density/Intensity	Yield	
Industrial (IND)	1266.0	Acres	0.5 FAR	27,573.48	KSF
Residential-Suburban (RS)	1199.3	Acres	3 DU / AC	3,597	DU
Rural-Cluster Centers (RCC)	15.0	Acres	0.3 FAR	196.02	KSF

The trip generation was determined using the Institute of Transportation Engineers (ITE) document, Trip Generation Manual, 12th Edition. The gross total daily, AM peak hour, and PM peak hour trips for the proposed FLU designations are shown in **Table 2**.



Mims Mixed Use	N  NTS	Location Map	
		Project No.: 6686.01	Figure 1

Table 2
Total Gross Trip Generation
Mims Mixed Use

Time Period	FLUM	Land Use	Land Use Code	Trip Rate/Equation	Quantity (X)		Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27573.48	KSF	50%	50%	28,529	28,529	57,058
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3597	DU	50%	50%	14,647	14,646	29,293
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,743	46,741	93,484
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27573.48	KSF	77%	23%	4,671	1,395	6,066
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3597	DU	27%	73%	652	1,764	2,416
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,430	3,224	8,654
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27573.48	KSF	28%	72%	1,267	3,259	4,526
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3597	DU	62%	38%	1,611	988	2,599
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,191	4,573	7,764

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the *ITETripGen* Web-based App Appendices. The internal capture and pass-by calculation/information is attached as **Exhibit B**. The resulting net trip generation is summarized in **Table 3**.

Table 3
Total Net Trip Generation
Mims Mixed Use

Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	Industrial Park	28,529	28,529	57,058	0	0	0	0	0	0	28,529	28,529	57,058
	Single Family Detached	14,647	14,646	29,293	0	0	0	0	0	0	14,647	14,646	29,293
	Shopping Center (>150K)	3,567	3,566	7,133	0	0	0	0	0	0	3,567	3,566	7,133
Totals:		46,743	46,741	93,484	0	0	0	0	0	0	46,743	46,741	93,484
AM Peak Hour	Industrial Park	4,671	1,395	6,066	0	0	0	0	0	0	4,671	1,395	6,066
	Single Family Detached	652	1,764	2,416	9	18	27	0	0	0	643	1,746	2,389
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,430	3,224	8,654	27	27	54	0	0	0	5,403	3,197	8,600
PM Peak Hour	Industrial Park	1,267	3,259	4,526	0	0	0	0	0	0	1,267	3,259	4,526
	Single Family Detached	1,611	988	2,599	85	31	116	0	0	0	1,526	957	2,483
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	152	208	164	372
Totals:		3,191	4,573	7,764	116	116	232	74	77	152	3,001	4,380	7,381

PROJECT TRIP DISTRIBUTION

The District 1 Regional Planning Model, obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS) website, was used to determine the project trip distribution. The project trip distribution is graphically depicted in **Figure 2**. Additional model printouts are included in **Exhibit C**.

PROJECT TRIP ASSIGNMENT

The project trips will be assigned to the network by multiplying the project trip distribution obtained from the District 1 Regional Planning Model by the respective peak-hour project trip generation. This method will be applied to future intersection and segment analyses.

STUDY AREA

The project study area will be determined based on significance testing. All roadway segments for which the proposed development comprises five percent or more of the adopted peak hour directional capacity will be analyzed. Using the project trip distribution, the peak-hour project trips were assigned to the roadway network to determine the roadway segments that are impacted by the proposed project. Per Polk County's Appendix C Traffic Impact Study Methodology and Procedures, if a project's impacts do not exceed the five percent significance threshold, then the impact of the project traffic on the first directly accessed roadway segments at a minimum shall be evaluated. **Table 4** presents the significance test on area roadways for the proposed development. Reference data was obtained from the Polk TPO 2026 Roadway Network Database.

Table 4
Significance Test
Mims Mixed Use

Roadway	Link No.	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Directional Capacity ¹	Build Out Project Distribution	Peak-Hour Two-Way		
		From	To						Project Trips	Impact of LOS	5% Significant?
CR 640	4069E	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	627	69.62%	Yes
CR 640	4069W	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	1059	117.67%	Yes
CR 640	4070E	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	582	47.69%	Yes
CR 640	4070W	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	983	80.60%	Yes
CR 640	4200E	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	16	1.31%	No
CR 640	4200W	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	27	2.21%	No
SR 37	5800N	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5800S	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5801N	SR 674	CR 640	2B	FDOT	C	900	1.4%	76	8.40%	Yes
SR 37	5801S	SR 674	CR 640	2B	FDOT	C	900	1.4%	45	4.97%	No
SR 37	5802N	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	2036	166.93%	Yes
SR 37	5802S	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	3442	282.11%	Yes
SR 37	5803N	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	2017	100.87%	Yes
SR 37	5803S	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	3409	170.46%	Yes
SR 37	5804N	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	870	43.48%	Yes
SR 37	5804S	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	1470	73.48%	Yes
SR 37	5805N	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	460	23.02%	Yes
SR 37	5805S	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	778	38.90%	Yes
SR 37	5806N	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	233	11.67%	Yes
SR 37	5806S	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	394	19.72%	Yes
SR 37	5809N	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	217	7.20%	Yes
SR 37	5809S	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	367	12.17%	Yes
SR 37	5807N	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	182	11.18%	Yes
SR 37	5807S	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	308	18.89%	Yes
SR 37	5809N	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	118	7.26%	Yes
SR 37	5809S	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	200	12.26%	Yes
Old Highway 37	4128N	CR 630	CR 640	2U	Polk County	D	730	9.6%	519	71.05%	Yes
Old Highway 37	4128S	CR 630	CR 640	2U	Polk County	D	730	9.6%	307	42.04%	Yes
Old Highway 37	-N	CR 640	SR 37	2U	Polk County	D	730	1.1%	59	8.14%	Yes
Old Highway 37	-S	CR 640	SR 37	2U	Polk County	D	730	1.1%	35	4.82%	No
Old Highway 37	4127N	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	86	10.93%	Yes
Old Highway 37	4127S	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	146	18.47%	Yes
Old Highway 37	8034N	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	54	6.88%	Yes
Old Highway 37	8034S	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	92	11.63%	Yes
Nichols Rd	4120E	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	38	5.04%	Yes
Nichols Rd	4120W	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	22	2.98%	No
Anderson Rd	-N	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	173	23.02%	Yes
Anderson Rd	-S	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	292	38.90%	Yes
SR 60	5900E	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	881	44.03%	Yes
SR 60	5900W	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	521	26.06%	Yes
SR 60	5901E	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	1178	58.89%	Yes
SR 60	5901W	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	697	34.85%	Yes
SR 60	5902E	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	432	21.58%	Yes
SR 60	5902W	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	729	36.47%	Yes
SR 60	5903E	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	128	7.03%	Yes
SR 60	5903W	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	216	11.87%	Yes
SR 60	5904E	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	118	5.91%	Yes
SR 60	5904W	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	200	10.00%	Yes
SR 60	5906E	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	43	2.34%	No
SR 60	5906W	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	72	3.95%	No
CR 555	4056N	SR 60	CR 640	2U	Polk County	C	750	4.4%	141	18.76%	Yes
CR 555	4056S	SR 60	CR 640	2U	Polk County	C	750	4.4%	238	31.70%	Yes
CR 555	4056N	CR 640	CR 630	2U	Polk County	C	750	0.1%	5	0.72%	No
CR 555	4056S	CR 640	CR 630	2U	Polk County	C	750	0.1%	3	0.43%	No
Carter Rd	8079E	SR 37	CR 540A	2U	Polk County	D	790	2.6%	83	10.52%	Yes
Carter Rd	8079W	SR 37	CR 540A	2U	Polk County	D	790	2.6%	140	17.78%	Yes
Shepard Rd	4145E	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4145W	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4144E	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	281	15.61%	Yes
Shepard Rd	4144W	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	166	9.24%	Yes
CR 540A	4041E	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	70	3.91%	No
CR 540A	4041W	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	119	6.60%	Yes
CR 540A	4162W	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	38	2.10%	No
CR 540A	4162E	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	22	1.24%	No
County Line Rd	4027N	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	285	15.81%	Yes
County Line Rd	4027S	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	481	26.71%	Yes
County Line Rd	4028N	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	278	15.45%	Yes
County Line Rd	4028S	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	470	26.11%	Yes

¹Per 2026 Polk County Roadway Network Database.

Based on the significant test shown in **Table 4**, the following roadway segments and intersections will be included in the traffic impact study:

Roadway Segments:

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A
- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections:

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Hwy 37 at CR 640

Traffic Count Procedures

Manual turning movement counts will be conducted on a Tuesday, Wednesday, or Thursday during the AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hours at each study area intersection. The existing traffic counts will be adjusted by the FDOT Seasonal Factor (SF) specified for the week data is collected.

Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic derived from growth rates and the estimated project traffic. Growth rates for each study area roadway segment will be determined by historical growth trends calculated based upon ten years of historic count data. A minimum annual growth rate of two percent shall be used unless otherwise documented. All improvements funded for construction within the first three years of the five-year work program will be considered in the analysis.

Analysis Period

Roadway segments will be analyzed based on PM peak hour traffic and intersections will be analyzed for the AM and PM peak hours. The analysis will be conducted under 2026 existing conditions, 2051 background conditions, and 2051 build-out conditions.

Intersection Analysis – AM and PM Peak Hour (Existing, Background, and Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized and signalized intersections will be analyzed using the latest version of *Synchro 12* (Synchro). This software utilizes the methodology outlined in Chapters 19 and 20 of the Highway Capacity Manual, Version 7, titled "Signalized Intersections" and "Two-Way Stop Controlled Intersections", respectively.

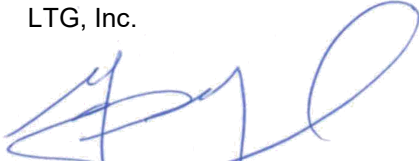
Improvements

If warranted, appropriate roadway segment and intersection improvements will be identified. Conditions for each analysis phase will be analyzed for improvements that are required for mitigation.

Please review and advise if the County agrees with the proposed methodology or provide comments relating to preferred revisions. If you have any questions, please feel free to contact me at 386.257.2571.

Sincerely,

LTG, Inc.



George A. Galan, PE
Chief Operations Officer

Attachments:

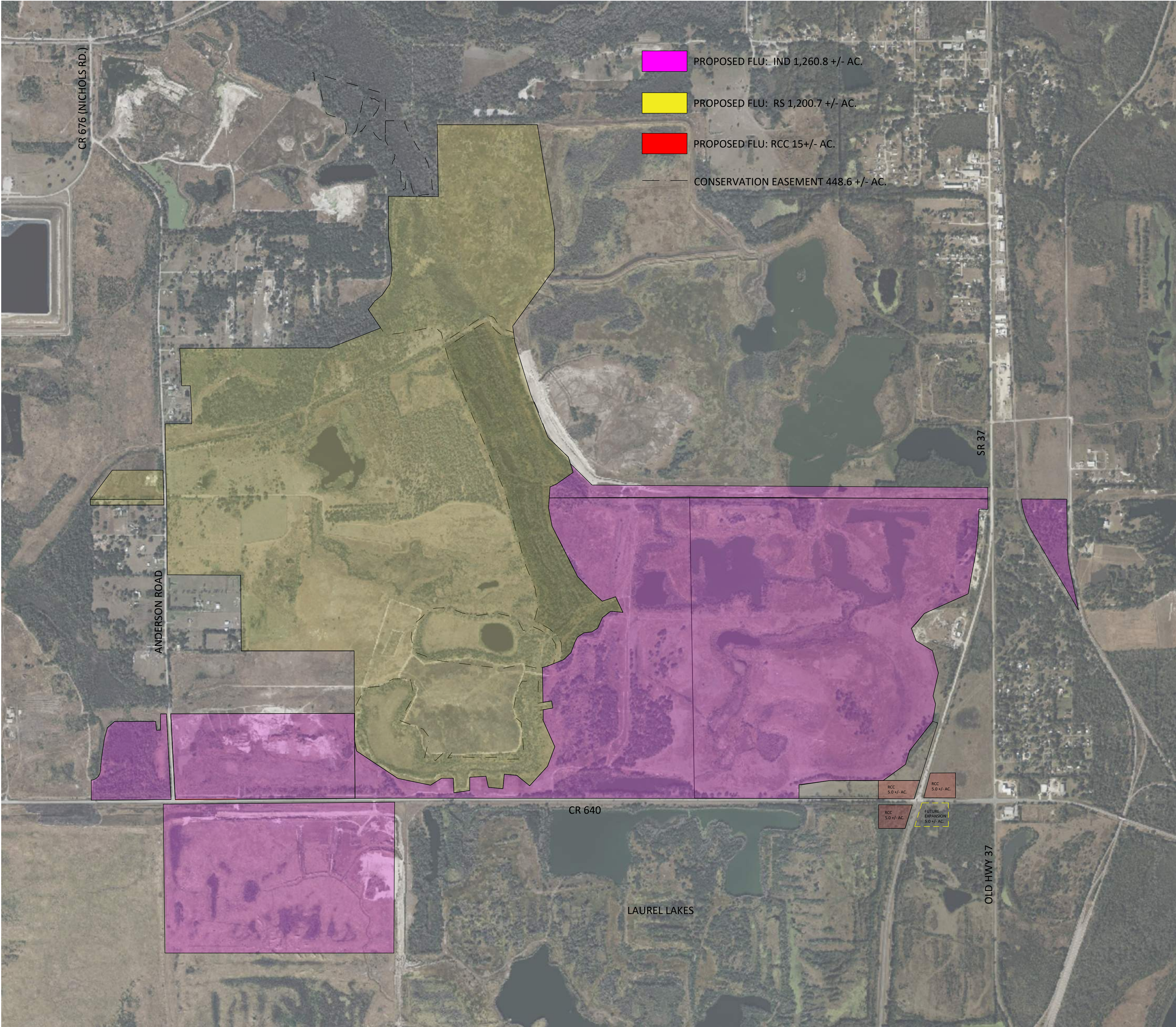
Exhibit A: Conceptual Site Plan
Exhibit B: Internal Capture Worksheets
Exhibit C: Additional D1RPM Printouts

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EXHIBIT A

Conceptual Site Plan

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LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING CONDITIONS TEXT
---	EXISTING SPOT ELEVATIONS
---	EXISTING CONTOURS
---	EXISTING POTABLE WATER
---	EXISTING STORM SEWER
---	EXISTING FENCE LINE
---	EXISTING SANITARY LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING BURIED TELEPHONE LINE
---	EXISTING BURIED FORCE MAIN
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CONDITIONS TEXT
---	PROPOSED POTABLE WATER
---	PROPOSED FORCE MAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER
---	JURISDICTIONAL WETLAND LINE
---	25' WETLAND BUFFER
---	100-YR FIRM
(S)	PROPOSED PARKING SPACE COUNT
!	CAUTION!!! VERTICAL CLEARANCE IS CRITICAL. DEFLECT PIPE AS NECESSARY PER CONFLICT DETAIL

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KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607
STRUCTURAL, ELECTRICAL AND GEOTECHNICAL ENGINEERING BY OTHERS

Sunshine

NO.	DATE	REVISIONS	BY
P-0	-	ISSUE FOR REVIEW	-
-	-	-	-
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T. MIMS CORP.

PROPOSED FLU EXHIBIT

PROJECT NO: MIMSC26001

DRAWN BY: KKM

APPROVED BY: ###

THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE

SHEET NO:
C1.0

THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

EXHIBIT B

Internal Capture Worksheets

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mims Mixed Use			Organization:	LTG, Inc.
Project Location:	Polk			Performed By:	KAF
Scenario Description:	AM BO			Date:	6/15/2026
Analysis Year:	20251			Checked By:	
Analysis Period:	AM Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	172	107	65
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2416	652	1764
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	6066	4671	1395
Total				8654	5430	3224

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	8,654	5,430	3,224
Internal Capture Percentage	1%	0%	1%
External Vehicle-Trips ³	8,600	5,403	3,197
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	17%	14%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mims Mixed Use
Analysis Period:	AM Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	107	107	1.00	65	65
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	652	652	1.00	1764	1764
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	35	18	353	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	0		0	0	13	0
Restaurant	0	9		0	33	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	18	89	107	89	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	643	652	643	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	4671	4671	4671	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	9	56	65	56	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	1746	1764	1746	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1395	1395	1395	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	LTG, Inc.
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	639	313	326
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2599	1611	988
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	4526	1267	3259
Total				7764	3191	4573

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	85	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	7,764	3,191	4,573
Internal Capture Percentage	3%	4%	3%
External Vehicle-Trips ³	7,532	3,075	4,457
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	0
Analysis Period:	PM Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	313	313	1.00	326	326
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1611	1611	1.00	988	988
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		95	13	85	16
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	415	207	0		30
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	64	0
Retail	0		0	0	741	0
Restaurant	0	157		0	258	0
Cinema/Entertainment	0	13	0		64	0
Residential	0	31	0	0		0
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	31	282	313	282	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	85	1526	1611	1526	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1267	1267	1267	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	85	241	326	241	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	31	957	988	957	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	3259	3259	3259	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

EXHIBIT C

Additional D1RPM Printouts



**Mims Mixed Used
Polk County, FL**

**Comprehensive Plan Amendment
*Traffic Analysis***

**Prepared for: T. Mims Corporation
By: LTG, Inc.
June 2026**



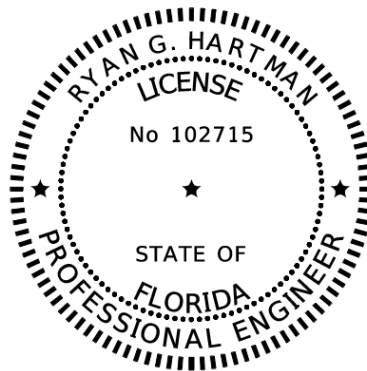
PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with LTG, Inc., a corporation authorized to operate as an engineering business, F030424608005, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Mims Mixed Use – Comprehensive Plan Amendment Traffic Analysis
LOCATION: Polk County, Florida
CLIENT: T. Mims Corporation
JOB #: 6686.02

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

Prepared by:
LTG, Inc.
1450 W. Granada Blvd, Suite 2
Ormond Beach, FL 32174
Vendor No. F030424608005
386/257-2571



This item has been digitally signed and sealed by Ryan G. Hartman on the date adjacent to the seal.

Ryan G Hartman Date: 2026.06.30
18:07:02-04'00'

Signature must be verified on any electronic copies.

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Appendix E- Synchro Summary Sheets – Existing Conditions

Appendix F- Synchro Summary Sheets – Future Conditions

1

INTRODUCTION

LTG, Inc. (LTG) has been retained by T. Mims Corporation to prepare a Comprehensive Plan Amendment (CPA) traffic analysis for the proposed Mims Mixed Use development.

The proposed CPA will change the existing future land use (FLU) designations of a 2,476.5-acre property from 2,452.2 acres of Phosphate Mining (PM), 5 acres of Industrial (IND), 14.3 acres of Agriculture/Residential-Rural (A/RR), and 5 acres of Leisure/Recreation (L/R) to 1,260.8 acres of IND, 1,200.7 acres of Residential-Suburban (RS), and 15 acres of Rural Cluster Center (RCC). The property's proposed maximum development potential consists of 27,460,224 square-feet of industrial (based on 0.5 Floor Area Ratio (FAR)), 3,602 residential dwelling units (based on 3 dwelling units per acre allowed within a Suburban Planned Development (SPD)), and 196,020 square-feet of commercial (based on 0.3 FAR). Please note that the development scenario is based on maximum development potential of the proposed FLU designations and may not reflect the final development plan proposed for the site. If/when the applicant decides to file for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

The proposed development will be located at the northwest corner of SR 37 and CR 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the development relative to the surrounding road network. A proposed FLU exhibit is included in **Appendix A**. Build-out is anticipated by 2051.

Study Procedures

Standard engineering and planning procedures were used to determine the anticipated impacts of the property's proposed maximum development potential. Reference data was obtained from the Polk Transportation Planning Organization (TPO), the Florida Department of Transportation (FDOT), and the Institute of Transportation Engineers (ITE).

Study Area

The study area for the project includes the roadway segments that are directly connected to the project site and are impacted by the proposed project to within five percent or greater of the peak hour directional adopted level of service (LOS) capacity and major intersections along the significant segments. The CPA traffic analysis methodology letter identifying the study area is included in **Appendix B**.

The following roadway segments and intersections are included in the analysis:

Roadway Segments

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A

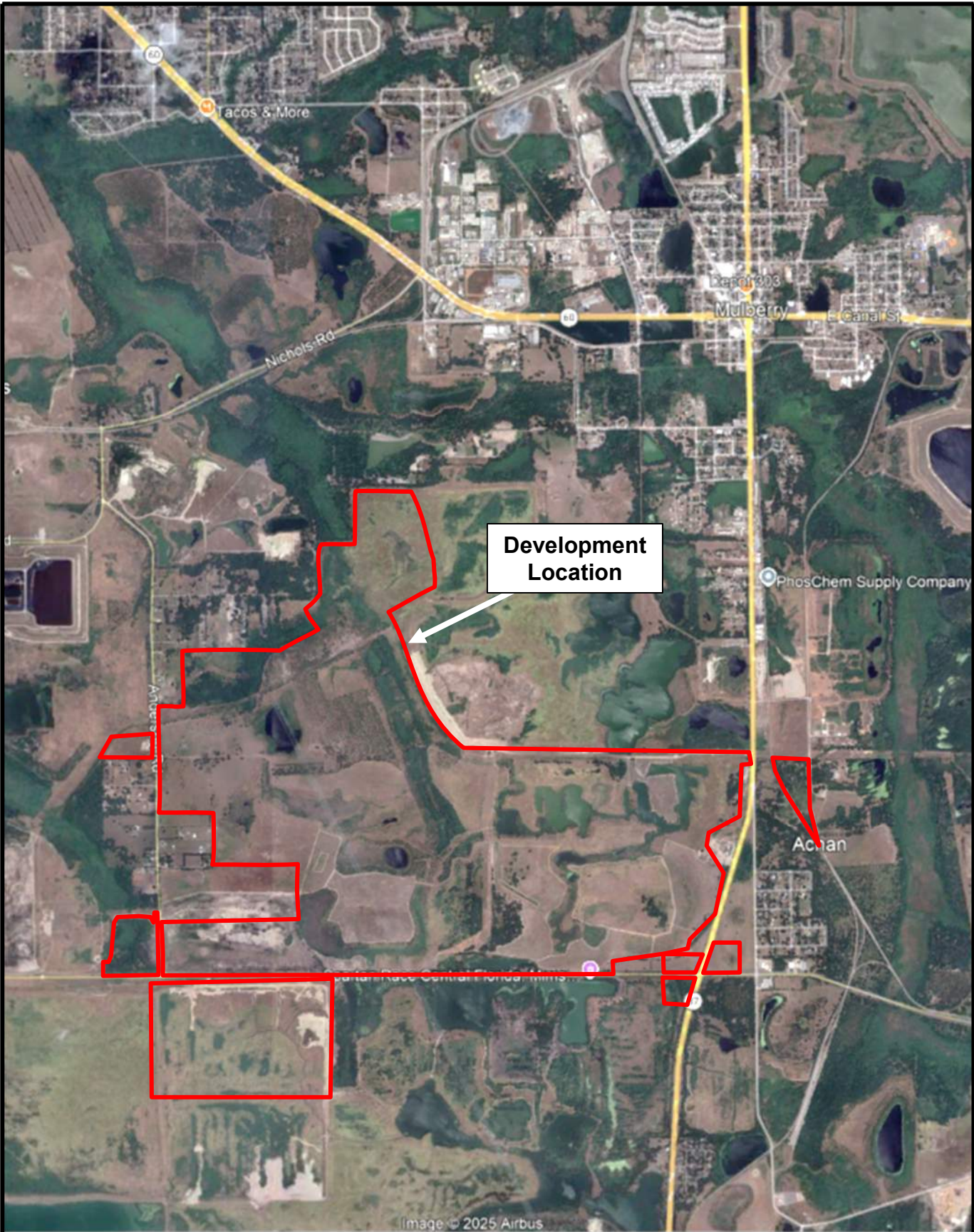
- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Highway 37 at CR 640

Planned Roadway Improvements

Information on the programmed or planned roadway improvements in the area was obtained from the FDOT Five-Year Work Program and the Polk TPO Long Range Transportation Plan. At this time, there are no programmed or planned roadway improvements funded for construction in the next five years within the study area.



Mims Mixed Use	 NTS	Location Map		
		Project No.: 6686.02	Figure 1	

2

EXISTING ROADWAY ANALYSIS

Turning movement counts were conducted during the AM and PM peak hours on Tuesday, May 19th, 2026 at the study area intersections (included in **Appendix C**). The turning movement counts were adjusted by the FDOT Seasonal Factor specified for the week the data was collected. The existing traffic volumes are presented in **Figure 2**.

Intersection Analysis

The operating conditions at the study area intersections were evaluated using *Synchro*. **Table 1** presents the existing AM and PM peak hour LOS at the study area intersections. The traffic signal timing sheets for the signalized intersections are included in **Appendix D** and the *Synchro* summary sheets are included in **Appendix E**. As indicated in the table, the intersection of SR 37 at SR 60 is currently operating outside the adopted LOS during the AM peak hour.

Table 1
Existing LOS – Intersection Analysis

Intersection	Adopted LOS	Control Type	AM Peak Hour				PM Peak Hour			
			Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C
SR 37 at CR 640	C	Traffic Signal	-	15.9	B	0.550	-	16.8	B	0.600
Anderson Rd at CR 640	C	TWSC	SB	8.8	A	0.047	SB	9.8	A	0.061
SR 37 at SR 60	D	Traffic Signal	-	74.6	E	0.950	-	44.1	D	0.890
Nichols Rd at Anderson Rd	D	TWSC	WB	9.1	A	0.047	WB	9.1	A	0.100
Old SR 37 at CR 640	D	AWSC	NB	10.1	B	0.305	EB	11.8	B	0.446

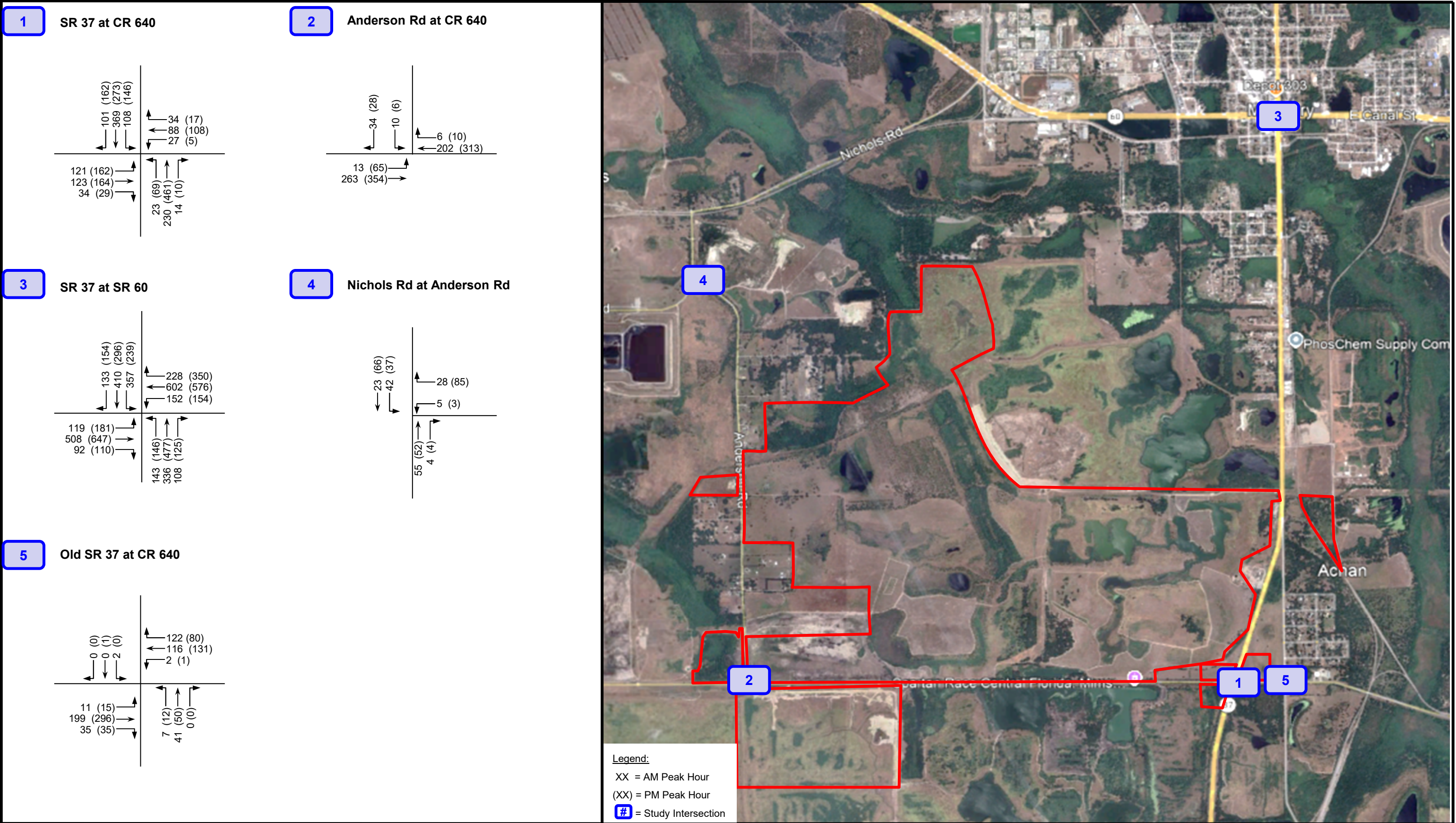
Roadway Segment Analysis

The Annual Average Daily Traffic (AADT) for the study roadway segments was obtained from the *2025 Polk County Roadway Network Database*. The existing LOS for the study area roadway segments are shown in **Table 2**. As indicated in the table, all study area roadway segments are currently operating within the directional peak hour capacities.

Table 2*
Existing LOS – Roadway Segment Analysis

Roadway	Segment		Link No.	No. of Lanes	Adopted LOS	Peak Hour Directional Capacity	Existing Peak Hour Directional Volume	V/C Ratio	Existing Volume Exceeds Capacity?
CR 640	Hillsborough County Line	SR 37	4069E	2B	C	900	313	0.35	No
CR 640	Hillsborough County Line	SR 37	4069W	2B	C	900	326	0.36	No
CR 640	SR 37	US 17/98	4070E	2B	D	1,220	198	0.16	No
CR 640	SR 37	US 17/98	4070W	2B	D	1,220	207	0.17	No
SR 37	SR 674	CR 640	5801N	2B	C	900	326	0.36	No
SR 37	SR 674	CR 640	5801S	2B	C	900	340	0.38	No
SR 37	CR 640	Alafia River	5802N	2B	D	1,220	512	0.42	No
SR 37	CR 640	Alafia River	5802S	2B	D	1,220	492	0.40	No
SR 37	Alafia River	SR 60	5803N	4D	D	2,000	611	0.31	No
SR 37	Alafia River	SR 60	5803S	4D	D	2,000	636	0.32	No
SR 37	SR 60	Shepard Rd	5804N	4D	D	2,000	901	0.45	No
SR 37	SR 60	Sherpard Rd	5804S	4D	D	2,000	938	0.47	No
SR 37	Shepard Rd	Pipkin Rd	5805N	4D	D	2,000	1,403	0.70	No
SR 37	Sherpard Rd	Pipkin Rd	5805S	4D	D	2,000	1,461	0.73	No
SR 37	Pipkin Rd	Alamo Dr	5806N	4D	D	2,000	1,232	0.62	No
SR 37	Pipkin Rd	Alamo Dr	5806S	4D	D	2,000	1,283	0.64	No
SR 37	Alamo Dr	SR 570	5809N	6D	D	3,020	1,449	0.48	No
SR 37	Alamo Dr	SR 570	5809S	6D	D	3,020	1,508	0.50	No
SR 37	SR 570	Ariana St	5807N	4D	D	1,630	1,159	0.71	No
SR 37	SR 570	Ariana St	5807S	4D	D	1,630	1,206	0.74	No
SR 37	Ariana St	Main St	5808N	4D	D	1,630	1,449	0.89	No
SR 37	Ariana St	Main St	5808S	4D	D	1,630	1,508	0.93	No
Old Highway 37	CR 630	CR 640	4128N	2U	D	730	28	0.04	No
Old Highway 37	CR 630	CR 640	4128S	2U	D	730	29	0.04	No
Old Highway 37	CR 640	SR 37	N	2U	D	730	145	0.20	No
Old Highway 37	CR 640	SR 37	S	2U	D	730	1	0.00	No
Old Highway 37	Shepard Rd	Pipkin Rd	4127N	2U	D	790	450	0.57	No
Old Highway 37	Shepard Rd	Pipkin Rd	4127S	2U	D	790	432	0.55	No
Old Highway 37	Pipkin Rd	SR 570	8034N	2U	E	790	185	0.23	No
Old Highway 37	Pipkin Rd	SR 570	8034S	2U	E	790	193	0.24	No
Nichols Rd	Nichols Plant	CR 676	4120E	2U	C	750	4	0.01	No
Nichols Rd	Nichols Plant	CR 676	4120W	2U	C	750	5	0.01	No
Anderson Rd	Nichols Rd	CR 640	N	2U	C	750	75	0.10	No
Anderson Rd	Nichols Rd	CR 640	S	2U	C	750	34	0.04	No
SR 60	Hillsborough County Line	CR 676	5900E	4D	D	2,000	1,014	0.51	No
SR 60	Hillsborough County Line	CR 676	5900W	4D	D	2,000	1,056	0.53	No
SR 60	CR 676	SR 37	5901E	4D	D	2,000	1,036	0.52	No
SR 60	CR 676	SR 37	5901W	4D	D	2,000	1,079	0.54	No
SR 60	SR 37	12th Ave	5902E	4D	D	2,000	1,102	0.55	No
SR 60	SR 37	12th Ave	5902W	4D	D	2,000	1,058	0.53	No
SR 60	12th Ave	Bonnie Mine Rd	5903E	4D	D	1,820	1,069	0.59	No
SR 60	12th Ave	Bonnie Mine Rd	5903W	4D	D	1,820	1,028	0.56	No
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904E	4D	D	2,000	992	0.50	No
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904W	4D	D	2,000	1,033	0.52	No
CR 555	SR 60	CR 640	4056N	2U	C	750	163	0.22	No
CR 555	SR 60	CR 640	4056S	2U	C	750	170	0.23	No
Carter Rd	SR 37	CR 540A	8079E	2U	D	790	542	0.69	No
Carter Rd	SR 37	CR 540A	8079W	2U	D	790	520	0.66	No
Shepard Rd	Bailey Rd	SR 37	4144E	4D	D	1,800	964	0.54	No
Shepard Rd	Bailey Rd	SR 37	4144W	4D	D	1,800	926	0.51	No
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041E	5U	D	1,800	1,147	0.64	No
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041W	5U	D	1,800	1,193	0.66	No
County Line Rd	SR 60	Pipkin Rd	4027N	4D	D	1,800	927	0.52	No
County Line Rd	SR 60	Pipkin Rd	4027S	4D	D	1,800	891	0.50	No
County Line Rd	Pipkin Rd	I-4	4028N	4D	D	1,800	1,076	0.60	No
County Line Rd	Pipkin Rd	I-4	4028S	4D	D	1,800	1,120	0.62	No

*Data Obtained from 2025 Polk County Roadway Network Database



3

2051 FUTURE ROADWAY ANALYSIS

The study area intersection and roadway segments were analyzed based on the future roadway conditions to determine potential impacts.

Background Traffic

A minimum annual growth rate of 1.38% was applied to the study area intersection and roadway segment existing volumes to determine 2051 background traffic. This annual growth rate was determined using population estimates obtained from the Bureau of Economic and Business Research (BEBR) and the medium series projections for year 2050 (the latest year made available by the BEBR). The background traffic volumes are presented in **Figure 3**.

Trip Generation

The daily, AM peak hour, and PM peak hour trip generation for the property's proposed maximum development potential was determined using the ITE' 12th Edition of the *Trip Generation Manual*. The gross trip generation is presented in **Table 3**.

Table 3
Gross Trip Generation

Time Period	FLUM	Land Use	ITE LUC	Trip Rate/Equation	Quantity (X)	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)	
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27460.22	KSF	50%	50%	28,414	28,413	56,827
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3602	DU	50%	50%	14,667	14,667	29,334
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,648	46,646	93,294
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27460.22	KSF	77%	23%	4,652	1,389	6,041
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3602	DU	27%	73%	653	1,766	2,419
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,412	3,220	8,632
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27460.22	KSF	28%	72%	1,262	3,246	4,508
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3602	DU	62%	38%	1,613	989	2,602
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,188	4,561	7,749

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the ITETripGen Web-based App Appendices. The resulting net trip generation is summarized in **Table 4**.

Table 4
Net Trip Generation

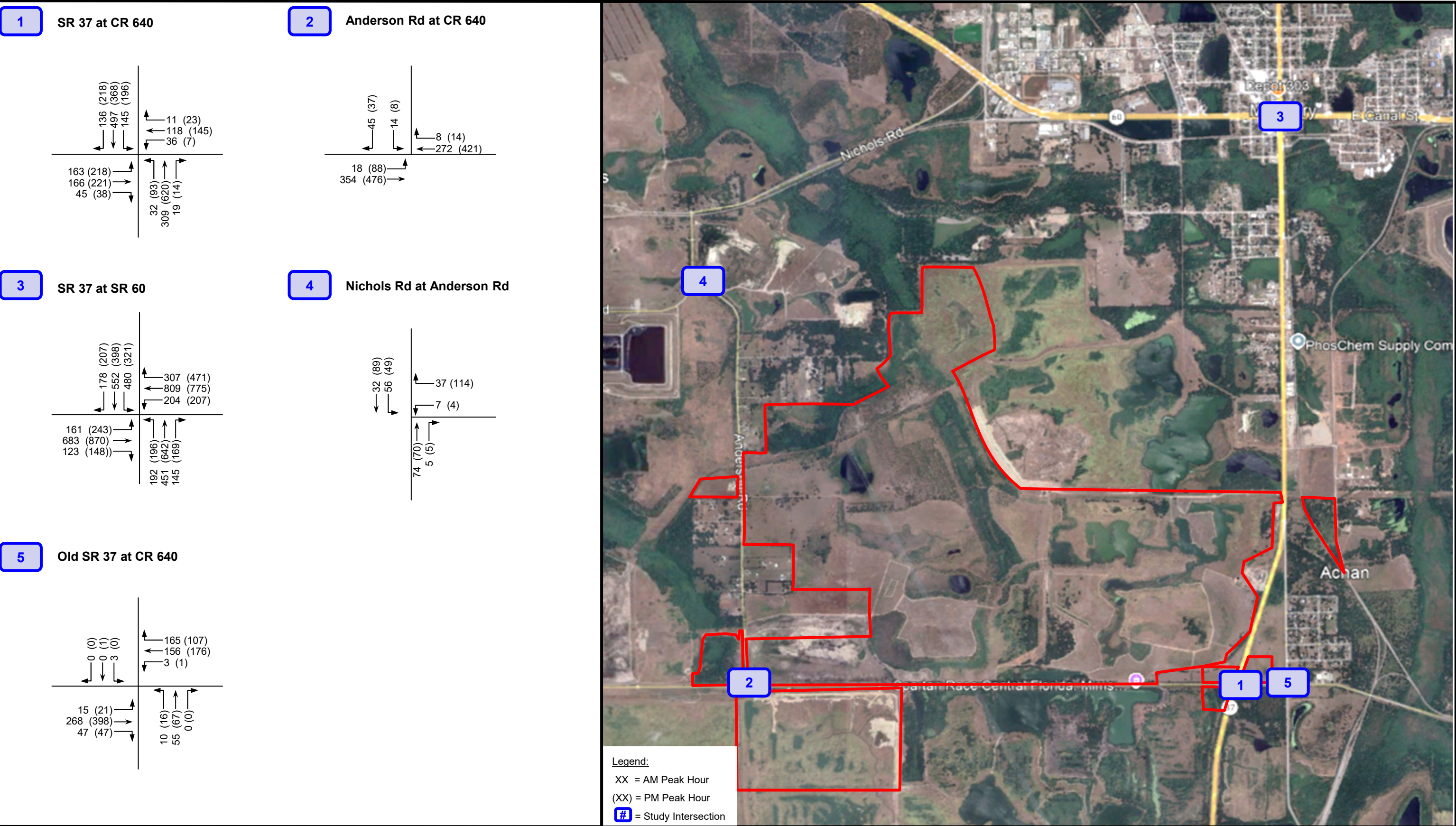
Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
AM Peak Hour	Industrial Park	4,652	1,389	6,041	0	0	0	0	0	0	4,652	1,389	6,041
	Single Family Detached	653	1,766	2,419	9	18	27	0	0	0	644	1,748	2,392
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,412	3,220	8,632	27	27	54	0	0	0	5,385	3,193	8,578
PM Peak Hour	Industrial Park	1,262	3,246	4,508	0	0	0	0	0	0	1,262	3,246	4,508
	Single Family Detached	1,613	989	2,602	85	31	116	0	0	0	1,528	958	2,486
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	151	208	164	372
Totals:		3,188	4,561	7,749	116	116	232	74	77	151	2,998	4,368	7,366

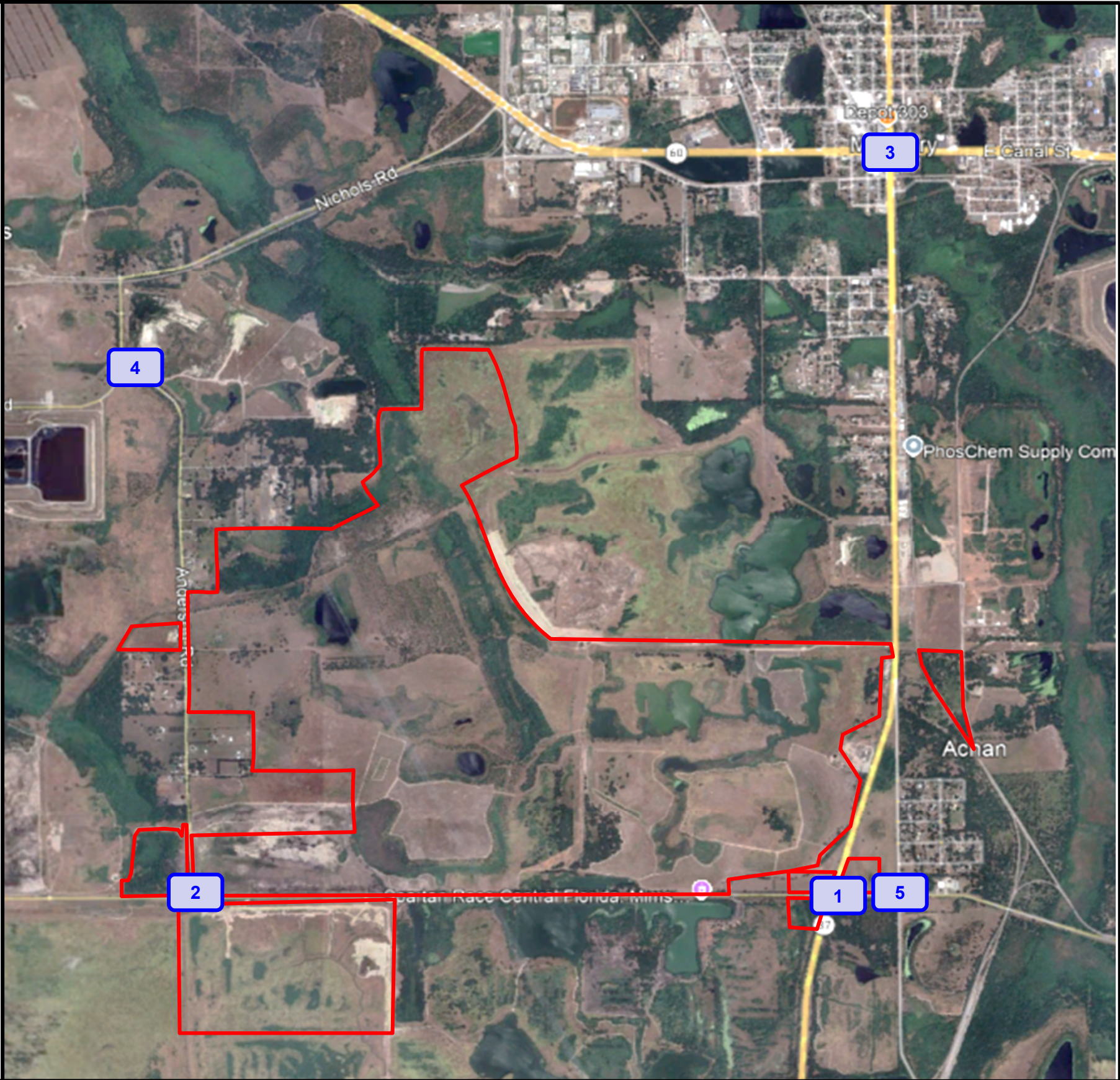
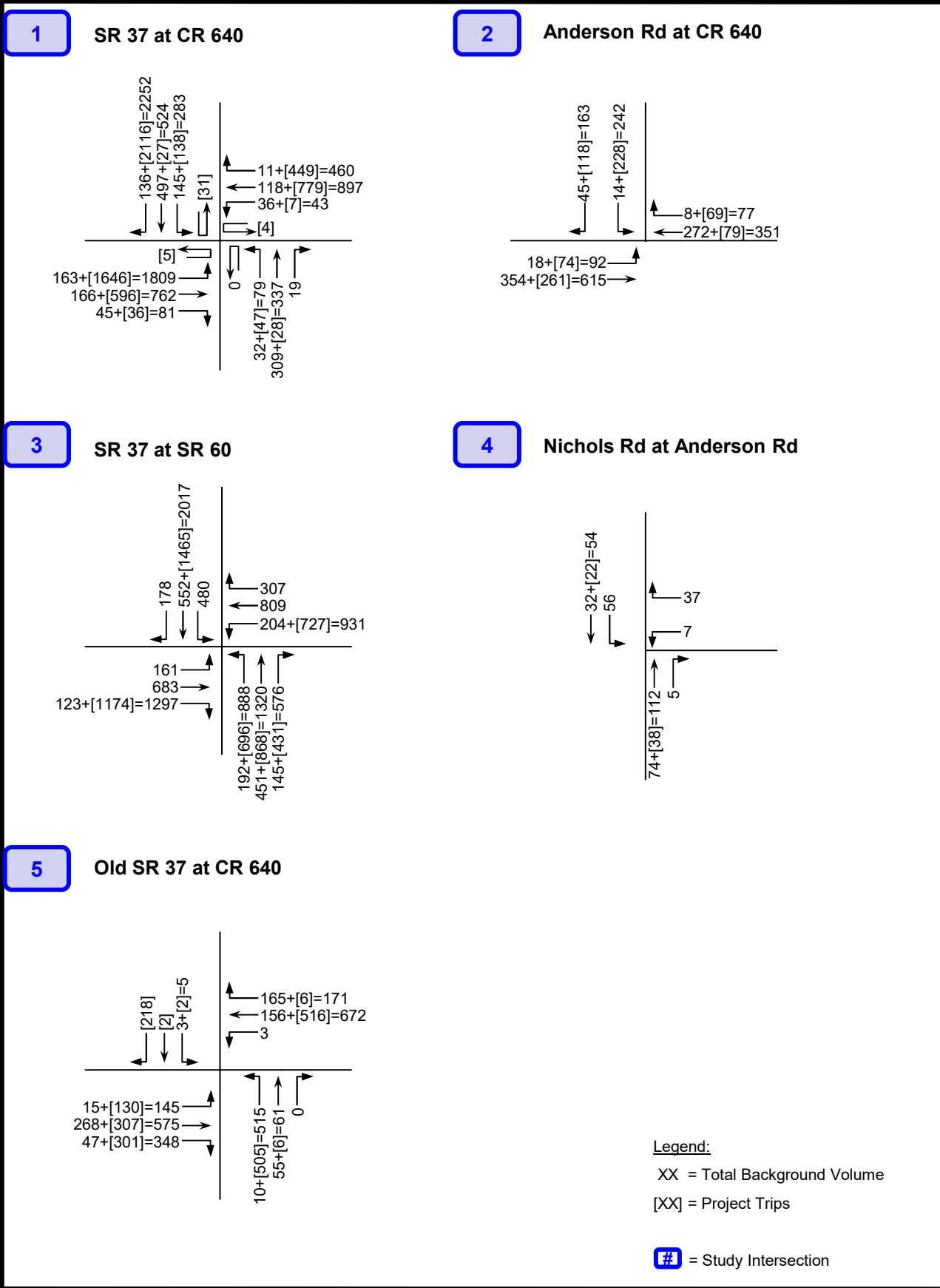
Trip Distribution

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The District 1 Regional Planning Model, developed for use in forecasting future travel patterns, was used to determine the project trip distribution. Please note, the model distribution was manually modified in the immediate vicinity of the project using engineering judgment to account for anticipated development mix and access. The trip distribution is presented in **Figure 4**.

Trip Assignment

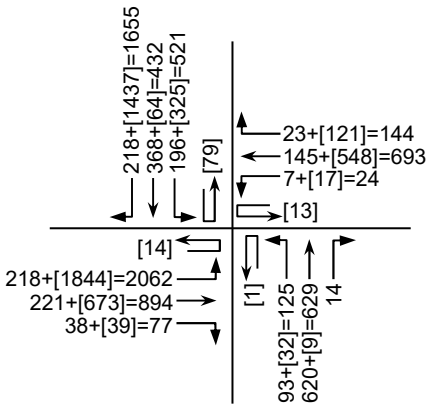
Using the trip distribution, the AM and PM peak hour project trips were assigned to the study area roadway network. **Figure 5A** and **Figure 5B** graphically depict the 2051 build-out AM and PM peak hour traffic, respectively.





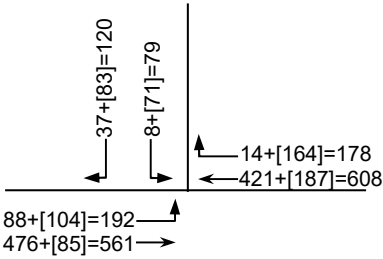
1

SR 37 at CR 640



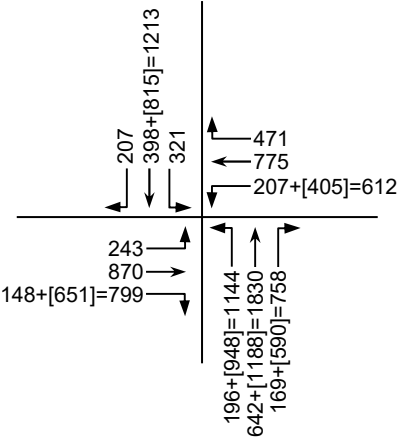
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Anderson Rd at CR 640



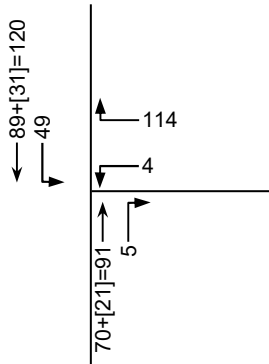
3

SR 37 at SR 60



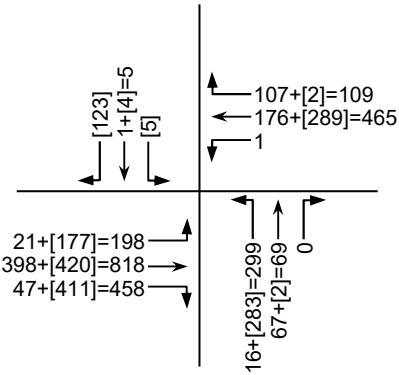
4

Nichols Rd at Anderson Rd

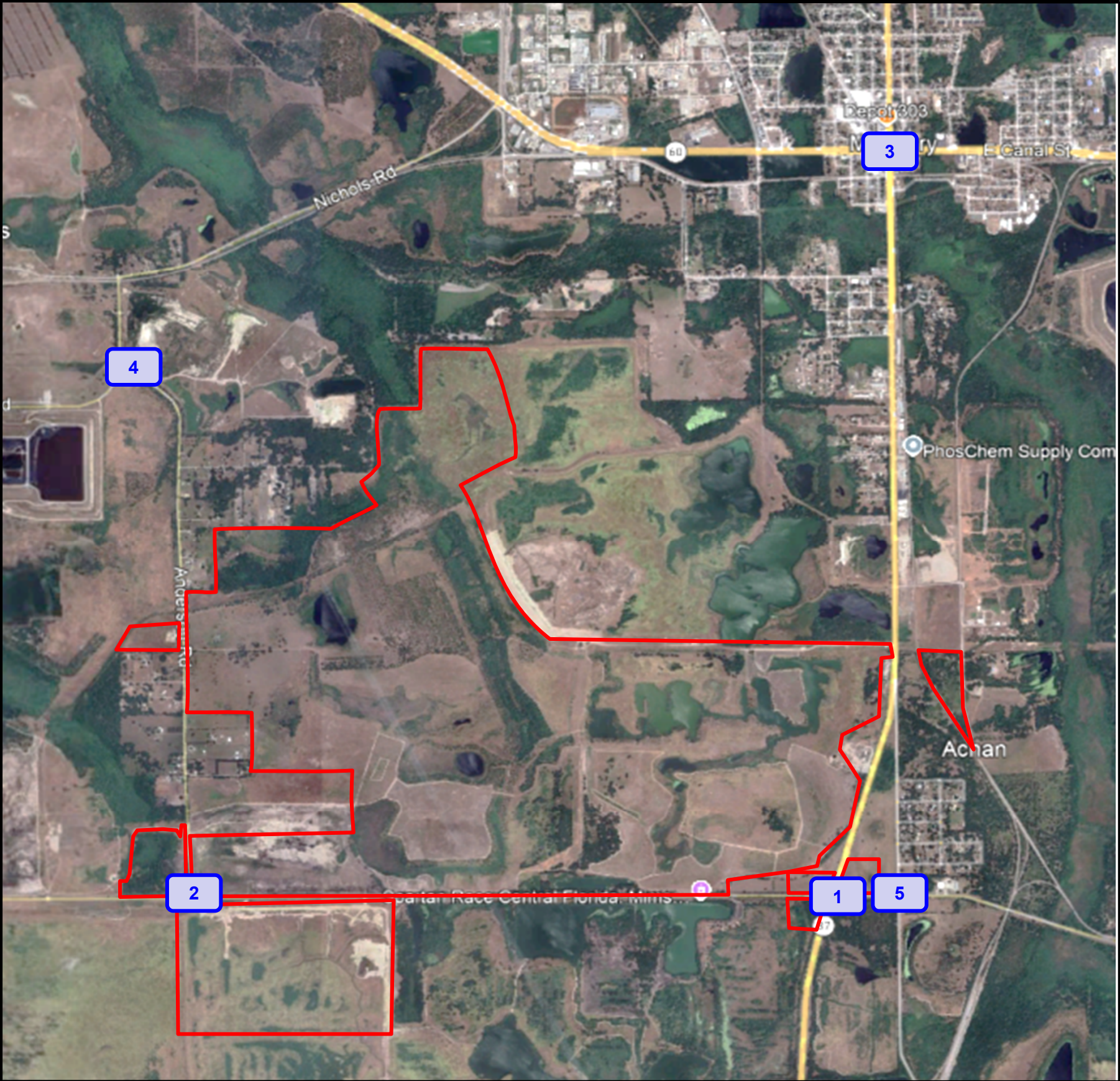


5

Old SR 37 at CR 640



Legend:
XX = Total Background Volume
[XX] = Project Trips
= Study Intersection



Mims Mixed Use



2051 Build-Out PM Peak Hour
Traffic Volumes

Project Number: 6686.02

Figure: B



Intersection Analysis

The study area intersections were analyzed based on the future roadway conditions. **Table 5** presents the future AM and PM peak hour LOS at the study area intersections. The *Synchro* summary sheets are included as **Appendix F**. As indicated in the table, all study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.

Table 5
Future LOS – Intersection Analysis

Intersection	Adopted LOS	Control Type	AM Peak Hour					PM Peak Hour				
			Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movements with V/C > 1.0	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movements with V/C > 1.0
SR 37 at CR 640	C	Traffic Signal	-	4,186.2	F	34.760	EBL, EBT, WBL, WBT, SBR	-	4,955.3	F	37.670	EBL, EBT, WBT, SBL, SBR
Anderson Rd at CR 640	C	TWSC	SB	252.9	F	1.448	SB	SB	197.0	F	1.239	SB
SR 37 at SR 60	D	Traffic Signal	-	854.9	F	4.870	EBT, EBR, WBL, NBL, NBT, NBR, SBL, SBT, SBR	-	870.1	F	5.300	EBT, EBR, WBL, NBL, NBT, NBR, SBT, SBR
Nichols Rd at Anderson Rd	D	TWSC	WB	9.8	A	0.072	-	WB	9.6	A	0.144	-
Old SR 37 at CR 640	D	AWSC	NB	410.1	F	2.273	EBT, EBR, WBT, NB	EB	515.7	F	2.222	EBT, EBR, WBT, NB

Roadway Segment Analysis

The study area roadway segments were analyzed under future conditions and the results are presented in **Table 6**. As indicated in the table, CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from SR 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 37 to CR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.

Table 6
Future LOS – Roadway Segment Analysis

Roadway	Segment		Link No.	No. of Lanes	Adopted LOS	Peak Hour Directional Capacity	Existing Peak Hour Directional Volume	Existing Volumes Exceeds Capacity?	Existing V/C Ratio	2051 Background Volume	2051 Background Volume Exceeds Capacity?	Background V/C Ratio	Project Distribution	Project Trips	2051 Total Build-Out Volume	2051 Build-Out Volume Exceeds Capacity?	Build-Out V/C Ratio
CR 640	Hillsborough County Line	SR 37	4069E	2B	C	900	313	No	0.35	425	No	0.47	*	2,283	2,708	Yes	3.01
CR 640	Hillsborough County Line	SR 37	4069W	2B	C	900	326	No	0.36	443	No	0.49	*	2,947	3,390	Yes	3.77
CR 640	SR 37	US 17/98	4070E	2B	D	1,220	198	No	0.16	269	No	0.22	*	738	1,007	No	0.83
CR 640	SR 37	US 17/98	4070W	2B	D	1,220	207	No	0.17	281	No	0.23	*	1,239	1,520	Yes	1.25
SR 37	SR 674	CR 640	5801N	2B	C	900	326	No	0.36	443	No	0.49	1.4%	45	488	No	0.54
SR 37	SR 674	CR 640	5801S	2B	C	900	340	No	0.38	462	No	0.51	1.4%	75	537	No	0.60
SR 37	CR 640	Old Highway 37	5802N	2B	D	1,220	512	No	0.42	696	No	0.57	*	2,154	2,850	Yes	2.34
SR 37	CR 640	Old Highway 37	5802S	2B	D	1,220	492	No	0.40	669	No	0.55	*	2,312	2,981	Yes	2.44
SR 37	Old Highway 37	Alafia River	5802N	4D	D	2,000	611	No	0.31	830	No	0.42	*	2,154	2,984	Yes	1.49
SR 37	Old Highway 37	Alafia River	5802S	4D	D	2,000	636	No	0.32	864	No	0.43	*	2,312	3,176	Yes	1.59
SR 37	Alafia River	SR 60	5803N	4D	D	2,000	901	No	0.45	1,224	No	0.61	63.1%	2,015	3,239	Yes	1.62
SR 37	Alafia River	SR 60	5803S	4D	D	2,000	938	No	0.47	1,275	No	0.64	63.1%	3,398	4,673	Yes	2.34
SR 37	SR 60	Maverics Drive	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	27.2%	868	2,774	Yes	1.39
SR 37	SR 60	Maverics Drive	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	27.2%	1,465	3,450	Yes	1.73
SR 37	Maverics Drive	Carter Rd	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	22.2%	709	2,615	Yes	1.31
SR 37	Maverics Drive	Carter Rd	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	22.2%	1,195	3,180	Yes	1.59
SR 37	Carter Rd	Shepard Rd	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	19.6%	626	2,532	Yes	1.27
SR 37	Carter Rd	Shepard Rd	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	19.6%	1,055	3,040	Yes	1.52
SR 37	Shepard Rd	Ewell Road	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	14.4%	460	2,366	Yes	1.18
SR 37	Shepard Rd	Ewell Road	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	14.4%	775	2,760	Yes	1.38
SR 37	Ewell Road	Fitzgerald Rd	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	10.7%	342	2,248	Yes	1.12
SR 37	Ewell Road	Fitzgerald Rd	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	10.7%	576	2,561	Yes	1.28
SR 37	Fitzgerald Rd	Pipkin Rd	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	9.4%	300	2,206	Yes	1.10
SR 37	Fitzgerald Rd	Pipkin Rd	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	9.4%	506	2,491	Yes	1.25
SR 37	Pipkin Rd	Alamo Dr	5806N	4D	D	2,000	1,232	No	0.62	1,674	No	0.84	7.3%	233	1,907	No	0.95
SR 37	Pipkin Rd	Alamo Dr	5806S	4D	D	2,000	1,283	No	0.64	1,743	No	0.87	7.3%	393	2,136	Yes	1.07
SR 37	Alamo Dr	SR 570	5809N	6D	D	3,020	1,449	No	0.48	1,969	No	0.65	6.8%	217	2,186	No	0.72
SR 37	Alamo Dr	SR 570	5809S	6D	D	3,020	1,508	No	0.50	2,049	No	0.68	6.8%	366	2,415	No	0.80
SR 37	SR 570	Edgewood Dr	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	5.7%	182	1,757	Yes	1.08
SR 37	SR 570	Edgewood Dr	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	5.7%	307	1,946	Yes	1.19
SR 37	Edgewood Dr	Beacon Rd	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	0.0%	0	1,575	No	0.97
SR 37	Edgewood Dr	Beacon Rd	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	0.0%	0	1,639	Yes	1.01
SR 37	Beacon Rd	Ariana St	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	0.0%	0	1,575	No	0.97
SR 37	Beacon Rd	Ariana St	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	0.0%	0	1,639	Yes	1.01
SR 37	Ariana St	Lemon St	5809N	4D	D	1,630	1,449	No	0.89	1,969	Yes	1.21	3.7%	118	2,087	Yes	1.28
SR 37	Ariana St	Lemon St	5809S	4D	D	1,630	1,508	No	0.93	2,049	Yes	1.26	3.7%	199	2,248	Yes	1.38
SR 37	Lemon St	Main St	5808N	4D	D	1,630	1,449	No	0.89	1,969	Yes	1.21	0.0%	0	1,969	Yes	1.21
SR 37	Lemon St	Main St	5808S	4D	D	1,630	1,508	No	0.93	2,049	Yes	1.26	0.0%	0	2,049	Yes	1.26
Old Highway 37	CR 630	CR 640	4128N	2U	D	730	28	No	0.04	38	No	0.05	9.6%	517	555	No	0.76
Old Highway 37	CR 630	CR 640	4128S	2U	D	730	29	No	0.04	39	No	0.05	9.6%	307	346	No	0.47
Old Highway 37	CR 640	SR 37	N	2U	D	730	145	No	0.20	197	No	0.27	*	142	339	No	0.46
Old Highway 37	CR 640	SR 37	S	2U	D	730	1	No	0.00	1	No	0.00	*	222	223	No	0.31
Old Highway 37	Shepard Rd	Pipkin Rd	4127N	2U	D	790	450	No	0.57	611	No	0.77	2.7%	86	697	No	0.88
Old Highway 37	Shepard Rd	Pipkin Rd	4127S	2U	D	790	432	No	0.55	587	No	0.74	2.7%	145	732	No	0.93
Old Highway 37	Pipkin Rd	SR 570	8034N	2U	E	790	185	No	0.23	251	No	0.32	1.7%	54	305	No	0.39
Old Highway 37	Pipkin Rd	SR 570	8034S	2U	E	790	193	No	0.24	262	No	0.33	1.7%	92	354	No	0.45
Nichols Rd	Nichols Plant	CR 676	4120E	2U	C	750	4	No	0.01	5	No	0.01	0.7%	38	43	No	0.06
Nichols Rd	Nichols Plant	CR 676	4120W	2U	C	750	5	No	0.01	7	No	0.01	0.7%	22	29	No	0.04
Anderson Rd	Nichols Rd	CR 640	N	2U	C	750	75	No	0.10	103	No	0.14	5.4%	172	275	No	0.37
Anderson Rd	Nichols Rd	CR 640	S	2U	C	750	34	No	0.04	46	No	0.06	5.4%	291	337	No	0.45
SR 60	Hillsborough County Line	CR 676	5900E	4D	D	2,000	1,014	No	0.51	1,378	No	0.69	16.3%	878	2,256	Yes	1.13
SR 60	Hillsborough County Line	CR 676	5900W	4D	D	2,000	1,056	No	0.53	1,435	No	0.72	16.3%	520	1,955	No	0.98
SR 60	CR 676	Diesel Rd	5901E	4D	D	2,000	1,036	No	0.52	1,408	No	0.70	20.3%	1,093	2,501	Yes	1.25
SR 60	CR 676	Diesel Rd	5901W	4D	D	2,000	1,079	No	0.54	1,466	No	0.73	20.3%	648	2,114	Yes	1.06
SR 60	Diesel Rd	SR 37	5901E	4D	D	2,000	1,102	No	0.55	1,497	No	0.75	21.8%	1,174	2,671	Yes	1.34
SR 60	Diesel Rd	SR 37	5901W	4D	D	2,000	1,079	No	0.54	1,466	No	0.73	21.8%	696	2,162	Yes	1.08
SR 60	SR 37	12th Ave	5902E	4D	D	2,000	1,102	No	0.55	1,497	No	0.75	13.5%	431	1,928	No	0.96
SR 60	SR 37	12th Ave	5902W	4D	D	2,000	1,058	No	0.53	1,438	No	0.72	13.5%	727	2,165	Yes	1.08
SR 60	12th Ave	Bonnie Mine Rd	5903E	4D	D	1,820	1,069	No	0.59	1,453	No	0.80	4.0%	128	1,581	No	0.87
SR 60	12th Ave	Bonnie Mine Rd	5903W	4D	D	1,820	1,028	No	0.56	1,397	No	0.77	4.0%	215	1,612	No	0.89
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904E	4D	D	2,000	992	No	0.50	1,348	No	0.67	3.7%	118	1,466	No	0.73
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904W	4D	D	2,000	1,033	No	0.52	1,404	No	0.70	3.7%	199	1,603	No	0.80
CR 555	SR 60	CR 640	4056N	2U	C	750	163	No	0.22	221	No	0.29	4.4%	140	361	No	0.48
CR 555	SR 60	CR 640	4056S	2U	C	750	170	No	0.23	231	No	0.31	4.4%	237	468	No	0.62
Carter Rd	SR 37	CR 540A	8079E	2U	D	790	542	No	0.69	736	No	0.93	2.6%	140	876	Yes	1.11
Carter Rd	SR 37	CR 540A	8079W	2U	D	790	520	No	0.66	707	No	0.89	2.6%	83	790	No	1.00
Shepard Rd	Bailey Rd	SR 37	4144E	4D	D	1,800	964	No	0.54	1,310	No	0.73	5.2%	166	1,476	No	0.82
Shepard Rd	Bailey Rd	SR 37	4144W	4D	D	1,800	926	No	0.51	1,258	No	0.70	5.2%	280	1,538	No	0.85
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041E	5U	D	1,800	1,147	No	0.64	1,559	No	0.87	2.2%	118	1,677	No	0.93
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041W	5U	D	1,800	1,193	No	0.66	1,621	No	0.90	2.2%	70	1,691	No	0.94
County Line Rd	SR 60	Pipkin Rd	4027N	4D	D	1,800	927	No	0.52	1,260	No	0.70	8.9%	479	1,739	No	0.97
County Line Rd	SR 60	Pipkin Rd	4027S	4D	D	1,800	891	No	0.50	1,211	No	0.67	8.9%	284	1,495	No	0.83
County Line Rd	Pipkin Rd	I-4	4028N	4D	D	1,800	1,076	No	0.60	1,462	No	0.81	8.7%	278	1,740	No	0.97
County Line Rd	Pipkin Rd	I-4	4028S	4D	D	1,800	1,120	No	0.62	1,522	No	0.85	8.7%	468	1,990	Yes	1.11

*Based on a manual distribution.

4

CONCLUSION

The proposed CPA will change the existing FLU designations of a 2,476.5-acre property from 2,452.2 acres of PM, 5 acres of IND, 14.3 acres of A/RR, and 5 acres of L/R to 1,260.8 acres of IND, 1,200.7 acres of RS, and 15 acres of RCC. The property's proposed maximum development potential consists of 27,460,224 square-feet of industrial, 3,602 residential dwelling units, and 196,020 square-feet of commercial. The property's proposed maximum development potential would generate 93,294 daily trips, 8,578 AM peak hour trips, and 7,366 PM peak hour trips. Please note that the development scenario is based on maximum development potential of the proposed FLU designations and may not reflect the final development plan proposed for the site. If/when the applicant decides to file for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

The results of the above CPA traffic analysis are presented below.

Existing Conditions

- The intersection of SR 37 at SR 60 is currently operating outside the adopted LOS during the AM peak hour.
- All study area roadway segments are currently operating within the directional peak hour capacities.

2051 Future Conditions

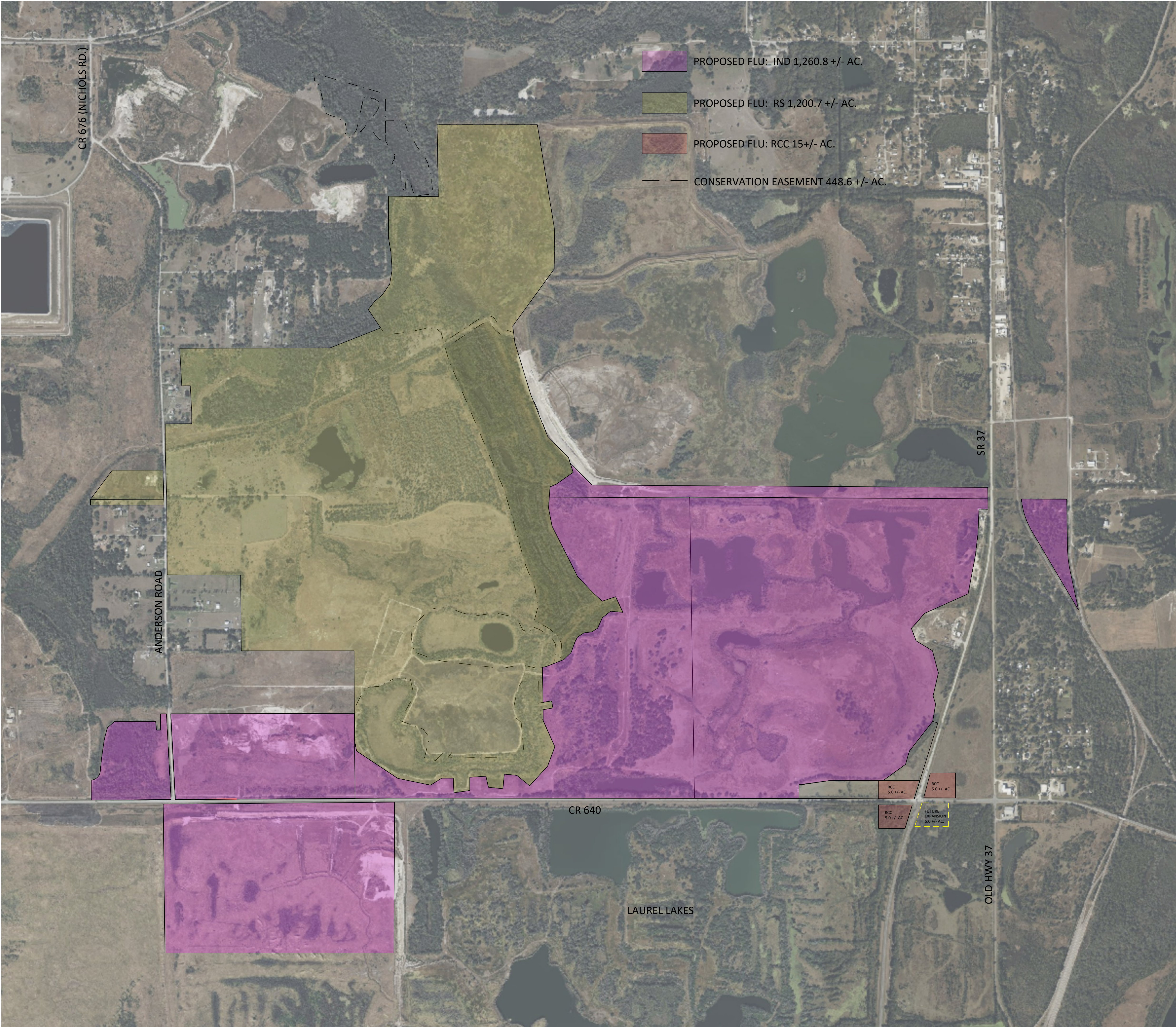
- All study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.
- CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from SR 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 37 to CR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.

This analysis indicates there are multiple potential roadway deficiencies associated with the addition of potential trips associated with the proposed CPA. Transportation concurrency and any mitigation strategies required to offset anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

APPENDIX A

Proposed FLU Exhibit

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DATUM = #####
(ALL UNITS IN FEET)

LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING CONDITIONS TEXT
---	EXISTING SPOT ELEVATIONS
---	EXISTING CONTOURS
---	EXISTING POTABLE WATER
---	EXISTING STORM SEWER
---	EXISTING FENCE LINE
---	EXISTING SANITARY LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING BURIED TELEPHONE LINE
---	EXISTING BURIED FORCE MAIN
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CONDITIONS TEXT
---	PROPOSED POTABLE WATER
---	PROPOSED FORCE MAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER
---	JURISDICTIONAL WETLAND LINE
---	25' WETLAND BUFFER
---	100-YR FIRM
---	PROPOSED PARKING SPACE COUNT
---	CAUTION!!! VERTICAL CLEARANCE IS CRITICAL. DEFLECT PIPE AS NECESSARY PER CONFLICT DETAIL

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KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607
STRUCTURAL, ELECTRICAL AND GEOTECHNICAL ENGINEERING BY OTHERS

Sunshine 811

NO.	DATE	REVISIONS	BY
P-0	-	ISSUE FOR REVIEW	-
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640 CPA
T. MIMS CORP.

PROPOSED FLU EXHIBIT

PROJECT NO: MIMSC26001

DRAWN BY: KKM

APPROVED BY: ###

THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE

SHEET NO:
C1.0

THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

APPENDIX B

CPA Traffic Analysis Methodology Letter

Via Email: RyanKordek@polk-county.net

Ref: 6686.01

June 23, 2026

Ryan Kordek, CPM, GISP
Transportation Planning
Polk County Transportation Planning Organization (TPO)
330 West Church Street
Bartow, FL 33830

**Subject: Mims Mixed Use – Comprehensive Plan Amendment Methodology
Polk County, Florida**

Dear Mr. Kordek:

LTG, Inc. (LTG) has been retained by T. Mims Corporation, to prepare a Traffic Impact Study (TIS) in support of a comprehensive plan amendment (CPA) for the proposed Mims Mixed Use development consisting of 27,573,480 square-feet of industrial land uses, 3,597 residential dwelling units, and 196,020 square-feet of commercial land uses. The proposed development will be located at the northeast corner of SR 37 and County Road 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the project relative to the surrounding road network and a conceptual site plan is attached as **Exhibit A**. Build-out is anticipated by 2051.

Appendix C of the County's Land Development Code includes methodology and procedure guidelines for conducting traffic impact studies. In accordance with these guidelines, this letter outlines the proposed methodology by which the analysis will be conducted. The analysis will be based on the latest concurrency information obtained from the Polk County Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT).

TRIP GENERATION

The proposed Industrial (IND), Residential Suburban (RS), and Rural-Cluster Centers (RCC) designations were examined. **Table 1** summarizes the allowable development yields within the proposed future land use (FLU) designations.

Table 1
Development Yields
Mims Mixed Use

FLU	Quantity		Density/Intensity	Yield	
Industrial (IND)	1266.0	Acres	0.5 FAR	27,573.48	KSF
Residential-Suburban (RS)	1199.3	Acres	3 DU / AC	3,597	DU
Rural-Cluster Centers (RCC)	15.0	Acres	0.3 FAR	196.02	KSF

The trip generation was determined using the Institute of Transportation Engineers (ITE) document, Trip Generation Manual, 12th Edition. The gross total daily, AM peak hour, and PM peak hour trips for the proposed FLU designations are shown in **Table 2**.



Mims Mixed Use	 NTS	Location Map		
		Project No.: 6686.01	Figure 1	

Table 2
Total Gross Trip Generation
Mims Mixed Use

Time Period	FLUM	Land Use	Land Use Code	Trip Rate/Equation	Quantity (X)		Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27573.48	KSF	50%	50%	28,529	28,529	57,058
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3597	DU	50%	50%	14,647	14,646	29,293
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,743	46,741	93,484
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27573.48	KSF	77%	23%	4,671	1,395	6,066
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3597	DU	27%	73%	652	1,764	2,416
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,430	3,224	8,654
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27573.48	KSF	28%	72%	1,267	3,259	4,526
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3597	DU	62%	38%	1,611	988	2,599
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,191	4,573	7,764

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the *ITETripGen* Web-based App Appendices. The internal capture and pass-by calculation/information is attached as **Exhibit B**. The resulting net trip generation is summarized in **Table 3**.

Table 3
Total Net Trip Generation
Mims Mixed Use

Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	Industrial Park	28,529	28,529	57,058	0	0	0	0	0	0	28,529	28,529	57,058
	Single Family Detached	14,647	14,646	29,293	0	0	0	0	0	0	14,647	14,646	29,293
	Shopping Center (>150K)	3,567	3,566	7,133	0	0	0	0	0	0	3,567	3,566	7,133
Totals:		46,743	46,741	93,484	0	0	0	0	0	0	46,743	46,741	93,484
AM Peak Hour	Industrial Park	4,671	1,395	6,066	0	0	0	0	0	0	4,671	1,395	6,066
	Single Family Detached	652	1,764	2,416	9	18	27	0	0	0	643	1,746	2,389
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,430	3,224	8,654	27	27	54	0	0	0	5,403	3,197	8,600
PM Peak Hour	Industrial Park	1,267	3,259	4,526	0	0	0	0	0	0	1,267	3,259	4,526
	Single Family Detached	1,611	988	2,599	85	31	116	0	0	0	1,526	957	2,483
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	152	208	164	372
Totals:		3,191	4,573	7,764	116	116	232	74	77	152	3,001	4,380	7,381

PROJECT TRIP DISTRIBUTION

The District 1 Regional Planning Model, obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS) website, was used to determine the project trip distribution. The project trip distribution is graphically depicted in **Figure 2**. Additional model printouts are included in **Exhibit C**.

PROJECT TRIP ASSIGNMENT

The project trips will be assigned to the network by multiplying the project trip distribution obtained from the District 1 Regional Planning Model by the respective peak-hour project trip generation. This method will be applied to future intersection and segment analyses.

STUDY AREA

The project study area will be determined based on significance testing. All roadway segments for which the proposed development comprises five percent or more of the adopted peak hour directional capacity will be analyzed. Using the project trip distribution, the peak-hour project trips were assigned to the roadway network to determine the roadway segments that are impacted by the proposed project. Per Polk County's Appendix C Traffic Impact Study Methodology and Procedures, if a project's impacts do not exceed the five percent significance threshold, then the impact of the project traffic on the first directly accessed roadway segments at a minimum shall be evaluated. **Table 4** presents the significance test on area roadways for the proposed development. Reference data was obtained from the Polk TPO 2026 Roadway Network Database.

Table 4
Significance Test
Mims Mixed Use

Roadway	Link No.	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Directional Capacity ¹	Build Out Project Distribution	Peak-Hour Two-Way		
		From	To						Project Trips	Impact of LOS	5% Significant?
CR 640	4069E	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	627	69.62%	Yes
CR 640	4069W	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	1059	117.67%	Yes
CR 640	4070E	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	582	47.69%	Yes
CR 640	4070W	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	983	80.60%	Yes
CR 640	4200E	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	16	1.31%	No
CR 640	4200W	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	27	2.21%	No
SR 37	5800N	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5800S	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5801N	SR 674	CR 640	2B	FDOT	C	900	1.4%	76	8.40%	Yes
SR 37	5801S	SR 674	CR 640	2B	FDOT	C	900	1.4%	45	4.97%	No
SR 37	5802N	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	2036	166.93%	Yes
SR 37	5802S	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	3442	282.11%	Yes
SR 37	5803N	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	2017	100.87%	Yes
SR 37	5803S	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	3409	170.46%	Yes
SR 37	5804N	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	870	43.48%	Yes
SR 37	5804S	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	1470	73.48%	Yes
SR 37	5805N	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	460	23.02%	Yes
SR 37	5805S	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	778	38.90%	Yes
SR 37	5806N	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	233	11.67%	Yes
SR 37	5806S	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	394	19.72%	Yes
SR 37	5809N	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	217	7.20%	Yes
SR 37	5809S	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	367	12.17%	Yes
SR 37	5807N	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	182	11.18%	Yes
SR 37	5807S	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	308	18.89%	Yes
SR 37	5809N	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	118	7.26%	Yes
SR 37	5809S	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	200	12.26%	Yes
Old Highway 37	4128N	CR 630	CR 640	2U	Polk County	D	730	9.6%	519	71.05%	Yes
Old Highway 37	4128S	CR 630	CR 640	2U	Polk County	D	730	9.6%	307	42.04%	Yes
Old Highway 37	-N	CR 640	SR 37	2U	Polk County	D	730	1.1%	59	8.14%	Yes
Old Highway 37	-S	CR 640	SR 37	2U	Polk County	D	730	1.1%	35	4.82%	No
Old Highway 37	4127N	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	86	10.93%	Yes
Old Highway 37	4127S	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	146	18.47%	Yes
Old Highway 37	8034N	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	54	6.88%	Yes
Old Highway 37	8034S	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	92	11.63%	Yes
Nichols Rd	4120E	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	38	5.04%	Yes
Nichols Rd	4120W	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	22	2.98%	No
Anderson Rd	-N	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	173	23.02%	Yes
Anderson Rd	-S	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	292	38.90%	Yes
SR 60	5900E	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	881	44.03%	Yes
SR 60	5900W	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	521	26.06%	Yes
SR 60	5901E	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	1178	58.89%	Yes
SR 60	5901W	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	697	34.85%	Yes
SR 60	5902E	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	432	21.58%	Yes
SR 60	5902W	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	729	36.47%	Yes
SR 60	5903E	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	128	7.03%	Yes
SR 60	5903W	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	216	11.87%	Yes
SR 60	5904E	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	118	5.91%	Yes
SR 60	5904W	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	200	10.00%	Yes
SR 60	5906E	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	43	2.34%	No
SR 60	5906W	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	72	3.95%	No
CR 555	4056N	SR 60	CR 640	2U	Polk County	C	750	4.4%	141	18.76%	Yes
CR 555	4056S	SR 60	CR 640	2U	Polk County	C	750	4.4%	238	31.70%	Yes
CR 555	4056N	CR 640	CR 630	2U	Polk County	C	750	0.1%	5	0.72%	No
CR 555	4056S	CR 640	CR 630	2U	Polk County	C	750	0.1%	3	0.43%	No
Carter Rd	8079E	SR 37	CR 540A	2U	Polk County	D	790	2.6%	83	10.52%	Yes
Carter Rd	8079W	SR 37	CR 540A	2U	Polk County	D	790	2.6%	140	17.78%	Yes
Shepard Rd	4145E	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4145W	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4144E	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	281	15.61%	Yes
Shepard Rd	4144W	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	166	9.24%	Yes
CR 540A	4041E	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	70	3.91%	No
CR 540A	4041W	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	119	6.60%	Yes
CR 540A	4162W	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	38	2.10%	No
CR 540A	4162E	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	22	1.24%	No
County Line Rd	4027N	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	285	15.81%	Yes
County Line Rd	4027S	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	481	26.71%	Yes
County Line Rd	4028N	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	278	15.45%	Yes
County Line Rd	4028S	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	470	26.11%	Yes

¹Per 2026 Polk County Roadway Network Database.

Based on the significant test shown in **Table 4**, the following roadway segments and intersections will be included in the traffic impact study:

Roadway Segments:

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A
- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections:

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Hwy 37 at CR 640

Traffic Count Procedures

Manual turning movement counts will be conducted on a Tuesday, Wednesday, or Thursday during the AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hours at each study area intersection. The existing traffic counts will be adjusted by the FDOT Seasonal Factor (SF) specified for the week data is collected.

Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic derived from growth rates and the estimated project traffic. Growth rates for each study area roadway segment will be determined by historical growth trends calculated based upon ten years of historic count data. A minimum annual growth rate of two percent shall be used unless otherwise documented. All improvements funded for construction within the first three years of the five-year work program will be considered in the analysis.

Analysis Period

Roadway segments will be analyzed based on PM peak hour traffic and intersections will be analyzed for the AM and PM peak hours. The analysis will be conducted under 2026 existing conditions, 2051 background conditions, and 2051 build-out conditions.

Intersection Analysis – AM and PM Peak Hour (Existing, Background, and Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized and signalized intersections will be analyzed using the latest version of *Synchro 12* (Synchro). This software utilizes the methodology outlined in Chapters 19 and 20 of the Highway Capacity Manual, Version 7, titled "Signalized Intersections" and "Two-Way Stop Controlled Intersections", respectively.

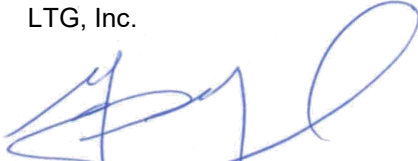
Improvements

If warranted, appropriate roadway segment and intersection improvements will be identified. Conditions for each analysis phase will be analyzed for improvements that are required for mitigation.

Please review and advise if the County agrees with the proposed methodology or provide comments relating to preferred revisions. If you have any questions, please feel free to contact me at 386.257.2571.

Sincerely,

LTG, Inc.



George A. Galan, PE
Chief Operations Officer

Attachments:

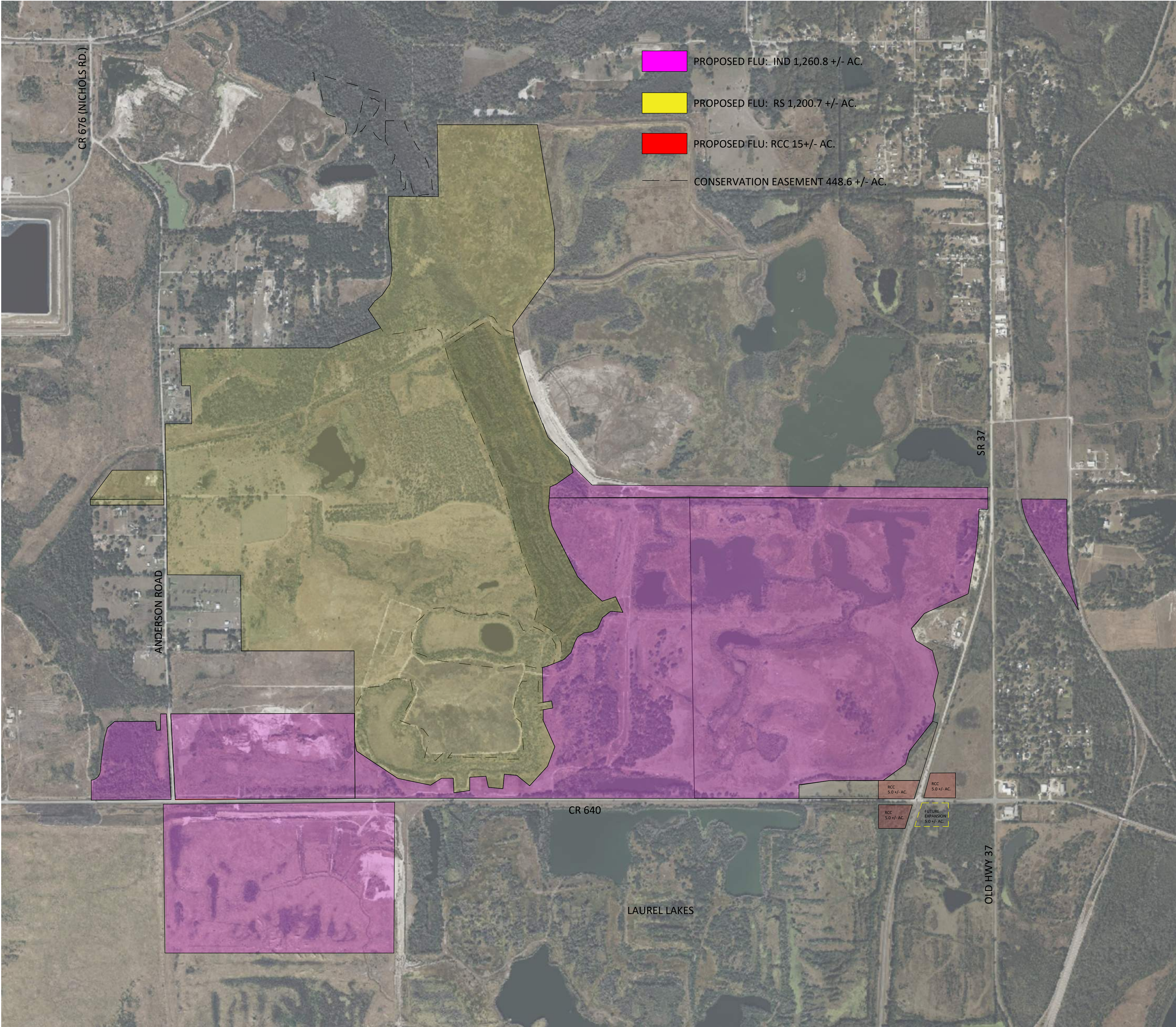
Exhibit A: Conceptual Site Plan
Exhibit B: Internal Capture Worksheets
Exhibit C: Additional D1RPM Printouts

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EXHIBIT A

Conceptual Site Plan

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LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING CONDITIONS TEXT
---	EXISTING SPOT ELEVATIONS
---	EXISTING CONTOURS
---	EXISTING POTABLE WATER
---	EXISTING STORM SEWER
---	EXISTING FENCE LINE
---	EXISTING SANITARY LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING BURIED TELEPHONE LINE
---	EXISTING BURIED FORCE MAIN
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CONDITIONS TEXT
---	PROPOSED POTABLE WATER
---	PROPOSED FORCE MAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER
---	JURISDICTIONAL WETLAND LINE
---	25' WETLAND BUFFER
---	100-YR FIRM
(S)	PROPOSED PARKING SPACE COUNT
!	CAUTION!!! VERTICAL CLEARANCE IS CRITICAL. DEFLECT PIPE AS NECESSARY PER CONFLICT DETAIL

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KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607
STRUCTURAL, ELECTRICAL AND GEOTECHNICAL ENGINEERING BY OTHERS

Sunshine 811

NO.	DATE	REVISIONS	BY
P-0	-	ISSUE FOR REVIEW	-
-	-	-	-
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-	-	-	-

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PROPOSED FLU EXHIBIT

PROJECT NO: MIMSC26001

DRAWN BY: KKM

APPROVED BY: ###

THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE

SHEET NO:
C1.0

THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

EXHIBIT B

Internal Capture Worksheets

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mims Mixed Use			Organization:	LTG, Inc.
Project Location:	Polk			Performed By:	KAF
Scenario Description:	AM BO			Date:	6/15/2026
Analysis Year:	20251			Checked By:	
Analysis Period:	AM Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	172	107	65
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2416	652	1764
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	6066	4671	1395
Total				8654	5430	3224

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	8,654	5,430	3,224
Internal Capture Percentage	1%	0%	1%
External Vehicle-Trips ³	8,600	5,403	3,197
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	17%	14%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mims Mixed Use
Analysis Period:	AM Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	107	107	1.00	65	65
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	652	652	1.00	1764	1764
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	35	18	353	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	0		0	0	13	0
Restaurant	0	9		0	33	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	18	89	107	89	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	643	652	643	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	4671	4671	4671	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	9	56	65	56	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	1746	1764	1746	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1395	1395	1395	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	LTG, Inc.
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	639	313	326
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2599	1611	988
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	4526	1267	3259
Total				7764	3191	4573

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	85	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	7,764	3,191	4,573
Internal Capture Percentage	3%	4%	3%
External Vehicle-Trips ³	7,532	3,075	4,457
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	0
Analysis Period:	PM Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	313	313	1.00	326	326
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1611	1611	1.00	988	988
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		95	13	85	16
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	415	207	0		30
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	64	0
Retail	0		0	0	741	0
Restaurant	0	157		0	258	0
Cinema/Entertainment	0	13	0		64	0
Residential	0	31	0	0		0
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	31	282	313	282	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	85	1526	1611	1526	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1267	1267	1267	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	85	241	326	241	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	31	957	988	957	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	3259	3259	3259	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

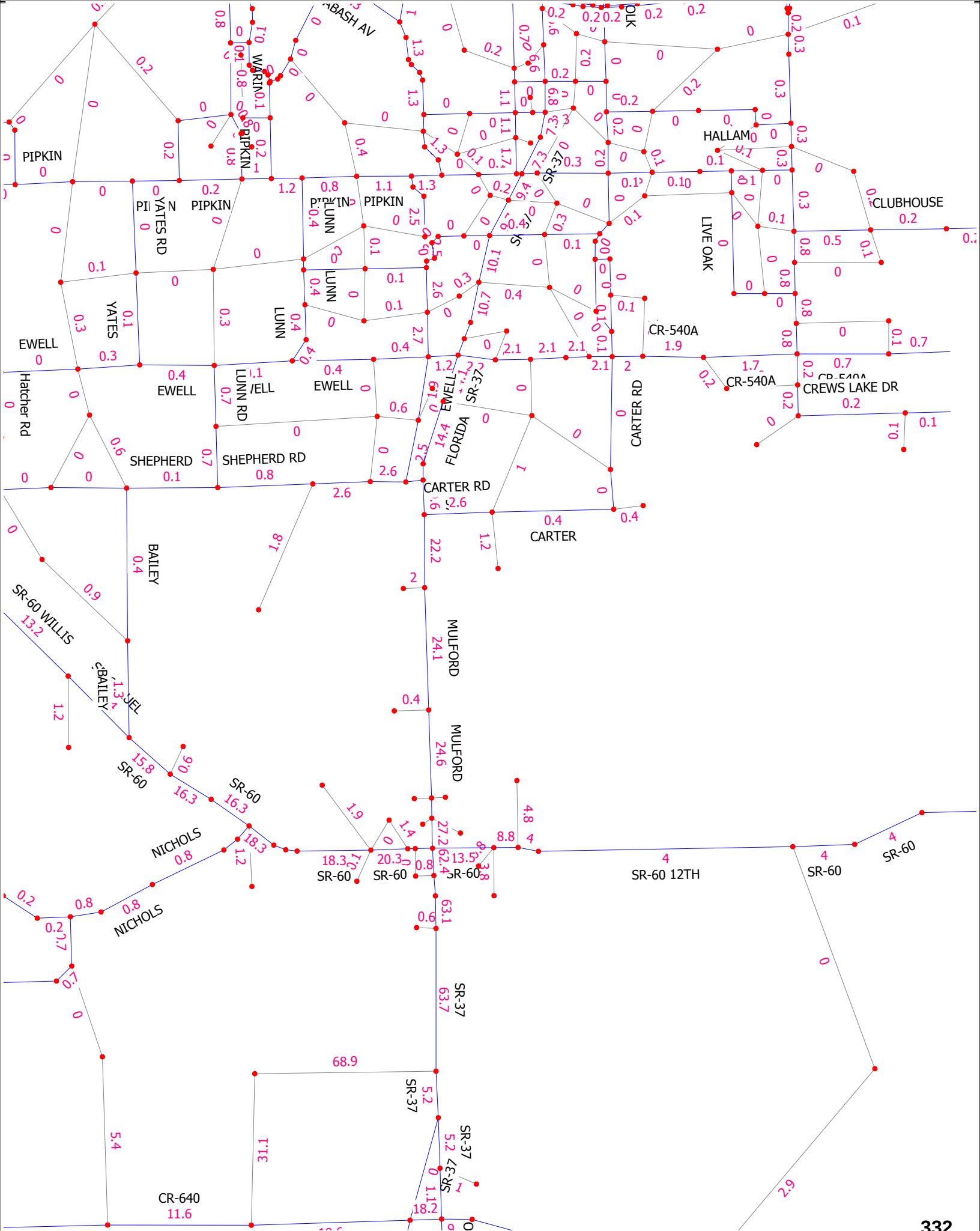
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

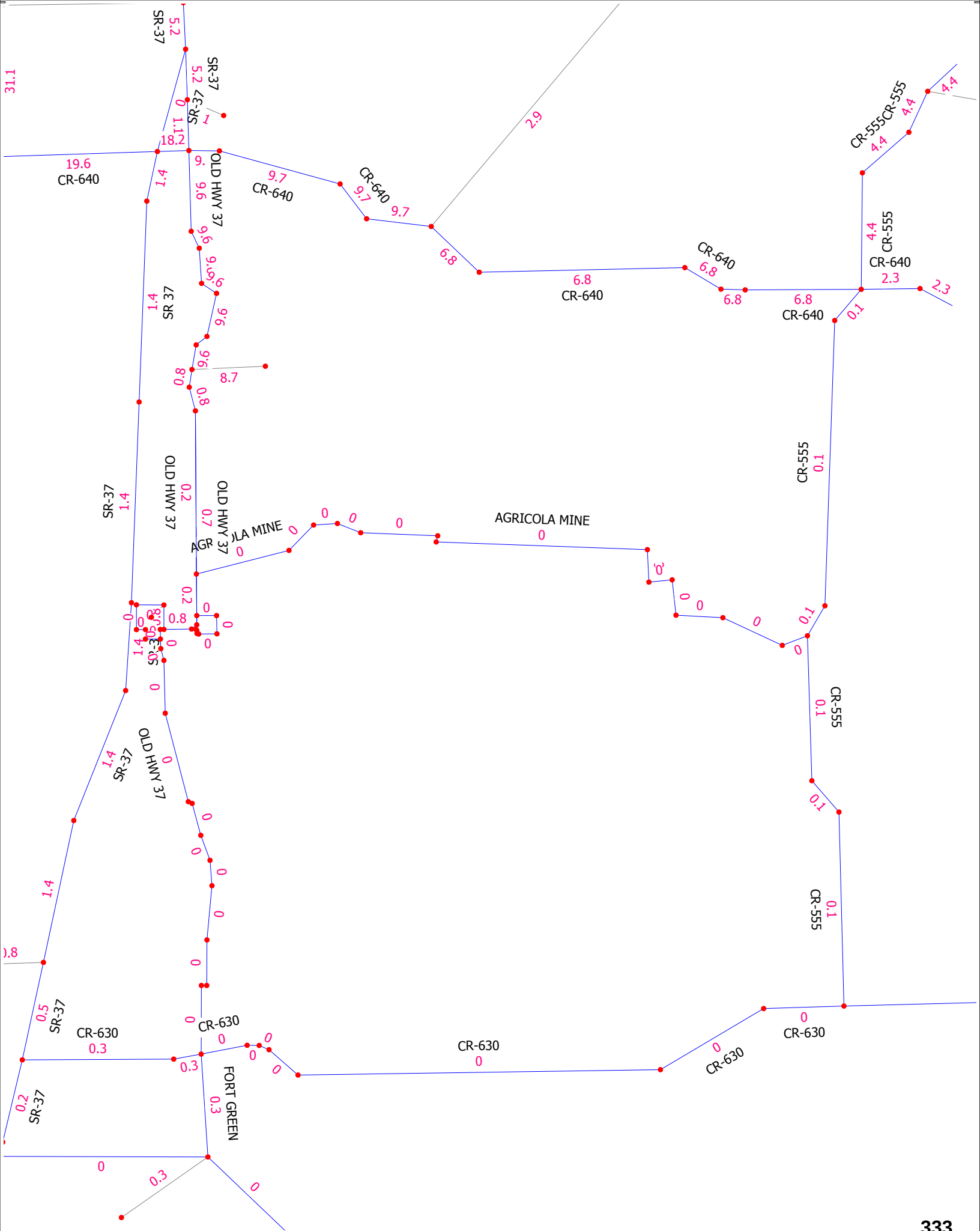
*Indicates computation that has been rounded to the nearest whole number.

EXHIBIT C

Additional D1RPM Printouts







APPENDIX C

Turning Movement Counts & FDOT Seasonal Factors



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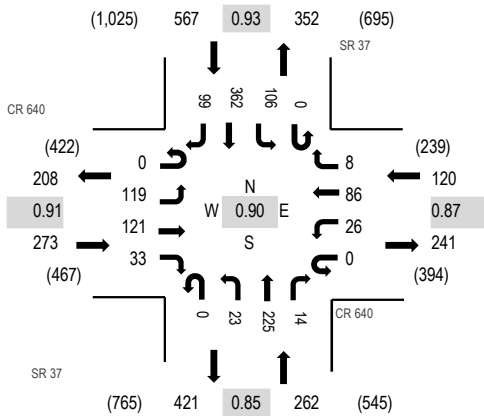
Location: 1 SR 37 & CR 640 AM

Date: Tuesday, May 19, 2026

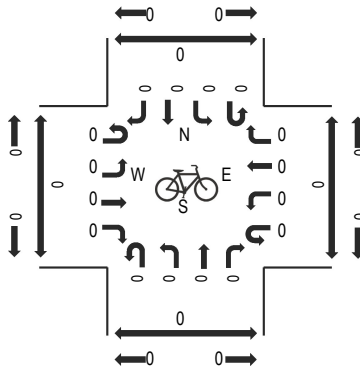
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

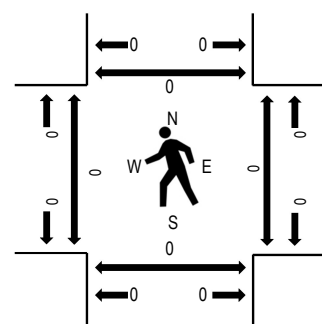
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	33	30	12	0	6	20	5	0	4	38	4	0	36	80	21	289	1,222	0	0	0	0
7:15 AM	0	27	26	10	0	4	23	0	0	8	87	3	0	18	108	27	341	1,198	0	0	0	0
7:30 AM	0	27	33	4	0	9	22	1	0	4	42	3	0	26	89	27	287	1,139	0	0	0	0
7:45 AM	0	32	32	7	0	7	21	2	0	7	58	4	0	26	85	24	305	1,105	0	0	0	0
8:00 AM	0	21	20	5	0	2	34	0	0	7	54	5	0	17	77	23	265	1,054	0	0	0	0
8:15 AM	0	26	20	7	0	1	24	1	0	7	65	0	0	20	85	26	282		0	0	0	0
8:30 AM	0	34	13	6	0	8	19	1	0	8	52	2	0	16	72	22	253		0	0	0	0
8:45 AM	0	15	18	9	0	5	23	1	0	7	73	3	0	19	67	14	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	38	16	0	13	29	6	0	14	27	1	0	1	36	1	183
Lights	0	118	81	15	0	8	53	0	0	7	186	11	0	101	298	96	974
Mediums	0	0	2	2	0	5	4	2	0	2	12	2	0	4	28	2	65
Total	0	119	121	33	0	26	86	8	0	23	225	14	0	106	362	99	1,222

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		21.6%				49.2%				22.1%				12.7%			20.3%
Heavy Vehicle %	0.0%	0.8%	33.1%	54.5%	0.0%	69.2%	38.4%	100.0%	0.0%	69.6%	17.3%	21.4%	0.0%	4.7%	17.7%	3.0%	20.3%
Peak Hour Factor		0.91				0.87				0.85				0.93			0.90
Peak Hour Factor	0.00	0.90	0.92	0.69	0.00	0.72	0.74	0.40	0.00	0.91	0.84	0.75	0.00	0.74	0.84	0.94	0.90



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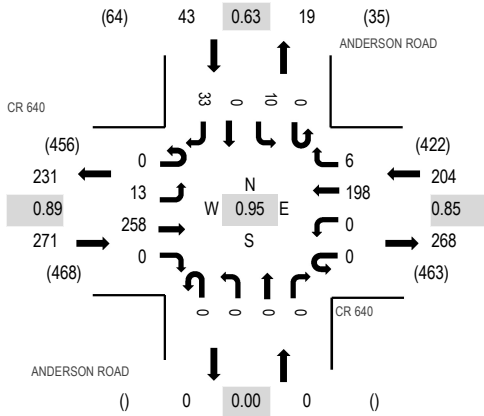
Location: 2 ANDERSON ROAD & CR 640 AM

Date: Tuesday, May 19, 2026

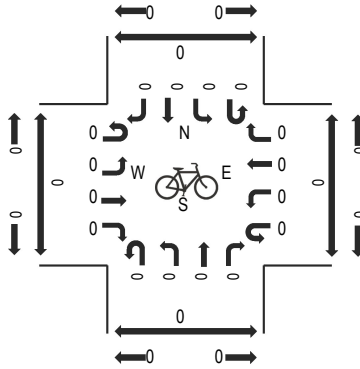
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

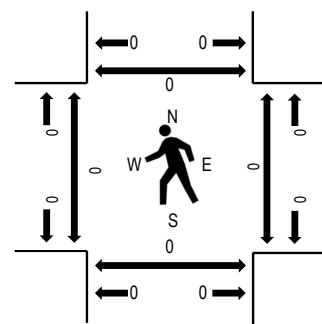
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				ANDERSON ROAD Northbound				ANDERSON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	72	0	0	0	34	1	0	0	0	0	0	3	0	14	128	518	0	0	0	0
7:15 AM	0	3	49	0	0	0	65	1	0	0	0	0	0	0	0	7	125	512	0	0	0	0
7:30 AM	0	3	69	0	0	0	51	2	0	0	0	0	0	3	0	8	136	497	0	0	0	0
7:45 AM	0	3	68	0	0	0	48	2	0	0	0	0	0	4	0	4	129	474	0	0	0	0
8:00 AM	0	2	46	0	0	0	67	4	0	0	0	0	0	0	0	3	122	436	0	0	0	0
8:15 AM	0	4	49	0	0	0	51	1	0	0	0	0	0	2	0	3	110		0	0	0	0
8:30 AM	0	0	49	0	0	0	56	3	0	0	0	0	0	1	0	4	113		0	0	0	0
8:45 AM	0	1	46	0	0	0	35	1	0	0	0	0	0	2	0	6	91		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	56	0	0	0	43	0	0	0	0	0	0	0	0	1	100
Lights	0	10	198	0	0	0	145	6	0	0	0	0	0	9	0	30	398
Mediums	0	3	4	0	0	0	10	0	0	0	0	0	0	1	0	2	20
Total	0	13	258	0	0	0	198	6	0	0	0	0	0	10	0	33	518

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		23.2%				26.0%				0.0%				9.3%			23.2%
Heavy Vehicle %	0.0%	23.1%	23.3%	0.0%	0.0%	0.0%	26.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	9.1%	23.2%
Peak Hour Factor		0.89				0.85				0.00				0.63			0.95
Peak Hour Factor	0.00	0.81	0.90	0.00	0.00	0.00	0.86	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.59	0.95



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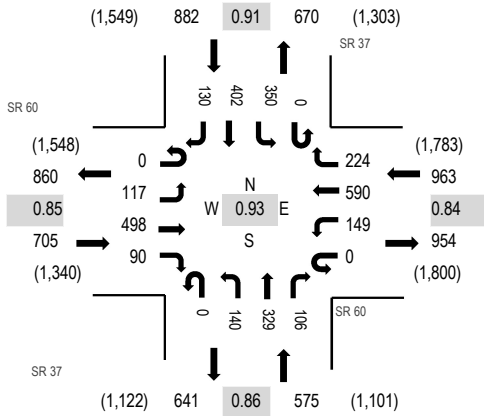
Location: 3 SR 37 & SR 60 AM

Date: Tuesday, May 19, 2026

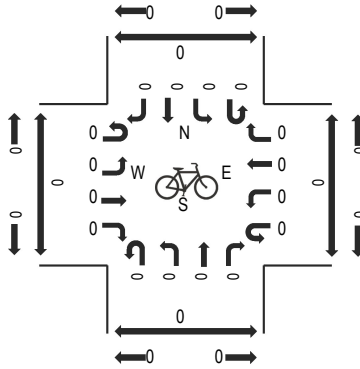
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

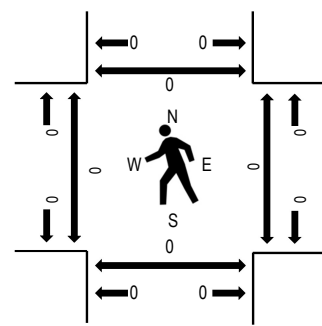
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 60 Eastbound				SR 60 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	29	113	26	0	40	140	38	0	47	71	37	0	61	118	27	747	3,125	0	0	0	0
7:15 AM	0	28	105	20	0	27	125	58	0	32	76	25	0	102	83	23	704	3,080	0	0	0	0
7:30 AM	0	31	125	20	0	47	147	56	0	34	108	25	0	97	102	44	836	3,060	0	0	0	0
7:45 AM	0	29	155	24	0	35	178	72	0	27	74	19	0	90	99	36	838	2,856	0	0	0	0
8:00 AM	0	25	104	21	0	33	108	69	0	49	62	21	0	85	87	38	702	2,648	0	0	0	0
8:15 AM	0	38	103	27	0	39	108	56	0	32	73	34	0	69	66	39	684		0	0	0	3
8:30 AM	0	18	101	18	0	24	97	59	0	25	85	37	0	84	65	19	632		0	0	0	0
8:45 AM	0	26	130	24	0	31	132	64	0	20	58	30	0	48	46	21	630		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	44	9	0	20	42	5	0	9	6	19	0	1	12	3	176
Lights	0	101	437	70	0	123	525	217	0	123	318	83	0	343	374	121	2,835
Mediums	0	10	17	11	0	6	23	2	0	8	5	4	0	6	16	6	114
Total	0	117	498	90	0	149	590	224	0	140	329	106	0	350	402	130	3,125

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		13.8%				10.2%				8.9%				5.0%			9.3%
Heavy Vehicle %	0.0%	13.7%	12.2%	22.2%	0.0%	17.4%	11.0%	3.1%	0.0%	12.1%	3.3%	21.7%	0.0%	2.0%	7.0%	6.9%	9.3%
Peak Hour Factor		0.85				0.84				0.86				0.91			0.93
Peak Hour Factor	0.00	0.81	0.80	0.85	0.00	0.82	0.83	0.89	0.00	0.72	0.76	0.82	0.00	0.92	0.85	0.89	0.93



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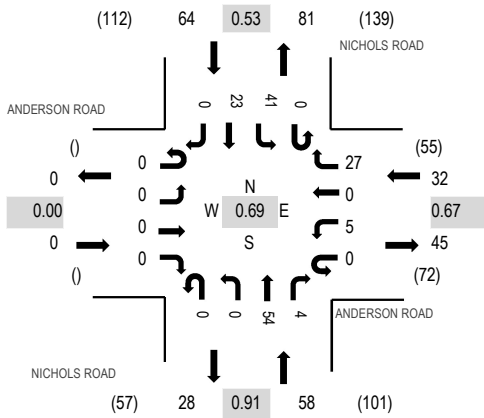
Location: 4 NICHOLS ROAD & ANDERSON ROAD AM

Date: Tuesday, May 19, 2026

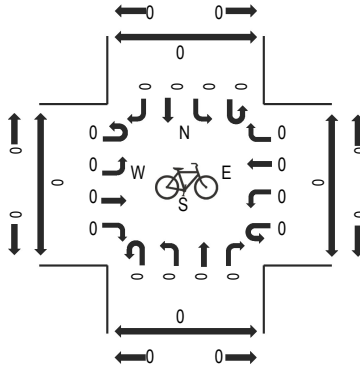
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

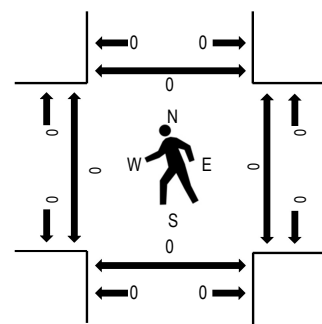
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ANDERSON ROAD Eastbound				ANDERSON ROAD Westbound				NICHOLS ROAD Northbound				NICHOLS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	0	10	0	0	14	0	0	20	10	0	56	154	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	6	0	0	13	0	0	5	3	0	28	132	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	4	0	0	13	2	0	8	7	0	35	133	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	7	0	0	14	2	0	8	3	0	35	132	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	6	0	0	13	0	0	6	6	0	34	114	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	9	1	0	9	6	0	29		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	3	0	0	14	2	0	6	8	0	34		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	5	0	0	4	0	0	3	4	0	17		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Lights	0	0	0	0	0	4	0	27	0	0	53	4	0	38	19	0	145
Mediums	0	0	0	0	0	1	0	0	0	0	1	0	0	2	3	0	7
Total	0	0	0	0	0	5	0	27	0	0	54	4	0	41	23	0	154

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	10.9%	0.0%	0.0%	5.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	7.3%	17.4%	0.0%	5.8%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.68	0.00	0.00	0.91	0.63	0.00	0.51	0.75	0.00	0.69
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.68	0.00	0.00	0.96	0.63	0.00	0.51	0.75	0.00	0.69



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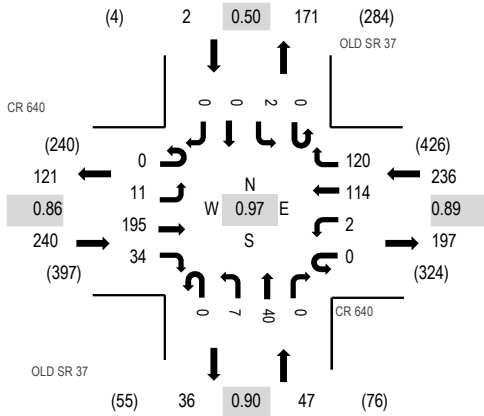
Location: 5 OLD SR 37 & CR 640 AM

Date: Tuesday, May 19, 2026

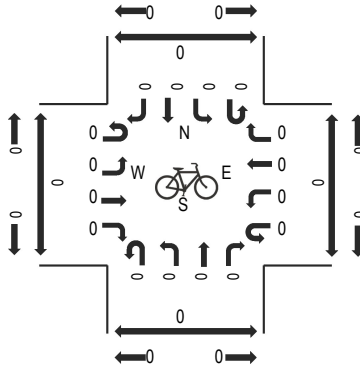
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

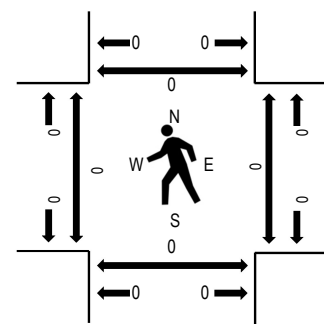
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				OLD SR 37 Northbound				OLD SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	55	11	0	0	26	24	0	1	10	0	0	0	0	0	131	525	0	0	0	0
7:15 AM	0	2	41	6	0	1	31	37	0	0	13	0	0	1	0	0	132	508	0	0	0	0
7:30 AM	0	2	47	8	0	0	31	26	0	2	10	0	0	1	0	0	127	476	0	0	0	0
7:45 AM	0	3	52	9	0	1	26	33	0	4	7	0	0	0	0	0	135	426	0	0	0	0
8:00 AM	0	4	37	5	0	0	36	25	0	0	5	2	0	0	0	0	114	378	0	0	0	0
8:15 AM	0	3	31	5	0	0	26	25	0	2	6	1	0	0	0	1	100		0	0	0	0
8:30 AM	0	5	22	2	0	0	23	16	0	2	6	0	0	0	1	0	77		0	0	0	0
8:45 AM	0	3	34	6	0	0	27	12	0	2	3	0	0	0	0	0	87		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	36	4	0	0	44	0	0	4	0	0	0	0	0	0	88
Lights	0	11	152	29	0	2	59	119	0	3	39	0	0	2	0	0	416
Mediums	0	0	7	1	0	0	11	1	0	0	1	0	0	0	0	0	21
Total	0	11	195	34	0	2	114	120	0	7	40	0	0	2	0	0	525

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		20.0%				23.7%				10.6%				0.0%			20.8%
Heavy Vehicle %	0.0%	0.0%	22.1%	14.7%	0.0%	0.0%	48.2%	0.8%	0.0%	57.1%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.8%
Peak Hour Factor		0.86				0.89				0.90				0.50			0.97
Peak Hour Factor	0.00	0.75	0.89	0.77	0.00	0.50	0.86	0.82	0.00	0.50	0.77	0.38	0.00	0.50	0.25	0.25	0.97



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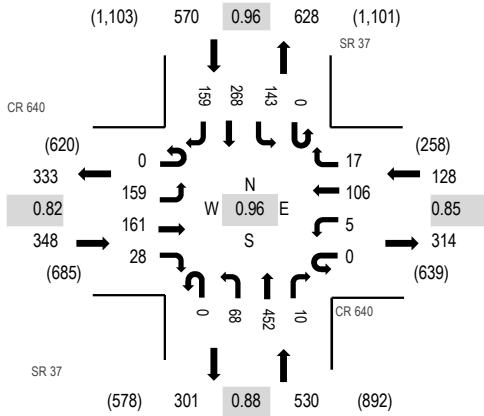
Location: 1 SR 37 & CR 640 PM

Date: Tuesday, May 19, 2026

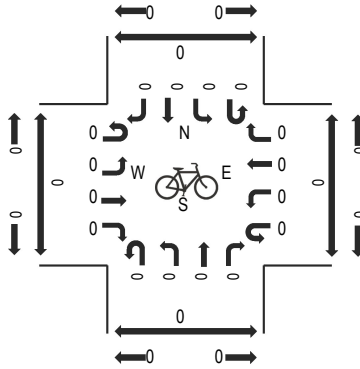
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

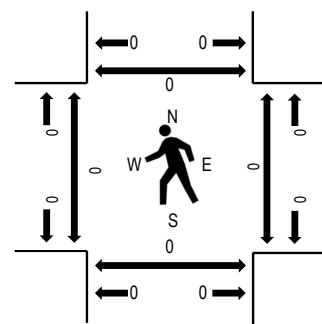
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	45	1	0	2	23	5	0	17	81	7	0	34	90	43	368	1,448	0	0	0	0
4:15 PM	0	38	36	0	0	3	34	5	0	6	71	4	0	38	48	26	309	1,474	0	0	0	0
4:30 PM	0	43	51	5	0	0	32	3	0	9	80	4	0	26	71	38	362	1,554	0	0	0	0
4:45 PM	0	54	57	9	0	2	29	4	0	18	86	2	0	34	71	43	409	1,576	0	0	0	0
5:00 PM	0	44	47	8	0	1	16	3	0	13	122	2	0	33	67	38	394	1,490	0	0	0	0
5:15 PM	0	30	33	6	0	1	34	7	0	14	119	3	0	37	66	39	389		0	0	0	0
5:30 PM	0	31	24	5	0	1	27	3	0	23	125	3	0	39	64	39	384		0	0	0	0
5:45 PM	0	50	45	3	0	0	23	0	0	3	77	3	0	32	54	33	323		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	26	6	0	0	16	7	0	16	19	0	0	2	16	4	114
Lights	0	154	134	22	0	5	86	7	0	52	421	10	0	135	247	154	1,427
Mediums	0	3	1	0	0	0	4	3	0	0	12	0	0	6	5	1	35
Total	0	159	161	28	0	5	106	17	0	68	452	10	0	143	268	159	1,576

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.9%				23.4%				8.9%				6.0%			9.5%
Heavy Vehicle %	0.0%	3.1%	16.8%	21.4%	0.0%	0.0%	18.9%	58.8%	0.0%	23.5%	6.9%	0.0%	0.0%	5.6%	7.8%	3.1%	9.5%
Peak Hour Factor		0.82				0.85				0.88				0.96			0.96
Peak Hour Factor	0.00	0.83	0.84	0.78	0.00	0.58	0.87	0.61	0.00	0.74	0.90	0.61	0.00	0.92	0.78	0.92	0.96



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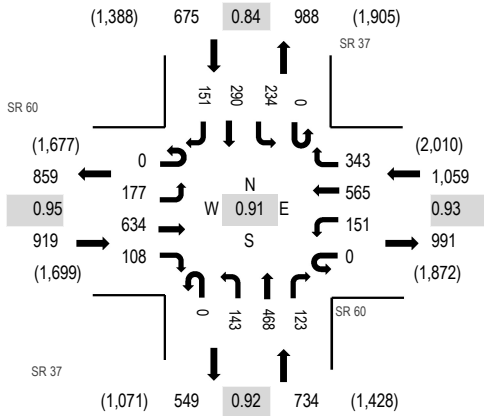
Location: 3 SR 37 & SR 60 PM

Date: Tuesday, May 19, 2026

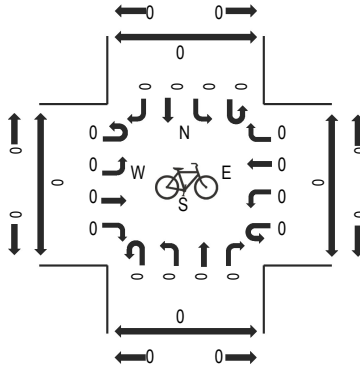
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

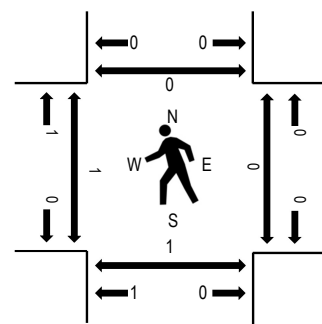
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 60 Eastbound				SR 60 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	43	160	27	0	30	155	97	0	48	102	15	1	60	79	38	855	3,209	0	0	0	1
4:15 PM	0	43	115	17	0	31	131	72	0	37	127	23	0	55	56	39	746	3,188	0	0	0	0
4:30 PM	0	48	124	22	0	38	137	86	0	25	111	27	0	61	96	31	806	3,371	0	0	0	0
4:45 PM	0	54	140	28	0	45	144	82	0	37	105	28	0	43	62	34	802	3,387	0	0	0	0
5:00 PM	0	43	170	30	0	36	147	80	0	40	101	24	0	58	65	40	834	3,316	0	0	1	0
5:15 PM	0	28	172	23	0	33	156	103	0	28	140	28	0	76	104	38	929		1	0	0	0
5:30 PM	0	52	152	27	0	37	118	78	0	38	122	43	0	57	59	39	822		0	0	0	0
5:45 PM	0	32	137	12	0	21	96	57	0	46	98	35	0	69	93	35	731		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	24	8	0	15	27	0	0	10	6	12	0	0	3	1	106
Lights	0	177	602	95	0	134	527	340	0	125	453	110	0	231	281	146	3,221
Mediums	0	0	8	5	0	2	11	3	0	8	9	1	0	3	6	4	60
Total	0	177	634	108	0	151	565	343	0	143	468	123	0	234	290	151	3,387

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.9%				5.5%				6.3%				2.5%			4.9%
Heavy Vehicle %	0.0%	0.0%	5.0%	12.0%	0.0%	11.3%	6.7%	0.9%	0.0%	12.6%	3.2%	10.6%	0.0%	1.3%	3.1%	3.3%	4.9%
Peak Hour Factor		0.95				0.93				0.92				0.84			0.91
Peak Hour Factor	0.00	0.87	0.92	0.90	0.00	0.84	0.94	0.85	0.00	0.83	0.84	0.76	0.25	0.86	0.79	0.95	0.91



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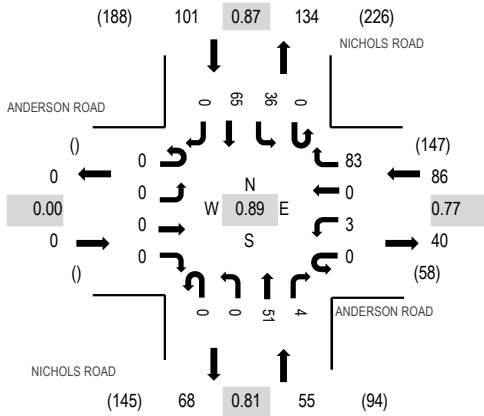
Location: 4 NICHOLS ROAD & ANDERSON ROAD PM

Date: Tuesday, May 19, 2026

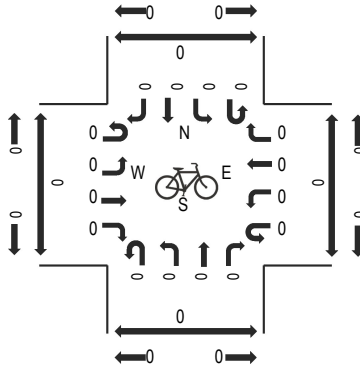
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

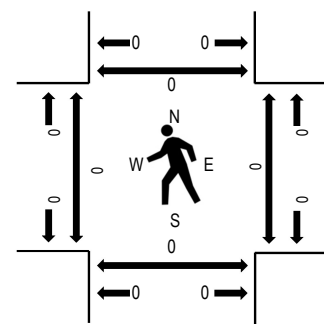
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ANDERSON ROAD Eastbound				ANDERSON ROAD Westbound				NICHOLS ROAD Northbound				NICHOLS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	18	0	0	9	1	0	7	14	0	51	229	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	15	0	0	13	1	0	6	14	0	50	242	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	28	0	0	14	0	0	6	20	0	68	227	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	20	0	0	9	1	0	13	16	0	60	203	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	20	0	0	15	2	0	11	15	0	64	200	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	9	0	0	7	0	0	2	15	0	35		0	0	0	0
5:30 PM	0	0	0	0	0	1	0	11	0	0	5	0	0	6	21	0	44		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	17	0	0	16	1	0	1	21	0	57		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
Lights	0	0	0	0	0	1	0	83	0	0	51	4	0	34	62	0	235
Mediums	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	4
Total	0	0	0	0	0	3	0	83	0	0	51	4	0	36	65	0	242

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	4.6%	0.0%	2.9%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.74	0.00	0.81	0.85	0.50	0.00	0.69	0.86	0.00	0.89



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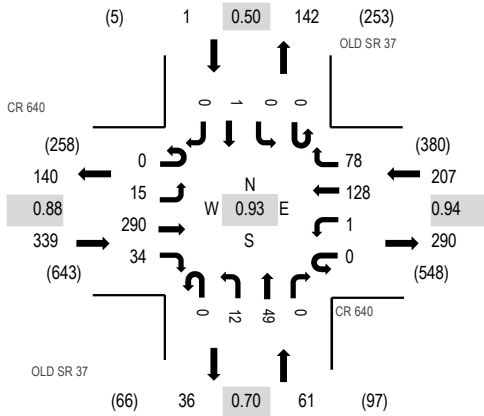
Location: 5 OLD SR 37 & CR 640 PM

Date: Tuesday, May 19, 2026

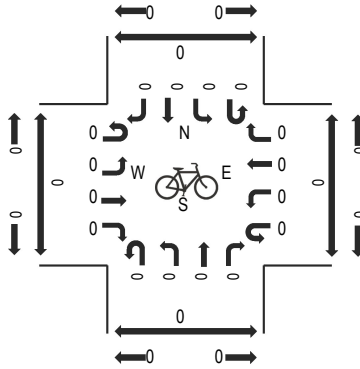
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

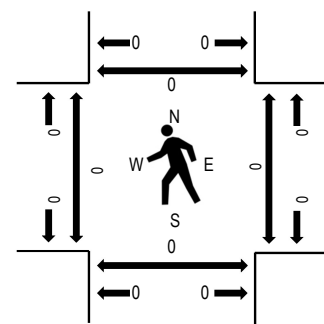
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				OLD SR 37 Northbound				OLD SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	75	9	0	0	30	18	0	2	10	0	0	0	1	0	150	608	0	0	0	0
4:15 PM	0	3	62	9	0	0	37	18	0	2	6	0	0	0	0	0	137	588	0	0	0	0
4:30 PM	0	1	75	4	0	1	33	21	0	5	18	0	0	0	0	0	158	594	0	0	0	0
4:45 PM	0	6	78	12	0	0	28	21	0	3	15	0	0	0	0	0	163	568	0	0	0	0
5:00 PM	0	5	66	8	0	1	22	17	0	3	7	0	0	1	0	0	130	517	0	0	0	0
5:15 PM	0	3	64	7	0	0	33	21	0	4	9	0	0	0	1	1	143		0	0	0	0
5:30 PM	0	9	57	8	0	0	34	16	0	1	7	0	0	0	0	0	132		0	0	0	0
5:45 PM	0	3	69	5	0	0	19	10	0	1	4	0	0	1	0	0	112		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	20	5	0	0	25	0	0	2	0	0	0	0	0	0	52
Lights	0	13	267	28	0	1	99	77	0	9	49	0	0	0	1	0	544
Mediums	0	2	3	1	0	0	4	1	0	1	0	0	0	0	0	0	12
Total	0	15	290	34	0	1	128	78	0	12	49	0	0	0	1	0	608

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.1%				14.5%				4.9%				0.0%			10.5%
Heavy Vehicle %	0.0%	13.3%	7.9%	17.6%	0.0%	0.0%	22.7%	1.3%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%
Peak Hour Factor		0.88				0.94				0.70				0.50			0.93
Peak Hour Factor	0.00	0.64	0.93	0.73	0.00	0.50	0.86	0.95	0.00	0.75	0.68	0.00	0.00	0.50	0.25	0.25	0.93

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1600 POLK COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	1.02	1.07
2	01/05/2025 - 01/11/2025	1.03	1.08
3	01/12/2025 - 01/18/2025	1.03	1.08
4	01/19/2025 - 01/25/2025	1.01	1.06
5	01/26/2025 - 02/01/2025	0.99	1.04
* 6	02/02/2025 - 02/08/2025	0.97	1.02
* 7	02/09/2025 - 02/15/2025	0.94	0.99
* 8	02/16/2025 - 02/22/2025	0.94	0.99
* 9	02/23/2025 - 03/01/2025	0.94	0.99
*10	03/02/2025 - 03/08/2025	0.93	0.98
*11	03/09/2025 - 03/15/2025	0.93	0.98
*12	03/16/2025 - 03/22/2025	0.93	0.98
*13	03/23/2025 - 03/29/2025	0.94	0.99
*14	03/30/2025 - 04/05/2025	0.94	0.99
*15	04/06/2025 - 04/12/2025	0.95	1.00
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.97	1.02
*18	04/27/2025 - 05/03/2025	0.98	1.03
19	05/04/2025 - 05/10/2025	1.00	1.05
20	05/11/2025 - 05/17/2025	1.02	1.07
21	05/18/2025 - 05/24/2025	1.02	1.07
22	05/25/2025 - 05/31/2025	1.03	1.08
23	06/01/2025 - 06/07/2025	1.03	1.08
24	06/08/2025 - 06/14/2025	1.04	1.09
25	06/15/2025 - 06/21/2025	1.04	1.09
26	06/22/2025 - 06/28/2025	1.05	1.11
27	06/29/2025 - 07/05/2025	1.06	1.12
28	07/06/2025 - 07/12/2025	1.07	1.13
29	07/13/2025 - 07/19/2025	1.08	1.14
30	07/20/2025 - 07/26/2025	1.07	1.13
31	07/27/2025 - 08/02/2025	1.06	1.12
32	08/03/2025 - 08/09/2025	1.05	1.11
33	08/10/2025 - 08/16/2025	1.04	1.09
34	08/17/2025 - 08/23/2025	1.04	1.09
35	08/24/2025 - 08/30/2025	1.04	1.09
36	08/31/2025 - 09/06/2025	1.04	1.09
37	09/07/2025 - 09/13/2025	1.04	1.09
38	09/14/2025 - 09/20/2025	1.04	1.09
39	09/21/2025 - 09/27/2025	1.03	1.08
40	09/28/2025 - 10/04/2025	1.02	1.07
41	10/05/2025 - 10/11/2025	1.01	1.06
42	10/12/2025 - 10/18/2025	1.00	1.05
43	10/19/2025 - 10/25/2025	1.00	1.05
44	10/26/2025 - 11/01/2025	1.01	1.06
45	11/02/2025 - 11/08/2025	1.01	1.06
46	11/09/2025 - 11/15/2025	1.01	1.06
47	11/16/2025 - 11/22/2025	1.02	1.07
48	11/23/2025 - 11/29/2025	1.02	1.07
49	11/30/2025 - 12/06/2025	1.02	1.07
50	12/07/2025 - 12/13/2025	1.02	1.07
51	12/14/2025 - 12/20/2025	1.02	1.07
52	12/21/2025 - 12/27/2025	1.03	1.08
53	12/28/2025 - 12/31/2025	1.03	1.08

* PEAK SEASON

09-FEB-2026 17:18:53

830UPD

1_1600_PKSEASON.TXT

APPENDIX D

Traffic Signal Timing Sheets

Station : 1413 - SR 37_CR 640 (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	27	5	10	5	27	5	10	5	5	5	5	5	5	5	5
Passage	1	2.6	1	5	1	2.6	1	5	1	1	1	1	1	1	1	1
Max1	25	60	25	50	25	60	25	50	25	25	25	25	25	25	25	25
Max2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Yellow	3.5	6	3.5	5	3.5	6	3.5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	3	1.5	3	1.5	3	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				
TX Time				
PP Hold Time				

PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

Coordination

[illegible]

[illegible][illegible]

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Station : 1401 - SR 37_SR 60 (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		31		30		28								
Min Green	5	15	5	7	5	15	5	7		5	5	5	5	5	5	5
Passage	4	2	4	3	4	2	3	3		1	1	1	1	1	1	1
Max1	20	60	45	40	35	60	25	40		25	25	25	25	25	25	25
Max2										50	50	50	50	50	50	50
Yellow	4.5	4.5	4.1	4.1	4.5	4.5	4.1	4.1	4.1	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.6	2.6	3	3	2.6	2.6	3	3	2	2	2	2	2	2	2	2
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	35	80	50	50		80	35	50								
Dynamic Max Step	5	10	5	10		10	10	10								
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON	ON							
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall	ON															
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON	ON							
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash					ON	ON
Override Higher			ON	ON	ON	ON
Flash Dwell				ON		
Link		1				
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	8	8				
Min Dwell	10	10				
Max Presence						
Track R1	1	4				
Track R2	6	7				
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1					
Exit R2	5					
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				

TX Time				
PP Hold Time				
PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

Station : 1401 - SR 37_SR 60 (Standard File)

[illegible]

Scheduler

[illegible]

User Comments:

APPENDIX E

Synchro Summary Sheets – Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	123	34	27	88	8	23	230	14	108	369	101
Future Volume (vph)	121	123	34	27	88	8	23	230	14	108	369	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1770	1334	0	1068	1309	0	1062	1624	1335	1719	1610	1568
Flt Permitted	0.688			0.647			0.513			0.601		
Satd. Flow (perm)	1282	1334	0	727	1309	0	573	1624	1335	1088	1610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4				43			112
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	33%	55%	69%	38%	100%	70%	17%	21%	5%	18%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	175	0	30	107	0	26	256	16	120	410	112
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	15.1	15.1		15.1	15.1		27.9	27.9	27.9	27.9	27.9	27.9
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.42	0.51		0.16	0.32		0.10	0.34	0.02	0.24	0.55	0.14
Control Delay (s/veh)	23.0	23.3		19.6	20.4		12.0	12.9	1.1	12.6	16.1	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.0	23.3		19.6	20.4		12.0	12.9	1.1	12.6	16.1	3.3
LOS	C	C		B	C		B	B	A	B	B	A
Approach Delay (s/veh)		23.2			20.2			12.2			13.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	40	62		13	39		7	61	0	25	110	0
Queue Length 95th (ft)	89	134		44	91		33	143	4	69	248	26
Internal Link Dist (ft)		1895			1264			1316			2271	
Turn Bay Length (ft)	300			365			415		415	455		455
Base Capacity (vph)	1074	1120		609	1098		553	1567	1290	1050	1553	1517

Lanes, Volumes, Timings
1: SR 37 & CR 640

Timing Plan: AM Peak Hour
06/30/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.16		0.05	0.10		0.05	0.16	0.01	0.11	0.26	0.07

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 60.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 15.9

Intersection LOS: B

Intersection Capacity Utilization 89.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	164	29	5	108	17	69	461	10	146	273	162
Future Volume (vph)	162	164	29	5	108	17	69	461	10	146	273	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1752	1578	0	1770	1496	0	1456	1776	1583	1703	1759	1568
Flt Permitted	0.673			0.630			0.584			0.428		
Satd. Flow (perm)	1241	1578	0	1174	1496	0	895	1776	1583	767	1759	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7				43			171
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	17%	21%	2%	19%	59%	24%	7%	2%	6%	8%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	204	0	5	132	0	73	485	11	154	287	171
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	16.8	16.8		16.8	16.8		28.8	28.8	28.8	28.8	28.8	28.8
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.52	0.48		0.02	0.33		0.18	0.60	0.01	0.44	0.36	0.21
Control Delay (s/veh)	25.6	22.5		16.8	19.7		13.1	17.6	0.0	18.1	13.7	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	22.5		16.8	19.7		13.1	17.6	0.0	18.1	13.7	3.1
LOS	C	C		B	B		B	B	A	B	B	A
Approach Delay (s/veh)		23.9			19.6			16.7			11.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	54	67		1	42		17	130	0	37	67	0
Queue Length 95th (ft)	122	147		9	99		57	290	0	110	159	33
Internal Link Dist (ft)		1895			1264			1316			2271	
Turn Bay Length (ft)	300			365			415		415	455		455
Base Capacity (vph)	1003	1277		949	1210		840	1668	1489	720	1652	1483

Lanes, Volumes, Timings
1: SR 37 & CR 640

Timing Plan: PM Peak Hour
06/30/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16		0.01	0.11		0.09	0.29	0.01	0.21	0.17	0.12

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 62.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 16.8

Intersection LOS: B

Intersection Capacity Utilization 93.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	263	202	6	10	34
Future Vol, veh/h	13	263	202	6	10	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	27	2	10	9
Mvmt Flow	14	277	213	6	11	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	213	0	0 517 213
Stage 1	-	-	- 213 -
Stage 2	-	-	- 304 -
Critical Hdwy	4.33	-	- 6.5 6.29
Critical Hdwy Stg 1	-	-	- 5.5 -
Critical Hdwy Stg 2	-	-	- 5.5 -
Follow-up Hdwy	2.407	-	- 3.59 3.381
Pot Cap-1 Maneuver	1242	-	0 505 810
Stage 1	-	-	0 804 -
Stage 2	-	-	0 730 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1242	-	- 499 810
Mov Cap-2 Maneuver	-	-	- 499 -
Stage 1	-	-	- 795 -
Stage 2	-	-	- 730 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1242	-	-	992
HCM Lane V/C Ratio	0.011	-	-	0.047
HCM Ctrl Dly (s/v)	7.9	-	-	8.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	354	313	10	6	28
Future Vol, veh/h	65	354	313	10	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	11	15	10	2	2
Mvmt Flow	73	398	352	11	7	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	352	0	0 896 352
Stage 1	-	-	- 352 -
Stage 2	-	-	- 544 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1207	-	0 311 692
Stage 1	-	-	0 712 -
Stage 2	-	-	0 582 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1207	-	- 292 692
Mov Cap-2 Maneuver	-	-	- 292 -
Stage 1	-	-	- 669 -
Stage 2	-	-	- 582 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.27	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1207	-	-	788
HCM Lane V/C Ratio	0.061	-	-	0.048
HCM Ctrl Dly (s/v)	8.2	-	-	9.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: AM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	508	92	152	602	228	143	336	108	357	410	133
Future Volume (veh/h)	119	508	92	152	602	228	143	336	108	357	410	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1693	1722	1574	1648	1737	1856	1722	1856	1574	1870	1796	1796
Adj Flow Rate, veh/h	128	546	99	163	647	245	154	361	116	384	441	143
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	14	12	22	17	11	3	12	3	22	2	7	7
Cap, veh/h	526	1168	211	327	714	340	261	405	128	403	670	215
Arrive On Green	0.30	0.42	0.42	0.09	0.22	0.22	0.09	0.15	0.15	0.20	0.26	0.26
Sat Flow, veh/h	1612	2768	500	1570	3300	1572	1640	2634	834	1781	2540	816
Grp Volume(v), veh/h	128	322	323	163	647	245	154	240	237	384	295	289
Grp Sat Flow(s),veh/h/ln	1612	1636	1632	1570	1650	1572	1640	1763	1705	1781	1706	1649
Q Serve(g_s), s	8.7	29.7	30.0	16.9	40.1	30.4	16.5	28.0	28.7	38.7	32.3	32.8
Cycle Q Clear(g_c), s	8.7	29.7	30.0	16.9	40.1	30.4	16.5	28.0	28.7	38.7	32.3	32.8
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.49	1.00		0.49
Lane Grp Cap(c), veh/h	526	690	688	327	714	340	261	271	262	403	450	435
V/C Ratio(X)	0.24	0.47	0.47	0.50	0.91	0.72	0.59	0.88	0.90	0.95	0.66	0.66
Avail Cap(c_a), veh/h	526	690	688	355	1256	598	280	318	308	439	511	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	43.7	43.8	56.2	80.2	76.4	66.8	87.0	87.3	63.0	68.8	69.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.7	2.5	1.1	2.9	22.0	25.8	30.4	2.5	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	18.0	18.0	11.2	24.1	18.3	11.6	20.7	20.9	28.6	20.8	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	43.9	44.0	57.9	82.7	77.5	69.7	109.0	113.2	93.4	71.4	71.8
LnGrp LOS	C	D	D	E	F	E	E	F	F	F	E	E
Approach Vol, veh/h	773			1055			631			968		
Approach Delay, s/veh	41.9			77.7			101.0			80.2		
Approach LOS	D			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	69.3	52.5	48.7	39.4	26.2	95.7	25.7	62.5				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	17.9	79.9	45.9	37.9	22.9	74.9	20.9	62.9				
Max Q Clear Time (g_c+l1), s	10.7	42.1	40.7	30.7	18.9	32.0	18.5	34.8				
Green Ext Time (p_c), s	0.3	3.3	0.9	1.6	0.2	2.5	0.1	3.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	74.6											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: PM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	647	110	154	576	350	146	477	125	239	296	154
Future Volume (veh/h)	181	647	110	154	576	350	146	477	125	239	296	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1722	1737	1796	1870	1707	1856	1737	1870	1856	1856
Adj Flow Rate, veh/h	199	711	121	169	633	385	160	524	137	263	325	169
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	12	11	7	2	13	3	11	2	3	3
Cap, veh/h	385	988	168	283	936	435	320	618	161	327	603	307
Arrive On Green	0.15	0.33	0.33	0.09	0.27	0.27	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	1781	2965	504	1654	3413	1585	1626	2768	720	1781	2261	1151
Grp Volume(v), veh/h	199	416	416	169	633	385	160	333	328	263	252	242
Grp Sat Flow(s),veh/h/ln	1781	1735	1735	1654	1706	1585	1626	1763	1726	1781	1763	1648
Q Serve(g_s), s	9.3	27.7	27.7	9.5	21.8	30.7	9.8	23.8	24.0	14.5	16.1	16.6
Cycle Q Clear(g_c), s	9.3	27.7	27.7	9.5	21.8	30.7	9.8	23.8	24.0	14.5	16.1	16.6
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.42	1.00		0.70
Lane Grp Cap(c), veh/h	385	578	578	283	936	435	320	394	386	327	470	439
V/C Ratio(X)	0.52	0.72	0.72	0.60	0.68	0.89	0.50	0.85	0.85	0.80	0.54	0.55
Avail Cap(c_a), veh/h	385	790	790	569	1553	721	479	535	524	694	535	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	38.5	38.5	31.5	42.6	45.9	34.8	49.0	49.1	34.5	41.4	41.6
Incr Delay (d2), s/veh	4.9	1.0	1.0	2.9	0.3	4.2	1.2	9.0	9.7	6.4	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	11.7	11.7	4.0	9.1	12.4	4.0	11.4	11.3	6.8	7.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	39.5	39.6	34.4	43.0	50.1	36.0	58.0	58.8	40.9	42.3	42.6
LnGrp LOS	C	D	D	C	D	D	D	E	E	D	D	D
Approach Vol, veh/h	1031			1187			821			757		
Approach Delay, s/veh	38.0			44.1			54.0			41.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.1	43.2	24.9	36.5	19.3	51.0	19.2	42.2				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	20.0	60.0	45.0	40.0	35.0	60.0	25.0	40.0				
Max Q Clear Time (g_c+l1), s	11.3	32.7	16.5	26.0	11.5	29.7	11.8	18.6				
Green Ext Time (p_c), s	0.5	3.4	1.3	3.4	0.7	3.3	0.3	2.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.1											
HCM 7th LOS	D											

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	28	55	4	42	23
Future Vol, veh/h	5	28	55	4	42	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	20	2	2	2	7	17
Mvmt Flow	7	37	73	5	56	31

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	219	76	0
Stage 1	76	-	-
Stage 2	143	-	-
Critical Hdwy	6.6	6.22	-
Critical Hdwy Stg 1	5.6	-	-
Critical Hdwy Stg 2	5.6	-	-
Follow-up Hdwy	3.68	3.318	-
Pot Cap-1 Maneuver	731	985	-
Stage 1	903	-	-
Stage 2	842	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	703	985	-
Mov Cap-2 Maneuver	703	-	-
Stage 1	869	-	-
Stage 2	842	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.07	0	4.85
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1163
HCM Lane V/C Ratio	-	-	0.047	0.038
HCM Ctrl Dly (s/v)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	85	52	4	37	66
Future Vol, veh/h	3	85	52	4	37	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	2	2	2	6	5
Mvmt Flow	3	96	58	4	42	74

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	218	61	0
Stage 1	61	-	-
Stage 2	157	-	-
Critical Hdwy	7.07	6.22	-
Critical Hdwy Stg 1	6.07	-	-
Critical Hdwy Stg 2	6.07	-	-
Follow-up Hdwy	4.103	3.318	-
Pot Cap-1 Maneuver	646	1005	-
Stage 1	820	-	-
Stage 2	735	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	627	1005	-
Mov Cap-2 Maneuver	627	-	-
Stage 1	796	-	-
Stage 2	735	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	2.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	984	647
HCM Lane V/C Ratio	-	-	0.1	0.027
HCM Ctrl Dly (s/v)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection

Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	199	35	2	116	122	7	41	0	2	0	0
Future Vol, veh/h	11	199	35	2	116	122	7	41	0	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	22	15	2	48	2	57	3	2	2	2	2
Mvmt Flow	12	209	37	2	122	128	7	43	0	2	0	0
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.8	8.7	10.1	9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	15%	100%	0%	0%	100%	0%	0%	100%
Vol Thru, %	85%	0%	100%	0%	0%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	11	199	35	2	116	122	2
LT Vol	7	11	0	0	2	0	0	2
Through Vol	41	0	199	0	0	116	0	0
RT Vol	0	0	0	35	0	0	122	0
Lane Flow Rate	51	12	209	37	2	122	128	2
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.094	0.017	0.306	0.045	0.003	0.194	0.151	0.004
Departure Headway (Hd)	6.681	5.425	5.265	4.443	5.432	5.715	4.229	6.265
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	661	685	807	660	630	849	571
Service Time	4.415	3.147	2.986	2.165	3.152	3.435	1.948	4.005
HCM Lane V/C Ratio	0.095	0.018	0.305	0.046	0.003	0.194	0.151	0.004
HCM Control Delay, s/veh	10.1	8.2	10.3	7.4	8.2	9.8	7.7	9
HCM Lane LOS	B	A	B	A	A	A	A	A
HCM 95th-tile Q	0.3	0.1	1.3	0.1	0	0.7	0.5	0

Intersection

Intersection Delay, s/veh 10.2
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	296	35	1	131	80	12	50	0	0	1	0
Future Vol, veh/h	15	296	35	1	131	80	12	50	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	13	8	18	2	23	2	25	2	2	2	2	2
Mvmt Flow	16	318	38	1	141	86	13	54	0	0	1	0
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	11.2	8.8	9.9	8.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	19%	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	81%	0%	100%	0%	0%	100%	0%	100%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	15	296	35	1	131	80	1
LT Vol	12	15	0	0	1	0	0	0
Through Vol	50	0	296	0	0	131	0	1
RT Vol	0	0	0	35	0	0	80	0
Lane Flow Rate	67	16	318	38	1	141	86	1
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.117	0.025	0.446	0.047	0.002	0.212	0.104	0.002
Departure Headway (Hd)	6.339	5.636	5.049	4.517	5.566	5.423	4.361	5.974
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	636	713	793	643	662	822	597
Service Time	4.086	3.361	2.773	2.241	3.295	3.151	2.089	3.732
HCM Lane V/C Ratio	0.119	0.025	0.446	0.048	0.002	0.213	0.105	0.002
HCM Control Delay, s/veh	9.9	8.5	11.8	7.5	8.3	9.6	7.6	8.7
HCM Lane LOS	A	A	B	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	2.3	0.1	0	0.8	0.3	0

APPENDIX F

Synchro Summary Sheets – Future Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1814	762	81	47	897	460	79	337	19	314	524	2252
Future Volume (vph)	1814	762	81	47	897	460	79	337	19	314	524	2252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1770	1387	0	1068	1134	0	1062	1624	1335	1719	1610	1568
Flt Permitted	0.080			0.080			0.274			0.462		
Satd. Flow (perm)	149	1387	0	90	1134	0	306	1624	1335	836	1610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			24				43			43
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	33%	55%	69%	38%	100%	70%	17%	21%	5%	18%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2016	937	0	52	1508	0	88	374	21	349	582	2502
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	50.0	50.0		50.0	50.0		60.0	60.0	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.47	0.47	0.47	0.47	0.47	0.47
v/c Ratio	34.76	1.71		1.49	3.27		0.61	0.49	0.03	0.89	0.77	3.28
Control Delay (s/veh)	Error	353.4		356.7	Error		46.3	25.7	1.5	56.1	35.9	Error
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	353.4		356.7	Error		46.3	25.7	1.5	56.1	35.9	Error
LOS	F	F		F	F		D	C	A	E	D	F
Approach Delay (s/veh)		10506.2			1020.9			28.4			773.1	
Approach LOS		F			F			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 127

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 34.76

Intersection Signal Delay (s/veh): 4186.2

Intersection LOS: F

Intersection Capacity Utilization 258.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2076	894	77	37	693	144	126	629	14	600	432	1655
Future Volume (vph)	2076	894	77	37	693	144	126	629	14	600	432	1655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1752	1600	0	1770	1470	0	1456	1776	1583	1703	1759	1568
Flt Permitted	0.080			0.080			0.387			0.207		
Satd. Flow (perm)	148	1600	0	149	1470	0	593	1776	1583	371	1759	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10				43			93
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	17%	21%	2%	19%	59%	24%	7%	2%	6%	8%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2185	1022	0	39	881	0	133	662	15	632	455	1742
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	50.0	50.0		50.0	50.0		60.0	60.0	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.47	0.47	0.47	0.47	0.47	0.47
v/c Ratio	37.67	1.62		0.67	1.51		0.48	0.79	0.02	3.61	0.55	2.21
Control Delay (s/veh)	Error	313.7		86.2	267.7		29.9	36.5	0.1	Error	27.0	568.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	313.7		86.2	267.7		29.9	36.5	0.1	Error	27.0	568.6
LOS	F	F		F	F		C	D	A	F	C	F
Approach Delay (s/veh)		11366.3			260.0			34.7			623.4	
Approach LOS		F			F			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 127

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 37.67

Intersection Signal Delay (s/veh): 4955.3

Intersection LOS: F

Intersection Capacity Utilization 254.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

Intersection

Int Delay, s/veh 70.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	615	351	77	242	163
Future Vol, veh/h	92	615	351	77	242	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	27	2	10	9
Mvmt Flow	97	647	369	81	255	172

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	369	0	0 1211 369
Stage 1	-	-	- 369 -
Stage 2	-	-	- 841 -
Critical Hdwy	4.33	-	- 6.5 6.29
Critical Hdwy Stg 1	-	-	- 5.5 -
Critical Hdwy Stg 2	-	-	- 5.5 -
Follow-up Hdwy	2.407	-	- 3.59 3.381
Pot Cap-1 Maneuver	1082	-	0 ~ 194 661
Stage 1	-	-	0 682 -
Stage 2	-	-	0 410 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1082	-	- ~ 177 661
Mov Cap-2 Maneuver	-	-	- ~ 177 -
Stage 1	-	-	- 621 -
Stage 2	-	-	- 410 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.13	0	252.87
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1082	-	-	294
HCM Lane V/C Ratio	0.089	-	-	1.448
HCM Ctrl Dly (s/v)	8.7	-	-	252.9
HCM Lane LOS	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	23.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 26.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	192	561	608	178	79	120
Future Vol, veh/h	192	561	608	178	79	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	11	15	10	2	2
Mvmt Flow	216	630	683	200	89	135

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	683	0	0 1745 683
Stage 1	-	-	- 683 -
Stage 2	-	-	- 1062 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	910	-	0 95 449
Stage 1	-	-	0 501 -
Stage 2	-	-	0 332 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	910	-	- ~ 72 449
Mov Cap-2 Maneuver	-	-	- ~ 72 -
Stage 1	-	-	- 383 -
Stage 2	-	-	- 332 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.6	0	197.04
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	910	-	-	180
HCM Lane V/C Ratio	0.237	-	-	1.239
HCM Ctrl Dly (s/v)	10.2	-	-	197
HCM Lane LOS	B	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	12.2

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: AM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	683	1297	931	809	307	888	1320	576	480	2017	178
Future Volume (veh/h)	161	683	1297	931	809	307	888	1320	576	480	2017	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1693	1722	1574	1648	1737	1856	1722	1856	1574	1870	1796	1796
Adj Flow Rate, veh/h	173	734	1395	1001	870	330	955	1419	619	516	2169	191
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	14	12	22	17	11	3	12	3	22	2	7	7
Cap, veh/h	231	584	521	205	1280	610	198	442	179	424	952	83
Arrive On Green	0.08	0.36	0.36	0.11	0.39	0.39	0.10	0.18	0.18	0.22	0.30	0.30
Sat Flow, veh/h	1612	1636	1459	1570	3300	1572	1640	2446	993	1781	3177	276
Grp Volume(v), veh/h	173	734	1395	1001	870	330	955	993	1045	516	1150	1210
Grp Sat Flow(s),veh/h/ln	1612	1636	1459	1570	1650	1572	1640	1763	1677	1781	1706	1747
Q Serve(g_s), s	14.3	74.9	74.9	22.9	46.0	34.2	20.9	37.9	37.9	45.9	62.9	62.9
Cycle Q Clear(g_c), s	14.3	74.9	74.9	22.9	46.0	34.2	20.9	37.9	37.9	45.9	62.9	62.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.16
Lane Grp Cap(c), veh/h	231	584	521	205	1280	610	198	318	303	424	511	523
V/C Ratio(X)	0.75	1.26	2.68	4.87	0.68	0.54	4.83	3.12	3.45	1.22	2.25	2.31
Avail Cap(c_a), veh/h	243	584	521	205	1280	610	198	318	303	424	511	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	67.6	67.6	73.2	53.5	49.8	66.5	86.1	86.1	70.1	73.6	73.6
Incr Delay (d2), s/veh	12.6	129.5	761.4	1753.5	1.2	0.5	1737.1	962.7	1112.4	117.9	568.5	597.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	73.9	220.9	164.7	26.5	19.8	153.6	157.8	169.1	46.2	170.4	180.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	197.1	829.0	1826.7	54.7	50.4	1803.6	1048.7	1198.5	188.0	642.1	670.6
LnGrp LOS	E	F	F	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h	2302			2201			2993			2876		
Approach Delay, s/veh	569.4			859.9			1341.9			572.6		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	88.5	53.0	45.0	30.0	82.0	28.0	70.0				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	17.9	79.9	45.9	37.9	22.9	74.9	20.9	62.9				
Max Q Clear Time (g_c+l1), s	16.3	48.0	47.9	39.9	24.9	76.9	22.9	64.9				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	854.9											
HCM 7th LOS	F											

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: PM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	870	799	612	775	471	1144	1830	758	321	1213	207
Future Volume (veh/h)	243	870	799	612	775	471	1144	1830	758	321	1213	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1722	1737	1796	1870	1707	1856	1737	1870	1856	1856
Adj Flow Rate, veh/h	267	956	878	673	852	518	1257	2011	833	353	1333	227
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	12	11	7	2	13	3	11	2	3	3
Cap, veh/h	277	539	441	323	1268	589	237	492	190	375	799	135
Arrive On Green	0.10	0.30	0.30	0.17	0.37	0.37	0.12	0.20	0.20	0.19	0.26	0.26
Sat Flow, veh/h	1781	1812	1482	1654	3413	1585	1626	2484	961	1781	3018	509
Grp Volume(v), veh/h	267	910	924	673	852	518	1257	1386	1458	353	773	787
Grp Sat Flow(s),veh/h/ln	1781	1735	1559	1654	1706	1585	1626	1763	1683	1781	1763	1764
Q Serve(g_s), s	20.0	60.0	60.0	35.0	42.2	61.6	25.0	40.0	40.0	35.3	53.4	53.4
Cycle Q Clear(g_c), s	20.0	60.0	60.0	35.0	42.2	61.6	25.0	40.0	40.0	35.3	53.4	53.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		0.57	1.00		0.29
Lane Grp Cap(c), veh/h	277	516	464	323	1268	589	237	349	334	375	466	467
V/C Ratio(X)	0.96	1.76	1.99	2.09	0.67	0.88	5.30	3.97	4.37	0.94	1.66	1.69
Avail Cap(c_a), veh/h	277	516	464	323	1268	589	237	349	334	433	466	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	70.9	70.9	69.9	53.1	59.2	65.9	80.9	80.9	66.4	74.2	74.2
Incr Delay (d2), s/veh	45.9	352.0	454.4	499.3	1.1	13.8	1944.8	1341.2	1524.8	28.1	304.9	318.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.0	118.5	129.3	94.3	25.3	35.5	203.7	227.0	242.1	23.2	97.1	100.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.5	422.9	525.3	569.1	54.2	73.0	2010.7	1422.1	1605.7	94.5	379.1	392.5
LnGrp LOS	F	F	F	F	D	E	F	F	F	F	F	F
Approach Vol, veh/h	2101			2043			4101			1913		
Approach Delay, s/veh	426.5			228.6			1667.8			332.1		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.1	82.1	45.5	47.1	42.1	67.1	32.1	60.5				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	20.0	60.0	45.0	40.0	35.0	60.0	25.0	40.0				
Max Q Clear Time (g_c+l1), s	22.0	63.6	37.3	42.0	37.0	62.0	27.0	55.4				
Green Ext Time (p_c), s	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	870.1											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	37	112	5	56	54
Future Vol, veh/h	7	37	112	5	56	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	20	2	2	2	7	17
Mvmt Flow	9	49	149	7	75	72

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	374	153	0
Stage 1	153	-	-
Stage 2	221	-	-
Critical Hdwy	6.6	6.22	-
Critical Hdwy Stg 1	5.6	-	-
Critical Hdwy Stg 2	5.6	-	-
Follow-up Hdwy	3.68	3.318	-
Pot Cap-1 Maneuver	593	893	-
Stage 1	833	-	-
Stage 2	775	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	560	893	-
Mov Cap-2 Maneuver	560	-	-
Stage 1	787	-	-
Stage 2	775	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.75	0	3.93
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	816	916
HCM Lane V/C Ratio	-	-	0.072	0.054
HCM Ctrl Dly (s/v)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	114	91	5	49	120
Future Vol, veh/h	4	114	91	5	49	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	2	2	2	6	5
Mvmt Flow	4	128	102	6	55	135
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	350	105	0	0	108	0
Stage 1	105	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	7.07	6.22	-	-	4.16	-
Critical Hdwy Stg 1	6.07	-	-	-	-	-
Critical Hdwy Stg 2	6.07	-	-	-	-	-
Follow-up Hdwy	4.103	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	535	949	-	-	1458	-
Stage 1	780	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	513	949	-	-	1458	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.55	0		2.19		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	923	522	-	
HCM Lane V/C Ratio	-	-	0.144	0.038	-	
HCM Ctrl Dly (s/v)	-	-	9.6	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection

Intersection Delay, s/veh 279.2
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	145	575	348	3	672	171	515	61	0	5	2	218
Future Vol, veh/h	145	575	348	3	672	171	515	61	0	5	2	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	22	15	2	48	2	57	3	2	2	2	2
Mvmt Flow	153	605	366	3	707	180	542	64	0	5	2	229
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay, s/veh	182.9			376.8			410.1			34.4		
HCM LOS	F			F			F			D		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	100%	0%	0%	100%	0%	0%	2%
Vol Thru, %	11%	0%	100%	0%	0%	100%	0%	1%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	576	145	575	348	3	672	171	225
LT Vol	515	145	0	0	3	0	0	5
Through Vol	61	0	575	0	0	672	0	2
RT Vol	0	0	0	348	0	0	171	218
Lane Flow Rate	606	153	605	366	3	707	180	237
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.819	0.4	1.559	0.86	0.008	1.957	0.424	0.618
Departure Headway (Hd)	12.625	12.963	12.786	11.878	11.809	12.117	10.5	12.895
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	297	279	291	308	305	311	346	282
Service Time	10.325	10.663	10.486	9.578	9.509	9.817	8.2	10.595
HCM Lane V/C Ratio	2.04	0.548	2.079	1.188	0.01	2.273	0.52	0.84
HCM Control Delay, s/veh	410.1	24	298.7	57.8	14.6	469	20.7	34.4
HCM Lane LOS	F	C	F	F	B	F	C	D
HCM 95th-tile Q	34.8	1.8	26	7.6	0	40.9	2	3.8

Intersection

Intersection Delay, s/veh 236.4
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	198	818	458	1	465	109	299	69	0	5	5	123
Future Vol, veh/h	198	818	458	1	465	109	299	69	0	5	5	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	13	8	18	2	23	2	25	2	2	2	2	2
Mvmt Flow	213	880	492	1	500	117	322	74	0	5	5	132
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay, s/veh	320.9			150.3			111.1			19.5		
HCM LOS	F			F			F			C		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	81%	100%	0%	0%	100%	0%	0%	4%
Vol Thru, %	19%	0%	100%	0%	0%	100%	0%	4%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	92%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	198	818	458	1	465	109	133
LT Vol	299	198	0	0	1	0	0	5
Through Vol	69	0	818	0	0	465	0	5
RT Vol	0	0	0	458	0	0	109	123
Lane Flow Rate	396	213	880	492	1	500	117	143
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.091	0.538	2.08	1.092	0.003	1.296	0.269	0.377
Departure Headway (Hd)	11.158	10.056	9.434	8.87	10.57	10.419	9.301	10.551
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	328	362	396	414	341	355	389	343
Service Time	8.858	7.756	7.134	6.57	8.27	8.119	7.001	8.251
HCM Lane V/C Ratio	1.207	0.588	2.222	1.188	0.003	1.408	0.301	0.417
HCM Control Delay, s/veh	111.1	23.9	515.7	101.5	13.3	182.2	15.4	19.5
HCM Lane LOS	F	C	F	F	B	F	C	C
HCM 95th-tile Q	13.5	3	56.8	15.4	0	20.8	1.1	1.7

Bennett, Mark

From: Thomas, Lorenzo
Sent: Thursday, July 16, 2026 11:07 AM
To: Bennett, Mark
Cc: Bennett, Chanda; Kordek, Ryan
Subject: RE: LTG 6686 - Mims Mixed Use - TIA

Mark,

The TPO staff have reviewed the CPA traffic analysis for the Mims Mixed Use development and concur with the conclusion below.

4

CONCLUSION

The proposed CPA will change the existing FLU designations of a 2,476.5-acre property from 2,452.2 acres of IND, 14.3 acres of A/RR, and 5 acres of L/R to 1,260.8 acres of IND, 1,200.7 acres of RS, and 5 acres of RCC. The property's proposed maximum development potential consists of 27,460,224 square-feet of residential, 3,602 residential dwelling units, and 196,020 square-feet of commercial. The property's proposed maximum development potential would generate 93,294 daily trips, 8,578 AM peak hour trips, and 7,366 PM peak hour trips. Please note that the development scenario is based on maximum development potential of the proposed designations and may not reflect the final development plan proposed for the site. If/when the applicant files for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

The results of the above CPA traffic analysis are presented below.

Existing Conditions

- The intersection of SR 37 at SR 60 is currently operating outside the adopted LOS during the peak hour.
- All study area roadway segments are currently operating within the directional peak hour capacities.

2051 Future Conditions

- All study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.
- CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.

This analysis indicates there are multiple potential roadway deficiencies associated with the addition of trips associated with the proposed CPA. Transportation concurrency and any mitigation strategies require anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

Also, the surrounding areas that will be impacted by this development will depend on the size of the level 2 (site plan) review.

Thank you,

Lorenzo Thomas
Senior Transportation Planner
Polk Transportation Planning Organization
330 West Church Street | Bartow, FL 33831
P: (863) 534-6551



From: Bennett, Mark <markbennett@polkfl.gov>
Sent: Wednesday, July 1, 2026 8:25 AM
To: Bennett, Chanda <ChandaBennett@polkfl.gov>; Kordek, Ryan <RyanKordek@polkfl.gov>; Thomas, Lorenzo <LorenzoThomas@polkfl.gov>
Subject: FW: LTG 6686 - Mims Mixed Use - TIA

Good morning – attached is the TIA for Mims Crossing. Please review and send me any comments that you think appropriate for the CPA staff report.

Thanks

Mark

From: Kriss Kaye <kriss@carterkaye.com>
Sent: Tuesday, June 30, 2026 9:00 PM
To: Bennett, Mark <markbennett@polkfl.gov>
Cc: Kim McCranie <kim@carterkaye.com>
Subject: Re: LTG 6686 - Mims Mixed Use - CPA Methodology Letter

CAUTION: This email originated from outside of the Polk County BoCC Email System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark

See the attached TIA. Thank you for your consideration in this matter.

Sincerely,

Kriss Y. Kaye, CFM, PE, Managing Member



From: Bennett, Mark <markbennett@polkfl.gov>

Sent: Tuesday, June 23, 2026 4:14 PM

To: Kriss Kaye <kriss@carterkaye.com>; Bennett, Chanda <ChandaBennett@polkfl.gov>

Cc: George Galan <ggalan@ltg-inc.us>; Patrick Mims | T. Mims Corp <patrick@tmimscorp.com>; Tom Mims | T. Mims Corp. <tom@tmimscorp.com>; Kim McCranie <kim@carterkaye.com>; Ryan Hartman <rhartman@ltg-inc.us>

Subject: RE: LTG 6686 - Mims Mixed Use - CPA Methodology Letter

Kriss:

We can accept this for now to keep the process moving forward. If I recall correctly, you had mentioned getting the TIA on the 29th or 30th? That should work for our timelines.

Please advise as to status of water & sewer info.

Thanks

Mark

From: Kriss Kaye <kriss@carterkaye.com>

Sent: Tuesday, June 23, 2026 2:53 PM

To: Bennett, Mark <markbennett@polkfl.gov>; Bennett, Chanda <ChandaBennett@polkfl.gov>

Cc: George Galan <ggalan@ltg-inc.us>; Patrick Mims | T. Mims Corp <patrick@tmimscorp.com>; Tom Mims | T. Mims Corp. <tom@tmimscorp.com>; Kim McCranie <kim@carterkaye.com>; Ryan Hartman <rhartman@ltg-inc.us>

Subject: Fw: LTG 6686 - Mims Mixed Use - CPA Methodology Letter

CAUTION: This email originated from outside of the Polk County BoCC Email System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Chanda and Mark:

I appreciate you taking our call this am. As you requested, prior to any public notices attached please find the trip generation numbers and Comprehensive Plan Amendment Methodology. LTG is working to complete the TIA quickly.

Please advise if the attached suffices as we work to close out the TIA. Feel free to call if you have any questions.

Thank you for your consideration in this matter.

Sincerely,

Kriss Y. Kaye, CFM, PE, Managing Member



From: Kirsten Fawcett <Kfawcett@ltg-inc.us>
Sent: Tuesday, June 23, 2026 9:50 AM
To: George Galan <Ggalan@ltg-inc.us>; Kriss Kaye <kriss@carterkaye.com>
Cc: Patrick Mims | T. Mims Corp <patrick@tmimscorp.com>; Tom Mims | T. Mims Corp. <tom@tmimscorp.com>; Kim McCranie <kim@carterkaye.com>; Ryan Hartman <rhartman@ltg-inc.us>
Subject: RE: LTG 6686 - Mims Mixed Use - CPA Methodology Letter

Kim/Kriss,

Attached is the signed and sealed methodology letter for the Mims Mixed Use.

I know you said you're sending this to Mark, do you need us to forward it to Chandra at the County or are you all doing that as well?

Thank you!



Kirsten Fawcett

Senior Transportation Analyst



LTG, Inc.

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Ormond Beach, FL 32174

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Polk County
Planning Commission

Agenda Item 4.

8/5/2026

SUBJECT

LDCT-2025-15 (Mims Crossing LDC Text Amendment)

DESCRIPTION

This is an applicant-initiated amendment to change the text of the Land Development Code Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish a 200-foot conservation buffer within the Residential-Suburban Land Use District adjacent to the Industrial Future Land Use designation, establish a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640, implement the Mims Crossing RCC Activity Center Plan (ACP) to guide development within the RCC, and provide for additional development standards. This case is related to LDCPAL-2025-7. The site is north and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry in Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

markbennett@polkfl.gov <<mailto:markbennett@polkfl.gov>>

(863) 534-6455

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	July 17, 2025	Level of Review:	4
PC Date:	August 5, 2026	Type:	LDC Text Amendment
BoCC	September 15, 2026	Case Numbers:	LDCT-2025-15
Date:	December 1, 2026	Case Name:	Mims Crossing LDC Text Amendment
Applicant:	Kriss Kaye, PE	Case Planner:	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

Request:	This is an applicant-initiated amendment to change the text of the Land Development Code Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish a 200-foot conservation buffer within the Residential-Suburban Land Use District adjacent to the Industrial Future Land Use designation, establish a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640, implement the Mims Crossing RCC Activity Center Plan (ACP) to guide development within the RCC, and provide for additional development standards. This case is related to LDCPAL-2025-7.
Location:	North and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry in Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.
Property Owner:	T. Mims Corporation and others
Parcel Size (Number):	2,475 acres
Development Area:	Rural Development Area (RDA)
Nearest Municipality:	Mulberry
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce:	Not Applicable
Case Planner:	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

Proposed Change to the LDC:

Change Appendix E Section E105 Parcel Specific Comprehensive Plan Amendments with Conditions to establish a 200-foot conservation buffer within the Residential-Suburban Land Use District, establish a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640, implement the Mims Crossing RCC Activity Center Plan (ACP) to guide development within the RCC, and provide for additional development standards.

Summary:

The requested Land Development Code text amendment to Appendix E, Section E105, consists of three components:

- A. 200-foot Conservation Buffer within the Residential-Suburban (RS) Land Use District - This section applies to a 200-ft-wide strip within the subject site, and within a portion of an existing conservation easement, and includes a legal description that describes this area.

- B. Mims Crossing RCC Activity Center Plan (ACP) – LDCT-2025-15 - This section establishes the Mims Crossing Rural Cluster Center (RCC) Activity Center Plan (ACP) at the State Road 37 and CR 640 intersection.
- C. Additional Development Standards - This section provides additional standards for development within the RCC based on the ACP.

Findings of Fact

- *LDCT-2025-15 is an applicant-initiated request to amend Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish a 200-foot conservation buffer with the Residential-Suburban (RS) Land Use District, establish a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640, implement the Mims Crossing RCC Activity Center Plan (ACP) to guide development within the RCC, and provide for additional development standards.*
- *The location of the subject property is north and south of County Road 640, primarily west of State Road 37 and east of Anderson Road, and south of the City of Mulberry in Sections 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, Township 30, Range 23.*
- *This case is related to LDCPAL-2025-7. That request is for a Comprehensive Plan Amendment to change 2,475 acres from Rural Development Area (RDA) to Suburban Development Area (SDA) with changes from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR) and Industrial, and Leisure/Recreation (L/R) in the RDA to Residential-Suburban (RS), and Industrial (IND), in the SDA, and Rural-Cluster Center (RCC) in the RDA.*
- *LDCPAL-2025-7 also includes a text change to Appendix 2.135 - Parcel Specific Future Land Use Map Amendments with Conditions to provide for the establishment of the Mims Crossing RCC 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district.*
- *The subject property contains wetlands, floodplains, and conservation easements.*

Development Review Committee Recommendation:

The Land Development Division, based on the Findings of Fact, finds that the proposed text change request is **CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan. Staff recommends **APPROVAL** of LDCT-2025-15.

Analysis:

This amendment was submitted currently with LDCPAL-2025-7. That request is for a Comprehensive Plan Amendment to change 2,475 acres from Rural Development Area (RDA) to Suburban Development Area (SDA) with changes from Phosphate Mining (PM), Agricultural/Residential-Rural (A/RR) and Industrial, and Leisure/Recreation (L/R) in the RDA to Residential-Suburban (RS), and Industrial (IND), in the SDA, and Rural-Cluster Center (RCC) in the RDA. The same Plan Amendment also includes a text change to Appendix 2.135 - Parcel Specific Future Land Use Map Amendments with Conditions to provide for the establishment of the Mims Crossing RCC 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed RS district adjacent to the proposed IND district.

The requested Land Development Code text amendment to Appendix E, Section E105, consists of three components:

A. 200-foot Conservation Buffer within the Residential-Suburban (RS) Land Use District:

This section applies to a 200-ft-wide strip within the proposed Residential-Suburban (RS) subject site, and within a portion of an existing conservation easement. It also includes a legal description that describes this area. This section also contains additional restrictions for the area and allows for the retention of development rights per the Land Development Code. The 200-foot wide buffer is necessary to ensure compatibility between more intensive industrial uses and less-intensive residential development. The 200-foot buffer is located on the residential portion of the site to correspond with existing conservation easements and site characteristics. Placing the buffer in the residential use also allows for the maximum utilization of the proposed industrial area.

B. Mims Crossing RCC Activity Center Plan (ACP) – LDCT-2025-15:

This section establishes the Mims Crossing Rural Cluster Center (RCC) Activity Center Plan (ACP) at the State Road 37 and CR 640 intersection. Also included is a legal description of the RCC, a reference to the permitted uses to Table 2.1 Table for Standard Land Use Districts in the Land Development Code, and requirements regarding easements, cross-access, mass-transit locations, landscaping, and signage. There are also policies in the Future Land Use Element that require Activity Center Plans. The policies are Policy 2.110-B3, Location Criteria for RCCs; Policy 2.110-K1, Additional Activity Centers; Policy 2.110-L1 Activity Center Plans; Policy 2.110-L3 Activity Center Plans Initiated by a Property Owner; and Policy 2.110-L4, Plan Required.

C. Additional Development Standards:

This section clarifies that any development within the RCC shall be guided by an Activity Center Plan (ACP), and that the ACP shall remain conceptual in nature, with final design and layout to be determined at the time of subsequent review, e.g. Level 2. This section also restates requirements for cross-access and internal connectivity, clarifies the applicable infrastructure requirements, and provides the criteria for future expansion of the RCC.

Benefit-Cost Analysis of the Amendment

Who does it help?

This amendment directly benefits the applicant by allowing for higher-density and more intensive non-residential development while still ensuring that the different uses are compatible. This amendment will also provide for the establishment of the Rural Cluster Center (RCC) at the SR 37 & CR 640 intersection thru the adoption of an Activity Center Plan (ACP). As part of the ACP, the property at the southeast corner of the intersection is identified for future expansion of the RCC.

Who does it hurt?

There is the potential for existing residents living in the Pinedale area to deal with impacts caused by new industrial development. However, due to the distance between the proposed industrial area and Pinedale, combined with the requirements in the Land Development Code Section 230 (Specific Provisions Applicable to Non-Residential Districts and Uses) should minimize any adverse impacts.

What is the cost?

Any new development within the proposed Residential-Suburban (RS) portion of this property near the industrial areas will be required to comply with the 200-foot conservation buffer requirement. Any development within the Mims Crossing Rural Cluster Center (RCC) is restricted to certain access points, cross access, mass transit locations, landscaping and only ground-mounted monument signage.

Limits of the Proposed Ordinance

The focus of this amendment is to establish a 200-foot conservation buffer within the Residential-Suburban Future Land Use District, establish a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640, implement the Mims Crossing RCC Activity Center Plan (ACP) to guide development within the RCC, and provide for additional development standards.

Implementing this amendment will promote more compatible development between the proposed residential and industrial land uses. The amendment will also establish an Activity Center Plan (that will include additional development standards) for the proposed Rural Cluster Center (RCC) at the State Road 37 and County Road 640 intersection.

Consistency with the Comprehensive Plan

This change is in conjunction with LDCPAL-2025-7. This amendment will redesignate a 2,475-acre area from PM, A/RR, IND, and L/R to RS, IND, and RCC. The proposed text change to Appendix 2.135 - Parcel Specific Future Land Use Map Amendments with Conditions to provide for the establishment of the Mims Crossing RCC 640 Activity Center Plan, and the establishment of a 200-ft. wide buffer area within the proposed (RS) district adjacent to the proposed IND district will be consistent with the applicable Objectives and Policies in the Plan's Future Land Use Element upon adoption of LDCPAL-2025-7, which will amend the Comprehensive Plan Future Land Use Map.

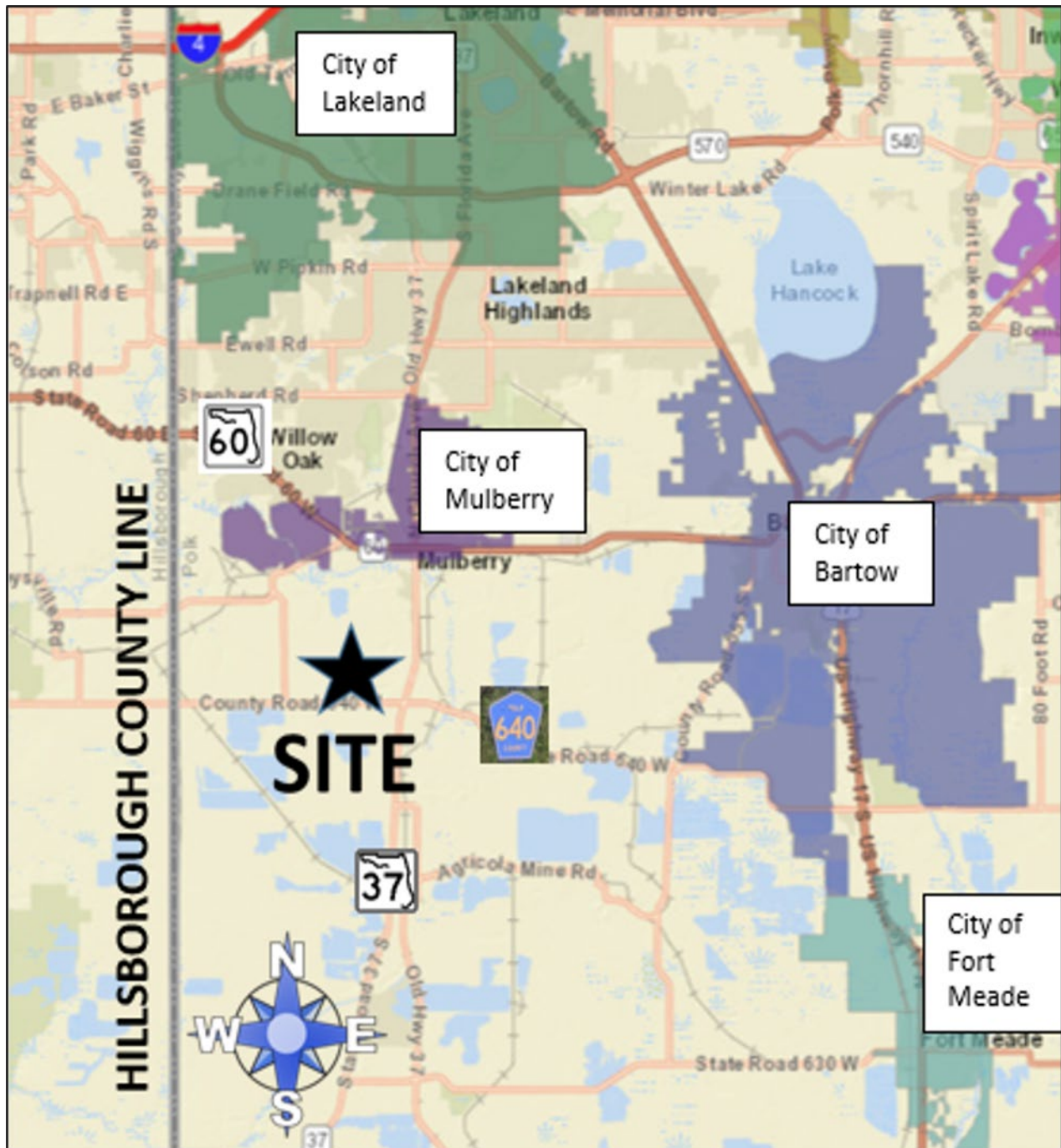
Comments from Other Agencies:

None

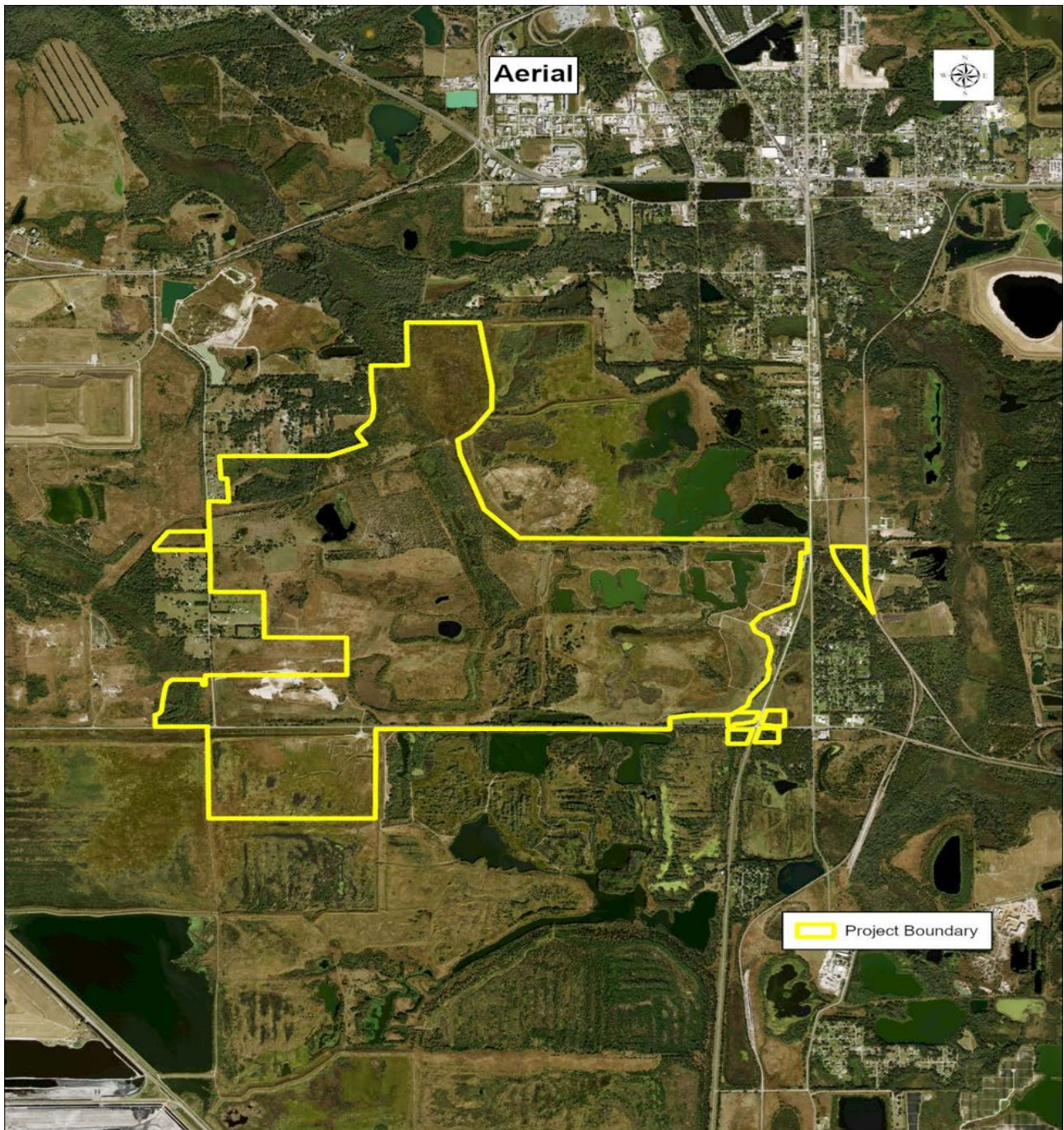
Draft Ordinance: Under separate attachment

Exhibits:

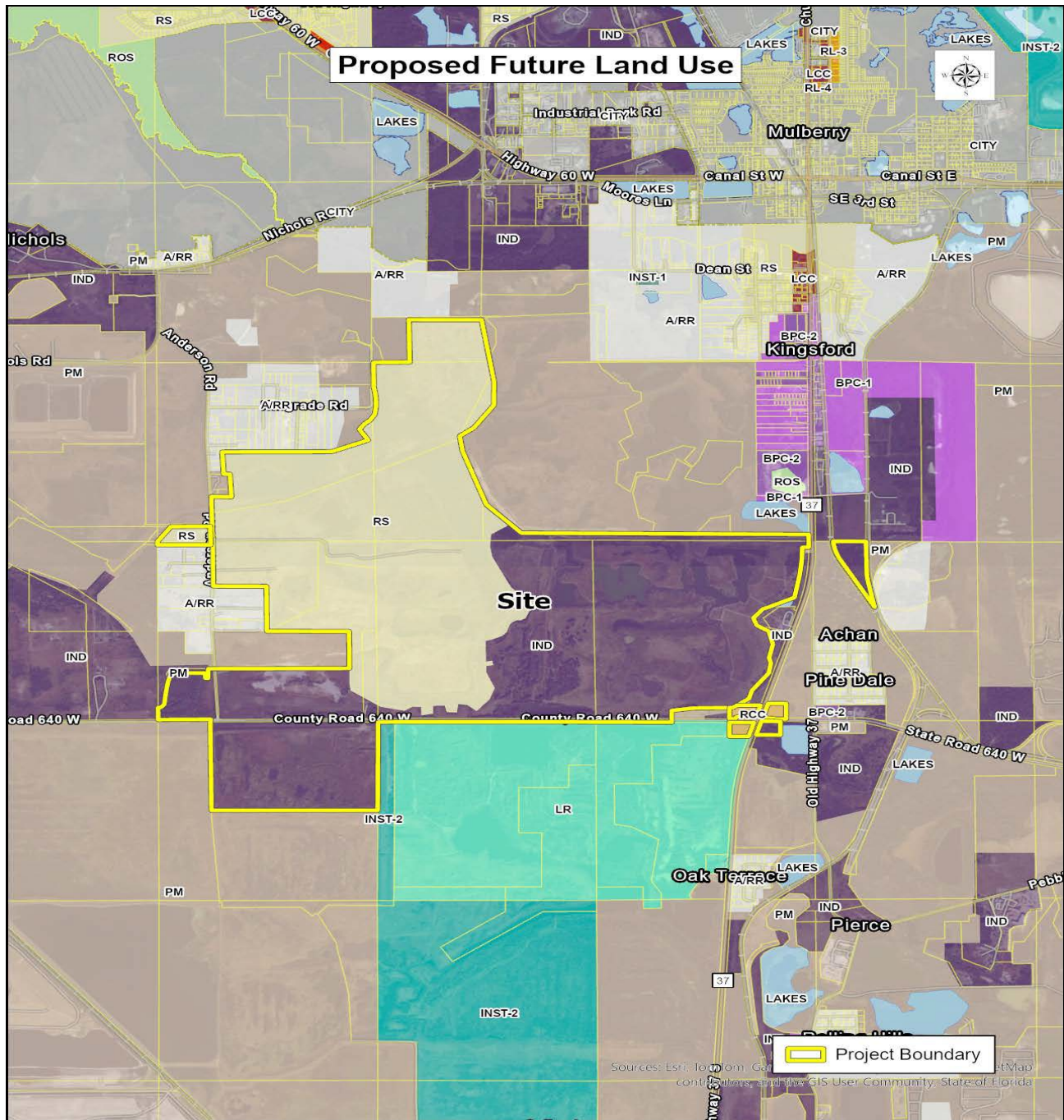
- Exhibit – 1 Location Map
- Exhibit – 2 Aerial Photo
- Exhibit – 3 Proposed Future Land Use Map
- Exhibit – 4 Proposed Text Change
- Exhibit – 5 Proposed Mims Crossing RCC Activity Center Plan



Location Map



Aerial Photo



Proposed Future Land Use Map

Proposed Text Change

Mims Crossing LDC Text Amendment - LDCT-2025-15

1. Applicability – The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

A. 200-ft Wide Buffer in the Residential-Suburban (RS) Area

A. The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of

said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

- B. Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.
- C. The Conservation Buffer area can retain any development rights within the RS land use district per the requirements of the Land Development Code.

B. Mims Crossing RCC Activity Center Plan (ACP) – LDCT-2025-15

- 1. The provisions and requirements of this Subsection apply to the parcels located south of Mulberry at the intersection of State Road 37 and CR 640, as shown in the ACP. It is intended to apply to those parcels within the existing RCC boundary and serve as a guide for future expansions and access management.
- 2. This RCC is shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 29, Township 30, Sections 23 and 26. and legally described as:

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 667.88 feet; thence N 00°00'00" E a distance of 34.98 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 89°51'53" W along said right of way a distance of 254.21 feet to a point on a right of way parcel described in Official Records Book 13436, page 39 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 71°55'36" W a distance of 52.30 feet; (2) N 84°28'45" W a distance of 183.16 feet to the beginning of a curve concave to the northeast and having a radius of 60.00 feet; (3) along said curve to the right through a central angle of 101°39'19" an arc distance of 106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

NW Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 2041.32 feet; thence N 00°00'00" E a distance of 37.91 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 00°00'00" E a distance of 329.85 feet to a point on the boundary of a parcel of land described in Official Records Book 9164, page 2068 of the public records of Polk County, Florida; thence along said boundary for the following two courses; (1) N 89°12'31" E a distance of 82.07 feet; (2) N 55°03'11" E a distance of 112.67 feet; thence N 90°00'00" E a distance of 574.18 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'55" W along said right of way line a distance of 154.56 feet to a point on the boundary of a right of way parcel described in Official Records Book 13436, page 33 of the public records of Polk County, Florida; thence along said right of way parcel boundary for the following five courses; (1) S 32°36'35" W, 142.09 feet; (2) S 77°26'58" W, 277.59 feet; (3) S 86°50'28" W, 150.33 feet; (4) S 71°50'14" W, 53.55 feet; (5) S 19°24'00" W, 46.05 feet to a point on aforesaid north right of way of County Road 640; thence N 89°47'05" W a distance of 139.00 feet to the Point of Beginning.

SW Parcel

A parcel of land in Section 26, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the northeast corner of said Section 26; thence N 89°51'46" W along the north line of said Section 26 a distance of 2041.32 feet; thence S 00°00'00" W a distance of 67.10 feet to the Point of Beginning on the south right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence S 89°47'05" E along said south line distance of 591.96 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'17" W along said right of way line a distance of 431.64 feet to a point on the south line of the north 480.50 feet of said Section 26; thence N 89°51'46" W along said South line a distance of 464.17 feet; thence N 00°00'00" E a distance of 413.40 feet to the Point of Beginning.

3. Permitted Uses - Uses permitted within the boundaries of this RCC shall conform to those found in Table 2.1 Use Table for Standard Land Use Districts.
4. Transportation
 - a. Access: This ACP shows the general locations of access points to the existing CR 640 and SR 37 rights-of-way. They are conceptual and nonbinding, with the exact driveway and cross-access location being determined at Level 2 review. In addition:
 1. There shall be no easements or divisions of land created that prevent access to CR 640 or SR 37.
 2. Development shall be designed to allow cross-access to adjacent parcels.
 3. All development shall ensure cross-access and connectivity to these roadways are maintained.
 4. Mass Transit locations: Future transit service and stop locations shall be implemented by the transit provider at locations optimum for safe and effective operations.
 5. Landscaping: Development shall adhere to the landscape and buffering requirements of Section 720 of the Land Development Code.

6. Signage: All ground signage shall be limited to monument signs.

C. Additional Development Standards:

1. Development within the RCC shall be guided by an Activity Center Plan (ACP), which shall establish conceptual land use organization, access, and circulation.
2. The ACP shall remain conceptual in nature, with final design and layout to be determined at the time of subsequent review, e.g. Level 2.
3. All development shall provide cross-access and internal connectivity, consistent with the ACP and applicable Land Development Code requirements.
4. Infrastructure improvements, including potable water and wastewater systems, shall be coordinated with development intensity and concurrency requirements at the time of subsequent development review.
5. Future expansion of the RCC shall require a Comprehensive Plan Amendment demonstrating consistency with applicable policies.

Mims Crossing RCC Activity Center Plan



ORDINANCE NO. 26 - ____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2025-15, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE, MODIFYING APPENDIX E, SECTION E105 PARCEL SPECIFIC COMPREHENSIVE PLAN AMENDMENTS WITH CONDITIONS. THIS CASE IS RELATED TO LDCPAL 2025-7. THE SUBJECT SITE IS NORTH AND SOUTH OF COUNTY ROAD 640, PRIMARILY WEST OF STATE ROAD 37 AND EAST OF ANDERSON ROAD, AND SOUTH OF THE CITY OF MULBERRY IN SECTIONS 10, 14, 15, 16, 21, 22, 23, 24, 26, & 28, TOWNSHIP 30, RANGE 23, PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Local Government Comprehensive Plan and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Land Development Regulations consistent with the Polk County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

WHEREAS, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

WHEREAS, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

WHEREAS, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

WHEREAS, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on August 5, 2026; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Polk County, Florida that:

NOTE: The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

SECTION 1: APPENDIX E, Parcel Specific Future Land Use Designation with Conditions, of the Polk County Land Development Code, Polk County Ordinance No. 00-09, as amended, shall be amended in the following manner:

Mims Crossing LDC Text Amendment - LDCT-2025-15

1. Applicability – The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

A. 200-ft Wide Buffer in the Residential-Suburban (RS) Area

1. The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22;

thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

2. Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.
3. The Conservation Buffer area can retain any development rights within the RS land use district per the requirements of the Land Development Code.

B. Mims Crossing RCC Activity Center Plan (ACP) – LDCT-2025-15

1. The provisions and requirements of this Subsection apply to the parcels located south of Mulberry at the intersection of State Road 37 and CR 640, as shown in the ACP. It is intended to apply to those parcels within the existing RCC boundary and serve as a guide for future expansions and access management.
2. This RCC is shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 29, Township 30, Sections 23 and 26. and legally described as:

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

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106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

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3. Permitted Uses - Uses permitted within the boundaries of this RCC shall conform to those found in Table 2.1 Use Table for Standard Land Use Districts.

4. Transportation

- a. Access: This ACP shows the general locations of access points to the existing CR 640 and SR 37 rights-of-way. They are conceptual and nonbinding, with the exact driveway and cross-access location being determined at Level 2 review. In addition:
 1. There shall be no easements or divisions of land created that prevent access to CR 640 or SR 37.
 2. Development shall be designed to allow cross-access to adjacent parcels.
 3. All development shall ensure cross-access and connectivity to these roadways are maintained.
 4. Mass Transit locations: Future transit service and stop locations shall be implemented by the transit provider at locations optimum for safe and effective operations.
 5. Landscaping: Development shall adhere to the landscape and buffering requirements of Section 720 of the Land Development Code.
 6. Signage: All ground signage shall be limited to monument signs.

C. Additional Development Standards:

1. Development within the RCC shall be guided by an Activity Center Plan (ACP), which shall establish conceptual land use organization, access, and circulation.
2. The ACP shall remain conceptual in nature, with final design and layout to be determined at the time of subsequent review, e.g. Level 2.
3. All development shall provide cross-access and internal connectivity, consistent with the ACP and applicable Land Development Code requirements.
4. Infrastructure improvements, including potable water and wastewater systems, shall be coordinated with development intensity and concurrency requirements at the time of subsequent development review.
5. Future expansion of the RCC shall require a Comprehensive Plan Amendment demonstrating consistency with applicable policies.

Mims Crossing RCC Activity Center Plan



SECTION 2: SEVERABILITY

If any provisions of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY,
FLORIDA THIS 1st DAY OF DECEMBER 2026.

LARGE SCALE CPA AND TEXT AMENDMENT

Prepared For:

T. Mims Corp.

Project:

Mims Crossing

Prepared By:



137 5TH Street N.W.
Winter Haven, Florida 33881
T: (863) 294-6965
www.carterkaye.com

June 24, 2026

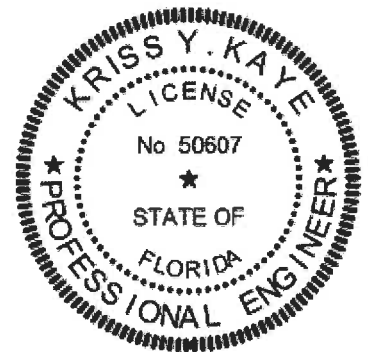

Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

KRISS Y. KAYE, PE, CFM, STATE OF FLORIDA
PROFESSIONAL ENGINEER, LICENSE NO.
50607

THIS ITEM HAS BEEN DIGITALLY SIGNED BY
KRISS Y. KAYE, PE ON THE DATE INDICATED
HERE.

June 24, 2025

PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED AND
THE SIGNATURE MUST BE VERIFIED ON ANY
ELECTRONIC COPIES.



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL, P.E. LIC. NO. 50607

1. EXECUTIVE SUMMARY

This application for the Mims Crossing requests a Comprehensive Plan Amendment to modify the Future Land Use designation of the subject property from Phosphate Mining (PM), Industrial (IND), Agricultural Rural Residential (A/RR) and Leisure Recreation (L/R) to a coordinated mix of Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC), together with an eventual transition of appropriate portions of the property from the Rural Development Area (RDA) to the Suburban Development Area (SDA), excluding the proposed Rural Cluster Center (RCC) area. Please refer to Exhibit A for the location map and Exhibit B for the Existing Future Land Use Map.

This request reflects the natural and foreseeable progression of land use patterns within this portion of Polk County, where former extractive lands are transitioning into productive economic and residential uses supported by regional infrastructure corridors.

Please refer to Exhibit C for the Proposed FLU/Conceptual Land Use Exhibit. The amendment formalizes and organizes an existing trend of industrial expansion and associated residential demand. The proposed framework aligns with surrounding development patterns, supports employment growth, introduces residential uses proximate to jobs, and allows infrastructure to be delivered in a phased and efficient manner that achieves the following objectives:

1. Aligns with surrounding industrial development patterns
2. Provides residential opportunities in proximity to employment centers
3. Introduces limited commercial services to support internal demand
4. Allows infrastructure to be delivered in a phased and efficient manner

The proposed amendment is consistent with the Comprehensive Plan in that it promotes coordinated growth, efficient infrastructure utilization, and compatibility of land uses while avoiding fragmented and inefficient rural development patterns.

EXISTING FLU	PROPOSED FLU	AREA (AC)	% OF SITE
PM	IND	1,261	50.9%
PM	RS	1,185	47.9%
PM	RCC	5	0.2%
IND	RCC	5	0.2%
A/RR	RS	14.3	0.6%
L/R	RCC	5	0.2%
TOTAL		2,475	100.0%

2. IMPACT ASSESSMENT STATEMENT

2.1 Land and Neighborhood Characteristics

The subject property represents a uniquely situated tract within Polk County just south of Mulberry, distinguished by its size, configuration, and history of phosphate mining activity. As a result of this prior use, the site has been substantially altered and no longer functions as part of the traditional rural landscape contemplated under the Rural Development Area designation.

In contrast, the surrounding area has evolved to include a growing concentration of industrial uses, supported by proximity to State Road 37 and other regional transportation facilities. This evolution reflects broader economic trends within the County, including increased demand for logistics, warehousing, manufacturing operations, and residential housing needs.

The proposed amendment recognizes this transition and provides a framework to guide it in an organized manner. Rather than allowing incremental and potentially incompatible development to occur under existing rural entitlements, the amendment establishes a coordinated land use pattern that integrates industrial, residential, and supporting commercial uses.

Compatibility is addressed through both spatial organization and design. Industrial uses are oriented toward major transportation corridors, while residential areas are located in positions that allow for buffering and transition. The inclusion of a Rural Cluster Center provides an internal focal point for limited commercial services, reducing reliance on external trips and enhancing overall functionality.

This approach does not introduce new incompatibilities; rather, it resolves existing and potential conflicts by providing structure and predictability for future development.

2.2 Transportation

The subject property is strategically located with access to State Road 37 (Minor Arterial) and County Road 640 (Rural Major Collector), both of which serve as critical components of the County's transportation network. These corridors are designed to accommodate regional traffic and support industrial activity, making them appropriate for the proposed land use mix. Refer to Exhibit K for the Traffic Circulation Map.

These corridors currently support a mix of industrial, agricultural, residential, and freight-related traffic and provide regional connectivity between southern Polk County and surrounding employment centers. The location of the subject property along these facilities makes it particularly well suited for the coordinated mix of industrial, residential, and supporting commercial uses contemplated by the amendment.

The integration of residential, industrial, and commercial uses within a single, coordinated framework provides an opportunity to reduce overall transportation impacts through internal trip capture. Employees residing within the development may commute internally, and daily service needs can be met within the RCC, thereby reducing external trip generation.

The proposed amendment establishes a land use pattern that is inherently more efficient than dispersed rural development. The concentration of uses within a defined area allows for more effective planning and implementation of transportation improvements as needed.

The integration of land uses within the subject property also supports internal trip capture, whereby a portion of trips generated by the development are accommodated within the site itself. This reduces demand on the external transportation network and contributes to overall system efficiency.

This integrated approach to land use and transportation is consistent with Comprehensive Plan policies that promote internal trip capture and the efficient use of the transportation network.

A Traffic Memorandum has been prepared and is included as Appendix A to this resubmittal package. The memorandum provides planning-level trip generation and transportation impact information associated with the proposed Future Land Use framework.

2.3 Sewage

The subject property is currently located outside of centralized wastewater service areas, which is consistent with its designation within the Rural Development Area. The proposed transition to the Suburban Development Area acknowledges the need for a phased approach to infrastructure provision.

Utility infrastructure is anticipated to be provided in a phased manner consistent with the intensity and timing of development. The proposed framework allows for the coordinated expansion of wastewater infrastructure as development progresses.

As development progresses and intensities increase, the project will transition toward centralized wastewater solutions. The phased delivery of infrastructure allows development to occur in a coordinated and efficient manner consistent with long-term planning objectives.

This approach supports the orderly and efficient provision of infrastructure consistent with long-term growth management objectives.

This phased approach to wastewater infrastructure is consistent with Comprehensive Plan policies that require infrastructure to be provided in a manner that is coordinated with

development intensity and timing. Details and final utility engineering are anticipated to occur during subsequent development review, utility coordination, and permitting processes with the County and the FDEP.

2.4 Water Supply

Potable water will be provided to support the proposed development through a phased and scalable approach that is consistent with the overall development framework and anticipated timing of buildout.

At the initial stages of development, potable water service may be provided through localized or private systems designed to meet the demands of early-phase development.

As development progresses, the water supply system is expected to expand in a coordinated manner to support increasing demand. The phased nature of this approach ensures that infrastructure is developed in a manner that is both economically efficient and consistent with the timing of development.

This approach is consistent with Comprehensive Plan objectives that promote the efficient provision of infrastructure and the coordination of development with available services.

The provision of potable water in a phased manner is consistent with Comprehensive Plan policies that promote the efficient and sustainable delivery of utility services. Detailed potable water system design, permitting, utility coordination, and infrastructure engineering are anticipated to occur during subsequent development review and permitting processes with Polk County and the FDEP.

Water infrastructure is anticipated to expand in a coordinated manner as development progresses, consistent with applicable regulatory requirements and the timing of development intensity.

The proposed framework allows water infrastructure to be expanded incrementally as development occurs, thereby reducing the potential for oversized facilities or premature infrastructure investments. This phased approach promotes efficient utilization of capital resources while maintaining flexibility for future utility coordination and service provider participation.

2.4.a Planning-Level Utility Demand Assessment

For planning purposes, a preliminary utility demand assessment was prepared utilizing the proposed Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land use categories. The estimates are intended solely to provide a planning-level evaluation of potential

potable water and wastewater demands associated with the proposed Future Land Use framework. Actual demands, development intensities, utility providers, phasing schedules, and infrastructure requirements will be determined during future development review, utility coordination, concurrency review, and permitting processes.

Planning-Level Utility Demand Summary
 FAR/density values are based on Polk County LDC Table 2.1; estimates are for CPA-level planning only.

Land Use	Acres	Density/FAR	Sq. Ft./Ac	Units	Total Sq. Ft.	Industrial Sq. ft./Emp	Estimated People	Water Factor	Total Water (GPD)	Wastewater Factor	Total Wastewater (GPD)
Residential (RS)	1,199.3	3 DU/ac		3,597				250 GPD/DU	899,250	200 GPD/DU	719,400
Industrial (IND)	1,266.0	0.50	21,780		27,573,480	1,525	18,081	20 GPCD	361,619	16 GPCD	271,215
RCC Commercial	15.0	0.30	13,068		196,020			0.25 GPD/SF	49,005	0.20 GPD/SF	39,204
TOTAL	2,480.3			3,597	27,769,500		18,081		1,309,874		1,029,819

Footnotes / Source Basis: All estimates are planning-level only and do not establish development entitlements, concurrency approvals, utility allocations, treatment capacity reservations, or final engineering design criteria.

As demonstrated by the foregoing analysis, the proposed development framework can be evaluated at a planning level with respect to anticipated utility demands. Utility infrastructure is anticipated to be provided in a phased manner consistent with development timing and intensity. Future development approvals will require demonstration of adequate potable water supply, wastewater treatment capacity, transmission facilities, and distribution infrastructure consistent with applicable County, FDEP, and other regulatory requirements. Estimated wastewater generation is anticipated to generally correspond with potable water demand and will be further evaluated during future utility planning and concurrency review."

2.5 Surface Water Management

The subject property will incorporate comprehensive stormwater management systems designed to meet or exceed the requirements of Polk County and the Southwest Florida Water Management District (SWFWMD).

Due to the previously mined condition of the site, existing drainage patterns have been substantially altered from natural conditions. This characteristic allows for the implementation of engineered stormwater management systems that are specifically designed to control both the quantity and quality of runoff in a predictable and efficient manner. Refer to Exhibit H for the Drainage Map. Refer to Exhibit G for the Topographic Map.

Stormwater management for the project is anticipated to utilize wet detention systems, which are well-suited to the site's physical characteristics and provide effective treatment of stormwater prior to discharge. These systems will be designed to accommodate the anticipated runoff associated with the proposed mix of industrial, residential, and commercial uses.

The design of stormwater facilities will ensure that post-development discharge rates do not exceed pre-development conditions, thereby preventing adverse downstream impacts. In

addition, water quality treatment will be provided in accordance with applicable regulatory standards to protect receiving water bodies.

The proposed development framework allows for the integration of stormwater systems into the overall site design, including the use of open space areas, buffers, and other features to enhance both functionality and aesthetics. This integrated approach supports efficient land use while maintaining compliance with regulatory requirements.

Overall, the stormwater management strategy reflects a comprehensive and coordinated approach that is consistent with accepted engineering practices and applicable regulatory standards.

These measures are consistent with adopted stormwater management policies intended to protect downstream systems and maintain water quality standards. Detailed hydrologic and hydraulic modeling, ERP permitting, pond sizing, grading design, discharge calculations, and final stormwater engineering are anticipated to occur with the County and SWFWMD during subsequent engineering and permitting review processes

2.6 Environmental Analysis

The environmental characteristics of the subject property are largely influenced by its history of phosphate mining activity. As a result, the site has been substantially altered from its native condition and exhibits limited environmental sensitivity relative to undisturbed lands.

Wetlands and surface waters, where present, will be identified and addressed in accordance with applicable federal, state, and local regulations. The proposed development framework has been designed to avoid or minimize impacts to these features to the extent practicable, with any unavoidable impacts to be mitigated in accordance with regulatory requirements.

Floodplain areas will be evaluated as part of subsequent development approvals, and all development will be designed to comply with applicable floodplain management regulations.

The previously mined condition of the site significantly reduces the presence of intact natural systems, allowing for more efficient land use planning while minimizing environmental disruption. In addition, stormwater management systems will incorporate water quality treatment measures to protect downstream receiving waters.

No adverse impacts to potable water supplies, aquifer recharge, or regionally significant ecological resources are anticipated as a result of the proposed amendment.

The proposed approach is consistent with Comprehensive Plan environmental policies that encourage the protection of natural resources while allowing for the productive use of previously disturbed lands. Detailed environmental evaluation and permitting activities, including wetland

delineation will occur during subsequent development review and agency coordination processes.

2.7 Infrastructure and Public Facilities Analysis

The proposed amendment has been evaluated with respect to its potential impact on public facilities and services, including emergency services, schools, parks, and utilities. The subject property is currently served by regional providers, including Polk County Fire Rescue, the Polk County Sheriff's Office, and emergency medical services. These services are available to the area and are expected to continue serving the site as development progresses. The phased nature of the proposed development ensures that impacts to public facilities will occur incrementally and can be addressed in coordination with service providers. This approach allows for the efficient allocation of resources and avoids sudden or disproportionate demands on existing systems.

Residential components of the development may generate demand for educational facilities and recreational amenities. These impacts will be evaluated during subsequent development approvals, and appropriate mitigation measures will be implemented as required.

Solid waste services will be provided through private collection systems consistent with existing practices in the area.

The proposed amendment does not result in an overextension of public services. Instead, it promotes a coordinated pattern of development that allows infrastructure and services to be provided in a timely and efficient manner. See the table below listing distances and times to public services from the site.

PUBLIC FACILITY	DISTANCE	TRAVEL TIME
Bartow Regional Medical Center - 2000 Osprey Blvd, Bartow, FL 33830	15 miles	20 minutes
HCA Florida Lakeland Emergency - 3526 South Florida Ave, Lakeland, FL 33803	12 miles	20 minutes
Purcell Elementary School - 305 NE 1st Ave, Mulberry, FL 33860	4 miles	9 minutes
Mulberry Middle School - 500 Dr. MLK Jr. Ave, Mulberry, FL 33860	4.5 miles	8 minutes
Mulberry High School - 1 Panther PL, Mulberry, FL 33860	5 miles	11 minutes
Mulberry Police Department - 104 S Church Ave, Mulberry FL 33860	4 miles	7 minutes
PC Fire EMS Mulberry - 109 NW 9th Ave, Mulberry FL 33860	4.5 miles	9 minutes
Spence Park - 1100 NE 1st Street, Mulberry, FL 33860	4.5 miles	7 minutes

Final infrastructure design, utility system coordination, public facility concurrency review, and engineering implementation details are anticipated to occur with the County and other agencies during future Level 2 review and engineering plan review processes.

2.8 Population Analysis

The proposed amendment is intended to accommodate a portion of the anticipated residential and employment growth projected to occur within Polk County and the southern Polk County corridor over the coming decades. The amendment establishes a framework for residential development integrated with employment-generating industrial uses and supporting commercial services.

Specific population projections cannot be accurately determined at the Comprehensive Plan Amendment stage because future development intensity, residential product types, market conditions, phasing, and subsequent approvals have not yet been finalized. However, the proposed framework provides opportunities for housing and employment growth within a coordinated development pattern that promotes transportation efficiency, infrastructure coordination, and compatibility between land uses.

Future population impacts, school impacts, public facility demands, and concurrency considerations will be further evaluated during subsequent development review processes as development intensity and phasing become more refined. For planning purposes, estimated residential dwelling unit yields and associated utility demands are presented in Section 2.4.1.

2.9 Community Benefit

The project will provide employment opportunities, housing near jobs, and efficient land reuse, supporting economic growth and reducing development pressure on undeveloped lands.

2.10 Integrated Infrastructure and Phasing Strategy

A key component of the proposed amendment is the integration of land use planning with infrastructure delivery through a phased development approach.

Early phases of development will be supported by available infrastructure and systems appropriate for lower intensity uses. As development progresses, wastewater infrastructure is anticipated to expand in a coordinated manner consistent with development intensity and long-term planning objectives.

The phased delivery of infrastructure allows development to occur in a coordinated and efficient manner consistent with long-term planning objectives.

The integration of industrial, residential, and commercial uses within a single framework further enhances efficiency by allowing for shared infrastructure systems and reduced external demand.

This approach directly supports Comprehensive Plan objectives related to concurrency, infrastructure efficiency, and coordinated growth management. Subsequent development review processes are anticipated to address detailed implementation elements including transportation improvements, and final engineering coordination.

2.11 Compatibility and Land Use Transition

The proposed amendment has been designed to ensure compatibility between differing land uses through both spatial organization and development standards.

Industrial uses are concentrated in areas with direct access to major transportation corridors, thereby minimizing impacts to surrounding properties. Residential uses are located in areas that allow for appropriate separation and buffering from higher intensity uses. Transitional elements, including open space, roadway corridors, and buffering, will be utilized to further reduce potential conflicts.

The inclusion of a Rural Cluster Center provides localized commercial and personal services that support both residential and employment uses while reducing the need for off-site travel.

This coordinated land use pattern represents an improvement over existing entitlements by establishing a predictable and compatible framework for future development.

This coordinated approach to land use transition is consistent with Comprehensive Plan policies that promote compatibility and the orderly arrangement of land uses. Detailed site development standards, including setbacks, buffering, landscaping, lighting, signage, and architectural requirements, are anticipated to be established through future approvals and Land Development Code implementation processes.

3. DEMONSTRATION OF NEED

The proposed amendment is supported by clear and ongoing market demand for industrial land within Polk County, particularly in areas with access to major transportation corridors. Over the past decade, numerous properties in the vicinity have transitioned from Phosphate Mining to industrial uses, reflecting a sustained trend in land use conversion.

Despite this activity, the supply of available industrial land remains limited. Existing sites are either developed, under contract, or constrained by site conditions, leaving few opportunities for new industrial development. This condition has been confirmed through both market observation and direct inquiry from prospective users.

The subject property represents one of the few remaining large tracts capable of accommodating industrial uses at a meaningful scale. Its location, size, and access characteristics make it uniquely suited to meet this demand.

At the same time, residential demand within Polk County continues to increase due to population growth and regional economic expansion. The integration of residential uses within the subject property provides an opportunity to address this demand while also supporting the industrial component of the project.

By providing housing in proximity to employment, the proposed amendment reduces commuting distances, supports workforce needs, and enhances overall development efficiency.

The need for this amendment is therefore twofold:

1. To provide additional industrial land in response to demonstrated market demand
2. To provide residential opportunities that support and complement employment uses

This combination represents a more efficient and sustainable land use pattern than either use alone.

The proposed amendment is therefore consistent with Comprehensive Plan policies that support economic development, employment generation, and the provision of housing in proximity to jobs.

4. CONSISTENCY WITH THE COMPREHENSIVE PLAN

The proposed amendment is consistent with the goals, objectives, and policies of the Polk County Comprehensive Plan, particularly those related to growth management, land use compatibility, and infrastructure coordination.

The amendment supports the orderly and efficient development of land by directing growth to a location that is well-suited for transition based on its size, configuration, and proximity to existing infrastructure and development patterns. This is consistent with Policy 2.1-A of the Polk County Comprehensive Plan, which promotes the efficient use of land and coordination of development with available infrastructure.

The integration of industrial, residential, and commercial uses within a unified framework promotes a balanced land use pattern that supports economic development while providing housing opportunities in proximity to employment centers. This coordinated land use pattern is further consistent with Objective 2.110-B, which supports the development of clustered activity centers to serve surrounding areas and reduce external trip demand.

The phased infrastructure strategy ensures that development is coordinated with the availability of services, consistent with Comprehensive Plan policies that discourage premature or inefficient infrastructure expansion. This approach is consistent with adopted concurrency and growth management policies, including Policy 2.1-F, which discourages urban sprawl and promotes efficient and compact development patterns.

Furthermore, the amendment avoids the continuation of low-density rural subdivision patterns that would result in fragmented development and increased infrastructure demands. Instead, it establishes a coordinated and predictable framework that aligns with long-term planning objectives.

Concurrency and Public Facility Coordination

The proposed amendment is consistent with concurrency management requirements in that it establishes a framework for development that aligns with the availability of public facilities and services. The phased development approach ensures that infrastructure, including transportation, potable water, wastewater, and public services, will be provided in a manner that maintains adopted levels of service. Impacts to public facilities will be evaluated and addressed at subsequent stages of development review, consistent with Polk County concurrency management procedures. By coordinating development intensity with infrastructure availability, the amendment avoids the premature demand on public facilities and supports long-term service sustainability.

5. ADDITIONAL COMPREHENSIVE PLAN POLICY ANALYSIS

5.1 Policy 2.102-A8 – Soils

The subject property consists primarily of former phosphate mining lands that have been substantially altered through historical mining and reclamation activities. As a result, the site no longer functions as an undisturbed rural landscape and is uniquely suited for redevelopment and productive reuse. The proposed amendment directs future growth toward lands that have previously experienced significant disturbance rather than encouraging development pressure on agricultural lands, natural systems, or other undeveloped portions of the County. Refer to Exhibit F for the Soils Map.

Detailed geotechnical evaluations, engineering design, grading plans, and construction methodologies will be prepared during subsequent development review and permitting processes. The proposed amendment establishes the long-term land use framework while allowing site-specific soil conditions to be addressed through accepted engineering practices and applicable regulatory requirements. Accordingly, the proposed amendment is consistent with Policy 2.102-A8 by promoting the efficient and productive reuse of previously disturbed lands

while ensuring that site-specific engineering considerations are addressed during subsequent development approvals.

5.2 Policy 2.102-A10 – Location Criteria

The subject property represents one of the largest remaining former phosphate mining tracts within southern Polk County capable of accommodating a coordinated mix of residential, industrial, and supporting commercial development. The property benefits from frontage and access to SR 37 and proximity to CR 640, both of which serve as important regional transportation corridors.

The surrounding area has experienced a continued transition toward industrial, logistics, employment-generating, and residential development. The proposed amendment recognizes and organizes this transition by establishing a coordinated framework that integrates housing, employment opportunities, and supporting commercial services within a single planning area. The location, size, transportation access, and prior disturbance of the property make it uniquely suited for the proposed land use framework. The amendment therefore satisfies the intent of Policy 2.102-A10 by directing growth toward lands capable of supporting future development while minimizing pressure on less suitable rural areas.

5.3 Policy 2.102-A11 – Urban Sprawl Criteria

The proposed amendment has been evaluated against the Urban Sprawl Criteria contained within Policy 2.102-A11 of the Comprehensive Plan.

The proposed amendment establishes a coordinated framework of residential, industrial, and supporting commercial uses organized around a planned Rural Cluster Center and phased infrastructure strategy. The proposal represents the transition of previously mined lands to productive residential, employment-generating, and supporting commercial uses in a manner that promotes coordinated growth, transportation efficiency, environmental stewardship, and efficient utilization of public facilities.

- a. The proposed amendment does not promote low-density, low-intensity, or single-use development patterns. Instead, it establishes a coordinated framework consisting of Residential Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land uses.
- b. The amendment does not promote isolated development. The property is located along SR 37 and CR 640 within an area experiencing continued residential, industrial, and transportation-related growth.

c. The amendment does not encourage strip, ribbon, or leapfrog development. Commercial uses are concentrated within a planned Rural Cluster Center rather than dispersed throughout the corridor.

d. The amendment does not fail to protect natural resources. Environmental resources will continue to be evaluated through future permitting and development review processes, and the proposed 200-foot buffer provides additional protection adjacent to conservation and environmentally sensitive areas.

e. The amendment does not adversely impact significant agricultural resources. The property consists primarily of former phosphate mining lands and is not utilized as a major agricultural production area.

f. The amendment maximizes the use of existing transportation corridors and regional infrastructure systems by concentrating development near SR 37 and CR 640.

g. The amendment promotes efficient future infrastructure expansion through phased implementation of transportation, potable water, wastewater, and supporting public facilities.

h. The amendment reduces the cost of providing public facilities and services by concentrating residential, industrial, and commercial uses within a coordinated development framework.

i. The amendment establishes an organized transition between differing land use intensities through buffering, open space, transportation corridors, and coordinated land use planning.

j. The amendment supports redevelopment of previously disturbed phosphate mining lands and therefore promotes efficient land utilization.

k. The amendment promotes a functional mix of residential, industrial, and supporting commercial uses.

l. The amendment promotes accessibility between related land uses through coordinated planning, internal circulation systems, and the establishment of the RCC as a centralized activity node.

m. The amendment does not result in the loss of significant functional open space. Conservation areas, environmental buffers, stormwater systems, and open space features will continue to provide ecological and functional benefits.

Based upon the foregoing analysis, the proposed amendment is consistent with Policy 2.102-A11 and does not promote urban sprawl.

5.4 Section 2.106 – Suburban Development Areas

Refer to Exhibit J for the Proposed Development Area Map. As depicted, the proposed SDA boundary applies to the Residential Suburban and Industrial portions of the amendment, while the proposed RCC is addressed separately through the Activity Center provisions of the Comprehensive Plan.

The proposed amendment supports the long-term transition of portions of the property from the Rural Development Area (RDA) to the Suburban Development Area (SDA). The subject property is uniquely suited for this transition due to its size, prior disturbance, transportation access, and proximity to existing and planned development.

The amendment establishes a coordinated framework that integrates residential development, employment-generating industrial uses, and supporting commercial services while allowing infrastructure improvements to occur in a phased and efficient manner. This approach promotes orderly growth patterns, supports concurrency objectives, and avoids the continuation of fragmented rural development. Accordingly, the proposed amendment is consistent with the intent of Section 2.106 by providing a logical and infrastructure-supported framework for future suburban development.

The proposed SDA framework applies to the Residential Suburban and Industrial components of the amendment, while the proposed RCC is addressed separately through the Activity Center provisions of the Comprehensive Plan.

5.5 Section 2.113A – Industrial

The proposed Industrial designation supports Polk County's economic development objectives by providing opportunities for employment-generating uses within an area already influenced by industrial activity, transportation infrastructure, and former mining operations.

Industrial areas have been strategically located adjacent to major transportation corridors, thereby supporting efficient goods movement while minimizing potential land use conflicts. Compatibility is further enhanced through buffering, land use transitions, conservation areas, and the proposed 200-foot buffer requirement. The proposed Industrial designation is therefore consistent with Section 2.113A and supports long-term economic development and employment opportunities within southern Polk County.

5.6 Section 2.120-A – Residential Suburban

The proposed Residential Suburban designation provides opportunities for housing within a coordinated development framework that integrates employment opportunities, transportation access, supporting commercial services, and environmental considerations.

The proposed residential areas are positioned to benefit from proximity to employment-generating industrial uses while also being supported by the proposed Rural Cluster Center. This relationship creates opportunities for internal trip capture, reduced commuting distances, and improved transportation efficiency. Infrastructure improvements are anticipated to occur in a phased manner consistent with development intensity and concurrency requirements. Accordingly, the proposed Residential Suburban designation is consistent with Section 2.120-A and supports the creation of well-planned residential neighborhoods within a coordinated growth framework.

6. EVALUATION OF EXISTING ENTITLEMENTS AND ALTERNATIVE DEVELOPMENT PATTERNS

Under the existing Rural Development Area and Agricultural/Residential-Rural Future Land Use designation, development of the subject property would be limited to low-density rural patterns characterized by large lot subdivision.

Such development would:

1. Result in fragmented and inefficient land use
2. Require extensive infrastructure to serve dispersed units
3. Fail to support employment-generating uses
4. Increase vehicle miles traveled and transportation inefficiencies

Given the size, location, and prior disturbance of the site, continuation of rural development patterns would not represent an efficient or appropriate use of the property.

The proposed amendment provides a more logical and sustainable alternative by allowing for coordinated development that integrates employment, residential, and supporting commercial uses within a unified framework. To implement this coordinated development framework and ensure long-term compatibility and environmental protection, site-specific development standards are proposed through the following text amendments.

7. RURAL CLUSTER CENTER DESIGNATION AND ACTIVITY CENTER PLAN

The amendment establishes a Rural Cluster Center (RCC) within the southeast portion of the subject property at the intersection of State Road 37 and County Road 640. Please refer to Exhibit D for the RCC Activity Center Plan (ACP). Additional RCC and ACP policy support information is provided within Attachment A and Attachment B.

The RCC is intended to:

1. Provide localized commercial and personal service uses
2. Support surrounding residential and industrial development
3. Reduce external trip demand through internal service provision
4. Function as a centralized node within the overall development framework

Development within the RCC will be guided by an Activity Center Plan (ACP), which conceptually establishes:

1. Conceptual land use organization
2. Conceptual access locations and circulation patterns
3. Connectivity between parcels and adjacent roadways
4. Design Criteria specific to the ACP

The ACP is conceptual in nature and allows flexibility in design, with final configurations to be determined during subsequent development approvals.

Detailed implementation elements, including final access locations, roadway configurations, utility design, stormwater engineering, and site development standards, are anticipated to be addressed during subsequent Level II County and other agency permitting processes.

8. PROPOSED TEXT AMENDMENTS

As part of this Comprehensive Plan Amendment, site-specific text amendments to the Land Development Code are proposed to establish additional development standards and ensure consistency with the overall land use framework.

These amendments include:

1. Establishment of a 200-ft. buffer area within conservation and environmentally sensitive lands adjacent to the proposed Industrial Land Use. See Exhibit E for the proposed 200-ft. buffer.
2. Designation of a Rural Cluster Center (RCC) at the intersection of State Road 37 and County Road 640
3. Implementation of an Activity Center Plan (ACP) to guide development within the RCC

These text amendments provide clarity, predictability, and long-term protection of key site features while supporting the coordinated development of the property. These provisions establish clear, enforceable standards that ensure the long-term implementation of the proposed land use framework in a manner consistent with the Comprehensive Plan.

The proposed amendment includes the establishment of a 200-ft. buffer area along portions of the site within conservation and environmentally sensitive lands adjacent to the proposed Industrial Land Use. Policy 2.113-A4 requires Industrial districts be separated from existing residential areas through physical separation or buffering, consistent with the standards in the County's Land Development Code.

This buffer is intended to:

1. Preserve natural habitat and ecological function
2. Provide separation between the proposed Industrial areas and Residential development.
3. Establish a consistent development edge

Development within this buffer will be prohibited, and the area will remain in a natural and undisturbed condition, with only limited environmental management activities permitted.

9. CONDITIONS OF APPROVAL (PROPOSED)

These conditions are intended to ensure compliance with the Polk County Comprehensive Plan and Land Development Code at the time of development.

The following conditions are proposed to ensure that the development of the subject property is consistent with the Comprehensive Plan Amendment:

1. A minimum 200-ft. buffer shall be provided adjacent to conservation areas and environmentally sensitive lands and shall remain undisturbed except for approved environmental management activities.
2. A Rural Cluster Center (RCC) shall be established at the intersection of State Road 37 and County Road 640, consistent with the Future Land Use Map and supporting exhibits.
3. Development within the RCC shall be guided by an Activity Center Plan (ACP), which shall establish conceptual land use organization, access, and circulation.
4. The ACP shall remain conceptual in nature, with final design and layout to be determined at the time of subsequent review, e.g. Level 2.
5. All development shall provide cross-access and internal connectivity, consistent with the ACP and applicable Land Development Code requirements.
6. Infrastructure improvements, including potable water and wastewater systems, shall be coordinated with development intensity and concurrency requirements at the time of subsequent development review.
7. Future expansion of the RCC shall require a Comprehensive Plan Amendment demonstrating consistency with applicable policies.

10. CONCLUSION

The proposed Comprehensive Plan Amendment represents a logical and appropriate transition of the subject property from legacy mining use to a coordinated and productive land use framework.

The amendment:

1. Aligns with established development patterns
2. Responds to demonstrated market demand
3. Promotes efficient land use and infrastructure delivery
4. Reduces the potential for fragmented rural development
5. Supports both economic development and housing needs

The requested changes are consistent with the goals, objectives, and policies of the Polk County Comprehensive Plan and represent a responsible and implementable approach to long-term growth.

EXHIBITS

Exhibit A - Location Map

Exhibit B - Existing Future Land Use Map

Exhibit C - Proposed FLU/Conceptual Land Use Exhibit

Exhibit D - RCC Activity Center Plan (ACP)

Exhibit E - 200 ft Buffer Text Amendment Exhibit

Exhibit F - Soils Map

Exhibit G - Topographic Map

Exhibit H - Drainage Map

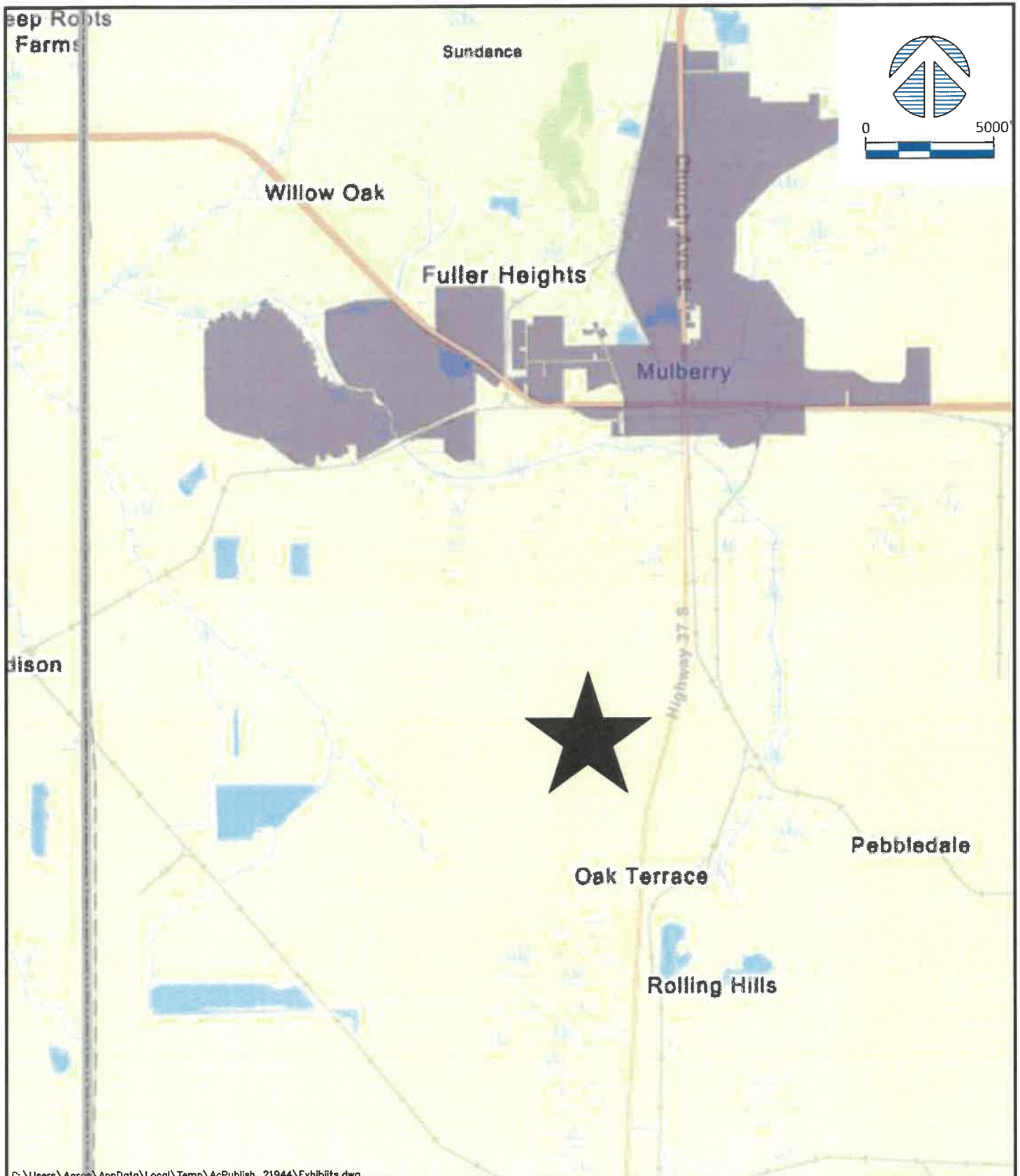
Exhibit I - Existing Development Area Map

Exhibit J - Proposed Development Area Map

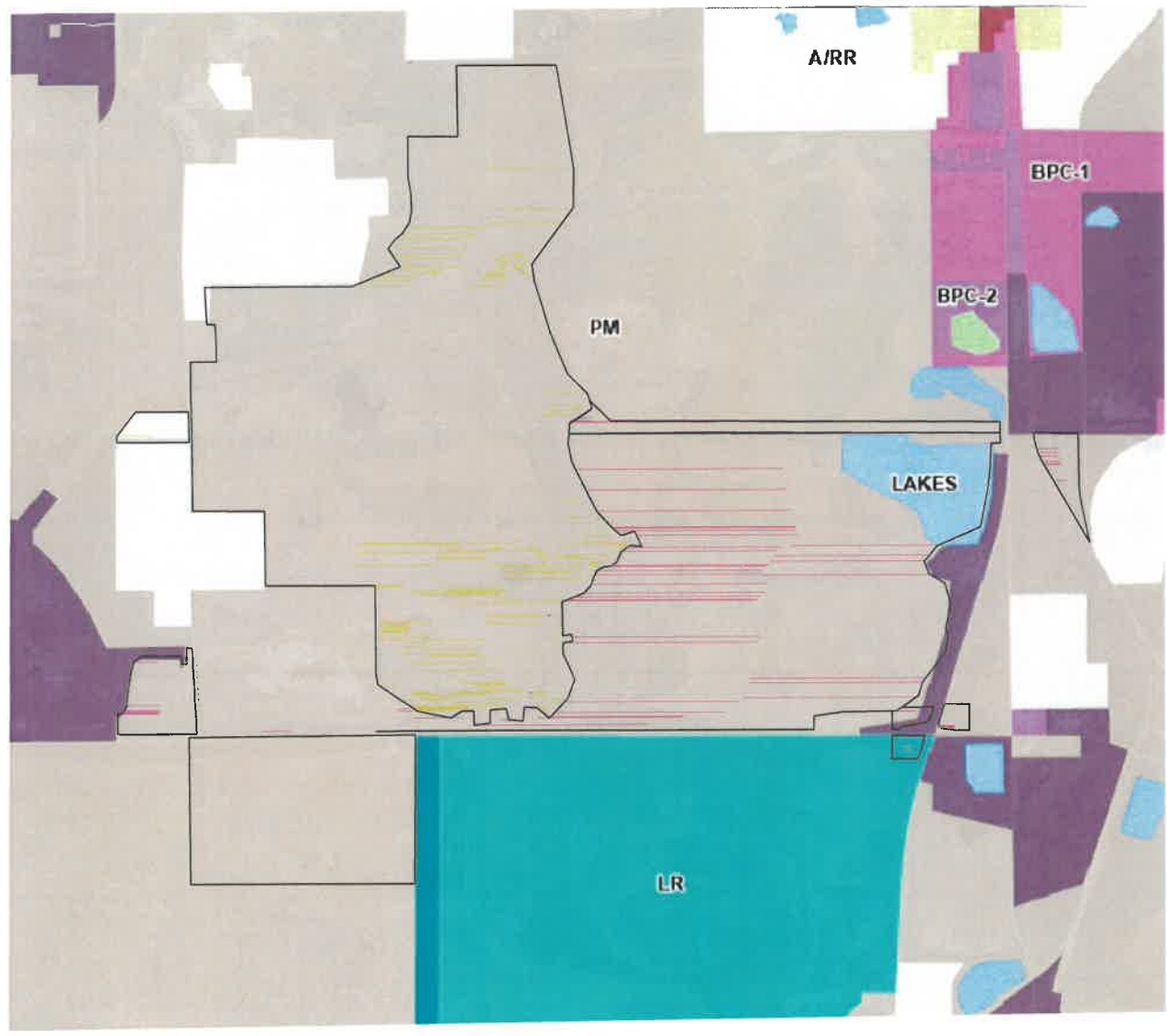
Exhibit K - Traffic Circulation Map

Exhibit M - Mims Crossing CPA Text Amendment (LDCPAL-2025-7) - LDCT-2025-15

Exhibit L - Mims Crossing - Rural Cluster Center (RCC) Activity Center Plan Policy Support

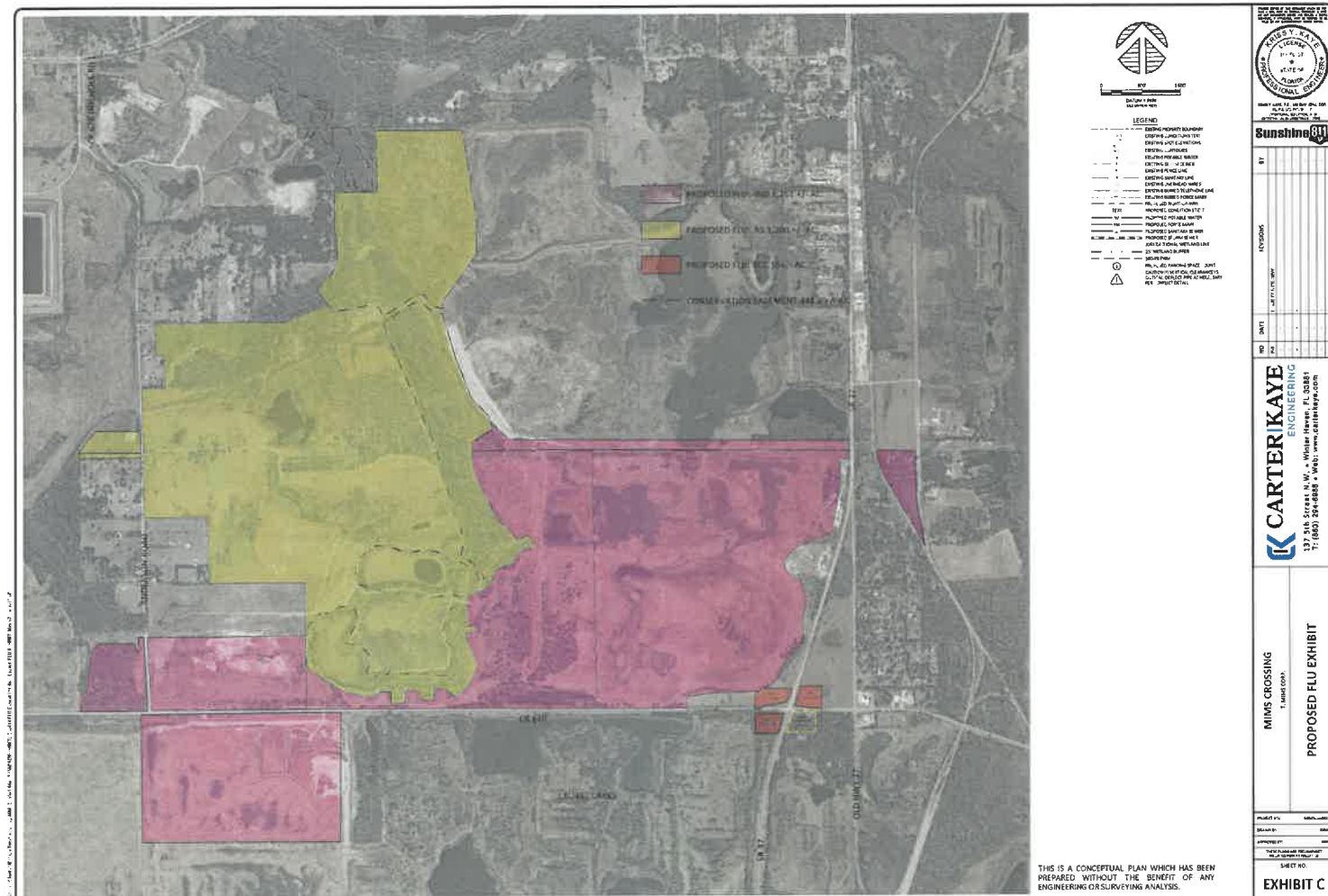


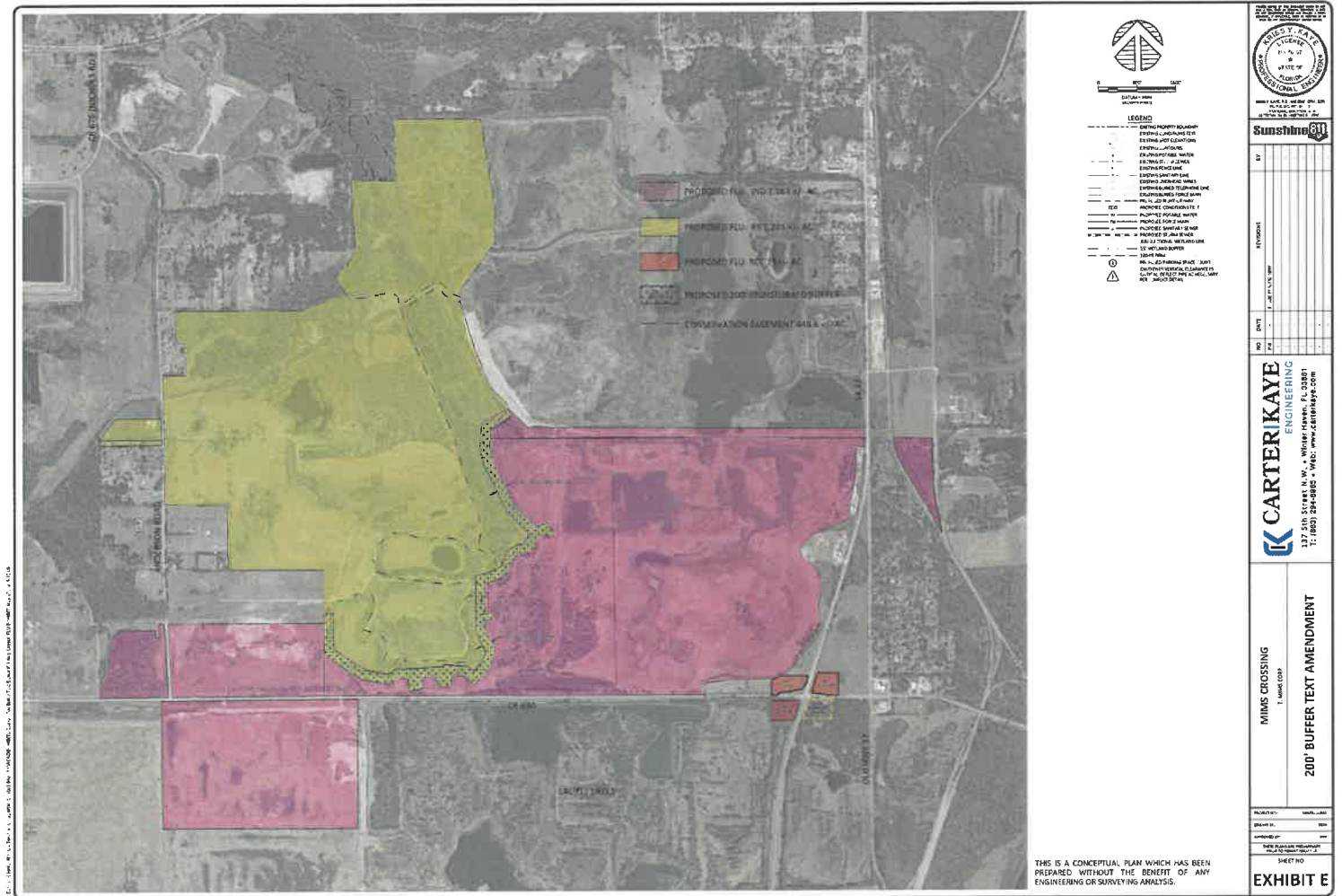
C:\Users\Aaron\AppData\Local\Temp\AcPublish_21944\Exhibits.dwg	EXHIBIT A - LOCATION MAP	SOURCE: AERIAL: MICROSOFT
T. MIMS CORP. MIMS CROSSING SECTION: 21-24, 14-16, 28, TWP: 30, RGE: 23	PROJECT No.: MIMSC 26001	CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
Plot Date: May 07, 2026 -- 11:42am		

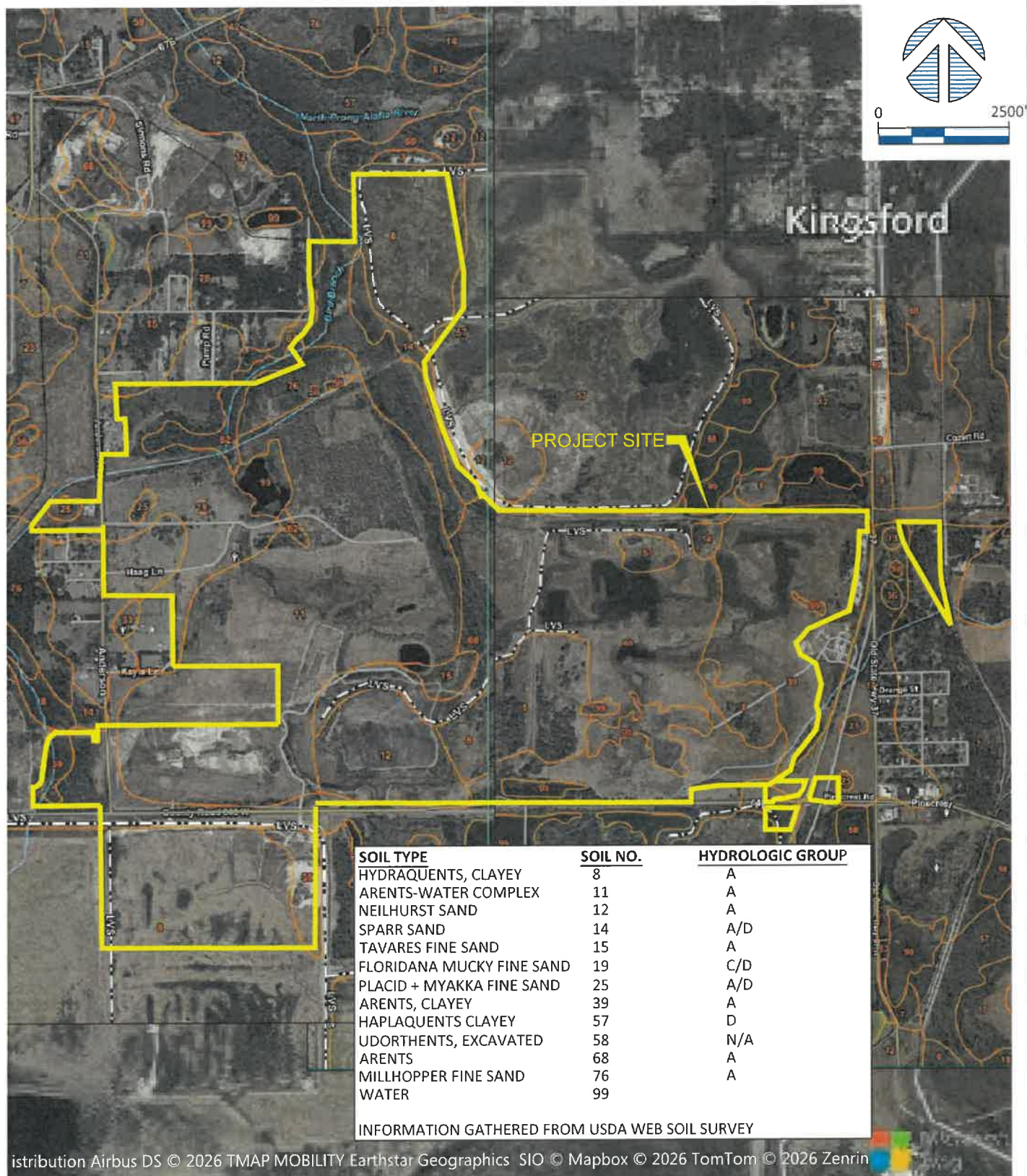


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EXHIBIT B - EXISTING FUTURE LAND USE	SOURCE: AERIAL: MICROSOFT	 CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
T. MIMS CORP. MIMS CROSSING	PROJECT No.: MIMSC 26001	
SECTION: 21-24, 14-16, 28, TWP: 30, RGE: 23	Plot Date: May 07, 2026 - 11:42am	







istribution Airbus DS © 2026 TMAP MOBILITY Earthstar Geographics SIO © Mapbox © 2026 TomTom © 2026 Zenrin

K: \Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\SOIL MAP.dwg

EXHIBIT F - SOILS MAP

T. MIMS CORP.
640 CPA

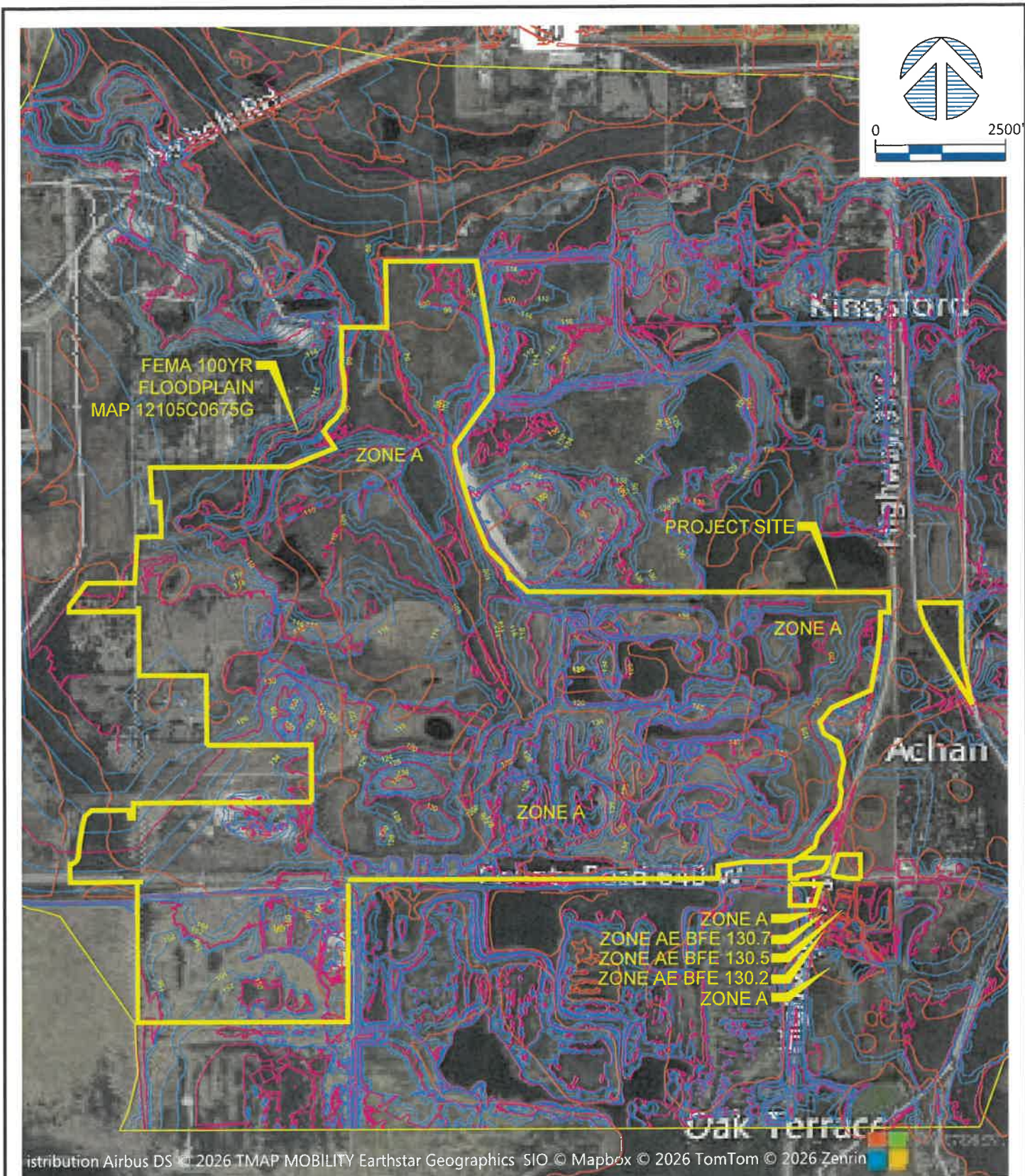
SOURCE:
AERIAL: MICROSOFT

PROJECT No.:
MIMSC26001

Plot Date:
Jun 10, 2026 - 1:54pm

CARTER|KAYE
ENGINEERING

137 5th Street N.W. • Winter Haven, FL 33881
T: (863) 294-6965 • Web: www.carterkaye.com



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EXHIBIT G - TOPOGRAPHIC MAP

T. MIMS CORP.
640 CPA

SOURCE:

AERIAL: MICROSOFT

PROJECT No.:

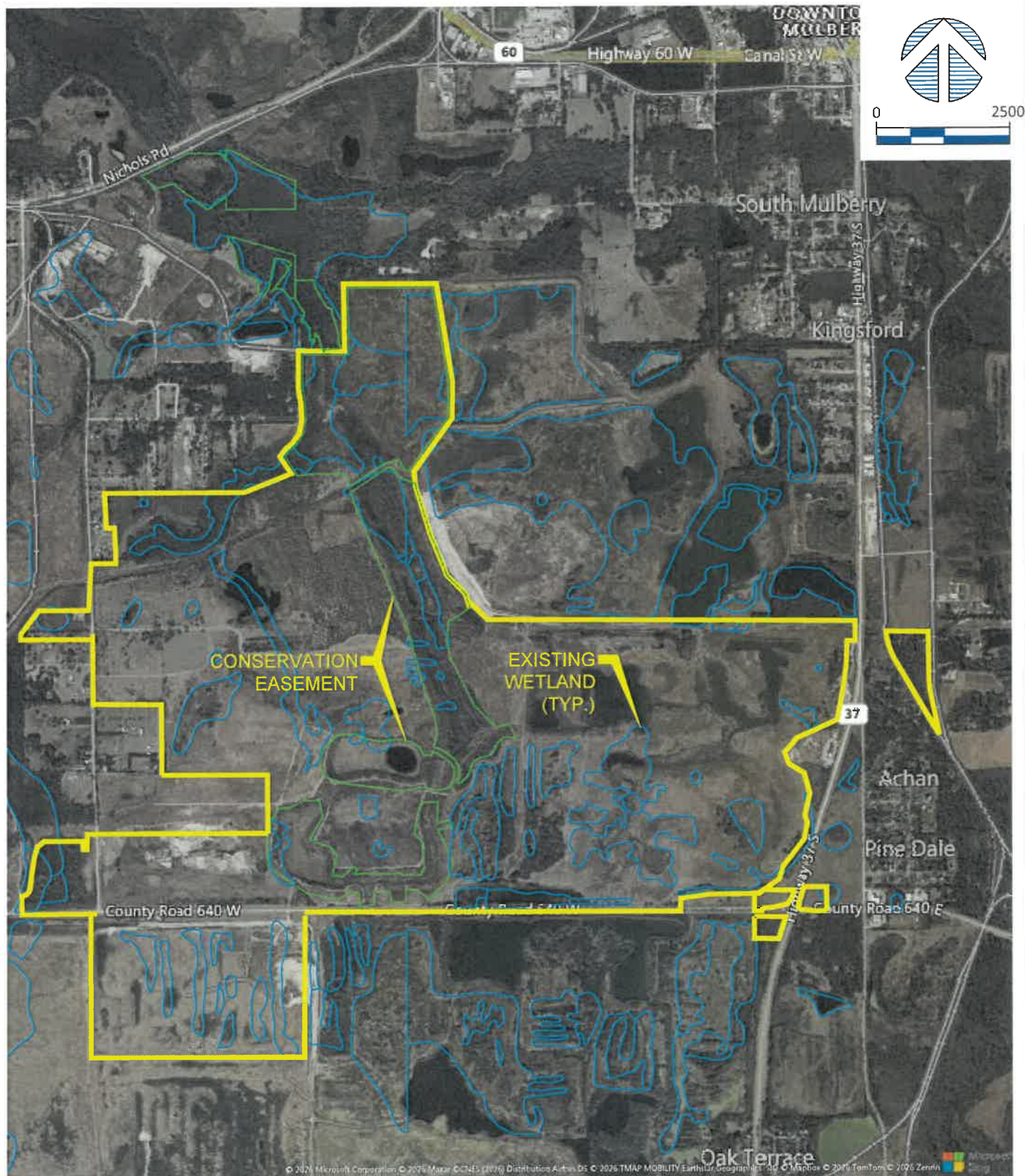
MIMSC26001

Plot Date:

Jun 10, 2026 - 1:53pm

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K: \\Clients\\MIMSC - Tom Mims Corp\\MIMSC26001 640 CPA\\ACAD\\EXHIBITS\\DRAINAGE MAP.dwg

EXHIBIT H - DRAINAGE MAP

T. MIMS CORP.
640 CPA

SOURCE:

AERIAL: MICROSOFT

PROJECT No.:

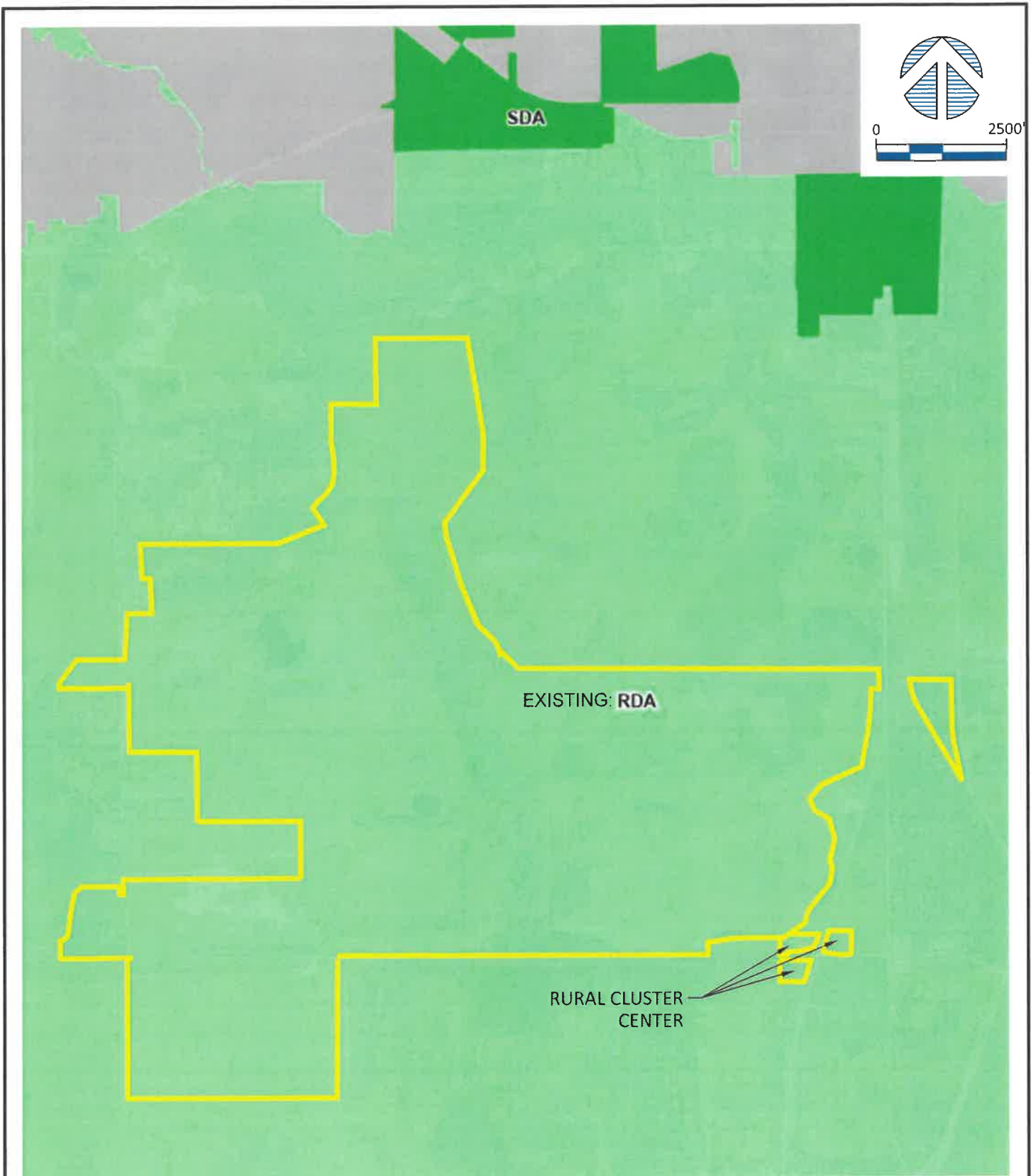
MIMSC26001

Plot Date:

Jun 10, 2026 - 4:15pm

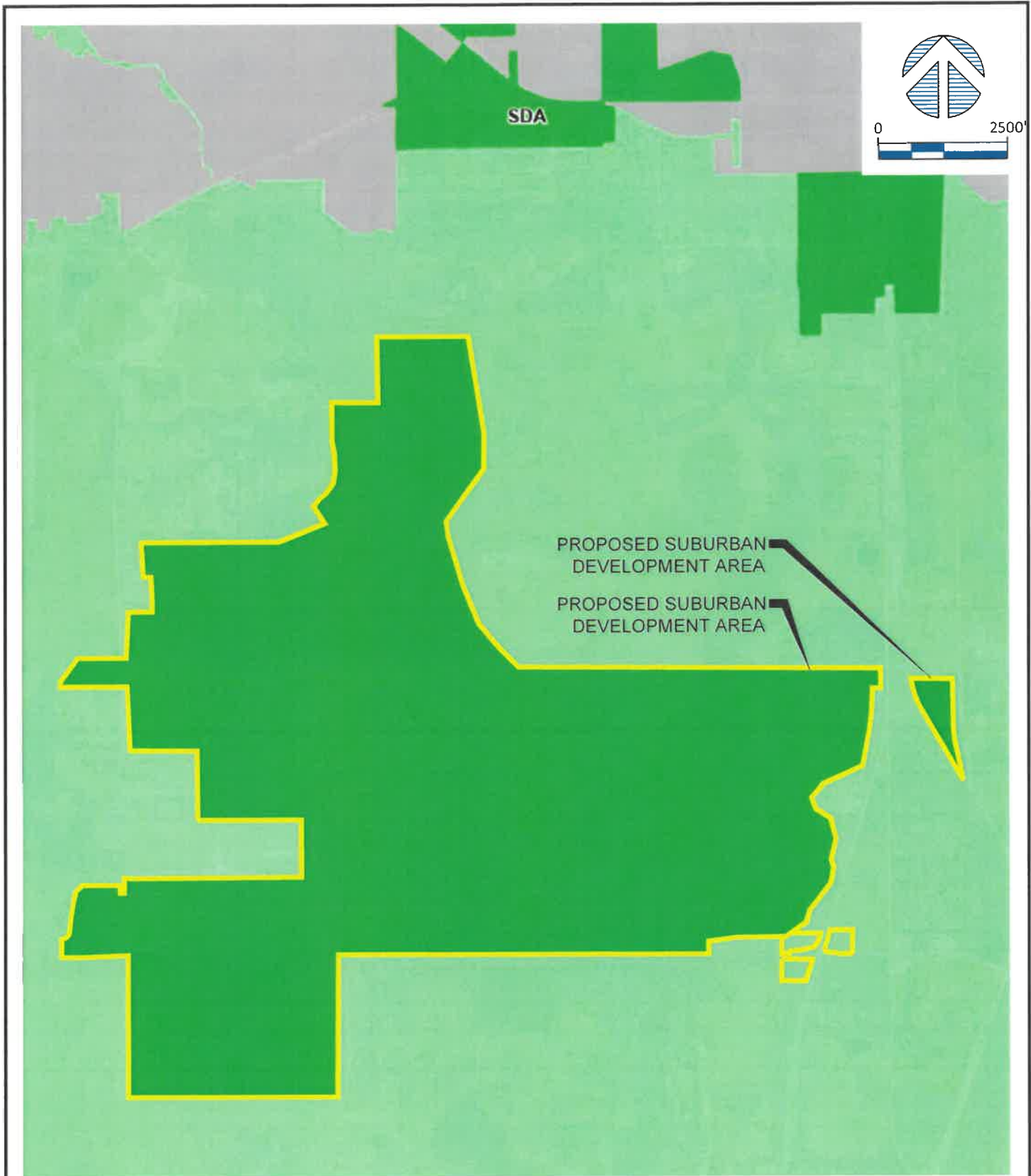
CARTER|KAYE
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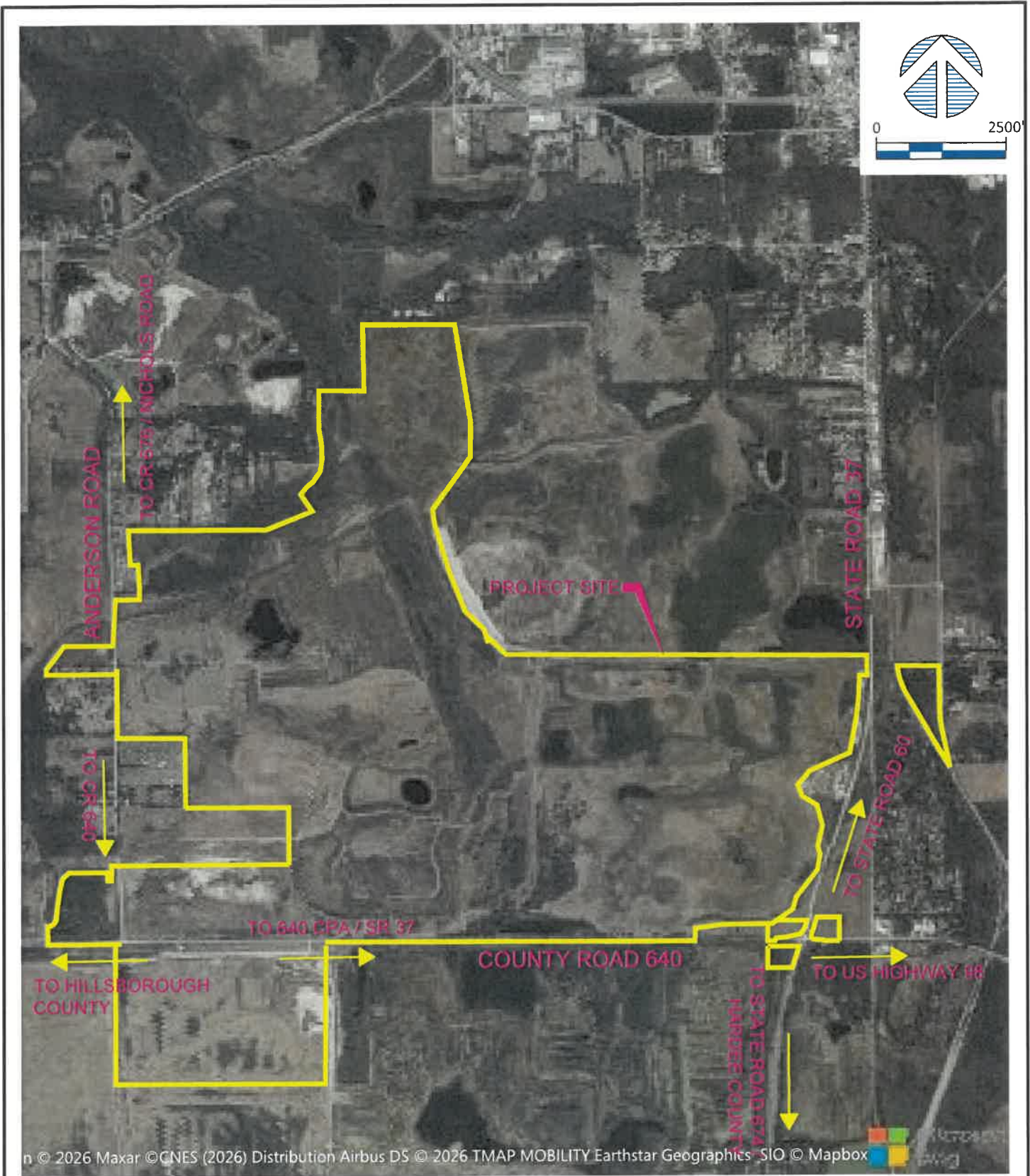
K:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\ACAD\EXHIBITS\EXISTING DEV AREA.dwg

EXHIBIT I EXISTING DEVELOPMENT AREA MAP T. MIMS CORP. 640 CPA	SOURCE: AERIAL: MICROSOFT	 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
	PROJECT No.: MIMSC26001	
	Plot Date: Jun 10, 2026 - 4:08pm	



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EXHIBIT J PROPOSED DEVELOPMENT AREA MAP	SOURCE: AERIAL: MICROSOFT	137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
T. MIMS CORP. 640 CPA	PROJECT No.: MIMSC26001	
	Plot Date: Jun 10, 2026 -- 4:12pm	



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EXHIBIT K TRAFFIC CIRCULATION MAP T. MIMS CORP. 640 CPA	SOURCE: AERIAL: MICROSOFT	CARTER KAYE ENGINEERING 137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com
	PROJECT No.: MIMSC26001	
	Plot Date: Jun 10, 2026 - 1:47pm	

EXHIBIT L

Mims Crossing CPA Text Amendment (LDCPAL-2025-7) - LDCT-2025-15

1. Applicability – The provisions and requirements of this section shall apply to the properties covered by LDCPAL-2025-7.

A) 200-ft Wide Buffer. See Exhibit E.

B) Rural (RCC) Activity Center Plan (ACP) – LDCT-2025-15

200-ft Wide Buffer

- 1) The provisions and requirements of this subsection apply to a 200-ft-wide strip within the subject site within a portion of the conservation easement and more particularly that area legally described as:

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary

of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

- 2) Any development within the area described above is prohibited. The area is to remain undisturbed and preserve the natural habitat, with only limited environmental management activities permitted.

Mims Crossing CPA- Rural (RCC) Activity Center Plan (ACP) – LDCT-2025-15

1. The provisions and requirements of this Subsection apply to the parcels located south of Mulberry at the intersection of State Road 37 and CR 640,

as shown in the ACP. It is intended to apply to those parcels within the existing RCC boundary and serve as a guide for future expansions and access management.

2. This RCC are shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 29, Township 30, Sections 23 and 26. and legally described as:

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 667.88 feet; thence N 00°00'00" E a distance of 34.98 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 89°51'53" W along said right of way a distance of 254.21 feet to a point on a right of way parcel described in Official Records Book 13436, page 39 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 71°55'36" W a distance of 52.30 feet; (2) N 84°28'45" W a distance of 183.16 feet to the beginning of a curve concave to the northeast and having a radius of 60.00 feet; (3) along said curve to the right through a central angle of 101°39'19" an arc distance of 106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

NW Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 2041.32 feet; thence N 00°00'00" E a distance of 37.91 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 00°00'00" E a distance of 329.85 feet to a point on the boundary of a parcel of land described in Official Records Book

9164, page 2068 of the public records of Polk County, Florida; thence along said boundary for the following two courses; (1) N 89°12'31" E a distance of 82.07 feet; (2) N 55°03'11" E a distance of 112.67 feet; thence N 90°00'00" E a distance of 574.18 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'55" W along said right of way line a distance of 154.56 feet to a point on the boundary of a right of way parcel described in Official Records Book 13436, page 33 of the public records of Polk County, Florida; thence along said right of way parcel boundary for the following five courses; (1) S 32°36'35" W, 142.09 feet; (2) S 77°26'58" W, 277.59 feet; (3) S 86°50'28" W, 150.33 feet; (4) S 71°50'14" W, 53.55 feet; (5) S 19°24'00" W, 46.05 feet to a point on aforesaid north right of way of County Road 640; thence N 89°47'05" W a distance of 139.00 feet to the Point of Beginning.

SW Parcel

A parcel of land in Section 26, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the northeast corner of said Section 26; thence N 89°51'46" W along the north line of said Section 26 a distance of 2041.32 feet; thence S 00°00'00" W a distance of 67.10 feet to the Point of Beginning on the south right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence S 89°47'05" E along said south line distance of 591.96 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'17" W along said right of way line a distance of 431.64 feet to a point on the south line of the north 480.50 feet of said Section 26; thence N 89°51'46" W along said South line a distance of 464.17 feet; thence N 00°00'00" E a distance of 413.40 feet to the Point of Beginning.

3. Permitted Uses - Uses permitted within the boundaries of this RCC shall conform to those found in Table 2.1 Use Table for Standard Land Use Districts.
4. Transportation
 - (a) Access: This ACP shows the general locations of access points to the existing CR 640 and SR 37 rights-of-way. They are conceptual and non-binding, with the exact driveway and cross-access location being determined at Level 2 review. In addition:

-
- 1) There shall be no easements or divisions of land created that prevent access to CR 640 or SR 37.
 - 2) Development shall be designed to allow cross-access to adjacent parcels.
 - 3) All development shall ensure cross-access and connectivity to these roadways are maintained.
-
- 5) Mass Transit locations: Future transit service and stop locations shall be implemented by the transit provider at locations optimum for safe and effective operations.
 - 6) Landscaping: Development shall adhere to the landscape and buffering requirements of Section 720 of the Land Development Code.
 - 7) Signage: All ground signage shall be limited to monument signs.

EXHIBIT M

Mims Crossing - Rural Cluster Center (RCC) Activity Center Plan Policy Support

This application requests an LDC Text Amendment to accompany Large-Scale Comprehensive Plan Amendment LDCPAL-2025-7 to modify the Future Land Use designation of the subject property from Agricultural/Rural Residential and Phosphate Mining (PM) to Rural Cluster Center (RCC) within the Rural Development Area. Please refer to Exhibit D for the RCC Activity Center Plan (ACP).

The purpose of the proposed RCC designation is to allow for commercial and service uses including retail, grocery, restaurant, medical, and personal service establishments intended to support the surrounding area. The proposed RCC is intended to support the proposed mixed-use framework consisting of Residential Suburban and Industrial uses together with existing residential development within the surrounding corridor area.

Policy 2.110-B1: Characteristics

The proposed RCC is intended to provide a localized commercial and service node supporting the surrounding rural area, the proposed mixed-use development framework, and increasing transportation activity along the SR 37 and CR 640 corridor. With continued residential growth and anticipated employment-generating uses within the area, the proposed RCC is appropriate to support existing and future residents, employees, and corridor-related traffic activity.

Policy 2.110-B2: Designation and Mapping

The proposed RCC is intended to support the proposed mixed-use framework together with existing residential development within the surrounding area, including the Pinedale Subdivision and residential development along the SR 37 corridor. The RCC designation is further supported by the concentration of existing and proposed residential development, employment-generating uses, and transportation activity within the immediate vicinity.

Policy 2.110-B3: Location Criteria

The proposed RCC is located at the intersection of CR 640 (Rural Major Collector) and SR 37 (Minor Arterial) and is positioned to serve seasonal, tourist, employment-related, and permanent residential traffic within the corridor area. Consistent with Comprehensive Plan Policy 2.110-B3, the nearest existing RCC is located more than three miles to the south near Bradley Junction.

Policy 2.110-B4: Development Criteria

The proposed RCC is intended to provide commercial and personal service uses at an intensity and scale appropriate to support the surrounding rural population, anticipated residential development, employment-generating uses, and corridor-related traffic activity associated with the SR 37 and CR 640 corridor area. Typical uses may include retail, grocery, restaurant, medical, and personal service establishments intended to serve existing and future residents, employees, and travelers within the area.

Policy 2.110-K1 Establishment and Mapping Requirement

The proposed RCC is located at the intersection of CR 640 (Rural Major Collector) and SR 37 (Minor Arterial) and is positioned to support seasonal, tourist, employment-related, and permanent residential activity within the corridor area. Consistent with Comprehensive Plan Policy 2.110-B3, the nearest existing RCC is located more than three miles to the south near Bradley Junction.

The proposed RCC therefore satisfies the establishment criteria for additional Activity Centers by meeting the applicable location criteria for the Rural Development Area and by supporting the general characteristics of the proposed classification through the continued growth of surrounding residential development, employment-generating uses, and transportation activity within the corridor area.

The proposed RCC is intended to function as a logical commercial support node serving both the proposed mixed-use framework and surrounding rural and corridor-related activity consistent with the intent of the Comprehensive Plan.

Policy 2.110-L4 and L5: Activity Center Plan Requirements

Please refer to Sheet C2.0 for the Activity Center Plan. An ACP has been submitted for the proposed Activity Center consistent with the requirements of Policies 2.110-L4 and 2.110-L5 of the Polk County Comprehensive Plan. The ACP establishes the conceptual framework for land use organization, circulation planning, access coordination, conceptual buffering, and compatibility relationships within the proposed activity center area. The ACP exhibit is intended to provide a conceptual planning framework for future development coordination and implementation within the proposed RCC area.

Detailed implementation elements, including final access locations, roadway configurations, utility design, stormwater engineering, and site development standards, are anticipated to be addressed during subsequent development review and permitting processes.

The ACP is intended to serve as the long-range planning and implementation framework for the RCC and is anticipated to be incorporated into the Land Development Code consistent with Policy

2.110-L1 of the Comprehensive Plan. The submitted ACP exhibit conceptually depicts the general land use organization, circulation relationships, buffering concepts, and access framework supporting the proposed RCC designation.

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Filename: 491- FLU Buffer.doc

A parcel of land in Sections 15, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 137.89 feet; thence N 90°00'00" E a distance of 200.00 feet; thence S 00°00'00" E a distance of 597.08 feet; thence S 10°38'55" E a distance of 82.58 feet; thence S 56°26'14" E a distance of 743.53; thence S 78°21'24" E a distance of 466.13 feet; thence N 57°59'41" E a distance of 206.54 feet; thence N 89°59'06" E a distance of 292.22 feet; thence N 86°19'02" E a distance of 963.00 feet; thence S 84°32'16" E a distance of 402.51 feet; thence N 42°32'48" E a distance of 125.45 feet; thence N 20°31'29" E a distance of 243.29 feet; thence N 23°57'16" W a distance of 462.01 feet; N 00°53'43" W a distance of 1184.21 feet; thence N 85°36'35" E a distance of 350.59 feet; thence N 52°45'23" E a distance of 225.69 feet; thence N 17°30'48" E a distance of 347.43 feet; thence N 73°07'25" E a distance of 361.82 feet; thence N 26°00'46" E a distance of 231.89 feet; thence N 45°09'51" W a distance of 600.29 feet; thence N 26°52'25" W a distance of 1158.04 feet; thence N 03°04'00" W a distance of 757.34 feet; thence N 58°13'35" E a distance of 685.05 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said boundary for the following fourteen courses (1) S 17°07'22" E, 206.72 feet; (2) S 58°13'35" W, 514.27 feet; (3) S 03°04'00" E, 596.68 feet; (4) S 26°52'25" E, 1083.68 feet; (5) S 45°09'51" E, 579.16 feet; (6) N 71°53'24" E, 251.66 feet; (7) S 25°08'57" E, 145.08 feet; (8) S 01°10'29" W, 136.19 feet; (9) N 84°47'46" W, 163.57 feet; (10) S 45°46'21" W, 215.83 feet; (11) S 26°00'46" W, 204.22 feet; (12) S 73°07'25" W, 343.54 feet; (13) S 17°30'48" W, 305.49 feet; (14) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence

along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning.

A parcel of land in Sections 14, 15, 21, 22 & 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 59.73 feet to the Point of Beginning on the north right of way line of County Road 640 as shown on State Road Department Right of Way Map Section 16720-2150; thence along said north right of way for the following three courses; (1) S 89°34'11" W a distance of 2771.82 feet; (2) N 00°14'22" W a distance of 5.00 feet; (3) S 89°34'08" W a distance of 1093.22 feet to the centerline of Anderson Road; thence N 03°04'10" W along said centerline a distance of 1503.01 feet to the intersection with the south line of the North 1107.00 feet of the South 1/2 of said Section 21; thence N 89°50'57" E along said south line a distance of 3248.17 feet to a point on the boundary of proposed Conservation Easement Area 'D' parcel; thence along said parcel boundary for the following nineteen courses; (1) S 09°27'32" W, 14.46 feet; (2) S 00°02'50" W, 448.96 feet; (3) S 10°38'55" E, 200.54 feet; (4) S 56°26'14" E, 866.72 feet; (5) S 78°21'24" E, 584.95 feet; (6) N 57°59'41" E, 229.30 feet; (7) N 89°59'06" E, 203.19 feet; (8) S 02°41'33" E, 257.28 feet; (9) N 81°28'09" E, 280.89 feet; (10) N 00°01'43" E, 231.55 feet; (11) N 86°19'02" E, 283.56 feet; (12) S 12°34'04" E, 198.98 feet; (13) S 84°31'22" E, 254.63 feet; (14) N 05°40'22" E, 255.63 feet; (15) S 84°32'16" E, 220.06 feet; (16) S 51°03'38" E, 288.53 feet; (17) N 42°32'48" E, 463.41 feet; (18) N 20°31'29" E, 363.99 feet; (19) N 23°57'16" W, 502.99 feet to the east line of the Southwest 1/4 of said Section 22; thence N 00°53'43" W along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D' Parcel; thence along said parcel for the following three courses; (1) N 79°58'22" E, 175.57 feet; (2) N 10°02'31" W, 126.94 feet; (3) S 79°57'21" W, 155.13 feet to the east line of said Southwest 1/4; thence N 00°53'43" W along said east line a distance of 637.68 feet to a point on the boundary of Conservation Easement Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence N 85°36'37" E along said boundary a distance of 187.93 feet; thence N 61°21'02" E a distance of 121.48 feet to a point on the boundary of Conservation Easement Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said parcel boundary for the following fourteen courses; (1) N 52°45'23" E, 256.18 feet; (2) N 17°30'48" E, 305.49 feet; (3) N 73°07'25" E, 343.54 feet; (4) N 26°00'46" E, 204.22 feet; (5) N 45°46'21" E, 215.83 feet; (6) S 84°47'46" E, 163.57 feet; (7) N 01°10'29" E, 136.19 feet; (8) N 25°08'57" W, 145.08 feet; (9) S 71°53'24" W, 251.66 feet; (10) N 45°09'51" W, 579.16 feet; (11) N 26°52'25" W, 1083.68 feet; (12) N 03°04'00" W, 596.68 feet; (13) N 58°13'35" E, 514.27 feet; (14) N 17°07'22" W, 206.72 feet; thence S 45°03'29" E a distance of 587.20 feet to a point on the north line of the South 200.00 feet of said Section 15; thence N 89°42'25" E along said north line a distance of 1689.92 feet to the west line of said Section 14; thence S 89°39'25" E along the north line of the south 200.00 feet of said Section 14 a distance of 5222.95 feet to the west right of way line of State Road 37 as shown on Map Project 1625-5687; thence S 00°24'01" E along said right of way a distance of 381.85 feet to the northeast corner of a parcel of land described in Official

Records Book 8515, page 2 of the public records of Polk County, Florida; thence along said parcel for the following five courses; (1) N 89°29'32" W, 156.42 feet; (2) S 02°13'55" W, 439.56 feet; (3) S 06°56'01" W, 371.57 feet; (4) S 10°41'04" W, 687.25 feet; (5) S 65°18'38" W, 674.04 feet to a point on the boundary of a parcel of land described in Official Records Book 12048, page 1724 of the public records of Polk County, Florida; thence along said parcel for the following four courses; (1) S 68°22'18" W, 167.06 feet; (2) S 38°58'34" W, 205.25 feet; (3) S 43°58'48" W, 139.94 feet; (4) S 20°30'33" E, 234.21 feet to the point on the boundary of a parcel of land described in Official Records Book 8118, page 546 of the public records of Polk County, Florida; thence along said parcel for the following five courses; (1) S 58°43'51" E, 335.59 feet; (2) S 15°03'45" E, 401.26 feet; (3) S 12°57'31" W, 415.38 feet; (4) S 17°08'19" E, 150.26 feet; (5) S 09°28'48" W, 305.87 feet to a point on the boundary of a parcel of land described in Official Records Book 9164, page 2068 of the public records of Polk County, Florida; thence along said parcel for the following seven courses; (1) S 38°18'58" W, 659.73 feet; (2) S 16°09'37" W, 243.56 feet; (3) S 55°00'15" W, 476.92 feet; (4) S 89°12'31" W, 950.01 feet; (5) S 81°33'47" W, 456.48 feet; (6) S 86°41'46" W, 73.57 feet; (7) S 00°17'53" W, 241.38 feet to aforesaid north right of way line of County Road 640; thence along said right of way for the following four courses; (1) N 89°47'06" W, 1830.63 feet to the west line of said Section 23; (2) N 89°47'12" W, 617.63 feet; (3) N 89°58'16" W, 3901.10 feet; (4) S 89°34'26" W, 733.84 feet to the Point of Beginning.

AND

A parcel of land in Section 21, Township 30 South, Range 23 East, Polk County, Florida, described as follows

Begin at the southwest corner of said Section 21; thence North 89°51'07" East along the south line thereof a distance of 1450.35 feet to the centerline of Anderson Road; thence North 03°04'10" W along said centerline a distance of 1548.45 feet; thence S 88°39'42" W a distance of 153.85 feet; thence S 00°29'53" W a distance of 282.43 feet; thence N 89°40'15" W a distance of 67.67 feet; thence N 05°58'32" W a distance of 154.61 feet; thence N 90°00'00" W a distance of 717.97 feet; thence S 48°57'16" W a distance of 166.60 feet; thence S 16°01'14" W a distance of 137.09 feet to a point on the westerly boundary of Parcel Q as described in Official Records Book 5193, page 183 of the public records of Polk County, Florida; thence along said westerly boundary for the following seven courses; (1) S 12°11'01" W a distance of 90.71 feet; (2) S 08°18'48" W a distance of 313.80 feet; (3) S 06°03'00" W a distance of 237.47 feet to the beginning of a curve concave to the northwest and having a radius of 170.00 feet; (4) thence along said curve to the right through a central angle of 63°01'12" an arc distance of 186.98 feet (chord bearing = S 37°33'39" W, chord = 177.70 feet; (5) S 69°04'19" W a distance of 27.67 feet; (6) N 82°23'20" W a distance of 23.55 feet to the west line of said Section 21; (7) S 00°09'45" E a distance of 394.01 feet to the Point of Beginning.

LESS: Right-of-way for Anderson Road;

LESS: Right-of-way for County Road 640;

AND

A parcel of land in Section 24, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the NW corner of Section 24; thence S 89°40'18" E, along the North boundary of said Section 24, a distance of 502.50 feet the East boundary of the CSX Railroad right-of-way (Formerly Atlantic Coast Line R.R. Co.) Map V.31-Fla 4 and to the Point of Beginning; thence S 89°40'18" E along the North boundary of Section 24 a distance of 793.02 feet to the intersection with the Westerly boundary of the CSX Railroad right-of-way (Formerly Charlotte Harbor & Northern Railway) Map V.11-Fla L-2 24; thence S 00°59'36" E along said boundary, 844.97 feet to a point of curve; thence continue along said boundary the following two courses and distances; thence along the arc of a curve to the left having a radius of 2,133.69 feet, a central angle of 10°59'39", a chord distance of 408.79 feet, a chord bearing of S 06°29'26" E, and an arc distance of 409.42 feet to the point of tangent; thence S 11°59'15" E, 704.14 feet to the intersection of the East boundary of the CSX Railroad right-of-way (formerly Atlantic Coast Line R.R. Co.) Map V.31-Fla 4; thence N 30°35'54" W along said boundary, 1,599.85 feet to a point of curve; thence continue along said boundary and along the arc of a curve to the right having a radius of 1,382.69 feet, a central angle of 24°55'50", a chord distance of 596.90 feet, a chord bearing of N 18°07'59" W, and an arc distance of 601.64 feet to the point of tangent and to the Point of Beginning.

AND

A parcel of Land in Section 28, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

The North 2645.00 feet LESS the right of way of County Road 640

LESS

Commence at the northwest corner of said Section 28; thence S 00°16'22" E along the west line thereof a distance of 35.00 feet to the South right of way line of County Road S-640 (Lithia Rad) as per right of way Map Book 4, pages 767-770, public records of Polk County, Florida and the Point of Beginning; thence N 89°46'36" E along said right of way line a distance of 341.67 feet to right of way change station 120+00.00; thence S 00°14'24" E along said right of way line a distance of 5.00 feet; thence N 89°45'36" E along said right of way line a distance of 100.17 feet to the point on intersection station 121+00.00; thence N 89°34'13" E along said right of way line a distance of 819.00 feet; thence S 00°38'40" E a distance of 2825.04 feet; thence S 04°22'10" E a distance of 2460.05 feet to the south line

of the southwest quarter of said Section 28; thence S 89°58'03" W along said south line a distance of 1454.90 feet to the Southwest corner of said Section 28; thence N 00°16'22" W along the west line of said Section 28 a distance of 5275.66 feet to the Point of Beginning.

NE Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 667.88 feet; thence N 00°00'00" E a distance of 34.98 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 89°51'53" W along said right of way a distance of 254.21 feet to a point on a right of way parcel described in Official Records Book 13436, page 39 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 71°55'36" W a distance of 52.30 feet; (2) N 84°28'45" W a distance of 183.16 feet to the beginning of a curve concave to the northeast and having a radius of 60.00 feet; (3) along said curve to the right through a central angle of 101°39'19" an arc distance of 106.45 feet (chord bearing = N 33°39'05" W, chord = 93.03 feet) to the east right of way of State Road 37 per Map Project No. 1625-5687; thence N 17°14'04" E along said right of way a distance of 360.49 feet; thence N 90°00'00" E a distance of 431.00 feet; thence S 00°00'00" E a distance of 456.18 feet to the Point of Beginning.

NW Parcel

A parcel of land in Section 23, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 23; thence N 89°51'46" W along the south line of said Section 23 a distance of 2041.32 feet; thence N 00°00'00" E a distance of 37.91 feet to the Point of Beginning on the north right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence N 00°00'00" E a distance of 329.85 feet to a point on the boundary of a parcel of land described in Official Records Book 9164, page 2068 of the public records of Polk County, Florida; thence along said boundary for the following two courses; (1) N 89°12'31" E a distance of 82.07 feet; (2) N 55°03'11" E a distance of 112.67 feet; thence N 90°00'00" E a distance of 574.18 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'55" W along said right of way line a distance of 154.56 feet to a point on the boundary of a right of way parcel described in Official Records Book 13436, page 33 of the public records of Polk

County, Florida; thence along said right of way parcel boundary for the following five courses; (1) S 32°36'35" W, 142.09 feet; (2) S 77°26'58" W, 277.59 feet; (3) S 86°50'28" W, 150.33 feet; (4) S 71°50'14" W, 53.55 feet; (5) S 19°24'00" W, 46.05 feet to a point on aforesaid north right of way of County Road 640; thence N 89°47'05" W a distance of 139.00 feet to the Point of Beginning.

SW Parcel

A parcel of land in Section 26, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the northeast corner of said Section 26; thence N 89°51'46" W along the north line of said Section 26 a distance of 2041.32 feet; thence S 00°00'00" W a distance of 67.10 feet to the Point of Beginning on the south right of way line of State Road 640 as shown on Right of Way Map Project 16720-2150; thence S 89°47'05" E along said south line distance of 591.96 feet to the westerly right of way line of State Road 37 per Map Project No. 1625-5687; thence S 17°13'17" W along said right of way line a distance of 431.64 feet to a point on the south line of the north 480.50 feet of said Section 26; thence N 89°51'46" W along said South line a distance of 464.17 feet; thence N 00°00'00" E a distance of 413.40 feet to the Point of Beginning.

Filename: 491- FLU RS.doc

A parcel of land in Sections 10, 15, 16, 21 & 22, Township 30 South, Range 23 East, Polk County, Florida, described as follows:

Commence at the southeast corner of said Section 21; thence N 00°53'01" W along the east line of said Section 21 a distance of 448.96 feet to the Point of Beginning being on the boundary of proposed Conservation Area 'D'; thence along said boundary for the following four courses; (1) N 56°26'14" W, 788.41 feet; (2) N 10°38'55" W, 200.54 feet; (3) N 00°02'50" E, 448.96 feet; (4) N 09°27'32" E, 14.46 feet; thence N 00°00'00" E a distance of 1107.00 feet to a point on the north line of the South 1/2 of said Section 21; thence S 89°50'57" W along said north line a distance of 1982.84 feet to the southwest corner of the Southeast 1/4 of the Northwest 1/4 of said Section 21; thence N 00°31'17" W along the east line of said Southeast 1/4 of the Northwest 1/4 a distance of 1326.76 feet; thence S 89°51'04" W along the north line of said Southeast 1/4 of the Northwest 1/4 a distance of 1315.90 feet; thence N 00°20'19" W along the west line of the Northeast 1/4 of the Northwest 1/4 of said Section 21 a distance of 1326.47 feet to the southwest corner of the Southeast 1/4 of the Southwest 1/4 of said Section 16; thence N 00°21'40" W along the west line of said Southeast 1/4 of the Southwest 1/4 a distance of 1321.99 feet to the northwest corner of said Southeast 1/4 of the Southwest 1/4; thence N 89°51'12" E along the north line of said Southeast 1/4 of the Southwest 1/4 a distance of 477.07 feet to the intersection with the southerly extension of the east boundary of a parcel of land described in Official Records Book 7377, page 1034 of the public records of Polk County, Florida; thence N 02°56'23" W along said boundary a distance of 663.33 feet to the northeast corner of said parcel; thence S 89°39'03" W along the north line of said parcel a distance of 178.85 feet; thence N 00°10'30" W along the east boundary of parcels described in Official Records Book 11721, page 1301, Official Records Book 11719, page 899 and Official Records Book 13652, page 1933, all of the public records of Polk County, Florida, a distance of 660.00 feet to the north line of the South 1/2 of said Section 21; thence N 89°52'03" E along said north line a distance of 2661.41 feet to the southwest corner of the East 3/4 of the Southeast 1/4 of the Northeast 1/4 of said Section 16; thence N 67°46'05" E a distance of 922.34 feet to a point on the Boundary of Conservation Easement Area 'A' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along said parcel boundary for the following five courses; (1) N 33°50'42" W, 377.21 feet; (2) N 38°43'21" E, 653.55 feet; (3) N 04°24'02" W, 754.59 feet; (4) N 00°46'29" W, 720.17 feet to a point being 50.00 feet east of the northwest corner of said Section 15; (5) N 89°29'46" E and the easterly extension thereof a distance of 883.29 feet; thence N 00°52'34" W a distance of 317.13 feet to a point on the boundary of said Conservation Area 'A'; thence along the boundary of said Conservation Area 'A' for the following six courses; (1) N 00°52'34" W, 938.55 feet; (2) S

89°52'23" E, 1755.99 feet; (3) S 09°12'24" E, 1858.83 feet; (4) S 00°34'22" W, 692.30 feet; (5) S 36°08'58" W, 1237.66 feet; (6) S 07°38'57" E, 116.65 feet; thence S 06°06'04" E a distance of 109.94 feet to a point on the boundary of Conservation Area 'B' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence along the boundary of said Conservation Area 'B' for the following sixteen courses; (1) S 18°01'18" E, 1772.98 feet; (2) S 45°35'14" E, 552.34 feet; (3) S 17°07'22" E, 297.44 feet; (4) S 58°13'35" W, 514.27 feet; (5) S 03°04'00" E, 596.68 feet; (6) S 26°52'25" E, 1083.68 feet; (7) S 45°09'51" E, 579.16 feet; (8) N 71°53'24" E, 251.66 feet; (9) S 25°08'57" E, 145.08 feet; (10) S 01°10'29" W, 136.19 feet; (11) N 84°47'46" W, 163.57 feet; (12) S 45°46'21" W, 215.83 feet; (13) S 26°00'46" W, 204.22 feet; (14) S 73°07'25" W, 343.54 feet; (15) S 17°30'48" W, 305.49 feet; (16) S 52°45'23" W, 256.18 feet; thence S 61°21'02" W a distance of 121.48 feet to a point on the boundary of Conservation Area 'C' as described in Official Records Book 11887, page 2277 of the public records of Polk County, Florida; thence S 85°36'37" W along the boundary of said Conservation Area 'C' a distance of 187.93 feet to the intersection with the east line of the Southwest 1/4 of said Section 22; thence S 00°53'43" E along said east line a distance of 637.68 feet to the boundary of proposed Conservation Easement Area 'D'; thence along said boundary for the following three courses; (1) N 79°57'21" E, 155.13 feet; (2) S 10°02'31" E, 126.94 feet; (3) S 79°58'22" W, 175.57 feet to the intersection with the east line of said Southwest 1/4; thence S 00°53'43" E along said east line a distance of 189.04 feet to a point on the boundary of said proposed Conservation Easement Area 'D'; thence along said boundary for the following sixteen courses; (1) thence S 23°57'16" E, 502.99 feet; (2) S 20°31'29" W, 363.99 feet; (3) S 42°32'48" W, 463.41 feet; (4) N 51°03'38" W, 288.53 feet; (5) N 84°32'16" W, 220.06 feet; (6) S 05°40'22" W, 255.63 feet; (7) N 84°31'22" W, 254.63 feet; (8) N 12°34'04" W, 198.98 feet; (9) S 86°19'02" W, 283.56 feet; (10) S 00°01'43" W, 231.55 feet; (11) S 81°28'09" W, 280.89 feet; (12) N 02°41'33" W, 257.28 feet; (13) S 89°59'06" W, 203.19 feet; (14) S 57°59'41" W, 229.30 feet; (15) N 78°21'24" W, 584.95; (16) N 56°26'14" W, 78.31 feet to the Point of Beginning, LESS right of way of Anderson Road.

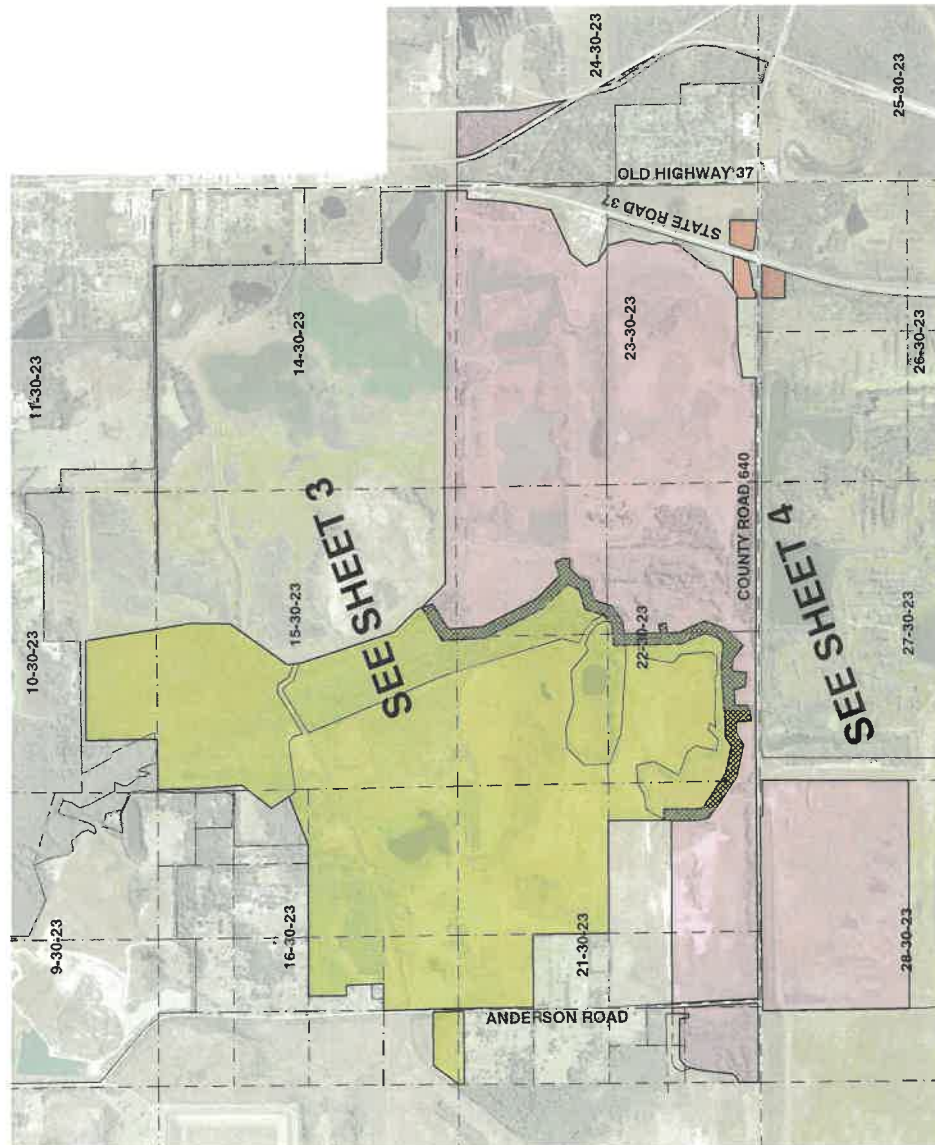
AND

A parcel of land in Sections 16 and 21, Township 30 South, Range 23 East; Polk County, Florida, described as follows:

Begin at the southwest corner of said Section 16; thence N 36°46'06" E a distance of 557.65 feet along the boundary of a parcel of land described in Official Records Book 6963, page 2244 of the public records of Polk County, Florida to a point on the boundary of Parcel 'A' as described in Official Records Book 5193, page 183 of the public records of Polk County, Florida; thence along said parcel for the following three courses; (1) N 89°44'19" E, 964.26 feet to the centerline of Anderson Road; (2) S 01°44'56" E along said centerline,

447.64 feet to the south line of said Section 16; (3) S 89°50'22" W along said south line a distance of 1311.72 feet to the Point of Beginning, LESS Right of Way of Anderson Road.
AND

The North 100.00 feet of the Northwest 1/4 of the Northwest 1/4 of said Section 21 lying west of the right of way of Anderson Road.

[illegible]

	PROPOSED FLUP: RD CONTAINS 285.61 ACRES
	PROPOSED FLUP: RS CONTAINS 1192.58 ACRES
	PROPOSED FLUP: RDC CONTAINS 13.07 ACRES
	BUFFER CONTAINS 34.48 ACRES

The map shows the intersection of State Road 30 and County Road 840. A dashed line points from the intersection area to a larger, more detailed map of Lee County, Florida, where the jail location is marked. The text "LEE COUNTY" is written vertically along the right side of the detailed map.

LOCATED IN SECTIONS 10,14,15,16,21,22,23,
24 & 28, TOWNSHIP 30 SOUTH, RANGE 23 EAST
POLK COUNTY, FLORIDA

DRAMATIC NAME:	691-2 MISS FLORENCE
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[illegible]

PROJECT NO.	491-2	No. 1 of 4
DRAWING NO.	951	

	PROJECT NO. 491-2	DRAWING NO. 951
	24 & 28, TOWNSHIP 30 SOUTH, RANGE 23 EAST POLK COUNTY, FLORIDA	





AGENT OF RECORD LETTER

TO THE POLK COUNTY LAND DEVELOPMENT DIVISION, AND THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS:

I (We), William T. Mims, hereby designate and appoint Stantec Consulting Services, Inc. and Carter and Kaye Engineering, LLC. as my (our) Agents of Record for the purposes of representing me (us) for the following applications: Comprehensive Plan Map and Text Amendment and Land Development Code Text Amendment including the public hearing processes.

My (Our) Agent of Record is hereby vested with authority to make any representations, agreements, or promises which are necessary or desirable in conjunction with the above referenced applications and hearing processes. My (Our) Agent of Record is also authorized to accept or reject any conditions imposed by any reviewing board or entity.

Dated this 4th day of June, 2025.

William T. Mims
Applicant(s)/Owner(s)

William T Mims
Printed Name(s) of Applicant(s)/Owner(s)

Matt Lewis, AICP
Applicant's(s') Representative

Stantec Consulting Services Inc.
Printed Name of Representative

777 S Harbour Island Blvd, Suite 600
Representative's Address

Tampa, FL 33602 / (813) 746-3804
City, State, Zip Code / Phone

Kriss Kaye, PE, CFM
Applicant's(s') Representative

Carter and Kaye Engineering, LLC.
Printed Name of Representative

137 5th Street NW
Representative's Address

Winter Haven, 33881 / (863) 294-6965
City, State, Zip Code / Phone

STATE OF FLORIDA COUNTY OF

The foregoing instrument was acknowledged before me this 4th day of June, 2025 by William T. Mims who is personally known to me or who has produced _____ (type of identification), as identification.

NOTARAY'S SEAL: Erin K. Gray
NOTARY PUBLIC, STATE OF FLORIDA
(Signature of Notary taking Acknowledgement)



(Name of Acknowledger Typed, Printed or Stamped)
My Commission Expires: 7/26/2028

STATE OF FLORIDA COUNTY OF

The foregoing instrument was acknowledged before me this _____ day of _____, 2025 by _____ who is personally known to me or who has produced _____ (type of identification), as identification.

NOTARAY'S SEAL: _____
NOTARY PUBLIC, STATE OF FLORIDA
(Signature of Notary taking Acknowledgement)

(Name of Acknowledger Typed, Printed or Stamped)
My Commission Expires: _____

June 11, 2026

Ms. Lyndsay Rathke
Development Coordinator II
Polk County Land Development Division
330 W. Church St.
Bartow, Florida 33830

**RE: Response to Request for Additional Information – LDCPAL-2025-7 and LDCT-2025-15
Mims Crossing**

Dear Ms. Rathke:

This letter is in response to Polk County's request for additional information regarding the above-referenced project:

General Comments:

Comment 14: Development Area Map – Please include maps showing the current and proposed development areas. Please note that the proposed map will need to exclude the proposed RCC from the proposed Suburban Development Area.

Response 14: The requested Development Area Maps have been revised and included within the resubmittal package. The revised exhibits depict both the existing and proposed Development Area boundaries. Consistent with County staff comments, the proposed Rural Cluster Center (RCC) has been excluded from the proposed Suburban Development Area (SDA) boundary and is depicted separately in accordance with the proposed RCC designation and Activity Center Plan (ACP). Please refer to Exhibit I, Existing Development Area Map, and Exhibit J Proposed Development Area Map.

Comment 15: Impact Statement Maps – Please provide the following maps, as required by Section 910 (Impact Assessment Statements) of the Land Development Code: Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County. Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable. Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

Response 15: The requested exhibits have been added to the revised CPA document and exhibit package. Please refer to Exhibits F through K.

Comment 17: Policy Analysis: Please provide a narrative to demonstrate compliance with the following policies, similar to what was done with the Rural Cluster Center policies: 2.102-A8 – Soils 2.102-A10 – Location Criteria 2.102-A11 – Urban Sprawl Criteria (Note – while Demonstration of Need is mentioned in the Impact Statement, a specific breakdown of each of the 13 criteria is needed. Section 2.106 – Suburban Development Areas Section 2.113A – Industrial Section 2.120-A – Residential-Suburban

Response 17: Please refer to the revised attached Large Scale CPA and Text Amendment document which has been revised to include a new Section 5, "Additional Comprehensive Plan Policy Analysis," which provides detailed discussion of Policies 2.102-A8 (Soils), 2.102-A10 (Location Criteria), 2.102-A11 (Urban Sprawl Criteria), Section 2.106 (Suburban Development Areas), Section 2.113A (Industrial), and Section 2.120-A (Residential Suburban). Please refer to Section 5 of the revised attached Large Scale CPA and Text Amendment document.

Comment 16: Impact Statement: Please provide more specific information as outlined in Items B (Transportation), D (Water Supply), and F (Population) of the impact Assessment Statement per Section 910 of the LDC. It is understood that a Traffic Impact Analysis is forthcoming, and that there is not a binding site plan, but the information outlined in the Impact Statement is needed to ensure that the application is a complete and sufficient document.

Response 16: The Impact Assessment Statement has been revised to expand the Transportation, Water Supply, and population sections of the attached Large Scale CPA and Text Amendment document. Additional discussion has been provided regarding regional transportation access, internal trip capture, phased utility implementation, future infrastructure expansion, anticipated population growth, and subsequent development review and permitting processes. Please refer to Sections 2.2, 2.4, and 2.8 of the revised attached Large Scale CPA and Text Amendment document.

Comment 11: No Level 2 site development plan, infrastructure plan, or construction plan shall be approved by Polk County Land Development for any portion of the project until final school site siting has been coordinated with Polk County Public Schools. Coordination shall include district review of proposed site boundaries, access, phasing, and utility availability, and shall result in written confirmation from the School District indicating that the proposed school site(s) are acceptable or conditionally acceptable for future school development. Malissa C.

Response 11: Thank you for your comment.

Comment 13: Resubmittal - Please provide comments by Thursday, June 4th, so the requests can stay on track for an August 5th, 2026 Planning Commission meeting.

Response 13: Thank you for your comment.

Ms. Lyndsay Rathke

We appreciate your cooperation and assistance with this project. If there is anything further you need, please let us know.

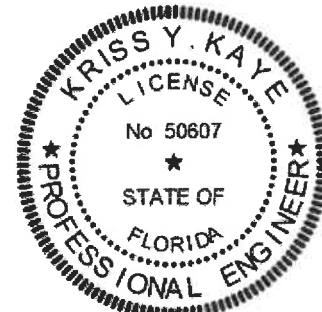
Carter and Kaye Engineering, LLC


Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

KRISS Y. KAYE, P.E., CFM, MS ENV.E.
STATE OF FLORIDA,
PROFESSIONAL ENGINEER
LICENSE NO. 50607

THIS ITEM HAS BEEN DIGITALLY SIGNED|
AND SEALED BY KRISS Y. KAYE, P.E., CFM
ON THE DATE ADJACENT TO THE SEAL.
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JUNE 11, 2026



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL. P.E. LIC. NO. 50607

xc: Tom and Patrick Mims, T. Mims, Corp.

June 24, 2026

Mr. Mark Bennett
Office of Planning and Development
Polk County Land Development Division
330 W. Church St.
Bartow, Florida 33813-9005

RE: Response to Request for Additional Information – LDCPAL-2025-7 & LDCT2025-15 Mims Crossing

Dear Mr. Bennett:

General Comments:

Population Criteria for RCCs – The location criteria policy for RCCs requires a minimum population standard of 2,500 persons within 3 miles (see below). Please provide data/analysis/information showing that the proposed RCC meets this standard. Given that Mulberry within 3 miles of the intersection, this standard should be easily met.

Comment 1: Policy 2.110-B3: LOCATION CRITERIA - The establishment of new RCCs intended for both residential and commercial uses shall be located at the intersections of arterial and/or collector roads and shall be guided by the criteria established within Section 2.110-K Activity Center Establishment. The establishment of new RCCs, subject to Section 2.110-K, intended for rural commercial-support activity, shall be located at:

1.The intersections of arterial and/or collector roads whereby the intersection is central to seasonal, tourist, migratory population, or permanent residential population vehicle trips, this may include "t" intersections with safe access creating the appearance of a full intersection; or

2.On an intersection of arterials and collector roads that serve as part of the main vehicle trip route for clusters of neighborhoods and in areas with 2,500 people in a three (3) mile radius.

Response 1: The proposed Rural Cluster Center (RCC) is located at the intersection of SR 37 and CR 640 approximately 2.75± miles from the municipal boundary of the City of Mulberry. According to the 2020 U.S. Census, the City of Mulberry has a population exceeding 3,900 persons. As such, the area within a three-mile radius of the proposed RCC exceeds the minimum population threshold of 2,500 persons established by Policy 2.110-B3.

In addition, the intersection of SR 37 and CR 640 serves as a principal transportation corridor for existing residential areas, future residential development, industrial employment centers,

agricultural operations, and regional traffic movements. Accordingly, the proposed RCC satisfies the location and service area criteria of Policies 2.110-B3 and 2.110-K and provides a logical location for rural commercial support services.

Comment 2: Map K – Traffic Circulation Map – Didn't find this in the resubmittal.

Response 2: Map K – Traffic Circulation Map was submitted previously and is in this resubmittal package as Exhibit K. The exhibit depicts the existing and planned roadway network serving the project area and surrounding transportation corridors.

Comment 3: Impact Statement – More Specific Information – More detailed information is needed for transportation, water, and sewer. Information such as estimated trip generation rates, water generation rates, and expected sewage flows are examples of what is needed. As previously stated, it is understood that a Traffic Impact Analysis is forthcoming, and that there is not a binding site plan, but the information outlined in the Impact Statement is needed to ensure that the application is a complete and sufficient document..

Response 3: The Impact Statement has been revised to include additional planning-level transportation, potable water, and sanitary sewer information. A Traffic Memorandum has been prepared and is included with this resubmittal package. In addition, planning-level utility demand estimates have been added to the Impact Statement utilizing anticipated residential, commercial, and industrial development yields associated with the proposed Future Land Use framework.

The utility analysis includes estimated potable water demands and wastewater generation rates for the Residential-Suburban (RS), Industrial (IND), and Rural Cluster Center (RCC) land use categories. The analysis is intended to provide a planning-level assessment of anticipated utility demands recognizing that actual development patterns, site plans, utility providers, and final development intensities will be determined through subsequent development review and permitting processes.

The Impact Statement and supporting exhibits have been revised accordingly.

Comment 4: Traffic Impact Analysis - Please advise as to the status.

Please forward a response to me directly via email so I can then proceed with the case review and then submit in Accela when available. We'll keep the cases on schedule for an August PC for now, but we'll need this information in the next couple of weeks to continue moving forward.

Response 4: A Traffic Memorandum has been completed and is included with this resubmittal package. The memorandum provides planning-level trip generation estimates and transportation impact information based upon the proposed Future Land Use framework. Detailed traffic analyses, roadway improvements, access management requirements, and final mitigation measures will be evaluated as part of subsequent development review and permitting processes.

We appreciate your cooperation and assistance with this project. If there is anything further you need, please let us know.

Carter and Kaye Engineering, LLC


Kriss Y. Kaye, P.E., CFM
P.E. License No. 50607

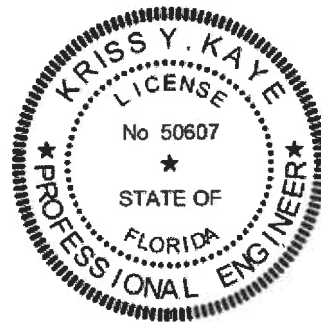
KRISS Y. KAYE, PE, CFM, STATE OF
FLORIDA PROFESSIONAL ENGINEER,
LICENSE NO. 50607

THIS ITEM HAS BEEN DIGITALLY
SIGNED BY KRISS Y. KAYE, PE ON THE
DATE INDICATED HERE.

June 24, 2025

Xc: T. Mims, Corp.

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ANY ELECTRONIC COPIES.



KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607



Polk County
Planning Commission

Agenda Item 5.

8/5/2026

SUBJECT

LDCPAS-2026-6 (Eloise Main Street Corridor CPA)

DESCRIPTION

This is a County-initiated Comprehensive Plan Amendment to change the Future Land Use Map from Residential-Low (RL) to Main Street Corridor (MSC), Community Activity Center (CAC), and Institutional (INST) and change the text of Section 2.135 of the Comprehensive Plan to provide additional development standards and list specific uses in the MSC. This case is related to LDCT-2026-13, an LDC text amendment for the same property. The property is south of US 17, west of Snively Avenue, between 6th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 6, Township 29 South, Range 26 East.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Mark J. Bennett, AICP, FRA-RA, CNU-A

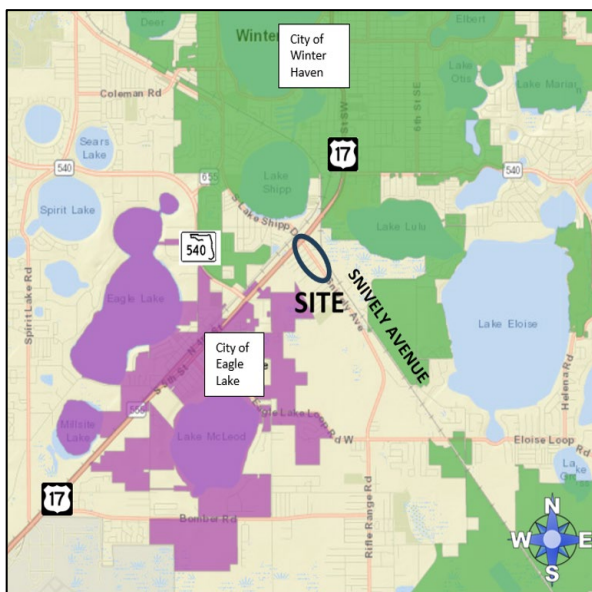
Senior Planner

markbennett@polkfl.gov

(863)534-6455

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	February 26, 2026
Planning Commission Date:	July 8, 2026 (Continued to August 5, 2026)
BoCC Dates:	September 15, 2026
Applicant:	County-Initiated
Level of Review:	Level 4 Review, Small-Scale Comprehensive Plan Amendment
Case Number and Name:	LDCPAS-2026-6 (Eloise Main Street Corridor CPA)
Request:	Amend the Comprehensive Plan Future Land Use Map from Residential-Low (RL) to Main Street Corridor (MSC), Community Activity Center (CAC), and Institutional (INST) and change the text of Section 2.135 of the Comprehensive Plan to provide additional development standards and list specific uses in the MSC Land Use District. This case is related to LDCT-2026-13, an LDC text amendment for the same property.
Location:	South of US 17, west of Snively Avenue, between 6 th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 5, Township 29 South, Range 26 East.
Property Owner:	Numerous
Parcel Size:	25.96 acres
Development Area:	Transit-Supportive Development Area (TSDA)
Future Land Use:	Residential-Low (RL)
Nearest Municipalities:	Winter Haven, Eagle Lake
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce:	Not Applicable
Case Planner(s):	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner



Location Map



Aerial Photo

Summary:

This is a County-initiated request to change 25.96 acres from Residential-Low (RL) to Main Street Corridor (MSC) (21.62 acres), Community Activity Center (CAC) (2.79 acres), and Institutional (INST) (1.55 acres). The request is to also change the text of Section 2.135 of the Comprehensive Plan to provide additional development standards and list specific uses in the MSC Land Use District. This case is related to LDCT-2026-13, an LDC text amendment for the same property.

Compatibility Summary

This request will recognize existing commercial and institutional uses through the proposed CAC and INST land use designations. The requested MSC designation is only allowed in areas that have an approved redevelopment plan. Because Eloise is in a Community Redevelopment Area (CRA) and has an adopted Community Redevelopment Area Plan per Chapter 163, Florida Statutes, this request is consistent with the MSC policies. The MSC could also lead to the redevelopment and revitalization of properties in Eloise, furthering the goals of the Eloise CRA.

The proposed designations will promote a gradual transition of uses between the more intensive industrial uses on the east side of Snively Avenue and the lower-density residential uses on the west side of Snively Avenue. A similar effect will occur with the proposed CAC expansion and INST designation locating between the more intensive uses along US 17, and the lower density residential uses south of 1st and 2nd Streets. For these reasons, this request is compatible and consistent with the applicable policies in the Comprehensive Plan.

Infrastructure Summary

The site is in the City of Winter Haven utility service area, with sufficient capacity available. Because this amendment is primarily for non-residential uses, schools will not be impacted. There is sufficient roadway capacity. Public safety facilities and services are available.

Environmental Summary

Some portions of the site contain wetlands and are within the 100-year floodplain. A drainage canal is on the west edge of the Eloise neighborhood. No adverse environmental impacts are expected due to the redevelopment of this area.

Comprehensive Plan

Listed below are the relevant sections of the Comprehensive Plan that are applicable to this request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.104(A1-A9): Transit-Supportive Development Areas (TSDAs)
- Policy 2.110-E(E1-E5): Community Activity Centers (CAC)
- Policy 2.116(A1-A5): Institutional (INSTI)
- Section 2.12F(F1-F5): Redevelopment Districts

Findings of Fact

Request and Legal Status

- LDCPAS-2026-6 is a County-initiated request for a Comprehensive Plan Amendment Future Land Use Map change from Residential-Low (RL) to Main Street Corridor (MSC), Community Activity Center (CAC), and Institutional (INST).
- The request is to also change the text of Section 2.135 of the Comprehensive Plan to provide additional development standards and list specific uses in the MSC Land Use District.
- This case is related to LDCT-2026-13, an LDC text amendment for the same property.
- The subject site is in the Transit-Supportive Development Area (TSDA).
- The subject area is mostly developed with residential uses and some auto-oriented commercial uses. Institutional uses, such as social service facilities (Freedom Tour), churches, Snively Elementary, and the Brooks Community Center, are in the area also. There is also a trucking facility that is grandfathered for agricultural trailer storage.
- The subject property is in the Eloise Community Redevelopment Area (CRA). This CRA was established in 1999.

Compatibility

- The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”
- The proposed request is for a Community Activity Center (CAC), Institutional (INST), and the Main Street Corridor (MSC) land use classifications.
- The subject properties are in the Transit Supportive Development Area (TSDA).
- The CAC, INST, and MSC designations are allowed in the TSDA.
- The Eloise community is characterized by a mixture of different land uses. The east side of Snively Avenue is dominated by industrial uses and has both Business Park Center and Industrial land use classifications. On the west side of Snively Avenue, the community is designated as Residential-Low (specifically, RL-4) and is characterized by institutional industrial, residential, commercial, and vacant lands.

Infrastructure

- The property is zoned for Snively Elementary, Denison Middle School, and Winter Haven Senior High School.

- Fire and ambulance response is from Polk County Fire Rescue Station 17, located at 185 S 3rd Street, Eagle Lake. The estimated response time from this station is about ten to twelve minutes.
- Sheriff's response to the site is served by the Northcentral District, located at 3635 Avenue G, NW, Winter Haven. The response times are as follows: Priority One: 9:56 minutes; Priority Two: 26:35 minutes.
- The subject parcel is next to Snively Avenue. Snively Avenue is an Urban Collector, according to the Polk County TPO Roadway Network Database, and is the closest road to the site that is monitored for concurrency.
- There are no known improvements for Snively Avenue at this time.
- Once the Thompson Nursery Road extension is completed and traffic patterns have readjusted, there may be a reassessment of Snively Avenue.
- Route 40/44, Winter Haven Southside, serves Eloise with mass transit.
- There is a sheltered bus stop located between 7th and 8th street, in front of the Brooks Community Center.
- There are sidewalks along the west side of Snively Avenue.
- The site is located within the City of Winter Haven utility service area.

Environmental

- There are wetlands on the site.
- Portions of the site are within a Zone "AE" floodplain (Elevation 131.5).
- The site is comprised of Pomona-Urban Land Complex, Urban Land, Smyrna and Myakka Fine Sands, and Kaliga Muck soils. These soils have severe limitations for septic tanks and dwellings without basements.
- According to the Polk County Protected Species Observations Map dated July 22, 2021, there is an eagle nest within one mile of the site.
- The PolkGreen Map displays this site as in a potential connection of an overall natural network.
- Eloise does not have conservation easements. The closest conservation area is 1,735 feet south of the site, part of a 295-acre tract as part of the Thompson Nursey Road extension.
- East of Eloise and the CSX railroad is a 120.68-acre parcel owned by Polk County, called Lake Lulu Wetlands.
- Eloise is not in the Florida Wildlife Corridor.

- This property is within the Height Notification Zone for the Bartow Municipal Airport Impact District.
- The site is not within a Wellfield Protection District.
- Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

Comprehensive Plan Policies

- POLICY 2.102-A1 DEVELOPMENT LOCATION, states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 COMPATIBILITY, states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:
 - a. there have been provisions made which buffer incompatible uses from dissimilar uses;
 - b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;
 - c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 DISTRIBUTION, states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 TIMING, states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 LOCATION CRITERIA, states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;

d. economic issues, such as minimum population support and market-area radius (where applicable);

e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:

1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
2. sanitary sewer and potable water service;
3. storm-water management;
4. solid waste collection and disposal;
5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
6. emergency medical service (EMS) provisions;
7. other public safety features such as law enforcement;
8. schools and other educational facilities; and
9. parks, open spaces, civic areas and other community facilities.

f. environmental factors, including, but not limited to:

1. environmental sensitivity of the property and adjacent property;
2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
3. wetlands and primary aquifer recharge areas;
4. soil characteristics;
5. location of potable water supplies, private wells, public well fields; and
6. climatic conditions, including prevailing winds, when applicable.

- POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria:
 - a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
 - b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
 - c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation

Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;

d. include development criteria that:

1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
2. improve access to employment areas, schools, shopping and recreational opportunities;

- POLICY 2.110-E1, CHARACTERISTICS - Community Activity Centers, states that they are intended to accommodate the shopping needs of residents living within the community and generally contain a shopping center and other commercial and office uses within close proximity. General (approximate) characteristics of Community Activity Centers are:

Usable Area: Over 20 acres to 60 acres

Gross Leasable Area (GLA): 150,000 to 500,000 square feet

Minimum Population Support: 20,000 to 80,000 people

Market-Area Radius: 2 miles or more

Typical Leading Tenant: Variety, Discount, or Department Store

Other Typical Tenants: Supermarket, Theater, Offices, Restaurant, Drug Store, Professional Services.

- POLICY 2.110-E4: DEVELOPMENT CRITERIA - Development within a Community Activity Center shall conform to the following criteria:
 - a. Community Activity Centers shall have frontage on, or direct access to, an arterial or collector roadway, or a frontage road or service drive which directly serves an arterial or collector roadway.
 - b. Different uses within a Community Activity Center shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
 - c. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
 - d. Buffering shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.

- e. New residential shall be limited to Special Residential and shall not exceed 30 percent of the total area of the community activity center. Location of residential units above stores shall be encouraged by not considering such units against the maximum residential percentages.
 - f. There shall be no limits on the mix of office and commercial uses within a Community Activity Center.
 - g. The maximum floor area ratio shall not exceed 0.30 unless developed as a Planned Development.
 - h. Planned Developments within the Community Activity Center may be permitted a maximum floor area ratio up to 1.0 and a maximum residential density of 25 dwelling units per acre. Intensity and density increases shall only be awarded to innovative, efficient, and compatible Planned Development proposals that are consistent with the general district characteristics and are located within the TSDA and UGA. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.
- POLICY 2.116-A1: CHARACTERISTICS - Institutional areas are primarily characterized by private and public-service structures.
 - POLICY 2.116-A4: DEVELOPMENT CRITERIA - Institutional development shall conform to the following criteria:
 - a. Institutional uses include, but are not limited to: private and public-service structures. These commonly include:
 - 1. public and private educational facilities;
 - 2. government-administration buildings;
 - 3. public-safety structures (e.g. police and fire);
 - 4. cultural facilities (e.g. libraries, museums, and performing-arts theaters);
 - 5. health-care facilities e.g. hospitals, medical centers, clinics, nursing homes, adult day care centers, group homes, group living facilities, emergency shelters, residential treatment facilities ^[1].
 - b. Large institutional areas should be designed so that the more intensive uses are at the center of the development, with less intensive uses near the fringes.
 - c. Prior to site planning, the School Board, independent special districts and other governmental entities shall communicate to one another to pursue potential colocation of government services.
 - d. Commercial uses within institutional areas mapped on the Future Land Use Map Series shall be primarily for the purpose of serving the institutions within the area and shall be limited to a scale appropriate for that purpose.

- e. Institutional sites shall be designed to provide for:
 - 1. Adequate parking to meet the present and future demands of the use.
 - 2. Buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.
- f. Multi-family residential uses may be permitted at densities up to and including 15 dwelling units per acre as part of a Planned Development. Residential uses may be permitted according to the following:
 - 1. Residential uses shall only be established adjacent to or in conjunction with a university, college, vocational school or other similar educational institution.
 - 2. Residential development shall be intended to primarily meet the housing needs for students and faculty members of the nearby educational institution.
- g. Recreational uses accessory to the institutional use or compatible with the location of the institutional district.
- POLICY 2.124-F1: DESIGNATION AND PURPOSE - Redevelopment Districts, and Redevelopment District Revitalization Plans, are intended to:
 - a. utilize a comprehensive, strategic approach to identify the special needs of unincorporated communities comprised of predominantly low and moderate income residents;
 - b. involve neighborhood residents in every phase of the planning process;
 - c. develop action plans to meet the identified needs including, but not limited to, social and community services, infrastructure, transportation, economic development, law enforcement, and affordable housing;
 - d. promote an enhanced living environment for the community, and a higher quality of life for community residents;
 - e. promote the economic vitality of the community through the development of employment and business opportunities for community residents;
 - f. encourage multi-modal transportation options, particularly pedestrian and bicycle travel; and
 - g. encourage community cohesion by promoting opportunities for the interaction of community residents, thereby engendering community pride, empowerment of residents, identification with, ownership of and participation in revitalization efforts, and a "sense of place."

- POLICY 2.124-F4: REDEVELOPMENT ACTIVITIES states that Redevelopment District Revitalization Plans shall implement the purpose and intent of Policy 2.124-F1 and shall conform to the following requirements:
 - a. PERMITTED USES: In keeping with the purpose and intent of this section, the following uses may be permitted within a Redevelopment District Revitalization Plan:
 1. Residential (single-family and multi-family)
 2. Commercial
 3. Institutional
 4. Recreation and Open Space
 5. Preservation
 6. Specialized Uses, subject to the provisions of Section 2.125
 7. Housing for workers (agricultural, industrial, construction and hospitality trades)
 - b. DEVELOPMENT CRITERIA:
 1. Non-residential uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. Where permitted by the Redevelopment District Revitalization Plan, non-residential uses may include, but are not limited to, grocery stores, personal service shops, gas stations, restaurants, specialized and general retail, medical and professional offices, and community facilities such as neighborhood centers, churches, schools, community-oriented policing substations, and day care centers.
 2. Non-residential uses should be centrally located within the community and within comfortable walking distance for a majority of the area's residents.
 3. Non-residential uses shall have direct access to a collector or arterial roadway.
 4. Appropriate mixes of housing types shall be permitted where such mixes will be compatible with immediate adjacent existing residential development. Development incentives shall be provided to encourage and stimulate workforce housing, affordable housing and housing for special needs groups. Such incentives shall include, but not be limited to:
 - (a) Density and intensity increases up to 150% of the district standards,
 - (b) Expedited permitting; and
 - (c) Design flexibility, additionally
 - (d) May include special impact fee consideration in such circumstances as adopted and codified by the BoCC.

Such incentives shall be linked directly to the provision of affordable, workforce or special needs housing on a case-by-case basis and require that the housing remain dedicated to the particular housing type for which the incentive was awarded for a minimum of twenty years through a deed restriction or similar measure. Furthermore, no increase in density or intensity can occur unless adequate water, sewer, roadway and public-school capacity exists or are planned to be available to meet the need of additional development.

5. Commercial and office uses shall be permitted in Redevelopment District Revitalization Plans. Redevelopment District Revitalization Plans may include up to 10% of the total area of redevelopment district for commercial and office uses. Designation of an area exceeding the additional 10% shall require a Comprehensive Plan amendment.
6. It is fundamental to all revitalization plans those commercial uses, if included in the land use design, shall be oriented toward the historically established town center, main street, or placed in isolated neighborhood market sites that are restricted to a very limited scale of commercial activity and located only at the intersection of major collector roads. Linear commercial development shall not be allowed, unless it is clearly evident that it is consistent with the traditional development pattern of the community.
7. Appropriate buffering shall be provided between non-residential uses and residential uses.

PROPOSED MAIN STREET CORRIDOR (MSC) POLICIES (LDCPAL-2026-2):

POLICY 2.109-A1: LAND USE CATEGORIES ESTABLISHED - The following land use categories are hereby established for the Polk County Comprehensive Plan:

	Map Symbol	Maximum Standard Residential Density	Maximum Planned Development Density	Standard Non-residential FAR	Maximum Planned Development FAR
<u>Main Street Commercial</u>	<u>MSC</u>	<u>15.0</u>	<u>15.0</u>	<u>1.0</u>	<u>1.0</u>

POLICY 2.109-A30: The purpose of the Main Street Commercial (MSC) land use is to provide for promote the redevelopment and infilling of linear concentrations of all types of commercial, office, residential, and institutional uses along a roadway that are located within a Redevelopment District.

SECTION 2.11X MAIN STREET COMMERCIAL CORRIDOR

OBJECTIVE 2.11X-A: Polk County shall recognize existing "Main Street Commercial Corridors" by their designation and mapping on the Future Land Use Map Series as Main Street Commercial Corridors (MSC) and shall promote the redevelopment and infilling of such areas through the establishment of criteria for the development of lands within Main Street Commercial Corridors.

POLICY 2.11X-A1: CHARACTERISTICS – Main Street Commercial Corridors are characterized by linear concentrations of all types of commercial, office, residential, and institutional uses along

a roadway that are located within a Redevelopment District, pursuant to Section 2.124-F. Some Main Street Commercial Corridors may contain existing industrial uses.

POLICY 2.11X-A2: DESIGNATION AND MAPPING - Existing linear corridors in Redevelopment Districts with non-residential areas shall be designated and mapped on the Future Land Use Map Series as "Main Street Commercial Corridors" (MSC).

POLICY 2.11X-A3: LOCATION CRITERIA – MSCs shall be allowed in all Development Areas, subject to the other locational criteria in this policy. MSCs shall only be located within Redevelopment Districts, as outlined in the Future Land Use Element of the Comprehensive Plan. The establishment of new MSCs or the expansion, extension (along the road), or increase in depth of an existing MSC shall only be permitted if the Redevelopment District where the MSC is to be located has an approved Redevelopment District Revitalization Plan pursuant to Policy 2.124-F3 of the Future Land Use Element, an Urban Infill and Redevelopment Area Plan and/or a Community Redevelopment Area (CRA) Plan, per Chapter 163, Florida Statutes, and the expansion is consistent with the applicable plan.

POLICY 2.11X-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Main Street Commercial Corridor shall conform to the following criteria:

a. Permitted uses include all types of neighborhood commercial, office, and institutional uses typically located along a roadway.

b. Existing single-family residential development is protected by the Vested Rights and Non-conformities provisions in Chapter 1 of the Land Development Code.

c. New residential development within the MSC shall only consist of duplex, triplex, quadraplex, and multi-family units.

d. Industrial and High-Impact-Commercial-type (HIC) development shall be limited to infilling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.

e. New development or redevelopment within a Main Street Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used. Cross-access easements connected parking lots, and/or alternate methods of property connection shall be required.

f. Interior traffic circulation shall facilitate safe bicycle and pedestrian movement.

g. Where the MSC abuts residential areas, new development or redevelopment of non-residential development shall be compatible with adjacent existing uses.

h. The Land Development Code shall contain regulations that are context-sensitive to their location in existing, developed areas. The Land Development Code shall also promote the redevelopment and/or revitalization of these corridors through the creation of regulations that promote an urban-oriented design, encourage the safe bicycle and pedestrian movement and

provide flexibility and creativity in site and building design, and encourage uses that meet the immediate needs of the surrounding residential areas.

i. To promote revitalization in MSCs, the maximum floor area ratio shall not exceed 1.0 for non-residential development, or Table 2.104.2 of the Future Land Use Element for MSCs located in the Transit Corridors and Centers Overlay (TCCO).

j. Residential development shall be limited to the range provided in the Residential High (RH) land use designation described in Policy 2.109-A1 or Table 2.104.1 of the Future Land Use Element for MSCs located in the Transit Corridors and Centers Overlay (TCCO).

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the request **IS compatible** with the surrounding land uses and general character of the area and **IS consistent** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCPAS-2026-6**.

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Background

This is a County-initiated request to the Comprehensive Plan Future Land Use Map for property in the Eloise Community Redevelopment Area (CRA). This request came about due to Land Development staff receiving a directive this past summer to examine the current land uses around the Freedom Tour property. The Freedom Tour, located west of Snively Avenue, between 1st and 2nd Streets next to the recently closed Florence Avenue, is an organization that provides food and disaster relief assistance.

Based on a review of existing land use and development trends in the area, staff prepared a proposal to designate portions of the block bounded by 1st & 2nd Streets, Snively Avenue, and the former Florence Avenue as Institutional. This was based on not only the existing Freedom Tour property, but also another church (the Eloise Church of Christ) located on 2nd Street. The remaining residentially used parcels on this block are also proposed to be designated as Institutional to allow for the eventual transition of those uses at such time as those property owners may wish to sell or convert to a different use. For the remainder of the block, along Snively Avenue, the proposal is to designate the existing auto-related commercial uses as Community Activity Center.

After creating the proposal for the Freedom Tour property and the remaining block, the surrounding properties were then examined. Based on this review, it was determined that because the existing residential uses on the north side of 1st Street would then be located between two non-residential areas (the existing commercial businesses along US 17 and the existing/proposed institutional uses on the south side of 1st Street). To allow for the eventual transition of the existing residential uses, an expansion of the existing Community Activity Center (CAC) designation is proposed.

Upon completing this proposal, staff presented it to the Eloise Community Redevelopment Agency Advisory Committee on September 2, 2025. At this meeting, the Committee not only endorsed the concept, but also requested staff to expand the scope of the proposal to include the entire Snively Avenue corridor. Based on this request, staff completed a study of the west side of Snively Avenue, from US 17 down to the property just south of Snively Elementary. As part of this request, a new land use district, to be called the Main Street Corridor, is proposed. A corresponding Plan Amendment (LDCPAL-2026-2) is in process to consider inclusion of this new land use into the Comprehensive Plan. The Planning Commission recommended approval of this request at their May 6, 2026 meeting. On June 2, 2026, The County Commission approved this request on first reading, which is also known as the Transmittal Hearing.

Staff then presented the revised proposal at the December 1st CRA Advisory Committee meeting. The Committee approved this proposal. Based on this action, a Community Meeting was held on Thursday, February 26th at the Brooks Community Center. At this meeting, Land Development staff, along with support from the Central Florida Regional Planning Council staff, gave a presentation to members of the Eloise Community. Many questions were answered, and the proposal seemed to be well received.

However, at the following Advisory Committee meeting that was held on March 2nd, both members of the community and committee members expressed concerns about the proposal. Their specific concerns were regarding potential development of the large tract (known as the Smith property). Additionally, some of the property owners that reside near Snively Elementary were concerned about the proposed MSC designation. As a result of community feedback, the MSC was modified to end at the 5th Street/Snively Avenue intersection.

After further review by staff based on the potential redevelopment opportunities for the Smith property, a special meeting was held on Monday April 13th with the Advisory Committee. At this meeting, the revised Future Land Use Map proposal was submitted to the Committee for review and comment. The change to this map was to include the Smith property, along with property fronting Snively Avenue between the Smith property and 6th Street. The maps included in this report reflect the new proposal. An additional meeting of the Eloise CRA Advisory Committee was held on June 1st to further discuss and refine the proposal. In addition to presenting the proposed land use changes, a detailed discussion of the proposed list of uses for the MSC land use district was included. The list of uses will be considered in the corresponding Land Development Code Text Amendment (LDCT-2026-13).

Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

A. Land Uses

The site is within a Transit Supportive Development Area (TSDA). TSDAs are areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development; be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon; be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options; include development criteria that promotes the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities; and improves access to employment areas, schools, shopping and recreational opportunities.

Currently, the site has a Future Land Use designation of Residential-Low (RL). The purpose of the Residential Low (RL) land use district is to provide areas for the low-density residential development in the urban areas of unincorporated Polk County. RL allows residential development at densities up to, and including, 5.00 DU/AC. The Residential-Low classification is characterized by single-family dwelling units, duplex units, and small-scale multi-family units.

There are three proposed designations as part of this request:

Community Activity Center (CAC) - The purpose of the Community Activity Center (CAC) land use district is to provide for shopping needs of residents living within a surrounding community. The CAC district permits special residential development, non-residential uses such as offices, department stores, supermarkets, restaurants and community facilities. A typical CAC is approximately twenty (20) to sixty (60) acres with approximately 150,000 to 500,000 square feet.

Institutional (INSTI) - Institutional areas are primarily characterized by private and public-service structures. These commonly include public and private educational facilities, government-administration buildings, public-safety structures (e.g. police and fire), cultural facilities (e.g. libraries, museums, and performing-arts theaters), and health-care facilities (e.g. hospitals, medical centers, clinics, nursing homes, adult day care centers, group homes, group living facilities, emergency shelters, residential treatment facilities).

Main Street Corridor (MSC) – The MSC land use district is a proposed new category that is currently under review (LDCPAL-2026-2). This case has received a recommendation of approval by the Planning Commission and has been approved for Transmittal to the Florida Department of Commerce. The purpose of the Main Street Commercial (MSC) land use is to provide for the redevelopment and infilling of linear concentrations of all types of commercial, office, residential, and institutional uses along a roadway that are located within a Redevelopment District. where the MSC is to be located has an approved Redevelopment District Revitalization Plan pursuant to Policy 2.124-F3 of the Future Land Use Element, an Urban Infill and Redevelopment Area Plan and/or a Community Redevelopment Area (CRA) Plan, per Chapter 163, Florida Statutes, and the expansion is consistent with the applicable plan.

The Eloise community is characterized by a mixture of different land uses. The east side of Snively Avenue is dominated by industrial uses and has both Business Park Center and Industrial land use classifications. On the west side of Snively Avenue, the area is predominantly residential (single—family and mobile homes), except for a 19.25-acre site. This property is grandfathered for agricultural trailer storage, and is currently used for vehicle storage, and related accessory uses.

Property fronting the west side of the Snively Avenue corridor, there are a mixture of uses between 1st Street and south of 9th Street. These uses include the following:

- Institutional lands (church, non-profit organization, community center, and Snively Elementary);
- Industrial (vehicle storage and accessory uses);
- Residential (single-family and mobile homes);
- Commercial property (auto sales and repair, plus retail); and
- Vacant lands.

There are several reasons why this request is considered to be compatible, and consistent with the Comprehensive Plan and Land Development Code.

Eloise is located within a Transit-Supportive Development Area. The proposed CAC, INST, and MSC designations are allowed in the TSDA.

The proposed CAC designation will recognize existing uses (retail sales, convenience store, auto sales/service). The request will also for the eventual transition of existing residences (next to the existing CAC designated property along US 17), on the north side of 1st Street, to a non-residential use.

Similar to the proposed CAC designation, the proposed INST area will recognize the existing institutional uses (The Freedom Tour facility and a church). It will also allow for the eventual transition of three single-family residences on the south side of 1st Street to non-residential uses as the area is redeveloped.

The most significant land use change is proposed for 21.62 acres of the 25.96-acre request to change from Residential-Low to Main Street Corridor (MSC). As previously mentioned, this 19.25-acre site is grandfathered for agricultural trailer storage, and is currently used for vehicle storage, and related accessory uses.

This property previously received approval of a Comprehensive Plan Amendment in 2003-2004 from Residential-Low (RL) to Industrial (IND) by the Board of County Commissioners (BoCC). However, after the CRA Board (which at that time, was comprised of citizens and not the BoCC, which is currently the case today), appealed the decision of the BoCC. As a result, the Amendment was overturned, and the property changed back to its current residential use.

The proposed designation of the site as part of the Main Street Corridor will allow for the transition of the site from industrial use to a more compatible residential, commercial, or institutional use, all of which are contemplated in the MSC designation. Redevelopment of this site could also facilitate the revitalization of the community and will further advance the goals of the Eloise CRA.

This request will recognize existing commercial and institutional uses through the proposed CAC and INST land use designations. The requested MSC designation is only allowed in areas that have an approved redevelopment plan. Because Eloise is in a Community Redevelopment Area (CRA) and has an adopted Community Redevelopment Area Plan per Chapter 163, Florida Statutes, this request is consistent with the MSC policies. The MSC could also lead to the redevelopment and revitalization of properties in Eloise, furthering the goals of the Eloise CRA.

The proposed designations will promote a more gradual transition of uses between the more intensive industrial uses on the east side of Snively Avenue and the lower-density residential uses on the west side of Snively Avenue. A similar effect will occur with the proposed CAC expansion and INST designation locating between the more intensive uses along US 17, and the lower density residential uses south of 1st and 2nd Streets. For these reasons, this request is compatible and consistent with the applicable policies in the Comprehensive Plan.

The corresponding Land Development Code (LDC) Text Amendment provides a list of permitted, conditional, and prohibited uses in the MSC District. More specifically, it prohibits industrial, automotive-related, and alcohol-related uses (at the request of the Eloise community). contains restrictions and limitations on industrial and automotive-related uses. These restrictions are proposed to minimize the potential for adverse impacts to occur on adjoining residential uses and will further ensure compatible development of the area. Combined with additional development restrictions for multi-family uses (to address concerns raised by the community), these changes are intended to promote the redevelopment and revitalization of Eloise, which is a Community Redevelopment Area (CRA).

B. Infrastructure:

According to Comprehensive Plan POLICY 2.102-A1: DEVELOPMENT LOCATION, “Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.”

The site is located in the Transit-Supportive Development Area (TSDA), where connection to water and sewer is required.

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1 Future Land Use Map Districts and Existing Uses

Northwest Linear Commercial Corridor (LCC) Community Activity Center (CAC) Convenience store, retail plaza, & service/repair shops	North Community Activity Center (CAC) Auto parts store	Northeast Business Park Center (BPC) Vacant
West Residential-Low (RL) Single-family and mobile homes	Subject Site Residential Low (RL) Institutional (churches, social service facilities), commercial (retail, auto sales), miscellaneous industrial facilities	East Business Park Center (BPC); Industrial (IND) Cold storage, convenience store, residential
Southwest Residential -Low (RL), City of Eagle Lake Single-family residential	South Residential Low (RL) Single-family residential and mobile homes	Southeast Industrial (IND) Cold storage

Nearest and Zoned Elementary, Middle, and High School

The schools zoned for the subject property are listed in Table 2 below. Because the request is for non-residential uses, the request will not impact school concurrency.

Table 2: School Information

School	Annual Estimated Demand	Distance from Subject Site
Snively Elementary	0	0 mile
Denison Middle School	0	2.2 miles
Winter Haven Senior High School	0	1.85 miles

Source: Polk County School Board website

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Sheriff response times are not as much a function of the distance to the nearest sheriff's substation rather more a function of the overall number of patrol officers within the County. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered.

Fire Rescue staff also offered the following comments regarding this project: "Optimal response times are estimated to be between 10 and 12 minutes but can vary significantly based on many factors. Station 17 is staffed 24/7 with career firefighters and augmented by response from other county fire and ambulance stations and through an automatic aid interlocal agreement. Note that Station 17 is scheduled to be rebuilt at a new location on Cameron Road. Once completed and operational, the travel distance will decrease to 1.7 miles, and response times should be reduced by one to two minutes."

Table 3 provides a breakdown of response times and travel distances for emergency services.

Table 3 Public Safety Information

	Name of Station	Distance	Response Time*
Sheriff	Northcentral District, located at 3635 Avenue G., NW, Winter Haven	4.50 miles	P1: 09:56 minutes P2: 26:35 minutes
Fire/ EMS	Polk County Fire Rescue Station 17, located at 185 S 3 rd Street, Eagle Lake.	2.6 miles	10-12 minutes

*Source: Polk County Sheriff's Office and Public Safety *Response times are based on when the station receives the call and not from when the call is made to 911.*

Water and Wastewater

The subject property is in a Transit-Supportive Development Area (TSDA), where connection to public water and sewer is required. The City of Winter Haven provides water and sewer service in Eloise.

A. Estimated Demand:

The development of the property under the proposed land use designation should not negatively impact the minimum LOS for the existing facilities, due to the relatively low consumption and generation rates, plus the presence of flows from existing development.

The following analysis is based on only the 21.62 acres proposed to be designated as Main Street Corridor (MSC). Because the other proposed land use designations (CAC and INST) reflect existing uses, it is not anticipated that there will be significant redevelopment. In contrast, the lands proposed for the MSC designation (mainly residential, vacant, or industrial) could be redeveloped to a different use. Using the 21.62 acres of MSC multiplied by a maximum FAR of 1.0 results in a maximum development potential of 941,767 square feet.

Table 4 Estimated Water and Sewer Impact Analysis

Maximum Allowable Use: RL – 21.62 AC of site @ 5 DU/AC = 108 DU MSC – 21.62 AC/941,767 SF of site *1.0 FAR = 941,767 SF	Estimated Impact Analysis Residential Suburban (RL) to Main Street Corridor (MSC) Development Area: TSDA	
	Current Land Use designation RL	Proposed Land Use designation MSC
Current Maximum Allowable Use	108 DU	941,767 Square Feet (SF)
Potable Water Consumption	108 DU * 250 GPD/DU = 27,000 GPD	941,767 SF * .22 GPD/SF = 207,189 GPD
Wastewater Generation	108 DU * 200 GPD/DU = 21,600 GPD	941,767 SF * .165 GPD/SF (80% of water usage) = 155,392 GPD

GPD – Gallons Per Day

Source: Polk County Concurrency Manual and Polk County Utilities: Single-Family (Detached) 250 GPD/DU (water) & 200 GPD/DU (sewer); Retail; 22 GPD/SF (water) & .165 GPD/SF (sewer)

Portions of Eloise are within the Transit Centers and Corridors Overlay (TCCO) and are eligible for higher densities/intensities per Policy 2.104-A7 of the Future Land Use Element. However, for the purpose of this analysis, those additional densities/intensities were not considered.

B. Available Capacity:

Because this property is in a Transit-Supportive Development Area, connection to public water or sanitary sewer services is required. According to the City of Winter Haven, as of January 31, the City has 1.047 mgd of potable water capacity available for permitting and 1.854 mgd of wastewater treatment capacity available at Wastewater Treatment Plant 3 available for permitting.

C. Planned Improvements:

No information is known currently about any planned improvements to utilities in this area.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic volumes. The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

The proposed Comprehensive Plan Amendment is not anticipated to affect surrounding roadways or transportation network. The Amendment will not change the LOS below the minimum established standards.

A. Estimated Demand:

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate.

The following analysis is based on only the 21.62 acres proposed to be designated as Main Street Corridor (MSC). Because the other proposed land use designations (CAC and INST) reflect existing uses, it is not anticipated that there will be significant redevelopment. In contrast, the lands proposed for the MSC designation (mainly residential, vacant, or industrial) could be redeveloped to a different use. Using the 21.62 acres of MSC multiplied by a maximum FAR of 1.0 results in a maximum development potential of 941,767 square feet.

Table 5 Estimated Transportation Impact Analysis

Maximum Allowable Use: RL – 21.62 AC of site @ 5 DU/AC = 108 DU MSC – 21.62 AC/941,767 SF of site *1.0 FAR = 941,767 SF	Estimated Impact Analysis Residential Suburban (RL) to Main Street Corridor (MSC) Development Area: TSDA	
	Current Land Use designation	Proposed Land Use designation
	RL	MSC
	108 DU	941,767 Square Feet (SF)
Average Annual Daily Trips (AADT)	DU *7.81 trips/1 DU = 843 AADT	941,767 SF * 44.72 trips/1,000 SF *.76 new trips = 32,008 AADT
PM Peak Hour Trips	108 DU * 1 trips/1 DU = 108 PM Peak Hour Trips	941,767 SF * 4.86 trips/1,000 SF *.76 new trips = 3,479 Peak Hour Trips

Source: Concurrency Manual and Table for Minor Traffic Study – Single Family Detached Housing– 7.81 AADT/1 DU, 1 peak-hour trips/1 DU; Free Standing Discount Store (ITE 815) – 44.72 AADT/1,000 SF, 64 peak-hour trips/1,000 SF.

Portions of Eloise are within the Transit Centers and Corridors Overlay (TCCO) and are eligible for higher densities/intensities per Policy 2.104-A7 of the Future Land Use Element. However, for the purpose of this analysis, those additional densities/intensities were not considered.

B. Available Capacity:

The Polk Transportation Planning Organization (TPO) monitors certain roadways based on maximum approved traffic in comparison to current vehicle trips to determine what capacity is available.

Table 6, below, charts the generalized available capacity of the most-affected links.

Table 6 Available Capacity

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hour Projected LOS
4168N	CR 655 (Snively Avenue) From: Bomber Road To US 17	C	220	D	C
4168S	CR 655 (Snively Avenue) From: Bomber Road To US 17	C	193	D	C

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025

As identified above, Snively Avenue has sufficient PM peak hour capacity to support future development activity. Given the complexity of any traffic analysis, it is difficult to determine the future impact of redevelopment on Snively Avenue at this time.

Snively Avenue is a County-maintained Urban Collector, per the Polk County TPO Roadway Network Database, with an estimated pavement width of 40 feet.

C. Roadway Conditions:

Most of Snively Avenue and 1st thru 9th Street has a Pavement Condition Index rating of “Fair”. The portion of Snively Avenue between US 17 & 1st Street, and between 5th and 7th Street, plus 5th Street, have a rating of “Poor”.

D. Planned Improvements:

There are no known improvements for Snively Avenue at this time. Once the Thompson Nursery Road extension is completed and traffic patterns have readjusted, there may be a reassessment of Snively Avenue.

E. Mass Transit:

Route 40/44, Winter Haven Southside, serves Eloise. There is a sheltered bus stop located between 7th and 8th Street, in front of the Brooks Community Center.

F. Sidewalks:

There are sidewalks along the west side of Snively Avenue.

Park Facilities and Environmental Lands:

The closest County Park is Snively-Brooks Park, located west of the site. Because the proposed amendment is predominantly non-residential uses, it will not have an impact on this facility.

A. Location:

The Snively-Brooks Park is located at 123 9th Street, Winter Haven.

B. Services:

This park has baseball, softball and multi-purpose fields, as well as basketball courts. There is also a walking path, playground, restrooms, picnic tables and picnic shelters.

C. Multi-use Trails:

There are no multi-use trails in the immediate area. According to the Polk GIS Viewer, the closest trails can be found at the Circle B Bar Reserve, 7 miles from the site.

Environmental Lands:

The closest conservation area is 1,735 feet south of the site and is a 295-acre tract as part of the Thompson Nursery Road extension. East of Eloise and the CSX railroad is a 120.68-acre parcel owned by Polk County, called Lake Lulu Wetlands. Eloise is not in the Florida Wildlife Corridor.

Environmental Conditions

Portions of the site contain wetlands and are within a flood hazard area.

A. Surface Water:

There are no surface waters on the site, but there is a drainage canal on the west side of the Eloise neighborhood. The site is also in the Peace Creek Stressed Drainage Basin/Watershed.

B. Wetlands/Floodplains:

The western portions of the Smith property (the larger tracts located in the subject area) contain wetlands and are in a Zone “AE” floodplain (Elevation 131.5).

C. Soils:

The site is comprised of Pomona-Urban Land Complex, Urban Land, Smyrna and Myakka Fine Sands, and Kaliga Muck, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Table 7, lists the soils associated with the subject site.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings Without Basements	% of Site (approximate)
Pomona-Urban Land Complex	Severe: wetness, perc’s slowly	Severe: cutbacks cave, wetness	55.7%
Urban Land	Severe: wetness, poor filter.	Severe: cutbacks cave, wetness	23.1%
Smyrna and Myakka Fine Sands	Severe: wetness, poor filter.	Severe: cutbacks cave, wetness	9.7%
Kaliga Muck	Severe: ponding, poor filter	Severe: cutbacks cave, excess humus, ponding	11.5%

Source: Soil Survey of Polk County, Florida 1985, USDA, Soil Conservation Service

Any future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual.

D. Protected Species, Polk Green, Conservation Easements and Wildlife Corridor

According to the Polk County Protected Species Observations Map dated July 22, 2021, the site is located within one mile of eagle nests. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

The PolkGreen Map displays this site as in a potential connection of an overall natural network. The closest conservation area is 1,735 feet south of the site, part of a 295-acre tract as part of the Thompson Nursey Road extension.

E. Archeological Resources:

Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

F. Wells (Public/Private):

The site is not within a Wellfield Protection District.

G. Airports:

This property is within the Height Notification Zone for the Bartow Municipal Airport Impact District.

Economic Factors:

The purpose of this amendment, and the designation of properties with the Main Street Corridor Land Use designation, is to promote the redevelopment/revitalization of property on the Snively Avenue Corridor. The 2018 Eloise Community Redevelopment Plan Update also has a strategic goal to "Create greater access to higher wage jobs to the employment base in Eloise." This amendment will assist in reaching this goal.

Redevelopment/revitalization of the area will also promote the construction of buildings and site development activities create temporary jobs. Any new business activity that occurs at this site will need more goods and services, thereby generating more economic activity.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The proposed location of the Main Street Corridor between the existing residential neighborhood on the west side of Snively Avenue and the existing industrial uses on the east side of Snively Avenue can provide for better compatibility by providing a gradual scaling of uses.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided; b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	The Eloise community, as an existing urban area, complies with the factors listed in this policy.
POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria: a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development; b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon; c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;	The site is in a Transit-Supportive Development Area (TSDA).
POLICY 2.110-E1, CHARACTERISTICS - Community Activity Centers, states that they are intended to accommodate the shopping needs of residents living within the community and generally contain a shopping center and other commercial and office uses within close proximity. General (approximate) characteristics of Community Activity Centers are: Usable Area: Over 20 acres to 60 acres	The land proposed for the Community Activity Center designation will be included as part of the CAC location at the US 17 Snively Avenue intersection. This proposed change will further the redevelopment of property that already contains some non-residential uses.

Comprehensive Plan Policy	Consistency Analysis
Gross Leasable Area (GLA): 150,000 to 500,000 square feet Minimum Population Support: 20,000 to 80,000 people Market-Area Radius: 2 miles or more Typical Leading Tenant: Variety, Discount, or Department Store Other Typical Tenants: Supermarket, Theater, Offices, Restaurant, Drug Store, Professional Services.	
POLICY 2.110-E4: DEVELOPMENT CRITERIA - Development within a Community Activity Center shall conform to the following criteria: a. Community Activity Centers shall have frontage on, or direct access to, an arterial or collector roadway, or a frontage road or service drive which directly serves an arterial or collector roadway. b. Different uses within a Community Activity Center shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical. c. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic. d. Buffering shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions. e. New residential shall be limited to Special Residential and shall not exceed 30 percent of the total area of the community activity center. Location of residential units above stores shall be encouraged by not considering such units against the maximum residential percentages. f. There shall be no limits on the mix of office and commercial uses within a Community Activity Center. g. The maximum floor area ratio shall not exceed 0.30 unless developed as a Planned Development. h. Planned Developments within the Community Activity Center may be permitted a maximum floor area ratio up to 1.0 and a maximum residential density of 25 dwelling units per acre. Intensity and density increases shall only be awarded to innovative, efficient, and compatible Planned Development proposals that are consistent with the general district characteristics and are located within the TSDA and UGA. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.	The request to include additional property as part of the existing Community Activity Center located at the US 17/Snively Avenue intersection.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.116-A1: CHARACTERISTICS - Institutional areas are primarily characterized by private and public-service structures.	There are numerous institutional uses in the area, including social service facilities, churches, and schools.
POLICY 2.116-A4: DEVELOPMENT CRITERIA - Institutional development shall conform to the following criteria: a. Institutional uses include but are not limited to: private and public-service structures. These commonly include: 1. public and private educational facilities; 2. government-administration buildings; 3. public safety structures (e.g. police and fire); 4. cultural facilities (e.g. libraries, museums, and performing-arts theaters); 5. health-care facilities e.g. hospitals, medical centers, clinics, nursing homes, adult day care centers, group homes, group living facilities, emergency shelters, residential treatment facilities [1]. b. Large institutional areas should be designed so that the more intensive uses are at the center of the development, with less intensive uses near the fringes. c. Prior to site planning, the School Board, independent special districts and other governmental entities shall communicate to one another to pursue potential colocation of government services. d. Commercial uses within institutional areas mapped on the Future Land Use Map Series shall be primarily for the purpose of serving the institutions within the area and shall be limited to a scale appropriate for that purpose. e. Institutional sites shall be designed to provide for: 1. Adequate parking to meet the present and future demands of the use. 2. Buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions. f. Multi-family residential uses may be permitted at densities up to and including 15 dwelling units per acre as part of a Planned Development. Residential uses may be permitted according to the following: 1. Residential uses shall only be established adjacent to or in conjunction with a university, college, vocational school or other similar educational institution.	Besides recognizing institutional uses, the proposed Main Street Corridor (MSC) Land Use will also allow Institutional Uses.

Comprehensive Plan Policy	Consistency Analysis
2. Residential development shall be intended to primarily meet the housing needs for students and facility members of the nearby educational institution. g. Recreational uses accessory to the institutional use or compatible with the location of the institutional district.	
POLICY 2.124-F1: DESIGNATION AND PURPOSE - Redevelopment Districts, and Redevelopment District Revitalization Plans, are intended to: a. utilize a comprehensive, strategic approach to identify the special needs of unincorporated communities comprised of predominantly low and moderate income residents; b. involve neighborhood residents in every phase of the planning process; c. develop action plans to meet the identified needs including, but not limited to, social and community services, infrastructure, transportation, economic development, law enforcement, and affordable housing; d. promote an enhanced living environment for the community, and a higher quality of life for community residents; e. promote the economic vitality of the community through the development of employment and business opportunities for community residents; f. encourage multi-model transportation options, particularly pedestrian and bicycle travel; and g. encourage community cohesion by promoting opportunities for the interaction of community residents, thereby engendering community pride, empowerment of residents, identification with, ownership of and participation in revitalization efforts, and a "sense of place."	The proposed Main Street Corridor Land Use will promote the economic vitality of the community through the development of employment and business opportunities for community residents by allowing for commercial and office uses.
POLICY 2.124-F4: REDEVELOPMENT ACTIVITIES states that Redevelopment District Revitalization Plans shall implement the purpose and intent of Policy 2.124-F1 and shall conform to the following requirements: a. PERMITTED USES: In keeping with the purpose and intent of this section, the following uses may be permitted within a Redevelopment District Revitalization Plan: 1. Residential (single-family and multi-family) 2. Commercial 3. Institutional 4. Recreation and Open Space 5. Preservation 6. Specialized Uses, subject to the provisions of Section 2.125	Item #6 under the development criteria specifically lists the words "Main Street" in that section. The proposed Main Street Corridor land use will accomplish this goal.

Comprehensive Plan Policy	Consistency Analysis
7. Housing for workers (agricultural, industrial, construction and hospitality trades) b. DEVELOPMENT CRITERIA: 1. Non-residential uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. Where permitted by the Redevelopment District Revitalization Plan, non-residential uses may include, but are not limited to, grocery stores, personal service shops, gas stations, restaurants, specialized and general retail, medical and professional offices, and community facilities such as neighborhood centers, churches, schools, community-oriented policing substations, and day care centers. 2. Non-residential uses should be centrally located within the community and within comfortable walking distance for a majority of the area's residents. 3. Non-residential uses shall have direct access to a collector or arterial roadway. 4. Appropriate mixes of housing types shall be permitted where such mixes will be compatible with immediate adjacent existing residential development. Development incentives shall be provided to encourage and stimulate workforce housing, affordable housing and housing for special needs groups. Such incentives shall include, but not be limited to: (a) Density and intensity increases up to 150% of the district standards, (b) Expedited permitting; and (c) Design flexibility, additionally (d) May include special impact fee consideration in such circumstances as adopted and codified by the BoCC. Such incentives shall be linked directly to the provision of affordable, workforce or special needs housing on a case-by-case basis and require that the housing remain dedicated to the particular housing type for which the incentive was awarded for a minimum of twenty years through a deed restriction or similar measure. Furthermore, no increase in density or intensity can occur unless adequate water, sewer, roadway and public-school capacity exists or are planned to be available to meet the need of the additional development. 5. Commercial and office uses shall be permitted in Redevelopment District Revitalization Plans. Redevelopment District Revitalization Plans may include up to 10% of the total area of redevelopment district for commercial and office uses. Designation of an area exceeding the additional 10% shall require a Comprehensive Plan amendment. 6. It is fundamental to all revitalization plans those commercial uses, if included in the land use design, shall be oriented toward the historically established town center, main street, or placed in isolated neighborhood market sites that are restricted to a very limited scale of commercial activity and located only at the intersection of major collector roads. Linear commercial development shall not be allowed,	

Comprehensive Plan Policy	Consistency Analysis												
unless it is clearly evident that it is consistent with the traditional development pattern of the community. 7. Appropriate buffering shall be provided between non-residential uses and residential uses.													
<u>PROPOSED MAIN STREET CORRIDOR (MSC) POLICIES (LDCPAL-2026-2):</u> <u>POLICY 2.109-A1: LAND USE CATEGORIES ESTABLISHED -</u> <u>The following land use categories are hereby established for the Polk County Comprehensive Plan:</u> <table><tr><td></td><td>Map Symbol</td><td>Maximum Standard Residential Density</td><td>Maximum Planned Development Density</td><td>Standard Non-residential FAR</td><td>Maximum Planned Development FAR</td></tr><tr><td><u>Main Street Commercial</u></td><td><u>MSC</u></td><td><u>15.0</u></td><td><u>15.0</u></td><td><u>1.0</u></td><td><u>1.0</u></td></tr></table> <u>POLICY 2.109-A30: The purpose of the Main Street Commercial (MSC) land use is to provide for promote the redevelopment and infilling of linear concentrations of all types of commercial, office, residential, and institutional uses along a roadway that are located within a Redevelopment District.</u> <u>SECTION 2.11X MAIN STREET COMMERCIAL CORRIDOR</u> <u>OBJECTIVE 2.11X-A: Polk County shall recognize existing "Main Street Commercial Corridors" by their designation and mapping on the Future Land Use Map Series as Main Street Commercial Corridors (MSC) and shall promote the redevelopment and infilling of such areas through the establishment of criteria for the development of lands within Main Street Commercial Corridors.</u> <u>POLICY 2.11X-A1: CHARACTERISTICS – Main Street Commercial Corridors are characterized by linear concentrations of all types of commercial, office, residential, and institutional uses along a roadway that are located within a Redevelopment District, pursuant to Section 2.124-F. Some Main Street Commercial Corridors may contain existing industrial uses.</u> <u>POLICY 2.11X-A2: DESIGNATION AND MAPPING - Existing linear corridors in Redevelopment Districts with non-residential areas shall be designated and mapped on the Future Land Use Map Series as "Main Street Commercial Corridors" (MSC).</u> <u>POLICY 2.11X-A3: LOCATION CRITERIA – MSCs shall be allowed in all Development Areas, subject to the other locational criteria in this policy. MSCs shall only be located within Redevelopment Districts, as outlined in the Future Land Use Element of the Comprehensive Plan. The establishment of new MSCs or the expansion, extension (along the road), or increase in depth of an existing MSC shall only permitted if the Redevelopment District where the MSC is to be located has an approved Redevelopment District Revitalization Plan pursuant to Policy 2.124-F3 of the Future Land Use Element, an Urban Infill and Redevelopment Area Plan</u>		Map Symbol	Maximum Standard Residential Density	Maximum Planned Development Density	Standard Non-residential FAR	Maximum Planned Development FAR	<u>Main Street Commercial</u>	<u>MSC</u>	<u>15.0</u>	<u>15.0</u>	<u>1.0</u>	<u>1.0</u>	The proposed request is consistent with these policies. Eloise is in a Community Redevelopment Area, and has an adopted Community Redevelopment Plan.
	Map Symbol	Maximum Standard Residential Density	Maximum Planned Development Density	Standard Non-residential FAR	Maximum Planned Development FAR								
<u>Main Street Commercial</u>	<u>MSC</u>	<u>15.0</u>	<u>15.0</u>	<u>1.0</u>	<u>1.0</u>								

Comprehensive Plan Policy	Consistency Analysis
<u>and/or a Community Redevelopment Area (CRA) Plan, per Chapter 163, Florida Statutes, and the expansion is consistent with the applicable plan.</u> <u>POLICY 2.11X-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Main Street Commercial Corridor shall conform to the following criteria:</u> <u>a. Permitted uses include all types of neighborhood commercial, office, and institutional uses typically located along a roadway.</u> <u>b. Existing single-family residential development is protected by the Vested Rights and Non-conformities provisions in Chapter 1 of the Land Development Code.</u> <u>c. New residential development within the MSC shall only consist of duplex, triplex, quadraplex, and multi-family units.</u> <u>d. Industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.</u> <u>e. New development or redevelopment within a Main Street Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used. Cross-access easements connected parking lots, and/or alternate methods of property connection shall be required.</u> <u>f. Interior traffic circulation shall facilitate safe bicycle and pedestrian movement.</u> <u>g. Where the MSC abuts residential areas, new development or redevelopment of non-residential development shall be compatible with adjacent existing uses.</u> <u>h. The Land Development Code shall contain regulations that are context-sensitive to their location in existing, developed areas. The Land Development Code shall also promote the redevelopment and/or revitalization of these corridors through the creation of regulations that promote an urban-oriented design, encourage the safe bicycle and pedestrian movement and provide flexibility and creativity in site and building design, and encourage uses that meet the immediate needs of the surrounding residential areas.</u> <u>i. To promote revitalization in MSCs, the maximum floor area ratio shall not exceed 1.0 for non-residential development, or Table 2.104.2 of the Future Land Use Element for MSCs located in the Transit Corridors and Centers Overlay (TCCO).</u> <u>j. Residential development shall be limited to the range provided in the Residential High (RH) land use designation described in Policy 2.109-A1 or Table 2.104.1 of the Future Land Use Element</u>	

Comprehensive Plan Policy	Consistency Analysis
for MSCs located in the Transit Corridors and Centers Overlay (TCCO).	

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, the proposed request is not considered to be urban sprawl.

Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

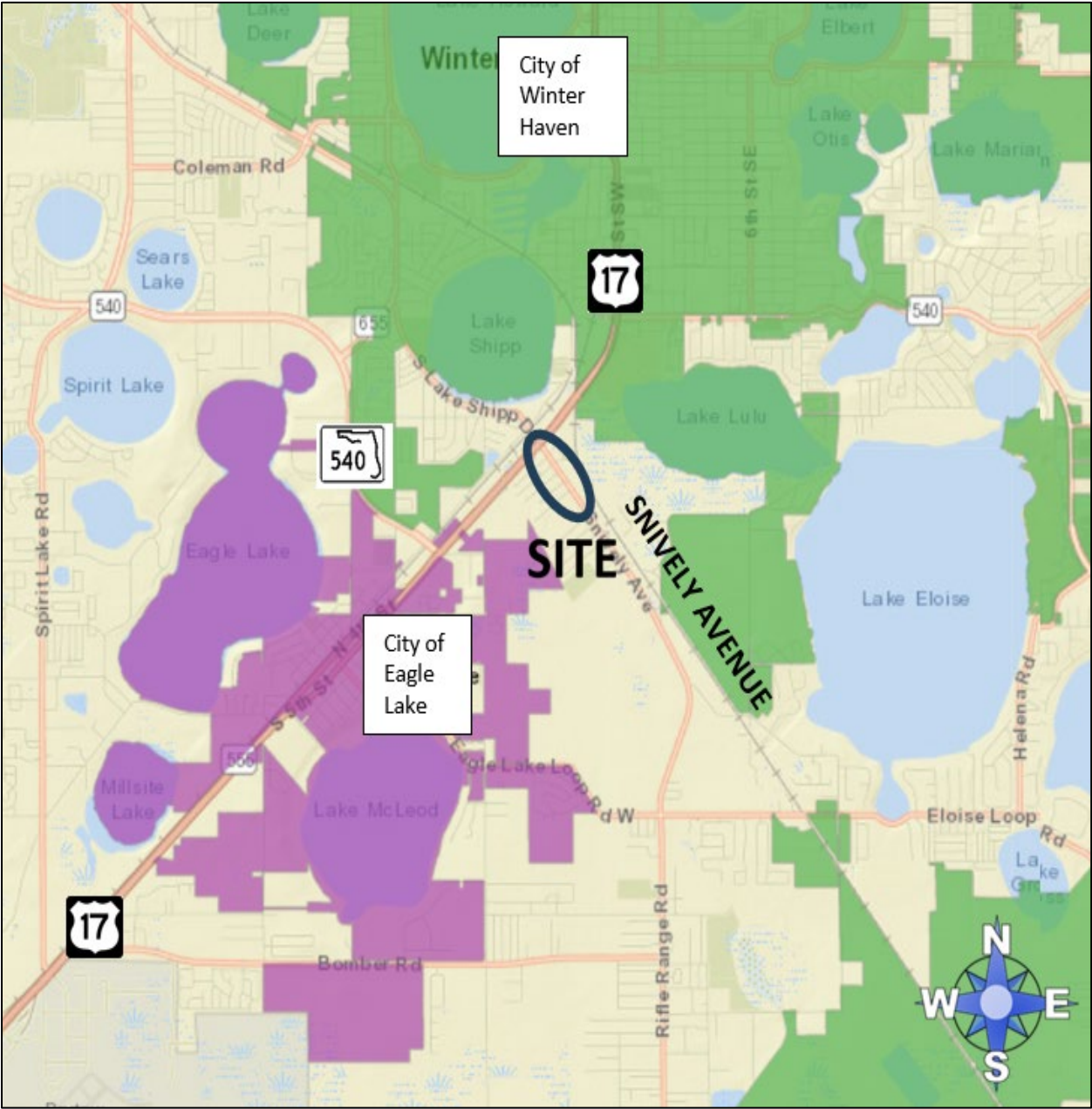
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

Comments From Other Agencies:

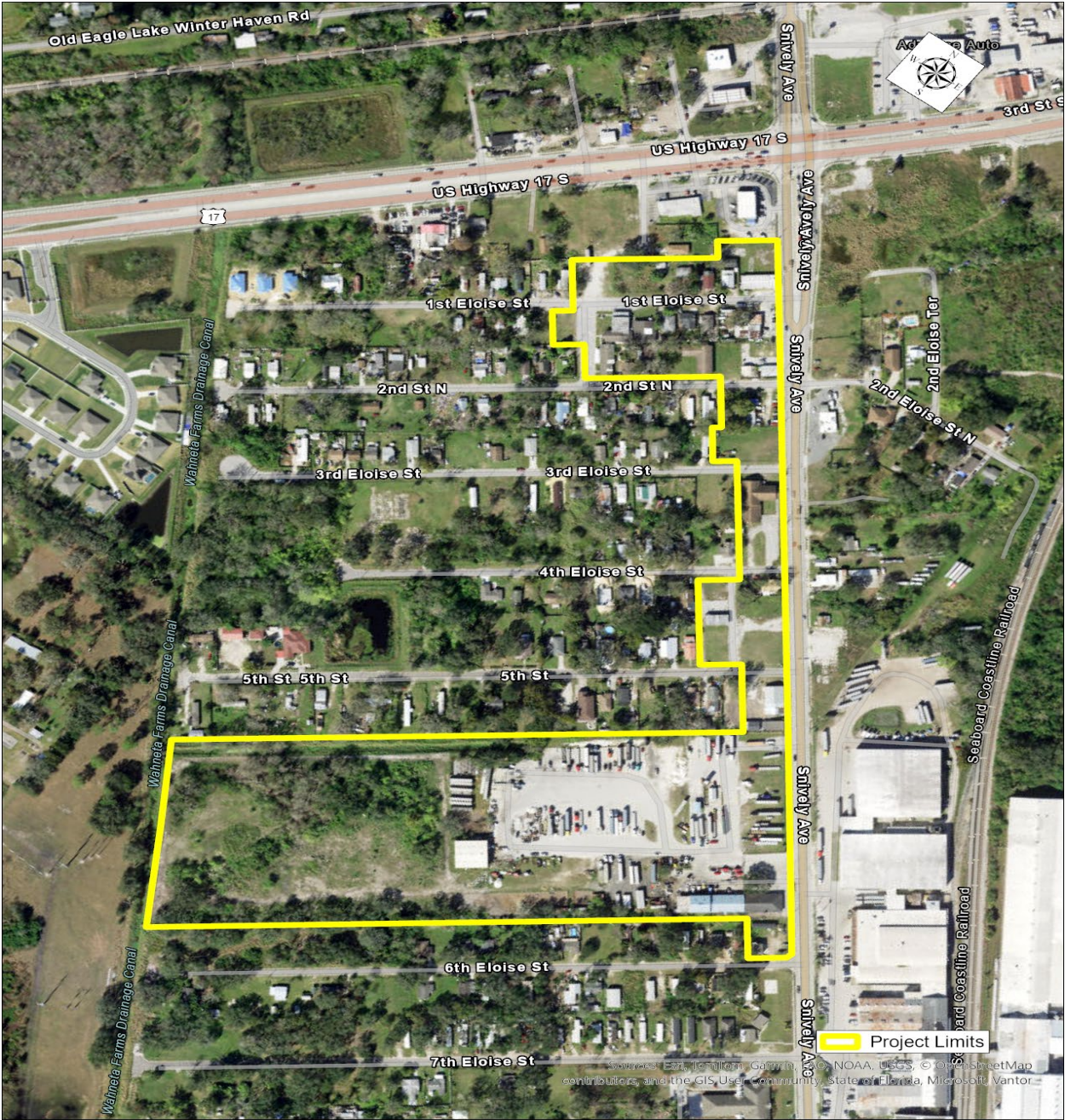
An email was sent to the City of Winter Haven on February 17th informing them about this request. City staff responded by stating that they serve this area with water and sanitary sewer service.

Exhibits:

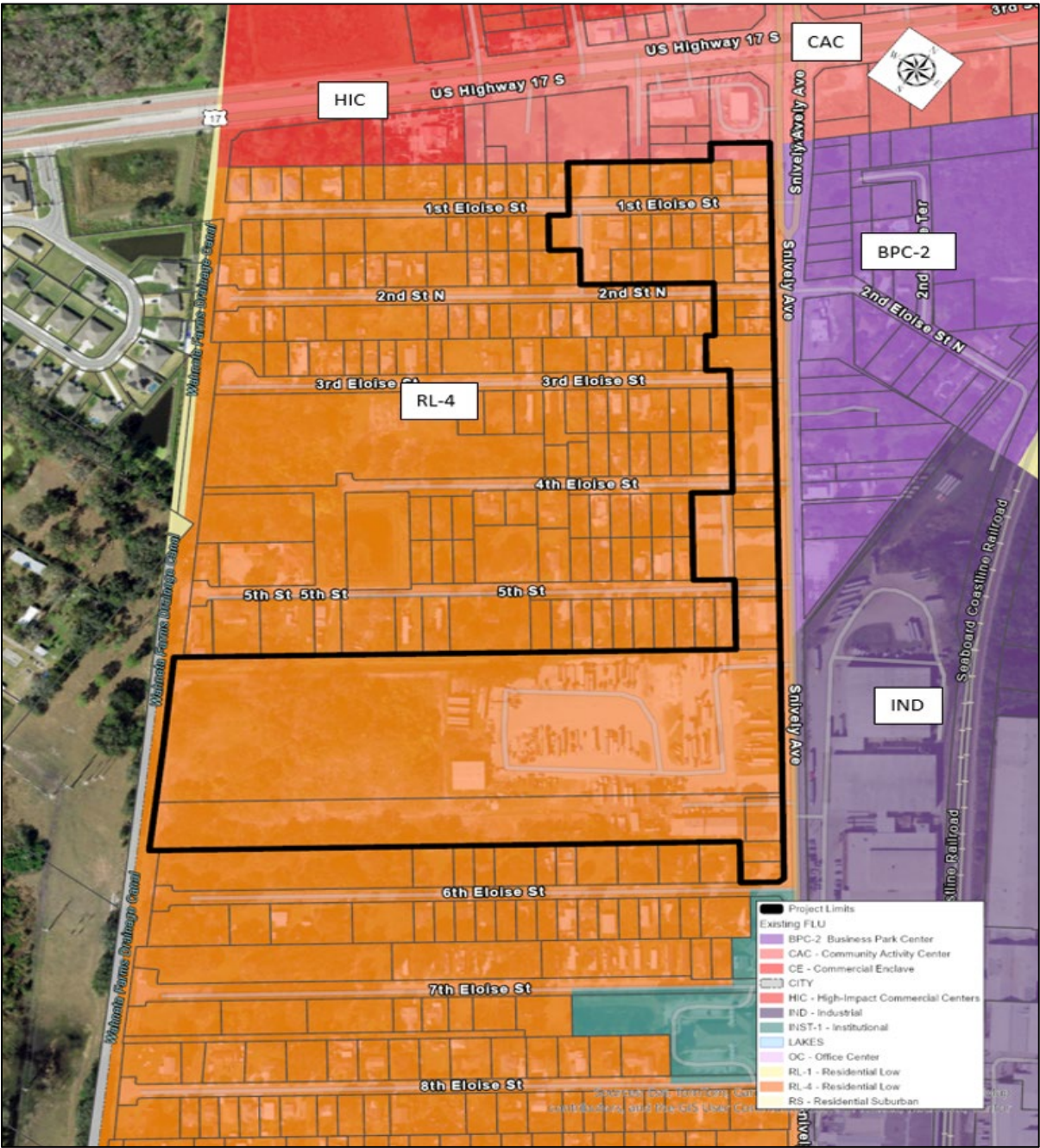
- Exhibit – 1 Location Map
- Exhibit – 2 2023 Aerial Photo
- Exhibit – 3 Current Future Land Use Map
- Exhibit – 4 Proposed Future Land Use Map
- Exhibit – 5 Proposed Text Change
- Exhibit – 6 Permitted and Conditional Uses for the Main Street Corridor (MSC) Land Use District



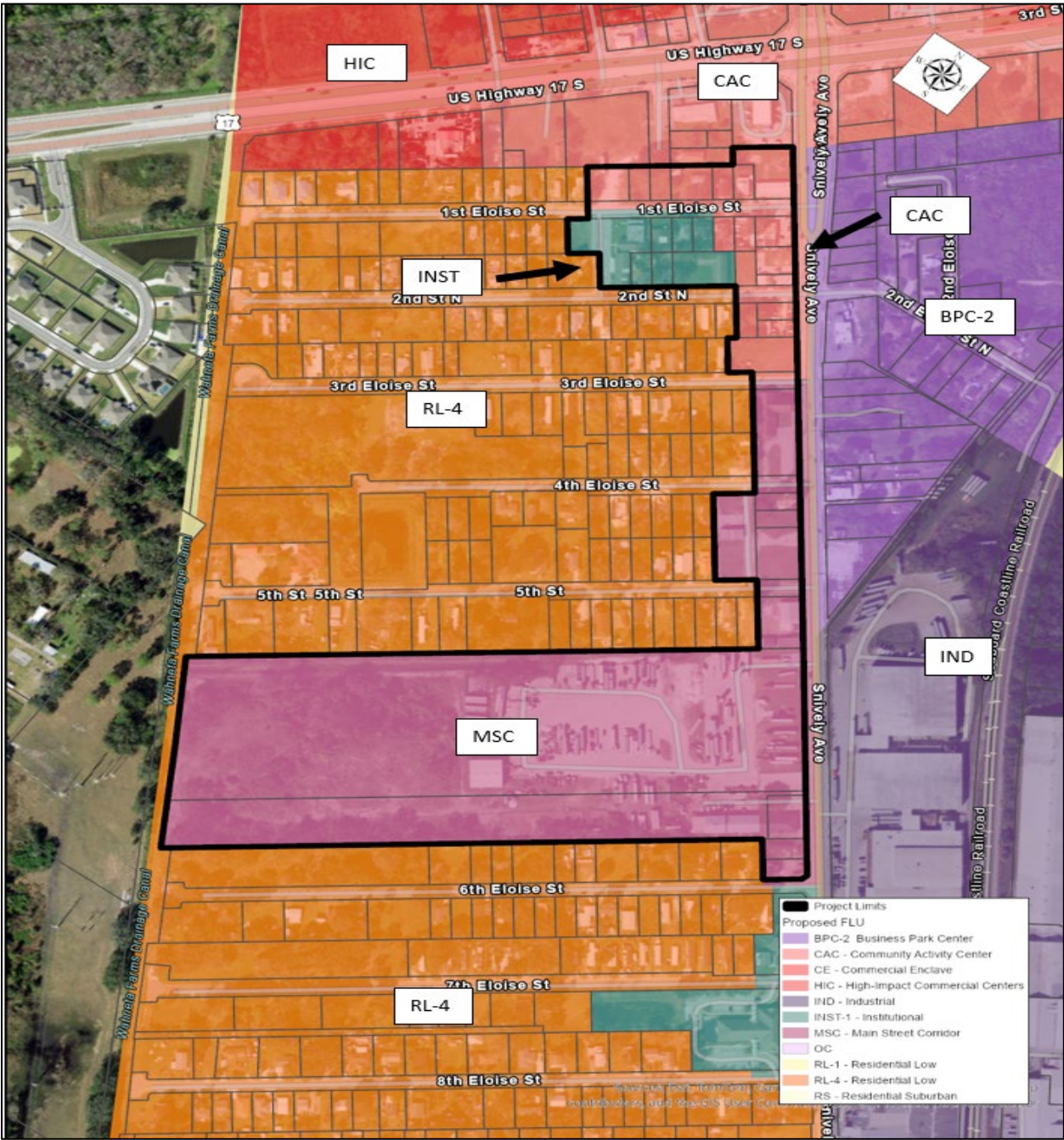
Location Map



2023 Aerial Photo



Current Future Land Use Map



Proposed Future Land Use Map

APPENDIX 2.135 PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS

SECTION 2.135-Y - Development Guidelines for property designated as Main Street Corridor (MSC) within the Eloise Community Redevelopment Area (CRA).

OBJECTIVE 2.135-Y: Through the adoption of LDCPAS 2026-6, this section of the plan enables this specific property to be developed in the Main Street Corridor (MSC) land use in a limited fashion as established in the Polk County Land Development Code with conditions adopted into the Land Development Code through LDCT-2026-13.

POLICY 2.135-Y1: DESIGNATION AND MAPPING - Land use for this parcel shall be designated and mapped on the Future Land Use Map Series as Main Street Corridor (MSC).

POLICY 2.135-Y2: DEVELOPMENT CRITERIA - Development within this MSC area shall conform to the criteria consistent with the development standards adopted for this parcel in the Polk County Land Development Code, including the conditions adopted into the Land Development Code through LDCT-2026-13.

Proposed Text Change

Permitted and Conditional Uses for the Main Street Corridor (MSC) Land Use District

Permitted Uses:

Farming General
Government Facility
Nurseries and Greenhouses
Office
Personal Service
Research and Development
Retail, Less than 10,000 sq. ft.
Studio, Production
Utilities Class I
Utilities Class II

Conditional Uses:

C1 Uses (Staff Approval):

Duplex, Two-Family Attached
Group Home, Small (6 or less residents)
Recreation (Passive)

C2 Uses (DRC Approval):

Childcare Center
Clinics & Medical Offices
Community Center
Convenience Stores, Isolated
Cultural Facility
Event Facility
Financial Institution
Funeral Home & Related Facilities
Medical Marijuana Dispensaries
Nurseries, Retail
Recreation, Low-Intensity
Recreation & Amusement General
Religious Institution
Restaurant, Sit-down/Take-out
Retail, 10,000 - 34,999 sq. ft.
Retail, 35,000 - 64,999 sq. ft.
Veterinary Service

C3 Uses (Planning Commission Approval):

Multi-family (with some restrictions)
Planned Development
Adult Day Care Center (7 or more clients)
Bed and Breakfast
Hotels and Motels
Kennels, Boarding and Breeding
Retail, More than 65,000 sq.ft.
Retail, Outdoor Sales/Display
School, Leisure/Special Interest
School, Technical/Vocational/Trade and Training
Utilities Class III

C4 Uses (County Commission Approval):

Transitional Area Development

ORDINANCE NO. 26 - ____

AN ORDINANCE OF POLK COUNTY, FLORIDA ADOPTING **LDCPAS-2026-6**; AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION ON 25.96+/- ACRES FROM RESIDENTIAL-LOW (RL) TO MAIN STREET CORRIDOR (MSC), COMMUNITY ACTIVITY CENTER (CAC), AND INSTITUTIONAL (INST) AND TO MODIFY SECTION 2.135.L PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS. THIS CASE IS RELATED TO LDCT-2026-13. THE SITE IS LOCATED SOUTH OF US 17, WEST OF SNIVELY AVENUE, BETWEEN 6TH STREET AND THE US 17/SNIVELY AVENUE INTERSECTION, SOUTHWEST OF THE CITY OF WINTER HAVEN, NORTHEAST OF THE CITY OF EAGLE LAKE, IN SECTION 5, TOWNSHIP 29 SOUTH, RANGE 26 EAST; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on August 5, 2026; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on September 15, 2026; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the “Polk County Comprehensive Plan”) is hereby amended to reflect a change in the Future Land Use designation on a 25.96+/- acre site from Residential-Low (RL) to Main Street Corridor (MSC), Community Activity Center (CAC), and Institutional (INST) as graphically depicted on the parcel map in Attachment “A” and described below:

Parcel Numbers:

Parcel Number	Proposed FLU
262905665500001070	CAC
262905665500002510	CAC
262905665500002520	CAC
262905665500001030	CAC
262905665500001080	CAC
262905665500002012	CAC
262905665500001090	CAC
262905665500001050	CAC
262905665500002011	CAC
262905669000001010	CAC
262905665500001040	CAC
262905665500002030	CAC
262905665500002530	CAC
262905665500003010	CAC
262905665500003020	CAC
262905665500003030	CAC
262905665500001010	CAC
262905665500001010	CAC
262905665500002090	INST
262905665500002500	INST
262905665500002480	INST
262905665500002490	INST
262905665500002440	INST
262905665500002040	INST

262905665500002070	INST
262905665500002080	INST
262905669000002010	MSC
262905669000003030	MSC
262905669000003060	MSC
262905669000004010	MSC
262905669000003020	MSC
262905669000003010	MSC
262905000000014010	MSC
262905664500000340	MSC
262905664500000331	MSC
262905000000014040	MSC
262905664500000332	MSC

Legal Descriptions:

CAC:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN SECTION 5, TOWNSHIP 29 SOUTH, RANGE 26 EAST IN THE COUNTY OF POLK, STATE OF FLORIDA, AND BEING THAT PART OF PLAT BOOK 31, PAGE 9 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, AND IS DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF LOT 10 IN THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SECTION 5, TOWNSHIP 29 S, RANGE 26 E OF SOUTHAVEN- UNIT 2 SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 31, PAGE 9 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHERLY ALONG THE EAST LINE OF SAID LOT 10, A DISTANCE OF 50' TO THE NORTHWEST CORNER OF LOT 2, BLOCK A OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHERLY ALONG THE EAST LINE OF SAID LOT 2 AND THE WESTERLY RIGHT-OF-WAY LINE OF SNIVELY AVENUE, A DISTANCE OF 600' TO THE SOUTHEAST CORNER OF LOT 1, BLOCK C OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT

BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA AND THE NORTHEAST CORNER OF LOT 1, BLOCK A OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHERLY ALONG THE EAST LINE OF SAID LOT 1 AND THE WESTERLY RIGHT-OF-WAY LINE OF SNIVELY AVENUE, A DISTANCE OF 100' TO THE SOUTHEAST CORNER OF LOT 2, BLOCK A OF SAID EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHWESTERLY ALONG THE SOUTH LINE OF SAID BLOCK A AND THE NORTH RIGHT-OF-WAY LINE OF FIRST STREET (FIELD 3RD ELOISE STREET), A DISTANCE OF 167.21'; THENCE RUN NORTHWESTERLY AND PARALLEL WITH THE WEST LINE OF LOT 3, BLOCK A OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 100' TO A POINT ON THE SOUTH LINE OF LOT 4, BLOCK C OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN EASTERLY ALONG SAID SOUTH LINE OF BLOCK 4, A DISTANCE OF 22.10' TO THE SOUTHWEST CORNER OF LOT 3, BLOCK C OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF LOT 3, BLOCK C, A DISTANCE OF 250' TO THE NORTHWEST CORNER OF LOT 3, BLOCK B OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA' THENCE RUN SOUTHWESTERLY ALONG THE SOUTH LINE OF LOT 51, BLOCK B OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF

AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 50' TO THE SOUTHWEST CORNER OF SAID LOT 51; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 51, A DISTANCE OF 100' TO THE NORTHWEST CORNER OF SAID LOT 51; THENCE RUN NORTHWESTERLY AND PARALLEL WITH THE WEST LINE OF LOT 51, A DISTANCE OF 50' TO THE SOUTHWEST CORNER OF LOT 4, BLOCK A OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHWESTERLY ALONG THE SOUTH LINE OF BLOCK A OF PLAT BOOK OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 300' TO THE SOUTHWEST CORNER OF LOT 10, BLOCK A OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 10, A DISTANCE OF 100' TO THE NORTHWEST CORNER OF LOT 10, BLOCK A; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF BLOCK A, A DISTANCE OF 350' TO THE NORTHEAST CORNER OF LOT 4, BLOCK A OF J.A. LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF LOT 10 OF SOUTHAVEN- UNIT 2 SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 31, PAGE 9 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 10, A DISTANCE OF 50' TO THE NORTHWEST CORNER OF LOT 10 OF SOUTHAVEN- UNIT 2 SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 31, PAGE 9 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN

NORTHEASTERLY ALONG THE NORTH LINE OF LOT 10, A DISTANCE OF 150'
TO THE POINT OF BEGINNING.

INST:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN SECTION 5,
TOWNSHIP 29 SOUTH, RANGE 26 EAST IN THE COUNTY OF POLK, STATE OF
FLORIDA, AND BEING THAT PART OF PLAT BOOK 19, PAGE 27 OF THE
PUBLIC RECORDS OF POLK COUNTY, FLORIDA, AND IS DESCRIBED AS
FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF LOT 50, BLOCK B IN THE
SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SECTION
5, TOWNSHIP 29 S, RANGE 26 E OF J.A. LESLIE SUBDIVISION ACCORDING TO
THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGE 27 INCLUSIVE
OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN
SOUTHEASTERLY ALONG THE EAST LINE OF SAID LOT 50, BLOCK B, A
DISTANCE OF 100' TO THE NORTHWEST CORNER OF LOT 4, BLOCK B OF J.A.
LESLIE SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN
PLAT BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK
COUNTY, FLORIDA; THENCE RUN NORTHEASTERLY ALONG THE NORTH
LINE OF SAID LOT 4, BLOCK B, A DISTANCE OF 50' TO THE NORTHEAST
CORNER OF SAID LOT 4, BLOCK B; THENCE RUN SOUTHEASTERLY ALONG
THE EAST LINE OF LOT 4, BLOCK B, A DISTANCE OF 100' TO THE
SOUTHEAST CORNER OF SAID LOT 4, BLOCK B; THENCE RUN
SOUTHWESTERLY ALONG THE SOUTH LINE OF SAID BLOCK B OF J.A.
LESLIE SUBDIVISION, A DISTANCE OF 325' TO A POINT ON THE SOUTH LINE
OF BLOCK B OF J.A. LESLIE SUBDIVISION; THENCE RUN NORTHWESTERLY
AND PARALLEL WITH THE EAST LINE OF LOT 44, BLOCK B OF J.A. LESLIE
SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT
BOOK 19, PAGE 27 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY,
FLORIDA, A DISTANCE OF 100'; THENCE RUN SOUTHWESTERLY AND
PARALLEL WITH THE SOUTH LINE OF SAID LOT 44, BLOCK B, A DISTANCE

OF 75' TO THE SOUTHWEST CORNER OF SAID LOT 44, BLOCK B; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF LOT 44, BLOCK B, A DISTANCE OF 100' TO THE NORTHWEST CORNER OF LOT 44, BLOCK B; THENCE RUN ALONG THE NORTH LINE OF SAID BLOCK B, A DISTANCE OF 350' TO THE POINT OF BEGINNING.

MSC:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN SECTION 5, TOWNSHIP 29 SOUTH, RANGE 26 EAST IN THE COUNTY OF POLK, STATE OF FLORIDA, AND BEING THAT PART OF PLAT BOOK 10, PAGE 17 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, AND IS DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF LOT 1, BLOCK B IN THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SECTION 5, TOWNSHIP 29 S, RANGE 26 E OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHEASTERLY ALONG THE EAST LINE OF SAID LOT 1, BLOCK B AND THE WEST RIGHT-OF-WAY LINE OF SNIVELY AVENUE, A DISTANCE OF 750' TO THE SOUTHEAST CORNER OF LOT 3, BLOCK D OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE CONTINUE SOUTHEASTERLY ALONG THE WEST RIGHT-OF-WAY LINE OF SNIVELY AVENUE, A DISTANCE OF 550' TO THE SOUTHEAST CORNER OF LOT 33 OF WAHNETA FARMS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1-C, PAGE 82A INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE CONTINUE SOUTHEASTERLY ALONG THE WEST RIGHT-OF-WAY LINE OF SNIVELY AVENUE, A DISTANCE OF 107.23' TO A POINT OF THE WEST RIGHT-OF-WAY LINE OF SAID SNIVELY AVENUE; THENCE RUN SOUTHWESTERLY, A DISTANCE OF 16.24' TO A POINT ON THE

NORTH RIGHT-OF-WAY LINE OF 6TH ELOISE ST; THENCE RUN SOUTHWESTERLY, A DISTANCE OF 93.06' TO A POINT ON SAID NORTH RIGHT-OF-WAY LINE OF 6TH ELOISE ST; THENCE RUN NORTHWESTERLY, A DISTANCE OF 117.50' TO A POINT ON THE SOUTH LINE OF LOT 33 OF WAHNETA FARMS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1-C, PAGE 82A INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHWESTERLY ALONG SAID SOUTH LINE OF LOT 33, A DISTANCE OF 1442.14' TO THE SOUTHWEST CORNER OF SAID LOT 33 OF WAHNETA FARMS; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 33 OF WAHNETA FARMS, A DISTANCE OF 556.67' TO THE NORTHWEST CORNER OF SAID LOT 33; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF LOT 33 OF WAHNETA FARMS AND THE SOUTH LINE OF BLOCK D OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 1372' TO THE SOUTHWEST CORNER OF LOT 3, BLOCK D OF EXTENSION OF SOUTH WINTER HAVEN; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 3, BLOCK D, A DISTANCE OF 200' TO THE SOUTHWEST CORNER OF LOT 5, BLOCK C OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN SOUTHWESTERLY ALONG THE SOUTH LINE OF LOT 13, BLOCK C OF SAID EXTENSION OF SOUTH WINTER HAVEN, A DISTANCE OF 100' TO THE SOUTHWEST CORNER OF LOT 14, BLOCK C OF SAID EXTENSION OF SOUTH WINTER HAVEN; THENCE RUN NORTHWESTERLY ALONG THE WEST LINE OF SAID LOT 14, BLOCK C, A DISTANCE OF 250' TO THE NORTHWEST CORNER OF LOT 7, BLOCK C OF EXTENSION OF SOUTH WINTER HAVEN; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF SAID LOT 7, BLOCK C AND THE SOUTH RIGHT-OF-WAY LINE OF 4TH ELOISE STREET, A DISTANCE OF 100' TO THE NORTHWEST CORNER OF LOT 1, BLOCK C OF

EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTHWESTERLY AND PARALLEL WITH THE WEST LINE OF LOTS 1, 2, 3, 4, AND 5 OF BLOCK B OF EXTENSION ON SOUTH WINTER HAVEN ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, PAGE 17 INCLUSIVE OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, A DISTANCE OF 300' TO THE NORTHWEST CORNER OF LOT 1, BLOCK B OF SAID EXTENSION ON SOUTH WINTER HAVEN; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF LOT 1, BLOCK B OF EXTENSION ON SOUTH WINTER HAVEN, A DISTANCE OF 125' TO THE POINT OF BEGINNING.

SECTION 2: TEXT AMENDMENT

NOTE: The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

APPENDIX 2.135 PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS

SECTION 2.135-Y - Development Guidelines for property designated as Main Street Corridor (MSC) within the Eloise Community Redevelopment Area (CRA).

OBJECTIVE 2.135-Y: Through the adoption of LDCPAS 2026-6, this section of the plan enables this specific property to be developed in the Main Street Corridor (MSC) land use in a limited fashion as established in the Polk County Land Development Code with conditions adopted into the Land Development Code through LDCT-2026-13.

POLICY 2.135-Y1: DESIGNATION AND MAPPING - Land use for this parcel shall be designated and mapped on the Future Land Use Map Series as Main Street Corridor (MSC).

POLICY 2.135-Y2: DEVELOPMENT CRITERIA - Development within this MSC area shall conform to the criteria consistent with the development standards adopted for this parcel in the Polk County Land Development Code, including the conditions adopted into the Land Development Code through LDCT-2026-13.

SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

This ordinance shall be effective on October 15, 2026 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Commerce or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 5: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

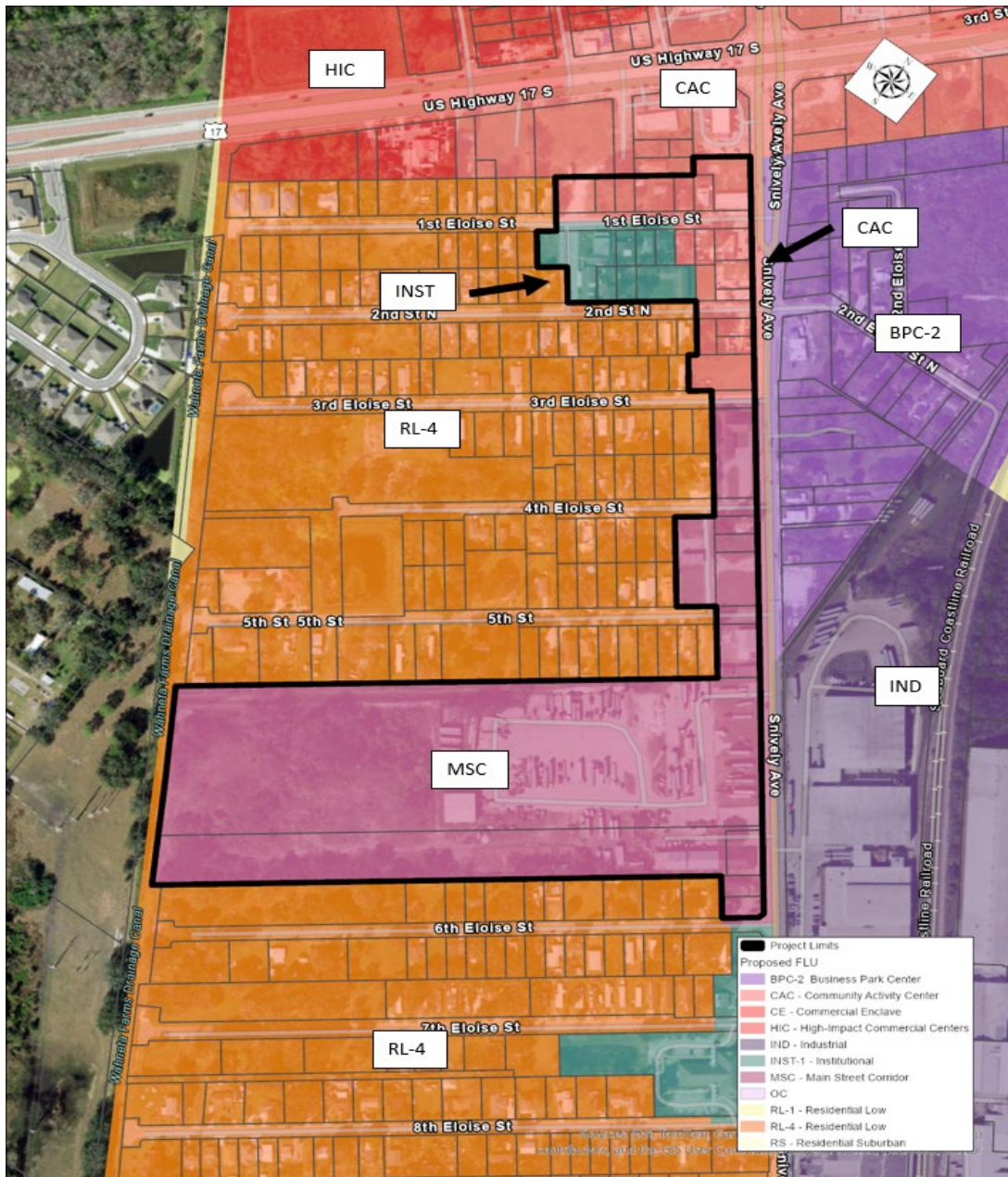
ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 15th day of September 2026.

ATTACHMENT "A"

LDCPAS 2026-6

Location: South of US 17, west of Snively Avenue, between 6th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 5, Township 29 South, Range 26 East.

Section-05 Township-29 Range-26



PARCEL DETAIL

Note: Not to Scale

Eloise

Proposed Main Street Corridor

Vision

Thursday, February 26, 2026
Johnny and Freda Brooks Eloise Resource Center

Overview

On February 26, 2026, Polk County, in collaboration with the Central Florida Regional Planning Council (CFRPC), hosted a community meeting at the Johnny and Freda Brooks Eloise Resource Center. The event brought together residents and business owners from the Eloise community, as well as key stakeholders and representatives from several organizations and community-based groups. The meeting served as a platform for discussion, collaboration, and updates on ongoing and future initiatives aimed at improving the Eloise area.

The purpose of the meeting was to:

- Inform the Community of the proposed Eloise Main Street Corridor.
- Provide information to the community on the draft proposed Polk County Land Development regulations for the Eloise Main Street Corridor.
- Identify existing opportunities and challenges specific to residential and commercial uses in the Eloise corridor.

The meeting served as an opportunity for community engagement, offering residents the ability to learn about upcoming plans, proposed regulations and share input that will help shape future development efforts in the area. Thirty-three (33) people attended the event.

Key Themes

The following are overall key themes, as gathered from discussions with the group.

Allowable uses:

Participants generally expressed consensus and support regarding the proposed uses within the Eloise Main Street Corridor.

Attendees supported the proposed neighborhood commercial (not auto-oriented commercial). Additionally, there was a focus on multi-family residential, including duplex, triplex, quadplex and apartments along with office and institutional type uses.

There was support to expand the list of allowable uses by redeveloping and/or reusing existing facilities. Noting that existing residential uses will continue to be allowed.

Smith Parcel:

Much discussion focused on the +/-14-acre Smith parcel located at 642 Snively Avenue, currently being used as a semi-truck parking lot. Representatives from Polk County presented a potential concept plan which showed compact commercial uses, similar to outdoor mall, along with several parking lots. No decisions were made about the future of the parcel. The current owner, Mr. Smith, is amenable to discussions about the future of the parcel.

Non-Conforming Structures:

County staff clarified how nonconforming structures would be addressed under the proposed code changes. Residents expressed concern that if a nonconforming structure were destroyed and not rebuilt within two years, the County would repossess the property. County representatives explained that this absolutely would never happen. Instead, if the structure is rebuilt after the two-year grace period, the new building would simply need to comply with all current setback and other requirements.

Traffic/Transportation:

Attendees expressed that Snively Avenue currently lacks the capacity to support new development due to traffic congestion and poor pedestrian and bicycle infrastructure. As the community's main corridor, it should serve all users—drivers, walkers, and cyclists. Residents were very concerned about the high speeds allowed and the lack of traffic lights in several key places.

In Summary

The February 26, 2026, Eloise community meeting provided a valuable platform for residents, business owners, and stakeholders to share ideas and concerns about the future of the area. Overall, community members are eager to see new businesses and revitalization efforts that enhance the character and economic vitality of proposed Eloise Main Street corridor. There is a desire for adaptable development regulations to better accommodate site-specific needs and encourage reinvestment. The community showed a willingness to learn more about the proposed changes to the Future Land Use designations.

A major theme raised was the condition of Snively Avenue, which many felt is currently inadequate for the volume of traffic and unsafe for pedestrians and cyclists. As the area grows, residents want to see infrastructure improvements but expressed concern about the potential impact on nearby businesses if road widening is pursued.

The meeting reflected a community that is eager for positive change but also mindful of the need for balanced, context-sensitive planning that protects local character and ensures accessibility for all.

Outreach and Notification

Organizations, stakeholders, and community members were notified of the Eloise Community Meeting through the following methods:

- Over 243 property owners were notified by mail in English and Spanish.
- Physical copies of meeting flyer were delivered to the Brooks Resource Center.
- Polk County Code Enforcement staff also distributed flyers regarding the workshop.

Meeting Photos







Sign in Sheets

Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
MARTY PHILIPS		yes	1221ST Eloise Street	
Janice Torres			103 7th Eloise Street	janice5945@gmail.com
Richard Wildman			3010 Agathe Lane	
Martha Paul		yes	P.O. Box 1595, WI 33882	marthaannp@me.com
JEAN RAMOS	yes	yes		doc4534@hotmail.com
Jaxon Ramsit				
AIBERTO				

*I hereby consent to and authorize the reproduction, publication and/or any other use by the Central Florida Regional Planning Council (CFRPC), its licensees and assigns, of the photographs/audio/video from this meeting, in whole or part in conjunction with other photographs/audio/video, in any medium and for any lawful purpose, including illustration, promotion, advertising or web content, without any royalty or compensation to me. I assign to CFRPC any and all rights of ownership to the photographs/audio/video, the transparencies or digital files thereof, and agree that CFRPC has full right to copyright, use and publish the same in print and/or electronically, with full right of lawful disposition in any manner. I waive any right to notice, inspection, or approval of any use of the photographs/audio/video which the CFRPC, may make or authorize, and I release, the CFRPC, and its licensees and assigns, from any claim or liability arising from or in connection with CFRPC's use of the photographs/audio/video or any alteration, processing or use thereof in composite form, whether intentional or otherwise.

Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Christine Mancillas		yes	124 5th Eloise St Eloise, FL 33880	mancillas1977@yahoo.com
LINDA CANO		yes	126 5th ELOISE ST. ELOISE, FL 33880	
Daniel Rhodes		yes	914 Swirely Ave Eloise 33880	
Judy Manning		yes	P.O. Box 7365, Winter Haven, FL 33883 120 5th St. Eloise 33880	
Tabitha Alpers			330 W. Church St. Bartow, FL 33830	tabithaalpers@polkfl.gov
Lue Castillo		yes	118 7th Eloise St Eloise, FL 33880	lucapl97@gmail.com
WANDA	863-266 3253	yes	122 1st ELOISE ST. ELOISE	carthchild986@MSN.com

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Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Jenny Barton	JB	Yes	832 Snively Ave. Eloise, FL 33880	barton3jenny@gmail.com
Lila Ruiz	LR	Yes	112 60th ELOISE ST. ELOISE, FL 33880	liatmew@gmail.com
Minerva Gil	mg	Yes	118th street, Eloise FL 33880	
Robert Barton	RB		129 9th Eloise St.	
Eugenia Barton	EB	yes	" " " "	rbartontrucking@aol.com
ALBERTO MEJIA	AM	YES	116 SNIVELY AVE WINTER HAVEN	
NELLY MEJIA	NM	YES	116 SNIVELY AVE WINTER HAVEN	

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Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Marciano Montes	yes	yes	113-8th Eloise St. W.H. Fla. 33880	montesmarciano59@gmail.com
Carl E Hays	yes	yes	436 Vermont Ave Daytona Beach, Fla. 32118	carl-hays@yahoo.com
JAY VINES	yes	yes	105 2nd ELOISE TERRACE WINTER HAVEN FL 33880-5508	
Nannette + Juan Medero	JD	Yes	684 Ave K SE We are pastors of church on 5th + snively Winter Haven FL 33880 863-410-4117	Nannette.medero@yahoo.com
Fredas H. Brooks	Yes	yes	143 8th Eloise St Winter Haven, Fla 33880-5524 863-399-4200	W.D.R.
Don Smith	yes	yes	4290 Hasan Rd Polk City, FL 3768	UFM55@me.com
David & Shui Rhodes	X	Yes	914 Snively Av, Eloise FL 33880	dsRhodes080802@gmail.com

*I hereby consent to and authorize the reproduction, publication and/or other use by the Central Florida Regional Planning Council (CFRPC), its licensees and assigns, of the photographs/audio/video from this meeting, in whole or part in conjunction with other photographs/audio/video, in any medium and for any lawful purpose, including illustration, promotion, advertising or web content, without any royalty or compensation to me. I assign to CFRPC any and all rights of ownership to the photographs/audio/video, the transparencies or digital files thereof, and agree that CFRPC has full right to copyright, use and publish the same in print and/or electronically, with full right of lawful disposition in any manner. I waive any right to notice, inspection, or approval of any use of the photographs/audio/video which the CFRPC, may make or authorize, and I release, the HRTPO, and its licensees and assigns, from any claim or liability arising from or in connection with CFRPC's use of the photographs/audio/video or any alteration, processing or use thereof in composite form, whether intentional or otherwise.

Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Krishn Addison			832 Snively Ave	

*I hereby consent to and authorize the reproduction, publication and/or any other use by the Central Florida Regional Planning Council (CFRPC), its licensees and assigns, of the photographs/audio/video from this meeting, in whole or part in conjunction with other photographs/audio/video, in any medium and for any lawful purpose, including illustration, promotion, advertising or web content, without any royalty or compensation to me. I assign to CFRPC any and all rights of ownership to the photographs/audio/video, the transparencies or digital files thereof, and agree that CFRPC has full right to copyright, use and publish the same in print and/or electronically, with full right of lawful disposition in any manner. I waive any right to notice, inspection, or approval of any use of the photographs/audio/video which the CFRPC, may make or authorize, and I release, the HRTPO, and its licensees and assigns, from any claim or liability arising from or in connection with CFRPC's use of the photographs/audio/video or any alteration, processing or use thereof in composite form, whether intentional or otherwise.

PowerPoint Presentation



Tu hogar
Your Home



Tu negocio
Your business



Tu comunidad
Your Community

Eloise

Proposed Main Street Corridor

Vision

THURSDAY, FEBRUARY 26, 2026 | 26 DE FEBRERO DE 2026

5:30PM



Brooks Community Center
710 Snively Avenue - Eloise





Eloise Proposed Main Street Corridor - Meeting Agenda

- Purpose of Meeting
- Background
- Proposed Changes
- Next Steps
- Questions

Agenda de la reunión propuesta para el corredor de Main Street en Eloise

- Propósito de la reunión
- Antecedentes
- Cambios propuestos
- Próximos pasos
- Preguntas

Eloise Proposed Main Street Corridor Purpose of Meeting

Corredor propuesto para Main Street en Eloise
Propósito de la reunión



Present Proposed Changes to Future Land Use Map

- Freedom Tour/US 17 Area
- West Side of Snively Avenue (including Smith Property)

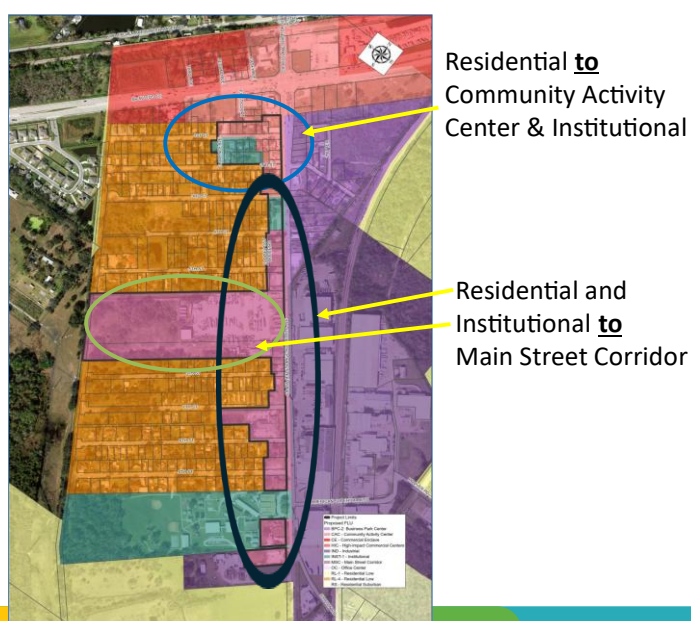


Cambios propuestos para el futuro mapa de uso del suelo

- Tour de la Libertad/ Área de la US 17
- El lado oeste de Snively Avenue (incluida la propiedad de Smith)



Proposed Future Land Use





Eloise Proposed Main Street Corridor Background

- Staff directed to examine Land Use designations around Freedom Tour property
- Proposal presented to the Eloise Community Redevelopment Agency (CRA) Advisory Committee on September 2nd, 2025.
- Committee suggested that west side of Snively Avenue corridor also be examined
- Proposed Map presented to Committee on December 1st, 2025.

Antecedentes del corredor propuesto para Main Street en Eloise

- Se ordenó al personal examinar las designaciones de uso del suelo alrededor de la propiedad de Freedom Tour
- Propuesta presentada al Comité Asesor de la Agencia de Reurbanización Comunitaria de Eloise (CRA) el 2 de septiembre de 2025.
- El comité sugirió que también se examine el lado oeste del corredor de Snively Avenue.
- Mapa propuesto presentado al Comité el 1 de diciembre de 2025.



Eloise Proposed Main Street Corridor - Proposed Changes

Freedom Tour/US 17 Area

- Institutional for Freedom Tour Operations
- Community Activity Center (commercial) to recognize existing uses and trends in the area

Los cambios propuesto del corredor de Main Street en Eloise

Tour de la Libertad/Área de la US 17

- Institucional para las operaciones del Tour de la Libertad
- Centro de actividades comunitarias (comercial) para reconocer los usos y tendencias existentes en el área

Eloise Proposed Main Street Corridor - Proposed Changes

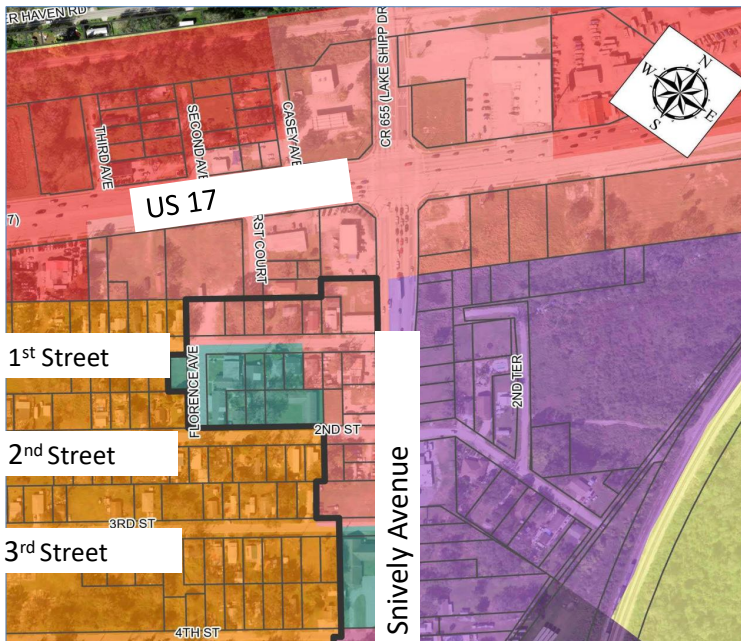
Snively Avenue Corridor – Main Street Corridor Land Use Proposed

- Intended for allow **neighborhood commercial** (not auto-oriented commercial) **office, institutional, and other types of residential uses** such as duplex/triplex/quadruplex and apartments
- **Expanded list of allowable uses** could allow for redevelopment and/or reuse of existing facilities
- Existing single-family residential is allowed, but not new

Los cambios propuesto del corredor de Main Street en Eloise

Propuesta de uso del suelo para el corredor de Snively Avenue y el corredor de Main Street

- Destinado a permitir usos comerciales en el vecindario (no comerciales orientados a automóviles), oficinas, institucionales y otros tipos de usos residenciales, como dúplex, triplex, cuádruplex y apartamentos.
- Una lista ampliada de usos permitidos podría permitir la remodelación y/o reutilización de instalaciones existentes
- Se permiten viviendas unifamiliares existentes, pero no nada nuevo.



Eloise Proposed Main Street Corridor

Proposed Changes – Freedom Tour / US 17 Area

Los cambios propuesto del corredor de Main Street en Eloise

Tour de la Libertad/Área de la US 17

Project Limits
Proposed FLU
BPC-2 Business Park Center
CAC - Community Activity Center
CE - Commercial Enclave
HIC - High-Impact Commercial Centers
IND - Industrial
INST-1 - Institutional
MSC - Main Street Corridor
OC - Office Center
RL-1 - Residential Low
RL-4 - Residential Low
RS - Residential Suburban



Eloise Proposed Main Street Corridor

Proposed Changes – Snively Avenue

Los cambios propuesto del corredor de Main Street en Eloise

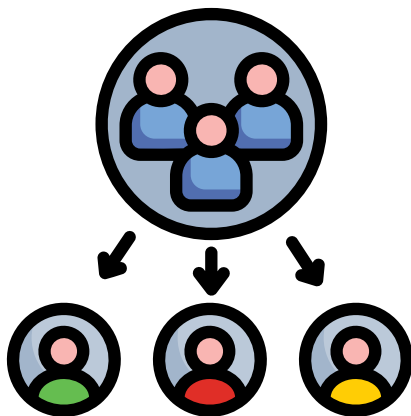
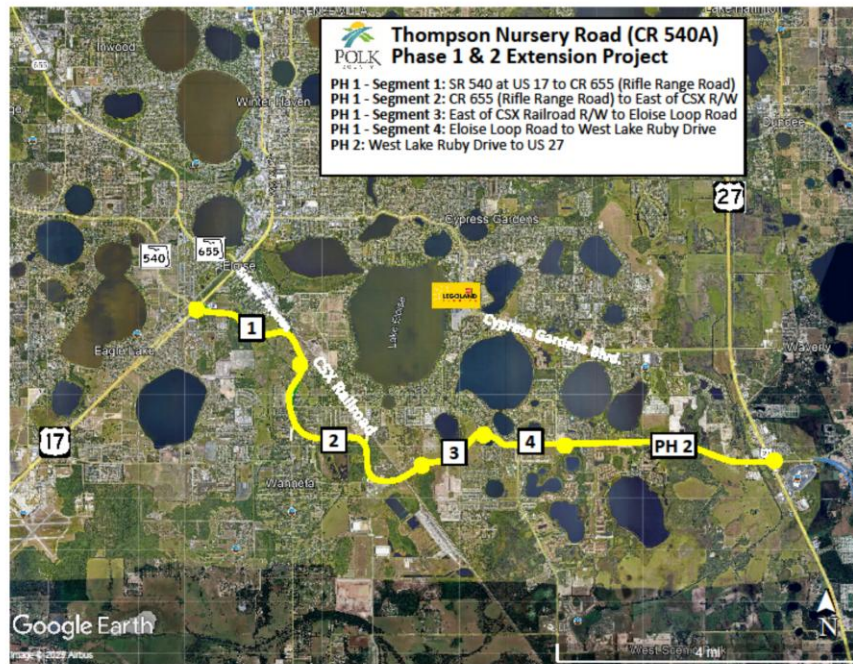
Corredor de Snively Avenue

●	Project Limits
■	Proposed FLU
■	BPC-2 Business Park Center
■	CAC - Community Activity Center
■	CE - Commercial Enclave
■	HIC - High-Impact Commercial Centers
■	IND - Industrial
■	INST-1 - Institutional
■	MSC - Main Street Corridor
■	OC - Office Center
■	RL-1 - Residential Low
■	RL-4 - Residential Low
■	RS - Residential Suburban

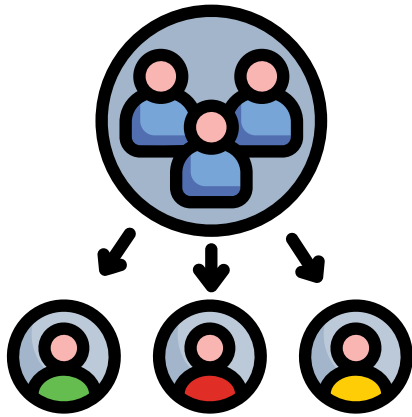
Concept Plan



G.1. Amendment 3 with Kimley-Horn for TNR Design of Phase I – Segment 2



Breakout Groups | Sesión de Grupos



Group Report Outs | Informes Grupales



Eloise
Main Street Corridor
— Vision —



Next Steps

- **Planning Commission Meeting**
Wednesday, April 1st (starts at 9:00 AM) – Makes recommendation to County Commission
- **Board of County Commissioners Meeting**
Tuesday, June 16th (starts at 9:00 AM) – Final decision

Próximos pasos del corredor propuesto para Main Street en Eloise

Reunión de la Comisión de Planificación

Miércoles 1 de abril (comienza a las 9:00 a. m.): hace recomendaciones a la Comisión del Condado

Reunión de la Junta de Comisionados del Condado

Martes 16 de junio (comienza a las 9:00 a. m.) – Decisión final



Eloise
Main Street Corridor
Vision



Eloise Proposed Main Street Corridor Questions?



Preguntas sobre el corredor propuesto
para Main Street en Eloise



Eloise
Main Street Corridor
Vision



For more Information:

Chanda Bennett

Polk County Comprehensive Planning Administrator
Office of Planning and Development | Land Development
Phone 863.534.6484
chandabennett@polkcounty.net

Brenda Torres

Community Planner & Communications Manager
Central Florida Regional Planning Council
(863) 534-7130 ext. 109
btorres@cfRPC.org

Meeting Notice

Tu hogar
Your Home

Tu negocio
Your business

Tu comunidad
Your Community



**SHARE YOUR VOICE ON
THE FUTURE OF ELOISE**

**COMPARTE TU VOS SOBRE
EL FUTURO DE ELOISE**

**THURSDAY
FEBRUARY 26, 2026**

**JUEVES
FEBRERO 26, 2026**

5:30PM - 7:30PM

Meeting starts at 5:30PM | Reunión comienza a las 5:30PM

Join us to discuss the draft Polk County Future Land Use Map amendments for the Eloise Community Redevelopment Area (CRA).

Únase a nosotros para discutir las enmiendas preliminares al Mapa de Uso Futuro del Condado de Polk para el Área de Reurbanización Comunitaria (CRA) de Eloise.

Johnny and Freda Brooks Eloise Resource Center

710 Snively Avenue,
Eloise, FL 3388021

Contact/Contacto: Brenda Torres, Central Florida Regional Planning Council, (863) 534-7130, ext: 109, btorres@cfrpc.org.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the CFRPC Title VI/Nondiscrimination Coordinator, Brenda Torres, 863-534-7130, extension 109 (voice), or via Florida Relay Service 711, or by email: btorres@cfrpc.org.

La participación pública es solicitada sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o situación familiar. Las personas que requieran alojamiento bajo el Americans with Disabilities Act (ADA) o la traducción de idiomas, de forma gratuita deben ponerse en contacto Brenda Torres, CFRPC Título VI de Enlace, 863-534-7130 (voz), a través de la Florida Relay Servicio 711, o por correo electrónico btorres@cfrpc.org al menos tres días antes del evento.

COMMUNITY WORKSHOP NOTICE

February 11, 2026

RE: Thursday, February 26, 2026 - Eloise Community Meeting

Dear Property Owner:

Please join us to share your thoughts and ideas regarding proposed changes in Eloise. In partnership with the Eloise Community Redevelopment Agency (CRA) Advisory Committee, a county-initiated Future Land Use Map Amendment is proposed for the Snively Avenue corridor. This community meeting will be held on **Thursday, February 26, 2026, from 5:30 to 7:30 p.m.** at the **Johnny and Freda Brooks Eloise Resource Center**, located at **710 Snively Avenue, Eloise, FL 33880**.

The purpose of the amendment is to evaluate potential updates to existing land use designations in order to better align with long-term redevelopment goals and adopted planning policies.

This community meeting will provide information on the proposed amendment, outline the planning process, and offer an opportunity for public input. Property owners, residents, business owners, and other interested stakeholders within and adjacent to the study area are encouraged to attend and participate. Discussion topics will include, but are not limited to, Snively Avenue multi-use corridor, a proposed Main Street Corridor, connectivity to homes, schools, and parks, and potential redevelopment concepts.

**Eloise Community Meeting
Thursday, February 26, 2026
5:30 to 7:30 p.m.**

**Johnny and Freda Brooks Eloise Resource Center
710 Snively Avenue
Eloise, FL 33880**

This event is open to the public and all interested persons are encouraged to attend. For additional information, please contact Brenda Torres, Central Florida Regional Planning Council, at (863) 534-7130, extension 109 or via e-mail at btorres@cfrpc.org.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the CFRPC Title VI/Nondiscrimination Coordinator, Brenda Torres at 863-534-7130 ext. 109 (voice) or via Florida Relay Service 711, or by email at btorres@cfrpc.org.



AVISO DE REUNIÓN COMUNITARIA

Febrero 11, 2026

Atención: Jueves 26 de Febrero de 2026 – Reunión Comunitaria de Eloise

Estimado propietario:

Únase a nosotros para compartir sus ideas y comentarios sobre los cambios propuestos en Eloise. En colaboración con el Comité Asesor de la Agencia de Reurbanización Comunitaria (CRA) de Eloise, el Condado propone una enmienda al Mapa de Uso Futuro para el corredor de Snively Avenue. Esta reunión comunitaria se llevará a cabo el **Jueves 26 de Febrero de 2026, de 5:30 p. m. a 7:30 p. m.**, en el **Johnny and Freda Brooks Eloise Resource Center**, ubicado en **710 Snively Avenue, Eloise, FL 33880**.

El propósito de esta enmienda es evaluar posibles actualizaciones a las designaciones actuales de uso futuro para alinearlas mejor con los objetivos de reurbanización a largo plazo y las políticas de planificación adoptadas.

Esta reunión comunitaria brindará información sobre la enmienda propuesta, explicará el proceso de planificación y ofrecerá una oportunidad para la participación del público. Se anima a los propietarios, residentes, dueños de negocios y otras partes interesadas dentro y adyacentes al área de estudio a asistir y participar. Los temas de discusión incluirán, entre otros, el corredor de de Snively Avenue, un corredor comercial tipo *Main Street* propuesto, la conectividad con viviendas, escuelas y parques, y posibles conceptos de reurbanización.

El taller será facilitado por el **Condado de Polk** en colaboración con el **Consejo de Planificación Regional de Florida Central (CFRPC)**.

Reunión Comunitaria de Eloise

Jueves, Febrero 26, 2026

5:30pm - 7:30pm

Johnny and Freda Brooks Eloise Resource Center

710 Snively Avenue

Eloise, FL 33880

El evento está abierto al público y se anima a todas las personas interesadas a asistir. Para obtener información adicional, comuníquese con Brenda Torres, Consejo de Planificación Regional de Florida Central, Central Florida Regional Planning Council al (863) 534-7130, extensión 109 o por correo electrónico a btorres@cfrpc.org.

La participación pública es solicitada sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o situación familiar. Las personas que requieren alojamiento bajo el Americans with Disabilities Act (ADA) o la traducción de idiomas, de forma gratuita deben ponerse en contacto Brenda Torres, CFRPC Título VI de Enlace, 863-534-7130 (voz), oa través de la Florida Relay Servicio 711, o por correo electrónico btorres@cfrpc.org al menos tres días antes del evento.





Polk County
Planning Commission

Agenda Item 6.

8/5/2026

SUBJECT

LDCT-2026-13 (Eloise Main Street Corridor LDC Text Amendment)

DESCRIPTION

Change the text of the Land Development Code Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards. This case is related to LDGPAS-2026-6. The site is located south of US 17, west of Snively Avenue, between 6th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 6, Township 29 South, Range 26 East.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

markbennett@polkfl.gov

(863) 534-6455

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	May 7, 2026 July 8, 2026	Level of Review:	4
PC Date:	(Continued to August 5, 2026)	Type:	LDC Text Amendment
BoCC Date:	September 1, 2026 September 15, 2026	Case Numbers:	LDCT-2026-13
Applicant:	County-Initiated	Case Name:	Eloise Main Street Corridor LDC Text Amendment
		Case Planner:	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

Request:	County initiated amendment to change the text of the Land Development Code Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards. This case is related to LDCPAS-2026-6.
Location:	South of US 17, west of Snively Avenue, between 6th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 5, Township 29 South, Range 26 East.
Property Owner:	Numerous
Parcel Size (Number):	25.96 acres
Development Area:	Transit-Supportive Development Area (TSDA)
Nearest Municipality:	Eagle Lake, Winter Haven
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce:	N/A
Case Planner:	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner

Proposed Change to the LDC:

Change Appendix E Section E105 Parcel Specific Comprehensive Plan Amendments with Conditions to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards.

Summary:

This request is a County initiated amendment to change the Land Development Code Appendix E, Section E105, to list the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards.

Permitted, Conditional, and Prohibited Uses:

The proposed amendment addresses the following uses:

- Permitting of uses, such as neighborhood commercial, office, institutional, and certain types of residential uses that can serve as a focal point for the community.

- Prohibiting certain types of uses in the Main Street Corridor land use district. These include industrial uses, auto-oriented activities, and alcohol-related businesses, such as bars, taverns, lounges, and alcohol package sales.
- Additional Development Standards for the Eloise Main Street Corridor (MSC):
 - Multi-Family – Shall be limited to Small-Scale Multi-Family, which is a residential dwelling containing up to four units and not over two stories high.
 - Crime Prevention Thru Environmental Design (CPTED) – Development in the MSC shall be designed in accordance with CPTED principles and standards wherever possible.
 - Signage Limitations – Any ground signage shall be limited to monument signs.

Findings of Fact

- *LDCT-2026-13 is an applicant-initiated request to amend Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions, to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards.*
- *The location of the subject property is in Eloise, which is located south of US 17, west of Snively Avenue, between 5th Street and the US 17/Snively Avenue intersection, southwest of the City of Winter Haven, northeast of the City of Eagle Lake, in Section 5, Township 29 South, Range 26 East.*
- *This case is related to LDCPAS-2026-6. That request is for a Comprehensive Plan Amendment to change 25.96 acres from Residential-Low (RL) to Community Activity Center (CAC, Institutional (INST), and Main Street Corridor (MSC).*
- *LDCPAS-2026-6 also includes a text change to Appendix 2.135 - Parcel Specific Future Land Use Map Amendments with Conditions to allow for the establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards.*
- *The subject property is in the Eloise Community Redevelopment Area (CRA).*
- *The subject property contains wetlands and Zone “AE” Floodplains.*
- *There have been six meetings with the Eloise CRA Advisory Committee and the community regarding this project.*

Development Review Committee Recommendation:

The Land Development Division, based on the Findings of Fact, finds that the proposed text change request is **CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan. Staff recommends **APPROVAL** of LDCT-2026-13.

Analysis:

This amendment was submitted currently with LDCPAS-2026-6. That request is for a Comprehensive Plan Amendment to change 25.96 acres from Residential-Low (RL) to Community Activity Center (CAC) (2.79 acres), Institutional (INST) (1.55 acres) and Main Street Corridor (MSC) (21.62 acres). The same Plan Amendment also includes a text change to Appendix 2.135 - Parcel Specific Future Land Use Map Amendments with Conditions. The changes to the text of both the Comprehensive Plan and the Land Development Code are necessary to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards. The intent is that the MSC will be different in each area of the County if implemented in other redevelopment areas. Therefore, creating the new list in Appendix E is necessary.

The specific limitations proposed as are follows:

Permitted, Conditional, and Prohibited Uses:

Permitted & Conditional Uses:

The permitted uses on the list are generally intended to support the surrounding residential area of Eloise. They are also intended to serve as a focal point for activity in the community, thereby also promoting redevelopment and revitalization. Listed below are the Permitted and Conditional Uses, based on the level of review:

Permitted Uses:

Farming General
Government Facility
Nurseries and Greenhouses
Office
Personal Service
Research and Development
Retail, Less than 10,000 sq. ft.
Studio, Production
Utilities Class I
Utilities Class II

Conditional Uses:

C1 Uses (Staff Approval):

Duplex, Two-Family Attached
Group Home, Small (6 or less residents)
Recreation (Passive)

C2 Uses (DRC Approval):

Childcare Center
Clinics & Medical Offices
Community Center
Convenience Stores, Isolated
Cultural Facility
Event Facility
Financial Institution

Funeral Home & Related Facilities
Medical Marijuana Dispensaries
Nurseries, Retail
Recreation, Low-Intensity
Recreation & Amusement General
Religious Institution
Restaurant, Sit-down/Take-out
Retail, 10,000 - 34,999 sq. ft.
Retail, 35,000 - 64,999 sq. ft.
Veterinary Service

C3 Uses (Planning Commission Approval):

Multi-family (with some restrictions)
Planned Development
Adult Day Care Center (7 or more clients)
Bed and Breakfast
Hotels and Motels
Kennels, Boarding and Breeding
Retail, More than 65,000 sq.ft.
Retail, Outdoor Sales/Display
School, Leisure/Special Interest
School, Technical/Vocational/Trade and Training
Utilities Class III

C4 Uses (County Commission Approval):

Transitional Area Development

Prohibited Uses:

In keeping with the concept of the Main Street Corridor (MSC) as a focal point or “Main Street” of a community, automotive related uses (such as Financial Institution – Drive Through, Gas Stations, and Vehicle related services (repair, mechanical service, and sales/leasing) are prohibited in the MSC. Additionally, industrial types of uses, such as warehousing/distribution, and light/general manufacturing, are prohibited as well in the MSC.

Additional Changes:

At the June 1st Eloise Community Advisory Committee meeting, staff presented the proposed list of uses to the Committee and members of the Eloise community for review. Staff conducted a line-by-line review of each item, plus provided a summary describing each use. Based on the feedback received from this meeting, the following uses were removed from the list:

Alcohol Package Sales
Bars, Lounges, and Taverns
Nightclubs and Dance Halls

The list of permitted and conditional uses, along with the additional site development standards proposed (see below), are intended to incentivize redevelopment along the corridor, thereby promoting the revitalization of Eloise.

Additional Site Development Standards for the Eloise Main Street Corridor (MSC):

In discussions with the Advisory Committee and members of the Eloise community, concerns were expressed about the possibility of multi-family uses locating in the MSC, and how that potential use could negatively impact the community. Based on these concerns, staff proposed the additional site development requirements:

- Multi-Family – Shall be limited to Small-Scale Multi-Family, which is defined in the Comprehensive Plan as a residential dwelling containing up to four units and not over two stories high.
- Crime Prevention Thru Environmental Design (CPTED) – Development in the MSC shall be designed in accordance with CPTED principles and standards wherever possible. The burden of proof shall be on the applicant to demonstrate that CPTED design standard cannot be met.

In addition to the additional development standards, a limitation that only monument signs for ground signage is proposed. The reason for this additional requirement is based on the Purpose statement found in the Land Development Code Section 760, Signs, which includes in part that signs are “a detriment to property values and the County's overall public welfare as an aesthetic nuisance.”

Benefit-Cost Analysis of the Amendment

Who does it help?

This amendment directly benefits affected landowners by allowing for an expanded list of uses. Allowing for more uses will promote the redevelopment and revitalization of Eloise, which is a Community Redevelopment Area (CRA). The additional restrictions on the type of structures and requiring Crime Prevention Thru Environmental Design (CPTED) will address any community concerns about multi-family development.

Who does it hurt?

There is the potential for existing residents living next to the affected properties to deal with impacts caused by new non-residential development. However, there are restrictions on certain types of uses, such as a prohibition of automotive related uses, alcohol package sales, bars lounges, taverns, nightclubs, and dancehalls. The compatibility provisions in Section 220 of the Land Development Code must still be met, so potential for any adverse impacts should be minimized. Additionally, less intrusive signage by only allowing monument signs will minimize potential impacts.

What is the cost?

Any new development on this property will be restricted to only ground-mounted free-standing and monument signage. Generally, redevelopment/revitalization activities have the potential for greater costs than greenfield/vacant sites due to the additional work required.

Limits of the Proposed Ordinance

The focus of this amendment is to establish the permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards. While the corresponding CPA other Future Land Use Districts (such as CA and INST), this

ordinance only impacts the MSC district. Implementing this amendment will promote redevelopment and revitalization of the Eloise Community Redevelopment Area (CRA), plus ensure that any proposed on-site development is consistent with the levels of existing and planned infrastructure, as well as ensure compatibility with surrounding uses and activities.

Consistency with the Comprehensive Plan

This change is in conjunction with LDCPAS-2026-6. This amendment will redesignate a 25.96-acre area from RL to CA, INST, and MSC. The proposed text change to establish permitted, conditional, and prohibited uses in the Main Street Corridor (MSC) land use district and implement additional development standards. will be consistent with the applicable Objectives and Policies in the Plan's Future Land Use Element upon adoption of LDCPAL-2026-2, which will amend the Comprehensive Plan to create the MSC land use district.

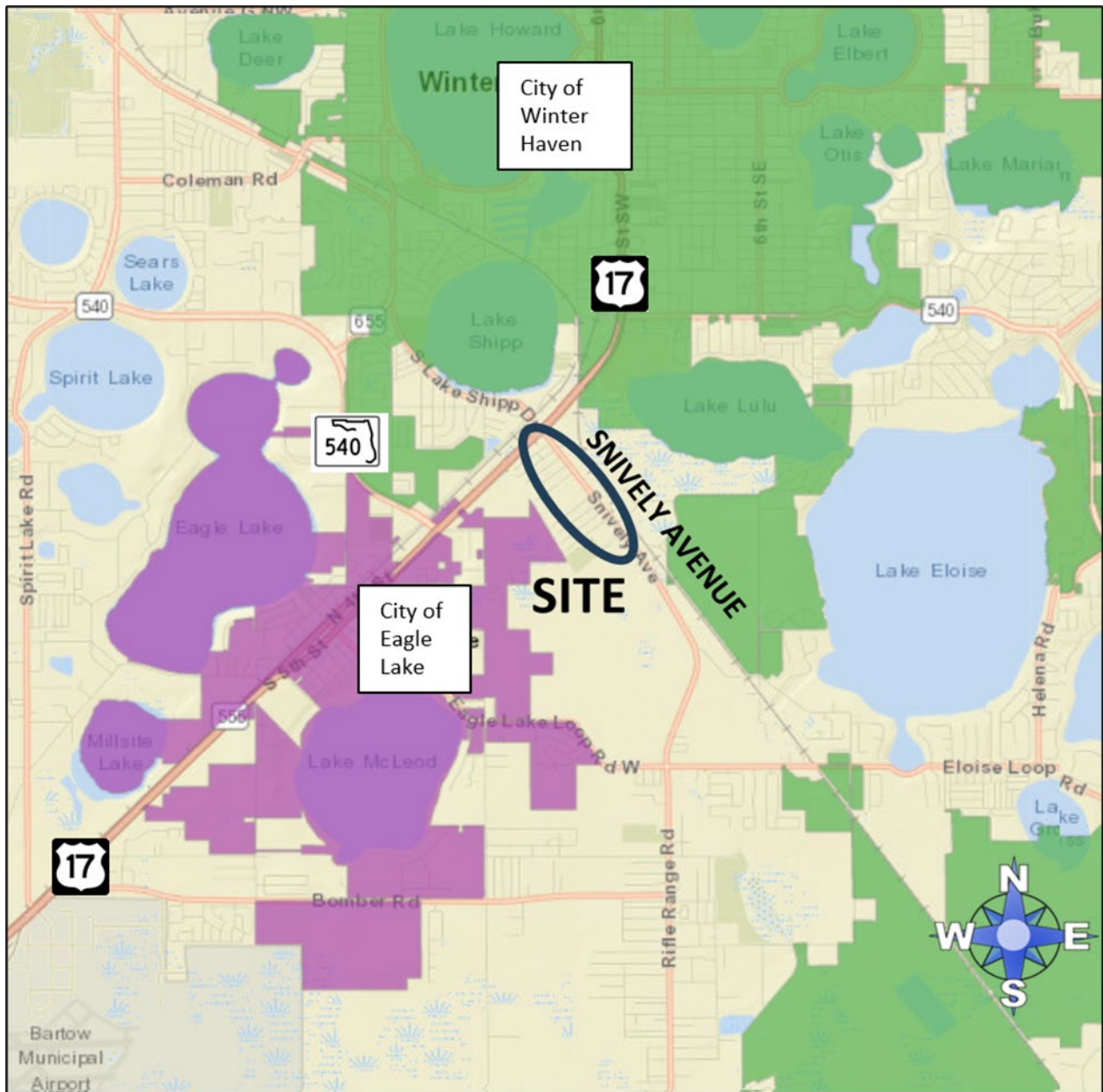
Comments from Other Agencies:

None

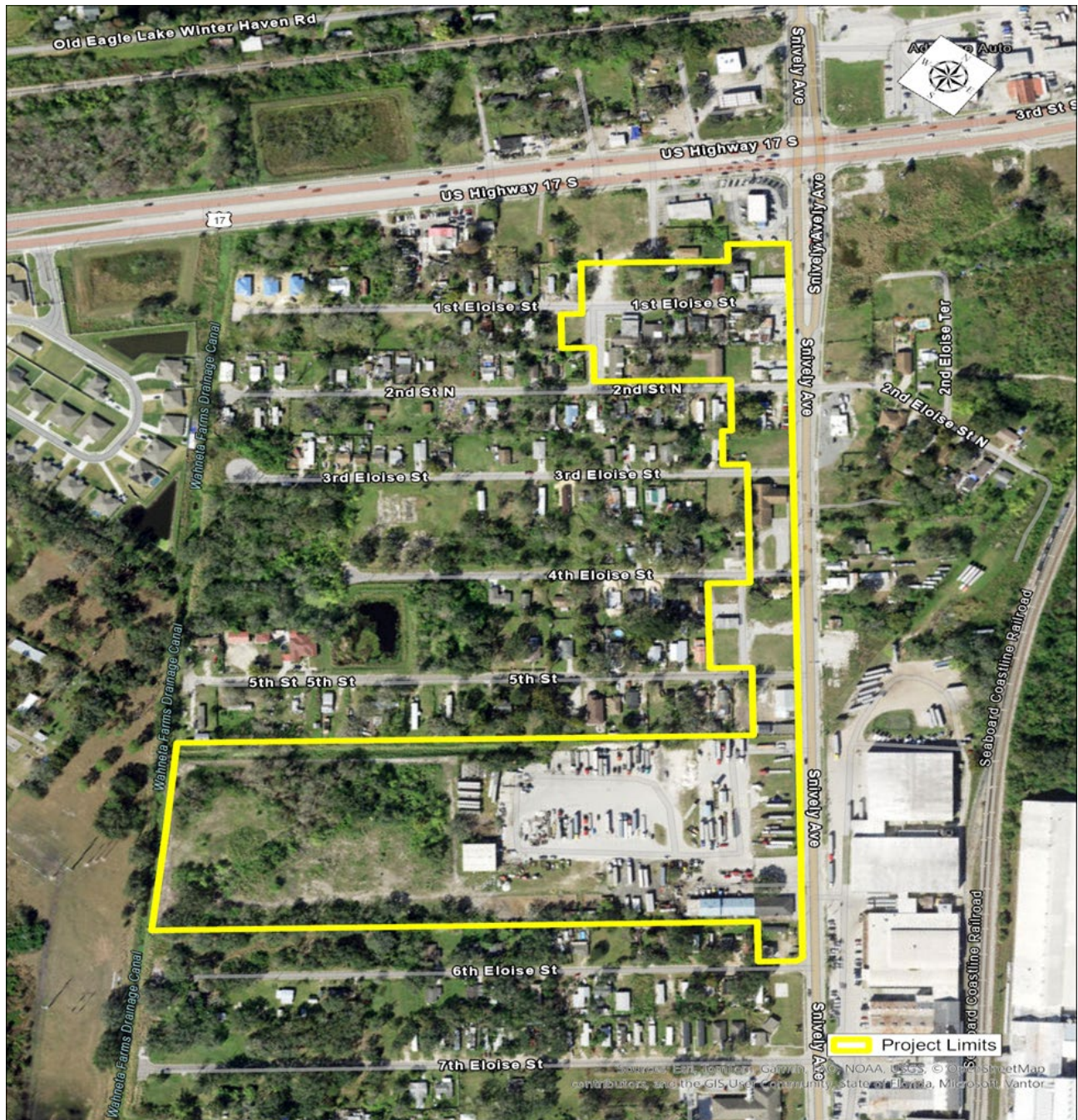
Draft Ordinance: Under separate attachment

Exhibits:

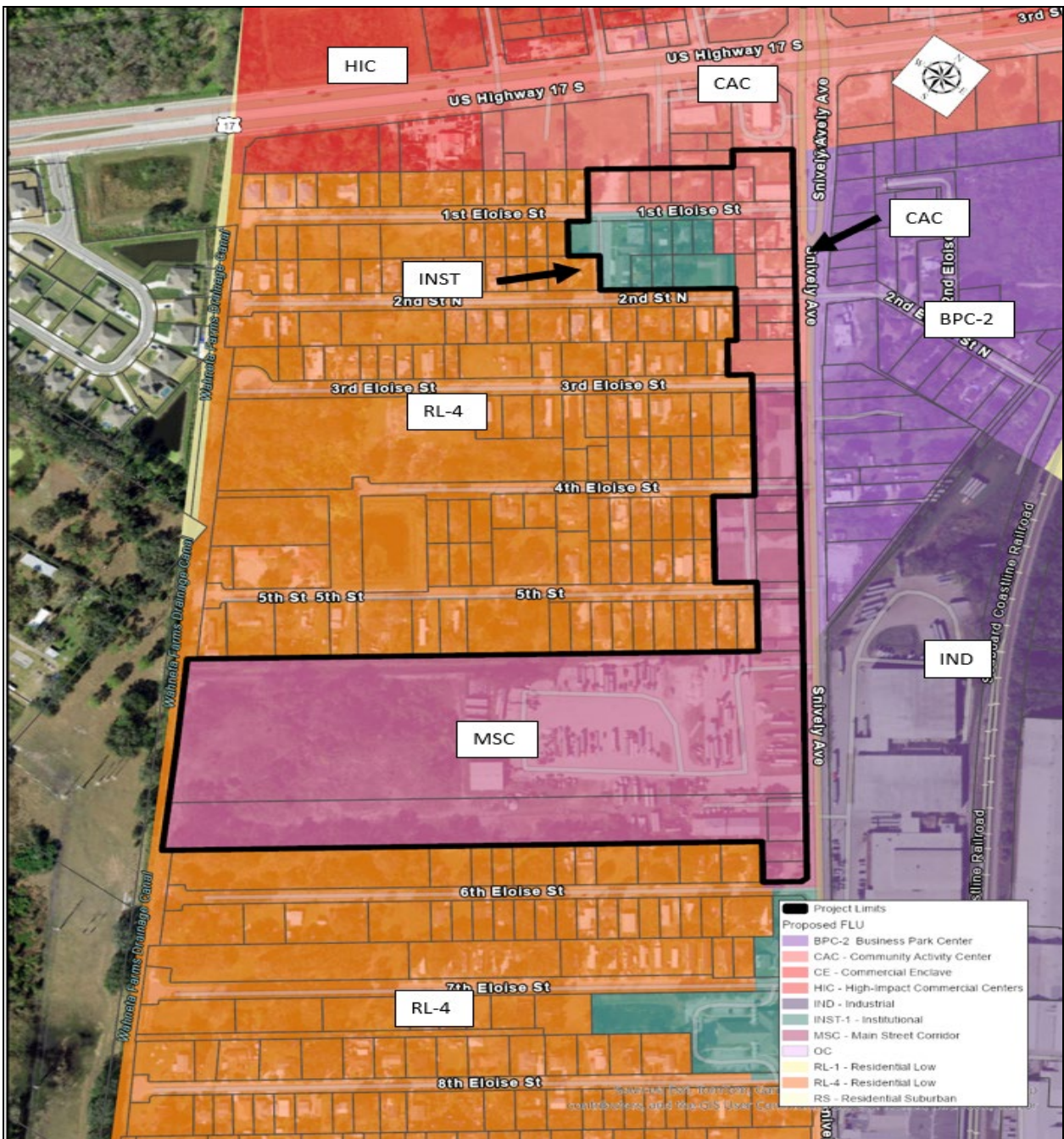
- Exhibit – 1 Location Map
- Exhibit – 2 Location Map (Detailed)
- Exhibit – 3 Proposed Future Land Use Change
- Exhibit – 4 Proposed Text Change



Location Map



Location Map (Detailed)



Proposed Future Land Use Map

Proposed Text Change

1. Applicability

The provisions and requirements of this Subsection apply to the subject site that is designated as Main Street Corridor, the boundaries of which are shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 26, Township 29, Section 5.

Table X.X Use Table for Standard Land Use Districts for the Eloise Main Street Corridor (MSC).	
	MSC
Key to Table: P = Permitted Use; C = Conditional Use/Level of Review	
Residential Uses	
<u>Duplex, Two-family Attached</u>	<u>C1</u>
<u>Group Home, Small (6 or less residents)</u>	<u>C1</u>
<u>Multi-family</u>	<u>C3</u>
<u>Mixed Uses</u>	
<u>Planned Development</u>	<u>C3</u>
<u>All Other Uses</u>	
<u>Adult Day Care Center (7 or more clients)</u>	<u>C3</u>
<u>Bed and Breakfast</u>	<u>C3</u>
<u>Childcare Center</u>	<u>C2</u>
<u>Clinics & Medical Offices</u>	<u>C2</u>
<u>Community Center</u>	<u>C2</u>
<u>Convenience Stores, Isolated</u>	<u>C2</u>
<u>Cultural Facility</u>	<u>C2</u>
<u>Event Facility</u>	<u>C2</u>
<u>Farming General</u>	<u>P</u>
<u>Financial Institution</u>	<u>C2</u>
<u>Funeral Home & Related Facilities</u>	<u>C2</u>
<u>Government Facility</u>	<u>P</u>
<u>Hotels and Motels</u>	<u>C3</u>
<u>Kennels, Boarding and Breeding</u>	<u>C3</u>
<u>Medical Marijuana Dispensaries</u>	<u>C2</u>
<u>Nurseries, Retail</u>	<u>C2</u>

<u>Nurseries and Greenhouses</u>	<u>P</u>
<u>Office</u>	<u>P</u>
<u>Personal Service</u>	<u>P</u>
<u>Recreation, Passive</u>	<u>C1</u>
<u>Recreation, Low-Intensity</u>	<u>C2</u>
<u>Recreation & Amusement General</u>	<u>C2</u>
<u>Religious Institution</u>	<u>C2</u>
<u>Research & Development</u>	<u>P</u>
<u>Restaurant, Sit-down/Take-out</u>	<u>C2</u>
<u>Retail, 10,000 - 34,999 sq. ft.</u>	<u>C2</u>
<u>Retail, 35,000 - 64,999 sq. ft.</u>	<u>C2</u>
<u>Retail, More than 65,000 sq. ft.</u>	<u>C3</u>
<u>Retail, Less than 10,000 sq. ft.</u>	<u>P</u>
<u>Retail, Outdoor Sales/Display</u>	<u>C3</u>
<u>School, Leisure/Special Interest</u>	<u>C3</u>
<u>School, Technical/Vocational/Trade & Training</u>	<u>C3</u>
<u>Studio, Production</u>	<u>P</u>
<u>Transitional Area Development</u>	<u>C4</u>
<u>Utilities, Class I</u>	<u>P</u>
<u>Utilities, Class II</u>	<u>P</u>
<u>Utilities, Class III</u>	<u>C3</u>
<u>Veterinary Service</u>	<u>C2</u>

2. Additional Site Development Standards for the Eloise Main Street Corridor (MSC):

- a. Multi-Family – Shall be limited to Small-Scale Multi-Family, which is defined in the Comprehensive Plan as a residential dwelling containing up to four units and not over two stories high.
- b. Crime Prevention Thru Environmental Design (CPTED) – Development in the MSC shall be designed in accordance with CPTED principles and standards wherever possible. The burden of proof shall be on the applicant to demonstrate that CPTED design standard cannot be met.
- c. Signage Limitations – Any ground signage shall be limited to monument signs.

ORDINANCE NO. 26 - ____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2026-13, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE, MODIFYING APPENDIX E, SECTION E105 PARCEL SPECIFIC COMPREHENSIVE PLAN AMENDMENTS WITH CONDITIONS. THIS CASE IS RELATED TO LDCPAS 2026-6. THE SUBJECT SITE IS SOUTH OF US 17, WEST OF SNIVELY AVENUE, BETWEEN 6TH STREET AND THE US 17/SNIVELY AVENUE INTERSECTION, SOUTHWEST OF THE CITY OF WINTER HAVEN, NORTHEAST OF THE CITY OF EAGLE LAKE, IN SECTION 5, TOWNSHIP 29 SOUTH, RANGE 26 EAST.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Local Government Comprehensive Plan and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Land Development Regulations consistent with the Polk County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

WHEREAS, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

WHEREAS, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

WHEREAS, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

WHEREAS, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on August 5, 2026; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Polk County, Florida that:

NOTE: The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

SECTION 1: APPENDIX E, Parcel Specific Future Land Use Designation with Conditions, of the Polk County Land Development Code, Polk County Ordinance No. 00-09, as amended, shall be amended in the following manner:

1. Applicability

The provisions and requirements of this Subsection apply to the subject site that is designated as Main Street Corridor, the boundaries of which are shown on the Future Land Use Map Series and Land Use District maps, more particularly those depicted in the panel showing Range 26, Township 29, Section 5.

2. Eloise Main Street Corridor Use Table

Table X.X Use Table for Standard Land Use Districts for the Eloise Main Street Corridor (MSC).	
	MSC
Key to Table: P = Permitted Use; C = Conditional Use/Level of Review	
<u>Residential Uses</u>	
<u>Duplex, Two-family Attached</u>	<u>C1</u>
<u>Group Home, Small (6 or less residents)</u>	<u>C1</u>
<u>Multi-family</u>	<u>C3</u>
<u>Mixed Uses</u>	
<u>Planned Development</u>	<u>C3</u>
<u>All Other Uses</u>	
<u>Adult Day Care Center (7 or more clients)</u>	<u>C3</u>
<u>Bed and Breakfast</u>	<u>C3</u>
<u>Childcare Center</u>	<u>C2</u>
<u>Clinics & Medical Offices</u>	<u>C2</u>
<u>Community Center</u>	<u>C2</u>
<u>Convenience Stores, Isolated</u>	<u>C2</u>
<u>Cultural Facility</u>	<u>C2</u>
<u>Event Facility</u>	<u>C2</u>
<u>Farming General</u>	<u>P</u>
<u>Financial Institution</u>	<u>C2</u>
<u>Funeral Home & Related Facilities</u>	<u>C2</u>

<u>Government Facility</u>	<u>P</u>
<u>Hotels and Motels</u>	<u>C3</u>
<u>Kennels, Boarding and Breeding</u>	<u>C3</u>
<u>Medical Marijuana Dispensaries</u>	<u>C2</u>
<u>Nurseries, Retail</u>	<u>C2</u>
<u>Nurseries and Greenhouses</u>	<u>P</u>
<u>Office</u>	<u>P</u>
<u>Personal Service</u>	<u>P</u>
<u>Recreation, Passive</u>	<u>C1</u>
<u>Recreation, Low-Intensity</u>	<u>C2</u>
<u>Recreation & Amusement General</u>	<u>C2</u>
<u>Religious Institution</u>	<u>C2</u>
<u>Research & Development</u>	<u>P</u>
<u>Restaurant, Sit-down/Take-out</u>	<u>C2</u>
<u>Retail, 10,000 - 34,999 sq. ft.</u>	<u>C2</u>
<u>Retail, 35,000 - 64,999 sq. ft.</u>	<u>C2</u>
<u>Retail, More than 65,000 sq. ft.</u>	<u>C3</u>
<u>Retail, Less than 10,000 sq. ft.</u>	<u>P</u>
<u>Retail, Outdoor Sales/Display</u>	<u>C3</u>
<u>School, Leisure/Special Interest</u>	<u>C3</u>
<u>School, Technical/Vocational/Trade & Training</u>	<u>C3</u>
<u>Studio, Production</u>	<u>P</u>
<u>Transitional Area Development</u>	<u>C4</u>
<u>Utilities, Class I</u>	<u>P</u>
<u>Utilities, Class II</u>	<u>P</u>
<u>Utilities, Class III</u>	<u>C3</u>
<u>Veterinary Service</u>	<u>C2</u>

2. Additional Site Development Standards for the Eloise Main Street Corridor (MSC):

- a. Multi-Family – Shall be limited to Small-Scale Multi-Family, which is defined in the Comprehensive Plan as a residential dwelling containing up to four units and not over two stories high.
- b. Crime Prevention Thru Environmental Design (CPTED) – Development in the MSC shall be designed in accordance with CPTED principles and standards wherever possible. The burden of proof shall be on the applicant to demonstrate that CPTED design standard cannot be met.

c. Signage Limitations – Any ground signage shall be limited to monument signs.

SECTION 2: SEVERABILITY

If any provisions of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY,
FLORIDA THIS 15th DAY OF SEPTEMBER 2026.

Eloise

Proposed Main Street Corridor

Vision

Thursday, February 26, 2026
Johnny and Freda Brooks Eloise Resource Center

Overview

On February 26, 2026, Polk County, in collaboration with the Central Florida Regional Planning Council (CFRPC), hosted a community meeting at the Johnny and Freda Brooks Eloise Resource Center. The event brought together residents and business owners from the Eloise community, as well as key stakeholders and representatives from several organizations and community-based groups. The meeting served as a platform for discussion, collaboration, and updates on ongoing and future initiatives aimed at improving the Eloise area.

The purpose of the meeting was to:

- Inform the Community of the proposed Eloise Main Street Corridor.
- Provide information to the community on the draft proposed Polk County Land Development regulations for the Eloise Main Street Corridor.
- Identify existing opportunities and challenges specific to residential and commercial uses in the Eloise corridor.

The meeting served as an opportunity for community engagement, offering residents the ability to learn about upcoming plans, proposed regulations and share input that will help shape future development efforts in the area. Thirty-three (33) people attended the event.

Key Themes

The following are overall key themes, as gathered from discussions with the group.

Allowable uses:

Participants generally expressed consensus and support regarding the proposed uses within the Eloise Main Street Corridor.

Attendees supported the proposed neighborhood commercial (not auto-oriented commercial). Additionally, there was a focus on multi-family residential, including duplex, triplex, quadplex and apartments along with office and institutional type uses.

There was support to expand the list of allowable uses by redeveloping and/or reusing existing facilities. Noting that existing residential uses will continue to be allowed.

Smith Parcel:

Much discussion focused on the +/-14-acre Smith parcel located at 642 Snively Avenue, currently being used as a semi-truck parking lot. Representatives from Polk County presented a potential concept plan which showed compact commercial uses, similar to outdoor mall, along with several parking lots. No decisions were made about the future of the parcel. The current owner, Mr. Smith, is amenable to discussions about the future of the parcel.

Non-Conforming Structures:

County staff clarified how nonconforming structures would be addressed under the proposed code changes. Residents expressed concern that if a nonconforming structure were destroyed and not rebuilt within two years, the County would repossess the property. County representatives explained that this absolutely would never happen. Instead, if the structure is rebuilt after the two-year grace period, the new building would simply need to comply with all current setback and other requirements.

Traffic/Transportation:

Attendees expressed that Snively Avenue currently lacks the capacity to support new development due to traffic congestion and poor pedestrian and bicycle infrastructure. As the community's main corridor, it should serve all users—drivers, walkers, and cyclists. Residents were very concerned about the high speeds allowed and the lack of traffic lights in several key places.

In Summary

The February 26, 2026, Eloise community meeting provided a valuable platform for residents, business owners, and stakeholders to share ideas and concerns about the future of the area. Overall, community members are eager to see new businesses and revitalization efforts that enhance the character and economic vitality of proposed Eloise Main Street corridor. There is a desire for adaptable development regulations to better accommodate site-specific needs and encourage reinvestment. The community showed a willingness to learn more about the proposed changes to the Future Land Use designations.

A major theme raised was the condition of Snively Avenue, which many felt is currently inadequate for the volume of traffic and unsafe for pedestrians and cyclists. As the area grows, residents want to see infrastructure improvements but expressed concern about the potential impact on nearby businesses if road widening is pursued.

The meeting reflected a community that is eager for positive change but also mindful of the need for balanced, context-sensitive planning that protects local character and ensures accessibility for all.

Outreach and Notification

Organizations, stakeholders, and community members were notified of the Eloise Community Meeting through the following methods:

- Over 243 property owners were notified by mail in English and Spanish.
- Physical copies of meeting flyer were delivered to the Brooks Resource Center.
- Polk County Code Enforcement staff also distributed flyers regarding the workshop.

Meeting Photos







Sign in Sheets

Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
MARTY PHILIPS		yes	1221ST Eloise Street	
Marquita Torres			103 7th Eloise Street	janie5945@gmail.com
Richard Wildman			3010 Agathe Lane	
Martha Paul		yes	P.O. Box 1595, WI 33882	marthaannp@me.com
DEAN RAMOS	yes	yes		doc4534@hotmail.com
Jaxon Ramsit				
AIBERTO				

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Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Christine Mancillas		yes	124 5th Eloise St Eloise, FL 33880	mancillas1977@yahoo.com
LINDA CANO		yes	126 5th ELOISE ST. ELOISE, FL 33880	
Daniel Rhodes		yes	914 Swirely Ave Eloise 33880	
Judy Manning		yes	P.O. Box 7365, Winter Haven, FL 33883 120 5th St. Eloise 33880	
Tabitha Alpers			330 W. Church St. Bartow, FL 33830	tabithaalpers@polkfl.gov
Lue Castillo		yes	118 7th Eloise St Eloise, FL 33880	loral1977@gmail.com
WANDA	863-266 3253	yes	122 1st Eloise St. ELOISE	Carthchild986@MSN.com

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Eloise Community Meeting



Sign-In Sheet

Eloise Community Center | February 26, 2026 | 5:30 PM

Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Jenny Barton	JB	Yes	832 Snively Ave. Eloise, FL 33880	barton3jenny@gmail.com
Lila Ruiz	LR	Yes	112 60th ELOISE ST. ELOISE, FL 33880	liatmew@gmail.com
Minerva Gil	mg	Yes	118th street, Eloise FL 33880	
Robert Barton	RB		129 9th Eloise St.	
Eugenia Barton	EB	yes	" " " "	rbartontrucking@aol.com
ALBERTO MEJIA	AM	YES	116 SNIVELY AVE WINTER HAVEN	
NELLY MEJIA	NM	YES	116 SNIVELY AVE WINTER HAVEN	

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Eloise Community Meeting



Sign-In Sheet

Eloise Community Center | February 26, 2026 | 5:30 PM

Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Marciano Montes	yes	yes	113-8th Eloise St. W.H. Fla. 33880	montesmarciano59@gmail.com
Carl E Hays	yes	yes	436 Vermont Ave Daytona Beach, Fla. 32118	carl-hays@yahoo.com
JAY VINES	yes	yes	105 2nd ELOISE TERRACE WINTER HAVEN FL 33880-5508	
Nannette + Juan Medero	N	Yes	684 Ave K SE We are pastors of church on 5th + snively Winter Haven FL 33880 863-410-4117	Nannette.medero@yahoo.com
Fredas H. Brooks	Yes	yes	143 8th Eloise St Winter Haven, FL 33880-5524 863-399-4200	WDB
Don Smith	yes	yes	4290 Hagan Rd Polk City, FL 3768	UFM55@me.com
David & Shui Rhodes	X	Yes	914 Snively Av, Eloise FL 33880	dsRhodes080802@gmail.com

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Eloise Community Meeting				
 				
Sign-In Sheet				
Eloise Community Center February 26, 2026 5:30 PM				
Name	Please initial for photo release consent*	Would you like to be added to the mailing list for future workshops?	Mailing Address	Email Address
Krishn Addison			832 Snively Ave	

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PowerPoint Presentation



Tu hogar
Your Home



Tu negocio
Your business



Tu comunidad
Your Community

Eloise

Proposed Main Street Corridor

Vision

THURSDAY, FEBRUARY 26, 2026 | 26 DE FEBRERO DE 2026

5:30PM



Brooks Community Center
710 Snively Avenue - Eloise





Eloise Proposed Main Street Corridor - Meeting Agenda

- Purpose of Meeting
- Background
- Proposed Changes
- Next Steps
- Questions

Agenda de la reunión propuesta para el corredor de Main Street en Eloise

- Propósito de la reunión
- Antecedentes
- Cambios propuestos
- Próximos pasos
- Preguntas

Eloise Proposed Main Street Corridor Purpose of Meeting

Corredor propuesto para Main Street en Eloise
Propósito de la reunión



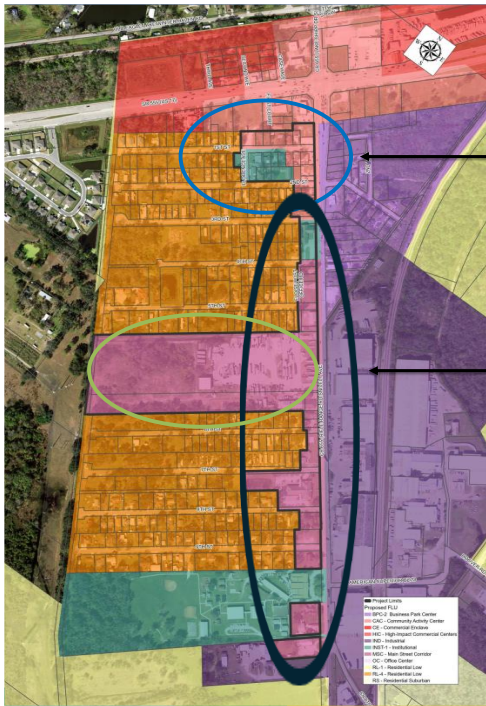
Present Proposed Changes to Future Land Use Map

- Freedom Tour/US 17 Area
- West Side of Snively Avenue
(including Smith Property)



Cambios propuestos para el futuro mapa de uso del suelo

- Tour de la Libertad/
Área de la US 17
- El lado oeste de
Snively Avenue
(incluida la propiedad de Smith)



Freedom Tour/US 17 Area

Residential

Tour de la Libertad/Área de la US 17

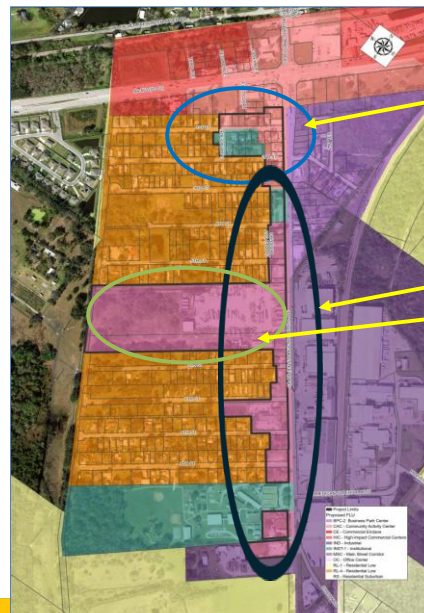
Snively Avenue Corridor
(including Smith Property)

*Corredor de Snively Avenue
(incluida la propiedad de Smith)*

Existing Future Land Use



Proposed Future Land Use



Residential to
Community Activity
Center & Institutional

Residential and
Institutional to
Main Street Corridor



Eloise Proposed Main Street Corridor Background

- Staff directed to examine Land Use designations around Freedom Tour property
- Proposal presented to the Eloise Community Redevelopment Agency (CRA) Advisory Committee on September 2nd, 2025.
- Committee suggested that west side of Snively Avenue corridor also be examined
- Proposed Map presented to Committee on December 1st, 2025.

Antecedentes del corredor propuesto para Main Street en Eloise

- Se ordenó al personal examinar las designaciones de uso del suelo alrededor de la propiedad de Freedom Tour
- Propuesta presentada al Comité Asesor de la Agencia de Reurbanización Comunitaria de Eloise (CRA) el 2 de septiembre de 2025.
- El comité sugirió que también se examine el lado oeste del corredor de Snively Avenue.
- Mapa propuesto presentado al Comité el 1 de diciembre de 2025.



Eloise Proposed Main Street Corridor - Proposed Changes

Freedom Tour/US 17 Area

- Institutional for Freedom Tour Operations
- Community Activity Center (commercial) to recognize existing uses and trends in the area

Los cambios propuesto del corredor de Main Street en Eloise

Tour de la Libertad/Área de la US 17

- Institucional para las operaciones del Tour de la Libertad
- Centro de actividades comunitarias (comercial) para reconocer los usos y tendencias existentes en el área

Eloise Proposed Main Street Corridor - Proposed Changes

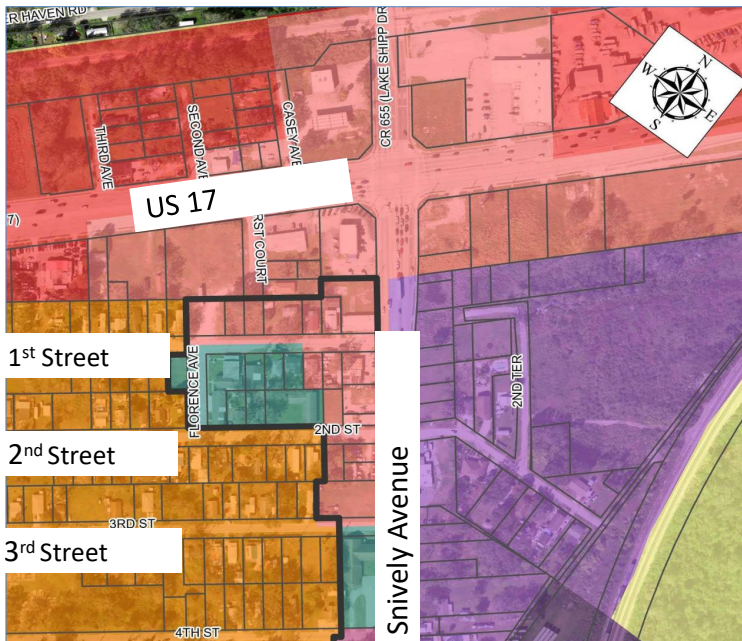
Snively Avenue Corridor – Main Street Corridor Land Use Proposed

- Intended for allow **neighborhood commercial** (not auto-oriented commercial) **office, institutional, and other types of residential uses** such as duplex/triplex/quadruplex and apartments
- **Expanded list of allowable uses** could allow for redevelopment and/or reuse of existing facilities
- Existing single-family residential is allowed, but not new

Los cambios propuesto del corredor de Main Street en Eloise

Propuesta de uso del suelo para el corredor de Snively Avenue y el corredor de Main Street

- Destinado a permitir usos comerciales en el vecindario (no comerciales orientados a automóviles), oficinas, institucionales y otros tipos de usos residenciales, como dúplex, triplex, cuádruplex y apartamentos.
- Una lista ampliada de usos permitidos podría permitir la remodelación y/o reutilización de instalaciones existentes
- Se permiten viviendas unifamiliares existentes, pero no nada nuevo.



Eloise Proposed Main Street Corridor

Proposed Changes – Freedom Tour / US 17 Area

Los cambios propuesto del corredor de Main Street en Eloise

Tour de la Libertad/Área de la US 17

	Project Limits
	Proposed FLU
	BPC-2 Business Park Center
	CAC - Community Activity Center
	CE - Commercial Enclave
	HIC - High-Impact Commercial Centers
	IND - Industrial
	INST-1 - Institutional
	MSC - Main Street Corridor
	OC - Office Center
	RL-1 - Residential Low
	RL-4 - Residential Low
	RS - Residential Suburban



Eloise Proposed Main Street Corridor

Proposed Changes – Snively Avenue

Los cambios propuesto del corredor de Main Street en Eloise

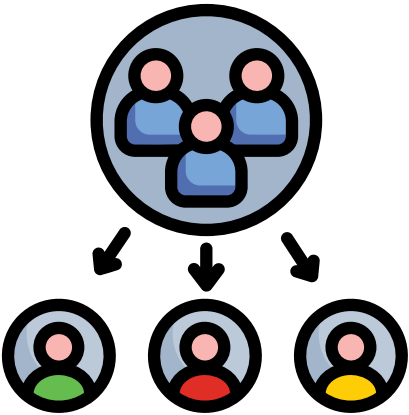
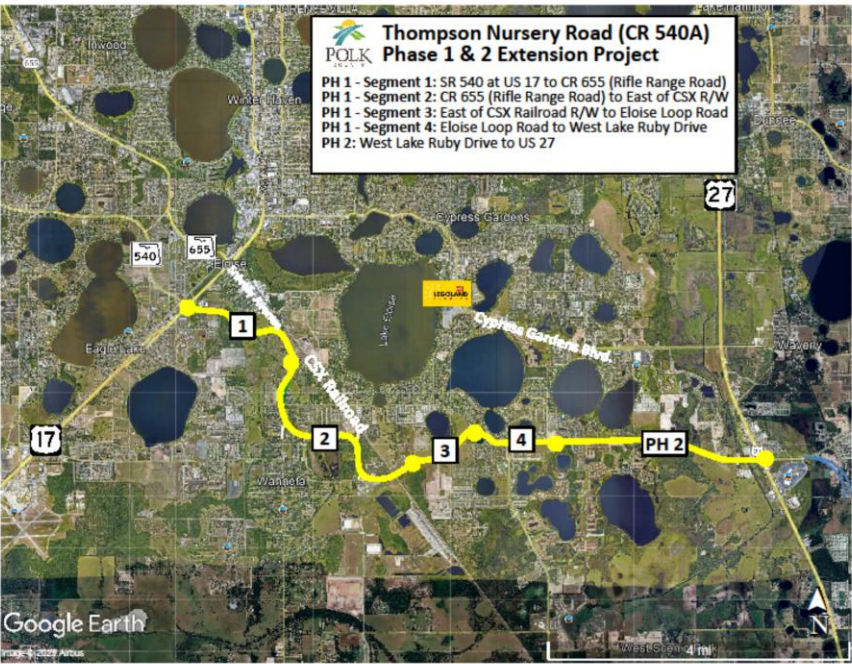
Corredor de Snively Avenue

●	Project Limits
■	Proposed FLU
■	BPC-2 Business Park Center
■	CAC - Community Activity Center
■	CE - Commercial Enclave
■	HIC - High-Impact Commercial Centers
■	IND - Industrial
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■	RL-1 - Residential Low
■	RL-4 - Residential Low
■	RS - Residential Suburban

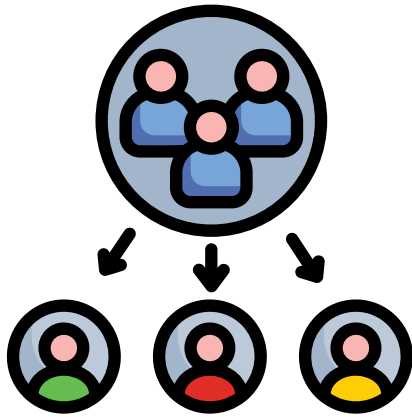
Concept Plan



G.1. Amendment 3
with Kimley-Horn for
TNR Design of Phase
I – Segment 2



Breakout Groups | Sesión de Grupos



Group Report Outs | Informes Grupales



Eloise
Main Street Corridor
— Vision —



Next Steps

- **Planning Commission Meeting**
Wednesday, April 1st (starts at 9:00 AM) – Makes recommendation to County Commission
- **Board of County Commissioners Meeting**
Tuesday, June 16th (starts at 9:00 AM) – Final decision

Próximos pasos del corredor propuesto para Main Street en Eloise

Reunión de la Comisión de Planificación

Miércoles 1 de abril (comienza a las 9:00 a. m.): hace recomendaciones a la Comisión del Condado

Reunión de la Junta de Comisionados del Condado

Martes 16 de junio (comienza a las 9:00 a. m.) – Decisión final



Eloise
Main Street Corridor
Vision



Eloise Proposed Main Street Corridor Questions?



Preguntas sobre el corredor propuesto
para Main Street en Eloise



Eloise
Main Street Corridor
Vision



For more Information:

Chanda Bennett

Polk County Comprehensive Planning Administrator
Office of Planning and Development | Land Development
Phone 863.534.6484
chandabennett@polkcounty.net

Brenda Torres

Community Planner & Communications Manager
Central Florida Regional Planning Council
(863) 534-7130 ext. 109
btorres@cfRPC.org

Meeting Notice

Tu hogar
Your Home

Tu negocio
Your business

Tu comunidad
Your Community



**SHARE YOUR VOICE ON
THE FUTURE OF ELOISE**

**COMPARTE TU VOS SOBRE
EL FUTURO DE ELOISE**

**THURSDAY
FEBRUARY 26, 2026**

**JUEVES
FEBRERO 26, 2026**

5:30PM - 7:30PM

Meeting starts at 5:30PM | Reunión comienza a las 5:30PM

Join us to discuss the draft Polk County Future Land Use Map amendments for the Eloise Community Redevelopment Area (CRA).

Únase a nosotros para discutir las enmiendas preliminares al Mapa de Uso Futuro del Condado de Polk para el Área de Reurbanización Comunitaria (CRA) de Eloise.

Johnny and Freda Brooks Eloise Resource Center

710 Snively Avenue,
Eloise, FL 3388021

Contact/Contacto: Brenda Torres, Central Florida Regional Planning Council, (863) 534-7130, ext: 109, btorres@cfrpc.org.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the CFRPC Title VI/Nondiscrimination Coordinator, Brenda Torres, 863-534-7130, extension 109 (voice), or via Florida Relay Service 711, or by email: btorres@cfrpc.org.

La participación pública es solicitada sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o situación familiar. Las personas que requieran alojamiento bajo el Americans with Disabilities Act (ADA) o la traducción de idiomas, de forma gratuita deben ponerse en contacto Brenda Torres, CFRPC Título VI de Enlace, 863-534-7130 (voz), a través de la Florida Relay Servicio 711, o por correo electrónico btorres@cfrpc.org al menos tres días antes del evento.

COMMUNITY WORKSHOP NOTICE

February 11, 2026

RE: Thursday, February 26, 2026 - Eloise Community Meeting

Dear Property Owner:

Please join us to share your thoughts and ideas regarding proposed changes in Eloise. In partnership with the Eloise Community Redevelopment Agency (CRA) Advisory Committee, a county-initiated Future Land Use Map Amendment is proposed for the Snively Avenue corridor. This community meeting will be held on **Thursday, February 26, 2026, from 5:30 to 7:30 p.m.** at the **Johnny and Freda Brooks Eloise Resource Center**, located at **710 Snively Avenue, Eloise, FL 33880**.

The purpose of the amendment is to evaluate potential updates to existing land use designations in order to better align with long-term redevelopment goals and adopted planning policies.

This community meeting will provide information on the proposed amendment, outline the planning process, and offer an opportunity for public input. Property owners, residents, business owners, and other interested stakeholders within and adjacent to the study area are encouraged to attend and participate. Discussion topics will include, but are not limited to, Snively Avenue multi-use corridor, a proposed Main Street Corridor, connectivity to homes, schools, and parks, and potential redevelopment concepts.

**Eloise Community Meeting
Thursday, February 26, 2026
5:30 to 7:30 p.m.**

**Johnny and Freda Brooks Eloise Resource Center
710 Snively Avenue
Eloise, FL 33880**

This event is open to the public and all interested persons are encouraged to attend. For additional information, please contact Brenda Torres, Central Florida Regional Planning Council, at (863) 534-7130, extension 109 or via e-mail at btorres@cfrpc.org.

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AVISO DE REUNIÓN COMUNITARIA

Febrero 11, 2026

Atención: Jueves 26 de Febrero de 2026 – Reunión Comunitaria de Eloise

Estimado propietario:

Únase a nosotros para compartir sus ideas y comentarios sobre los cambios propuestos en Eloise. En colaboración con el Comité Asesor de la Agencia de Reurbanización Comunitaria (CRA) de Eloise, el Condado propone una enmienda al Mapa de Uso Futuro para el corredor de Snively Avenue. Esta reunión comunitaria se llevará a cabo el **Jueves 26 de Febrero de 2026, de 5:30 p. m. a 7:30 p. m.**, en el **Johnny and Freda Brooks Eloise Resource Center**, ubicado en **710 Snively Avenue, Eloise, FL 33880**.

El propósito de esta enmienda es evaluar posibles actualizaciones a las designaciones actuales de uso futuro para alinearlas mejor con los objetivos de reurbanización a largo plazo y las políticas de planificación adoptadas.

Esta reunión comunitaria brindará información sobre la enmienda propuesta, explicará el proceso de planificación y ofrecerá una oportunidad para la participación del público. Se anima a los propietarios, residentes, dueños de negocios y otras partes interesadas dentro y adyacentes al área de estudio a asistir y participar. Los temas de discusión incluirán, entre otros, el corredor de de Snively Avenue, un corredor comercial tipo *Main Street* propuesto, la conectividad con viviendas, escuelas y parques, y posibles conceptos de reurbanización.

El taller será facilitado por el **Condado de Polk** en colaboración con el **Consejo de Planificación Regional de Florida Central (CFRPC)**.

Reunión Comunitaria de Eloise

Jueves, Febrero 26, 2026

5:30pm - 7:30pm

Johnny and Freda Brooks Eloise Resource Center

710 Snively Avenue

Eloise, FL 33880

El evento está abierto al público y se anima a todas las personas interesadas a asistir. Para obtener información adicional, comuníquese con Brenda Torres, Consejo de Planificación Regional de Florida Central, Central Florida Regional Planning Council al (863) 534-7130, extensión 109 o por correo electrónico a btorres@cfrpc.org.

La participación pública es solicitada sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o situación familiar. Las personas que requieren alojamiento bajo el Americans with Disabilities Act (ADA) o la traducción de idiomas, de forma gratuita deben ponerse en contacto Brenda Torres, CFRPC Título VI de Enlace, 863-534-7130 (voz), oa través de la Florida Relay Servicio 711, o por correo electrónico btorres@cfrpc.org al menos tres días antes del evento.





Polk County
Planning Commission

Agenda Item 7.

8/5/2026

SUBJECT

LDCT-2026-10 (Airport Impact Districts)

DESCRIPTION

This is a County-initiated request to amend Chapter 6, Section 641, Airport Impact District (AID), to include standards for permit and notice requirements under the Polk County Airport Zoning Regulations and Joint Airport Zoning Board (JAZB); include airport height zones and amend airport names.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Aleya Inglima

Land Development Division

(863) 534-6764

aleyainglima@polkfl.gov

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: April 30, 2026	Level of Review: 4
PC Date: August 5, 2026	Type: LDC Text Amendment
BoCC Date: September 1, 2026	Case Numbers: LDCT-2026-10
Applicant: Polk BoCC	Case Name: Airport Impact Districts
	Case Planner: Aleya Inglima, Planner II

Request:	This is a County-initiated request to amend Chapter 6, Section 641, Airport Impact District (AID), to include standards for permit and notice requirements under the Polk County Airport Zoning Regulations and Joint Airport Zoning Board (JAZB); include airport height zones and amend airport names
Location:	n/a
Property Owner:	n/a
Parcel Size (Number):	n/a
Development Area:	n/a
Nearest Municipality:	n/a
DRC Recommendation:	Approval
Planning Commission Vote:	Pending Hearing

Among the changes to Chapter 6, Section 641 are:

- Revising the Airport standards to clarify development requirements to improve consistency with the Land Development Code.
- Revising references to ensure consistency with other applicable sections of the Code.
- Correcting outdated language within the Airport regulations.

Summary:

This is a County-initiated request to amend Chapter 6, Section 641, Airport Impact District (AID), of the Land Development Code. The proposed amendments incorporate permit and notice requirements associated with the Polk County Airport Zoning Regulations and the Joint Airport Zoning Board (JAZB), establish airport height zones, and update airport names to reflect current airport designations. This amendment does not add any new regulations to the LDC. It carries regulations from another ordinance adopted in 2019 and updates the LDC accordingly.

The proposed amendments improve consistency between the Land Development Code and the County's Airport Zoning Regulations by clarifying permitting requirements for development within airport influence areas, identifying airport height zones, and updating airport names. These revisions are intended to improve implementation of airport zoning regulations while promoting compatibility between airport operations and surrounding land uses. This amendment improves public accessibility to County regulation. It brings pertinent information from the airport zoning ordinance into Municode where it can be accessed and meets with American with Disabilities Act (ADA) requirements.

Findings of Fact

1. *LDCT-2025-22 is a County-initiated request to amend Chapter 6, Section 641, Airport Impact District (AID), of the Polk County Land Development Code.*
2. *LDC Chapter 6, Section 641 – Airport Impact District (AID) states:*

“The Polk County Comprehensive Plan and Land Development Code shall effect aviation-compatible land uses for airports licensed for public-use by limiting or restricting aviation-incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations. As the County is a member of the Polk County Joint Airport Zoning Board (JAZB), which adopts and administers airport zoning regulations pursuant to F.S. ch. 333 the Airport Impact District overlay and its related development criteria are established to incorporate the provisions of the Polk County Airport Zoning Regulations to ensure the establishment of aviation-compatible land uses and activities in the County. All development within the County shall comply with the Polk County Comprehensive Plan, the Land Development Code, and the Polk County Airport Regulations.

The Airport Impact District (AID) overlay is established to ensure that land uses and activities are compatible with the existing operations of public-use airports and the planned operations of those with adopted Airport Master Plans. The AID includes all of unincorporated Polk County in order to protect the health and safety of its residents and to preserve the public investment in, and utility and benefits arising from public use airports.”

3. *LDC Chapter 6, Section 641 – Airport Impact District (AID) states:*

“The County's Land Development Code shall include provisions applicable to the Airport Impact District (AID) to ensure the establishment of aviation-compatible land uses and thus include appropriate land development criteria, consistent with the provisions of the Polk County Airport Zoning Regulations.

1. *The following land use compatibility criteria shall be reviewed for all existing and new development within the County for compliance with the Polk County Airport Zoning Regulations.*
 - a. *Height restrictions based on the federal obstruction standards contained in 14 CFR Part 77. Property owners are required to provide notice to the Federal Aviation Administration (FAA) for the construction and alteration of certain structures, including those structures greater than 200 feet in height above ground level, and any such structure must obtain an airport obstruction permit from the Airport Zoning Administrator, or agent thereof, and/or airport obstruction variance from the Airport Zoning Board of Adjustment (AZBA);*
 - b. *Restrictions on noise-sensitive land uses and requirements for certain structures to meet sound-level reduction (SLR) standards within the Airport Noise Zones established by the Polk County Airport Zoning Regulations;*
 - c. *Restrictions on land uses subject to the recurring overflight of aircraft in the Airport Overflight Zones established by the Polk County Airport Zoning Regulations*

Board (JAZB) review.

- Establishing airport height zones used to evaluate potential obstructions to airspace.
- Updating airport names throughout the Airport Impact District regulations.
- Improving consistency between the Land Development Code and the Airport Zoning Regulations.

Consistency with the Comprehensive Plan

The amendments improve implementation of the Airport Impact District by clarifying permitting procedures, recognizing airport height zones, and maintaining consistency with the County's Airport Zoning Regulations. These revisions help protect the safe and efficient operation of public airports while providing clearer guidance for development subject to airport zoning requirements.

Comments from Other Agencies: None

Draft Ordinance: Under separate attachment

ORDINANCE NO. 26-_____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2026-10, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE; AMENDING CHAPTER 6, SECTION 641, AIRPORT IMPACT DISTRICT (AID), TO INCLUDE STANDARDS FOR PERMIT AND NOTICE REQUIREMENTS UNDER THE POLK COUNTY AIRPORT ZONING REGULATIONS AND JOINT AIRPORT ZONING BOARD (JAZB); INCLUDE AIRPORT HEIGHT ZONES AND AMEND AIRPORT NAMES AS NEEDED; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Land Development Regulations consistent with the Polk County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

WHEREAS, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

WHEREAS, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

WHEREAS, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

WHEREAS, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on August 5, 2026; and

WHEREAS, the proposed text amendment to the Polk County Land Development Code regarding Chapter 6, Section 641, Airport Impact District (AID) to include standards for permit and notice requirements under the Polk County Airport Zoning Regulations and Joint Airport Zoning Board (JAZB); include airport height zones and amend airport names as needed; and

WHEREAS, the Board of County Commissioners held two public hearings on September 1, 2026 and September 15, 2026 wherein the Board reviewed and considered the Planning Commission's recommendation, the staff report, and all comments received during said public hearings, and provided for necessary revisions; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Polk County, Florida that:

NOTE: The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

SECTION 1: FINDINGS The Board hereby finds and determines that:

- a) The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted.
- b) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on August 5, 2026, to consider the LDC text amendments contained within Application LDCT-2026-10 and found them to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Text Amendment contained within Application LDCT-2026-10.
- c) The adoption of LDCT-2026-10 is consistent with the Comprehensive Plan and LDC.

SECTION 2: Chapter 6, Section 641, Airport Impact District (AID), of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

Section 641 Airport Impact District (AID)

A. Purpose and Intent

~~The Polk County Comprehensive Plan and Land Development Code shall effect aviation-compatible land uses for airports licensed for public use by limiting or restricting aviation-incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations. As the County is a member of the Polk County Joint Airport Zoning Board (JAZB), which adopts and administers airport zoning regulations pursuant to F.S. ch. 333 the Airport Impact District overlay and its related development criteria are established to incorporate the provisions of the Polk County Airport Zoning Regulations to ensure the establishment of aviation-compatible land uses and activities in the County. All development within the County shall comply with the Polk County Comprehensive Plan, the Land Development Code, and the Polk County Airport Regulations.~~

The Airport Impact District (AID) overlay is established to ensure that land uses and activities are compatible with the existing operations of public-use airports and the planned operations of those with adopted Airport Master Plans. The AID includes all of unincorporated Polk County in order to protect the health and safety of its residents and to preserve the public investment in, and utility and benefits arising from public use airports. Permit applications under this Section shall include documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and a valid aeronautical study.

B. Applicability

The Airport Impact District overlay shall apply to all of unincorporated Polk County. The existing public-use airports within the Airport Impact District (AID) include:

- a. Bartow ~~Executive Municipal~~ Airport;
- b. Chalet Suzanne Airport;
- c. Brown Seaplane Base;

- d. Lakeland Linder International ~~Regional~~ Airport;
- e. Lake Wales Municipal Airport;
- f. River Ranch Resort Airport;
- g. South Lakeland Airstrip ~~park~~, and
- h. Winter Haven Regional ~~Municipal~~ Airport;
- i. SunTrax Air

C. Development Standards

The following land use compatibility criteria shall be reviewed for all new development within the County for compliance with the Polk County Airport Zoning Regulations:

- 1. Height of structures and objects of natural growth on such land;
- 2. Uses of land in areas subject to airport noise;
- 3. Uses of land in areas subject to aircraft overflight potential;
- 4. Establishment of educational facilities of public and private schools on such land;
- 5. Uses of land which result in the generation of in-flight visual or electronic interference;
and
- 6. Uses of land which result in aircraft bird strike hazard;
- 7. Other applicable regulations or restrictions that may be required by, including amendments to, the Polk County Airport Zoning Regulations.

D. Airport Zones of Influence

In the development of the Regulations, Polk County established two zones of influence: The Airport Height Notification Zone and the Airport Overflight Zone. These two zones were established to protect land uses, people and objects on the ground, and airspace surrounding airports. These zones apply to all of Polk County's nine public use airports. Any proposed development within these zones is required to comply with the Regulations, any applicable state or federal regulations, and any additional applicable requirements of local governments.

- 1. Airport Height Notification Zones as defined in 14 Code of Federal Regulations (CFR), Part 77.19:
 - a. Primary Surface
 - b. Approach Surface
 - c. Transitional Surface
 - d. Horizontal Surface
 - e. Conical Surface
- 2. Airport Overflight zones as defined in 14 CFR, Part 150 and F.S. 333:
 - a. Runway Protection Zone
 - b. Noise Zones
 - c. Landfill Surface Limits
 - d. Educational Facility Surface Limits

E. Airport Height Notification Zones

The following requirements apply to all proposed structures and objects of natural growth within the Airport Height Notification Zone or Airport Overflight Zone:

- 1. To determine whether an aeronautical study is required, refer to the FAA Notice

Criteria Tool (NCT) or another pre-screening tool offered by the FAA. This does not constitute a final determination in accordance with the Polk County Airport Zoning Regulations.

2. Property owners are required to provide notice to the Federal Aviation Administration (FAA) for the construction and alteration of certain structures, including:
 - a. Those structures greater than 200 feet in height above ground level (AGL);
 - b. Any construction exceeding the imaginary surfaces extending upward and outward at a ratio of either 1:50' or 1:100', depending on an airport's runway length;
 - c. If requested by the FAA or;
 - d. Any development described under CFR 77.9.

F. Airport Obstruction Permit

Any applicant who receives a "Notice of Potential Airport Obstruction" may obtain an Airport Obstruction Permit from the Land Development Director, or agent thereof.

1. No proposed development that constitutes a "potential airport obstruction" shall be approved unless coordinated with the FAA on appropriate permits. The FAA Form 7460-1 "Notice of Proposed or Alteration" will be filed with the FAA, pursuant to 14 CFR 77.
 - a. A determination resulting from the submittal of a Notice of Proposed Construction or Alteration does not preclude the requirement to obtain an Airport Obstruction Permit.
2. The Airport Obstruction Permit shall be submitted to the Land Development Director and shall include a copy of the final written Determination as issued by the FAA.
3. No Airport Obstruction Permit shall be granted by the Land Development Director or agent thereof:
 - a. Where the FAA has determined it would result in an exceedance of the federal obstruction standards contained in 14 CFR Part 77, the establishment of a "Hazard to Air Navigation," or both;
 - b. Where the Florida Department of Transportation (FDOT) has advised that a FAA Determination is not valid relative to state law;
 - c. Any conflict with other federal or state regulations
4. In addition to the standard submittal documents associated with a building or development permit applications, permit applications under this Section shall include documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and a valid aeronautical study.

G. Airport Noise Compatibility

To determine the extent of the noise impact around an airport, Table 6.2 describes compatible land uses as a function of yearly day-night average sound level (YDNL) values. All land uses are considered to be compatible with noise levels less than 65 YDNL.

1. Noise Zones

- a. For airports that do not have a noise study approved by the FAA, educational facilities (except for aviation school facilities) are prohibited in the Educational Facility Surface Limits.
- b. For airports that do have a noise study noncompatible uses as detailed in Table 6.1 are prohibited (unless specifically addressed and permitted with acceptable mitigations detailed in the study that developed the noise contours) in areas of 65 YDNL or greater.

2. Solid Waste Management Facilities

- a. New landfills are prohibited in the Landfill Surface Limits.

<u>Table 6.2 – Land Use Compatibility*</u>						
<u>Land use</u>	<u>Yearly day-night average sound level (L_{dn}) in</u>					
	<u>decibels</u>					
	<u>Below</u> <u>65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>	<u>80-85</u>	<u>Over</u> <u>85</u>
<u>Residential</u>						
<u>Residential, other than mobile homes and transient lodgings</u>	<u>Y</u>	<u>N(1)</u>	<u>N(1)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Mobile home parks</u>	<u>Y</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Transient lodgings</u>	<u>Y</u>	<u>N(1)</u>	<u>N(1)</u>	<u>N(1)</u>	<u>N</u>	<u>N</u>
<u>Public Use</u>						
<u>Schools</u>	<u>Y</u>	<u>N(1)</u>	<u>N(1)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Hospitals and nursing homes</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Churches, auditoriums, and concert halls</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Governmental services</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>
<u>Transportation</u>	<u>Y</u>	<u>Y</u>	<u>Y(2)</u>	<u>Y(3)</u>	<u>Y(4)</u>	<u>Y(4)</u>
<u>Parking</u>	<u>Y</u>	<u>Y</u>	<u>Y(2)</u>	<u>Y(3)</u>	<u>Y(4)</u>	<u>N</u>
<u>Commercial Use</u>						
<u>Offices, business and professional</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>
<u>Wholesale and retail—building materials, hardware and farm equipment</u>	<u>Y</u>	<u>Y</u>	<u>Y(2)</u>	<u>Y(3)</u>	<u>Y(4)</u>	<u>N</u>
<u>Retail trade—general</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>
<u>Utilities</u>	<u>Y</u>	<u>Y</u>	<u>Y(2)</u>	<u>Y(3)</u>	<u>Y(4)</u>	<u>N</u>
<u>Communication</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>
<u>Manufacturing and Production</u>						
<u>Manufacturing, general</u>	<u>Y</u>	<u>Y</u>	<u>Y(2)</u>	<u>Y(3)</u>	<u>Y(4)</u>	<u>N</u>
<u>Photographic and optical</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>
<u>Agriculture (except livestock) and forestry</u>	<u>Y</u>	<u>Y(6)</u>	<u>Y(7)</u>	<u>Y(8)</u>	<u>Y(8)</u>	<u>Y(8)</u>
<u>Livestock farming and breeding</u>	<u>Y</u>	<u>Y(6)</u>	<u>Y(7)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Mining and fishing, resource production and extraction</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>

<u>Recreational</u>						
<u>Outdoor sports arenas and spectator sports</u>	<u>Y</u>	<u>Y(5)</u>	<u>Y(5)</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Outdoor music shells, amphitheaters</u>	<u>Y</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Nature exhibits and zoos</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Amusements, parks, resorts and camps</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Golf courses, riding stables and water recreation</u>	<u>Y</u>	<u>Y</u>	<u>25</u>	<u>30</u>	<u>N</u>	<u>N</u>

* The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities.

Key for Table 6.2

Y (Yes) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Footnotes for Table 6.2

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
4. Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require an NLR of 25.
7. Residential buildings require an NLR of 30.
8. Residential buildings not permitted.

H. Covenants & Deed Restrictions, Plat Notice

1. Constructive knowledge shall be made available to all purchasers of property located in any Airport Overflight Zone and/or Airport Noise Zone. For any proposed subdivision located all or partially within AID as defined in this Section, in which the proposed subdivision is required to meet the platting requirements, the plat for such subdivision shall include in a prominent place the following statement:

NOTICE: Individual lots may be located partially or entirely within an Airport Impact District (AID), Overflight Zone and/or Airport Noise Zone. Property(ies) may be subject to increased noise or hazard levels associated with air traffic operations.

2. Covenants and deed restrictions shall disclose the proximity of property to the airports and the potential airport-related effects on the property with the aforementioned notice and obligate owners to disclose this information to prospective buyers and lessees.

C. ~~Development Standards~~

~~The County's Land Development Code shall include provisions applicable to the Airport Impact District (AID) to ensure the establishment of aviation compatible land uses and thus include appropriate land development criteria, consistent with the provisions of the Polk County Airport Zoning Regulations.~~

- ~~1. The following land use compatibility criteria shall be reviewed for all existing and new development within the County for compliance with the Polk County Airport Zoning Regulations.~~
 - ~~a. Height restrictions based on the federal obstruction standards contained in 14 CFR Part 77. Property owners are required to provide notice to the Federal Aviation Administration (FAA) for the construction and alteration of certain structures, including those structures greater than 200 feet in height above ground level, and any such structure must obtain an airport obstruction permit from the Airport Zoning Administrator, or agent thereof, and/or airport obstruction variance from the Airport Zoning Board of Adjustment (AZBA);~~
 - ~~b. Restrictions on noise sensitive land uses and requirements for certain structures to meet sound level reduction (SLR) standards within the Airport Noise Zones established by the Polk County Airport Zoning Regulations;~~
 - ~~c. Restrictions on land uses subject to the recurring overflight of aircraft in the Airport Overflight Zones established by the Polk County Airport Zoning Regulations;~~
 - ~~d. Restrictions on the location of educational facilities of public and private schools in areas defined by the Polk County Airport Zoning Regulations;~~
 - ~~e. Restrictions on land uses or activities that induce aircraft bird strike hazard;~~
 - ~~f. Restrictions on land uses or activities that generate In-flight visual or electronic interference;~~
 - ~~g. Other applicable regulations or restrictions that may be required by, including amendments to, the Polk County Airport Zoning Regulations.~~
- ~~2. Consistent with applicable law, all development within an Airport Impact District shall be subject to the County's development review procedures.~~

~~D.I.~~ Variances/Special Exceptions/Appeals

Variances, special exceptions, and appeals must be approved by the Airport Zoning Board of Adjustment (AZBA) in order for certain land developments to be in compliance with the Polk County Airport Regulations and the Land Development Code. Requests for variances, special exceptions, and appeals under Section 641 must be made to the Airport Zoning Administrator, Land Development Director, who is appointed by the Joint Airport Zoning Board (JAZB). The Land Development Director shall also consider the criteria enumerated in Section 333.025(6), Florida Statutes, in the consideration of an Airport Obstruction Variance request.

SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

This ordinance shall become effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY, FLORIDA
this 15th day of September 2026.

LDCT-2026-10 - Airport Impact District Clarifications

Menu

Reports

Help

Application Name:

[Airport Impact District Clarifications](#)

File Date:

[04/09/2026](#)

Application Type:

[BOCC-LDC Text Change](#)

Application Status:

[Approved for Hearing](#)

Application Comments:

View ID	Comment	Date
---------	---------	------

Description of Work:

[Airport Impact District Clarifications Text](#)

Application Detail:

[Detail](#)

Address:

[330 W CHURCH ST, BARTOW, FL 33830](#)

Parcel No:

[253006393000000172](#)

Owner Name:

[POLK COUNTY](#)

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
POLK COUNTY		Engineer	Mailing_330 W Church ...	Active
POLK COUNTY		Contact	Mailing_330 W Church ...	Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #
---------	----------------	--------------	------	---------------	--------------------

Job Value:

[\\$0.00](#)

Total Fee Assessed:

[\\$850.00](#)

Total Fee Invoiced:

[\\$0.00](#)

Balance:

[\\$0.00](#)

Custom Fields:

LD_PUBL_HEAR

PUBLIC HEARINGS

Development Type

[Board of County Commissioners](#)

Variance Type

[-](#)

Affordable Housing

Application Type

[Government Project](#)

Brownfields Request

[-](#)

GENERAL INFORMATION

Expedited Review

[-](#)

Will This Project Be Phased

[0](#)

DRC Meeting

[04/30/2026](#)

Rescheduled DRC Meeting

[-](#)

Number of Units

[-](#)

Is this Polk County Utilities

[-](#)

FS 119 Status

[Non-Exempt](#)

Number of Lots

[-](#)

Acreage

[0](#)

DRC Meeting Time

[12: PM](#)

Rescheduled DRC Meeting Time

[-](#)

Green Swamp

[No](#)

Case File Number

[-](#)

One Year Extension

[-](#)

ADVERTISING

Legal Advertising Date

[-](#)

BOCC2 Advertising Date

[-](#)

BOCC1 Advertising Date

[-](#)

Advertising Board

[Board of County Commissioners](#)

MEETING DATES

Community Meeting

[-](#)

BOA Hearing Date

[-](#)

2nd BOCC Date

[09/15/2026](#)

Planning Commission Date

[08/05/2026](#)

1st BOCC Date

[09/01/2026](#)

HEARING

PC Hearing Results

[-](#)

PC Vote Tally

[-](#)

BOCC 1st Hearing Results

BOCC 1st Vote Tally

BOCC 2nd Hearing Results

BOCC 2nd Vote Tally

FINAL LETTER

Denovo Appeal

Denovo Results

Denovo Tally

LD_PUBL_HEAR_EDL

Opening DigEplan List...

DigEplan Document List

[Open](#)

PLAN REVIEW FIELDS

TMPRecordID

[POLKCO-REC26-00000-00E5B](#)

RequiredDocumentTypesComplete

[No](#)

DocumentGroupforDPC

[DIGITAL PROJECTS LD](#)

AdditionalDocumentTypes

[Applications, AutoCad File Binding Site Plans \(PDs, Yes and CUs\), CSV, Calculations, Correspondence, Design Drawings, Flood/Traffic Studies, Impact Statement, Inspections, Miscellaneous, Plats, Record Drawings, Response Letter Resubmittal Complete, Staff Report/Approval Letter, Survey, Title Opinion](#)

RequiredDocumentTypes

Activate DPC

Activate FSA

[Yes](#)

DigitalSigCheck

[Yes](#)

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	04/14/2026	Lyndsay Rathke
Engineering Review				
Surveying Review	Mike Benton	Not Required	04/29/2026	Mike Benton
Roads and Drainage Review	Phil Irven	Approve	04/16/2026	Phil Irven
Fire Marshal Review	Kim Turner	Not Required	04/24/2026	Kim Turner
Planning Review	Andrew Grohowski	Approve	04/29/2026	Andrew Grohowski
School Board Review	School District	Not Required	04/16/2026	School District
Review Consolidation	Lyndsay Rathke	Approved for...	05/04/2026	Lyndsay Rathke
Staff Report				
Public Notice	Lisa Simons-Iri...			
Planning Commision				
BOCC Hearing				
Final Letter				
DEO Review				
Second BOCC Hearing				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By
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Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments
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Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments
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Polk County
Planning Commission

Agenda Item 8.

8/5/2026

SUBJECT

LDCPAL-2026-7 (FS 163 CIE Comprehensive Plan Update)

DESCRIPTION

County initiated Comprehensive Plan text amendment to the Polk County Comprehensive Plan per Florida Statutes 163.3177 (3) to review the Capital Improvements Element and reference the adopted five-year schedule of Capital Improvements, to reflect the timing and funding of capital projects to meet or maintain adopted Level-Of-Service (LOS) standards for certain public facilities; reference the adopted Transportation Improvement Program (TIP) Five-Year Study and the adopted Polk County School Board Five-Year Work Plan.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Robert Bolton
Planner III
Land Development
863-534-6468
robertbolton@polkfl.gov

POLK COUNTY

DEVELOPMENT REVIEW COMMITTEE

STAFF REPORT

DRC Date: June 25, 2026	Level of Review: Level 4 Review
PC Date: August 5, 2026	Type: Large-Scale Comprehensive Plan Amendment
BoCC Date: September 15, 2026	Case Numbers: LDCPAL-2026-7
Applicant: Land Development Div.	Case Name: CIE Update 2026
	Case Planner: Robert Bolton

Request:	County initiated text amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to review the Capital Improvements Element and reference the adopted five-year schedule of Capital Improvements, to reflect the timing and funding of capital projects to meet or maintain adopted Level-Of-Service (LOS) standards for certain public facilities; reference the adopted Transportation Improvement Program (TIP) Five-Year Study and the adopted Polk County School Board Five-Year Work Plan.
Location:	N/A
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Public Comment:	None
Florida Commerce:	Curtesy copy to be sent after adoption

Summary

Florida Statutes 163.3177 (3) requires that the Capital Improvements Element be reviewed on an annual basis. F.S. permits, “modifications to update the Five-Year capital improvement schedule may be accomplished by ordinance and may not be deemed to be amendments to the local Comprehensive Plan.” Policy 4.206-A1 of the Capital Improvements Element of the Polk County Comprehensive Plan requires the County to review the CIE annually. In addition, Policy 4.205-A16 and A19 adopts by reference the most recent Polk County School Board Five (5) Year Work Program and the Polk Transportation Planning Organization’s Transportation Improvement Plan, respectively. Therefore, the ordinance for this case is to reference these documents and the CIP rather than incorporating them into the CIE as has been done in past years. The CIE in the Comprehensive Plan include the following sections (view online [here](#)):

Section 4.201 - Introduction.
 Section 4.202 - Coordination.
 Section 4.203 - Level-Of-Service Standards.
 Section 4.204 - Determining Needed Capital Improvements.
 Section 4.205 - Assessing the Financial Feasibility of Projects.
 Section 4.206 - Providing Needed Capital Improvements.
 Section 4.207 - Concurrency Management.
 Section 4.208 - Implementation

Findings of Fact

- The purpose of Polk County's Comprehensive Plan, Division 4.200, Capital Improvements Element (CIE), is to consider the need for and location of public facilities in order to encourage the efficient use of such facilities.
- The CIE outlines principles for constructions, extension or increase in capacity of public facilities as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the Comprehensive Plan (i.e., sanitary sewer, solid waste, drainage and potable water). The CIE shall cover at least a 5-year period.
- The CIE standards shall ensure the availability of public facilities and the adequacy of those facilities to meet the established acceptable level-of-service (LOS).
- The schedule of capital improvements includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which Polk County has no fiscal responsibility. Projects necessary to ensure that any adopted LOS standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.
- POLICY 4.206-A1: Polk County shall review the Capital Improvements Element, which includes a 5-year schedule of capital improvements, and the Community Investment Program annually, and they may be modified as follows:
 - a. The Capital Improvements Element shall be reviewed on an annual basis and modified as necessary in order to maintain a financially feasible 5-year schedule of capital improvements.
 - b. Polk County adopts, by reference, the Capital Improvement Program's Five-Year Work Plan also known as the Community Investment Program (CIP) annually, to consider the need for the location of public facilities. Pursuant to Florida Statutes, the CIE together with the CIP reflect the time, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The five-year capital improvements schedule shall be updated by separate ordinance and may not be deemed an amendment to the comprehensive plan.
- POLICY 4.206-A2: Polk County shall prepare as part of the annual budget process a Capital Improvements Budget (CIB) which lists appropriations for the capital improvements projects in the first year of the CIP and projects for the repair, renovation, or replacement of obsolete or worn out facilities per Policy 4.204-A2.

- The schedule of the Community Investment Program (CIP) within the CIE shall be included in the estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities. The CIP was approved by the Board of County Commissioners on September 19th, 2023.
- POLICY 4.205-A19: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) states that Polk County adopts, by reference, the Transportation Improvement Program Five-Year Work Plan annually which includes a list of all prioritized transportation projects in Polk County funded from federal and state sources. The Transportation Improvement Program (TIP) is a financially feasible program and displays the priorities of multi-modal transportation improvement projects as adopted by state, local governments and transit agencies in Polk County. The TIP was approved by the Polk Transportation Planning Organization on June 8th, 2023
- The CIE shall include transportation improvements that are contained in the Polk Transportation Planning Organization's (TPO) Transportation Improvement Program (TIP) adopted pursuant to State Statute 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule is coordinated with the applicable Polk TPO's Long-Range Transportation Plan (LRTP) adopted pursuant to State Statutes 339.175(7). The TPO adopted the five-year TIP on June 8th, 2023.
- POLICY 4.205-A16 of the Capital Improvements Element states that Polk County adopts by reference the School Board's Five-Year Work Plan annually which includes the needed capital improvements to achieve and maintain the adopted Level of Service Standards.
- The CIE shall include the Polk County Public Schools Five-Year Work Plan and Capital Budget for consistency with the Interlocal Agreement pursuant to State Statute 163.31777. The Polk County School Board adopted the Polk County School Board Five-Year Work Plan (2024-2028) on August 25, 2024. The Polk County School Board is anticipated to adopt a new Five-Year Work Plan during their Board Workshop on August 25, 2026. Should an updated Five-Year Work Plan and Capital Budget at that time the revised plan will be replaced prior to presentation and Adoption by the Polk County Board of County Commission.

Recommendation

Development Review Committee Recommendation: Based on the information obtained by the Community Investment Program, Polk Transportation Planning Organization and the Polk County Public Schools, the Development Review Committee finds that the request **IS consistent** with the Polk County Comprehensive Plan. Therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAL-2026-7**

Planning Commission Recommendation: On August 5, 2026, in an advertised public hearing the Planning commission voted #:# to recommend **DENIAL or APPROVAL of LDCPAL-2026-7.**

Consistency with the Comprehensive Plan

Polk County's Capital Improvement Program, otherwise known as the Community Investment Program (CIP), is the five-year plan for capital/infrastructure projects. The CIP, includes the public facility cost, including a delineation of when the facilities will be needed, the general location and projected revenue sources to fund the facilities. Policy 4.206-A1 of the Capital Improvements Element of the Polk County Comprehensive Plan requires the County to review the CIE annually. The ordinance for this case acknowledges that the County meet its obligation in conducting the annual Capital Improvements Element update and review as required by Florida Statutes Section 163.3177 (3) and adopting these documents by reference as provided for in Policies 4.205-A16 through A19.

Requirements of the Comprehensive Plan

As required in the Polk County Comprehensive Plan, Capital Improvements Element the following has been adopted:

- The Community Investment Program was adopted by the Board of County Commissioners on September 16, 2025.
- The Transportation Improvement Program was adopted by the Polk Transportation Planning Organization on June 11, 2026.
- The Polk County Public Schools Five-Year Work Plan (2024-2028) was adopted by the Polk County School Board on August 13, 2024. The Polk County School Board is anticipated to adopt a new Five-Year Work Plan during their Board Workshop on August 25, 2026. Should an updated Five-Year Work Plan and Capital Budget at that time the revised plan will be replaced prior to presentation and Adoption by the Polk County Board of County Commission.

Exhibits under separate cover:

Exhibit A: Community Investment Program – Five-Year work Plan with Project Detail Sheets

Exhibit B: Polk County Public Schools Five Year Work Plan & Capital Budget

Exhibit C: Polk Transportation Improvement Program (TIP)

Ordinance under separate cover

ORDINANCE NO. 26-

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF **LDCPAL-2026-7**, AS ESTABLISHED BY POLICY 4.206-A1 OF THE POLK COUNTY COMPREHENSIVE PLAN, CAPITAL IMPROVEMENTS ELEMENT, TO ADOPT BY REFERENCE, THE CAPITAL IMPROVEMENTS PROGRAM'S FIVE-YEAR WORK PLAN ALSO KNOWN AS THE COMMUNITY INVESTMENT PROGRAM, TO CONSIDER THE NEED FOR THE LOCATION OF PUBLIC FACILITIES; TO ADOPT BY REFERENCE THE ANNUAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE POLK COUNTY SCHOOL BOARD FIVE-YEAR WORK PLAN FOR CONSISTENCY WITH THE INTERLOCAL AGREEMENT; AS ESTABLISHED IN THE POLK COUNTY COMPREHENSIVE PLAN, CAPITAL IMPROVEMENTS ELEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Local Government Comprehensive Plan and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, the Board Of County Commissioners adopted, the Capital Improvements Program's Five-Year Work Plan also known as the Community Investment Program to the Capital Improvements Element for the purpose of conducting the annual Capital Improvements Element update, to reflect the timing and funding of capital projects to meet or maintain adopted level-of-service standards for certain public facilities on September 16, 2025; and

WHEREAS, the Polk Transportation Planning Organization adopted the five-year Transportation Improvement Program during a public hearing on June 11, 2026; and

WHEREAS, the Polk County School Board adopted the Polk County School Board Five-Year Work Plan on October 25, 2022; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on August 5, 2026; and

WHEREAS, pursuant to Sections 163.3177(3)(b), and 163.3184, FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on September 15, 2026; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearings, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN

The Polk County Comprehensive Plan, Community Improvements Element is hereby amended to incorporate by reference the approved Capital Improvements Program's Five-Year Work Plan also known as the Community Investment Program, the Transportation Improvement Program Five-Year Plan and the Polk County School Board Five-Year Work Plan for the purpose of conducting the annual Capital Improvements Element update and review.

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on October 16, 2026 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Florida Department of Commerce or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1).(b), Florida Statutes.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 15th day of September 2026.



COMMUNITY INVESTMENT PROGRAM FISCAL YEARS 2026-2030

Adopted

Adopted Five Year CIP FY 26 - 30

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Introduction

Polk County's Community Investment Program (CIP) itemizes and summarizes the County's needs for long-term capital projects and the associated outlays and financing plans. Beside the capital projects, another associated deliverable for this program includes the CIP Workbooks listed below.

Proposed CIP: The Proposed CIP consists of all proposed projects for the five-year CIP timeframe. These projects have been vetted and refined with the County Manager's Office. The resulting projects are presented as the Proposed CIP to the Board of County Commissioners at a CIP Workshop prior to public hearings.

Adopted CIP: After completion of two public hearings in September, the Proposed CIP is approved and adopted at the second hearing.

Amended CIP: The CIP may be amended during the year. The changes are reflected in the Amended CIP document which is periodically updated and published online.

The CIP development and execution process is an annual iterative process that can be viewed as beginning with the CIP kick-off to provide high level guidance for CIP document development and submission. Each division submits a summary and details of its proposed project to the Budget Office and County Manager for vetting, guidance, and refinement. After the necessary updates, the submissions are combined into a single Proposed CIP document for presentation to the Board by the County Manager. Two legally required public hearings are held to provide citizen input in the County budget, which includes the CIP budget. Following the second hearing, the Board adopts the CIP. The divisions execute the CIP projects. Twice during the year, the CIP Committee meets to provide guidance and to facilitate communications regarding the CIP process and projects. Also see the CIP development process diagram on page 7.

Part of a division's CIP submission may include presentations highlighting highly visible projects. These visual and printed presentations enable the divisions to highlight various aspects of the former, current, and proposed projects.

Community Investment Program Policy

Policy approved by the Board of County Commissioners on April 18, 2017

1. **Community Investment Program** – Polk County’s Capital Improvement Program, otherwise known as the Community Investment Program (CIP), is a five-year plan for capital/infrastructure projects. The program identifies anticipated projects, schedules, costs, revenue sources, and agreement with the comprehensive plan.
2. **CIP Project Definition** – A project that has a life of at least five years before it needs to be replaced, costs at least \$100,000, is consistent with the County’s Comprehensive Plan (if applicable), and one of the following:
 - a. Construction, expansion, renovation, or replacement
 - b. Maintenance or rehabilitation (examples include categories, such as road resurfacing and major pipe replacement)
 - c. Equipment/software
 - d. Vehicles only included if part of a project; for example, when a new fire station is built, the cost of any new fire trucks will be included in the project cost
3. **CIP Review Committee** – The CIP Committee is comprised of the County Manager’s Office, Budget Division employees, and Division Directors that are associated with any capital project. The purpose of the committee is to communicate and obtain consensus relative to project prioritization and management. The committee will meet a minimum of two times per year, once prior to the County Manager CIP meeting, and once in the second quarter of the fiscal year.
4. **Citizen Input** – Citizens are given the opportunity to engage in discussions with the County regarding projects that may impact their community. Each division coordinates citizen input on projects as necessary.
5. **Adopting the CIP** – The CIP is presented to the Board in the August timeframe to discuss projects and get Board guidance. This guidance will be used to develop the CIP, which will be included and adopted at the Budget Public Hearings in September. Board approval of the CIP means the approval of the total cost of the project, whether the planned expenditures are in one year or over multiple years. CIP books will be published for:
 - a. Proposed CIP, as presented to the Board in the August timeframe
 - b. Adopted CIP, as approved by the Board in September

6. Amending the Adopted CIP – Circumstances may arise during the fiscal year which makes it necessary to amend the Adopted CIP. Since many of the County’s CIP projects span multiple years and funding sources, the Board considers certain variances of estimates to be reasonable and not require BoCC approval. Amendments will be needed in the following circumstances:

- a. The total project budget is going to be overspent. In multiple year projects, expenditures can exceed the current year budget but not the total project cost.
- b. The current year Division budget is going to be overspent.
- c. The current year appropriations in a fund are going to be overspent.

The CIP may be amended as follows:

- a. The Budget and Procurement Director or designee may administratively approve changes to the funding source of a project as long as the total project budget does not change.
- b. The County Manager or designee may approve project budget increases or decreases which are less than 5% of the total project budget or \$250,000 (whichever is less). Multiple amendments to the same project can be approved by the County Manager if the total is under 5% or \$250,000.
- c. The Board must approve an amendment if:
 - 1) A project budget increase or decrease is equal to or greater than 5% or \$250,000 as related to item “b” above.
 - 2) A transfer from a reserve is required to fund the CIP increase or change.
 - 3) A new project is being added that was not included in the Adopted CIP. Amendments for items “a” and “b” will be reported to the Board in Finance Committee Meetings.

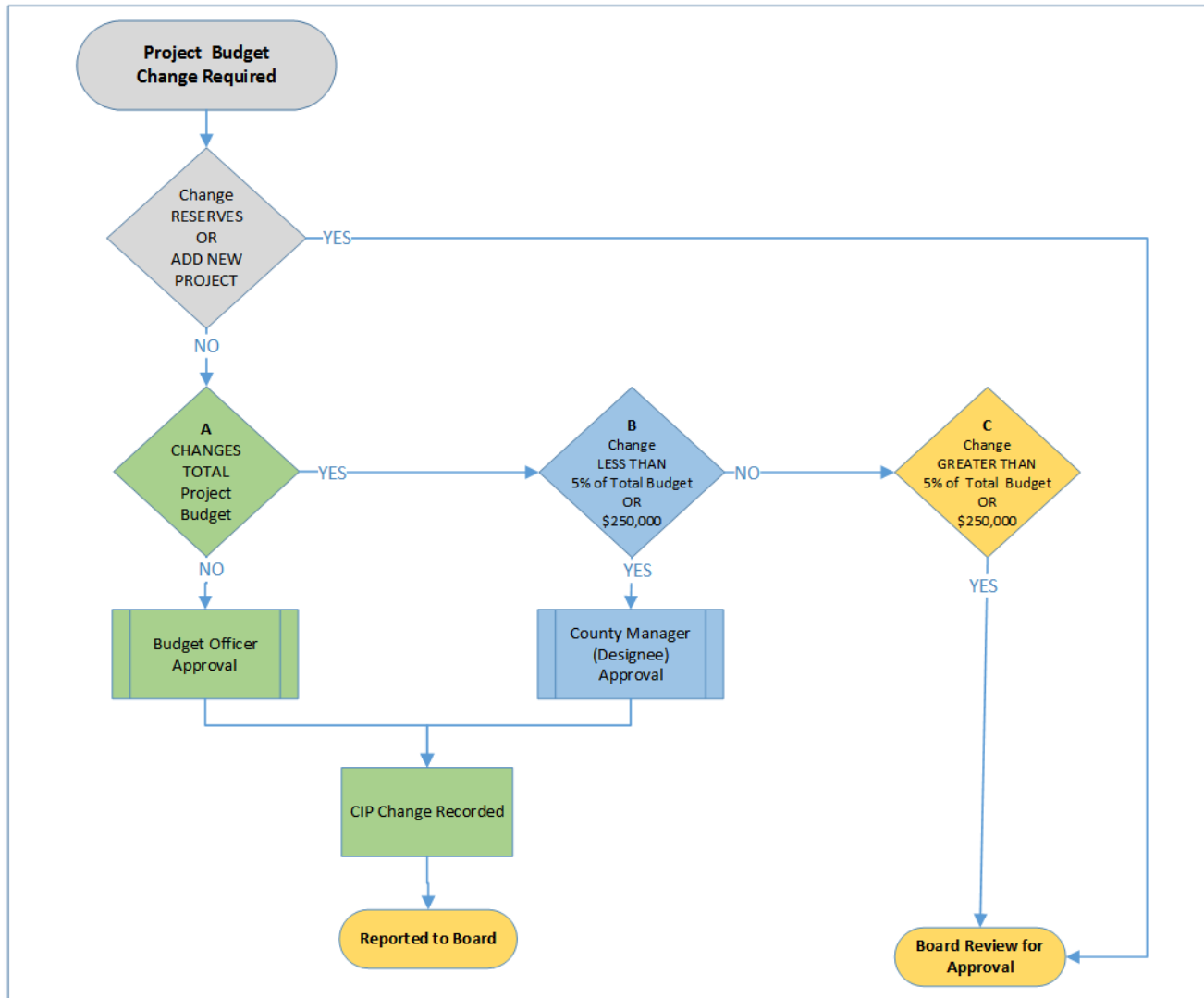
7. Monitoring – The County utilizes a few avenues for monitoring existing CIP projects:

- a. The County website includes a CIP page to communicate project status. This site is updated quarterly to let citizens know the status of projects located in their community.
- b. The CIP Review Committee meets at least twice a year to discuss project status.

The CIP Process and Timeline table below shows the typical CIP timeline during a fiscal year.

CIP Process and Timeline	
November-December	County Divisions assess future capital needs. A recalculation/reduction of the current year's project budgets to account for full prior year's expenditures shall be completed. This process is commonly referred to as True-Up.
January-March	The Budget Office prepares CIP Kickoff. CIP Committee meets to discuss status of projects.
April	The Budget Office shall hold CIP Kickoff, instructional meeting with Divisions.
May-June	Divisions shall submit CIP Documents to the Budget Office, which then reviews and analyzes the divisions' CIP project proposals, operating budget impacts, and probable revenues. The documents are given to the CIP Committee, which then meets to evaluate projects. CIP presented to the County Manager and preparations begin to present to the BoCC.
July-August	The Proposed Capital Improvement Program shall be presented to the BoCC in a Capital Improvement Program Workshop. The County Manager presents the tentative Capital Improvements Program and Budget to the BoCC, Clerk of the Circuit Court, County Attorney, Division Heads, and media.
September	Two Public Hearings shall be held to adopt the County Budget, which includes the CIP.
October	Budget and CIP take effect.

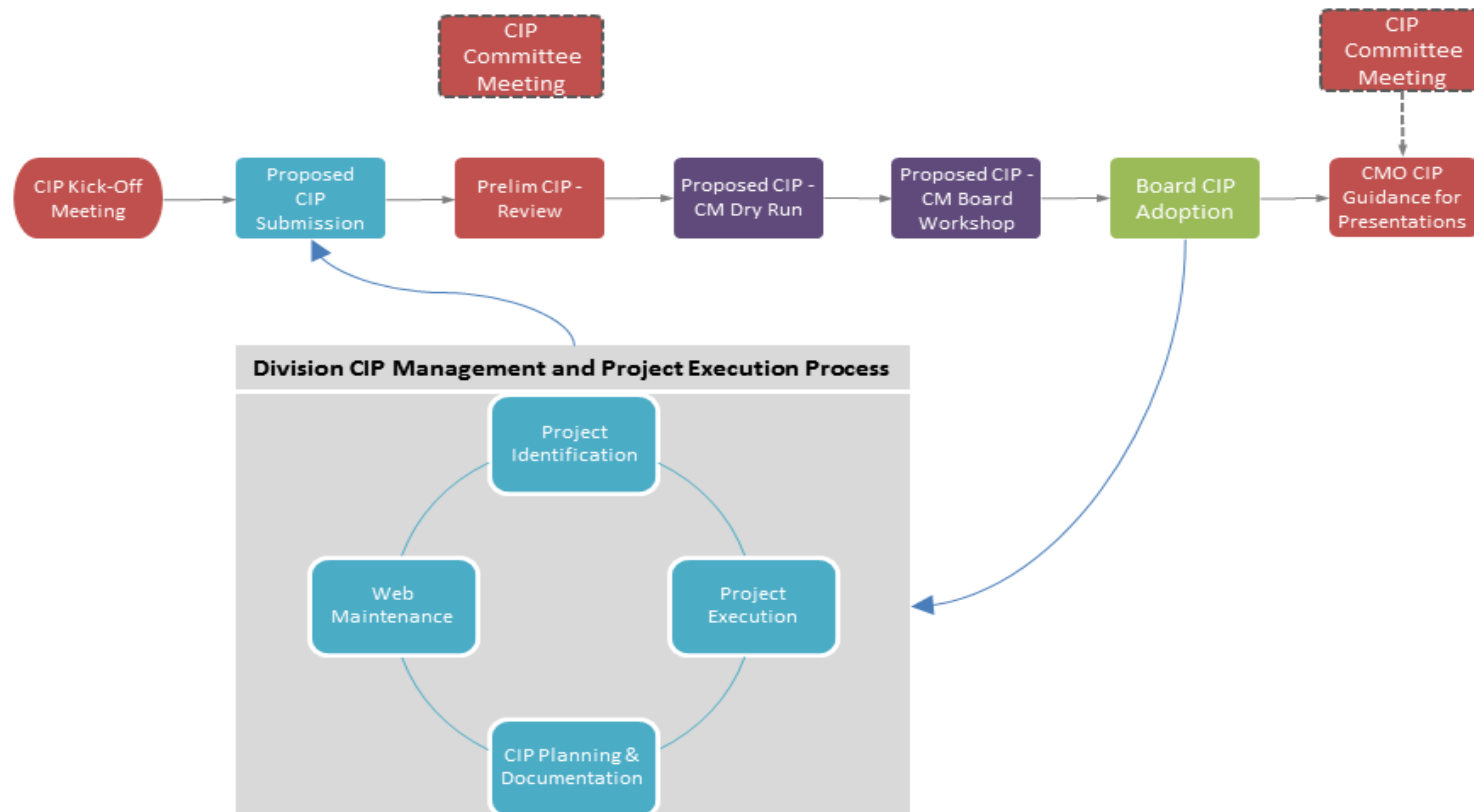
CIP Amendment Decision Process



CIP Development Process

Polk County's Community Investment Program (CIP) itemizes and summarizes the County's needs for long-term capital projects, the associated outlays, and financing plans. Associated deliverables for this program are listed below:

- Proposed CIP: Includes summary and details of five-year proposed CIP projects. Projects have been vetted with the County Manager's (CM) Office.
- The CM presents the Proposed CIP to the Board.
- Adopted CIP: After Board review and two public budget hearings, the CIP is approved and adopted.
- Amended CIP: Because the CIP is amended throughout the year, the CIP Workbook is updated periodically to reflect the changes in the CIP.



Comprehensive Plan

The Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Florida Statutes) requires local governments to prepare a comprehensive plan which will guide “the orderly physical growth of an area – including its economic and social development...[specifically] geared toward guiding physical land development, and establishing standards and budgeting in order to provide local government services” from Ordinance 91-06 revising the Polk County Comprehensive Plan, adopted 4/91. The County’s comprehensive plan addresses the following elements:

Future Land Use Element	Infrastructure Element	Recreation and Open Space Element
Housing Element	Transportation Element	Intergovernmental Coordination Element
Conservation Element	Public School Facilities Element	Capital Improvements Element
Economic Element		

The CIP should mirror the Capital Improvements Element (CIE) of the Comprehensive Plan. The CIE must obtain a balanced set of revenues and capital expenditures for a five-year time frame. Since the Board of County Commissioners updates the CIP throughout the year, the next amendment of the CIE must contain those changes, which have been incorporated into the CIP.

The Comprehensive Plan includes levels of service standards for roads and other public facilities, which must be maintained. These standards and other policies within the Comprehensive Plan provide direction and a means with which to prioritize needed capital facilities.

Management of Projects

Management of capital projects depends upon the nature of the project.

The Roads and Drainage Division is responsible for construction improvements of roads, bridges, signals, and intersections. In preparing the CIP, this division refers to the County’s Comprehensive Plan and uses internal analysis to establish requirements, identify projects, and set priorities.

The Facilities Management Division manages capital projects related to parks, public safety, and administrative facilities. In addition, this division provides construction management assistance to constitutional officers including the Sheriff, Tax Collector, Property Appraiser, Clerk of Courts, State Attorney, Public Defender, Supervisor of Elections, and Court Administration.

The Utilities Division prepares and manages capital requests based on system requirements for its sanitary sewer and potable water. Utilities capital projects may be developed with the intent of upgrading existing service or expanding utility service based on community needs. This division functions as an “enterprise” and funds its capital projects with revenues generated by providing water and sewer service.

The Waste and Recycling Division manages projects relating to landfills, resource recovery, material recovery, and hazardous waste. This division also functions as an “enterprise” wherein its capital projects are funded via user fees.

The Parks and Natural Resources Division manages capital projects that provide for flood protection, water quality enhancement, and water conservation. The Environmental Protection Agency (EPA) adopted legislation heavily contributes to the composition of this division’s CIP. The Polk County Storm Water Management Plan additionally provides direction for the program.

County divisions, which are not previously listed, may also generate capital project requests. These may be unique types of infrastructure, such as communication facilities, etc. These are developed and reviewed based on the specific factors which identify the need for the project and may be based on a structured planning process or on specific project requirements.

Project Costs

Capital project costs include all expenditures related to land acquisition, planning, design, construction, project management, legal expenses, mitigation of damages, and other related appurtenances.

Project management charges include not only the time expended by the managing division, but also the project management costs charged by other divisions for landscaping, property acquisition, and contract assistance. These costs are budgeted within each capital project as part of the total project costs. Projects that are grant funded are handled on an individual basis, as some grants will not reimburse project management costs.

Divisions estimate project costs and consider operating impacts as well, including start-up and recurring costs. The start-up costs refer to one-time initial costs to be funded from the operating budget at the time the facility becomes operational. Recurring costs are to be borne from the operating budget that cover annual personnel and operating expenses related to the facility. Both start-up and recurring cost details are broken down by project and submitted with the proposed capital project list to the BoCC for review and consideration. In this manner, the decision-makers can readily recognize the actual costs of a potential CIP Project and the funding impact once a project is completed and becomes fully operational. The operating cost estimates provide information, which is then useful in preparing the County's Operating Budget.

Revenue Sources

The CIP Budget has access to a variety of revenues that can be used both for the direct funding of projects and as a source of debt service to retire bonds. This section will describe each of the major revenue sources with particular emphasis upon how funding is determined and for what purposes those monies are allocated.

General Capital Improvement Fund (Non-Public Works & Non-Enterprise)

The General Capital Improvement Fund maintains accounts for the County's non-enterprise funded projects. Typical projects include facilities maintenance, Asset Management, and Constitutional Officer Facilities. The primary sources of revenue for the Capital Improvement Fund are a dividend payment from Waste and Recycling for a portion of the commercial tonnage charged at the County's Landfill, in addition to some one-time funding and interest.

Ad Valorem Taxes

The BoCC and the Constituents of Polk County adopted a millage for the General Fund of 4.9848. A 1.2000 Transportation millage for roads is used to fund transportation infrastructure projects, and a 0.2500 mill levy funds emergency medical needs. Furthermore, there is a Stormwater MSTU millage of 0.0941 used for stormwater projects to meet national water quality standards throughout the County, a Parks MSTU of 0.5286 mills to fund daily operations and projects associated with the County parks, and a Library MSTU of 0.1985 mills to fund daily operations and projects associated with the Countywide library system. Additionally, there is an Environmental Lands Millage of 0.2000 (Land Acquisition of 0.1500; Land Management of 0.0500). There is currently no millage rate levied to fund any other capital improvements.

Tourism Taxes

Tourism Tax proceeds are derived from a 5% tax on all short-term accommodations of six months or less. Although not included in the CIP, Tourism is currently funding debt service on four major infrastructure projects in cooperation with the City of Lakeland, City of Auburndale, City of Winter Haven, and Fort Meade which enhanced Tourism facilities within Polk County.

Federal, State, and Local Source Grants

The County also receives grant funds for specific programs or activities.

Interest

Interest earned on the cash balances of the Capital Improvement Funds is projected and budgeted as revenue.

Fund Balance

Fund balance represents unexpended monies from the prior fiscal year, which may be allocated to projects. Fund balance may be uncommitted (prior year reserves) or committed to provide funding for specific projects.

Gas Tax

There are five gas taxes imposed by the State and County which pay for Roads and Drainage's CIP projects such as infrastructure improvements, debt service, pavement management, and roadway maintenance. County Fuel tax is \$0.01 per gallon, Constitutional Gas Tax is \$0.02 per gallon, 9th Cent is \$0.01 per gallon, First Local Option Gas Tax is \$0.06 per gallon, and Second Local Option Gas Tax is \$0.05 per gallon for a total of \$0.15 gas tax per gallon of fuel.

Impact Fees

Effective January 2016, the Board reinstated Impact Fees, as they had been in moratorium. Impact fees include Emergency Medical Services, Correction Facilities, Libraries, Fire Rescue, Law Enforcement, Parks, and Transportation. The motivation to levy impact fees was and is directly related to the rate of growth in the County and the burden that the Countywide development places on the County's service delivery system. According to the original ordinance creating impact fees, these funds are restricted exclusively for capital improvements and equipment needed to service any new development.

Landfill Closure Fund

This funding source is generated through tipping fees imposed on incoming garbage tonnage and recycling. The revenue is used to create and close landfill cells in the County.

Utilities Connection/Rate Fees

The Utilities Division charges for water, wastewater, and connection fees for first-time hook up for residential and commercial users of the utility.

Revenue Bonds

Revenue bonds are sold to construct specific CIP projects as determined by the Board. The bonds must be supported by a dedicated revenue source to pay debt service and associated interest.

Public Service Tax

The Board of County Commissioners, on April 23, 1999, voted to impose a 2% Public Service Tax on public service providers of electricity, telecommunications, natural and propane gas, and water to customers in unincorporated areas of Polk County. On May 18, 2005, the Board of County Commissioners adopted an amendment which increased the tax to 10%.

There are other potential financing sources for projects that may be included within the Community Investment Program. These include the lease-purchase of facilities, financing through Municipal Services Benefit Units (MSBU), and utilization of the Commercial Paper Program.

Municipal Services Benefit Units

A Municipal Services Benefit Unit (MSBU) may be established within a designated geographic area to provide a service to those property owners within the area. This assessment district is a legal entity, which may use assessments from property owners to provide a service or infrastructure to meet the needs of those individuals within the prescribed area.

Commercial Paper

Commercial Paper is generally defined as short-term unsecured promissory notes issued by organizations or recognized credit quality. Polk County participates in the Florida Association of Counties Tax Exempt Commercial Paper Program supported by a credit line. Access to the pooled Commercial Paper Program is quarterly. Monies are used for payment of construction expenses.

Developer Funding

This funding is pledged through development agreements throughout the County. If a future project benefits a developer or the developer requests modifications to projects, the developer contributes to the cost of the construction either through cash or right-of-way contributions.

How To Use The Summary and Details

There are nine divisions that submit CIP projects for consideration and adoption: Utilities, Roads and Drainage, Fire Rescue, Information Technology, Waste and Recycling, Facilities, Natural Resources, Parks, and the Office of Planning and Development. Each Division package will be tabbed in the hard copy version and bookmarked in the electronic version of the CIP. Each package consists of three parts: 1) the CIP Summary showing the Division's funded and unfunded projects; 2) the funded project detail sheets; and 3) unfunded project detail sheets (if applicable).

- **CIP Summary:** This section lists all funded and unfunded projects for the division for the five-year CIP timeframe. It shows the anticipated yearly cost and funding sources associated with the individual projects. A color-coding system shown below is used as a quick reference to communicate changes in a project's total budget when comparing the proposed/adopted year to the prior year.

Gold Highlight	Increase in total project cost from prior year CIP
Green Highlight	Decrease in total project cost from prior year CIP
No Highlight	No change in total project cost from prior year CIP
Blue Highlight	Unfunded Project

- **Project Detail Sheets:** A project detail sheet is created for each funded and unfunded project proposed by the Division. This document includes elements such as project name, limits/scope of the project, timeline for completion of the project, Comprehensive Plan information, five-year expense plan and funding source, map/picture of the project, and operating budget impact of the project upon completion.
- **Unfunded Project Detail Sheets:** This document is identical to the project detail sheet. However, this document will be titled as unfunded and provide funding requirements for future funding.

For additional information regarding the County Community Improvement Program, call Budget and Management Services CIP Coordinator at (863) 534-4050 email AlexanderChristofides@polk-county.net, or write to Budget and Management Services, P.O. Box 9005, Bartow, Florida 33831-9005.

Community Investment Program - Division Summary

Fiscal Year 25/26 through Fiscal Year 29/30

Divisions	Adopted FY 25/26	Planned FY 26/27	Planned FY 27/28	Planned FY 28/29	Planned FY 29/30	Total FY 26-30 CIP
Facilities Management *	\$ 100,683,105	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ 112,069,601
Fire Rescue	\$ 59,530,165	\$ 1,190,000	\$ 6,095,616	\$ -	\$ -	\$ 66,815,781
Natural Resources	\$ 59,935,989	\$ 15,310,000	\$ 11,888,000	\$ 7,250,000	\$ 7,320,000	\$ 101,703,989
Environmental Lands	\$ 25,275,500	\$ 11,365,000	\$ 8,963,000	\$ 5,175,000	\$ 5,540,000	\$ 56,318,500
Water Resources	\$ 34,660,489	\$ 3,945,000	\$ 2,925,000	\$ 2,075,000	\$ 1,780,000	\$ 45,385,489
Parks	\$ 57,058,819	\$ 4,375,000	\$ 4,925,000	\$ 4,925,000	\$ 4,925,000	\$ 76,208,819
Roads and Drainage	\$ 274,837,088	\$ 215,455,000	\$ 166,440,000	\$ 72,290,000	\$ 72,290,000	\$ 801,312,088
Utilities	\$ 171,590,447	\$ 183,935,295	\$ 128,513,125	\$ 55,840,600	\$ 46,846,250	\$ 586,725,717
Expansion	\$ 129,502,700	\$ 142,062,375	\$ 104,318,125	\$ 39,945,600	\$ 40,851,250	\$ 456,680,050
Renewal & Replacement	\$ 42,087,747	\$ 41,872,920	\$ 24,195,000	\$ 15,895,000	\$ 5,995,000	\$ 130,045,667
Solid Waste	\$ 69,497,939	\$ 38,956,068	\$ 26,590,516	\$ 21,363,027	\$ 8,628,841	\$ 165,036,391
Total	\$ 793,133,552	\$ 462,067,987	\$ 347,298,881	\$ 164,515,251	\$ 142,856,715	\$ 1,909,872,486

* Facilities Management includes Facilities, Fleet, and I.T. CIP projects

Community Investment Program - Division Unfunded Summary

Divisions	Projects Total	Fund Total
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Facilities Management	7	\$ 191,900,000
Fire Rescue		
Parks & Natural Resources	22	\$ 50,776,173
Natural Resources	5	\$ 3,921,974
Parks	17	\$ 46,854,199
Roads and Drainage	105	\$ 1,766,625,000
Utilities		
Expansion		
Renewal & Replacement		
Solid Waste		
Total	134	\$ 2,009,301,173

**One-Time Money
(FY 2025/2026)**

Project	Estimated Project Cost	Available	Adopted FY 25/26
FACILITIES			
Ag Center	\$21,275,000	\$16,275,000	\$5,000,000
Courthouse Electrical Upgrade	\$4,724,000	\$700,000	\$4,024,000
Central County Jail Chiller	\$1,300,000	\$0	\$1,300,000
South County Jail Chiller	\$1,700,000	\$0	\$1,700,000
PCSO Joint Warehouse/Facilities Admin.	\$21,000,000	\$18,500,000*	\$2,500,000
Fleet Masterplan	\$200,000	\$0	\$200,000
Medical Examiner	\$15,500,000	\$12,500,000	\$3,000,000
Tax Collector Bartow Office Renovation	\$700,000	\$200,000	\$500,000
Fire Rescue Administration HQ	10,000,000	\$0	\$5,000,000
ROADS & DRAINAGE			
Power Line Road Phase 2 ROW	\$26,000,000	\$7,500,000	\$3,750,000
Deen Still Road/US 27 Intersection	\$10,000,000	\$0	\$10,000,000
North Ridge Trail Connection between Deen Still Road and Waverly Barn Road	\$7,500,000	\$0	\$7,500,000
Medulla Road & Hamilton Road Drainage Improvements	\$5,000,000	\$0	\$5,000,000
PARKS & NATURAL RESOURCES			
Parks			
Passive Park Improvements East/South Bartow	\$2,700,000	\$0	\$2,700,000
Lighting Renovations – Total \$3,365,000 (17 fields @ 5 locations)			
East Central (4 baseball fields)	\$850,000	\$0	\$850,000
East Central (3 multipurpose fields)	\$600,000	\$0	\$600,000
Fort Meade T-ball	\$115,000	\$0	\$115,000
Hunt Fountain (2 baseball fields)	\$400,000	\$0	\$400,000
Hunt Fountain (2 football fields)	\$425,000	\$0	\$425,000
Wahneta Park (4 baseball fields)	\$850,000	\$0	\$850,000
Strickland Pit (Sr. baseball field)	\$125,000	\$0	\$125,000
Fencing Renovations – Total \$1,490,000 (20 fields @ 4 locations)			
Simmers/Young Park (7 soccer fields)	\$475,000	\$0	\$475,000

Project	Estimated Project Cost	Available	Proposed FY 25/26
East Central Park (4 baseball fields)	\$475,000	\$0	\$475,000
Fort Meade Park (5 baseball fields)	\$300,000	\$0	\$300,000
Aldine Combee Park (4 baseball fields)	\$240,000	\$0	\$240,000
Artificial Turf Conversion			
Simmers/Young Park (7 soccer fields)	\$10,500,000	\$7,000,000**	\$3,500,000
REAL ESTATE			
North Lakeland Government Center Additional \$ for Property Acquisition	\$5,000,000	\$3,200,000	\$1,800,000
EMERGENCY MANAGEMENT/FIRE RESCUE			
Radio Repeaters (Federal Approp.)	\$300,000	\$0	\$300,000
Equipment/Hardware Upgrades @ Communication Towers	\$20,000,000	\$0	\$5,000,000
EMERGENCY PREPAREDNESS ITEMS			
Parks			
Tandem flatbed trucks with piggyback forklifts (2)	\$420,000 (\$210,000 each)	\$0	\$420,000
5,000 lb forklifts w/ 2 spare propane tanks (3)	\$125,769 (\$41,923 each)	\$0	\$125,769
Roads & Drainage			
Sandbag Machine	\$54,500	\$0	\$54,500
Emergency Management			
Box Delivery Truck	\$125,000	\$0	\$125,000
		Total Available One Time Money	\$70,400,000
		Total Proposed	\$68,354,269
		Reserves	\$2,045,731
		Remaining Balance	(\$0)

*PCSO Joint Warehouse/Facilities Admin.

- \$10.0 million (One-time money FY 24/25)
- \$1.5 million (From renovation of US 98 facility now not needed)
- \$4 million (Est. sale of US 98 property)
- \$3 million from Sheriff's reserves

Total \$18.5 Million

**TSM Programming \$3,500,000 in FY 26/27 & \$3,500,000 FY 27/28

Revenue:	FY 26	FY 27	FY 28	FY 29	FY 30
General Capital Improvement Fund (30801)	\$ 87,263,446	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624
I.T. Administration Fund (52005)	\$ 200,000				
Sp Rev Agriculture Education Facility (11085)	\$ 190,322				
Sp Rev Gr, PCSO CCJ 11194	\$ 2,050,000				
CDBG Funds (11082)	\$ 1,010,000				
Tourism (12161)	\$ 507,392				
Tourism (12163)	\$ 200,340				
Indigent Health Care Fund (14491)	\$ 2,500,000				
ARP Fund (14501)	\$ 1,366,466				
ARP Lost Revenue Fund (14502)	\$ 1,190,759				
Fleet Replacement Fund (50101)	\$ 504,380				
Special Revenue Grant Fund (11219)	\$ 700,000				
Special Revenue Grant Fund (11220)	\$ 3,000,000				
TOTAL	\$ 100,683,105	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624

Project Increase

Project Decrease

Page #	Project Number	Project Name	Cumulative Expense	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
1	5700041	Building Asset Management	Ongoing	\$ 3,137,624	\$ 2,876,624	\$ 2,746,624	\$ 2,746,624	\$ 2,746,624	\$ 2,746,624	\$ -	\$ 17,000,744	\$ 17,241,368	\$ (240,624)
2	5700048	Polk County Building ADA Survey Compliance & Transition Plan	Ongoing	\$ -	\$ 333,341	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ 733,341	\$ 933,341	\$ (200,000)
3	4100001	Fleet Fuel Tank Replacements	\$ 1,225,006	\$ 427,917	\$ 1,622,083	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,275,006	\$ 2,975,006	\$ 300,000
4	5700059	Specialty Care/Indigent Healthcare Roof Replacement Project (CDBG Grant)	\$ -	\$ 50,000	\$ 1,010,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000	\$ 1,060,000	\$ -
5	5700061	Polk County Agricultural Center and Extension Services Grant	\$ 303,304	\$ 1,615	\$ 190,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 495,241	\$ 495,241	\$ 0
6	5700062	County Building HVAC and other Upgrades	\$ 189,458	\$ 1,155,382	\$ 1,366,466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,711,306	\$ 3,059,395	\$ (348,089)
7	5700066	Sheriff's Ridge District at Poinciana	\$ 3,000,975	\$ 7,407,168	\$ 891,857	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,300,000	\$ 11,310,849	\$ (10,849)
8	5700067	Sheriff's K-9 Training Facility	\$ 101,098	\$ 2,021,275	\$ 814,627	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,937,000	\$ 1,500,000	\$ 1,437,000
9	1300008	Polk County Tourism Office Expansion	\$ 212,608	\$ 2,000,000	\$ 507,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,720,000	\$ 2,720,000	\$ (0)
10	5700068	Lawrence Crow Building Demo	\$ 571,911	\$ 3,350,000	\$ 650,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,572,000	\$ 3,000,000	\$ 1,572,000
11	5700076	South County Jail Security System Replacement	\$ -	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	\$ 4,300,000	\$ -
12	5700077	PCSO Jail Expansion	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -
13	5700078	North Lakeland Government Center Property Acquisition	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 3,200,000	\$ 1,800,000
14	5700079	Sheriff's Evidence Storage Vaughn Road	\$ -	\$ 100,000	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -
15	5700080	Indigent Healthcare Building Modifications	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -
16	5700073	Agriculture/Equestrian Center	\$ 25,754	\$ 22,662	\$ 21,226,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,275,000	\$ 11,274,246	\$ 10,000,754
17	1300009	Event Operations Center Expansion at PCTSM Headquarters	\$ -	\$ 99,660	\$ 200,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -
18	5700081	IT Office Renovations	\$ -	\$ 150,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000	\$ -
19	5700082	Medical Examiner Expansion	\$ -	\$ -	\$ 15,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,500,000	\$ 7,500,000	\$ 8,000,000
20	5700083	Sheriff's Office CCJ Security System Replacement	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -
21	5700084	Sheriff's Property Storage/Fac Mgmt Office/County Storage	\$ -	\$ 50,000	\$ 20,950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,000,000	\$ 10,000,000	\$ 11,000,000
22	5700086	Court/County Admin Annex	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -
23	4100004	Fleet Management Shop 1 Remodel	\$ 120,620	\$ -	\$ 504,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,000	\$ 350,000	\$ 275,000
24	5700087	Central County Jail Cell Doors	\$ -	\$ -	\$ 2,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050,000	\$ -	\$ 2,050,000
25	5700088	Bartow Courthouse Electrical Upgrades	\$ -	\$ -	\$ 4,724,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,724,000	\$ -	\$ 4,724,000
26	5700089	Central County Jail Chiller	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 1,300,000
27	5700090	South County Jail Chiller	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000
28	5700091	Fleet Masterplan	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000

Page #	Project Number	Project Name	Cumulative Expense	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
29	5700092	Bartow Tax Collector Office Renovation	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
30	5700093	Bartow Supervisor of Elections Generator	\$ -	\$ -	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ -	\$ 165,000
Project Total:			\$ 5,750,735	\$ 19,973,303	\$ 100,683,105	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ 2,846,624	\$ -	\$ 137,793,639	\$ 93,569,446	\$ 44,224,193

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS												
PROJECT #		5700041		PROJECT NAME: Building Asset Management Plan						PAGE # 1												
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Name:		Building Asset Management Plan		87,263,446		Yes		Safety		Design/Arch		1		1		1		1		1		
Functional Area:		Facilities Management		Comp. Plan reference:		4.2		Mandate		Land/ROW												
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		X		Construct										
Location:		Polk County, Florida						Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
This project is a compilation of work necessary to protect and prolong the life of County facilities. It is a “rolling” 10-year plan and consists of seven categories of work: Electrical, Mechanical (HVAC), Exterior Painting/Caulking, Roofing, Parking Lots, Floor Coverings and Other.										Budget cuts have forced Facilities Management to extend the life of building systems much longer than recommended. We have taken the “band-aid” approach to asset management rather than system/equipment replacement at the appropriate time. A 10-year plan will allow for planning and budgeting the funds necessary to achieve the goal of proper asset management.												
OPERATING BUDGET IMPACT:									Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
							Fund 1		30801		570308002											
							Fund 2															
							Fund 3															
							Fund 4															
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																						
Design/Arch/Eng.											0											
Land (or ROW)											0											
Construction		Ongoing	3,567,624	3,137,624	2,876,624	2,746,624	2,746,624	2,746,624	2,746,624		17,000,744											
Other																						
Equipment/software																						
Total Project Cost		0	3,567,624	3,137,624	2,876,624	2,746,624	2,746,624	2,746,624	2,746,624	0	17,000,744											
FUNDING PLAN																						
General Capital Fund 30801		Ongoing	3,567,624	3,137,624	2,876,624	2,746,624	2,746,624	2,746,624	2,746,624		17,000,744											
Fund 2											0											
Fund 3											0											
Fund 4											0											
Total Funding		0	3,567,624	3,137,624	2,876,624	2,746,624	2,746,624	2,746,624	2,746,624	0	17,000,744											
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating					0	0	0	0	0	0	0											

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																	
PROJECT # 5700048				PROJECT NAME: Polk County Building ADA Survey Compliance & Transition Plan										PAGE # 2													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Name: Polk County Building ADA Survey Compliance & Transition Plan				Project listed in CIE?		No		Safety		SCHEDULE		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area: Board of County Commissioners				Comp. Plan reference:		No		Mandate		X		Design/Arch															
Department: Facilities Management Division				LOS/Concurrency Related:		N/A		Replace				Land/ROW															
Location: Varies								Growth				Construct															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
Develop, implement and monitor a Facilities Management Division building (facility) ADA Transition Plan to ensure compliance with the Americans with Disabilities Act (ADA). The project shall include a self-evaluation (survey/audit), and corrective actions including design and construction, for any ADA barriers that may be discovered within or leading to a County building. The project and future funding will need to transcend into future fiscal years. Additional future CIP funding levels are to be determined as building survey/audits are completed each year.										The ADA Transition Plan is intended to ensure compliance with the Americans with Disabilities Act of 1990 (ADA) that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation. The establishment of a CIP project, funding and use of available resources enables the County to comply with a requirement to implement the necessary surveys, reporting and correction of any ADA barriers that may be discovered during a self-evaluation. (Note: Excludes County public road, bridges and other non-building related pedestrian right-of-ways)																	
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																	
						Fund 1		30801		570308002																	
						Fund 2																					
						Fund 3																					
						Fund 4																					
				Prior Cum.		FY 25 Budget		FY 25 Projected Expense		FY 26		FY 27		FY 28		FY 29		FY 30		Future Years		Proposed Project Total					
EXPENDITURE PLAN																											
Design/Arch/Eng.																						0					
Land (or ROW)																						0					
Construction		Ongoing		233,341		0		333,341		100,000		100,000		100,000		100,000						733,341					
Other																						0					
Equipment/software																						0					
Total Project Cost		0		233,341		0		333,341		100,000		100,000		100,000		100,000				0		733,341					
FUNDING PLAN																											
General Capital Fund 30801		0		233,341		0		333,341		100,000		100,000		100,000		100,000						733,341					
Fund 2																						0					
Fund 3																						0					
Fund 4																						0					
Total Funding		0		233,341		0		333,341		100,000		100,000		100,000		100,000				0		733,341					
OPERATING BUDGET IMPACT																											
Personnel Services																											
Non-Personnel																											
Capital																											
Total Operating								0		0		0		0		0				0							



A photograph showing two large, white, horizontal cylindrical storage tanks at a wastewater treatment plant. The tanks are mounted on a concrete foundation. In the background, there are green trees and a building. The foreground is a grassy area.

FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																										
PROJECT #	5700059		PROJECT NAME: Specialty Care/Indigent Healthcare Roof Replacement Project							PAGE # 4																
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Name:	Specialty Care/Indigent Healthcare Roof Replacement Project (CDBG Grant)		Project listed in CIE?				Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management		Comp. Plan reference:				Mandate		Land/ROW																	
Department:	Infrastructure Management		LOS/Concurrency Related:				Replace		X		Construct															
Location:	Bartow, FL						Growth				Equipment															
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Pursue CDBG funding and execute project as a proactive action to help reduce losses from natural hazards. This project will consist of replacing the entire roof area of the Specialty Care/Indigent Healthcare Building.											In late 2019, Polk County became eligible to apply for the Florida Department Economic Opportunity CDBG Critical Facility Hardening Grant. The roof replacement of the Specialty Care/Indigent Healthcare was the perfect project that met the criteria as the facility is used as a Special Needs Shelter during a disaster. After going through the application process and site interviews, the roof replacement was selected by the FDEO Critical Facility Hardening Program to advance for award. On February 4th 2021, Polk County received an intent to award letter for this project. Facilities Management Division is working with FDEO to secure a contract that can be taken to the County Commissioners for approval. This grant is reimbursed as work is completed or at final completion.															
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.: NA															
											Fund															
											Fund 1															
											Fund 2															
											Fund 3															
											Fund 4															
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																
EXPENDITURE PLAN																										
Design/Arch/Eng.										0																
Land (or ROW)										0																
Construction	0	1,060,000	50,000	1,010,000						1,060,000																
Other										0																
Unfunded										0																
Total Project Cost	0	1,060,000	50,000	1,010,000	0	0	0	0	0	1,060,000																
FUNDING PLAN																										
CDBG Funds 11082	0	1,060,000	50,000	1,010,000	0	0	0	0	0	1,060,000																
Law Enf Impact Fees					0	0	0	0	0	0																
										0																
Unfunded				0	0					0																
Total Funding	0	1,060,000	50,000	1,010,000	0	0	0	0	0	1,060,000																
OPERATING BUDGET IMPACT																										
Personnel Services																										
Non-Personnel																										
Capital																										
Total Operating				0	0	0	0	0	0	0																



FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																																
PROJECT #	5700061				PROJECT NAME: Polk County Agricultural Center and Extension Services Grant										PAGE # 5																	
GENERAL PROJECT DATA:					COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name: Polk County Agricultural Center and Extension Services Grant					Project listed in CIE?					Safety		Design/Arch	1				2				3				4							
Functional Area: Facilities Management					Comp. Plan reference:					Mandate		Land/ROW																				
Department: Infrastructure Management					LOS/Concurrency Related:					Replace		Construct																				
Location: Bartow, FL										Growth		Equipment																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																						
Projects include energy and water savings fixture upgrades, replacement of interior aging finishes, installation of a new conference center operable wall, extension of weather-protection canopies in high pedestrian traffic areas and interpretive signage.										Funding from the Florida Department of Agriculture and Consumer Services Division of Marking and Development Bureau of State Farmers Market – Agriculture Education and Promotion Facility Request for Funding via a grant application for the miscellaneous improvements to the Bartow State Livestock and Crops Pavilion (Agricultural Center Campus) located at 1702 and 1710 U.S. Highway 17 South, Bartow, FL. The proposed projects include energy and water savings fixture upgrades, replacement of interior aging finishes, installation of a new conference center operable wall, extension of weather-protection canopies in high pedestrian traffic areas and interpretive signage.																						
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																		
										Fund 1		570308002																				
										Fund 2																						
										Fund 3																						
										Fund 4																						
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																						
EXPENDITURE PLAN																																
Design/Arch/Eng.										0																						
Land (or ROW)										0																						
Construction	303,304	191,936	1,615	190,322						495,241																						
Other										0																						
Unfunded										0																						
Total Project Cost	303,304	191,936	1,615	190,322	0	0	0	0	0	495,241																						
FUNDING PLAN																																
Fund 11085	303,304	191,936	1,615	190,322	0	0	0	0	0	495,241																						
Law Enf Impact Fees					0	0	0	0	0	0																						
Unfunded				0	0					0																						
Total Funding	303,304	191,936	1,615	190,322	0	0	0	0	0	495,241																						
OPERATING BUDGET IMPACT																																
Personnel Services																																
Non-Personnel																																
Capital																																
Total Operating				0	0	0	0	0	0	0																						



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS															
PROJECT #		5700062		PROJECT NAME: County Building HVAC Upgrades										PAGE # 6											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Name:		County Building HVAC and other Upgrades						Project listed in CIE?		Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Facilities Management						Comp. Plan reference:		Mandate		Land/ROW													
Department:		Infrastructure Management						LOS/Concurrency Related:		Replace		Construct													
Location:		Bartow, FL								Growth		Equipment													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Replacement and upgrades of existing HVAC systems to combat the spread of COVID-19 and other diseases.										Due to the Covid pandemic, the need to upgrade HVAC systems in County buildings to create more efficient air exchanges and better monitoring has become a necessity.															
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1		300001105													
										Fund 2															
										Fund 3															
										Fund 4															
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																									
Design/Arch/Eng.		189,458	44,533	6,532	32,592						228,582														
Land (or ROW)											0														
Construction			2,830,813	1,148,850	1,333,874						2,482,724														
Other											0														
Unfunded											0														
Total Project Cost		189,458	2,875,346	1,155,382	1,366,466	0	0	0	0	0	2,711,306														
FUNDING PLAN																									
ARP Funding 14501		189,458	2,875,346	1,155,382	1,366,466	0	0	0	0	0	2,711,306														
						0	0	0	0	0	0														
						0					0														
Total Funding		189,458	2,875,346	1,155,382	1,366,466	0	0	0	0	0	2,711,306														
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating					0	0	0	0	0	0															

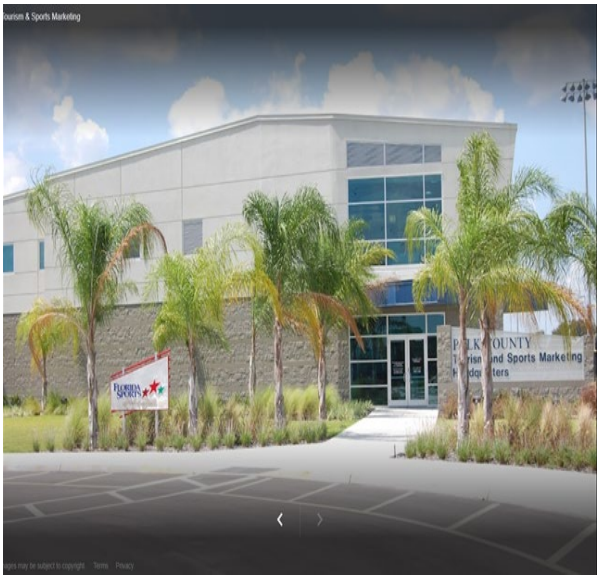


FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																									
PROJECT #	5700066		PROJECT NAME: Sheriff's South Poinciana Station					PAGE # 7																	
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Name:	Sheriff's Ridge District at Poinciana		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management		Comp. Plan reference:			Mandate		Land/ROW																	
Department:	Infrastructure Management		LOS/Concurrency Related:			Replace		Construct																	
Location:	Poinciana					Growth		Equipment																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Design, permitting and construction of the Sheriff's South Poinciana Station.										This need is due to suburban population sprawl. Local builders expect to build 15,000+ homes in the short term. Currently, it takes citizens in Poinciana up to 45 minutes to drive to the nearest law enforcement district station for service. We are seeing a huge influx in growth in the 1-4 / Hwy 27 quadrant. Anecdotally, many people have told us they are escaping from states with onerous Covid -19 policies, high tax rates, and civil unrest. In addition, the Lakeland/ Winter Haven metro area is the fastest growing area in the U.S., which is causing stress on our other district stations.															
OPERATING BUDGET IMPACT:					Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																
					Fund 1		14502																		
					Fund 2																				
					Fund 3																				
					Fund 4																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	 SHERIFF GRADY JUDD POLK COUNTY SHERIFF'S OFFICE														
EXPENDITURE PLAN																									
Design/Arch/Eng.	534,287	310,262	123,856	191,857						850,000															
Land (or ROW)										0															
Construction	2,466,688	10,460,530	7,283,312	700,000						10,450,000															
Other										0															
Unfunded										0															
Total Project Cost	3,000,975	10,770,792	7,407,168	891,857	0	0	0	0	0	11,300,000															
FUNDING PLAN																									
ARP Lost Revenue Fund 14502	3,000,975	10,770,792	7,407,168	891,857	0	0	0	0	0	11,300,000															
					0	0	0	0	0	0															
										0															
					0					0															
Total Funding	3,000,975	10,770,792	7,407,168	891,857	0	0	0	0	0	11,300,000															
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating				0	0	0	0	0	0	0															

FY 2026 COMMUNITY INVESTMENT PROGRAM						FY 2026 - FY 2030 PROJECT DETAILS																				
PROJECT #	5700067		PROJECT NAME: Sheriff's K-9 Training Facility				PAGE # 8																			
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Name:	Sheriff's K-9 Training Facility		Project listed in CIE?				Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management		Comp. Plan reference:				Mandate		Land/ROW																	
Department:	Infrastructure Management		LOS/Concurrency Related:				Replace		Construct																	
Location:	Bartow						Growth		Equipment																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																
Design, permitting and construction of the Sheriff's K-9 Training Facility										We are requesting additional funds for technology as well as to expand this construction to include a K-9 Unit training facility with kennels which can be used for Explosive Detection training, Narcotics Detection Training, and Missing Person/Victim/Suspect Location Training. This would be an additional building with approximately 4,500 square feet.																
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																
						Fund 1		300001108																		
						Fund 2																				
						Fund 3																				
						Fund 4																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																
EXPENDITURE PLAN																										
Design/Arch/Eng.	101,098	90,461	21,275							122,373																
Land (or ROW)										0																
Construction		2,814,627	2,000,000	814,627						2,814,627																
Other										0																
Unfunded										0																
Total Project Cost	101,098	2,905,088	2,021,275	814,627	0	0	0	0	0	2,937,000																
FUNDING PLAN																										
ARP Lost Revenue Fund 14502	101,098	1,468,088	1,100,000	298,902	0	0	0	0	0	1,500,000																
Cap Impr 30801		1,437,000	921,275	515,725	0	0	0	0	0	1,437,000																
										0																
					0					0																
Total Funding	101,098	2,905,088	2,021,275	814,627	0	0	0	0	0	2,937,000																
OPERATING BUDGET IMPACT																										
Personnel Services																										
Non-Personnel																										
Capital																										
Total Operating				0	0	0	0	0	0	0																



FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																													
PROJECT #	1300008		PROJECT NAME: Polk County Tourism Office Expansion					PAGE # 9																					
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30											
Project Name:	Polk County Tourism Office Expansion		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management		Comp. Plan reference:			Mandate		Land/ROW																					
Department:	Infrastructure Management		LOS/Concurrency Related:			Replace		Construct																					
Location:	Auburndale					Growth		Equipment																					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																			
Design, permitting and construction of the Tourism Office Expansion. Additional funds in FY25 are for a new roof, carpet and interior painting.										The original strategy when developing the Lake Myrtle Sports Park has been to develop it into a "sports business cluster". So far, this strategy has been successful with the relocation of the Florida Youth Soccer Association to the complex and space in the PCTSM Headquarters for the Pan-American Lacrosse Association and USA Water Ski & Wake Sports. PCTSM has an additional commitment from the American Power Boat Association to relocate their headquarters from Detroit. This necessitates expansion of the PCTSM Headquarters and will allow, PCTSM to reorganize the existing governing bodies to form the cluster.																			
OPERATING BUDGET IMPACT:						Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																					
						Fund 1	12161	130552035																					
						Fund 2																							
						Fund 3																							
						Fund 4																							
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																			
EXPENDITURE PLAN																													
Design/Arch/Eng.	212,418	74,082	0							212,418																			
Land (or ROW)										0																			
Construction	190	2,519,810	2,000,000	507,392						2,507,582																			
Other										0																			
Unfunded										0																			
Total Project Cost	212,608	2,593,892	2,000,000	507,392	0	0	0	0	0	2,720,000																			
FUNDING PLAN																													
Tourism 12161 fd	212,608	2,593,892	2,000,000	507,392	0	0	0	0	0	2,720,000																			
					0	0	0	0	0	0																			
										0																			
					0					0																			
Total Funding	212,608	2,593,892	2,000,000	507,392	0	0	0	0	0	2,720,000																			
OPERATING BUDGET IMPACT																													
Personnel Services																													
Non-Personnel																													
Capital																													
Total Operating				0	0	0	0	0	0	0																			



FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																										
PROJECT #	5700068				PROJECT NAME: Lawrence Crow Building Demo					PAGE # 10																
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30								
Project Name:	Lawrence Crow Building Demo				Project listed in CIE?		Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management				Comp. Plan reference:		Mandate		Land/ROW																	
Department:	Infrastructure Management				LOS/Concurrency Related:		Replace		Construct																	
Location:	Bartow						Growth		Equipment																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																
Demo, Design, Construction and Permitting.										The Lawrence W. Crow building (LWC) is an aging facility which was originally constructed in yearly 1970's. Currently the facility is less than 5% occupied. There have been two condition assessment studies done of the LWC building by two different architectural firms to determine the long-term viability of the building. In each study the same conclusion was reached, the LWC building has exceeded the end of its useful life. To renovate the facility would require more funds to get the building in a condition where it could be occupied than it would take to demolish the LWC building and construct a more modern and energy efficient facility. In addition to this finding, both studies agreed that even if a renovation were to be accomplished, the end result would still not meet the long-term needs of the County or the Courts.																
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																
						Fund 1		570308002																		
						Fund 2																				
						Fund 3																				
						Fund 4																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																
EXPENDITURE PLAN																										
Design/Arch/Eng.	243,590	250,995	150,000	106,410						500,000																
Land (or ROW)										0																
Construction	328,321	3,896,586	3,200,000	543,679						4,072,000																
Other										0																
Unfunded										0																
Total Project Cost	571,911	4,147,581	3,350,000	650,089	0	0	0	0	0	4,572,000																
FUNDING PLAN																										
Cap Impr 30801	571,911	4,147,581	3,350,000	650,089	0	0	0	0	0	4,572,000																
					0	0	0	0	0	0																
										0																
					0					0																
Total Funding	571,911	4,147,581	3,350,000	650,089	0	0	0	0	0	4,572,000																
OPERATING BUDGET IMPACT																										
Personnel Services																										
Non-Personnel																										
Capital																										
Total Operating				0	0	0	0	0	0																	

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																				
PROJECT #		5700076		PROJECT NAME: South County Jail Security System Replacement										PAGE # 11																
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		South County Jail Security System Replacement		Project listed in CIE?				Safety		X	Design/Arch	1				2				3				4						
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate			Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		X	Construct																			
Location:		Frostproof						Growth			Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																				
Replace the current security camera/intercom system in the entire facility.										The South County Jail's current camera/intercom system has reached its useful life and replacement parts have become very difficult to obtain. This system is an instrumental part to ensure the inmates are monitored for their safety as well as the safety of the officers in the jail.																				
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																				
N/A						Fund 1		30801		570308010																				
						Fund 2																								
						Fund 3																								
						Fund 4																								
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																			
EXPENDITURE PLAN																														
Design/Arch/Eng.											0																			
Land (or ROW)											0																			
Construction		0	4,300,000	0	4,300,000						4,300,000																			
Other											0																			
Unfunded											0																			
Total Project Cost		0	4,300,000	0	4,300,000	0	0	0	0	0	4,300,000																			
FUNDING PLAN																														
Cap Impr 30801		0	4,300,000	0	4,300,000	0	0	0	0	0	4,300,000																			
						0	0	0	0	0	0																			
											0																			
						0					0																			
Total Funding		0	4,300,000	0	4,300,000	0	0	0	0	0	4,300,000																			
OPERATING BUDGET IMPACT																														
Personnel Services																														
Non-Personnel																														
Capital																														
Total Operating					0	0	0	0	0	0	0																			



SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS														
PROJECT #		5700077		PROJECT NAME: PCSO Jail Expansion						PAGE # 12														
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26		FY 27		FY 28		FY 29		FY 30					
Project Name:		PCSO Jail Expansion		Project listed in CIE?				Safety			Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate			Land/ROW													
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace			Construct													
Location:		Bartow						Growth		X	Equipment													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):														
Design, Engineering and Cost Estimate for an additional Dorm/Building										The existing Central County Jail Facility is currently not equipped to serve behavioral/mental health needs while establishing the safest staff environment or treatment areas. The trending model of mental/behavioral health in detention facilities has been proven to need more natural light, larger dayrooms, treatment rooms within facility, staff assessment space and larger support areas. These features are a few elements which are not available within the current layouts of Polk County detention facilities.														
OPERATING BUDGET IMPACT:						Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																
N/A						Fund 1	30801	570308010																
						Fund 2																		
						Fund 3																		
						Fund 4																		
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total													
EXPENDITURE PLAN																								
Design/Arch/Eng.		0	3,000,000	0	3,000,000						3,000,000													
Land (or ROW)											0													
Construction											0													
Other											0													
Unfunded											0													
Total Project Cost		0	3,000,000	0	3,000,000	0	0	0	0	0	3,000,000													
FUNDING PLAN																								
Cap Impr 30801		0	3,000,000	0	3,000,000	0	0	0	0	0	3,000,000													
						0	0	0	0	0	0													
											0													
						0					0													
Total Funding		0	3,000,000	0	3,000,000	0	0	0	0	0	3,000,000													
OPERATING BUDGET IMPACT																								
Personnel Services																								
Non-Personnel																								
Capital																								
Total Operating					0	0	0	0	0	0	0													



SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																						
PROJECT #		5700078			PROJECT NAME: North Lakeland Government Center Property Acquisition										PAGE # 13																	
GENERAL PROJECT DATA:					COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		North Lakeland Government Center Property Acquisition			Project listed in CIE?					Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Functional Area:		Facilities Management			Comp. Plan reference:					Mandate		Land/ROW																				
Department:		Infrastructure Management			LOS/Concurrency Related:					Replace		x	Construct																			
Location:		North Lakeland								Growth		Equipment																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																						
Purchase land for the future North Lakeland Government Center.										For the past 26 years, Polk County has leased an aproximently 30,000 square foot space for the Lakeland Government Center. This current leased facility will be in need of a major renovation in the coming years. Securing land for a new facility now, will allow the County to build a more modern building that fits the needs of the County Citizens for the future.																						
OPERATING BUDGET IMPACT:						Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																								
N/A					Fund 1	30801	570308002																									
					Fund 2																											
					Fund 3																											
					Fund 4																											
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																					
EXPENDITURE PLAN																																
Design/Arch/Eng.											0																					
Land (or ROW)		0	3,200,000	0	5,000,000						5,000,000																					
Construction											0																					
Other											0																					
Unfunded											0																					
Total Project Cost		0	3,200,000	0	5,000,000	0	0	0	0	0	5,000,000																					
FUNDING PLAN																																
Cap Impr 30801		0	3,200,000	0	5,000,000	0	0	0	0	0	5,000,000																					
						0	0	0	0	0	0																					
											0																					
						0					0																					
Total Funding		0	3,200,000	0	5,000,000	0	0	0	0	0	5,000,000																					
OPERATING BUDGET IMPACT																																
Personnel Services																																
Non-Personnel																																
Capital																																
Total Operating					0	0	0	0	0	0	0																					



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																						
PROJECT #		5700079			PROJECT NAME: Sheriff's Evidence Storage Vaughn Road										PAGE # 14																	
GENERAL PROJECT DATA:					COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Sheriff's Evidence Storage Vaughn Road			Project listed in CIE?					Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Functional Area:		Facilities Management			Comp. Plan reference:					Mandate		Land/ROW																				
Department:		Infrastructure Management			LOS/Concurrency Related:					Replace		x	Construct																			
Location:										Growth		Equipment																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																						
Design, permitting and construction of the new evidence storage compound.										The existing storage compound no longer meets the Sheriff's needs and requires relocation/replacement.																						
OPERATING BUDGET IMPACT:						Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																								
N/A					Fund 1	30801	570519600																									
					Fund 2																											
					Fund 3																											
					Fund 4																											
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																					
EXPENDITURE PLAN																																
Design/Arch/Eng.											0																					
Land (or ROW)											0																					
Construction		0	1,000,000	100,000	900,000						1,000,000																					
Other											0																					
Unfunded											0																					
Total Project Cost		0	1,000,000	100,000	900,000	0	0	0	0	0	1,000,000																					
FUNDING PLAN																																
Cap Impr 30801		0	1,000,000	100,000	900,000	0	0	0	0	0	1,000,000																					
						0	0	0	0	0	0																					
											0																					
						0					0																					
Total Funding		0	1,000,000	100,000	900,000	0	0	0	0	0	1,000,000																					
OPERATING BUDGET IMPACT																																
Personnel Services																																
Non-Personnel																																
Capital																																
Total Operating					0	0	0	0	0	0	0																					

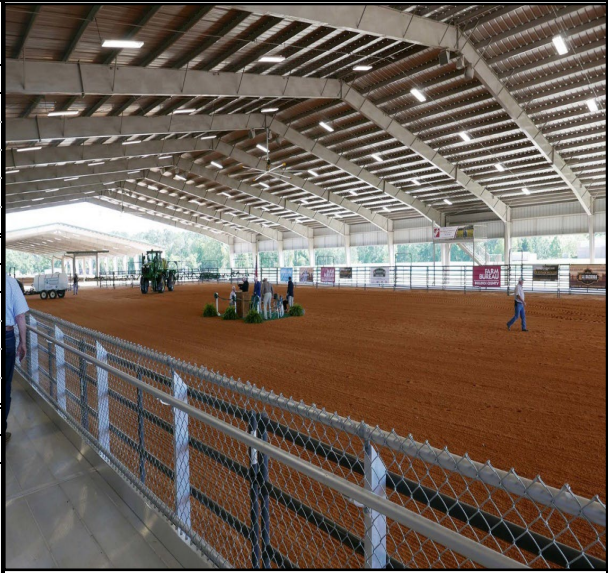


SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																					
PROJECT #		5700080		PROJECT NAME: Indigent Healthcare Building Modifications										PAGE # 15																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30				
Project Name:		Indigent Healthcare Building Modifications		Project listed in CIE?				Safety			Design/Arch	1234				1234				1234				1234				1234			
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate			Land/ROW																				
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		x	Construct																				
Location:		Bartow						Growth		x	Equipment																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Design, permitting and construction of the existing IHC Building facility.										The existing facility no longer meets the IHC needs and requires significant modifications/improvements.																					
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																			
N/A						Fund 1		14491		260561039																					
						Fund 2																									
						Fund 3																									
						Fund 4																									
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																				
EXPENDITURE PLAN																															
Design/Arch/Eng.		0	300,000	0	300,000						300,000																				
Land (or ROW)											0																				
Construction		0	1,700,000	0	2,200,000						2,200,000																				
Other											0																				
Unfunded											0																				
Total Project Cost		0	2,000,000	0	2,500,000	0	0	0	0	0	2,500,000																				
FUNDING PLAN																															
Indigent Health Care Fund 14491		0	2,000,000	0	2,500,000	0	0	0	0	0	2,500,000																				
						0	0	0	0	0	0																				
											0																				
Total Funding		0	2,000,000	0	2,500,000	0	0	0	0	0	2,500,000																				
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating					0	0	0	0	0	0	0																				



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																	
PROJECT #		5700073			PROJECT NAME: Agriculture/Equestrian Center					PAGE # 16																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26			FY 27			FY 28			FY 29			FY 30				
Project Name:		Agriculture/Equestrian Center			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Facilities Management			Comp. Plan reference:				Mandate		Land/ROW																
Department:		Infrastructure Management			LOS/Concurrency Related:				Replace		Construct																
Location:		Bartow							Growth	x	Equipment																
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
Design, permitting and construction of the a new ag/equestrian center.										Provide additional agricultural/equestrian opportunities for the citizens of Polk County.																	
OPERATING BUDGET IMPACT:					Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																				
N/A				Fund 1	30801	570308002																					
				Fund 2																							
				Fund 3																							
				Fund 4																							
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																
EXPENDITURE PLAN																											
Design/Arch/Eng.		25,754		22,662	0						48,416																
Land (or ROW)											0																
Construction			11,274,246	0	21,226,584						21,226,584																
Other											0																
Unfunded											0																
Total Project Cost		25,754	11,274,246	22,662	21,226,584	0	0	0	0	0	21,275,000																
FUNDING PLAN																											
Cap Impr 30801		25,754	11,274,246	22,662	21,226,584	0	0	0	0	0	21,275,000																
						0	0	0	0	0	0																
						0					0																
					0						0																
Total Funding		25,754	11,274,246	22,662	21,226,584	0	0	0	0	0	21,275,000																
OPERATING BUDGET IMPACT																											
Personnel Services																											
Non-Personnel																											
Capital																											
Total Operating					0	0	0	0	0	0	0																



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																					
PROJECT #		1300009		PROJECT NAME: Event Operations Center Expansion at PCTSM Headquarters										PAGE # 17																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Event Operations Center Expansion at PCTSM Headquarters		Project listed in CIE?				Safety		Design/Arch		1				2				3				4							
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate		Land/ROW																					
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		Construct																					
Location:		Auburndale						Growth		x																					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Improvements and additional to Polk County Tourism & Sports Marketing (PCTSM) Operations Center.										This project will be to build a pole barn that will provide a covered area for Tourism/Sports Marketing's trailers, golf carts & Polaris UTV's. The area will be enclosed by chain link fence to create a more secure area. Currently, the trailers are not in a secured area. The current open-air storage will be enclosed to create more inside storage space. Lastly, the north side of the operations center contains a bank of showers that is used by teams attending events at Lake Myrtle. The fenced in area will create a shaded, secure, non-visible area for athletes and staff who are existing the showers.																					
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																					
N/A						Fund 1		12163																							
						Fund 2																									
						Fund 3																									
						Fund 4																									
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																				
EXPENDITURE PLAN																															
Design/Arch/Eng.		0	0								0																				
Land (or ROW)											0																				
Construction			300,000	99,660	200,340						300,000																				
Other											0																				
Unfunded											0																				
Total Project Cost		0	300,000	99,660	200,340	0	0	0	0	0	300,000																				
FUNDING PLAN																															
Tourism-Prof Sports Fac 12163		0	300,000	99,660	200,340	0	0	0	0	0	300,000																				
						0	0	0	0	0	0																				
						0					0																				
Total Funding		0	300,000	99,660	200,340	0	0	0	0	0	300,000																				
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating					0	0	0	0	0	0	0																				



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																											
PROJECT #		5700081		PROJECT NAME: IT Office Renovations										PAGE # 18																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:										PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		IT Office Renovations		Project listed in CIE?										Safety				Design/Arch		1				2				3				4					
Functional Area:		Facilities Management		Comp. Plan reference:										Mandate				Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:										Replace				Construct																			
Location:		Bartow												Growth		x		Equipment																			
PROJECT DESCRIPTION:												PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																									
Design, permitting and construction/renovations of the existing IT building space.												Existing facilities space/conditions have surpassed their useful life and require modifications to accommodate staffing levels.																									
OPERATING BUDGET IMPACT:												Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																					
N/A												Fund 1		52005		170308136																					
												Fund 2																									
												Fund 3																									
												Fund 4																									
		Prior Cum.		FY 25 Budget		FY 25 Projected Expense		FY 26		FY 27		FY 28		FY 29		FY 30		Future Years		Proposed Project Total																	
EXPENDITURE PLAN																																					
Design/Arch/Eng.																				0																	
Land (or ROW)																				0																	
Construction		0		350,000		150,000		200,000												350,000																	
Other																				0																	
Unfunded																				0																	
Total Project Cost		0		350,000		150,000		200,000		0		0		0		0		0		350,000																	
FUNDING PLAN																																					
I.T. Administration Fund 52005 Fd		0		350,000		150,000		200,000		0		0		0		0		0		350,000																	
										0		0		0		0		0		0																	
																				0																	
										0										0																	
Total Funding		0		350,000		150,000		200,000		0		0		0		0		0		350,000																	
OPERATING BUDGET IMPACT																																					
Personnel Services																																					
Non-Personnel																																					
Capital																																					
Total Operating						0		0		0		0		0		0																					



POLK
COUNTY

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																							
PROJECT #		5700082		PROJECT NAME: Medical Examiner Expansion						PAGE # 19																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Medical Examiner Expansion		Project listed in CIE?						Safety				Design/Arch		1				2				3				4					
Functional Area:		Facilities Management		Comp. Plan reference:						Mandate				Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:						Replace				Construct																			
Location:		Winter Haven								Growth		x		Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																							
Design, permitting and construction/renovations of the existing Medical Examiner building inclusive of building expansion. The additional funding will be requested through Legislative priorities (State funding) and other entities.										Required modifications to the existing building space to accommodate staffing levels/citizens needs.																							
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																					
N/A						Fund 1		30801		570308011																							
						Fund 2		11220		570308002																							
						Fund 3																											
						Fund 4																											
		Prior Cum.		FY 25 Budget		FY 25 Projected Expense		FY 26		FY 27		FY 28		FY 29		FY 30		Future Years		Proposed Project Total													
EXPENDITURE PLAN																																	
Design/Arch/Eng.		0		900,000		0		900,000												900,000													
Land (or ROW)																				0													
Construction		0		6,600,000		0		14,600,000												14,600,000													
Other																				0													
Unfunded																				0													
Total Project Cost		0		7,500,000		0		15,500,000		0		0		0		0		0		15,500,000													
FUNDING PLAN																																	
Cap Impr 30801		0		7,500,000		0		12,500,000		0		0		0		0		0		12,500,000													
11220 Special Rev Grant								3,000,000		0		0		0		0		0		3,000,000													
																				0													
										0										0													
Total Funding		0		7,500,000		0		15,500,000		0		0		0		0		0		15,500,000													
OPERATING BUDGET IMPACT																																	
Personnel Services																																	
Non-Personnel																																	
Capital																																	
Total Operating						0		0		0		0		0		0		0															

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SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																							
PROJECT #		5700086		PROJECT NAME: Court/County Admin Annex										PAGE # 22																			
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Court/County Admin Annex		Project listed in CIE?						Safety				Design/Arch		1				2				3				4					
Functional Area:		Facilities Management		Comp. Plan reference:						Mandate				Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:						Replace				Construct																			
Location:		Bartow								Growth		x		Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																							
Programming for construction of a new Court/County Admin Annex										With the ongoing need for space in the County Administration building along with the growth in the Court Administration. The Annex Facility would meet mutiple needs for the growth in County Government and the 10th Judicial Circuit.																							
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																							
N/A						Fund 1		30801		570308002																							
						Fund 2																											
						Fund 3																											
						Fund 4																											
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																						
EXPENDITURE PLAN																																	
Design/Arch/Eng.	0	2,500,000	0	2,500,000							2,500,000																						
Land (or ROW)											0																						
Construction											0																						
Other											0																						
Unfunded											0																						
Total Project Cost	0	2,500,000	0	2,500,000	0	0	0	0	0	0	2,500,000																						
FUNDING PLAN																																	
Cap Impr 30801	0	2,500,000	0	2,500,000	0	0	0	0	0	0	2,500,000																						
					0	0	0	0	0	0	0																						
											0																						
					0						0																						
Total Funding	0	2,500,000	0	2,500,000	0	0	0	0	0	0	2,500,000																						
OPERATING BUDGET IMPACT																																	
Personnel Services																																	
Non-Personnel																																	
Capital																																	
Total Operating				0	0	0	0	0	0	0																							



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																						
PROJECT #		4100004		PROJECT NAME: Fleet Management Shop 1 Re-Model										PAGE # 23																		
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Fleet Management Shop 1 Remodel		Project listed in CIE?						Safety		X	Design/Arch	1				2				3				4						
Functional Area:		Facilities Management		Comp. Plan reference:						Mandate			Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:						Replace			Construct																			
Location:		Bartow								Growth			Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																						
Re-Model to Fleet Shop Restrooms, Breakroom and NAPA Parts Area.										Due to age of shop and chronic issues in both the breakroom and bathroom (i.e. mold and A/C issues in the breakroom and plumbing issues in the bathroom) and the fact that these areas butt up against each other, Fleet has budgeted to have this area re-worked																						
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																				
N/A						Fund 1		50101		410599090																						
						Fund 2																										
						Fund 3																										
						Fund 4																										
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																					
EXPENDITURE PLAN																																
Design/Arch/Eng.											0																					
Land (or ROW)											0																					
Construction		120,620	350,000	0	504,380						625,000																					
Other											0																					
Unfunded											0																					
Total Project Cost		120,620	350,000	0	504,380	0	0	0	0	0	625,000																					
FUNDING PLAN																																
Fleet Fund 50101		120,620	350,000	0	504,380	0	0	0	0	0	625,000																					
						0	0	0	0	0	0																					
											0																					
						0					0																					
Total Funding		120,620	350,000	0	504,380	0	0	0	0	0	625,000																					
OPERATING BUDGET IMPACT																																
Personnel Services																																
Non-Personnel																																
Capital																																
Total Operating					0	0	0	0	0	0																						

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS											
PROJECT #		5700087		PROJECT NAME: Central County Jail Cell Door Replacement						PAGE # 24											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Name:		Central County Jail Cell Doors		Project listed in CIE?				Safety		X		Design/Arch		1		2		3		4	
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace				Construct									
Location:		Bartow						Growth				Equipment									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Provide Engineering and Construction of Cell Door Replacements. FDLE Grant										The project consists of removal, and replacement of outdated jail cell doors at the Central County Jail Facility in Polk County. These door replacements will provide continued safety for law enforcement officers that work at this facility.											
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
N/A						Fund 1		11194		570308010											
						Fund 2															
						Fund 3															
						Fund 4															
		Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																					
Design/Arch/Eng.											0										
Land (or ROW)											0										
Construction			2,050,000	0	2,050,000						2,050,000										
Other											0										
Unfunded											0										
Total Project Cost		0	2,050,000	0	2,050,000	0	0	0	0	0	2,050,000										
FUNDING PLAN																					
Sp Rev Gr, PCSO CCJ 11194		0	2,050,000	0	2,050,000	0	0	0	0	0	2,050,000										
						0	0	0	0	0	0										
											0										
						0					0										
Total Funding		0	2,050,000	0	2,050,000	0	0	0	0	0	2,050,000										
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating					0	0	0	0	0	0	0										



SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																					
PROJECT #		5700088		PROJECT NAME: Bartow Courthouse Electrical Upgrades						PAGE # 25																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		Bartow Courthouse Electrical Upgrades		Project listed in CIE?				Safety		X		Design/Arch		1				2				3				4					
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate				Land/ROW																			
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		X		Construct																			
Location:		Bartow						Growth				Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Provide Engineering, Construction and possible Land Purchase to replace Electrical Switchgear and Generator.										This project will replace Main Electrical Components to the building and add a Generator that will power the entire building during utility electrical outages.																					
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																			
N/A								Fund 1		30801		570308001																			
								Fund 2		11219		570308002																			
								Fund 3																							
								Fund 4																							
		Prior Cum.		FY 25 Budget		FY 25 Projected Expense		FY 26		FY 27		FY 28		FY 29		FY 30		Future Years		Proposed Project Total											
EXPENDITURE PLAN																															
Design/Arch/Eng.																				0											
Land (or ROW)																				0											
Construction				0		4,724,000														4,724,000											
Other																				0											
Unfunded																				0											
Total Project Cost		0		0		0		4,724,000		0		0		0		0		0		4,724,000											
FUNDING PLAN																															
Cap Impr 30801		0		0		0		4,024,000		0		0		0		0		0		4,024,000											
11219 Special Rev Grant								700,000		0		0		0		0		0		700,000											
																				0											
																				0											
Total Funding		0		0		0		4,724,000		0		0		0		0		0		4,724,000											
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating								0		0		0		0		0		0													



FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS												
PROJECT #		5700089		PROJECT NAME: Central County Jail Chiller						PAGE # 26												
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Name:		Central County Jail Chiller		Project listed in CIE?				Safety				Design/Arch										
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate				Land/ROW										
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		X		Construct										
Location:		Bartow						Growth				Equipment										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
Provide Engineering and Construction to Replace Chiller										Current parts availability for the current chiller has become a great concern, certain parts are not available and have to be made which could result to long downtimes with the HVAC system. Replacing the current 24-year-old chiller with a new more efficient chiller allows potential estimated energy savings of around \$4,000.00 per month. Having an energy efficient chiller allows better cooling capacity and better control of the temperature and humidity inside the jail facility. This leads to better indoor air quality and comfort for the inmates which in return allows for less agitation and conflict in the Jail housing dorms which increases Detention Deputies and staff safety.												
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA												
N/A						Fund 1		30801 570308010														
						Fund 2																
						Fund 3																
						Fund 4																
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	 SHERIFF GRADY JUDD POLK COUNTY SHERIFF'S OFFICE											
EXPENDITURE PLAN																						
Design/Arch/Eng.										0												
Land (or ROW)										0												
Construction			0	1,300,000						1,300,000												
Other										0												
Unfunded										0												
Total Project Cost	0	0	0	1,300,000	0	0	0	0	0	1,300,000												
FUNDING PLAN																						
Cap Impr 30801	0	0	0	1,300,000	0	0	0	0	0	1,300,000												
					0	0	0	0	0	0												
										0												
					0					0												
Total Funding	0	0	0	1,300,000	0	0	0	0	0	1,300,000												
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating				0	0	0	0	0	0	0												

FY 2026 COMMUNITY INVESTMENT PROGRAM										FY 2026 - FY 2030 PROJECT DETAILS																					
PROJECT #		5700090		PROJECT NAME: South County Jail Chiller						PAGE # 27																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:		South County Jail Chiller		Project listed in CIE?				Safety		Design/Arch		1				2				3				4							
Functional Area:		Facilities Management		Comp. Plan reference:				Mandate		Land/ROW																					
Department:		Infrastructure Management		LOS/Concurrency Related:				Replace		X		Construct																			
Location:		Bartow						Growth		Equipment																					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Provide Engineering and Construction to Replace Chiller										Current parts availability for the current chiller has become a great concern, certain parts are not available and have to be made which could result to long downtimes with the HVAC system. Replacing the current 20-year-old chiller with a new more efficient chiller . Having an energy efficient chiller allows better cooling capacity and better control of the temperature and humidity inside the jail facility. This leads to better indoor air quality and comfort for the inmates which in return allows for less agitation and conflict in the Jail housing dorms which increases Detention Deputies and staff safety.																					
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																					
N/A						Fund 1		30801																							
						Fund 2																									
						Fund 3																									
						Fund 4																									
		Prior Cum.		FY 25 Budget		FY 25 Projected Expense		FY 26		FY 27		FY 28		FY 29		FY 30		Future Years		Proposed Project Total											
EXPENDITURE PLAN																															
Design/Arch/Eng.																				0											
Land (or ROW)																				0											
Construction						0		1,700,000												1,700,000											
Other																				0											
Unfunded																				0											
Total Project Cost		0		0		0		1,700,000		0		0		0		0		0		1,700,000											
FUNDING PLAN																															
Cap Impr 30801		0		0		0		1,700,000		0		0		0		0		0		1,700,000											
										0		0		0		0		0		0											
																				0											
										0										0											
Total Funding		0		0		0		1,700,000		0		0		0		0		0		1,700,000											
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating						0		0		0		0		0		0		0													



SHERIFF GRADY JUDD
POLK COUNTY SHERIFF'S OFFICE



[illegible]

FY 2026 COMMUNITY INVESTMENT PROGRAM FY 2026 - FY 2030 PROJECT DETAILS																												
PROJECT #	5700093		PROJECT NAME: Bartow Supervisor of Elections Generator					PAGE # 30																				
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:	Bartow Supervisor of Elections Generator		Project listed in CIE?			Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management		Comp. Plan reference:			Mandate		Land/ROW																				
Department:	Infrastructure Management		LOS/Concurrency Related:			Replace		Construct																				
Location:	Bartow					Growth		Equipment																				
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																				
Provide Construction of adding a Building Generator.								Add a Generator that will power the entire building during utility electrical outages.																				
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																		
N/A				Fund 1		30801		570308002																				
				Fund 2																								
				Fund 3																								
				Fund 4																								
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total																		
EXPENDITURE PLAN																												
Design/Arch/Eng.										0																		
Land (or ROW)										0																		
Construction			0	165,000						165,000																		
Other										0																		
Unfunded										0																		
Total Project Cost	0	0	0	165,000	0	0	0	0	0	165,000																		
FUNDING PLAN																												
Cap Impr 30801	0	0	0	165,000	0	0	0	0	0	165,000																		
					0	0	0	0	0	0																		
										0																		
					0					0																		
Total Funding	0	0	0	165,000	0	0	0	0	0	165,000																		
OPERATING BUDGET IMPACT																												
Personnel Services																												
Non-Personnel																												
Capital																												
Total Operating				0	0	0	0	0	0	0																		



UNFUNDED FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM					FACILITIES MANAGEMENT CIP SUMMARY FY 26			
Page	Project Name	FY26	FY27	FY28	FY29	FY30	Future Years	Total
1	Lakeland Government Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000,000.00	\$ 40,000,000.00
2	Central County Jail Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000,000.00	\$ 75,000,000.00
3	Court/County Admin Annex Building	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,000,000.00	\$ 53,000,000.00
4	Bartow Special Needs Shelter/Multi-Purpose Building	\$	\$	\$	\$	\$	\$ 15,000,000.00	\$ 15,000,000.00
5	Emergency Operations Center Office Expansion	\$	\$	\$	\$	\$	\$ 2,500,000.00	\$ 2,500,000.00
6	PCSO Bartow P&E Demo	\$	\$	\$	\$	\$	\$ 400,000.00	\$ 400,000.00
7	New Radio Shop	\$	\$	\$	\$	\$	\$ 6,000,000.00	\$ 6,000,000.00
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 191,900,000.00	\$ 191,900,000.00

UNFUNDED FY 26 Community Investment Budget / FY 2026 - FY 2030 Project Detail

Project No.

GENERAL PROJECT DATA:

Project Title:
Lakeland Government Center
 Functional Area:
 Department:
 Location: Lakeland, FL

COMPREHENSIVE PLAN INFORMATION:

Project listed in CIE? No
 Comp. Plan reference: No
 LOS/Concurrency Related: N/A

PROJECT NEED

CRITERIA
 Safety
 Mandate
 Replace
 Growth X

PROJECT

SCHEDULE
 Design/Arch
 Land/ROW
 Construct
 Equipment

FY 26

FY 27

FY 28

FY 29

FY 30

PROJECT DESCRIPTION:

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

OPERATING BUDGET IMPACT:

REPLACEMENT COUNTY PROPERTY NO.:

	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng				0					1,000,000	1,000,000
Land (or ROW)									3,000,000	3,000,000
Construction									36,000,000	36,000,000
Other										0
Equipment										
Total Project Cost				0			0	0	40,000,000	40,000,000
FUNDING PLAN										
Unfunded				0	0				40,000,000	40,000,000
Corr. Impact Fees										0
Other										0
Total Funding				0	0			0	40,000,000	40,000,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating	0	0	0	0	0	0	0	0		0

UNFUNDED FY 26 Community Investment Budget / FY 2026 - FY 2030 Project Detail

Project No.

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:		Project listed in CIE? No		Safety		Design/Arch		1				1				1				1				1			
Central County Jail Expansion		Comp. Plan reference: No		Mandate		Land/ROW																					
Functional Area:		LOS/Concurrency Related: N/A		Replace		Construct																					
Department:				Growth		Equipment																					
Location: Bartow, FL																											

PROJECT DESCRIPTION:

Design, permitting and construct an additional Bulding at Central County Jail

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):**OPERATING BUDGET IMPACT:****REPLACEMENT COUNTY PROPERTY NO.:**

	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									0	0
Land (or ROW)										0
Construction									75,000,000	75,000,000
Other										0
Equipment										
Total Project Cost				0	0	0	0	0	75,000,000	75,000,000
FUNDING PLAN										
Unfunded				0	0	0	0		75,000,000	75,000,000
Corr.Impact Fees										0
Other										0
Total Funding					0	0	0	0	75,000,000	75,000,000
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating	0	0	0	0	0	0	0	0	0	0

UNFUNDED FY 26 Community Investment Budget / FY 2026 - FY 2030 Project Detail

Project No.

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA	PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:		Project listed in CIE? No		Safety	Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Court/County Admin Annex Building		Comp. Plan reference: No		Mandate	Land/ROW																				
Functional Area:		LOS/Concurrency Related: N/A		Replace	Construct																				
Department: Infrastructure Management				Growth	Equipment																				
Location: Bartow, FL																									

PROJECT DESCRIPTION:

Design, permitting and construct a new Court/County Admin Annex

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

With the ongoing need for space in the County Administration building along with the growth in the Court Administration. The Annex Facility would meet multiple needs for the growth in County Government and the 10th Judicial Circuit.

FUND / COST CENTER:**OPERATING BUDGET IMPACT:****REPLACEMENT COUNTY PROPERTY NO.:**

	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									3,000,000	3,000,000
Land (or ROW)										0
Construction									50,000,000	50,000,000
Other										0
Equipment										0
Total Project Cost				0	0	0	0	0	53,000,000	53,000,000
FUNDING PLAN										
Unfunded				0	0		0		53,000,000	53,000,000
Corr. Impact Fees										0
Other										0
Total Funding				0	0	0	0	0	53,000,000	53,000,000
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating	0	0	0	0	0	0	0	0	0	0

UNFUNDED FY 26 Community Investment Budget / FY 2026 - FY 2030 Project Detail

Project No.

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26				FY 27				FY 28				FY 29				FY 30																	
Project Title: Bartow Special Needs Shelter/Multi-Purpose Building		Comp. Plan reference:		Safety		X		Design/Arch		1				2				3				4				1				2				3				4			
Functional Area: Facilities Management		LOS/Concurrency Related:		Mandate				Land/ROW																																	
Department:				Replace				Construct																																	
Location: Bartow, Florida				Growth		X		Equipment																																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																															
Design, permitting and construct a new Special Needs/Multi-Purpose Building.										The Indigent/Specialty Care Facility is currently used as a Special Needs Shelter. During a Disaster, only the hallways in that facility can house Special Needs Citizens and it becomes a challenge for bedding and common areas.																															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:																															
	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	TOTAL																															
EXPENDITURE PLAN																																									
Design/Arch/Eng										0																															
Land (or ROW)										0																															
Construction									15,000,000	15,000,000																															
Other										0																															
Equipment										0																															
Total Project Cost	0	0	0	0	0	0	0	0	15,000,000	15,000,000																															
FUNDING PLAN																																									
Unfunded		0	0	0	0	0	0	0	15,000,000	15,000,000																															
FPL Rebate										0																															
Other										0																															
Total Funding	0	0	0	0	0	0	0	0	15,000,000	15,000,000																															
OPERATING BUDGET IMPACT																																									
Personal Svc.										0																															
Non-personal										0																															
Capital										0																															
Total Operating	0	0	0						0	0																															

UNFUNDED FY 26 Community Investment Budget / FY 2026 - FY 2030 Project Detail														Project No.																	
<u>GENERAL PROJECT DATA:</u> Project Title: Emergency Operations Center Office Expansion Functional Area: Facilities Management Department: Location: Winter Haven, Florida				<u>COMPREHENSIVE PLAN INFORMATION:</u> Comp. Plan reference: LOS/Concurrency Related:					<u>PROJECT NEED CRITERIA</u>		<u>PROJECT SCHEDULE</u>	<u>FY 26</u>				<u>FY 27</u>				<u>FY 28</u>				<u>FY 29</u>				<u>FY 30</u>			
									Safety		Design/Arch	1 2 3 4				1 2 3 4				1 2 3 4				1 2 3 4							
									Mandate		Land/ROW																				
									Replace		Construct																				
									Growth		Equipment	X																			
<u>PROJECT DESCRIPTION:</u> Design, permit and construct an expansion of the existing Emergency Operations Center											<u>PROJECT RATIONALE (Include Additional LOS Detail, if necessary):</u> The current 15-year-old facility does not meet current or future needs. In order to provide a more effective service to the community during a natural or man-made disaster, Emergency Management Division is requesting to expand the existing Operations Center. 911 Addressing located in Bartow, Florida, falls under the purview of the PCEMD. The staff of 911 Addressing plays a critical support role during an activation of the EOC. The 911 staff will be relocated to the site. In conjunction with the 911 staff relocation, the current EOC staff will be shifted to the new offices to allow for the creation of meeting spaces, break-out rooms and other critical mission functions to enhance communication between police, fire rescue, emergency operations and other County Divisions with a goal of streamlining decision making and communication. It is estimated the expansion will add approximately 15 new offices, restrooms, storage space and																				
<u>OPERATING BUDGET IMPACT:</u>											<u>REPLACEMENT COUNTY PROPERTY NO.:</u>																				
	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	TOTAL																					
EXPENDITURE PLAN																															
Design/Arch/Eng									500,000	500,000																					
Land (or ROW)										0																					
Construction									2,000,000	2,000,000																					
Other										0																					
Equipment										0																					
Total Project Cost	0	0	0	0	0	0	0	0	2,500,000	2,500,000																					
FUNDING PLAN																															
Unfunded		0	0	0	0	0	0	0	2,500,000	2,500,000																					
FPL Rebate										0																					
Other										0																					
Total Funding	0	0	0	0	0	0	0	0	2,500,000	2,500,000																					
OPERATING BUDGET IMPACT																															
Personal Svc.										0																					
Non-personal										0																					
Capital										0																					
Total Operating	0	0	0						0	0																					

GENERAL PROJECT DATA:

Project No.

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Name:	PCSO Bartow P&E Demo	Project listed in CIE?			Safety		Design/Arch Land/ROW Construct Equipment	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Facilities Management	Comp. Plan reference:			Mandate																						
Department:	Infrastructure Management	LOS/Concurrency Related:			Replace																						
Location:					Growth																						

PROJECT DESCRIPTION:

Demo the PCSO Bartow P&E building

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

Due to the population growth in Polk County and the increase in Law Enforcement/Criminal Cases, the Polk County Sheriff's Office has maxed out its capacity to store Property and Evidence along with its Deputy Storage.

OPERATING BUDGET IMPACT:

N/A

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: NA

Fund 1

Fund 2

Fund 3

Fund 4

	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng.										0
Land (or ROW)										0
Construction										0
Other									400,000	400,000
Unfunded										0
Total Project Cost	0	0	0	0	0	0	0	0	400,000	400,000
Total Project Cost										
Unfunded	0	0	0		0	0	0	0	400,000	400,000
										0
										0
										0
Total Funding	0	0	0	0	0	0	0	0	400,000	400,000
OPERATING BUDGET IMPACT										
Personnel Services										
Non-Personnel										
Capital										
Total Operating				0	0	0	0	0	0	0

PROJECT #										Page # 7										
GENERAL PROJECT DATA:										Project No.										
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Name:	New Radio Shop	Project listed in CIE?				Safety				Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area:	Facilities Management	Comp. Plan reference:				Mandate				Land/ROW										
Department:	Infrastructure Management	LOS/Concurrency Related:				Replace				Construct										
Location:						Growth				Equipment										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Design and construct a new 15,000 sq ft Radio Shop										Radio Services is currently in a leased facility located at the Bartow Airbase and it has outgrown their needs.										
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA										
N/A						Fund 1														
						Fund 2														
						Fund 3														
						Fund 4														
	Prior	Budget	CF	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	Proposed Project Total										
EXPENDITURE PLAN																				
Design/Arch/Eng.										0										
Land (or ROW)										0										
Construction										0										
Other									6,000,000	6,000,000										
Unfunded										0										
Total Project Cost	0	0	0	0	0	0	0	0	6,000,000	6,000,000										
Total Project Cost																				
Unfunded	0	0	0		0	0	0	0	6,000,000	6,000,000										
					0	0	0	0		0										
										0										
					0					0										
Total Funding	0	0	0	0	0	0	0	0	6,000,000	6,000,000										
OPERATING BUDGET IMPACT																				
Personnel Services																				
Non-Personnel																				
Capital																				
Total Operating				0	0	0	0	0	0	0										

FY2025- FY2029 COMMUNITY INVESTMENT PROGRAM FIRE RESCUE CIP SUMMARY

Revenue:	FY 26	FY 27	FY 28	FY 29	FY 30
14981 Fire Rescue Capital Projects (.25 Millage)	\$4,480,000	\$0	\$1,928,275	\$0	\$0
30901 Barrowed Funds	\$0	\$0	\$0	\$0	\$0
30801 General Capital Improvement	\$35,528,905	\$300,000	\$4,167,341	\$0	\$0
12261 Fire Impact Fees	\$3,025,350	\$0	\$0	\$0	\$0
12252 EMS Impact Fees	\$3,878,589	\$890,000	\$0	\$0	\$0
14502 Lost Revenue Fiscal Recovery Funds	\$12,617,321	\$0	\$0	\$0	\$0
Unfunded	\$0	\$5,000,000	\$0	\$0	\$0
TOTAL	\$59,530,165	\$1,190,000	\$6,095,616	\$0	\$0

Project Increase
Project Decrease

Page #	Project Number	Project Name	Prior Cumulative Expense	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
33	2800020	Nalcrest Fire Station	\$235,696	\$0	\$0	\$0	\$6,095,616	\$0	\$0	\$0	\$6,331,312	\$6,331,312	\$0
34	2800023	Lakeland Hills Fire Rescue Station	\$167,096	\$98,865	\$3,811,489	\$0	\$0	\$0	\$0	\$0	\$4,077,450	\$2,000,000	\$2,077,450
35	2800026	PCFR Training Center	\$882,765	\$999,914	\$15,005,321	\$0	\$0	\$0	\$0	\$0	\$16,888,000	\$14,500,000	\$2,388,000
36	2900041	Christina Fire Station	\$0	\$1,416,521	\$3,092,450	\$890,000	\$0	\$0	\$0	\$0	\$5,398,971	\$5,398,971	\$0
37	2900035	Polk City Fire Rescue Station	\$36,116	\$0	\$5,860,259	\$100,000	\$0	\$0	\$0	\$0	\$5,996,375	\$5,300,000	\$696,375
38	2900036	Caloosa Lake Fire Rescue Station	\$78,881	\$43,683	\$5,077,437	\$100,000	\$0	\$0	\$0	\$0	\$5,300,000	\$5,300,000	\$0
39	2900037	Highlands City Fire Rescue Station	\$470,978	\$0	\$6,209,022	\$100,000	\$0	\$0	\$0	\$0	\$6,780,000	\$5,300,000	\$1,480,000
40	2900039	Bradley Fire Rescue Station	\$0	\$64,363	\$5,435,637	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$0
41	2900038	Eagle Lake Fire Rescue Station	\$0	\$31,450	\$5,968,550	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$0
42	2900042	Willow Oak Fire Rescue Station	\$0	\$366,000	\$4,070,000	\$0	\$0	\$0	\$0	\$0	\$4,436,000	\$4,436,000	\$0
43	2900043	Fire Rescue Administration Headquarters	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$10,000,000	-\$5,000,000
Project Total:			\$ 1,871,532	\$ 3,020,796	\$ 59,530,165	\$ 1,190,000	\$ 6,095,616	\$ -	\$ -	\$ -	\$ 71,708,108	\$ 70,066,283	\$ 1,641,825

FY2026 COMMUNITY INVESTMENT PROGRAM						FIRE RESCUE PROJECT DETAILS																									
PROJECT #		2800020		PROJECT NAME: Nalcrest Fire Station				PAGE # 33																							
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26				FY27				FY28				FY29				FY30				
Project Name:		Nalcrest Fire Station		Project listed in CIE?				Safety	X	Design/Arch																					
Functional Area:				Comp. Plan reference:				Mandate		Land/ROW																					
Department:				Fire Rescue		LOS/Concurrency Related:				Replace	X	Construct																			
Location:										Growth	X	Equipment																			
PROJECT DESCRIPTION: Construction of new Fire Rescue Station. This station will have the capcity to house both Fire and Emergency Medical Services apparatus and personnel										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The design and construction will establish a new permanent fire resuce station serving the area																					
OPERATING BUDGET IMPACT:							Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA																						
						Fund 1	14981	280524010																							
						Fund 2	30801	290522012																							
						Fund 3																									
						Fund 4																									
						Fund 5																									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total																					
EXPENDITURE PLAN																															
Design/Arch/Eng.	150,595	0	0	0	0	0	0	0	0	150,595																					
Land (or ROW)	0	0	0	0	0	0	0	0	0	0																					
Construction	85,064	0	0	0	0	5,939,414	0	0	0	6,024,478																					
Other	38	0	0	0	0	156,202	0	0	0	156,240																					
Equipment/software	0	0	0	0	0	0	0	0	0	0																					
Unfunded										0																					
Total Project Cost	235,696	0	0	0	0	6,095,616	0	0	0	6,331,312																					
FUNDING PLAN																															
14981 Fire Rescue Capital Projects (.25 Millage	71,725	0	0	0	0	1,928,275	0	0	0	2,000,000																					
30801 General Capital Improvement	163,971	0	0	0	0	4,167,341	0	0	0	4,331,312																					
Unfunded						0	0	0	0	0																					
Total Funding	235,696	0	0	0	0	6,095,616	0	0	0	6,331,312																					
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating				0	0	0	0	0	0	0																					

An isometric line drawing of a multi-story building constructed from shipping containers. The structure features multiple levels with external and internal staircases, walkways with railings, and various openings for doors and windows. Red arrows point to specific structural details and connections. The building is shown from a perspective that highlights its three-dimensional form and the modular nature of its construction.

FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS													
PROJECT #		2900041		PROJECT NAME:		Christina Fire Rescue Station		PAGE #		36													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Christina Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch		1		2		3		4			
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW		1		2		3		4			
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct		1		2		3		4			
Location:								Growth		X		Equipment		1		2		3		4			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.																							
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
										Fund 1		12252		280524070									
										Fund 2		12261		290524128									
										Fund 3													
										Fund 4													
										Fund 5													
		FY 25		Projected		Expense		FY26		FY27		FY28		FY29		FY30		Future		Proposed			
		Prior Cum.		FY 25 Budget														Years		Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng.		0		0		0		213,700		0		0		0		0		0		213,700			
Land (or ROW)				1,416,521		1,416,521		0		0		0		0		0		0		1,416,521			
Construction				0		0		2,878,750		40,000				0		0		0		2,918,750			
Other								0		850,000		0		0		0		0		850,000			
Equipment/software								0		0		0		0		0		0		0			
Unfunded								0		0		0		0		0		0		0			
Total Project Cost		0		1,416,521		1,416,521		3,092,450		890,000		0		0		0		0		5,398,971			
FUNDING PLAN																							
12252 EMS Impact Fees		0		1,416,521		1,416,521		67,100		890,000		0		0		0		0		2,373,621			
12261 Fire Impact Fees								3,025,350		0		0		0		0		0		3,025,350			
								0		0		0		0		0		0		0			
Unfunded								0		0		0		0		0		0		0			
Total Funding		0		1,416,521		1,416,521		3,092,450		890,000		0		0		0		0		5,398,971			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating								0		0		0		0		0		0					



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS													
PROJECT #		2900035		PROJECT NAME:		Polk City Fire Rescue		PAGE #		37													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Polk City Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch											
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW											
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct											
Location:								Growth		X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.																							
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
										Fund 1		30801		290522012									
										Fund 2													
										Fund 3													
										Fund 4													
										Fund 5													
		FY 25		Projected		Expense		FY26		FY27		FY28		FY29		FY30		Future		Proposed			
		Prior Cum.		FY 25 Budget														Years		Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng.		36,116		0		0		263,884		0		0		0		0		0		300,000			
Land (or ROW)		0		400,000		0		400,000		0		0		0		0		0		400,000			
Construction		0		0		0		4,700,000		100,000		0		0		0		0		4,800,000			
Other		0		0		0		496,375		0		0		0		0		0		496,375			
Equipment/software		0		0		0		0		0		0		0		0		0		0			
Unfunded								0		0		0		0		0		0		0			
Total Project Cost		36,116		400,000		0		5,860,259		100,000		0		0		0		0		5,996,375			
FUNDING PLAN																							
30801 General Capital Improvement		36,116		400,000		0		5,860,259		100,000		0		0		0		0		5,996,375			
								0		0		0		0		0		0		0			
								0		0		0		0		0		0		0			
Unfunded								0		0		0		0		0		0		0			
Total Funding		36,116		400,000		0		5,860,259		100,000		0		0		0		0		5,996,375			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0		0		0		0		0		0		0					



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS													
PROJECT #		2900036		PROJECT NAME:		Caloosa Lake Fire Station				PAGE #		38											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Caloosa Lake Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch											
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW											
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct											
Location:								Growth		X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.																							
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
										Fund		Cost Center											
										Fund 1		30801		290522012									
										Fund 2													
										Fund 3													
										Fund 4													
										Fund 5													
				FY 25		Projected																	
		Prior Cum. FY 25 Budget		Expense		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total					
EXPENDITURE PLAN																							
Design/Arch/Eng.		78,881		200,000		43,683		0		0		0		0		0		0		122,563			
Land (or ROW)		0		0		0		0		0		0		0		0		0		0			
Construction		0		0		5,077,437		100,000		0		0		0		0		0		5,177,437			
Other		0		0		0		0		0		0		0		0		0		0			
Equipment/software		0		0		0		0		0		0		0		0		0		0			
Unfunded		0		0		0		0		0		0		0		0		0		0			
Total Project Cost		78,881		200,000		43,683		5,077,437		100,000		0		0		0		0		5,300,000			
FUNDING PLAN																							
30801 General Capital Improvement		78,881		200,000		43,683		5,077,437		100,000		0		0		0		0		5,300,000			
		0		0		0		0		0		0		0		0		0		0			
		0		0		0		0		0		0		0		0		0		0			
Unfunded		0		0		0		0		0		0		0		0		0		0			
Total Funding		78,881		200,000		43,683		5,077,437		100,000		0		0		0		0		5,300,000			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0		0		0		0		0		0		0		0			



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS															
PROJECT # 2900037				PROJECT NAME: Highland City Fire Station/Smith Lane Fire Station/Bartow Interlocal										PAGE # 39											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30					
Project Name:		Highlands City Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch													
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW													
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct													
Location:								Growth		X		Equipment													
PROJECT DESCRIPTION: Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1		30801		290522012											
										Fund 2		14981		280524010											
										Fund 3															
										Fund 4															
										Fund 5															
		FY 25		Projected		Expense		FY26		FY27		FY28		FY29		FY30		Future		Proposed					
		Prior Cum.		FY 25 Budget														Years		Project Total					
EXPENDITURE PLAN																									
Design/Arch/Eng.		0		0		0		200,000		0		0		0		0		0		200,000					
Land (or ROW)		470,978		0		0		0		0		0		0		0		0		470,978					
Construction		0		0		0		6,009,022		100,000		0		0		0		0		6,109,022					
Other		0		0		0		0		0		0		0		0		0		0					
Equipment/software		0		0		0		0		0		0		0		0		0		0					
Unfunded								0		0		0		0		0		0		0					
Total Project Cost		470,978		0		0		6,209,022		100,000		0		0		0		0		6,780,000					
FUNDING PLAN																									
30801 General Capital Improvement		470,978		0		0		4,729,022		100,000		0		0		0		0		5,300,000					
14981 Fire Rescue Capital Projects (.25 Millage		0		0		0		1,480,000		0		0		0		0		0		1,480,000					
		0		0		0		0		0		0		0		0		0		0					
Unfunded								0		0		0		0		0		0		0					
Total Funding		470,978		0		0		6,209,022		100,000		0		0		0		0		6,780,000					
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating								0		0		0		0		0		0		0					



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS											
PROJECT #		2900039		PROJECT NAME:		Bradley Fire Rescue Station		PAGE #		40											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Bradley Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch		1		2		3		4	
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW		1		2		3		4	
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct		1		2		3		4	
Location:								Growth		X		Equipment		1		2		3		4	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.																					
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1 30801 290522012											
										Fund 2											
										Fund 3											
										Fund 4											
										Fund 5											
		FY 25		Projected		Expense		FY26		FY27		FY28		FY29		FY30		Future		Proposed	
		Prior Cum.		FY 25 Budget														Years		Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.		0		0		64,363		135,637		0		0		0		0		0		200,000	
Land (or ROW)		0		0		0		0		0		0		0		0		0		0	
Construction		0		0		0		5,300,000		0		0		0		0		0		5,300,000	
Other		0		0		0		0		0		0		0		0		0		0	
Equipment/software		0		0		0		0		0		0		0		0		0		0	
Unfunded								0		0		0		0		0		0		0	
Total Project Cost		0		0		64,363		5,435,637		0		0		0		0		0		5,500,000	
FUNDING PLAN																					
30801 General Capital Improvement		0				64,363		5,435,637				0		0		0		0		5,500,000	
												0		0		0		0		0	
						0		0		0		0		0		0		0		0	
Unfunded						0		0		0		0		0		0		0		0	
Total Funding		0		0		64,363		5,435,637		0		0		0		0		0		5,500,000.00	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0		0		0		0		0		0		0			



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS																							
PROJECT # 2900038				PROJECT NAME: Eagle Lake Fire Rescue Station						PAGE # 41																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26				FY27				FY28				FY29				FY30					
Project Name:		Eagle Lake Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch		1				1				1				1				1			
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW		2				2				2				2				2			
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct		3				3				3				3				3			
Location:								Growth		X		Equipment		4				4				4				4				4			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																							
Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.																																	
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA																							
				Fund		Cost Center																											
				Fund 1		30801		290522012																									
				Fund 2		14981		280524010																									
				Fund 3																													
				Fund 4																													
				Fund 5																													
				FY 25		Projected		FY26		FY27		FY28		FY29		FY30		Future		Proposed													
		Prior Cum. FY 25 Budget		Expense														Years		Project Total													
EXPENDITURE PLAN																																	
Design/Arch/Eng.		0		31,450		368,550		0		0		0		0		0		0		400,000													
Land (or ROW)		0		0		0		0		0		0		0		0		0		0													
Construction		0		0		5,600,000		0		0		0		0		0		0		5,600,000													
Other		0		0		0		0		0		0		0		0		0		0													
Equipment/software		0		0		0		0		0		0		0		0		0		0													
Unfunded				0		0		0		0		0		0		0		0		0													
Total Project Cost		0		0		31,450		5,968,550		0		0		0		0		0		6,000,000													
FUNDING PLAN																																	
30801 General Capital Improvement		0		31,450		4,468,550		0		0		0		0		0		0		4,500,000													
14981 Fire Rescue Capital Projects (.25 Millage						1,500,000		0		0		0		0		0		0		1,500,000													
				0		0		0		0		0		0		0		0		0													
Unfunded				0		0		0		0		0		0		0		0		0													
Total Funding		0		0		31,450		5,968,550		0		0		0		0		0		6,000,000													
OPERATING BUDGET IMPACT																																	
Personnel Services																																	
Non-Personnel																																	
Capital																																	
Total Operating				0		0		0		0		0		0		0		0															



FY2026 COMMUNITY INVESTMENT PROGRAM										FIRE RESCUE PROJECT DETAILS																								
PROJECT #		2900042		PROJECT NAME: Willow Oak Fire Rescue Station						PAGE # 42																								
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26			FY27			FY28			FY29			FY30										
Project Name:		Willow Oak Fire Rescue Station		Project listed in CIE?				Safety		X		Design/Arch		1			2			3			4			1			2			3		
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW																						
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct																						
Location:								Growth		X		Equipment																						
PROJECT DESCRIPTION: Construct a new Fire Rescue Station. This station will have the capacity to house both Fire and Emergency Medical Services apparatus and personnel.								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																										
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																								
				Fund 1		30801		290522012																										
				Fund 2		14981		280524010																										
				Fund 3																														
				Fund 4																														
				Fund 5																														
		FY 25		Projected		FY26		FY27		FY28		FY29		FY30		Future		Proposed																
		Prior Cum.		FY 25 Budget		Expense		FY26		FY27		FY28		FY29		FY30		Years		Project Total														
EXPENDITURE PLAN																																		
Design/Arch/Eng.		0		0		400,000		0		0		0		0		0		400,000																
Land (or ROW)		0		366,000		0		0		0		0		0		0		366,000																
Construction		0		0		3,670,000		0		0		0		0		0		3,670,000																
Other		0		0		0		0		0		0		0		0		0																
Equipment/software		0		0		0		0		0		0		0		0		0																
Unfunded						0		0		0		0		0		0		0																
Total Project Cost		0		0		366,000		4,070,000		0		0		0		0		4,436,000																
FUNDING PLAN																																		
30801 General Capital Improvement		0		366,000		2,570,000				0		0		0		0		2,936,000																
14981 Fire Rescue Capital Projects (.25 Millage						1,500,000				0		0		0		0		1,500,000																
						0		0		0		0		0		0		0																
Unfunded						0		0		0		0		0		0		0																
Total Funding		0		0		366,000		4,070,000		0		0		0		0		4,436,000																
OPERATING BUDGET IMPACT																																		
Personnel Services																																		
Non-Personnel																																		
Capital																																		
Total Operating						0		0		0		0		0		0																		
0																																		

PROJECT #		2900043		PROJECT NAME: Fire Resuce Administrartion Headquarters		PAGE #		43																																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26				FY27				FY28				FY29				FY30													
Project Name:		Fire Resuce Administrartion Headquarters		Project listed in CIE?				Safety		X		Design/Arch		1				2				3				4				1			2			3			4		
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW																													
Department:		Fire/EMS		LOS/Concurrency Related:				Replace		X		Construct																													
Location:								Growth		X		Equipment																													
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																																	
Construct a new Fire Rescue Administration Headquarters																																									
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																													
								Fund 1		30801		290522012																													
								Fund 2																																	
								Fund 3																																	
								Fund 4																																	
								Fund 5																																	
		FY 25 Projected Expense		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total																									
		Prior Cum. FY 25 Budget																																							
EXPENDITURE PLAN																																									
Design/Arch/Eng.		0		400,000		0		0		0		0		0		400,000																									
Land (or ROW)		0		0		0		0		0		0		0		0																									
Construction		0		4,600,000		5,000,000		0		0		0		0		9,600,000																									
Other		0		0		0		0		0		0		0		0																									
Equipment/software		0		0		0		0		0		0		0		0																									
Unfunded				0		0		0		0		0		0		0																									
Total Project Cost		0		5,000,000		5,000,000		0		0		0		0		10,000,000																									
FUNDING PLAN																																									
30801 General Capital Improvement		0		5,000,000				0		0		0		0		5,000,000																									
								0		0		0		0		0																									
				0		0		0		0		0		0		0																									
Unfunded				0		5,000,000		0		0		0		0		5,000,000																									
Total Funding		0		5,000,000		0		0		0		0		0		10,000,000																									
OPERATING BUDGET IMPACT																																									
Personnel Services																																									
Non-Personnel																																									
Capital																																									
Total Operating				0		0		0		0		0		0																											



FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM Parks and Natural Resources Projects

Revenue:	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
30801 General Fund CIP	1,581,747	-	-	-	-
Stormwater MSTU	100,000	-	-	-	-
SUBTOTAL (Funded)	1,681,747	-	-	-	-
Unfunded	7,900,000	-	-	-	-
TOTAL (Funded & Unfunded)	9,581,747	0	0	0	0

Project Increase
Project Decrease
Unfunded

Page #	Project Number	Project Name	Prior Cumulative Expense	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
2	5600087	Chemical Storage Building and Pole Barn	-	2,400,000	18,253	1,381,747	-	-	-	-	-	2,400,000	2,400,000	-
3	3500076	Fort Fraser Historical Outdoor Exhibit	-	200,000	0	200,000	-	-	-	-	-	200,000	200,000	-
4	5600089	Conservation Bank/Mitigation Project	-	7,000,000	0	100,000	-	-	-	-	-	7,000,000	7,000,000	-
Subtotal (Funded):			-	9,600,000	18,253	1,681,747	-	-	-	-	-	9,600,000	9,600,000	-
Unfunded														
2	5600087	Chemical Storage Building and Pole Barn	-	0	0	1,000,000	-	-	-	-	17,728	0	0	-
4	5600089	PROJECT DESCRIPTION:	-	0	0	6,900,000	-	-	-	-	-	0	0	-
Total (Funded & Unfunded):			-	-	-	9,581,747	-	-	-	-	17,728	-	-	-

Project #5600087

FY2025/2026 Community Investment Program / FY2026 - FY2030 Project Detail										Project No.																				
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:			Project listed in CIE? No				Safety		Design/Arch		1				2				3				4							
Chemical Storage Building and Pole Barn			Comp. Plan reference:				Mandate		Land/ROW		1				2				3				4							
Functional Area: Parks and Natural Resources							Replace		Construct		1				2				3				4							
Department: Infrastructure Mgmt			LOS/Concurrency Related: No				Growth		Equipment		1				2				3				4							
Location: Section 32/33, Township 31 South, Range 28 East																														
PROJECT DESCRIPTION: Chemical Storage and Pole Barn to be located at Parks and Natural Resources Division complex at Bartow Air Base. The chemical storage barn will store pesticides, herbicides, bioinsecticides, surfactants, mixing agents, and other similar products for control of invasive plant species and mosquitoes. The storage building will include mixing station for premixing spray formulas, emergency wash station, stacking rack, and climate controlled area for the bioinsecticides. The pole barn will provide areas for staff to work on minor repairs to equipment during acclimate weather and also serve to store equipment with exposed pumps/hoses that have reduced life expectancy due to constant direct exposure to sunlight and rain. A feasibility study and partial design has been funded FY23-FY24. Partial construction has been allocated from one-time funds. FY 24/25 we have contracted with Borrelli & Associates for engineering services & permitting. FY 25/26 construction will commence.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The products used to control mosquitoes and invasive plants have evolved and the type of storage requirements have changed. The volume and types of chemical storage for treating for mosquitoes and performing natural areas management has dramatically increased. The present chemical storage space is undersized and there is not any climate-controlled area for the bioinsecticide according to label requirements. For example, in order to keep pace with the needs for mosquito control (due to expanding residential areas into areas not previously being treated for mosquitoes), we need to store more chemical product for operations. In addition, there are biological insecticides, for the treatment of mosquito larvae, that are required to be stored in climate-controlled areas in order to not lose their efficacy and should not be stored in office space. Also with the increase in stormwater treatment systems as part of our National Pollutant Discharge Elimination System (NPDES) program, we need more storage space for chemical products to manage those sites. The pole barn component will allow staff to work on minor repairs to equipment in acclimate weather and also serve to store, when not in use, equipment with pumps and hoses that have reduced equipment life expectancy due to constant direct exposure to sunlight and rain.																				
OPERATING BUDGET IMPACT: Maintenance costs are estimated to be \$5.54/s.f.										Funding Source 30801.560537401										REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL																				
EXPENDITURE PLAN																														
Design/Arch/Eng		200,000	18,253	181,747						200,000																				
Land (or ROW)				0						0																				
Construction		1,200,000		2,200,000						2,200,000																				
Other				0						0																				
Equipment																														
Total Project Cost	0	1,400,000	18,253	2,381,747	0	0	0	0	0	2,400,000																				
FUNDING PLAN																														
10360 State Grant I										0																				
General Capital Impr		1,400,000	18,253	1,381,747						1,400,000																				
Unfunded		1,000,000		1,000,000						1,000,000																				
Total Funding	0	2,400,000	18,253	2,381,747	0	0	0	0	0	2,400,000																				
OPERATING BUDGET IMPACT																														
Personal Svc.										0																				
Non-personal										17,728	17,728																			
Capital										0																				
Total Operating	0	0	0	0	0	0	0	0	0	17,728	17,728																			



Courtesy of MapQuest.com

Project #3500076

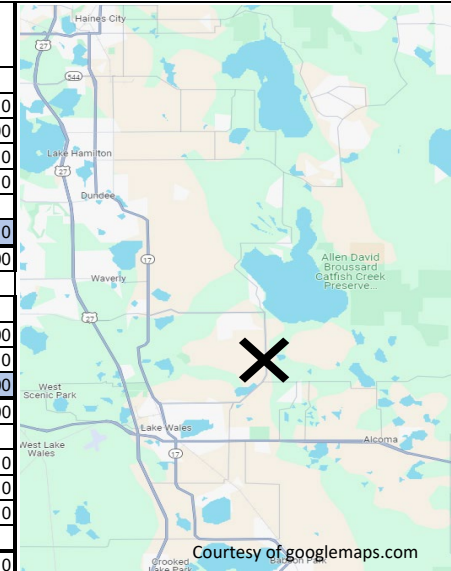
FY2025/2026 Community Investment Program / FY2026 - FY2030 Project Detail										Project No.				
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE? No				Safety		Design/Arch	1	2	3	4	1
Fort Fraser Historical Outdoor Exhibit			Comp. Plan reference:				Mandate		Land/ROW	2	3	4	3	4
Functional Area: Parks and Natural Resources			LOS/Concurrency Related: No				Replace		Construct	3	4	4	4	4
Department: Infrastructure Mgmt							Growth		Equipment	4	4	4	4	4
Location: Section 32/33, Township 31 South, Range 28 East														
PROJECT DESCRIPTION: Fort Fraser trail is a multi-use 7.75-mile trail runs parallel to U.S. Highway 98 between State Road 540/Winter Lake Road in Lakeland and State Road 60 in Bartow, with trailheads at Polk State College in Lakeland and in Highland City. Runners, walkers and cyclists on this trail travel through tree canopies, pastures and populated areas. The Fort Fraser Historical outdoor exhibit project adds an additional point of interest along the trail. Along with signage the trail stop destination will have a shaded seating area designed into the interpretive project. FY 24/25 purchase order has been issued for the shaded seating shelters. FY 25/26 continued improvements will be made.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): As part of the Hancock Crossings development, a tract of land approximately 100' x 50' known as Tract E (Memorial Tract), HANCOCK CROSSINGS, according to the map or plat thereof as recorded in Plat Book 204, at Pages 1 through 5, Public Records of Polk County, Florida has been recorded and the tract has been dedicated to Polk County for the purpose of creating an outdoor exhibit denoting the importance of Fort Fraser in Polk County's history.				
OPERATING BUDGET IMPACT: Maintenance costs are estimated to be \$5.54/s.f.										Funding Source 30801.350308001				
										REPLACEMENT COUNTY PROPERTY NO.:				
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng		65,000		65,000						65,000				
Land (or ROW)		0		0						0				
Construction		135,000		135,000						135,000				
Other				0						0				
Equipment										0				
Unfunded										0				
Total Project Cost	0	200,000	0	200,000	0	0	0	0	0	200,000				
FUNDING PLAN														
General Capital Impr		200,000		200,000						200,000				
Unfunded					0					0				
Total Funding	0	200,000	0	200,000	0	0	0	0	0	200,000				
OPERATING BUDGET IMPACT														
Personal Svc.										0				
Non-personal										0				
Capital										0				
Total Operating	0	0	0	0	0	0	0	0	0	0				



Project #5600089

FY2025/2026 Community Investment Program / FY2026 - FY2030 Project Detail										Project No.																			
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:			Project listed in CIE? No			Safety		Design/Arch		1				2				3				4							
Conservation Bank/Mitigation Project			Comp. Plan reference:			Mandate		Land/ROW		1				2				3				4							
Functional Area: Parks and Natural Resources			LOS/Concurrency Related: No			Replace		Construct		1				2				3				4							
Department: Infrastructure Mgmt						Growth		Equipment		1				2				3				4							
Location: Section 32/33, Township 31 South, Range 28 East																													
PROJECT DESCRIPTION: Goal is to establish an internal County-owned and managed conservation bank for sand skink mitigation. This conservation bank would be fully permitted and approved through appropriate regulatory governments and would be a benefit to the County. The benefits include cost savings, reduced level or permitting effort and financial gains (revenue potential). This project requires the acquisition of appropriate acreages of land with the correct characteristics that make it eligible as a conservation bank site. County staff will work with consultants to permit and guide the management of the conservation bank. Parks & Natural Resources will be the lead on managing the project. The proposed project would require acquisition funding to come from a funding source not dedicated for conservation purposes, this is a requirement of permitting the conservation bank. Potential benefits to the County would include the availability of 154 sand skink credits immediately, and then once restoration is completed a potential of additional 308 credits would be available. Additionally long-term management endowment will be set aside w/ a small portion of each credit sold. Currently 154 credits on the open market would cost about \$3 million. This project provides benefits to several Divisions including but not limited to Roads & Drainage, Utilities, Facilities, and Parks & Natural Resources and in the long run is a good investment for the County, saving over \$2 million and potentially generating additional revenue.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Establish County-owned wetland mitigation banks, conservation banks, and/or gopher tortoise recipient sites to provide options when purchasing credits for wetland or federally listed species mitigation and for the relocation of gopher tortoises																			
OPERATING BUDGET IMPACT: TBA										Funding Source 18001.560125004 30801.560537401																			
REPLACEMENT COUNTY PROPERTY NO.:																													

	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng				0						0
Land (or ROW)				7,000,000						7,000,000
Construction				0						0
Other				0						0
Equipment										0
Unfunded										0
Total Project Cost	0	0	0	7,000,000	0	0	0	0	0	7,000,000
FUNDING PLAN										
SW MSTU 18001		100,000		100,000						100,000
General Capital Impr										0
Unfunded		6,900,000		6,900,000	0					6,900,000
Total Funding	0	7,000,000	0	7,000,000	0	0	0	0	0	7,000,000
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating	0	0	0	0	0	0	0	0	0	0



FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM PARKS AND RECREATION PROJECTS

Revenue:

	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
One-Time/General Capital Improvement Fund (308)	24,965,079	-	-	-	-
Leisure Services MSTU Fund CIP & Operations (150) includes Beginning Balance	17,846,418	4,095,000	4,645,000	4,645,000	4,645,000
Beginning Balance Florida Boating Improvement/Registration Fees	906,585	150,000	150,000	150,000	150,000
Florida Boating Improvement/Registration Fees	130,000	130,000	130,000	130,000	130,000
SAP/Parks Impact Fees	11,066,640	-	-	-	-
Environmental Lands (Prior Collections 0.2 mills)	46,402	-	-	-	-
Debt Proceeds	-	-	-	-	-
Federal/State Grant	1,897,695	-	-	-	-
Unfunded	-	-	-	-	-
Total Revenue	56,858,819	4,375,000	4,925,000	4,925,000	4,925,000

Project Increase

Project Decrease

Page #	Project #	Project Name	Prior Cumm. Expense	FY24/25 Projected Expenses	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
1	3500072	Simmers-Young Artificial Turf	1,505,695	5,339,615	5,928,949	-	-	-	-	-	12,774,259	9,550,000	3,224,259
2	3500047	Bone Valley Off-Highway Vehicle Park	9,353,588	758	2,416,258	-	-	-	-	-	11,770,604	11,737,206	33,398
3	3500041	Daughtery Road (Hunt Fountain) Improvements	420,334	234,189	12,769,050	-	-	-	-	-	13,423,573	13,072,171	351,402
4	3500036	Loyce E Harpe Park Improvements	1,499,140	58,441	1,336,107	-	-	-	-	-	2,893,688	3,072,728	(179,040)
5	3500003	NorthEast Regional Park	35,759,216	-	601,241	-	-	-	-	-	36,360,457	36,373,410	(12,953)
6	3500027	Boat Ramp/ADA Dock Construction Program	-	629,106	1,979,277	130,000	130,000	130,000	130,000	-	3,128,383	4,328,383	(1,200,000)
7	3500056	Boat Access Land Acquisition	102,544	-	50,000	150,000	150,000	150,000	150,000	-	752,544	702,544	50,000
8	3500053	Loughman SAP Projects	177,193	136,415	93,663	-	-	-	-	-	407,271	396,277	10,994
9	3500010	Landscaping and Trees	157,826	-	730,000	350,000	-	-	-	-	1,237,826	535,346	702,480
10	3500016	County Light Enhancements	457,378	3,015,000	4,785,000	920,000	920,000	920,000	920,000	-	11,937,378	7,652,378	4,285,000
11	3500059	Lake Hancock Recreation	185,410	-	180,000	-	-	-	-	-	365,410	360,898	4,512
12	3500066	CDBG Park Renovation Projects	818,859	111,165	1,897,695	-	-	-	-	-	2,827,719	2,328,393	499,326
13	3500061	Replacement/Repurpose	1,304,323	907,831	4,885,108	1,000,000	1,000,000	1,000,000	1,000,000	-	11,097,262	8,580,912	2,516,350
14	0050001	Artificial Turf Replacement for Multipurpose Fields	-	-	-	1,375,000	2,275,000	2,275,000	2,275,000	2,275,000	10,475,000	10,475,000	-
15	3500071	Walker Road Phased Improvements	164,490	4,213	787	-	-	-	-	-	169,490	201,897	(32,407)
16	3500030	Saddle Creek Park Office/Maint Area Renovation	69,265	-	3,430,735	-	-	-	-	-	3,500,000	3,250,000	250,000
17	3500068	Saddle Creek Septic Replacement Feasibility	-	-	50,000	-	-	-	-	-	50,000	50,000	-
18	3500070	Lake Parker Dock Replacement	19,108	-	480,892	-	-	-	-	-	500,000	500,000	-
19	3500069	Fort Fraser - New Trail Head	-	-	200,000	-	-	-	-	-	200,000	200,000	-
20	3500073	All Inclusive Playgrounds	-	29,610	1,681,152	-	-	-	-	-	1,710,762	1,500,000	210,762
21	3500075	Athletic Field Fence Replacement	-	119,490	4,551,510	450,000	450,000	450,000	450,000	-	6,471,000	4,481,000	1,990,000
22	3500074	Athletic Fields Artificial Turf	-	89,950	6,111,395	-	-	-	-	-	6,201,345	4,500,000	1,701,345
23	3500077	Passive Park Improvements East/South Bartow	-	-	2,700,000	-	-	-	-	-	2,700,000	-	2,700,000
Project Total			51,994,369	10,675,783	56,858,819	4,375,000	4,925,000	4,925,000	4,925,000	2,275,000	140,953,971	123,848,543	17,105,428

25/26 - FY29/30 Project Detail

Project No. 3500047

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																			
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30				
Project Title:				Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1	2	3	4	
Bone Valley Off-Highway Vehicle Park				Comp. Plan reference:				Mandate		Land/ROW									
Functional Area: Parks and Recreation								Replace		Construct									
Department: Deputy County Manager				LOS/Concurrency Related:				Growth		Equipment									
Location: Mulberry																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
200 acre site for an Off Highway Vehicle Park, site development, and additional land acquisition. Phase 1 includes design features allowed with Federal grant funding including park entry, roads, parking, restrooms, utility infrastructure, shelters, signage, landscaping and off-road trails. FY 13 & 14 - Phase 1 Construction plans complete, CM at Risk bid complete, Construction started April 2014 with completion on January 2015. The park opened February 19th to the public. Future Phases includes additional buildings, restrooms, amenities, land purchase and CR 630 crossing. FY17 includes a new RTP grant to construct 11 trail crossings, motocross track, and time trials area. T. Mark Schmidt grant received to purchase 300 additional acres. New park impact fees will be used for an entrance road and parking lot in this area. FED/FDEP design and construction on new property approved. A TMS and RTP grant has been awarded for bridge construction - \$1.64M. Campground and other improvements programed. Seeking additional grants for future development. FY 25 T. Mark Schmidt Grant for pavilions and design/ permitting for North property development.										One time money allocation of \$130,000 by BoCC for property purchase of 217 acres in FY 08. The additional park property purchase was completed.									
OPERATING BUDGET IMPACT:										Grants:									
User fees will be charged to recover operating costs.										RTP for design and construction - \$1,351,372 on 6/7/12									
										TMS for construction - \$ 152,885 on 1/21/14									
										TMS II for design - \$ 88,200 on 01/06/15									
										RTP Trail Crossing/other improvements - \$300,000 10/2016									
										TMS III Land purchase - \$100,000 10/01/16									
										TMS IV Bridge Design/TMS V Bridge Construction									
										TMS VI Motocross and FDEP North Property									
										RTP Bridge Construction									

Total Operating	0	285,309	0	285,309	294,101	303,000	252,556	0	0	1,420,275
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Project No. 3500041

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA	PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE?		Yes		1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Daughtery Road (Hunt Fountain) Improvements		Comp. Plan reference:		3.502-E8	Safety					
Functional Area: Parks & Recreation					Mandate					
Department: Deputy County Manager					Replace					
Location: Daughtery and Gib Galloway Rd		LOS/Concurrency Related:		Yes	Growth	X				
					Design/Arch					
					Land/ROW					
					Construct					
					Equipment					

PROJECT DESCRIPTION:

Due to population growth in the North Lakeland area, improvements are needed at Hunt Fountain Park and development of the Daughtery Road Park to serve this area. One-time money allocated FY23/24 & FY24/25. FY 25/26 design and permitting Phase I scheduled to be completed, and Hunt Fountain artificial turf soccer field scheduled to begin FY 25/26.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

Design and Construction of park master planned facilities.

OPERATING BUDGET IMPACT:

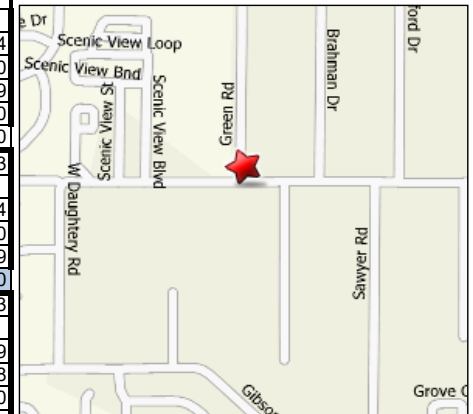
Additional staff / equipment, supplies once open to public.

FUND/COST CENTER

30801.350308001
12262.350572079

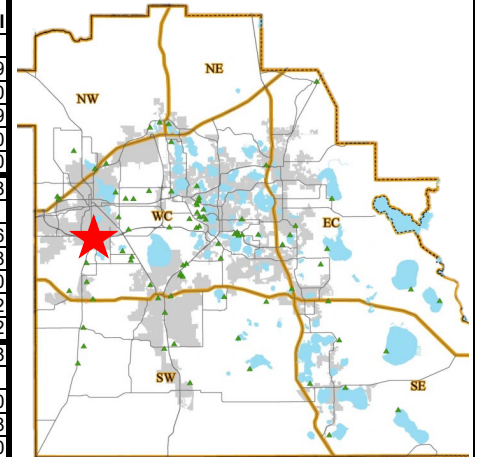
REPLACEMENT COUNTY PROPERTY NO.:

	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng	420,334	1,950,000	234,189	1,715,811						2,370,334
Land (or ROW)										0
Construction		10,651,837		11,053,239	0					11,053,239
Other										0
Equipment										0
Total Project Cost	420,334	12,601,837	234,189	12,769,050	0	0	0	0	0	13,423,573
FUNDING										
14931 MSTU Fund	420,334									420,334
30801 Cap Fund		11,875,000	0	11,875,000						11,875,000
12262 W Park Impact Fees		726,837	234,189	894,050						1,128,239
Unfunded				0	0				0	0
Total Funding	420,334	12,601,837	234,189	12,769,050	0	0			0	13,423,573
PERSONAL SERVICES										
Personal Svc.									127,179	127,179
Non-personal									149,438	149,438
Capital									49,500	49,500
Total Operating				0	0	0	0	0	326,117	326,117



Project No. 3500036

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail													
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE?			Safety		Design/Arch	1	2	3	4	1
Functional Area:			Comp. Plan reference:			Mandate		Land/ROW	2	3	4	1	2
Department:			LOS/Concurrency Related:			Replace		Construct	3	4	1	2	3
Location: 500 W Carter Road, Mulberry, Florida			Yes			Growth		Equipment	4	1	2	3	4
PROJECT DESCRIPTION: Project previously designed for a senior baseball league quad. One (1) field constructed. FY 13 - Revised project includes addition of various passive and active recreation amenities such as pavilions, restrooms, exercise trails, dog park, basketball, tennis, volleyball, playgrounds, etc. FY14 - Master Planning began March 2014 with completion Fall 2014. FY 15 - Design plans. FY 16 - Bid and begin Phase I construction: grand pavilion. FY 16/FY 17 completed of Grand Pavilion March 2017 and anticipate adding a disc golf facility. FY 19 - FY 24 Adding amenities per Master Plan with remaining funds. FY 25 will be completed skate park and basketball court lighting, and begin construction of basketball court facility & soccer bridge.								PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Construction of one football field (1 field already constructed), reassess need for the additional fields (already designed) at a future date. BoCC approved revised scope on 3/18/13					
OPERATING BUDGET IMPACT: As below.								FUND/COST CENTER 14931.350150002 12247.350572079 12262.350572079 12263.350572079 14932.350150001					
REPLACEMENT COUNTY PROPERTY NO.:													
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total			
EXPENDITURE PLAN													
Design/Arch/Eng	343,252	0	27,677	0						370,929			
Land (or ROW)		0		0						0			
Construction	1,155,888	1,394,548	30,764	1,336,107						2,522,759			
Other		0		0						0			
Equipment		0		0						0			
Total Project Cost	1,499,140	1,394,548	58,441	1,336,107	0	0	0	0	0	2,893,688			
14931 MSTU Fund	696,371	1,117,225	30,764	1,086,461						1,813,596			
W.C. Impact 12247	547,678			0						547,678			
W Impact 12262				0						0			
S Impact 12263	77,919	277,323	27,677	249,646						355,242			
14932 LS MSTU	177,172	0		0						177,172			
Total Funding	1,499,140	1,394,548	58,441	1,336,107	0	0	0	0	0	2,893,688			
OPERATING BUDGET IMPACT													
Personal Svc.										0			
Non-personal		10,684		10,899	11,118	11,340	11,567			55,608			
Capital										0			
Total Operating	0	10,684	0	10,899	11,118	11,340	11,567	0	0	55,608			



Project No. 3500003

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																						
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26		FY26/27		FY27/28		FY28/29		FY29/30			
Project Title: Northeast Regional Park				Project listed in CIE?		Parks Master Plan				Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4
Formerly known as Hayman Property				Comp. Plan reference:		3.502-E8		Safety		Land/ROW												
Functional Area: Parks and Recreation								Mandate		Construct												
Department: Deputy County Manager				LOS/Concurrency Related:		Yes		Replace		Equipment												
Location: East of US 27, 1.2 miles south of 192.								Growth		X												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
FY 11 & 12-Design/Development of 83 +/- acre park in NE Polk County. Phase I includes athletic facilities, passive trails, picnic and boating facilities. Phase I complete.										Property acquired by BoCC in FY 06/07.												
Phase 2 includes passive trail with lights, parking, restrooms, playground and exercise amenities, dog park.										Master Plan and CSA for construction documents approved by BoCC 4/7/10.												
FY 13 & 14 - Phase 2 design and permitting - Underway with completion Jan. 2015										Phase 1 complete, Grand opening June 16, 2012												
FY 15 - Overall construction is complete. Amenity construction is ongoing .Phase 3 includes baseball complex.										BoCC allocated \$3.1million from General Fund - 8/28/12												
FY 16 modified Phase 2 completed which includes dog park, rest rooms and walking trails.										BoCC allocated \$2.28 million from Daughtery Road - 8/28/12												
Fitness stations and scoreboards will be added FY 19. Impact Fee, debt proceeds, & \$2.5M Tourism Tax (transferred to the 14931 Fund) allocated for baseball fields starting FY20. Design and CM at Risk contracts awarded in FY20.										BoCC allocated \$3.1 million to General fund - 3/19/13												
Miscellaneous scoreboards and other smaller projects planned FY23, FY24 & FY 25. FY 26 will be miscellaneous improvement										BoCC Allocated \$3.15 million to other CIP projects - 3/19/13												
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:												
FUND/COST CENTER																						
Additional staff/equipment, supplies once open to public as below.										14931.350150002 30801.350308001												
These costs were added FY11/12 as approved.										15271.060920617 12251.350572079												
										12242.350572079 12245.350572079												
										12264.350572079 12245.350572079												
*Includes anticipated CIP Amendment for CO#1.										30901.350150002												
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																						
Design/Arch/Eng	1,467,909	32,833	0	32,833						1,500,742												
Land (or ROW)	12,459,385	0		0						12,459,385												
Construction	21,831,922	568,408	0	568,408						22,400,330												
Other		0		0						0												
Equipment		0		0						0												
Total Project Cost	35,759,216	601,241	0	601,241	0	0	0	0	0	36,360,457												
14931 MSTU Fund																	23,977,606					
30801 Cap Fund																	63,116					
Northridge CRA																	4,629,281					
N.E. Dist Impact Fee																	307,826					
US 27 SAP																	49,580					
Reg Impact Fees																	320,111					
30901 Debt Proceed																	4,000,000					
E Impact 12264																	3,012,937					
Total Funding																	36,360,457					
OPERATING BUDGET IMPACT																						
Personal Svc.		68,754		68,754	70,816	72,941	75,129			356,394												
Non-personal		118,211		118,211	119,393	120,587	121,793			598,196												
Capital										0												
Total Operating	0	186,965	0	186,965	190,210	193,528	196,922	0	0	954,590												



FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title: Boat Ramp/ADA Dock Construction Program			Project listed in CIE? Yes				Safety X		Design/Arch	1	2	3	4	
Functional Area : Parks and Recreation			Comp. Plan reference: 3.502-E8, 3.502-F3				Mandate		Land/ROW					
Department: Deputy County Manager			LOS/Concurrency Related: Yes				Replace X		Construct					
Location: Various Waterfront Park Sites							Growth X		Equipment					
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Two per year, various sites as deemed necessary by staff safety inspections and priority listing by Lakes Access Advisory Committee. An engineering analysis was completed for a replacement boat ramp at Lake Hancock. Design was funded by a new Lake and River Enhancement Program State grant. Lake Hancock design is complete with construction starting FY18 through FY 20. The Lake Hancock boat ramp was completed. The Lake Buffum replacement boating facility design and construction is anticipated FY 19 through FY 24. FY 25 is design & permitting for Lake Marion boat ramp and complete dock replacement at Lake Juliana.														
OPERATING BUDGET IMPACT:														
No change to existing staff (Lake River Enhancement Crew).									FUND/COST CENTER					
									12181.350572045					
									10857.350572048					
									12264.350572079					
REPLACEMENT COUNTY PROPERTY NO.:									N/A					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total				
EXPENDITURE PLAN														
Design/Arch/Eng		333,120	28,070	305,050						333,120				
Land (or ROW)		0		0										
Construction	ongoing	2,275,263	601,036	1,674,227	130,000	130,000	130,000	130,000		2,795,263				
Other		0		0										
Equipment		0		0										
Total Project Cost		2,608,383	629,106	1,979,277	130,000	130,000	130,000	130,000	0	3,128,383				
FUNDING PLAN														
12181 Fund (FBIP)	ongoing	1,608,383	621,798	986,585	130,000	130,000	130,000	130,000		2,128,383				
12264 Impact Fees		1,000,000	7,308	992,692						1,000,000				
10857 Boat Impr Grant		0		0										
10857 County Match		0		0										
Total Funding		2,608,383	629,106	1,979,277	130,000	130,000	130,000	130,000	0	3,128,383				
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital										0				
Total Operating	0	0	0						0					

Project No. 3500056

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE? No				Safety		Design/Arch	1	2	3	4	
Boat Access Land Acquisition			Comp. Plan reference: 3.502-E8 and 2.131 B				Mandate		Land/ROW					
Functional Area: Parks & Recreation.			LOS/Concurrency Related: Yes				Replace		Construct					
Department: Deputy County Manager							Growth		Equipment					
Location: Various County Wide														
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Purchase land focused on Lake Mattie or on other lakes as land becomes available based on the Lake Access Committee recommendations.									Public access on lakes is a priority based on the Board's appointment and continuance of the Lakes Access Committee.					
OPERATING BUDGET IMPACT:									FUND/COST CENTER					
No operating impact anticipated at this time.									12181.350572045					
									REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total				
EXPENDITURE PLAN														
Design/Arch/Eng				0						0				
Land (or ROW)	102,544	0		50,000	150,000	150,000	150,000	150,000		752,544				
Construction				0						0				
Other				0						0				
Equipment				0						0				
Total Project Cost	102,544			50,000	150,000	150,000	150,000	150,000		752,544				
FUNDING PLAN														
12181 Fund (FBIP)	102,544			50,000	150,000	150,000	150,000	150,000		752,544				
				0						0				
				0						0				
Total Funding	102,544			50,000	150,000	150,000	150,000	150,000		752,544				
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

Project No. 3500053

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																					
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26		FY26/27		FY27/28		FY28/29		FY29/30			
Project Title:			Project listed in CIE? No				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4
Loughman SAP Projects			Comp. Plan reference: 3.502-E8 and 2.131 B				Mandate		Land/ROW												
Functional Area: Parks & Recreation.			LOS/Concurrency Related: Yes				Replace		Construct												
Department: Deputy County Manager							Growth		Equipment												
Location: Loughman Area																					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Growth related projects supported by the Ronald Reagan Parkway Selected Area Plan (SAP) aka. County Road 54/ Loughman SAP Impact Fees. Projects may include additional land acquisition at the Loughman Park and additional recreation amenities such as playgrounds, trails, fields, courts, etc. FY 24/25 will be completion of walking trail and fitness stations. FY 25/26 will be parking and basketball improvements. FY 15 - Property Appraisal and Assessment - Fall 2014, if suitable offer in Spring 2015. Property purchase was completed. Amenity construction is ongoing with Loughman fitness track/equipment being planned FY 24.																					
OPERATING BUDGET IMPACT:										FUND/COST CENTER											
No operating impact anticipated at this time.										12241.350572079 14931.350150002											
										REPLACEMENT COUNTY PROPERTY NO.:											
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																					
Design/Arch/Eng		5,000		5,000						5,000											
Land (or ROW)	176,541	0		0						176,541											
Construction	652	214,084	136,415	88,663						225,730											
Other		0		0						0											
Equipment		0		0						0											
Total Project Cost	177,193	219,084	136,415	93,663						407,271											
FUNDING PLAN																					
12241 CR54/Loughr	177,193	190,244	129,915	71,323						378,431											
14931 LS MSTU		28,840	6,500	22,340						28,840											
				0						0											
Total Funding	177,193	219,084	136,415	93,663						407,271											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

Project No. 3500010

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE? YES				Safety		Design/Arch	1	2	3	4	
Landscaping and Trees			Comp. Plan reference: 3.504-D				Mandate		Land/ROW					
Functional Area : Parks and Recreation			LOS/Concurrency Related: No				Replace		Construct					
Department: Deputy County Manager							Growth		Other					
Location: Various County Parks														
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):				
Improve parks through purchase/installation of landscape materials and associated infrastructure (such as mulch, trees, plants, sod, irrigation, fencing, sidewalk, benches, amenities, etc.).										Replacement and/or new landscape materials and associated items to enhance the visual appearance and appeal of the County Park system.				
OPERATING BUDGET IMPACT:										FUND/COST CENTER				
None: Installation by contract or in-house.										30801.350308001 14931.350150002 12247.350572079				
										REPLACEMENT COUNTY PROPERTY NO.: N/A				
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total				
EXPENDITURE PLAN														
Design/Arch/Eng				0						0				
Land (or ROW)				0						0				
Construction				0						0				
Other	157,826	380,000	0	730,000	350,000					1,237,826				
Equipment														
Total Project Cost	157,826	380,000		730,000	350,000				0	1,237,826				
FUNDING PLAN														
30801 Cap Fund	42,237			0						42,237				
14931 MSTU Fund	101,044	380,000	0	730,000	350,000					1,181,044				
14932 LS MSTU	5,190			0						5,190				
W.C. Impact Fees	9,355			0						9,355				
Total Funding	157,826	380,000		730,000	350,000				0	1,237,826				
OPERATING BUDGET IMPACT														
Personal Svc.										0				
Non-personal										0				
Capital										0				
Total Operating	0	0	0	0	0	0	0	0	0	0				

Project No. 3500016

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE?		Parks Master Plan		Safety		Design/Arch	1	2	3	4	
County Light Enhancements			Comp. Plan reference:		3.504-A, 3.504-C		Mandate		Land/ROW					
Department: Parks and Recreation			LOS/Concurrency Related:		No		Replace		Construct					
Deputy County Manager							Growth		Equipment					
Location: Various sites														
PROJECT DESCRIPTION:							PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
FY 25/26 continue purchase/installation of lights/lighting upgrades including the purchase of extended warranties at various sites as needed or requested.							Lighting enhancements as presented to the BoCC March 8, 2006 will result in lower operational costs, ability to control lights via computer, and increased visibility while controlling site spillage more effectively. School lighting opportunities enhance existing youth sports facilities and eliminate the additional costs of purchasing park land. Expands practice hours for youth leagues during winter months.							
OPERATING BUDGET IMPACT:							FUND/COST CENTER							
None - Lighting enhancements will result in lower operational costs.							14931.350150002							
							14932.350150002							
							30801.350150002							
							REPLACEMENT COUNTY PROPERTY NO.:							
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total				
EXPENDITURE PLAN														
Design/Arch/Eng				0						0				
Land (or ROW)				0						0				
Construction				0						0				
Other	457,378	3,515,000	3,015,000	4,785,000	920,000	920,000	920,000	920,000		11,937,378				
Equipment				0						0				
Total Project Cost	457,378	3,515,000	3,015,000	4,785,000	920,000	920,000	920,000	920,000	0	11,937,378				
OPERATING BUDGET IMPACT														
14931 MSTU Fund	457,378	476,431		1,396,431						1,853,809				
30801 Cap Fund		2,415,000	2,391,431	3,388,569						5,780,000				
14932 LS MSTU Op		623,569	623,569		920,000	920,000	920,000	920,000		4,303,569				
Total Funding	457,378	3,515,000	3,015,000	4,785,000	920,000	920,000	920,000	920,000	0	11,937,378				
OPERATING BUDGET IMPACT														
Personal Svc.										0				
Non-personal										0				
Capital										0				
Total Operating	0	0	0	0	0	0	0	0	0	0				

Project No. 3500059

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

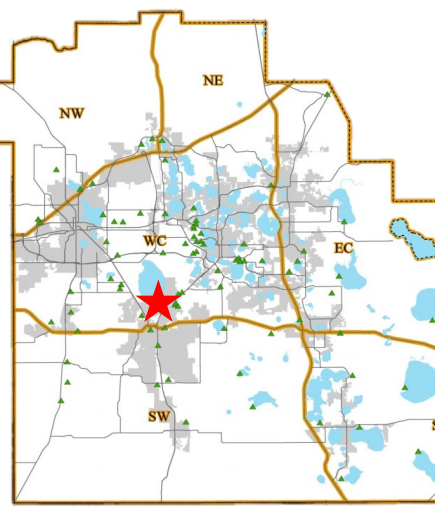
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:		Project listed in CIE?		No		Safety		Design/Arch		1				2				3				4					
Lake Hancock Recreation		Comp. Plan reference:		3.502-E8		Mandate		Land/ROW																			
Functional Area: Parks & Recreation		LOS/Concurrency Related:		Yes		Replace		Construct																			
Department: Deputy County Manager						Growth		Equipment																			
Location: Lake Hancock Area						X																					

PROJECT DESCRIPTION: Design and develop passive and active recreational areas associated with Lake Hancock to included multi-purpose trails, boating access, and other recreational amenities. Phase 1 - Un-paved trail is under design and being paid for by FDOT at \$1.4 million thru the Scenic Enhancement Program. This cost has been excluded from the County's costs below. Phase 2 - Paved trail. The County was awarded a RTP grant for trail improvements using shell. Approximately 3.5 miles will be improved. Grant was canceled due to high bids, project scope is being reviewed. Phase 3 - Boating access seeking grant opportunities thru FWC grants (with County match). This part of the project will be accounted for through the Boat Ramp Construction project 3500027. Future plans include construction of a trailhead at Crossover Road and trail connection to Polk Parkway Extension trail. They will also be adding Fort Fraser Trail Kiosk.												PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Lake Hancock is the third largest lake in Polk County. Access for recreational opportunities on the lake is a constant request and has been identified in state-wide plans. Polk County has applied for grants and is working with other agencies to provide access and recreation opportunities.											
---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

OPERATING BUDGET IMPACT:												FUND/COST CENTER 10934.350572048 14931.350150002 31201.560537147 30801.350308001											
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Polk County will be responsible for trail operations and maintenance. However, exact maintenance methods are unknown at this time.

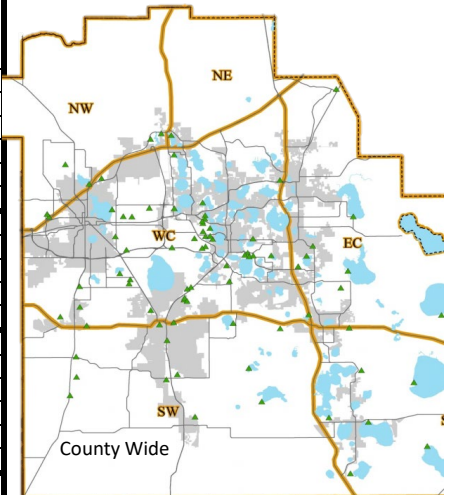
REPLACEMENT COUNTY PROPERTY NO.:

	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	
EXPENDITURE PLAN											
Design/Arch/Eng	124,052	0	0	0						124,052	
Land (or ROW)										0	
Construction	61,358	180,000		180,000						241,358	
Other				0						0	
Equipment				0						0	
Total Project Cost	185,410	180,000	0	180,000	0	0	0	0	0	365,410	
30801 Cap Fund		200,000	0	0						0	
RTP Grant		0	0	0						0	
LS MSTU Match		0	0	0						0	
14931 MSTU Fund	141,812	133,598	0	133,598						275,410	
31201 Envir Lands A	43,598	46,402	0	46,402						90,000	
Total Funding	185,410	380,000	0	180,000	0				0	365,410	
Personal Svc.											
Non-personal											
Capital											
Total Operating											

Project No. 3500066

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

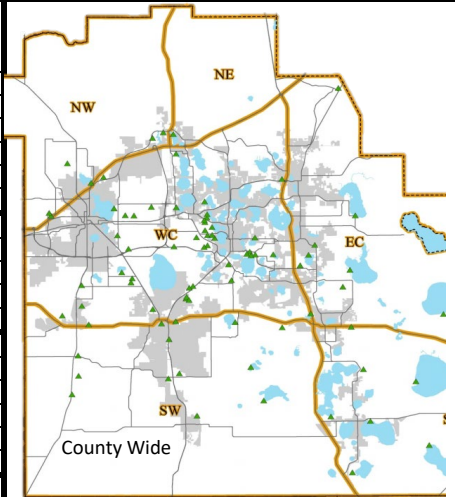
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30											
							1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Project Title: CDBG Park Renovation Projects		Project listed in CIE? No		Safety X		Design/Arch																
Functional Area: Parks & Recreation		Comp. Plan reference: 3.502-E8		Mandate		Land/ROW																
Department: Deputy County Manager		LOS/Concurrency Related: Yes		Replace X		Construct																
Location: Various				Growth X		Equipment																
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																
Planned projects for FY23/24 included: Wabash Resource Center \$200,000, Saddle Creek \$200,000, and Crystal Lake Park \$100,000. FY24/25 allocation includes increases to \$250,000 Wabash, Bradley Junction \$50,000, and Crystal Lake Park \$200,000 totaling \$500,000 as presented to the Board. Actual project split will be adjusted as the procurement process moves forward. FY 25/26 will be \$250,000 for Crystal Lake Phase II and \$250,000 for Wilfred Smith activity area.						These projects meet the national objective of benefiting low to moderate income persons by improving the quality of life in Polk County. The improvements will also contribute to the prevention of blight. The improvements will help to stabilize the area and improve the quality of life for area residents.																
OPERATING BUDGET IMPACT:						FUND/COST CENTER																
No additional impact expected to the operating budget.						West Lake Wales Park 10240.340553120 Hunt Brothers Park 10240.340553119 Bradley Junction 10240.340553117 Crystal Lake Park 10240.340553118 Wabash 10240.340553051 Saddle Creek 10240.340553123																
						REPLACEMENT COUNTY PROPERTY NO.:																
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																						
Design/Arch/Eng				0						0												
Land (or ROW)				0						0												
Construction	818,859	1,594,269	111,165	1,897,695						2,827,719												
Other				0						0												
Equipment				0						0												
Total Project Cost	818,859	1,594,269	111,165	1,897,695	0	0	0	0	0	2,827,719												
FUNDING PLAN																						
10240 CDBG Grant	818,859	1,594,269	111,165	1,897,695	0	0	0	0	0	2,827,719												
				0						0												
				0						0												
Total Funding	818,859	1,594,269	111,165	1,897,695	0	0	0	0	0	2,827,719												
OPERATING BUDGET IMPACT																						
Personal Svc.																						
Non-personal																						
Capital																						
Total Operating																						



Project No. 3500061

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? No		Safety		Design/Arch	1	2	3	4	
Replacement/Repurpose		Comp. Plan reference: 3.502-E8		Mandate		Land/ROW					
Functional Area: Parks & Recreation		LOS/Concurrency Related: Yes		Replace		Construct					
Department: Deputy County Manager				Growth		Equipment					
Location: Various - County Wide											
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Details of this project will be maintained in priority order by the Division. The first few years consists of playground and fencing projects county-wide.						It was determined, through the parks master planning process, that the best alternative for dealing with population growth and improved service delivery given current and projected funding levels was building out current park areas and, where necessary, repurposing existing facilities based on current and future projected needs. This project also addresses asset management by providing for replacement based on usable life expectancy. The Board tentatively approved this methodology during the 2018 Board Retreat.					
OPERATING BUDGET IMPACT:						FUND/COST CENTER					
Not available at this time.						14932.350150002					
REPLACEMENT COUNTY PROPERTY NO.:											
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	
EXPENDITURE PLAN											
Design/Arch/Eng				0						0	
Land (or ROW)				0						0	
Construction	1,304,323	3,402,939	907,831	4,885,108	1,000,000	1,000,000	1,000,000	1,000,000		11,097,262	
Other				0						0	
Equipment				0						0	
Total Project Cost	1,304,323	3,402,939	907,831	4,885,108	1,000,000	1,000,000	1,000,000	1,000,000	0	11,097,262	
FUNDING PLAN											
14932 LS MSTU	1,304,323	3,402,939	907,831	4,885,108	1,000,000	1,000,000	1,000,000	1,000,000	0	11,097,262	
										0	
										0	
Total Funding	1,304,323	3,402,939	907,831	4,885,108	1,000,000	1,000,000	1,000,000	1,000,000	0	11,097,262	
OPERATING BUDGET IMPACT											
Personal Svc.											
Non-personal											
Capital											
Total Operating											



FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE? No				Safety		Design/Arch	1	2	3	4	
Functional Area: Parks & Recreation			Comp. Plan reference: 3.502-E8				Mandate		Land/ROW					
Department: Deputy County Manager			LOS/Concurrency Related: Yes				Replace X		Construct					
Location: Northeast Regional Park (NERP)							Growth X		Equipment					
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Replace the athletic field turf on the six multipurpose fields at NERP beginning in FY26/27. The estimate was revised based on the latest bids received at the start of the NERP expansion project FY20/21.									Initial park development of Northeast Regional Park occurred in 2012 and included artificial athletic turf installation on six multipurpose fields. Typical life expectancy of the artificial turf is estimated to be ten years. The project is for replacement of the turf two to three fields annually starting FY23/24.					
OPERATING BUDGET IMPACT:									FUND/COST CENTER					
Not available at this time.									14932.350150002					
REPLACEMENT COUNTY PROPERTY NO.:														
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total				
EXPENDITURE PLAN														
Design/Arch/Eng										0				
Land (or ROW)										0				
Construction					1,375,000	2,275,000	2,275,000	2,275,000	2,275,000	10,475,000				
Other										0				
Equipment										0				
Total Project Cost	0	0	0	0	1,375,000	2,275,000	2,275,000	2,275,000	2,275,000	10,475,000				
FUNDING PLAN														
Leisure Serv MSTU	0	0	0	0	1,375,000	2,275,000	2,275,000	2,275,000	2,275,000	10,475,000				
										0				
										0				
Total Funding	0	0	0	0	1,375,000	2,275,000	2,275,000	2,275,000	2,275,000	10,475,000				
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

Project No. 3500071

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? Yes			Safety		Design/Arch	1	2	3	4	
Walker Road Phased Improvements		Comp. Plan reference: 3.502-E8			Mandate		Land/ROW					
Functional Area: Parks and Recreation		LOS/Concurrency Related: Yes			Replace		Construct					
Department: Deputy County Manager					Growth		Equipment					
Location: Walker and Swindell Road, Lakeland												
PROJECT DESCRIPTION:							PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
The original park was constructed for \$6.4 million. Additional projects as needed in the future.							The original property was approved to be acquired by BoCC on April 23, 2008 to replace Winston Park Ballfield Complex in conjunction with Natural Resources Division water quality project. This project will cover phased. Improvements as they are approved and programed.					
OPERATING BUDGET IMPACT:							FUND/COST CENTER					
Restroom purchase should result in a slight operating savings.							12262.350572079					
							REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total		
EXPENDITURE PLAN												
Design/Arch/Eng				0						0		
Land (or ROW)				0						0		
Construction	164,490	5,000	4,213	787						169,490		
Other				0						0		
Equipment				0						0		
Total Project Cost	164,490	5,000	4,213	787	0	0	0	0	0	169,490		
FUNDING PLAN												
12262 West Park IF	164,490	5,000	4,213	787	0	0	0	0	0	169,490		
30801 Cap Fund				0						0		
14932 LS MSTU				0						0		
W Impact Fees 12262				0						0		
Total Funding	164,490	5,000	4,213	787	0	0	0	0	0	169,490		
OPERATING BUDGET IMPACT												
Personal Svc.										0		
Non-personal										0		
Capital										0		
Total Operating	0	0	0	0	0	0	0	0	0	0		

Project No. 3500030

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:		Project listed in CIE?		Comp. Plan reference:		Safety		Design/Arch		1				2				3				4					
Saddle Creek Park Office/Maint Area Renovation		Yes		3.502-E8																							
Functional Area: Parks and Recreation						Mandate		Land/ROW																			
Department: Infrastructure Management						Replace		Construct																			
Location: 3716 Morgan Combee Road		LOS/Concurrency Related: Yes				Growth		Equipment																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
Replace or renovate office buildings.																											
OPERATING BUDGET IMPACT:										FUND/COST CENTER																	
No additional impact expected to the operating budget.										14931.350150002																	
										REPLACEMENT COUNTY PROPERTY NO.:																	
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total																	
EXPENDITURE PLAN																											
Design/Arch/Eng	69,265	411,900	0	411,900						481,165																	
Land (or ROW)				0						0																	
Construction		2,768,835		3,018,835						3,018,835																	
Other				0						0																	
Equipment				0						0																	
Total Project Cost	69,265	3,180,735	0	3,430,735	0	0	0	0	0	3,500,000																	
FUNDING PLAN																											
14931 MSTU Fund	69,265	3,180,735	0	3,430,735	0	0	0	0	0	3,500,000																	
30801 Cap Fund				0						0																	
14932 LS MSTU				0						0																	
W Impact Fees 12262				0						0																	
Total Funding	69,265	3,180,735	0	3,430,735	0	0	0	0	0	3,500,000																	
OPERATING BUDGET IMPACT																											
Personal Svc.										0																	
Non-personal										0																	
Capital										0																	
Total Operating	0	0	0	0	0	0	0	0	0	0																	

Project No. 3500068

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30		
Project Title:		Project listed in CIE? Yes				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Saddle Creek Septic Replacement Feasibility		Comp. Plan reference: 3.502-E8				Mandate		Land/ROW												
Functional Area: Parks and Recreation		LOS/Concurrency Related: Yes				Replace X		Construct												
Department: Infrastructure Management						Growth		Equipment												
Location: 3716 Morgan Combee Road																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
A feasibility analysis will be conducted to replace septic tanks/sewer connections for all facilities in the park.																				
OPERATING BUDGET IMPACT:										FUND/COST CENTER										
No additional impact expected to the operating budget.										14932.350150002										
										REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																				
Design/Arch/Eng		50,000		50,000						50,000										
Land (or ROW)				0						0										
Construction				0						0										
Other				0						0										
Equipment				0						0										
Total Project Cost	0	50,000	0	50,000	0	0	0	0	0	50,000										
FUNDING PLAN																				
14931 MSTU Fund		50,000		50,000	0	0	0	0	0	50,000										
30801 Cap Fund				0						0										
14932 LS MSTU				0						0										
W Impact Fees 12262				0						0										
Total Funding	0	50,000	0	50,000	0	0	0	0	0	50,000										
OPERATING BUDGET IMPACT																				
Personal Svc.										0										
Non-personal										0										
Capital										0										
Total Operating	0	0	0	0	0	0	0	0	0	0										

Project No. 3500070[illegible]

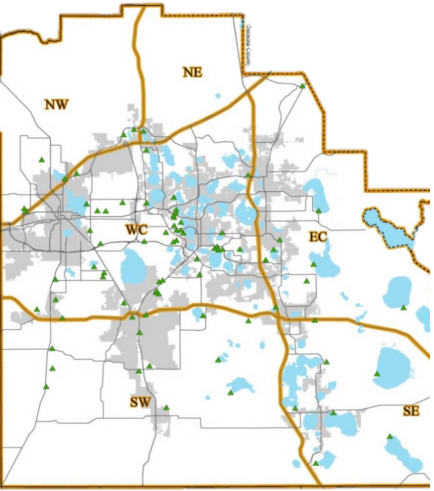
Project No. 3500069

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																								
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26			FY26/27			FY27/28			FY28/29			FY29/30			
Project Title:			Project listed in CIE?			Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Fort Fraser - New Trail Head			Comp. Plan reference: 3.502-E8			Mandate		Land/ROW																
Functional Area: Parks and Recreation			LOS/Concurrency Related: Yes			Replace		X	Construct															
Department: Infrastructure Management						Growth		X	Equipment															
Location: TBD Depending on Polk Parkway Access																								
PROJECT DESCRIPTION:															PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Construct new trail head for Fort Fraser with two picnic shelters, kiosks, pavers, picnic tables, and fencing.																								
OPERATING BUDGET IMPACT:															FUND/COST CENTER									
TBD															12263.350572079 14932.350150002									
															REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																								
Design/Arch/Eng				0						0														
Land (or ROW)				0						0														
Construction		200,000		200,000						200,000														
Other				0						0														
Equipment				0						0														
Total Project Cost	0	200,000	0	200,000	0	0	0	0	0	200,000														
FUNDING PLAN																								
12262 West Park IF				0	0	0	0	0	0	0														
12263 South Park IF		160,000		160,000						160,000														
14932 LS MSTU		40,000		40,000						40,000														
W Impact Fees 12262				0						0														
Total Funding	0	200,000	0	200,000	0	0	0	0	0	200,000														
OPERATING BUDGET IMPACT																								
Personal Svc.										0														
Non-personal										0														
Capital										0														
Total Operating	0	0	0	0	0	0	0	0	0	0														

Project No. 3500073

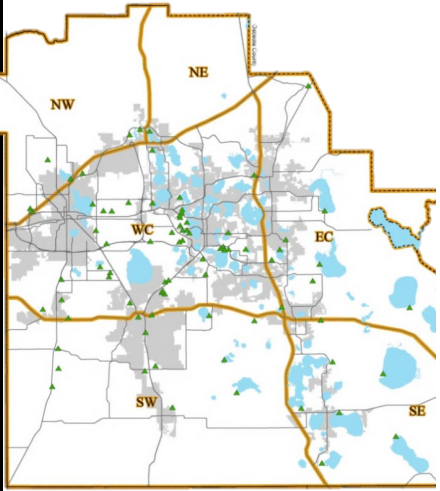
FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE?		Safety		Design/Arch	1	2	3	4	
All Inclusive Playgrounds		Comp. Plan reference:		Mandate		Land/ROW					
Functional Area: Parks and Recreation		3.502-E8		Replace		Construct					
Department: Infrastructure Management		LOS/Concurrency Related:		Growth		Equipment					
Location: Various		Yes		X							
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Install new all inclusive playground structures or enhance existing playground areas to include improved access and/or equipment designed for all children, including physically challenged. At this time, two projects are planned: NERP, East Central, Rolling Hills, and other facilities as needed.						Although county playgrounds are ADA accessible, the equipment is not user friendly for children with physical challenges. There is a growing demand to provide or enhance existing facilities with equipment to address this demand.					
OPERATING BUDGET IMPACT:						FUND/COST CENTER					
TBD						12264.350572079					
						REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	
EXPENDITURE PLAN											
Design/Arch/Eng				0						0	
Land (or ROW)				0						0	
Construction		1,500,000	29,610	1,681,152						1,710,762	
Other				0						0	
Equipment				0						0	
Total Project Cost	0	1,500,000	29,610	1,681,152	0	0	0	0	0	1,710,762	
FUNDING PLAN											
12264 East Park IF		1,500,000	29,610	1,470,390	0	0	0	0	0	1,500,000	
12263 South Park IF				210,762						210,762	
14932 LS MSTU				0						0	
W Impact Fees 12262				0						0	
Total Funding	0	1,500,000	29,610	1,681,152	0	0	0	0	0	1,710,762	
OPERATING BUDGET IMPACT											
Personal Svc.										0	
Non-personal										0	
Capital										0	
Total Operating	0	0	0	0	0	0	0	0	0	0	

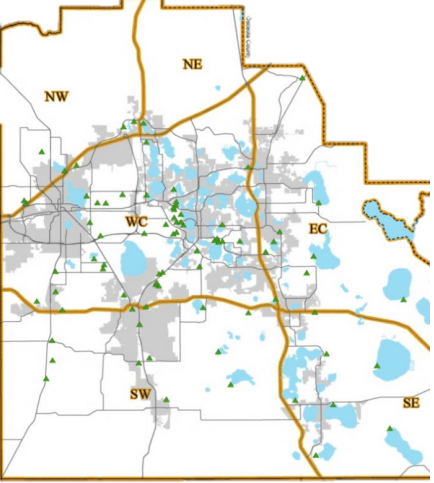


County Wide

Project No. 3500075

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? No			Safety		Design/Arch	1	2	3	4	
Athletic Field Fence Replacement		Comp. Plan reference: 3.502-E8			Mandate		Land/ROW					
Functional Area: Parks and Recreation		LOS/Concurrency Related: Yes			Replace		Construct					
Department: Infrastructure Management					Growth		Equipment					
Location: Various												
PROJECT DESCRIPTION:							PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Replacement of athletic field fencing and backstops at various county parks.							More than 50% of 130+ athletic fields in the county's inventory have well exceeded the 10-15 year life cycle for fencing. Replacement is required for the safety of the players and spectators.					
OPERATING BUDGET IMPACT:							FUND/COST CENTER					
TBD							14932.350150002 30801.350150002					
							REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	 County Wide	
EXPENDITURE PLAN												
Design/Arch/Eng				0						0		
Land (or ROW)				0						0		
Construction		2,681,000	119,490	4,551,510	450,000	450,000	450,000	450,000		6,471,000		
Other				0						0		
Equipment				0						0		
Total Project Cost	0	2,681,000	119,490	4,551,510	450,000	450,000	450,000	450,000	0	6,471,000		
FUNDING PLAN												
12264 East Park IF		0		0					0	0		
30801 Cap Fund		2,131,000	119,490	3,501,510						3,621,000		
14931/14932 LS MSTU		550,000		1,050,000	450,000	450,000	450,000	450,000		2,850,000		
W Impact Fees 12262				0						0		
Total Funding	0	2,681,000	119,490	4,551,510	450,000	450,000	450,000	450,000	0	6,471,000		
OPERATING BUDGET IMPACT												
Personal Svc.										0		
Non-personal										0		
Capital										0		
Total Operating	0	0	0	0	0	0	0	0	0	0		

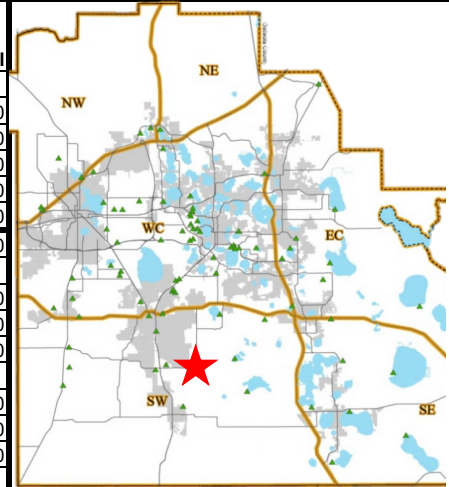
Project No. 3500074

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																				
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30		
Project Title:			Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Athletic Fields Artificial Turf			Comp. Plan reference: 3.502-E8			Mandate		Land/ROW												
Functional Area: Parks and Recreation			LOS/Concurrency Related: Yes			Replace		Construct												
Department: Infrastructure Management						Growth		Equipment												
Location: Various																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Replace natural turf with artificial turf on various athletic fields throughout the county. FY 24/25 is for replacing 3 fields at Poinciana. FY 25/26 is for replacing 1 field at East Central.										Increased population, expansion of seasons and continued increase of athletic tournaments have compromised the ability to maintain natural turf fields in a safe and playable condition. Soccer and football are now almost a year around sport providing little time for natural turf to recover. Conversion to artificial turf will provide the capability for the extended seasons and reduce maintenance costs.										
OPERATING BUDGET IMPACT:										FUND/COST CENTER										
TBD										12264.350572079										
										REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	 County Wide									
EXPENDITURE PLAN																				
Design/Arch/Eng		450,000	89,950	660,050						750,000										
Land (or ROW)				0						0										
Construction		4,050,000		5,451,345						5,451,345										
Other				0						0										
Equipment				0						0										
Total Project Cost	0	4,500,000	89,950	6,111,395	0	0	0	0	0	6,201,345										
FUNDING PLAN																				
12263 South Park IF				0						0										
14931/14932 LS MSTU				0						0										
12264 East Park IF		4,500,000	89,950	6,111,395						6,201,345										
Total Funding	0	4,500,000	89,950	6,111,395	0	0	0	0	0	6,201,345										
OPERATING BUDGET IMPACT																				
Personal Svc.										0										
Non-personal										0										
Capital										0										
Total Operating	0	0	0	0	0	0	0	0	0	0										

Project No. 3500077

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE?		Safety		Design/Arch	1	2	3	4	
Passive Park Improvements East/South Bartow		Comp. Plan reference: 3.502-E8		Mandate		Land/ROW					
Functional Area: Parks and Recreation		LOS/Concurrency Related: Yes		Replace		Construct					
Department: Infrastructure Management				Growth		Equipment					
Location: Various											
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Project will include, but not limited to, permitting and demolition/removal of Mosaic Peace River Park Boardwalk, purchase of additional property in the East/South Bartow area for passive recreation, disc golf course enhancements/relocation, construction of a trail along Peace River and development of an equestrian center						Mosaic Peace River Boardwalk sustained server damage during Hurricane Irma and Milton. The BoCC determined the boardwalk is not feasible and directed removal. Development of an equestrian complex is a priority project per the BoCC. Purchase of additional property and relocation of existing amenities are needed to accommodate development of this project.					
OPERATING BUDGET IMPACT:						FUND/COST CENTER					
To be determined. Maintenance cost will be reduced as a result of boardwalk removal; however, acquisition of additional property and construction of recreational amenities will impact operating budget. Also, addition of equestrian center will require additional staff and equipment to operate.						30801.350150002					
						REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cumm.	FY24/25 Budget	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	
EXPENDITURE PLAN											
Design/Arch/Eng				700,000						700,000	
Land (or ROW)				1,000,000						1,000,000	
Construction				1,000,000						1,000,000	
Other				0						0	
Equipment				0						0	
Total Project Cost				2,700,000	0	0	0	0	0	2,700,000	
FUNDING PLAN											
30801 Cap Fund		0	0	2,700,000						2,700,000	
14931/14932 LS MSTU				0						0	
Total Funding				2,700,000	0	0	0	0	0	2,700,000	
OPERATING BUDGET IMPACT											
Personal Svc.										0	
Non-personal										0	
Capital										0	
Total Operating	0	0	0	0	0	0	0	0	0	0	



FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM NATURAL RESOURCES - ENVIRONMENTAL LANDS ACQUISITION PROJECTS

	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Beginning Balance/Environmental Lands Acq. Millage	22,675,500	10,865,000	8,713,000	4,875,000	5,540,000
Stormwater MSTU	-	-			
Lake and River Enhancement Trust Fund	-				
FEMA	700,000	500,000	250,000	300,000	-
Matching Revenue/Proposed Grants	1,900,000	-	-	-	-
Total Revenue	25,275,500	11,365,000	8,963,000	5,175,000	5,540,000

Project Increase
Project Decrease

Page #	Project #	Project Name	Prior Cumm. Expense	FY24/25 Projected Expenses	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
1	5600019	Circle B Bar/Lake Hancock	8,921,531	59,341	1,600,000	1,350,000	470,000	820,000	1,000,000	-	14,220,872	13,270,061	950,811
2	5600023	Polk's Nature Discovery Center	9,048,369	-	50,000	-	-	-	220,000	-	9,318,369	9,503,369	(185,000)
3	5600024	Green Swamp Corridor	1,423,433	25,000	1,250,000	50,000	1,250,000	50,000	50,000	-	4,098,433	6,576,933	(2,478,500)
4	5600041	Walk-in-Water Creek Corridor	2,157,206	-	325,000	-	-	-	120,000	-	2,602,206	3,277,706	(675,500)
5	5600047	Crooked Lake West	6,577,120	79,964	4,250,000	565,000	1,784,000	545,000	50,000	-	13,851,084	13,290,992	560,092
6	5600069	Kissimmee Corridor Projects*	2,497,765	4,676,129	3,856,000	325,000	1,884,000	125,000	525,000	-	13,888,894	10,601,978	3,286,916
7	5600085	Ridge to River Corridor Projects	46,950	1,496,158	13,944,500	9,075,000	3,575,000	3,635,000	3,575,000	-	35,347,608	20,375,000	14,972,608
Total			30,672,374	6,336,592	25,275,500	11,365,000	8,963,000	5,175,000	5,540,000	-	93,327,466	76,896,039	16,431,427

Project #5600019

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA	PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE?	Yes			1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Circle B Bar/Lake Hancock			Comp. Plan reference:	Yes	FLU Section 2.124-E,	Safety					
Functional Area:	Natural Resources		Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2			Mandate					
Department:	Deputy County Manager		LOS/Concurrency Related:	No		Replace					
Location:	Northwest of Lake Hancock Section 1 and 2, Township 29S, Range 24E					Growth					

PROJECT DESCRIPTION:

The Circle B Bar Reserve Environmental Lands Project, consisting of approximately 1,267 acres was purchased on 12/29/00. SWFWMD was lead acquisition agency, but Polk County is the lead management agency. In FY05, several trail improvements were completed. The design for an entrance road, boardwalk, and picnic facilities began in FY05 and construction in FY07. A FL Recreation Development Assistance Program Phase I grant was awarded to assist with FY06 and FY07 costs. Road improvements were initiated in FY07 and completed in FY08. In FY07, a Phase II FL Recreation Development Assistance Program grant was awarded for park improvements in FY08 and was completed in FY09. Benches and trail improvements were completed FY10. Construction for the Fort Fraser trail extension was completed in FY11. Design of picnic shelters in FY11 with construction completed FY12. Phase I North boundary fence is completed. A viewing platform was constructed in FY16. Construction for an equipment shed was completed. A pole barn/pavilion is planned for FY26 in order to store equipment and provide additional educational opportunities. Additional stabilized parking at cow camp area is planned for FY24-26 and an outdoor exhibit area with restoration of an old borrow pit is planned for FY24-FY27.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The BoCC approved pursuing acquisition on 09/01/98 but required an acquisition partner. The County signed an amendment to the Upper Peace River Interlocal with SWFWMD on July 13, 1999 to include SWFWMD as an acquisition partner on this property.

Oracle Account: 31201.560537147.5666000.5600019, 10187.560537149.5666000.5600019, 10192.560537149.5666000.5600019, 10468.560537149.5666000.5600019, 10467.560537149.5666000.5600019
Awards: 560000013, 560000028, 560000029, 560000014, 560000015
Other TBA GAFRS Org code # 537207, N/A, 537150, 537151

OPERATING BUDGET IMPACT:

The County and SWFWMD will share management costs. Costs for management will occur each year.

REPLACEMENT COUNTY PROPERTY NO.:

N/A

	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	209,935	295,000	59,340	500,000	500,000	250,000				1,519,275
Pre-Acqu. Services	113,481	20,000			50,000	20,000	20,000			203,481
Land (or ROW)	7,375,153	500,000		500,000	500,000		500,000	1,000,000		9,875,153
Construction	1,222,962	800,000		600,000	300,000	200,000	300,000			2,622,962
Other										
Equipment										
Total Project Cost	8,921,531	1,615,000	59,340	1,600,000	1,350,000	470,000	820,000	1,000,000	0	14,220,871
FUNDING PLAN										
31201 Environ Lands	4,411,532	1,615,000	59,341	500,000	850,000	220,000	520,000	1,000,000		7,560,873
10187 Env Match	199,999									199,999
10192 Env Match	199,999									199,999
SWFWMD 31201 FY13	3,710,000									3,710,000
FEMA Ian				600,000	500,000	250,000	300,000			1,650,000
FEMA Milton				100,000						100,000
11217 FRDAP 2025				400,000						400,000
10187 FRDAP Ph I	200,001									200,001
10192 FRDAP Ph II	200,000									200,000
Total Funding	8,921,531	1,615,000	59,341	1,600,000	1,350,000	470,000	820,000	1,000,000	0	14,220,872
OPERATING BUDGET IMPACT										
Personal Svc.		30,289		30,289	31,198	32,134	33,098	34,091		191,099
Non-personal		42,140		42,140	44,706	47,429	50,317	53,381		280,112
Capital										
Total Operating	0	72,429	0	72,429	75,904	79,563	83,415	87,472	0	471,211



Project #5600023

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30			
Project Title:			Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4
Polk's Nature Discovery Center			Comp. Plan reference:			Mandate		Land/ROW									
Functional Area:			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2			Replace		Construct									
Department:			LOS/Concurrency Related: No			Growth		Equipment									
Location:			Northwest of Lake Hancock Section 1 and 2, Township 29S, Range 24E														
Natural Resources			FLU Section 2.124-E,														
Deputy County Manager			Policy 2.309-B2														

PROJECT DESCRIPTION:

Outdoor Environmental Education Center for Natural Resources located at Circle B Bar Reserve. The Center serves as a hub for visitors to discover Polk County's unique natural resources and provides a nature classroom for students in Polk County. The Center includes an exhibit area, exhibits, classrooms, meeting room and an outdoor covered classroom. Construction of buildings completed in FY08 with final payment occurring in FY09. Picnic pavilions and additional outdoor exhibits were completed in FY09. Electric shuttle tram was purchased in FY10. Design and partial construction of additional interior exhibits was completed for FY11. Completion of the 1st phase of exhibits were finished in FY11. Design of Phase II exhibits completed in FY12 and construction and installation initiated in FY13 and completed in FY14. In FY13 the interior conversion of the storage area was finished to the Exploration Room. Two tram shuttles acquired in FY13. An additional all terrain vehicle and shuttle were acquired in FY18. A shuttle was purchased in FY19. Outdoor exhibits also planned for FY23-FY26. All terrain utility vehicle and electric shuttle equipment purchases scheduled for FY26.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

An environmental education center, designed to interactively educate school aged youth, Polk County residents, and visitors on the important natural resources, was approved by the Board of County Commissioners on 11/15/03 as part of the Circle B Bar Reserve management plan.

OPERATING BUDGET IMPACT:

Management costs will be recurring.

Oracle Account:

31201.560537147.5666000.5600023, 10444.560537149.5666000.
5600023, Awards: 560000013, 560000017, 560000042, 560000036
GAFRS Org code #537221

REPLACEMENT COUNTY PROPERTY NO.:

N/A

	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	395,494	15,000		50,000						445,494
Land (or ROW)										
Construction	6,676,106	100,000						20,000		6,696,106
Other	1,791,441	40,000								1,791,441
Equipment	185,328							200,000		385,328
Total Project Cost	9,048,369	155,000	0	50,000	0	0	0	220,000	0	9,318,369
FUNDING PLAN										
31201 Env Land Acq	7,085,152	155,000		50,000				220,000		7,355,152
31201 Exh. Donations 312										
31201 SWFWMD	1,284,167									1,284,167
10444 FDEP Grant	679,050									679,050
Total Funding	9,048,369	155,000	0	50,000	0	0	0	220,000	0	9,318,369
OPERATING BUDGET IMPACT										
Personal Svc.		75,545		75,545	77,811	80,145	82,549	85,025		476,620
Non-personal		260,563		260,563	276,431	293,266	311,126	330,074		1,732,023
Capital										0
Total Operating	0	336,108	0	336,108	354,242	373,411	393,675	415,099	0	2,208,643



Project #5600024

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30			
Project Title:			Project listed in CIE? Yes			Safety		Design/Arch		1	2	3	4	1	2	3	4
Green Swamp Corridor			Comp. Plan reference: Yes FLU Section 2.124-E,			Mandate		Land/ROW									
Functional Area:			Natural Resources			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2		Construct									
Department:			Deputy County Manager			LOS/Concurrency Related: No		Equipment									
Location:			Lake Lowery Corridor Study Area														

PROJECT DESCRIPTION:

The project consists of environmental land located in the Green Swamp Area, also known as Florida's liquid heart, where the limestone that makes up our aquifer, where we get our drinking water, is closest to the surface sometimes emerging as limestone outcroppings. This includes the Withlacoochee watershed in Polk County. Approximately 556 acres were acquired in FY02. Partial fencing on acquired sites occurred in FY03. The 494 Willow Ranch site was acquired in FY03 under the Lake Lowery FCT grant, and management has been incorporated into the Gator Creek Reserve Project. Closed on approximately 33 acres in FY11. Additional acquisitions are planned with the November 2022 Environmental Lands Referendum, appraisals scheduled for FY25-28 and acquisitions for FY24-FY28.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The BoCC approved the Lake Lowery Corridor Project on 3/23/99. The County received a FL. Communities Trust Grant for \$500,000 total grant. In addition, the County has an Interlocal Agreement with St. Johns River Water Management District to acquire & manage lands in the Lake Lowery Corridor. The District's boundaries were

changed in 2004, so that this project is now within SWFWMD. Polk County does not have an Interlocal Agreement with SWFWMD on this project.

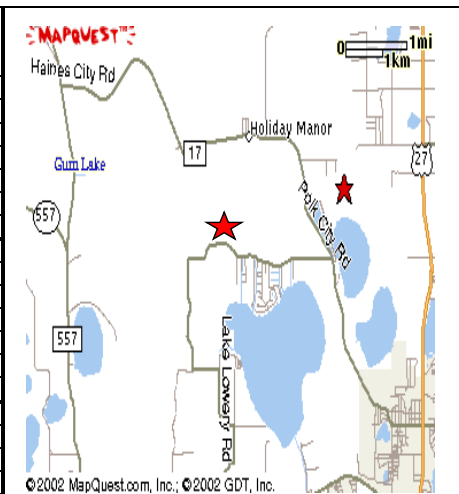
Oracle Account: 31201.560537147.5666000.5600024
Awards: 560000013 GAFRS Orgcode # 537146,537146,537208,N/A

REPLACEMENT COUNTY PROPERTY NO.: N/A

OPERATING BUDGET IMPACT:

Site security, invasive species, and restoration opportunities will be part of the operating costs.

	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	7,883									7,883
Pre-Acqu. Services	88,524	25,000	25,000	25,000	25,000	25,000	25,000	25,000		238,524
Land (or ROW)	1,313,568	2,000,000		1,225,000	25,000	1,225,000	25,000	25,000		3,838,568
Construction	13,458									13,458
Other										
Equipment										
Total Project Cost	1,423,433	2,025,000	25,000	1,250,000	50,000	1,250,000	50,000	50,000	0	4,098,433
FUNDING PLAN										
Env Match	500,000									500,000
FCT Grant	500,000									500,000
31201 Env Lands	289,920	2,025,000	25,000	1,250,000	50,000	1,250,000	50,000	50,000		2,964,920
St. Johns WMD	133,513									133,513
SWFWMD										
Total Funding	1,423,433	2,025,000	25,000	1,250,000	50,000	1,250,000	50,000	50,000	0	4,098,433
OPERATING BUDGET IMPACT										
Personal Svc.		1,000		1,000	3,000	2,000	2,000	2,000		11,000
Non-personal		2,060		2,060	4,000	4,000	4,000	4,000		20,120
Capital										0
Total Operating	0	3,060	0	3,060	7,000	6,000	6,000	6,000	0	31,120



FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail										Project No.										
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title:			Project listed in CIE? Yes				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area:			Comp. Plan reference: Yes FLU Section 2.124-E,				Mandate		Land/ROW											
Department:			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2				Replace		Construct											
Location: T30S-R29E-S 3,4,9,10			LOS/Concurrency Related: No				Growth		Equipment											
PROJECT DESCRIPTION: This project lies along the Walk-in-water Creek in a rural area between Lake Walk-in-water and Lake Rosalie. The property consists of flatwoods, riverine floodplain, oak hammocks and the cutthroat seep community along with some improved pasture. Approximately 205 acres were acquired in FY07 and another 226 acres were acquired in FY08. Partial fencing of the West boundary was completed in FY11. Additional acquisitions of surrounding lots or property is planned in FY26.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The project was evaluated by the Board as "A" category on November 9, 2005 and directed staff to pursue acquisition of the site Oracle Account: 31201.560537147.5666000.5600041 Awards: 560000013										
OPERATING BUDGET IMPACT: Management costs will be recurring on the site, mainly for control of invasive exotic species.										REPLACEMENT COUNTY PROPERTY NO.: N/A										
	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																				
Design/Arch/Eng																				
Pre-Acqu. Services	15,835	25,000		25,000				20,000		60,835										
Land (or ROW)	2,129,776	450,000		300,000				100,000		2,529,776										
Construction	11,595									11,595										
Other																				
Equipment																				
Total Project Cost	2,157,206	475,000	0	325,000	0	0	0	120,000	0	2,602,206										
FUNDING PLAN																				
31201 Env Lands	2,157,206	475,000		325,000				120,000		2,602,206										
SWFWMD																				
Other																				
Total Funding	2,157,206	475,000	0	325,000	0	0	0	120,000	0	2,602,206										
OPERATING BUDGET IMPACT																				
Personal Svc.		10,323		10,323	10,633	10,952	11,281	11,619		65,131										
Non-personal		2,319		2,319	2,460	2,610	2,769	2,938		15,415										
Capital										0										
Total Operating	0	12,642	0	12,642	13,093	13,562	14,050	14,557	0	80,546										

Project #5600047

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30			
Project Title:			Project listed in CIE? Yes			Safety		Desg/Pre Acq		1	2	3	4	1	2	3	4
Crooked Lake West			Comp. Plan reference: Yes FLU Section 2.124-E,			Mandate		Land/ROW									
Functional Area: Natural Resources			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2			Replace		Construct									
Department: Deputy County Manager			LOS/Concurrency Related: No			Growth		Equipment									
Location: Township 31S-Range 27E-Section Various																	

PROJECT DESCRIPTION:

The Crooked Lake West project is part of the Lake Wales Ridge and consists of over 11,000 acres with 5,732 acres being acquired. The project contains more than 30 natural areas such as ancient scrub, sandhill, flatwoods and cutthroat seeps. Conservation of the property would protect many rare species. The project is the headwaters to Bowlegs Creek and protects over two miles of Crooked Lake shoreline. The project provides for surface water storage and aquifer recharge. Closing occurred on the Dunham tract in FY08. Stuart, Britt, and Atgar tracts were closed FY09. Purchase of Lewis tract occurred in FY14. Lot acquisitions occurred FY19-FY28. Anticipate additional appraisals and land acquisition in FY24 - FY26. Construction for access to acquired lands planned for FY26.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The project contains several property owners. The Stuart tract was approved by the Board on September 1, 1998 to pursue acquisition with a partner. In addition the Dunham tract was approved by the Board August 23, 2006 to pursue acquisition. Additional smaller projects have been approved by the Board. The overall Crooked Lake West project was approved as an "A" category by the Board on July 11, 2007 and staff was instructed to pursue acquisition.

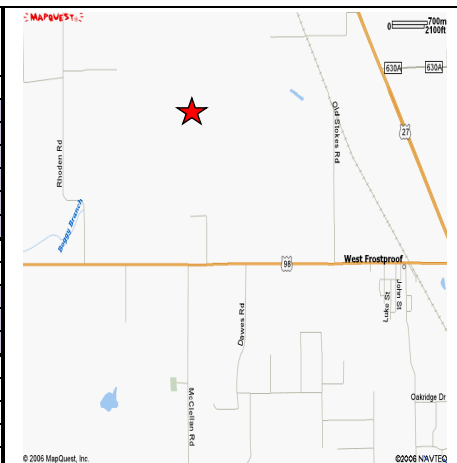
OPERATING BUDGET IMPACT:

Management activities such as prescribed fire, invasive species control and monitoring will be developed, be recurring and will be incorporated annually into the management fund budgeting process.

Oracle Account: 31201.560537147.5666000.5600047
Awards: 560000013 GAFRS Orgcode # 537231

REPLACEMENT COUNTY PROPERTY NO.: N/A

	Prior Cumm.*	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	3,300									3,300
Pre-Acqu. Services	217,767	30,000	79,964	50,000	20,000	20,000				387,731
Land (or ROW)	6,293,112	2,800,000		4,200,000	545,000	1,764,000	545,000			13,347,112
Construction	62,941							50,000		112,941
Other										
Equipment										
Total Project Cost	6,577,120	2,830,000	79,964	4,250,000	565,000	1,784,000	545,000	50,000	0	13,851,084
FUNDING PLAN										
31201 Env Lands	6,577,120	2,830,000	79,964	4,250,000	565,000	1,784,000	545,000	50,000		13,851,084
SWFWMD										
Other										
Total Funding	6,577,120	2,830,000	79,964	4,250,000	565,000	1,784,000	545,000	50,000	0	13,851,084
OPERATING BUDGET IMPACT										
Personal Svc.		59,766		59,766	61,559	63,406	65,308	67,267		377,072
Non-personal		10,433		10,433	11,069	11,743	11,743	11,743		67,164
Capital										0
Total Operating	0	70,199	0	70,199	72,628	75,149	77,051	79,010	0	444,236



Project #5600069

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30			
Project Title:			Project listed in CIE? Yes			Safety		Design/Arch		1	2	3	4	1	2	3	4
Kissimmee Corridor Projects			Comp. Plan reference: Yes FLU Section 2.124-E,			Mandate		Land/ROW									
Functional Area:			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2			Replace		Construct									
Department:			LOS/Concurrency Related: No			Growth		Equipment									
Location: East central and southeast Polk																	

PROJECT DESCRIPTION:

The Kissimmee Corridor (formally South Lake Walk-in-Water) project, is essentially the Kissimmee Watershed in Polk County and known as the headwaters to the Everglades. Within this project area are lands that serve as part of a critical buffer to the Avon Park Air Force Range, known as the Sentinel Landscape. Conservation of the property through fee simple or less than fee simple acquisition would provide linkages in the critical land and water corridor. Conservation easement of 500 acres acquired in FY17, 300 acres in FY19, and 187 acres in FY20. Pre acquisition services on properties occurred in FY24. Additional easement acquisition planned in FY25-29 representing additional projects in the military investment protection areas.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The Department of Defense through the Avon Park Airforce Range designated an area in SE Polk as a Military Investment Protection Area (MIPA), and the Sentinel Landscape. This project also conducts acquisition of projects in the regional designated areas of Kissimmee Watershed and Florida Wildlife Corridor.

OPERATING BUDGET IMPACT:

Cost Center:

Grants - 560537149; 31201 Fund - 560537147

REPLACEMENT COUNTY PROPERTY NO.:

N/A

	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng										
Pre-Acqu. Services	175,958	30,000	20,250	35,000	25,000	30,000	25,000	25,000		336,208
Land (or ROW)	2,362,394	4,650,000	4,642,129	2,601,000	300,000	1,854,000	100,000	500,000		12,359,523
Construction				125,000						125,000
Other				760,000						760,000
Equipment				335,000						335,000
Total Project Cost	2,538,352	4,680,000	4,662,379	3,856,000	325,000	1,884,000	125,000	525,000	0	13,915,731
FUNDING PLAN										
10820 Env Lands BT	18,705									18,705
10820, Sp Rev Grt DI	201,294									201,294
10847 Env Lands BT										
10847, Sp Rev Grt DI	500,000									500,000
10848, Sp Rev Grt DI	120,000									120,000
10885, Sp Rev Grt DI	100,000									100,000
10971, Sp Rev Grt DI	500,000									500,000
11081, Sp Rev Grt DI	1,002,749									1,002,749
11153 Sp Rev Grt FY24 Sentinel Lands		1,000,000		500,000						500,000
11188 Sp Rev Grt DIG 2024		1,000,000		500,000						500,000
11215 Sp Rev Grt DIG 2025		650,000		500,000						500,000
31201 Env Land Acq	55,017	2,030,000	4,676,129	2,356,000	325,000	1,884,000	125,000	525,000		9,946,146
Total Funding	2,497,765	4,680,000	4,676,129	3,856,000	325,000	1,884,000	125,000	525,000	0	13,888,894
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal		3,000		3,000	3,000	3,000	3,000	3,000		18,000
Capital										0
Total Operating	0	3,000	0	3,000	3,000	3,000	3,000	3,000	0	18,000



Project #5600085

FY25/26 Community Investment Program / FY2026 - FY2030 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30			
Project Title:			Project listed in CIE? No			Safety		Design/Arch		1	2	3	4	1	2	3	4
Ridge to River Corridor Projects			Comp. Plan reference: Yes FLU Section 2.124-E,			Mandate		Land/ROW									
Functional Area:			Natural Resources			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2		Construct									
Department:			Deputy County Manager			Replace		Equipment									
Location:			Countywide			Growth X											

PROJECT DESCRIPTION:

Polk County's natural areas provide essential functions to protecting water quality, water supply and aquifer recharge. This project area includes the Peace River, Alafia, Hillsborough and Ocklawaha Watersheds, and the central Florida ridges of Polk County. Each of these rivers area primarily fed water from their neighboring ridges. Those ridges include the Lake Wales Ridge, Lakeland Ridge, Bombing Range Ridge, Hendry Ridge, Winter Haven Ridge, and others. While the County has made great progress in protecting environmental lands, many opportunities still exist to make critical linkages, corridors, so that the function and sustainability of the conservation lands are not degraded. This project creates connections or buffers surrounding targeted conservation areas, through full fee acquisition or less than fee simple acquisition. This project whenever possible will leverage outside funding sources for acquisition or management of the resources. Appraisals conducted in FY24 and planned through FY28.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

This project will protects water, wildlife and wilderness by protecting water bodies, associated wetlands and uplands. By protecting natural lands, buffers and wetlands. This project will assist water quality improvement of surface waters entering local lakes. Opportunities exist for developing water treatment projects or maintaining existing natural treatment of surface water and aquifer recharge through protection of natural lands, habitat corridor protection and protecting endemic species will be all be objectives of this project.

OPERATING BUDGET IMPACT:

Management costs will be recurring on the site and will depend on if the site is acquired fee simple or less than fee with a conservation easement. County will seek partnerships with federal, state and local municipalities as projects are identified.

Oracle Account

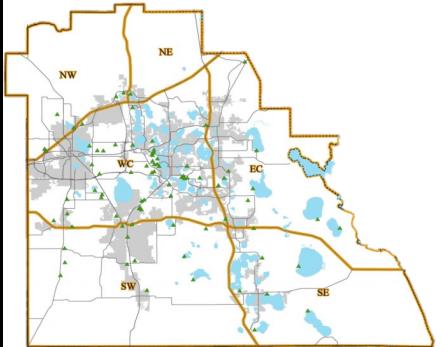
31201.560537147

18001.560125004

REPLACEMENT COUNTY PROPERTY NO.:

N/A

	Prior Cumm.	Budget FY24/25	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng										
Pre-Acq. Services	46,950	120,000	42,625	152,000	75,000	75,000	75,000	75,000		541,575
Land (or ROW)		9,200,000	1,453,533	13,792,500	9,000,000	3,500,000	3,500,000	3,500,000		34,746,033
Construction		120,000					60,000			60,000
Other										
Equipment										
Total Project Cost	46,950	9,440,000	1,496,158	13,944,500	9,075,000	3,575,000	3,635,000	3,575,000	0	35,347,608
FUNDING PLAN										
31201 Env Land Acq	38,200	9,440,000	1,496,158	13,944,500	9,075,000	3,575,000	3,635,000	3,575,000		35,338,858
18001 SW MSTU	8,750									8,750
12181 Lake and River Enh.										
Total Funding	46,950	9,440,000	1,496,158	13,944,500	9,075,000	3,575,000	3,635,000	3,575,000	0	35,347,608
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating	0	0	0	0	0	0	0	0	0	0



County-Wide

FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM NATURAL RESOURCES - PARKS AND NATURAL RESOURCES WATER RESOURCES PROJECTS

	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Stormwater MSTU (18001 Fund)	10,041,401	3,695,000	2,925,000	2,075,000	1,780,000
SWFWMD or SFWMD Matching Revenue	154,306	-	-	-	-
Municipality Contributions (Winter Haven)	-	-	-	-	-
FWC Grants (SWG or AHRES)	150,000	206,250	-	-	-
FDEP Grants (Resiliency, Bureau of ML or 319)	11,976,545	43,750	-	-	-
State Appropriations	-	-	-	-	-
Federal Appropriations (Grants)	4,721,749	-	-	-	-
ARP Funds	2,909,741	-	-	-	-
Other Funds	3,225,000	-	-	-	-
Total Funds Available for Future Capital	33,178,742	3,945,000	2,925,000	2,075,000	1,780,000

Project Increase
Project Decrease

Page #	Project #	Project Name	Prior Cumm. Expense	FY24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
1	5600050	Upper Saddle Creek Water Quality Imprvt	260,169	-	2,340,000	-	-	-	25,000	-	2,625,169	2,585,169	40,000
2	5600072	Crystal Lake	98,120	-	85,000	-	-	-	10,000	-	193,120	178,120	15,000
3	5600073	Lake Gwyn Restoration (Eastern half)	2,670,452	-	100,000	100,000	100,000	110,000	100,000	-	3,180,452	3,180,452	0
4	5600079	Watershed/Water Quality Management Plans	444,307	41,920	1,750,000	500,000	500,000	500,000	500,000	50,000	4,286,227	4,172,137	114,090
5	5600080	Lake Lulu	856,943	517,279	540,000	325,000	100,000	50,000	-	-	2,389,222	2,995,321	(606,099)
6	5600081	Lake Annie Restoration and Water Storage	1,443,451	710,970	2,850,000	500,000	100,000	-	20,000	-	5,624,421	4,312,346	1,312,075
7	5600075	Lake Eva Stormwater Improvements	-	-	-	-	-	-	20,000	-	20,000	20,000	0
8	5600077	Kissimmee Watershed Project	6,355,481	1,821,289	3,400,000	500,000	550,000	-	200,000	-	12,826,769	10,495,663	2,331,106
9	5600078	Small Scale Surface Water Enhance/Treatment	1,170,501	548,361	1,800,000	70,000	150,000	120,000	-	-	3,858,862	3,577,604	281,258
10	5600082	Peace Creek Canal	4,537,843	20,238,378	2,375,000	300,000	550,000	350,000	250,000	-	28,601,220	26,389,401	2,211,819
11	5600083	Peace River Corridor	186,454	43,409	5,092,294	1,200,000	525,000	575,000	350,000	-	7,972,157	5,075,456	2,896,701
12	5600084	Lena Run	534,706	1,223,054	2,876,448	100,000	100,000	100,000	50,000	2,700,000	7,684,208	6,092,808	1,591,400
13	5600074	Crooked Lake West Hydrologic Restoration	546,830	-	100,000	100,000	-	50,000	45,000	-	841,830	481,511	360,319
14	5600086	Stormwater Ridge to River Corridor Projects	60,418	17,603	370,000	250,000	250,000	220,000	210,000	-	1,378,021	1,336,388	41,633
15	5600088	Headwaters of Peace River - RES	-	1,500,000	9,500,000	-	-	-	-	-	11,000,000	9,000,000	2,000,000
Total			19,165,675	26,662,261	33,178,742	3,945,000	2,925,000	2,075,000	1,780,000	2,750,000	92,481,678	79,892,376	12,589,302

Project #5600050

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:			Project listed in CIE? Yes			Safety		Desgn/Arch Land/ROW Construct Equipment	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Upper Saddle Creek Water Quality Imprvt			Comp. Plan reference: 3.104-B1,B2,B4			Mandate																						
Functional Area: Water Resources			LOS/Concurrency Related: No			Replace																						
Department: Deputy County Manager						Growth																						
Location: Section 24 Township 28, Range 24																												

PROJECT DESCRIPTION:
A feasibility study was completed in July 2005 to determine if an existing 138 acre mined pit along Saddle Creek, owned by the Florida Audubon Society, could provide for flood attenuation and reduce the nutrient load to Lake Hancock. The results of the study indicate it is feasible to construct a diversion structure to route up to 200 - 300 cfs of water from Saddle Creek through the pit for treatment as a wet detention area. The Southwest Florida Water Management District has raised the level of the receiving water Lake Hancock to help the Peace River meet its minimum flow target. Therefore, a new study was necessary to evaluate this project. This study looked at multiple project sites and found that the projects could result in reduction of 23,680lbs TN and 6,594lbs TP. The County completed a feasibility study, and direction from the STAC was to hold this project until a substantial grant funding partner is identified. In FY24, the County was awarded an Innovative Technology Grant to pilot a project to remove nutrients and harmful algae from the Upper Saddle Creek. This pilot project will be implemented on Southwest Florida Water Management District property.

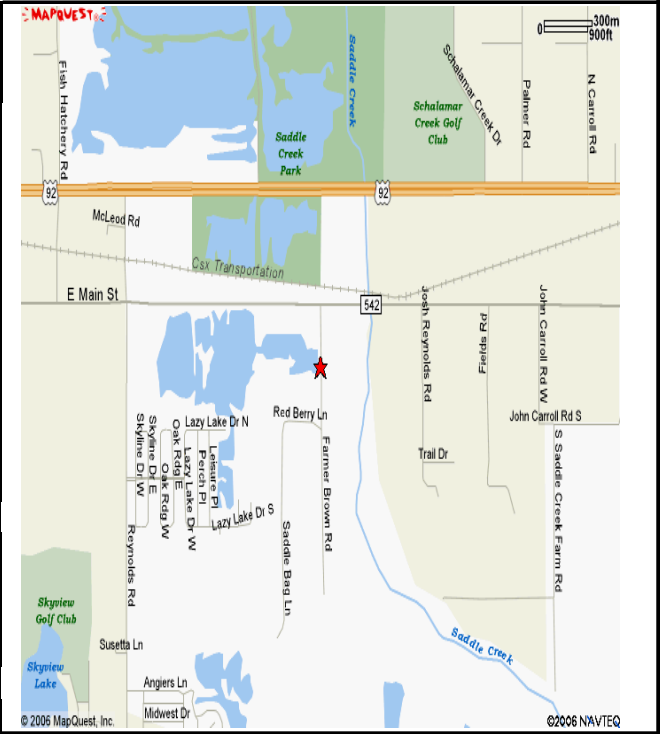
PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
This project will enhance water quality and habitat on Saddle Creek.

OPERATING BUDGET IMPACT:
N/A

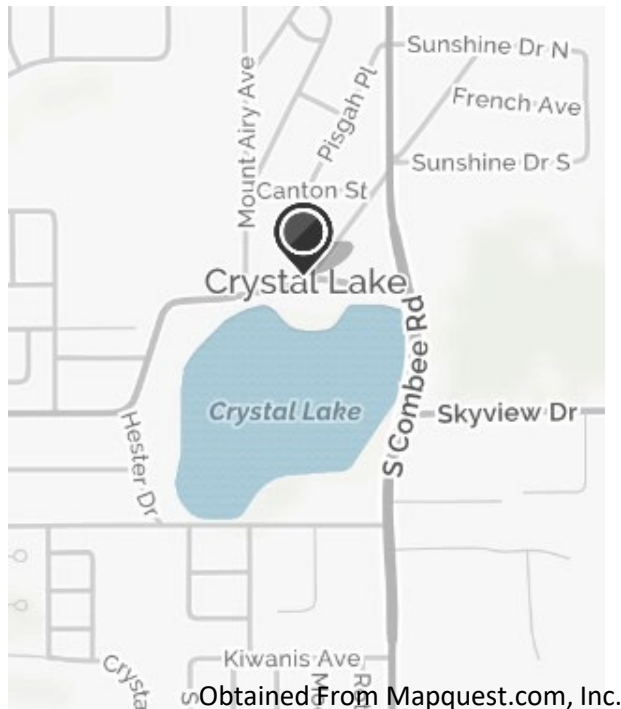
Oracle Account
18001.560125004
11184.560537149

REPLACEMENT COUNTY PROPERTY NO.: N/A

	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	260,169	1,200,000		40,000						300,169
Land (or ROW)				-						0
Construction				-			-	25,000		25,000
Other				2,300,000						2,300,000
Equipment				-						0
Total Project Cost	260,169	1,200,000	-	2,340,000	-	-	-	25,000	-	2,625,169
FUNDING PLAN										
18001 SW MSTU	138,182		-	40,000	-	-	-	25,000		203,182
18001 SW SWFWMD	121,987		-	-	-	-	-			121,987
FDEP Innovative Tech INV51 11184		1,200,000		2,300,000		-				2,300,000
30201 SWFWMD		-		-						0
Total Funding	260,169	1,200,000	-	2,340,000	-	-	-	25,000	-	2,625,169
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating										



Project #5600072

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title: Crystal Lake				Project listed in CIE? No Comp. Plan reference: 3.104-B1,B2,B4				Safety x		Design/Arch	1	2	3	4	1
Functional Area: Water Resources								Mandate		Land/ROW					
Department: Deputy County Manager				LOS/Concurrency Related: Nc Yes				Replace x		Construct					
Location: Section 21 Township 28S Range 24ES 22 T 28S R 24E S 28 T 28S R 24E								Growth x		Equipment					
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
Although Crystal Lake itself is in the county, a good portion of lake's watershed is in the City of Lakeland. The lake is ranked third on the county's Total Maximum Daily Load (TMDL) priority list, which identified priority water bodies for future water quality management actions. Crystal Lake is also listed on the City of Lakeland's TMDL Prioritization Report as the 3rd highest ranked lake. The TMDL for Crystal Lake calls for an 79% reduction in phosphorus loading and 51% reductions in nitrogen loadings from stormwater and other sources to the lake. The purpose of this project is to collect information that will be used to identify best management practices (BMPs) to improve the water quality in Crystal Lake. The lake discharges to Saddle Creek which is a tributary to Peace River. Elements of this work include collection of field data, development of pollutant loading estimates, and identification of major pollutant sources to the lake. Results will be used to identify water quality treatment options. The full scope of the project is being developed based on ongoing engineering analysis at this time. Therefore the total projected project cost may change based on the final scope of work and what is feasible. Sedimentation study complete. The City and County will split remaining feasibility study 50/50 after grants are secured by the City of Lakeland. Implementation of the in-lake treatment are planned for FY23 - FY27.								This project provides information that will be directly used to identify management actions to decrease pollutant (nutrient) loading to Crystal Lake. This will enhance water quality in Saddle Creek and the Peace River. It will also help to satisfy regulatory requirements to address pollutant loading from county and municipal storm sewers.							
OPERATING BUDGET IMPACT:								Oracle Account							
TBD								18001.560125004							
REPLACEMENT COUNTY PROPERTY NO.:								N/A							
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	 Obtained From Mapquest.com, Inc.				
EXPENDITURE PLAN															
Design/Arch/Eng	98,120	40,000	0							98,120					
Land (or ROW)										0					
Construction				85,000				10,000		95,000					
Other										0					
Equipment										0					
Total Project Cost	98,120	40,000	0	85,000	0	0	0	10,000	0	193,120					
FUNDING PLAN															
18001 SW MSTU	98,120	40,000	0	85,000				10,000		193,120					
ARP Funds										0					
30201 Drain WQ Fund										0					
30201 SWFWMD										0					
Total Funding	98,120	40,000	0	85,000	0	0	0	10,000	0	193,120					
OPERATING BUDGET IMPACT															
Personal Svc.										0					
Non-personal										0					
Capital										0					
Total Operating															

Project #5600073

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																					
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30							
Project Title:			Project listed in CIE? Yes				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4
Lake Gwyn Restoration (Eastern half)			Comp. Plan reference: 3.104 B2				Mandate		Land/ROW												
Functional Area: Water Resources			LOS/Concurrency Related: Yes				Replace		Construct												
Department: Deputy County Manager							Growth		Equipment												
Location: Section 16, Twp 29S, Rng 26E																					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
This project is located in Section 16, Twp 29S, Rng 26E in Wahneta. A drainage study of the Wahneta Canal Watershed was completed for the SWFWMD by PBS&J in April 2005. The study recommended restoring Lake Gwyn, a historical lake/marsh that was bisected and drained by an agricultural drainage canal decades ago. Phase 1 of this project included the restoration of the west half of Lake Gwyn, which was completed in 2015. This project (Phase 2) is to restore the eastern half of the lake. The state (Department of Environmental Protection) owns the west side of the lake and about 85% of the east side. Implementing Phase 2 of this project would complement Phase 1 and provide additional water quality treatment, flood control, and habitat improvement. Cooperative funding has been obtained from the SWFWMD and \$250,000 from Fish and Wildlife Conservation Commission. Construction was completed 12/30/2020. Future acquisition is desired to complete a buffer of protection of the treatment wetlands.										Restore surface water and wetland function of Lake Gwyn. Project creates a wetland treatment area that will enhance floodplain storage and wetland functions. Improves flood conveyance in the Wahneta Canal drainage area in Central Polk County. The project complements the created wetland treatment on the western side of the former lake bottom.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:											
TBD										Oracle Account 10975.56054 18001.560125004											
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																					
Design/Arch/Eng	207,177									207,177											
Land (or ROW)		100,000		100,000	100,000	100,000	100,000	100,000		500,000											
Construction	2,463,275						10,000			2,473,275											
Other																					
Equipment																					
Total Project Cost	2,670,452	100,000	0	100,000	100,000	100,000	110,000	100,000	0	3,180,452											
FUNDING PLAN																					
14471/30201 DWQ Fund																					
00101 General Fund																					
FWC AHRE Prog	50,000									50,000											
FDEP Grant																					
18001 SW MSTU	1,770,452	100,000		100,000	100,000	100,000	110,000	100,000		2,280,452											
18001 SW SWFWMD	850,000									850,000											
Total Funding	2,670,452	100,000	0	100,000	100,000	100,000	110,000	100,000	0	3,180,452											
OPERATING BUDGET IMPACT																					
Personal Svc.										0											
Non-personal										0											
Capital										0											
Total Operating																					

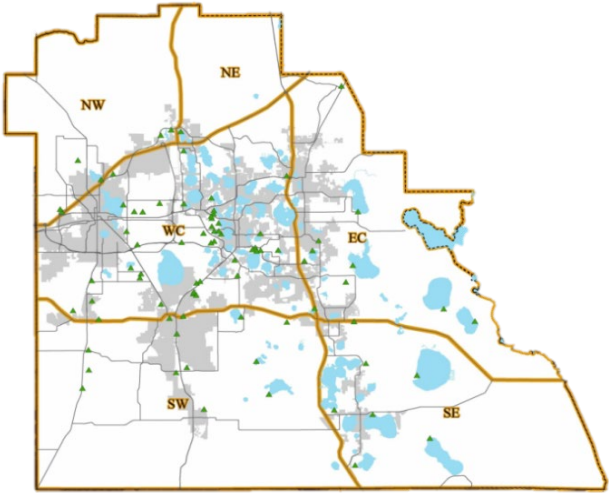
Project #5600079

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:			Project listed in CIE? Yes						1 2 3 4				1 2 3 4				1 2 3 4				1 2 3 4				1 2 3 4			
Watershed/Water Quality Management Plans			Comp. Plan reference: 3.104 B1, B2			Safety			Design/Arch																			
Functional Area: Natural Resources						Mandate			Land/ROW																			
Department: Deputy County Manager			LOS/Concurrency Related: Yes			Replace			Construct																			
Location:						Growth		X	Equipment																			

PROJECT DESCRIPTION: The project, in phases, will create a countywide water map that identifies areas of challenge and opportunity in protecting Polk's water resources, improving Polk's water quality, recharge, storage, supply, maintaining SWFWMD's Minimum Flows and Levels and address stormwater management in each of the basins for which total maximum daily loads (TMDL's) have been established in unincorporated Polk County. The project will look at TMDL requirements to develop strategies for implementation of projects to address TMDL's. The County is working to develop a partnership with Environmental Protection Agency (EPA) and apply and adapt an EPA model – the EPA H2O Tool. Updates to the models are required to provide the most comprehensive and accurate information, SWFWMD has asked Polk County to partner on the model updated to an ICPR4 for Lake Hancock, this information with additional modeling for HUC in Polk are crucial components of developing the Watershed Plans, Resiliency Plan and Stormwater Master Plans. Partnerships with Central Florida Regional Planning Council, Coastal Heartland National Estuary Program and Department of Environmental Protection are developing to fund and assemble the necessary data sets to complete a County Resiliency Plan and a Stormwater Master Plan. Future funding opportunities become available to Polk County at the completion of these plans. City partnerships will continue to be developed and additional funding opportunities will be explored. The plans began in spring of 2023 and will be ongoing until completion. The County will also partner with SWFWMD for a Cooperative Funding Initiative to complete a Watershed Management Plan for the Lake Hancock basin. This project coupled with the Florida Department of Emergency Management Watershed Planning grant and County-wide plan will address concerns for flood mitigation/protection and water quality for the County.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): In 1984 a consultant developed the Surface Water Management Plan (SWMP) for Polk County. The SWMP addresses the quantity of water impacting the county by flooding but did little to address water quality impacts. The implementation of Federal requirements through the National Pollutant Discharge Elimination System (NPDES) stormwater permit mandates that Polk County reduce the pollutant loads to surface waters from stormwater runoff. The outcome of the project will be a document that can be used to obtain additional funding for Polk County's stormwater infrastructure and add additional projects to the CIP for implementation addressing drainage and water quality issues around the County. Oracle Account String:18001.560125004									
OPERATING BUDGET IMPACT: No additional fiscal impact.										REPLACEMENT COUNTY PROPERTY NO.:									
Oracle Accounts 11151.560537149 18001.560125004 11185.560537149 11129.560537149 11130.560537149 11131.560537149																			

	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng	444,307	1,600,000	41,920	1,750,000	500,000	500,000	500,000	500,000		4,236,227
Land (or ROW)										
Construction									50,000	50,000
Other										
Equipment										
Total Project Cost	444,307	1,600,000	41,920	1,750,000	500,000	500,000	500,000	500,000	50,000	4,286,227
FUNDING PLAN										
DEP Resiliency Plan 11151		500,000		500,000						500,000
DEP Resiliency Plan 11185		300,000		300,000						300,000
18001 SW MSTU	254,307	150,000	41,920	150,000	150,000	250,000	250,000	250,000	50,000	1,396,227
R&D Match 18001		100,000		100,000	100,000					200,000
FDEM 11129-11131	190,000	300,000		450,000						640,000
18001 SWFWMD		250,000		250,000	250,000	250,000	250,000	250,000		1,250,000
Total Funding	444,307	1,600,000	41,920	1,750,000	500,000	500,000	500,000	500,000	50,000	4,286,227
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										0
Total Operating	0	0	0	0	0	0	0	0	0	0



County-Wide

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail															
GENERAL PROJECT DATA: Project Title: Lake Lulu Functional Area: Water Resources Department: Deputy County Manager Location: S of Cypress Gardens Blvd, N of Lake Eloise Dr Sect 4 Twp 29S Rng 26E				COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Yes Comp. Plan reference: 3.104 B,-D; 2.305-A LOS/Concurrency Related: Yes				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
											1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
								Safety							
								Mandate							
								Replace							
Growth		X													
PROJECT DESCRIPTION: Lake Lulu (WBID 1521) is part of the Winter Haven Southern Chain of Lakes (SCOL) and is the headwater of the Wahneta Farms Drainage Canal. The South Chain of Lakes has a TMDL for nutrients (total phosphorus – TP) The 315-acre lake receives stormwater runoff from both county and City of Winter Haven lands. Water levels in the lake have historically been lower than adjacent wetlands but have risen up to three feet in recent years. The project would include restoration of lake-side natural areas, and potentially re-directing other stormwater or reclaimed water to enhance degraded wetlands. County currently conducts street sweeping in the lake’s watershed. SWFWMD funding assistance through the cooperative funding process has been awarded in the amount of \$80,000. The study was completed FY23. Work completed, has provided the County with priorities to proceed with implementation of acquisition and securing additional funding for the top ranked recommended BMP's in this system. Working in partnership with City of Winter Haven, there are two components that have been elevated. Design is underway with completion for FY 25. Acquisition is proposed for FY24-FY28 and construction is planned FY24-FY27, which includes securing the property with fencing and signage.								PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Lake Lulu has an outfall to the Wahneta Canals, which then connects to Peace Creek Canal, eventually entering Peace River. This project provides the opportunity to make water quality improvements on the lake by rehydrating/connecting the function of the wetlands along the lake edge. Currently the water levels and the ditched system prevents water in the lake to be treated. This project has potential to have a partnership with City of Winter Haven.							
								REPLACEMENT COUNTY PROPERTY NO.:							
OPERATING BUDGET IMPACT: TBD															
Oracle Account 11182.560537149 30201.560125001 18001.560125004 14501.300001110															
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total					
EXPENDITURE PLAN															
Design/Arch/Eng	188,818	50,000		240,000						428,818					
Land (or ROW)	668,125	787,000	149,147				50,000			867,272					
Construction		850,000	368,132	300,000	325,000	100,000				1,093,132					
Other										0					
Equipment										0					
Total Project Cost	856,943	1,687,000	517,279	540,000	325,000	100,000	50,000	0	0	2,389,222					
FUNDING PLAN															
18001 Winter Haven										0					
FWC AHRE Prog										0					
ARP Funds 14501	575,046	593,450	149,147	228,547						952,740					
FDEP Wetlands Grant 11182		375,000	196,225							196,225					
18001 SW MSTU	206,736	718,550	171,907	311,453	325,000	100,000	50,000			1,165,096					
18001 SW SWFWMD	75,161									75,161					
Total Funding	856,943	1,687,000	517,279	540,000	325,000	100,000	50,000	0	0	2,389,222					
OPERATING BUDGET IMPACT															
Personal Svc.										0					
Non-personal										0					
Capital										0					
Total Operating															



FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:				Project listed in CIE? No							1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Lake Annie Restoration and Water Storage				Comp. Plan reference: 3.104 B2, 3.106 A, 2.308 A; 2.309 A				Safety		Design/Arch					
Functional Area: Water Resources								Mandate		Land/ROW					
Department: Deputy County Manager				LOS/Concurrency Related: Yes				Replace		Construct					
Location: Section 03, Twp 29S, Rng 27E								Growth		Equipment					
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):						
This project site is located south of Dundee. A watershed management study of the Peace Creek Canal (Winter Haven Chain of Lakes Structure Optimization Report) was completed for the SWFWMD by Atkins in July 2014. One of the study alternatives is to divert water flow from the Peace Creek Canal to a series of previously excavated areas (peat farm) and then to Lake Annie. The excavations would be restored to viable flow-through wetlands to enhance habitat and water quality treatment. The project would provide multiple benefits including water quality treatment, water storage, raising Lake Annie's water level to help meet its regulatory Minimum Level, promoting aquifer recharge for enhanced water supply, and providing habitat restoration. A diversion structure would be constructed in the canal to divert a portion of the flow through a pipe system under US 27 to the excavations using a small pump to overcome topographic conditions. Land acquisition or conservation easements would allow the piped or channel flow to reach the excavations, with a connection to Lake Annie. In the event of extreme high water in Lake Annie, flow could be reversed to allow water to return to the canal. Cooperative funding application has been secured for the study. Acquisition dollars may be applied as match for future cooperative funding applications. This project will benefit the water quality of the Peace Creek Canal. Additional acquisition will be necessary to complete a connection to the Peace Creek Canal. Construction on the treatment wetland will started FY24/FY25 and will be completed in FY25/26, this will improve the water quality, as stormwater moves through the property.									This project will provide water quality treatment and water storage, raise Lake Annie's water level to help it meet its regulatory Minimum Level, promote aquifer recharge for enhanced water supply, and provide habitat restoration. The project was identified as part of the overall Peace Creek Canal Restoration Plan.						
OPERATING BUDGET IMPACT:									Oracle Account						
TBD									18001.560125004						
									14501.300001110						
									11123.560537149						
									REPLACEMENT COUNTY PROPERTY NO.:						
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total					
EXPENDITURE PLAN															
Design/Arch/Eng	764,731	250,000	93,334	50,000						908,065					
Land (or ROW)	678,720		0	0	0	0				678,720					
Construction		2,043,527	617,636	2,800,000	500,000	100,000				4,017,636					
Other		0		0				20,000		20,000					
Equipment		0		0						0					
Total Project Cost	1,443,451	2,293,527	710,970	2,850,000	500,000	100,000	0	20,000	0	5,624,421					
FUNDING PLAN															
14471/30201 DWQ Fund										0					
ARP Funds 14501	1,176,086	793,527	710,649	604,730						2,491,465					
PRWC Peace Creek WPP 11123		1,000,000		1,000,000						1,000,000					
FWC AHRE Prog										0					
FDEP Grant										0					
18001 SW MSTU	131,543	500,000	321	1,245,270	500,000	100,000	0	20,000	0	1,997,134					
18001 SWFWMD	135,822									135,822					
Total Funding	1,443,451	2,293,527	710,970	2,850,000	500,000	100,000	0	20,000	0	5,624,421					
OPERATING BUDGET IMPACT															
Personal Svc.															
Non-personal															
Capital															
Total Operating															

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Project #5600075

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? No					1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Lake Eva Stormwater Improvements		Comp. Plan reference: 3.104 B2		Safety		Design/Arch					
Functional Area: Water Resources				Mandate		Land/ROW					
Department: Deputy County Manager				Replace		Construct					
Location: Section 32, Twp 27S, Rng 27E		LOS/Concurrency Related: Yes		Growth X		Equipment					

PROJECT DESCRIPTION:

This project is located in the headwaters of the Peace Creek Canal, a tributary of the Peace River. The lake is on DEP's Verified Impaired list because of high nutrient and chlorophyll levels. The county intends to partner with the City of Haines City to design, permit, construct, and operate a surface water enhancement system that provides enhanced water quality treatment to Lake Henry and Lake Eva, and increase groundwater infiltration of water that would otherwise be discharged downstream. Treatment will be provided by a variety of means, including use of natural and created wetlands. Water storage will result from the use of infiltration facilities and dispersed water management to increase surface water that enters the surficial aquifer. Both rural and urban BMPs will be used such as rain gardens that the City of Winter Haven has had success with. This project is consistent with Polk County water supply initiatives and the water management district's Surface Water Improvement and Management (SWIM) plan. Haines City is taking the lead to implement the large treatment wetland. Meanwhile a design has been completed for a Urban Stormwater Park, to be constructed at the Lake Eva Park. If funding becomes available and Haines City is ready to move a project to construction, we will work on an interlocal agreement with the City.

OPERATING BUDGET IMPACT:

Not known at this time.

Oracle Account

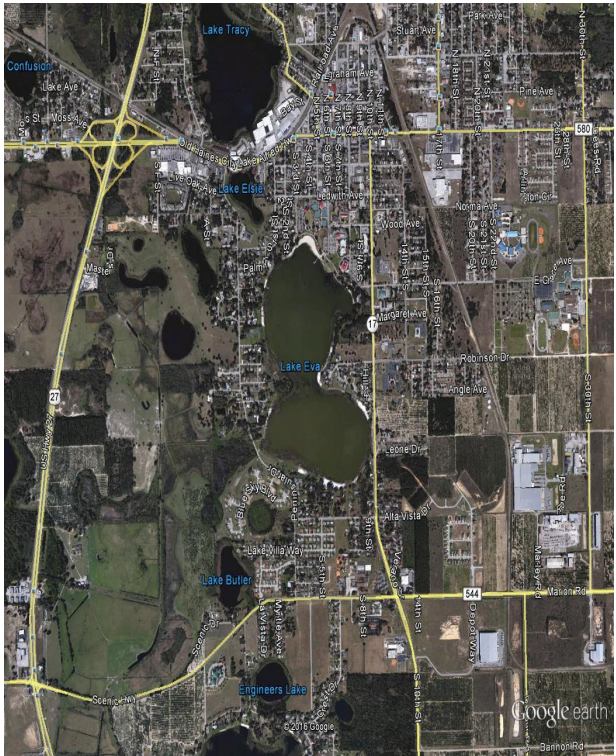
18001.560125004

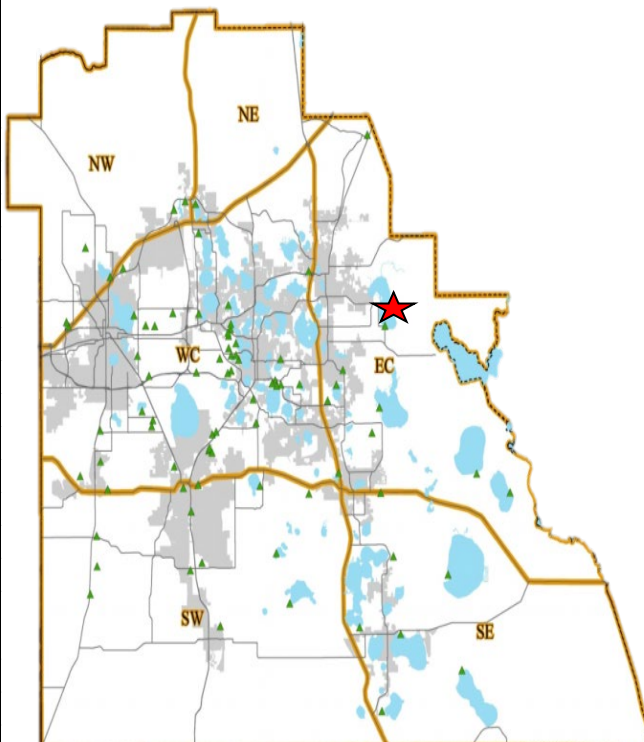
14501.300001110

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

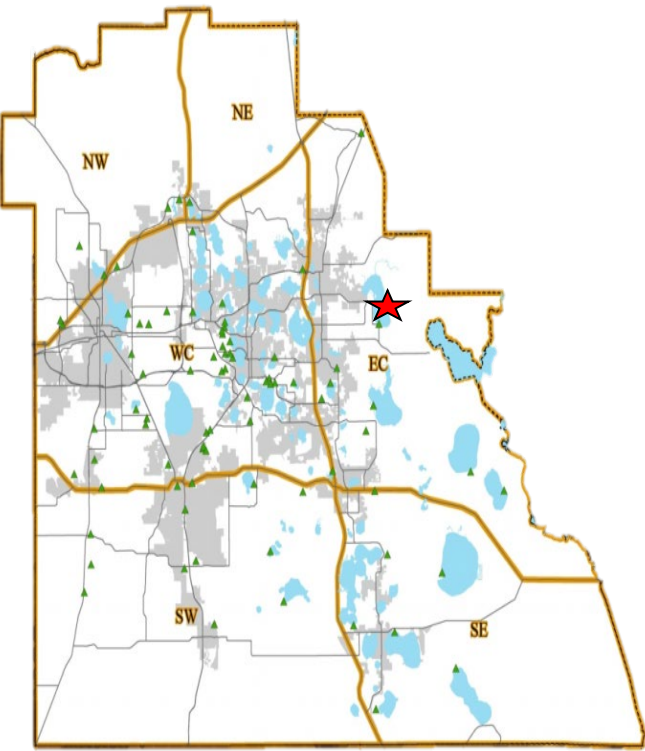
Provide surface water quality treatment and enhance water capture and storage in the Peace Creek Canal drainage area in Central Polk County.

REPLACEMENT COUNTY PROPERTY NO.:

[illegible]

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail															
GENERAL PROJECT DATA: Project Title: Kissimmee Watershed Project Functional Area: Water Resources Department: Deputy County Manager Location: Sect 19 Twp 29S Rng 30E				COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Yes Comp. Plan reference: 3.104 B,-D; 2.305-A LOS/Concurrency Related: Yes				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
											1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	
								Safety							
								Mandate							
								Replace							
Growth		X													
PROJECT DESCRIPTION: Located along the Kissimmee River watershed, there is potential for large-scale wetland rehydration with major water quality improvement project with side benefits of water storage, and flood protection. Cooperative funding will be sought from other agencies wherever possible. This project has a series of large connected lakes in a relatively rural portion of Polk County. The relationship of these lakes in regards to water level, pollutant loadings, algae blooms are important to the fisheries that draw visitors and residents alike. A study resulted in a Watershed Assessment Model, that identified high priority projects loading nutrients in the watershed. Several BMP's were evaluated. The BMP recommendations that make the greatest impact in the system is the remove of planned or existing septic systems. Especially in lakefront properties or nearby. On project identified would be the acquisition for lakefront protection, for example Lake Marion or septic to sewer conversions are Lake Pierce. Acquisition complete in FY23 to protect shoreline and water quality of Lake Marion, with a purchase Lake Marion (Bellini Preserve) a little over 602 acres. Other construction BMP projects may be pursued to meet water quality improvement goals, and enhancement nutrient removal from the system, such as treatment wetlands, lakeshore plantings, restoration of historic wetlands and stormwater retrofits. Septic to sewer conversions; working closely Polk Utilities Division, several targeted locations have been identified for septic to sewer conversion. Thanks to Heartland Funding Grant from FDEP, a couple priority areas will be moving to design and permitting.								PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Please note that the project name was changed from Lake Kissimmee State Park. The project in the Lake Kissimmee State Park remains a viable project, when funding becomes available. The recent study completed also highlighted other BMP's to be implemented, such as removal or prevention of septic systems. The Lake Marion project would protect almost 3 miles of natural shoreline, and protect the lake from future nutrient loading. The Nature Conservancy is contributing \$1.5 million to the County for acquisition and this will be used as a match. Conservation Florida (CF) and Department of Defense (DOD) were funding partners bringing \$1,654,397.52 to closing, and through agreement CF and . FDEP will reimburse the County up to \$3.0 million for the acquisition. Acquisition of 602 acres completed FY23, additional acquisitions are planned to complete additional water quality projects.							
								REPLACEMENT COUNTY PROPERTY NO.:							
OPERATING BUDGET IMPACT: TBD								Oracle Account 30201.560125001 18001.560125004 11124.560537149 11122.560537149							
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total					
EXPENDITURE PLAN															
Design/Arch/Eng	145,879	800,000	21,289	500,000						667,168					
Land (or ROW)	6,209,602	1,600,000	1,800,000	2,900,000	500,000	550,000		200,000		12,159,602					
Construction				0	0	0	0			0					
Other		0		0						0					
Equipment		0								0					
Total Project Cost	6,355,481	2,400,000	1,821,289	3,400,000	500,000	550,000	0	200,000	0	12,826,770					
FUNDING PLAN															
FWC AHRES										0					
12181 L&R Enhance	250,000									250,000					
PRWC Everglades HW 11124		800,000	1,800,000							1,800,000					
FDEP Ridge to River Protect.11122	5,769,800									5,769,800					
18001 SW MSTU	335,681	1,600,000	21,289	3,400,000	500,000	550,000	0	200,000	0	5,006,969					
TNC Grant 11122										0					
SFWMD										0					
Sentinel Landscape										0					
Total Funding	6,355,481	2,400,000	1,821,289	3,400,000	500,000	550,000	0	200,000	0	12,826,769					
OPERATING BUDGET IMPACT															
Personal Svc.										0					
Non-personal										0					
Capital										0					
Total Operating		0	0	0	0	0	0	0	0	0					

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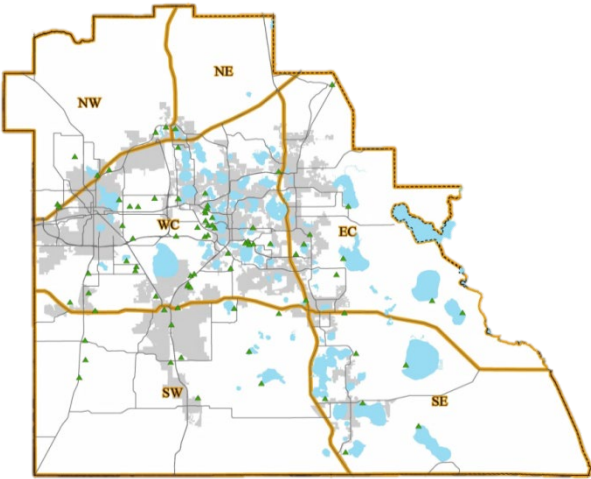
Project #5600078

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26				FY26/27				FY27/28				FY28/29				FY29/30															
Project Title: Small Scale Surface Water Enhancement / Treatment Project Plan			Project listed in CIE? No			Safety		Design/Arch	1				2				3				4				1				2				3				4			
Functional Area: Water Resources			Comp. Plan reference: 3.104-B.-D; 2.305-A			Mandate		Land/ROW																																
Department: Deputy County Manager			LOS/Concurrency Related: Y No			Replace		Construct																																
Location: Countywide						Growth X		Equipment																																

PROJECT DESCRIPTION: The feasibility /design project is across Polk County to identify areas where small scale surface water enhancements would be applicable and create a beneficial treatment to stormwater treatment. Opportunities exist for developing small scale water enhancement projects that were identified in Water Quality Management Plan, the Ridge Lakes Study, NPDES Annual report, Watershed Feasibility Studies and/or in Alternate Restoration Plans. Improvements to Lake Hancock are in progress, design is in progress on projects on Lake Eva and Mudd Lake. Alternate Restoration Plans are in development for Tiger Lake, Lake Smart, Lake Gibson, and Lake Deeson. Cooperative funding will be sought from other agencies wherever possible and partnerships with appropriate municipalities or state organizations to implement these types of projects. Florida Department of Environmental Protection has also funded some of these projects through the Innovative Technology grants to complete pilot projects for Lake Deeson and Bear Branch. Additional projects in the vicinity of Lake Lena and Lake Hamilton will be explored for potential water quality improvement benefits.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The project will provide enhanced water quality treatment for stormwater entering local lakes. Opportunities exist for developing small scale surface water enhancement projects. These project are identified as part of the Water Quality Management Plan, the Ridge Lakes Study, NPDES Annual report, Watershed Feasibility Studies and/or in Alternate Restoration Plans									
OPERATING BUDGET IMPACT: County will maintain the projects sites or seek partnerships with municipalities as projects are identified.										Oracle Account 18001.560125004 14501.300001106 11152.560537149									
										REPLACEMENT COUNTY PROPERTY NO.:									

	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng	603,324	81,000		30,000	20,000	100,000	50,000			803,324
Land (or ROW)		600,000		600,000						600,000
Construction	567,177	629,108			50,000	50,000	70,000			737,177
Other		870,000	548,361	1,170,000						1,718,361
Equipment										0
Total Project Cost	1,170,501	2,180,108	548,361	1,800,000	70,000	150,000	120,000	0	0	3,858,862
FUNDING PLAN										
FWC										0
ARP Funds	173,536	560,108		0						173,536
FDEP INV #41 (11074)				300,000						300,000
SWFWMD (Hancock plantings)	201,424	0		0						201,424
FDEP Grant Innovative (Deeson) 11152		481,000	268,455	212,545						481,000
FDEP Grant Innovative (Bear) 11152		389,000	268,455	389,000						657,455
18001 SW MSTU	795,542	750,000	11,451	898,455	70,000	150,000	120,000	0	0	2,045,448
14471/30201 Dm										
Total Funding	1,170,501	2,180,108	548,361	1,800,000	70,000	150,000	120,000	0	0	3,858,862
OPERATING BUDGET IMPACT										
Personal Svc.										0
Non-personal										0
Capital										
Total Operating										



County-Wide

Project #5600082

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																									
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30											
Project Title: Peace Creek Canal			Project listed in CIE? No				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4				
Functional Area: Water Resources			Comp. Plan reference: 3.104-B.-D; 2.305-A				Mandate		Land/ROW																
Department: Deputy County Manager			LOS/Concurrency Related: Y No				Replace		Construct																
Location: Countywide							Growth		Equipment																
PROJECT DESCRIPTION: Located along the Peace Creek Canal. Working in partnership with Polk Regional Water Cooperative, Florida Fish and Wildlife Commission, Department of Environmental Protection, Winter Haven, and SWFWMD this project will implement stormwater treatment projects that have the most potential for regional water quality improvement with side benefits of water storage, and flood protection. The project addresses resiliency and water quality improvement for a large landscape that provides opportunities to meet state and federal water concerns. Currently several projects have been identified, and design and acquisition are planned for FY22 through FY26. Outside funding has been secured through FDEP's resiliency program and State appropriations. Cooperative funding and other funding will be sought whenever possible.													PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This projects provides the opportunity to make water quality improvements by rehydrating/connecting the function of the wetlands and construction along the canal. The project has potential to increase water storage along the Peace Creek canal as well as improve water quality.												
OPERATING BUDGET IMPACT: Not available at this time.													Oracle Account 18001.560125004 14501.300001110 11123.560537149 11121.560537149 11216.560537149												
REPLACEMENT COUNTY PROPERTY NO.:																									
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total															
EXPENDITURE PLAN																									
Design/Arch/Eng	970,299	100,000	63,203	100,000	100,000					1,233,502															
Land (or ROW)	3,563,943	21,357,192	20,110,275	1,000,000	100,000	500,000	350,000	200,000		25,824,218															
Construction	3,601	154,964	64,900	1,275,000	100,000	50,000		50,000		1,543,501															
Other				0	0					0															
Equipment				0						0															
Total Project Cost	4,537,843	21,612,156	20,238,378	2,375,000	300,000	550,000	350,000	250,000	0	28,601,221															
FUNDING PLAN																									
PRWC Peace Creek WPP 11123		500,000	500,000							500,000															
FDEP Peace Creek Canal Basin 11121		7,050,000	7,050,000							7,050,000															
WRP 15 FDEP Water Quality Grant 11216				1,275,000						1,275,000															
ARP 14501	4,352,295	11,369,558	11,832,121	0						16,184,416															
18001 SW MSTU	185,548	2,692,598	856,257	1,100,000	300,000	550,000	350,000	250,000	0	3,591,804															
14471/30201 Dmn										0															
Total Funding	4,537,843	21,612,156	20,238,378	2,375,000	300,000	550,000	350,000	250,000	0	28,601,220															
OPERATING BUDGET IMPACT																									
Personal Svc.										0															
Non-personal										0															
Capital										0															
Total Operating																									

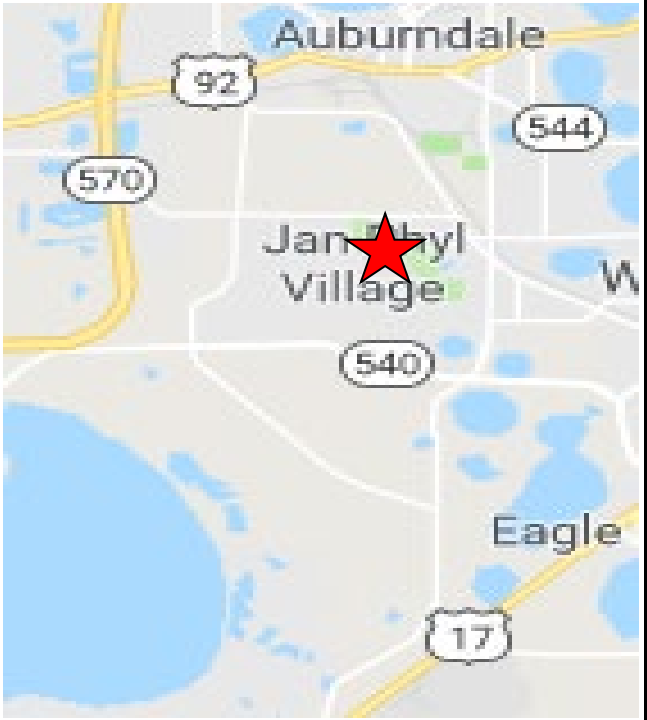


FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA: Project Title: Peace River Corridor Functional Area: Water Resources Department: Deputy County Manager Location: Sect 32 Twp 28S Rng 25E			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.104-B.-D; 2.305-A LOS/Concurrency Related: Y No				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
							Safety		Design/Arch	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
							Mandate		Land/ROW					
							Replace		Construct					
							Growth		Equipment					
PROJECT DESCRIPTION: Project has potential for recreational opportunities as well as water quality and quantity improvements to the Peace River. A study is underway to develop a matrix for the projects and potential projects for highest benefit for water quality improvement, addressing the MFL and future MFL of the Peace River and increase wildlife habitat. Potential for large water quality improvement project with side benefits of water storage, and flood protection. Funding has been secured through FWC for streambank restoration projects. Additional funding will be sought through FDEP resiliency and Cooperative Funding when available. The Lower Saddle Creek project that encompasses Bear Branch and Phyllis Branch, includes some acquisition and this concept was submitted for Federal Appropriations, and Polk County received funding in 2024. Additional funding will be sought from FDEP through the Resiliency program in 2025.						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
OPERATING BUDGET IMPACT: Not available at this time.						Oracle Account 18001.560125004 11125.560537149								
						REPLACEMENT COUNTY PROPERTY NO.:								
		Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	 Obtained From Mapquest.com, Inc.		
EXPENDITURE PLAN														
Design/Arch/Eng	183,854	299,129	40,159	144,785	50,000	25,000	25,000				468,798			
Land (or ROW)	2,600	2,200,000		4,797,509	1,100,000	500,000	500,000				6,900,109			
Construction		150,000	3,250	150,000	50,000		50,000	350,000			603,250			
Other											0			
Equipment											0			
Total Project Cost	186,454	2,649,129	43,409	5,092,294	1,200,000	525,000	575,000	350,000		0	7,972,157			
FUNDING PLAN														
18001 Winter Haven											0			
FWC SWG 21342 PRH 11125		150,000		150,000							150,000			
FWC SWG FDEP Stream 11183					206,250						206,250			
ARP Funds											0			
18001 SWFWMD 22CF0003714	12,491	31,350		47,509							60,000			
FCT for O&M Grant 11200				1,775,000							1,775,000			
FDEP Bureau 11183					43,750						43,750			
Federal DEP Peace River Corr.11186		1,000,000		1,921,749							1,921,749			
18001 SW MSTU	173,963	1,467,779	43,409	1,198,036	950,000	525,000	575,000	350,000		0	3,815,408			
14471/30201 Dmn											0			
Total Funding	186,454	2,649,129	43,409	5,092,294	1,200,000	525,000	575,000	350,000		0	7,972,157			
OPERATING BUDGET IMPACT														
Personal Svc.											0			
Non-personal											0			
Capital											0			
Total Operating														

Project #5600084

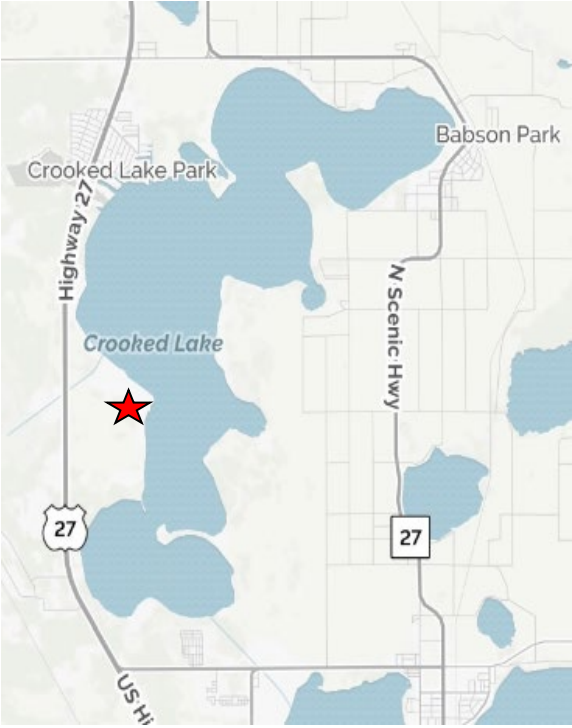
FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30								
Project Title:				Project listed in CIE? No							1	2	3	4	1	2	3	4	1	2	3	4	
Lena Run				Comp. Plan reference: 3.104-B.-D; 2.305-A				Safety		Design/Arch													
Functional Area: Water Resources								Mandate		Land/ROW													
Department: Deputy County Manager				LOS/Concurrency Related: YNo				Replace		Construct													
Location: N of Winter Lake Road, W of Spirit Lake Road Sec 27 Twp 28S Rng 25E								Growth		X	Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Lena Run is a major drainage and stormwater treatment system eventually leading to Lake Hancock. Located in a swiftly urbanizing area, there is an opportunity to maintain this natural treatment system and create enhancement treatment areas. There is also the potential to make a recreational connection between Simmers Young Park and Marshall Hampton Reserve and the Panther Point trail.													
Located in Lake Lena Run (WBID 1501A), but a portion discharges directly to Lake Lena (WBID 1501). Lake Lena Run has a TMDL for total nitrogen (TN) and biochemical oxygen demand (BOD), and bacteria and is ranked as the number 6 TMDL in the County's TMDL prioritization of 2017. Lake Lena has a TMDL for TN and is ranked number 1 in the County's TMDL prioritization of 2017. Opportunities for water quality improvements within Lake Lena itself is very limited so the downstream WBID Lake Lena Run was examined for treatment opportunities. The project includes creating/protecting natural stream corridors and treatment of water as it moves through the basin. A possible partnership that could provide additional benefits is to hydrologically connect the county's Simmers Young Park to the county's Marshall Hampton Reserve. A feasibility study will be completed in FY25, top project areas were selected from the 60% study, to move the Simmers Young Park project to design and permitting, so that construction will start in FY25.																							
OPERATING BUDGET IMPACT:										Oracle Account 18001.560125004 14501.300001110													
Not available at this time.															REPLACEMENT COUNTY PROPERTY NO.:								
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total													
EXPENDITURE PLAN																							
Design/Arch/Eng	534,706	608,086	91,415	541,673	100,000				200,000	1,467,794													
Land (or ROW)						100,000	100,000		1,500,000	1,700,000													
Construction		1,500,000	1,131,639	2,334,775				50,000	1,000,000	4,516,414													
Other										0													
Equipment		0								0													
Total Project Cost	534,706	2,108,086	1,223,054	2,876,448	100,000	100,000	100,000	50,000	2,700,000	7,684,208													
FUNDING PLAN																							
18001 Winter Haven										0													
00101 General Fund										0													
ARP Funds 14501	534,706	2,108,086	1,131,639	2,076,464						3,742,809													
SWFWMD										0													
FDEP Grant										0													
18001 SW MSTU			91,415	799,984	100,000	100,000	100,000	50,000	2,700,000	3,941,399													
14471/30201 Drn										0													
Total Funding	534,706	2,108,086	1,223,054	2,876,448	100,000	100,000	100,000	50,000	2,700,000	7,684,208													
OPERATING BUDGET IMPACT																							
Personal Svc.										0													
Non-personal										0													
Capital										0													
Total Operating																							

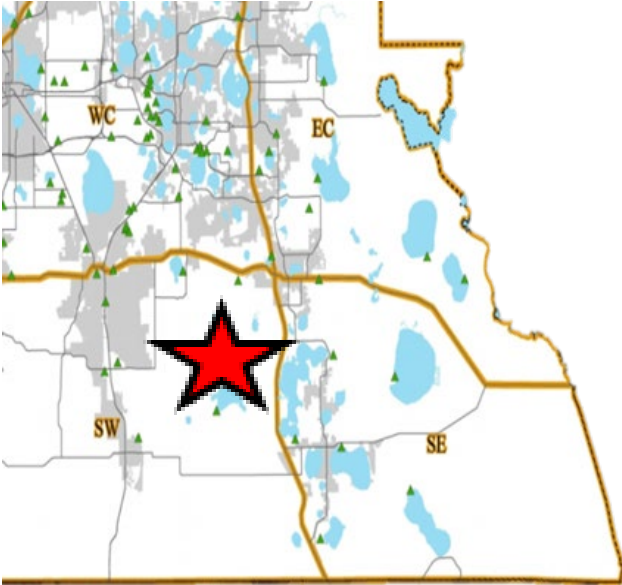
Obtained From Mapquest.com, Inc.



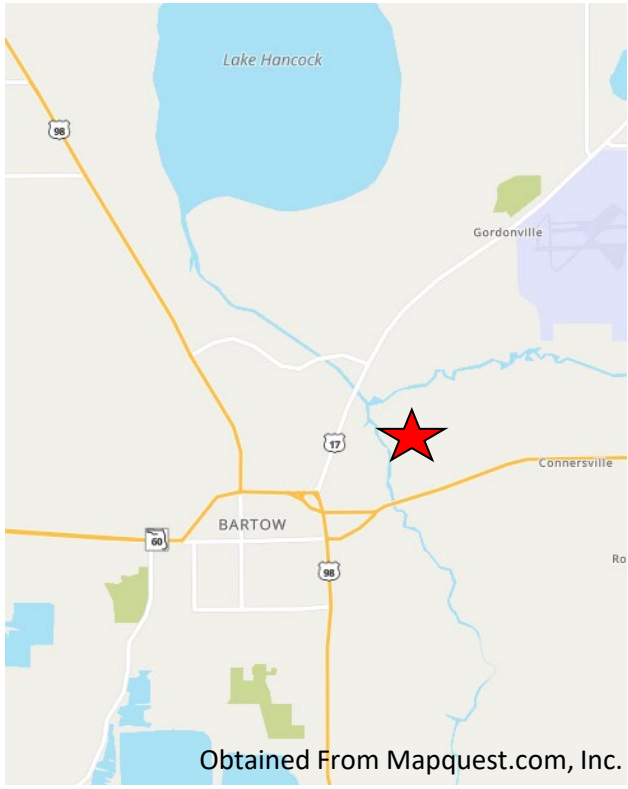
Obtained From Mapquest.com, Inc.

Project #5600074

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																									
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30											
Project Title:			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4				
Crooked Lake West Hydrologic Restoration and Water Quality Improvement Project Functional Area: Water Resources Department: Deputy County Manager Location: Sections 03, 04, 05, 09, 10, 15, 16 Twp 31S, Rng 27E			Comp. Plan reference: 3.104 B2, 3.106 A, 2.308 A; 2.309 A LOS/Concurrency Related: Yes LOS/Concurrency Related: Yes				Mandate		Land/ROW																
							Replace																		
							Growth		X																
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
The project would provide water quality treatment, hydrologic restoration, and enhanced aquifer recharge. This project site consisting of over 11,000 acres is located south of the city of Lake Wales on the west side of Crooked Lake. This was one of the projects identified in SWFWMD's, a potential cooperator, Lake Wales Ridge Conservation Lands Hydrologic and Water Quality Restoration Projects (PBS&J, 2006) for significant restoration potential due to its water resource and ecological value. Based on previous feasibility studies, hydrologic alterations would be designed and constructed to return surface water flow on the site to a more natural pattern. This would also enhance water quality treatment of surface runoff that discharges to Crooked Lake, the county's only Outstanding Florida Water (OFW) and possibly flows to Bowlegs Creek. The majority of the site is in the public ownership of the county and SWFWMD. Purchase or establishing a conservation easement on privately held land may be necessary for completion of the project.										This project will provide water quality treatment and restore a more natural surface hydrology pattern to the site, which is primarily owned by the county and SWFWMD. The project was identified as part of the SWFWMD's Lake Wales Ridge Conservation Lands Hydrologic and Water Quality Restoration Projects program.															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:															
Not available at this time.										Oracle Account 18001.560125004															
	Prior Cumm.*	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total															
EXPENDITURE PLAN																									
Design/Arch/Eng	546,830						50,000	20,000		616,830															
Land (or ROW)		100,000		100,000	100,000					200,000															
Construction								25,000		25,000															
Other										0															
Equipment										0															
Total Project Cost	546,830	100,000	0	100,000	100,000	0	50,000	45,000	0	841,830															
FUNDING PLAN																									
14471/30201 DWQ Fund										0															
FWC AHRE Prog										0															
FDEP Grant										0															
NRCS Funding										0															
18001 SW MSTU	546,830	100,000		100,000	100,000	0	50,000	45,000		841,830															
18001 SWFWMD										0															
Total Funding	546,830	100,000	0	100,000	100,000	0	50,000	45,000	0	841,830															
OPERATING BUDGET IMPACT																									
Personal Svc.										0															
Non-personal										0															
Capital										0															
Total Operating		0	0	0	0	0	0	0	0	0															

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																					
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30							
Project Title:			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4
Stormwater Ridge to River Corridor Projects			No				Mandate		Land/ROW												
Functional Area: Natural Resources			Comp. Plan reference: FLU Section 2.124-E,				Replace		Construct												
Department: Deputy County Manager			Obj. 2-124-E2; CE Policy 2.309-A6, Policy 2.309-B2				Growth		Equipment												
Location: Countywide			LOS/Concurrency Related: Y No																		
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Polk County's natural areas provide essential functions to protecting water quality, water supply and aquifer recharge. While the County and many partners have made progress in protecting the water resources, many opportunities still exist to make critical linkages, so that the function and sustainability of the surface waters are not degraded. This project works between Polk County ridges and rivers to identify natural flow systems and enhance those systems through full fee acquisition or less than fee simple acquisition of potential wetland treatment areas. This project whenever possible will leverage outside funding sources for acquisition or management of the resources. This project will provide water quality improvement and reliability of surface water for Polk County's water resources by constructing several wetland treatment facilities along within the corridor. Cooperative Funding has been received to complete a feasibility study for this project area. Acquisition (full fee or conservation easement) may be pursued in this project area.											This project will provide water quality treatment by protecting water bodies, associated wetlands and uplands. Opportunities exist for developing water treatment projects or maintaining existing natural treatment of surface water and aquifer recharge through protection of natural lands.										
OPERATING BUDGET IMPACT:											Oracle Account										
Management costs will be recurring on the site and will depend on if the site is acquired fee simple or less then fee with a conservation easement. County will seek partnerships with federal, state and local municipalities as projects are identified.											18001.560125004										
											REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total	 Obtained From Mapquest.com, Inc.										
EXPENDITURE PLAN																					
Design/Arch/Eng	60,418	200,000	17,603	200,000	50,000	50,000				378,021											
Land (or ROW)		170,000		170,000	200,000	200,000	120,000	200,000		890,000											
Construction							100,000	10,000		110,000											
Other										0											
Equipment										0											
Total Project Cost	60,418	370,000	17,603	370,000	250,000	250,000	220,000	210,000	0	1,378,021											
FUNDING PLAN																					
18001 Winter Haven										0											
00101 General Fund										0											
SWFWMD	5,694	141,806		154,306						160,000											
FDEP Grant										0											
18001 SW MSTU	54,724	228,194	17,603	215,694	250,000	250,000	220,000	210,000		1,218,021											
14471/30201 Drn										0											
Total Funding	60,418	370,000	17,603	370,000	250,000	250,000	220,000	210,000	0	1,378,021											
OPERATING BUDGET IMPACT																					
Personal Svc.										0											
Non-personal										0											
Capital										0											
Total Operating																					

Project # 5600088

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail																										
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26		FY26/27		FY27/28		FY28/29		FY29/30							
Project Title:				Project listed in CIE?				Safety		Design/Arch	1		2		3		4		1		2		3		4	
Headwaters of Peace River - RES				Comp. Plan reference:				Mandate		Land/ROW																
Functional Area: Water Resources				LOS/Concurrency Related: Y No				Replace		Construct																
Department: Deputy County Manager								Growth		Equipment																
Location: Countywide																										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																
Located along the Peace Creek Canal. This project is a public private partnership project, the landowner, RES, will be conducting all engineering, design, permitting and construction services through a Comprehensive Agreement executed by the Board. RES will provide a key turn restored and functioning treatment wetland project, one in which the ownership of the project and property will be transferred to the County at the completion and satisfaction of the agreement.										This projects provides the opportunity to make water quality improvements and potential to increase water storage along the Peace Creek canal. The main goal of this project is to improve water quality through a streambank restoration, and marsh/wet prairie floodplain restoration.																
OPERATING BUDGET IMPACT:										Oracle Account																
Not available at this time.										11123.560537149																
										11187.560537149																
										REPLACEMENT COUNTY PROPERTY NO.:																
	Prior Cum.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total																
EXPENDITURE PLAN																										
Design/Arch/Eng		1,500,000	1,500,000							1,500,000																
Land (or ROW)										0																
Construction		7,500,000		9,500,000						9,500,000																
Other										0																
Equipment										0																
Total Project Cost		9,000,000	1,500,000	9,500,000	0	0	0	0	0	11,000,000																
FUNDING PLAN																										
PRWC Peace Creek WPP 11123		1,500,000	1,500,000							1,500,000																
FDEP St WQ Assist Grt RES 11187		7,500,000		7,500,000						7,500,000																
SWFWMD										0																
ARP										0																
18001 SW MSTU										0																
DEP PR Headwaters L0320 11218				2,000,000						2,000,000																
Total Funding		9,000,000	1,500,000	9,500,000	0	0	0	0	0	11,000,000																
OPERATING BUDGET IMPACT																										
Personal Svc.										0																
Non-personal										0																
Capital										0																
Total Operating																										

Polk County Departmental Community Investment Program Summary - FY25/26-FY29/30

Department: Deputy County Manager/Parks and Natural Resources

Number	Project Name	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	Total
1	Lake Summit Stormwater Treatment	0	0	0	0	0	1,266,326	1,266,326
2	Lake Sears Stormwater Treatment	0	0	0	0	0	1,860,648	1,860,648
3	Lake Avenue Drainage & Water Quality Improvements	0	0	0	0	0	300,000	300,000
4	Hampton Property	0	0	0	0	0	270,000	270,000
5	Elizabeth Place	0	0	0	0	0	225,000	225,000
GRAND TOTAL		0	0	0	0	0	3,921,974	3,921,974

Note: Includes unfunded costs and anticipated un-matched Water Management District funding.

8/1/2025

Project #TBA

PRIORITY #1

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail												
GENERAL PROJECT DATA:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30		
Project Title:			Project listed in CIE?		1	2	3	4	1	2	3	4
Lake Summit Stormwater Treatment Functional Area: Natural Resources Department: Deputy County Manager Location: S34,35 T 28 R 26			Comp. Plan reference: 3.104 B2 LOS/Concurrency Related: Yes		Safety	X						
					Mandate							
					Replace	X						
					Growth	X						
PROJECT DESCRIPTION: The project proposes to treat stormwater currently discharging directly to Lake Summit from Cypress Gardens Blvd. A portion of the lake front property along the southern side of Lake Summit Drive was dedicated to Polk County for use as a park. The parcel contains an open ditch with a major outfall pipe which could be diverted into a baffle box and below grade ex-filtration system. These improvements would provide stormwater treatment with little impact on the recreational use of the property. The project is currently unfunded.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Use of property dedicated to Polk County for public park which is ideally located to treat stormwater discharges from Cypress Gardens Boulevard will reduce project cost.							
OPERATING BUDGET IMPACT: Not available at this time.					REPLACEMENT COUNTY PROPERTY NO.:							
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL		
EXPENDITURE PLAN												
Design/Arch/Eng									238,031	238,031		
Land (or ROW)									0	0		
Construction									1,028,295	1,028,295		
Other									0	0		
Equipment									0	0		
Total Project Cost	0	0		0	0	0	0	0	1,266,326	1,266,326		
FUNDING PLAN												
Unfunded									1,266,326	1,266,326		
FPL Rebate									0	0		
SWFWMD									0	0		
Total Funding	0	0		0	0	0	0	0	1,266,326	1,266,326		
OPERATING BUDGET IMPACT												
Personal Svc.										0		
Non-personal										0		
Capital										0		
Total Operating	0	0		0	0	0	0	0	0	0		

Project #TBA

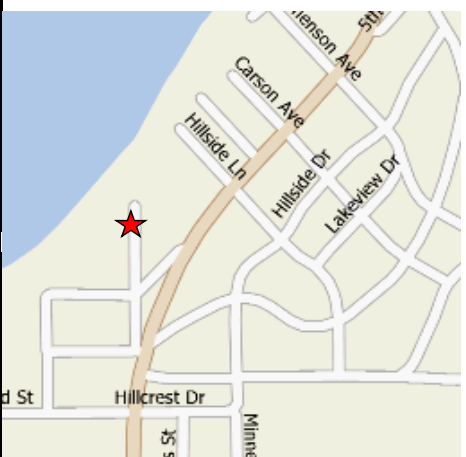
PRIORITY #2

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail													
GENERAL PROJECT DATA:			Project listed in CIE? No		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title: Lake Sears Stormwater Treatment			Comp. Plan reference: 3.104 B2		Safety X		Design/Arch		1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Functional Area: Natural Resources			LOS/Concurrency Related: Yes		Mandate		Land/ROW						
Department: Deputy County Manager					Replace X		Construct						
Location: S36 T285 R25 E					Growth X		Equipment						
PROJECT DESCRIPTION: Polk County currently discharges untreated roadway runoff directly to the northeast portion of Lake Sears. Homeowners in the subdivision adjacent to the outfall pipe have discussed donating property to have this stormwater treated to help improve the water quality in the lake. The homeowners association has property on the north side of the lake that could be used to construct a stormwater treatment pond. The project is currently unfunded.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): To provide stormwater treatment through retrofitting an existing county outfall.								
OPERATING BUDGET IMPACT: Not available at this time.					REPLACEMENT COUNTY PROPERTY NO.:								
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL			
EXPENDITURE PLAN													
Design/Arch/Eng									349,746	349,746			
Land (or ROW)										0			
Construction									1,510,902	1,510,902			
Other										0			
Equipment										0			
Total Project Cost	0	0		0	0	0	0	0	1,860,648	1,860,648			
FUNDING PLAN													
Unfunded									1,860,648	1,860,648			
FPL Rebate										0			
SWFWMD										0			
Total Funding	0	0		0	0	0	0	0	1,860,648	1,860,648			
OPERATING BUDGET IMPACT													
Personal Svc.										0			
Non-personal										0			
Capital										0			
Total Operating	0	0		0	0	0	0	0	0	0			

Project #5600058

PRIORITY #3

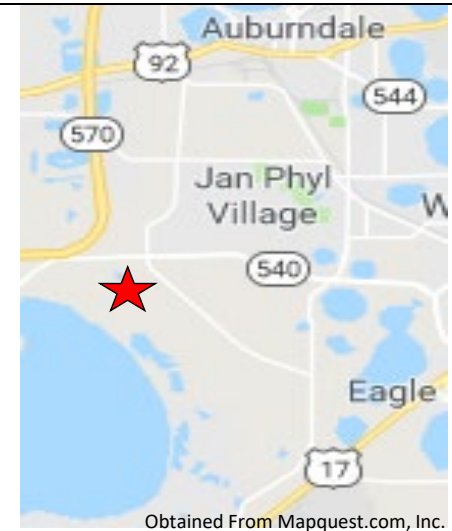
FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title: Lake Avenue Drainage & Water Quality Improvements		Project listed in CIE? No		Safety ☒		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area: Natural Resources		Comp. Plan reference: 3.104-B1, B2, B4		Mandate		Land/ROW											
Department: Deputy County Manager		LOS/Concurrency Related: Yes		Replace ☒		Construct											
Location: S32 T30 R28				Growth ☒		Equipment											
PROJECT DESCRIPTION: Project consists of hiring a consultant to look at alternatives for preventing future erosion and water quality improvements. The selected alternative will be designed, permitted and constructed.				PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Erosion has occurred along the outfall at this end of Lake Ave. causing runoff to discharge onto private property creating washouts along the shoreline of Crooked Lake. In addition, water quality concerns regarding stormwater discharge to Crooked Lake.													
OPERATING BUDGET IMPACT: Anticipate construction of a retention pond to address water quality issues, that will need to be mowed and maintained.				REPLACEMENT COUNTY PROPERTY NO.: N/A													
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL	 Courtesy of MapQuest.com						
EXPENDITURE PLAN																	
Design/Arch/Eng									50,000	50,000							
Pre-Acqu. Services																	
Land (or ROW)																	
Construction									250,000	250,000							
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	300,000	300,000							
FUNDING PLAN																	
Unfunded									300,000	300,000							
SWFWMD																	
Other																	
Total Funding	0	0	0	0	0	0	0	0	300,000	300,000							
OPERATING BUDGET IMPACT																	
Personal Svc.									5,000	5,000							
Non-personal										0							
Capital										0							
Total Operating	0	0	0	0	0	0	0	0	5,000	5,000							

Project # TBA

PRIORITY #4

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail															
GENERAL PROJECT DATA:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title:		Yes		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Hampton Property		3.104 B,-D; 2.305-A		Mandate		Land/ROW									
Functional Area: Water Resources				Replace		Construct									
Department: Deputy County Manager				Growth		Equipment									
Location: Sect 32 Twp 28S Rng 25E															
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Potential Hampton mitigation site is located in 3 WBIDs: Lake Lena Run (WBID 1501A), Lake Hancock Drain (1586A), and Unnamed Drain (1545), all which discharge directly into Lake Hancock (1623L). Lake Lena Run has a TMDL for total nitrogen (TN) and biochemical oxygen demand (BOD), and bacteria and is ranked as the number 6 TMDL in the County's TMDL prioritization of 2017. Lake Hancock has a TMDL for nutrients (TN and TP) and DO. Wetland creation/mitigation could help improve water quality in all associated WBIDs as well as offset wetland impacts associated with the Polk Parkway extension, which will pass through the Hampton property east of the potential mitigation area and west of Thornhill Road. Property is owned by the SWFWMD, but managed by Polk County.															
OPERATING BUDGET IMPACT:						REPLACEMENT COUNTY PROPERTY NO.:									
Not available at this time.						Oracle Account 30201.560125001 18001.560125004									
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total					
EXPENDITURE PLAN															
Design/Arch/Eng									120,000	120,000					
Land (or ROW)															
Construction									150,000	150,000					
Other															
Equipment															
Total Project Cost									270,000	270,000					
FUNDING PLAN															
14471/30201 DWQ Fund															
00101 General Fund															
FWC AHRE Prog															
FDEP Grant															
Unfunded									270,000	270,000					
18001 SW SWFWMD															
Total Funding									270,000	270,000					
OPERATING BUDGET IMPACT															
Personal Svc.															
Non-personal															
Capital															
Total Operating															

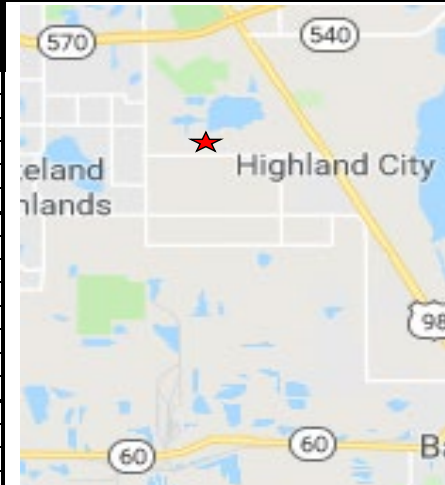


Project # TBA

PRIORITY #5

FY25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	
					1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	
Project Title: Elizabeth Place		Yes 3.104 B,-D; 2.305-A		Safety						
Functional Area: Water Resources				Mandate						
Department: Deputy County Manager				Replace						
Location: Sect 9 Twp 29S Rng 24E				Growth	X					
PROJECT DESCRIPTION: The new potential project site is adjacent to an existing water quality treatment wetland Sites discharge to Banana Lake, which has a TMDL for nutrients (TN and TP) Sites receive stormwater runoff from surrounding residential areas (a portion of the 294-acre basin) The 8.5-acre county-owned parcel is currently a highly degraded wetland. Restoration benefits include enhanced water quality and habitat, and flood relief. Current recommendation is to expand vegetation management to newly acquired parcel, may require removal of cross-section fencing in wetlands					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
OPERATING BUDGET IMPACT: Not available at this time.					REPLACEMENT COUNTY PROPERTY NO.:					
Oracle Account 30201.560125001 18001.560125004										
	Prior Cumm.	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Years	Proposed Project Total
EXPENDITURE PLAN										
Design/Arch/Eng									75,000	75,000
Land (or ROW)										
Construction									150,000	150,000
Other										
Equipment										
Total Project Cost									225,000	225,000
FUNDING PLAN										
14471/30201 DWQ Fund										
00101 General Fund										
FWC AHRE Prog										
FDEP Grant										
Unfunded									225,000	225,000
18001 SW SWFWMD										
Total Funding									225,000	225,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										



Obtained From Mapquest.com, Inc.

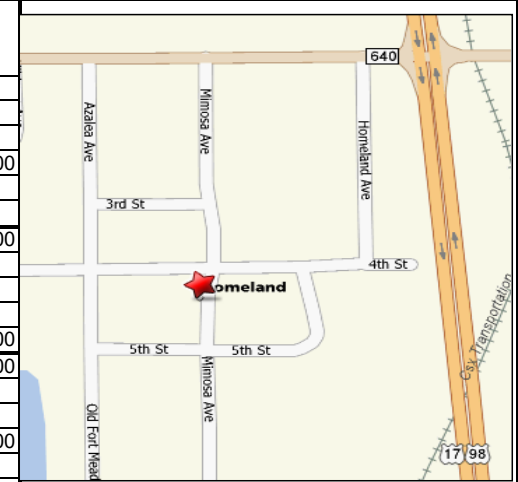
Polk County Departmental Community Investment Program Summary - FY25/26-FY29/30								
Department: Deputy County Manager/Parks & Recreation Unfunded								
Number	Project Name	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	Total
1	Raulerson House - Homeland Heritage	0	0	0	0	0	200,000	200,000
2	Walker Road Future Phases	0	0	0	0	0	2,500,000	2,500,000
3	Lake Gwyn Park Design and Development	0	0	0	0	0	2,000,000	2,000,000
4	County-wide Trail Construction	0	0	0	0	0	8,000,000	8,000,000
5	Jan Phyl Park Phase I and II	0	0	0	0	0	8,000,000	8,000,000
6	Medulla Community Center Park	0	0	0	0	0	100,000	100,000
7	Saddle Creek Park Development	0	0	0	0	0	3,566,574	3,566,574
8	Athletic Field Lighting Program	0	0	0	0	0	628,225	628,225
9	League Park Storage Buildings	0	0	0	0	0	260,000	260,000
10	Lake Hancock Recreation (Other Costs Being Developed)	0	0	0	0	0	361,420	361,420
11	Loyce E Harpe Park Improvements	0	0	0	0	0	750,000	750,000
12	Valley View	0	0	0	0	0	120,000	120,000
13	Mosaic Peace River Park	0	0	0	0	0	4,280,000	4,280,000
14	Growth Related Property Acquisition Northeast Area	0	0	0	0	0	7,878,000	7,878,000
15	Growth Related Property Acquisition Southeast Area	0	0	0	0	0	7,878,000	7,878,000
16	Aldine Combee Park Bridge	0	0	0	0	0	154,980	154,980
17	Accreditation and Digital Platform Development	0	0	0	0	0	177,000	177,000
GRAND TOTAL		0	0	0	0	0	46,854,199	46,854,199

Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30			
Project Title:		Project listed in CIE?		Comp. Plan reference:		Safety		Design/Arch		1		2		3		4			
Raulerson House - Homeland Heritage		No		3.502-E8		Mandate		Land/ROW											
Functional Area: Parks & Recreation		LOS/Concurrency Related:		No		Replace		Construct											
Department: Deputy County Manager						Growth		Equipment											
Location: Homeland																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Structural and maintenance restorations to the Raulerson House.										This is the last building at this historical park to be renovated in order to prevent imminent damage to this historic building. Requires lead paint abatement, weather proofing, improved ADA accessibility, and interior and exterior restoration.									
OPERATING BUDGET IMPACT:										FUND/COST CENTER									
Annual Preventative Maintenance Costs associated with Historical Maintenance methods \$16,000 per year.																			
										REPLACEMENT COUNTY PROPERTY NO.:									

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										
Land (or ROW)										
Construction									200,000	200,000
Other										
Equipment										
Total Project Cost									200,000	200,000
FUNDING PLAN										
Unfunded									200,000	200,000
Total Funding									200,000	200,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal									16,000	16,000
Capital										
Total Operating									16,000	16,000



Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED	PROJECT	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? Yes		CRITERIA	SCHEDULE	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Walker Road Future Phases		Comp. Plan reference: 3.502-E8		Safety	Design/Arch					
Functional Area: Parks & Recreation		LOS/Concurrency Related: No		Mandate	Land/ROW					
Department: Deputy County Manager				Replace X	Construct					
Location: Walker Rd. and Swindell Rd.				Growth	Equipment					
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Future Phases are based on the Master Plan completed in 2008 and include completion of the multi-purpose fields and concession, pedestrian bridge, additional picnic shelters and trail, fishing pier, and water amenities in the reservoir area.					Approved by BoCC on April 23, 2008 for acquisition. Project to replace the Winston Park Ballfield Complex (Winston Park is in need of renovation and is on School Board property, which is needed for school expansion), and implement Natural Resources Division water quality project for Itchepackassa Creek.					
OPERATING BUDGET IMPACT:					FUND/COST CENTER					
Additional staff / equipment, supplies once open to public.					Phase 1 - design and construction - funded					
					REPLACEMENT COUNTY PROPERTY NO.:					

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										
Land (or ROW)										
Construction									2,500,000	2,500,000
Other										
Equipment										
Total Project Cost									2,500,000	2,500,000
Unfunded									2,500,000	2,500,000
Total Funding									2,500,000	2,500,000
Personal Svc.									127,179	127,179
Non-personal									149,438	149,438
Capital									49,500	49,500
Total Operating									326,117	326,117



Project No. 3500011

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:		Project listed in CIE?		Yes		Safety		Design/Arch		1				2				3				4					
Lake Gwyn Park Design and Development		Comp. Plan reference:		3.502-E8		Mandate		Land/ROW																			
Functional Area:		Parks & Recreation				Replace		Construct																			
Department:		Deputy County Manager		LOS/Concurrency Related:		Yes		Equipment																			
Location: Lake Gwyn Park, West Shore Wahneta						Growth		X																			

PROJECT DESCRIPTION:

Phased design/construction of Lake Gwyn Park Phase I approved and construction is ongoing. This Phase consists of a concession stand, athletic field lighting, and balance of associated infrastructure.

OPERATING BUDGET IMPACT:

As below.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The Lake Gwyn site is approximately 17 acres on the west shore of Lake Gwyn, located in Wahneta. It is undeveloped. The BoCC approved a 50-year lease with the State of Florida to utilize the site as a park. A Management Plan was completed in FY 05-06 and updated in 2009 to include an additional 80 acres for a lake restoration project (CIP Project 5600054).

CDBG funds may be allocated to this project and are proposed for future years to continue development.

REPLACEMENT COUNTY PROPERTY NO.:

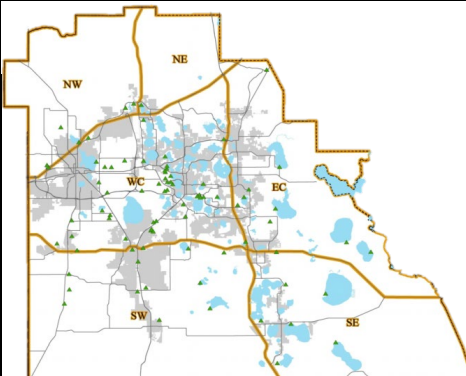
	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										-
Land (or ROW)										-
Construction									2,000,000	2,000,000
Other										-
Equipment										-
Total Project Cost									2,000,000	2,000,000
10240 CDBG Grant										-
14931/14932 MSTU Fund										-
Unfunded									2,000,000	2,000,000
Total Funding									2,000,000	2,000,000
Personal Svc.										
Non-personal									102,000	102,000
Capital										-
Total Operating									102,000	102,000

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Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title:		Project listed in CIE?		No		Safety		X		Design/Arch							
County-wide Trail Construction		Comp. Plan reference:		3.502-E8		Mandate				Land/ROW							
Functional Area: Parks & Recreation		LOS/Concurrency Related:		Yes		Replace				Construct							
Department: Deputy County Manager						Growth		X		Equipment							
Location: Various Sites																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
As proposed by the TPO, staff, and other stakeholders, project includes design and construction of additional trails and trail related amenities across the county.																	
OPERATING BUDGET IMPACT:																	
Not available at this time.																	
FUND/COST CENTER										REPLACEMENT COUNTY PROPERTY NO.:							
	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL	 County-Wide						
EXPENDITURE PLAN																	
Design/Arch/Eng									1,000,000	1,000,000							
Land (or ROW)																	
Construction									7,000,000	7,000,000							
Other																	
Equipment																	
Total Project Cost									8,000,000	8,000,000							
FUNDING PLAN																	
Unfunded									8,000,000	8,000,000							
Total Funding									8,000,000	8,000,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

Project No. 3500006

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:			Project listed in CIE? Parks Master Plan Yes				Safety		Design/Arch	1	2	3	4	1
Jan Phyl Park Phase I and II			Comp. Plan reference: 3.502-E8				Mandate		Land/ROW					
Functional Area: Parks & Recreation							Replace		Construct					
Department: Deputy County Manager			LOS/Concurrency Related: No No				Growth		Equipment					
Location: 50 Coleman Road														
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):						
Master Plan complete.								Community Need, the park design will enable the park to serve and function better for our citizens and youth.						
Design drawings complete.														
Construction in FY11-12 Phase I and FY 16-17 Phase II - construction postponed pending funding.														
OPERATING BUDGET IMPACT:								FUND/COST CENTER						
The new development area is projected to be athletic fields, which will require 1 person for maintenance, utility bill payment for lighting and other utilities, maintenance supplies for ball field and restroom/concession maintenance, and capital equipment needs for maintenance of the ball fields.								REPLACEMENT COUNTY PROPERTY NO.:						
	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng														
Land (or ROW)														
Construction									8,000,000	8,000,000				
Other														
Equipment														
Total Project Cost									8,000,000	8,000,000				
FUNDING PLAN														
Unfunded									8,000,000	8,000,000				
Total Funding									8,000,000	8,000,000				
OPERATING BUDGET IMPACT														
Personal Svc.									42,393	42,393				
Non-personal									28,690	28,690				
Capital									75,000	75,000				
Total Operating									146,083	146,083				

Project No. TBD

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: Medulla Community Center Park Functional Area: Parks & Recreation. Department: Deputy County Manager Location: Homeland		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26	FY26/27	FY27/28	FY28/29	FY29/30											
								1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
PROJECT DESCRIPTION: Design and construction of park amenities for the Medulla Resource Center to include, at a minimum, pavilions, expanded playground and associated infrastructure.												PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The 4 acre site includes a Resource Center with a playground. The community has requested additional recreational facilities.											
OPERATING BUDGET IMPACT: Not available at this time.												FUND/COST CENTER											
REPLACEMENT COUNTY PROPERTY NO.:																							

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									25,000	25,000
Land (or ROW)									75,000	75,000
Construction										
Other										
Equipment										
Total Project Cost									100,000	100,000
FUNDING PLAN										
Unfunded									100,000	100,000
Total Funding									100,000	100,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

Map of Morgan Combee Rd area. A red star marks the intersection of Morgan Combee Rd and Saddle Creek. The map shows several other roads including Strawberry Ln, Hardin Combee Rd, Jaffries Rd, Robb Ct, E Main Ct, Fish Hatchery Rd, Reynolds Rd, McLeod Rd, K Villa Ave, Schlammer Creek Dr, Alwamar Trl, E Carroll Rd, and Palmer Rd. A scale bar indicates 0 to 700m and 0 to 2100ft. The map is credited to MapQuest, Inc. and GDT, Inc.

Project No. 3500009

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title:		Project listed in CIE? Yes		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Athletic Field Lighting Program		Comp. Plan reference: 3.502-E8		Mandate		Land/ROW											
Functional Area: Parks & Recreation		LOS/Concurrency Related: Yes		Replace		Construct											
Department: Deputy County Manager				Growth		Other											
Location: Various County Parks																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
Replacement of existing wood poles/inefficient lights and lighting of previously unlit and new fields. Currently, the system is being reviewed for future needs.										Continuation of existing replacement program to replace unsafe wood poles and upgrade existing antiquated system. Add lighting projects for existing unlit fields and new fields.							
OPERATING BUDGET IMPACT:										FUND/COST CENTER							
Replacement with more efficient lighting should result in small utility savings at each park site.										30801.350308001 14931.350150001 14931.350150002							
										REPLACEMENT COUNTY PROPERTY NO.: N/A							

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										
Land (or ROW)										
Construction										
Other									628,225	628,225
Equipment										
Total Project Cost									628,225	628,225
FUNDING PLAN										
Unfunded									628,225	628,225
Total Funding									628,225	628,225
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										

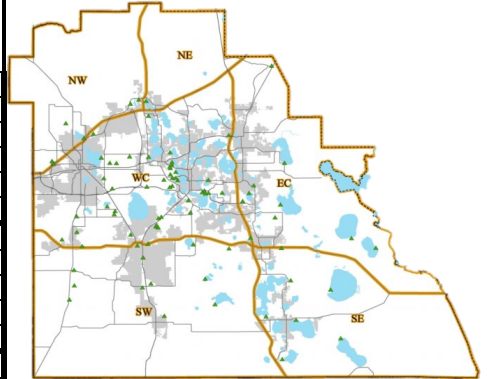


Project No. 3500043

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: League/Park Storage Buildings Functional Area: Parks & Recreation Department: Deputy County Manager Location: Various sites		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Yes Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26 1 2 3 4		FY26/27 1 2 3 4		FY27/28 1 2 3 4		FY28/29 1 2 3 4		FY29/30 1 2 3 4											
PROJECT DESCRIPTION: Construction of 560 S.F. prototype storage buildings, two per year. East Central Park (Baseball area, old maintenance shed footprint / Simmers-Young (between existing and new fields for both areas)														PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Additional storage for both league and park operations. Use of prototype design will be in concert with other park buildings. Will eliminate multiple smaller storage sheds.													
OPERATING BUDGET IMPACT: Will result in additional efficiency having equipment stored on-site.														FUND/COST CENTER 14931.350150002													
REPLACEMENT COUNTY PROPERTY NO.:																											

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										
Land (or ROW)										
Construction									260,000	260,000
Other										
Equipment										
Total Project Cost									260,000	260,000
FUNDING PLAN										
Unfunded									260,000	260,000
Total Funding									260,000	260,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										



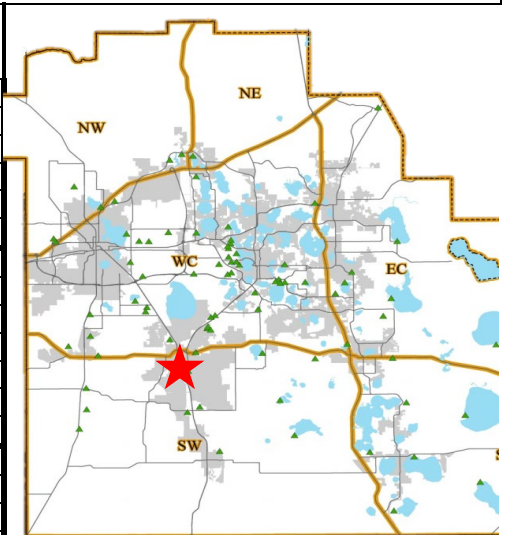
County-Wide

Project No. TBD

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED	PROJECT	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Project Title:		Project listed in CIE? No		CRITERIA	SCHEDULE	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Lake Hancock Recreation		Comp. Plan reference: 3.502-E8		Safety	Design/Arch Land/ROW Construct Equipment					
Functional Area:	Parks & Recreation	LOS/Concurrency Related: Yes		Mandate						
Department:	Deputy County Manager			Replace						
Location: Lake Hancock Area				Growth		X				
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Design and develop passive and active recreational areas associated with Lake Hancock to included multi-purpose trails, boating access, and other recreational amenities.					Lake Hancock is the third largest lake in Polk County. Access for recreational opportunities on the lake is a constant request and has been identified in state-wide plans. Polk County has applied for grants and is working with other agencies to provide access and recreation opportunities.					
Phase 1 - Un-paved trail is under design and being paid for by FDOT at \$1.4 million thru the Scenic Enhancement Program. This cost has been excluded from the County's costs below.										
Phase 2 - Paved trail. Should the County pursue this phase, staff will seek additional FDOT funding or other grant opportunities with County match. The cost estimate is unknown at this time and has been excluded from the County's costs shown below										
Phase 3 - Boating access seeking grant opportunities thru FWC grants (with County match).										
OPERATING BUDGET IMPACT:					FUND/COST CENTER					
Polk County will be responsible for trail operations and maintenance. However, exact maintenance methods are unknown at this time.										
					REPLACEMENT COUNTY PROPERTY NO.:					

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									80,175	80,175
Land (or ROW)										
Construction									281,245	281,245
Other										
Equipment										
Total Project Cost									361,420	361,420
FUNDING PLAN										
One time money										
Unfunded Grant - FBIP									142,247	142,247
Unfunded County Match									219,173	219,173
14931 MSTU Fund										
Total Funding									361,420	361,420
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										



Project No. 3500036

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
Project Title:		Project listed in CIE? Yes		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Loyce E Harpe Park Improvements		Comp. Plan reference: 3.502-E8, 3.504-A		Mandate		Land/ROW											
Functional Area: Parks and Recreation		LOS/Concurrency Related: Yes		Replace		Construct											
Department: Deputy County Manager				Growth		Equipment											
Location: 500 W Carter Road, Mulberry, Florida																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
It is anticipated that the cost of all items developed during the master plan will exceed the available construction funds. Remaining items including additional fields will cost approximately \$750,000.										Construction of one field (1 field already constructed) and reassess needs for the additional fields (already designed) at a future date.							
										BoCC approved revised scope on 3/18/13							
OPERATING BUDGET IMPACT:										FUND/COST CENTER							
As below.																	
										REPLACEMENT COUNTY PROPERTY NO.:							
	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng																	
Land (or ROW)																	
Construction									750,000	750,000							
Other																	
Equipment																	
Total Project Cost									750,000	750,000							
FUNDING PLAN																	
14931/14932 MSTU Funds																	
W.C. Impact Fees																	
Unfunded									750,000	750,000							
Total Funding									750,000	750,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

Project No. TBD

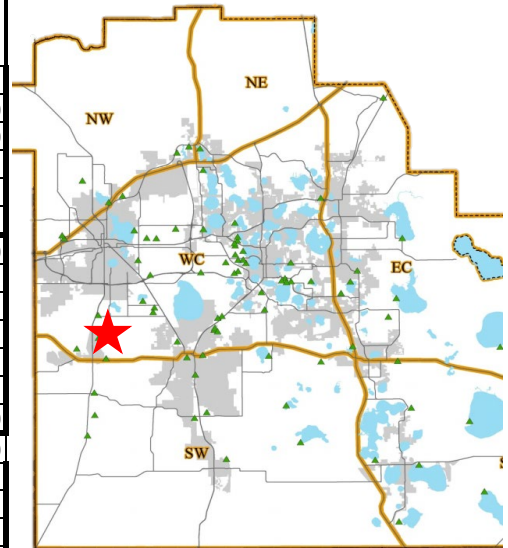
FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: Valley View Functional Area: Parks & Recreation Department: Deputy County Manager Location: 540A South Lakeland		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety: X Mandate: Replace: Growth:		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30	
								1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
PROJECT DESCRIPTION: Install trail, bridges, and sidewalk connection																	
OPERATING BUDGET IMPACT: no additional impact expected.																	

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
 The project would provide a trail connection to the existing sidewalk system.

REPLACEMENT COUNTY PROPERTY NO.:

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									20,000	20,000
Land (or ROW)									100,000	100,000
Construction										
Other										
Equipment										
Total Project Cost									120,000	120,000
FUNDING PLAN										
One time money										
14931 MSTU Fund										
Unfunded									120,000	120,000
Total Funding									120,000	120,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										



Project No. TBD

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: Mosaic Peace River Park Functional Area: Parks & Recreation Department: Deputy County Manager Location: Near Homeland		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety Mandate Replace Growth X		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30							
								1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4

PROJECT DESCRIPTION:

Design, permitting, and construction of park amenities, per the Master Plan.

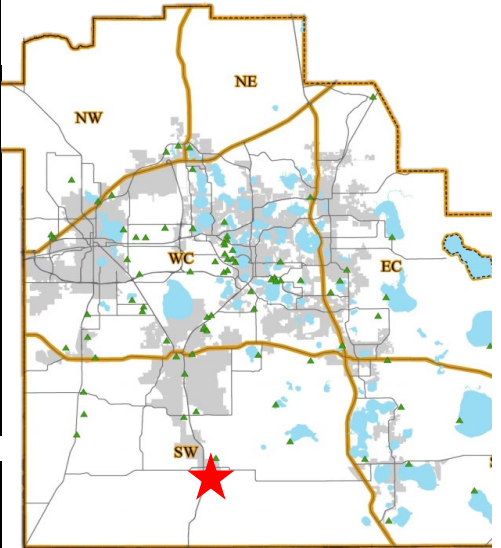
PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
 The park provides many passive recreational amenities. The BoCC approved the Master Plan for additional development of the park in 2011.

OPERATING BUDGET IMPACT:

One additional position and initial purchase of maintenance equipment required.

REPLACEMENT COUNTY PROPERTY NO.:

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									280,000	280,000
Land (or ROW)									4,000,000	4,000,000
Construction										
Other										
Equipment										
Total Project Cost									4,280,000	4,280,000
FUNDING PLAN										
One time money										
14931 MSTU Fund										
Unfunded									4,280,000	4,280,000
Total Funding									4,280,000	4,280,000
OPERATING BUDGET IMPACT										
Personal Svc.									42,393	
Non-personal									194,700	
Capital									48,250	
Total Operating									285,343	

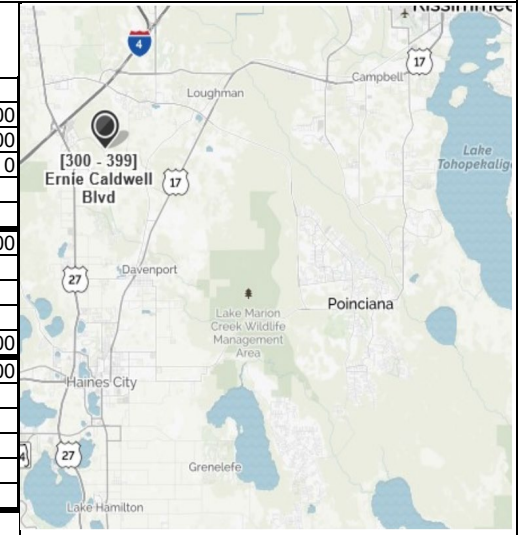


Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: Growth Related Property Acquisition /Northeast Area Functional Area: Parks & Recreation Department: Deputy County Manager Location: near Ernie Caldwell Blvd		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety X Mandate Replace Growth X		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26		FY26/27		FY27/28		FY28/29		FY29/30							
								1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
PROJECT DESCRIPTION: Future park property purchase in anticipation of growth.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The latest Park Master Planning process projected a need for additional property located south of I4 in the northeast Polk. Again, this is based on projected growth in that area.													
OPERATING BUDGET IMPACT: Additional staff / equipment, supplies once open to public.										FUND/COST CENTER REPLACEMENT COUNTY PROPERTY NO.:													

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									78,000	78,000
Land (or ROW)									7,800,000	7,800,000
Construction										0
Other										
Equipment										
Total Project Cost									7,878,000	7,878,000
FUNDING PLAN										
Unfunded									7,878,000	7,878,000
Total Funding									7,878,000	7,878,000
OPERATING BUDGET IMPACT										
Personal Svc.									127,179	
Non-personal									149,438	
Capital									49,500	
Total Operating									326,117	

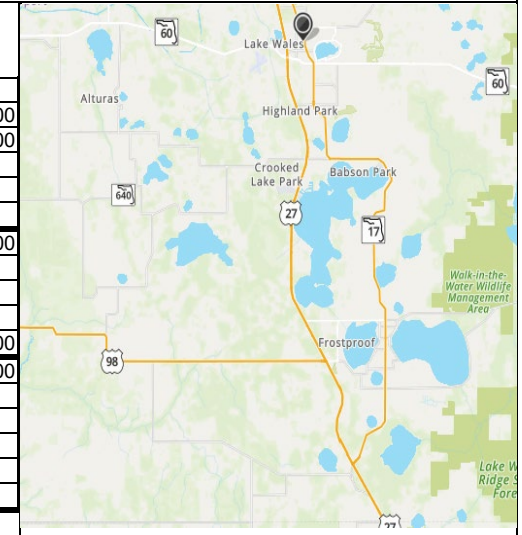


Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA: Project Title: Growth Related Property Acquisition /Southeast Area Functional Area: Parks & Recreation Department: Deputy County Manager Location: TBD		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.502-E8 LOS/Concurrency Related: No		PROJECT NEED CRITERIA Safety X Mandate Replace Growth X		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY25/26 1 2 3 4		FY26/27 1 2 3 4		FY27/28 1 2 3 4		FY28/29 1 2 3 4		FY29/30 1 2 3 4			
PROJECT DESCRIPTION: Future park property purchase in anticipation of growth.												PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The latest Park Master Planning process projected a need for additional property located in the Southeast Polk. Again, this is based on projected growth in that area.							
OPERATING BUDGET IMPACT: Additional staff / equipment, supplies once open to public.												FUND/COST CENTER REPLACEMENT COUNTY PROPERTY NO.:							

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									78,000	78,000
Land (or ROW)									7,800,000	7,800,000
Construction										
Other										
Equipment										
Total Project Cost									7,878,000	7,878,000
FUNDING PLAN										
Unfunded									7,878,000	7,878,000
Total Funding									7,878,000	7,878,000
OPERATING BUDGET IMPACT										
Personal Svc.									127,179	
Non-personal									149,438	
Capital									49,500	
Total Operating									326,117	



Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30			
Project Title:		Project listed in CIE?		No		Safety		X		Design/Arch																	
Aldine Combee Park Bridge		Comp. Plan reference:		3.502-E8		Mandate				Land/ROW																	
Functional Area:		Parks & Recreation				Replace				Construct																	
Department:		Deputy County Manager		LOS/Concurrency Related:		No				Equipment																	
Location: Fish Hatchery Rd and Hardin Combee Rd.																											

PROJECT DESCRIPTION:

Install a bridge with walkway to access available parking during arena activity.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

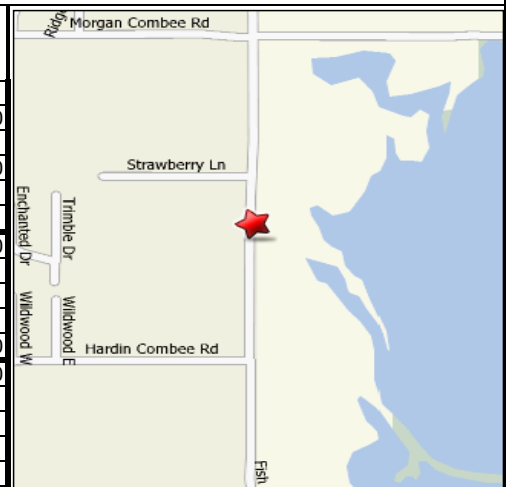
Parking areas at Aldine Combee Park are divided by a large drainage ditch. The bridge is necessary to access available parking during arena activity (approx. six times a year).

OPERATING BUDGET IMPACT:

FUND/COST CENTER

Minor maintenance (leaf blowing, pressure cleaning) on an as needed basis.
Can be accomplished with existing resources.

REPLACEMENT COUNTY PROPERTY NO.:

[illegible]

Project No. TBA

FY 25/26 Community Investment Program / FY25/26 - FY29/30 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY25/26				FY26/27				FY27/28				FY28/29				FY29/30							
Project Title:		Project listed in CIE?		No				1		2		3		4		1		2		3		4		1		2		3		4	
Accreditation and Digital Platform Development		Comp. Plan reference:		3.507-A5 and 2.110-I		Safety		X																							
Functional Area:		History Center				Mandate																									
Department:		Deputy County Manager		LOS/Concurrency Related:		Yes																									
Location:		Old Polk County Courthouse Bartow				Replace																									
						Growth		X																							

PROJECT DESCRIPTION: The Accreditation and Digital Platform Development project contains the following steps: \$32,000 UV Protective window treatments – library and museum \$135,000 UV Minimalizing Light Fixture and Bulb Replacement – library and museum \$10,000 Shelving and secure storage areas for firearms and framed art										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Goal: Awarded Accreditation by the American Alliance of Museums (AAM). The Museum Accreditation Program brings national recognition to a museum for its commitment to excellence, accountability, professional standards, and continued institutional improvements. It serves as the field's primary vehicle for quality assurance and self-regulation. Through a grant acquired by the Polk County Library Cooperative, Lyrasis Consultants conducted an assessment of the History Center to support the History Center's goal to achieve AAM accreditation. In their report, Lyrasis identified eight key actions that are necessary to prepare the History Center for accreditation. Included in the recommendations were necessary upgrades to lighting and environment controls: 1. Improve storage and environmental conditions for collections housed in the Library and Museum facility, especially those which are subject to high temperature and light levels at this time. Create appropriate housing, shelving and environmental conditions for unique, rare and fragile archival collections.													
OPERATING BUDGET IMPACT: Not available at this time.										FUND/COST CENTER													

	Prior	FY24/25 Budget	FY 24/25 Projected Expense	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FUTURE	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng											
Land (or ROW)											
Construction											
Other									167,000	167,000	
Equipment									10,000	10,000	
Total Project Cost									177,000	177,000	
FUNDING PLAN											
Unfunded									177,000	177,000	
Total Funding									177,000	177,000	
OPERATING BUDGET IMPACT											
Personal Svc.											
Non-personal											
Capital											
Total Operating											

FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

REVENUES	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS
14971 Fund (Transportation Millage)	64,676,892	112,840,000	96,988,312	62,040,000	56,040,000	67,700,000
10104 Fund (County Transportation Trust)	49,635,327	25,130,000	11,000,000	10,000,000	10,000,000	0
12271 Fund Zone A Impact Fees	67,075,188	36,650,000	36,400,000	0	6,000,000	50,000,000
12272 Fund Zone B Impact Fees	3,920,000	12,210,000	19,950,000	0	0	0
12273 Fund Zone C Impact Fees	3,848,979	11,000,000	1,500,000	0	0	0
12265 Fund (School Impact Fees)	250,000	250,000	250,000	250,000	250,000	0
14501 Fund (General Revenue Fiscal Recovery Funds (CLFRF))	9,492,494	0	0	0	0	0
14502 Fund (Lost Revenue Recovery Fund)	1,700,000	0	0	0	0	0
10240 Fund CDBG	1,965,000	0	0	0	0	0
30201 Fund (Drainage)	910,000	0	0	0	0	0
30801 Fund (General Capital Fund)	27,749,640	15,375,000	0	0	0	0
30805 Fund Gen Capital Inflation Fund	500,000	0	0	0	0	0
Grant Funds	43,113,568	2,000,000	351,688	0	0	0
Subtotal (Funded)	274,837,088	215,455,000	166,440,000	72,290,000	72,290,000	117,700,000
Grant Funds - Pending Approval	22,500,000	0	0	0	0	0
Developer Agreements (In Kind Developer Construction)	8,000,000	0	0	0	0	0
UNFUNDED	0	0	0	0	0	552,400,000
Total (Funded+Developer Agreements+Grants Pending+Unfunded)	305,337,088	215,455,000	166,440,000	72,290,000	72,290,000	670,100,000

KEY
INCREASE
DECREASE
UNFUNDED

Page #	Project Number	Project Name	Prior Cumulative Expense	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
Recurring													
1	5400001	Pavement Management	Ongoing	7,750,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	0	122,750,000	96,650,000	26,100,000
2	5400002	Culvert Failure Contingency	Ongoing	5,000,000	5,400,000	5,000,000	5,000,000	5,000,000	5,000,000	0	30,400,000	31,300,000	(900,000)
3	5400003	Railroad Grade Crossings	Ongoing	320,000	320,000	320,000	320,000	320,000	320,000	0	1,920,000	1,920,000	0
4	5400004	Maintenance of Stormwater Facilities	Ongoing	400,000	500,000	500,000	500,000	500,000	500,000	0	2,900,000	3,000,000	(100,000)
5	5400005	Bridge Rehabilitation	Ongoing	410,000	740,000	740,000	740,000	740,000	740,000	0	4,110,000	4,440,000	(330,000)
6	5400006	Sidewalk Renewal and Replacement	Ongoing	220,000	220,000	220,000	220,000	220,000	220,000	0	1,320,000	1,320,000	0
7	5400007	Right of Way for Future Projects and Maintenance	Ongoing	75,000	500,000	500,000	500,000	500,000	500,000	0	2,575,000	1,125,000	1,450,000
8	5400008	Guardrail Program	Ongoing	105,000	105,000	105,000	105,000	105,000	105,000	0	630,000	630,000	0
9	5400009	Raised Pavement Marking Program	Ongoing	270,000	270,000	270,000	270,000	270,000	270,000	0	1,620,000	1,620,000	0
10	5400012	Sidewalk Projects	Ongoing	2,430,000	12,445,436	2,250,000	2,250,000	2,250,000	2,250,000	0	23,875,436	19,415,919	4,459,517
11	5400083	Americans w/ Disabilities Act Int Improvements	Ongoing	532,000	530,000	530,000	530,000	530,000	530,000	0	3,182,000	3,182,000	0
12	5400084	Roadway Improvements	Ongoing	950,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	10,950,000	12,500,000	(1,550,000)
13	5400085	Traffic Striping	Ongoing	930,000	930,000	930,000	930,000	930,000	930,000	0	5,580,000	5,580,000	0
14	5400240	Intersection Equipment Upgrades	Ongoing	225,000	225,000	225,000	225,000	225,000	225,000	0	1,350,000	1,350,000	0
Capacity													
15	5400128	West Pipkin Road (S. Florida Ave. to Medulla Road)	46,925,700	6,000,000	4,550,000	0	0	0	0	0	57,475,700	59,510,979	(2,035,279)
16	5400181	West Pipkin Road Utility JPA (S. Florida Ave. to Medulla RD)	4,432,315	600,000	1,000,000	0	0	0	0	0	6,032,315	6,294,647	(262,332)
17	5400135	CR 557 PH I (I-4 to Old Lake Alfred Road)	19,248,277	11,500,000	41,400,000	36,400,000	36,400,000	0	0	0	144,948,277	108,563,199	36,385,078
18	5400247	CR 557 PH II (Old Lake Alfred Road to US 17/92)	0	5,000	100,000	2,100,000	3,000,000	5,500,000	5,500,000	0	16,205,000	75,850,000	(59,645,000)
19	5400138	Marigold Avenue (CR 580 to Palmetto Road)	3,319,934	536,000	3,050,000	29,450,000	26,400,000	0	0	0	62,755,934	56,825,987	5,929,947
20	5400206	Northridge Trail Phase 1 Segment 1	702,185	600,000	27,600,000	100,000	100,000	0	0	27,500,000	56,602,185	46,306,493	10,295,692
21	5400203	Thompson Nursery Rd Ph I US17 to West Lake Ruby	30,028,902	6,276,934	30,000,000	46,500,000	17,500,000	6,000,000	6,000,000	93,500,000	235,805,836	262,652,295	(26,846,459)
22	5400237	Thompson Nursery Road Ph II	922,853	550,000	3,500,000	12,000,000	11,000,000	24,200,000	24,200,000	24,200,000	100,572,853	99,521,359	1,051,494
23	5400252	Kathleen Road Extension (Duff Rd to US 98)	0	0	2,500,000	10,000,000	25,000,000	0	0	99,000,000	136,500,000	101,000,000	35,500,000
24	5400254	Holly Hill Road/Florida Development Road	0	0	1,100,000	0	0	0	0	0	1,100,000	-	1,100,000
25	5400255	Deen Still RD/Waverly Barn Road RD/Northridge Trail	0	0	1,100,000	0	0	0	0	0	1,100,000	-	1,100,000
26	5400239	FDC Grove Road/Northridge Flyover	0	50,000	9,950,000	0	0	0	0	77,000,000	87,000,000	93,000,000	(6,000,000)
27	5400248	Grandview Flyover (I4 @ Dunson/Buckingham)	0	0	15,000,000	0	0	0	0	0	15,000,000	15,000,000	0
31	5400273	Powerline Road PH 2 (South Blvd to Hinson Ave in Davenport and Haines City)	0	0	1,875,000	1,875,000	0	0	0	0	3,750,000	-	3,750,000
32	5400274	Deen Still Road Improvements (North Ridge Trail to Hwy 27)	0	0	5,000,000	5,000,000	0	0	0	0	10,000,000	-	10,000,000
33	5400275	North Ridge Trail PH IV (Waverly Barn Rd north to Deen Still Rd)	0	0	3,750,000	3,750,000	0	0	0	0	7,500,000	-	7,500,000
Intersections													
34	5400169	US27 at Four Corners Blvd	276,897	665,037	10,000	0	0	0	0	0	951,934	1,061,893	(109,960)
35	5400185	Old Bartow/Lake Wales Rd @ SR 60	193,377	30,000	963,000	0	0	0	0	0	1,186,377	1,191,407	(5,030)
36	5400189	CR 54 @ Westside Blvd	200,761	956,000	604,000	0	0	0	0	0	1,760,761	1,744,056	16,705
37	5400190	CR 542 A @ 10TH Street	847,965	1,565,000	2,715,000	0	0	0	0	0	5,127,965	5,720,372	(592,407)
38	5400192	CR 54 @ Heritage Pass Signalization	196,592	652,700	907,300	0	0	0	0	0	1,756,592	1,778,091	(21,499)
39	5400193	Spirit Lake Road @ Old Bartow Eagle Lake Road	389,846	270,000	4,920,000	2,860,000	0	0	0	0	8,439,846	7,786,243	653,603
40	5400194	CR 540 @ Lake Ned Signal	358,529	220,000	1,325,000	820,000	0	0	0	0	2,723,529	3,866,086	(1,142,557)
41	5400195	Buckeye Loop Road @ Country Club Road	265,475	85,000	1,235,000	2,500,000	0	0	0	0	4,085,475	3,684,255	401,220
42	5400198	CR 547 @ 10th Street	230,117	702,800	617,200	0	0	0	0	0	1,550,117	1,444,520	105,597

Page #	Project Number	Project Name	Prior Cumulative Expense	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	Future Years	Proposed Project Total	Prior Year Project Total	Changes
Intersections													
43	5400202	Swindell @ Galloway Intersection	485,919	100,000	400,000	2,100,000	5,950,000	0	0	0	9,035,919	15,336,195	(6,300,276)
44	5400229	US 27 @ Tierra Del Sol Blvd	96,999	560,000	2,041,827	0	0	0	0	0	2,698,826	1,215,443	1,483,383
45	5400231	Kathleen Road @ Deeson Road Signalization	322,668	51,000	3,120,000	0	0	0	0	0	3,493,668	2,848,630	645,038
46	5400234	Cypress Pkwy @ Lake Marion Creek Rd Intersection	151,445	250,000	2,250,000	2,000,000	2,000,000	0	0	0	6,651,445	22,665,526	(16,014,081)
47	5400235	Ronald Reagan Parkway @ May Fair Blvd Intersection	129,573	13,000	1,554,000	0	0	0	0	0	1,696,573	1,370,863	325,710
48	5400244	Mt Olive Rd @ SR 33	7,045	110,000	510,000	250,000	0	0	0	0	877,045	1,196,005	(318,960)
49	5400246	SR 37 @ Fitzgerald Road	0	80,000	1,020,000	110,000	0	0	0	0	1,210,000	2,000,000	(790,000)
50	5400256	SR 659 (Combee Road @ Saddlecreek Blvd) Signal	0	0	600,000	0	0	0	0	0	600,000	-	600,000
51	5400257	CR559 @ Lundy Road Intersection	0	0	400,000	900,000	0	0	0	0	1,300,000	-	1,300,000
52	5400258	US27 @ Bates Road Intersection	0	0	400,000	1,000,000	0	0	0	0	1,400,000	-	1,400,000
53	5400259	US27 @ North Blvd Intersection	0	0	500,000	1,000,000	500,000	0	0	0	2,000,000	-	2,000,000
54	5400260	US27 @ Holly Hill Road Intersection	0	0	500,000	1,000,000	500,000	0	0	0	2,000,000	-	2,000,000
55	5400261	42nd Street @ Avenue G Intersection	0	0	500,000	1,100,000	0	0	0	0	1,600,000	-	1,600,000
56	5400262	Masterpiece RD @ Timberlane Intersection	0	0	500,000	1,000,000	1,500,000	0	0	0	3,000,000	-	3,000,000
57	5400265	Crystal Lake Drive N @ Longfellow Blvd	0	0	150,000	0	0	0	0	0	150,000	-	150,000
58	5400266	Carter Road S @ Eaglebrook @ Christa Blvd	0	0	150,000	0	0	0	0	0	150,000	-	150,000
59	5400267	CR35A @ Campbell Road W	0	0	150,000	0	0	0	0	0	150,000	-	150,000
60	5400269	Ewell Road @ Old Hwy 37 Intersection	0	0	700,000	3,000,000	0	0	0	0	3,700,000	-	3,700,000
Bridges													
61	5400157	North Lake Reedy Blvd Bridge #164302	341,521	155,000	890,000	850,000	0	0	0	0	2,236,521	1,991,599	244,922
62	5400253	Avon Park Cutoff Road Bridge #164312	0	150,000	350,000	1,500,000	0	0	0	0	2,000,000	188,345	1,811,655
63	5400263	Rockridge Road Bridge #164138	0	0	2,200,000	550,000	0	0	0	0	2,750,000	-	2,750,000
64	5400268	Rockridge Road Bridge #164144	0	0	200,000	200,000	0	0	0	0	400,000	-	400,000
65	5400264	Kraft Road Bridge #164121	0	0	200,000	200,000	0	0	0	0	400,000	-	400,000
Sidewalks													
66	5400183	Fort Fraser Trail Extension	2,729,843	4,400,000	3,208,299	0	0	0	0	0	10,338,142	8,319,783	2,018,359
Drainage													
67	5400145	Rolling Oaks Drainage Improvements	297,009	100,000	510,000	0	0	0	0	0	907,009	1,126,960	(219,951)
68	5400179	Jan Phyl Drainage	78,798	0	10,000	0	0	0	0	0	88,798	89,073	(275)
69	5400208	Imperial Lakes Phase 1 Drainage	311,415	5,038,006	3,943,130	0	0	0	0	0	9,292,551	6,984,934	2,307,617
70	5400209	South Lake Wales Drainage	313,161	2,520,000	1,314,671	0	0	0	0	0	4,147,832	2,871,744	1,276,088
71	5400215	Palmer Road Drainage	609,638	997,841	2,953,523	0	0	0	0	0	4,561,002	4,096,587	464,415
72	5400216	Indian Woods Trail/N Campbell Drive Drainage	250,077	1,325,023	6,406	0	0	0	0	0	1,581,506	898,620	682,886
73	5400217	Stonewood Subdivision Drainage	131,263	673,312	464,425	0	0	0	0	0	1,269,000	1,411,429	(142,429)
74	5400105	Wahneta Infrastructure Master Plan	3,043,190	725,000	1,590,000	0	0	0	0	0	5,358,190	4,497,563	860,627
75	5400106	Lake Deer Outfall Design	0	0	375,000	0	0	0	0	0	375,000	-	375,000
76	5400222	Fairway Avenue Drainage Improvements	196,736	1,010,000	810,339	0	0	0	0	0	2,017,075	2,178,678	(161,603)
77	5400270	Davenport Drainage Project	0	0	750,000	500,000	0	0	0	0	1,250,000	-	1,250,000
78	5400271	Willow Ridge Subdivision Drainage Project	0	0	550,000	0	0	0	0	0	550,000	-	550,000
79	5400272	Lake Seward Drainage Project	0	0	600,000	400,000	0	0	0	0	1,000,000	-	1,000,000
80	5400276	Medulla Road @ Hamilton Road Drainage	0	0	1,150,000	3,850,000	0	0	0	0	5,000,000	-	5,000,000
Miscellaneous													
81	5400161	Roadway Maintenance Dundee Substation	355,025	20,000	2,350,000	0	0	0	0	0	2,725,025	2,589,024	136,001
82	5400171	Northridge Trail/Preserves Development	59,466	0	885,979	0	0	0	0	0	945,445	1,145,445	(200,000)
83	5400172	Winter Haven Quiet Zones	0	0	250,000	0	0	0	0	0	250,000	250,000	0
84	5400241	Inspection Testing Building Rehab	47,075	140,000	2,765,000	0	0	0	0	0	2,952,075	4,275,000	(1,322,925)
85	5400180	Roadway Maintenance Unit Construction	954,590	5,100,000	2,785,000	4,000,000	0	0	0	0	12,839,590	10,550,000	2,289,590
86	5400230	Developer Agreements for Roadway Improvements	9,938,025	4,500,000	10,500,000	0	0	0	0	0	24,938,025	32,190,255	(7,252,230)
87	5400242	Affordable Housing Road Construction	0	0	1,000,000	0	0	0	0	0	1,000,000	1,000,000	0
88	5400245	Vaughn Road	0	100,000	4,822,553	0	0	0	0	0	4,922,553	4,822,553	100,000

Funded Project Sub Total:	129,390,205	78,999,653	274,837,088	215,455,000	166,440,000	72,290,000	72,290,000	321,200,000	1,330,901,946	1,274,945,055	55,956,891
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Grant Funds - Pending Approval													
29	5400250	Powerline Rd Extension Ph 3A (Hinson Ave to CR 542)	0	0	15,000,000	0	0	0	0	127000000	142000000	142,000,000	0
30	5400251	Powerline Rd Extension Ph 3B (CR 542 to US 17)	0	0	7,500,000	0	0	0	0	120000000	127500000	127,500,000	0
Developer Agreements (In Kind Developer Construction)													
28	5400249	Powerline Rd Extension Ph 2 (South Blvd to Hinson Ave)	0	0	8,000,000	0	0	0	0	129400000	137400000	68,000,000	69,400,000

Project Total (Funded+Developer Agreements+Grants Pending+Unfunded):	129,390,205	78,999,653	305,337,088	215,455,000	166,440,000	72,290,000	72,290,000	697,600,000	1,737,801,946	1,612,445,055	125,356,891
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RECURRING PROGRAMS		PROJECT # 5400001																		PAGE # 1			
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE?		Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Pavement Management				Comp. Plan reference:		Objective 4.204-A				Safety		X		Design/Arch									
Functional Area :		Roads and Drainage								Mandate				Land/ROW									
Department:				LOS/Concurrency Related:		No				Replace		X		Construct									
Location:		Polk County-Various Locations								Growth				Equipment									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
With almost 5,000 lane miles of roadway to maintain, the County has a year-round Pavement maintenance and rehabilitation program that threats and average of 120 miles of roadway each year. Candidate roads are identified using our Pavement Condition Index or PCI, (which is an assessment rating of the road's condition. They are also evaluated considering other factors such as, their classification, traffic volume, and recommended treatment.										Program is required to maintain the integrity of the roadway surface and ensure the safety of the motoring public.													
OPERATING BUDGET IMPACT:										FUND / COST CENTER													
None										14971.540152101													
										10104.540541095													
										REPLACEMENT COUNTY PROPERTY NO.:													
										N/A													
										N/A													
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng																							
Land (or ROW)																							
Construction		Ongoing		18,000,000		7,750,000		23,000,000		23,000,000		23,000,000		23,000,000		23,000,000				122,750,000			
Other																							
Equipment																							
Total Project Cost		Ongoing		18,000,000		7,750,000		23,000,000		23,000,000		23,000,000		23,000,000		23,000,000				122,750,000			
FUNDING PLAN																							
Trans Millage Fund-14971		Ongoing		12,800,000		5,100,000		13,000,000		13,000,000		13,000,000		13,000,000		13,000,000				70,100,000			
Trans. Trust - 10104		Ongoing		5,200,000		2,650,000		10,000,000		10,000,000		10,000,000		10,000,000		10,000,000				52,650,000			
Total Funding		Ongoing		18,000,000		7,750,000		23,000,000		23,000,000		23,000,000		23,000,000		23,000,000				122,750,000			
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							



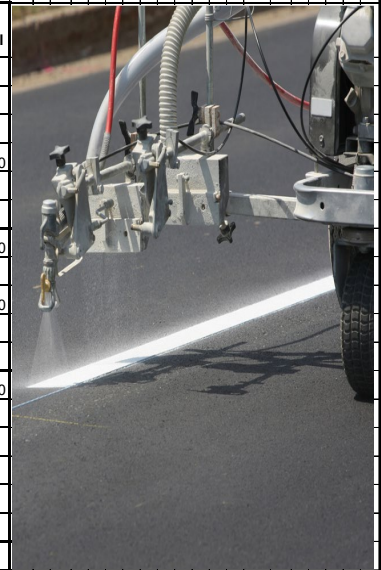
RECURRING PROGRAMS		PROJECT # 5400008																		PAGE # 8	
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30					
Project Title:		Project listed in CIE?		No		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4					
Guardrail Program		Comp. Plan reference:		Objective 3.203-B		Safety		X		Design/Arch											
Functional Area :		Roads and Drainage				Mandate				Land/ROW											
Department:		LOS/Concurrency Related:		No		Replace		X		Construct											
Location: Polk County - Various Locations						Growth				Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Funds are used to install new guardrail and for repairing damaged guardrail that is attached to a bridge.										To install new guardrail in areas for safety purposes. This is necessary to protect the traveling public from driving into an unsafe area that could be a liability to the County.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
										14971.540152101											
										REPLACEMENT COUNTY PROPERTY NO.:											
										N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction		Ongoing		105,000		105,000		105,000		105,000		105,000		105,000		105,000				630,000	
Other																					
Equipment																					
Total Project Cost		Ongoing		105,000		105,000		105,000		105,000		105,000		105,000		105,000				630,000	
FUNDING PLAN																					
Trans Millage Fund-14971		Ongoing		105,000		105,000		105,000		105,000		105,000		105,000		105,000				630,000	
Total Funding		Ongoing		105,000		105,000		105,000		105,000		105,000		105,000		105,000				630,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					



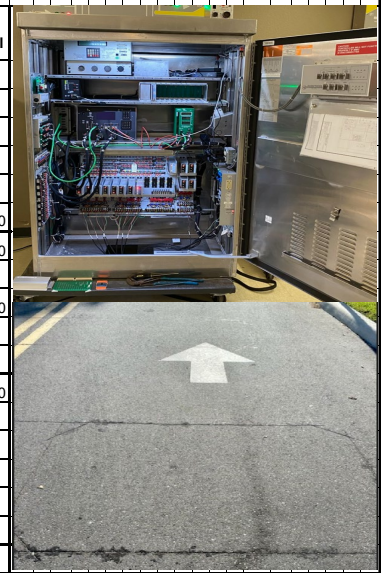
RECURRING PROGRAMS		PROJECT # 5400012																		PAGE # 10			
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:				Project listed in CIE?		Yes		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Sidewalk Projects				Comp. Plan reference:		Objective 3.202-E		Safety		X		Design/Arch											
Functional Area :		Roads and Drainage						Mandate				Land/ROW											
Department:				LOS/Concurrency Related:		No		Replace				Construct											
Location:		Polk County-Various Locations						Growth				Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Candidate sidewalk projects requested by the public and other sources are evaluated and prioritized by the Sidewalk Advisory Committee based on their proximity to schools, pedestrian crash history, and corridor condition; among other categories. The prioritized sidewalk list is reviewed by the county staff and projects are constructed as the budget allows.										Program is required to enhance the safety of pedestrians, especially school age children.													
OPERATING BUDGET IMPACT:																							
Fund 30801: Chestnut Sidewalk Project				14971.540152101																			
Fund 11208: Old Dixie Multi Use Sidewalk				11208.540559014																			
Fund 11191: North Lake Fitness Trail Project				30801.540317001																			
Fund 11199: Polk County Children and Pedestrian Safety Project (HUD)				11199.540559014																			
Fund 11163: Inwood Elementary SRTS Sidewalk				11163.540559014																			
Fund 11201: Maine Avenue Sidewalk Project				11201.540559014																			
Fund 11164: Streetscape improvements East Orange East Crystal				11164.540559015																			
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng																							
Land (or ROW)																							
Construction		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		2,250,000				23,875,436			
Other																							
Equipment																							
Total Project Cost		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		2,250,000				23,875,436			
FUNDING PLAN																							
Trans Millage Fund-14971		Ongoing		2,000,000		2,000,000		2,000,000		2,000,000		2,000,000		2,000,000		2,000,000				12,000,000			
12265 School Imp Fee		Ongoing		250,000		250,000		250,000		250,000		250,000		250,000		250,000				1,500,000			
Grant Fund - 11208				2,000,335		15,000		1,985,335												2,000,335			
Grant Fund - 11163				914,719		130,000		784,719												914,719			
Grant Fund - 11164				800,000		5,000		795,000												800,000			
Grant Fund - 11191				381,940		5,000		376,940												381,940			
Grant Fund (HUD) -11199				850,000		5,000		845,000												850,000			
Grant Fund - 11201				3,228,442		20,000		3,208,442												3,228,442			
General Capital Fund-30801				2,200,000				2,200,000												2,200,000			
Total Funding		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		2,250,000				23,875,436			
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							



RECURRING PROGRAMS		PROJECT # 5400085																		PAGE # 13			
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE?		No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Traffic Striping				Comp. Plan reference:		Objective 3.203-B				Safety		X		Design/Arch									
Functional Area :		Roads and Drainage								Mandate				Land/ROW									
Department:				LOS/Concurrency Related:		No				Replace		X		Construct									
Location:		Polk County-Various Locations								Growth				Equipment									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Replace existing striping to maintain visibility and install new markings as necessary. Existing roadway markings should be refurbished every 24 months to be effective.										Install and replace traffic markings to enhance safety.													
OPERATING BUDGET IMPACT:										FUND / COST CENTER													
None										14971.540152101													
										REPLACEMENT COUNTY PROPERTY NO.:													
										N/A													
										N/A													
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng																							
Land (or ROW)																							
Construction		Ongoing		930,000		930,000		930,000		930,000		930,000		930,000		930,000				5,580,000			
Other																							
Equipment																							
Total Project Cost		Ongoing		930,000		930,000		930,000		930,000		930,000		930,000		930,000				5,580,000			
FUNDING PLAN																							
Trans Millage Fund-14971		Ongoing		930,000		930,000		930,000		930,000		930,000		930,000		930,000				5,580,000			
Total Funding		Ongoing		930,000		930,000		930,000		930,000		930,000		930,000		930,000		0		5,580,000			
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							



RECURRING PROGRAMS		PROJECT # 5400240																		PAGE # 14			
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE?		No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Intersection Equipment Upgrades		Comp. Plan reference:		Objective 3.203-B						Safety		X		Design/Arch									
Functional Area :		Roads and Drainage								Mandate				Land/ROW									
Department:				LOS/Concurrency Related:		No				Replace		X		Construct									
Location:		Polk County-Variou Locations								Growth				Equipment									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Recurring replacement of Traffic Cabinets and replacement of video detection equipment with underground loops.										Install and replace traffic markings to enhance safety.													
OPERATING BUDGET IMPACT:										FUND / COST CENTER													
None										14971.540152101													
										REPLACEMENT COUNTY PROPERTY NO.:													
										N/A													
										N/A													
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng																							
Land (or ROW)																							
Construction																							
Other																							
Equipment		Ongoing		225,000		225,000		225,000		225,000		225,000		225,000		225,000				1,350,000			
Total Project Cost				225,000		225,000		225,000		225,000		225,000		225,000		225,000				1,350,000			
FUNDING PLAN																							
Trans Millage Fund-14971		Ongoing		225,000		225,000		225,000		225,000		225,000		225,000		225,000				1,350,000			
Total Funding		Ongoing		225,000		225,000		225,000		225,000		225,000		225,000		225,000		0		1,350,000			
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							



[illegible]

PROJECT # 5400138										PAGE # 19											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Marigold Avenue (CR 580 to Palmetto Road)				Comp. Plan reference:				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: Yes				Replace		Construct											
Location: Unincorporated Polk County								Growth		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Widen road from 2 lanes to 4 from Palmetto Road to CR 580 (Cypress Parkway); approx.2.2 miles										This improvement is necessary based on the projected level of service.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
Increased roadway and/or traffic maintenance										12255.620524080											
										12269.620524080											
										12271.620524080											
										14971.540152101											
										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng		3,319,609		300,000		275,000		50,000		50,000										3,694,609	
Land (or ROW)		325		5,000,000		261,000		3,000,000		3,000,000										6,261,325	
Construction										24,000,000		24,000,000								48,000,000	
CEI										2,400,000		2,400,000								4,800,000	
Equipment																					
Total Project Cost		3,319,934		5,300,000		536,000		3,050,000		29,450,000		26,400,000		0		0		0		62,755,934	
FUNDING PLAN																					
Impact Fee Zone A-12271				5,300,000		536,000						-								536,000	
Trans Millage Fund-14971								3,050,000		29,450,000		26,400,000								58,900,000	
Impact Fee Southwest 12269		468,947																		468,947	
Impact Fee C 12255		2,850,987																		2,850,987	
Unfunded																					
Total Funding		3,319,934		5,300,000		536,000		3,050,000		29,450,000		26,400,000		0		0		0		62,755,934	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal												8,500		8,500						17,000	
Capital																					
Total Operating												8,500		8,500						17,000	



PROJECT # 5400206										PAGE # 20											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Northridge Trail Phase 1 Segment 1				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Davenport								Growth X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
New 2 Lane Road from Deen Still Road to Sand Mine Road; approx. 4 miles. \$27.5M in construction is currently unfunded pending Grant Submission.										This improvement is necessary based on the projected level of service.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:											
Personel and maintenance cost.				FUND / COST CENTER						N/A											
				12268.620524080																	
				11109.540559014																	
				11128.540559014																	
				30801.540317001																	
				14971.540152101																	
Prior Cumulative				FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng		702,185		626,238		600,000		100,000		100,000		100,000						2,128,423			
Land (or ROW)																					
Construction				27,500,000				25,000,000						25,000,000		50,000,000					
Other								2,500,000						2,500,000		5,000,000					
Equipment																					
Total Project Cost		702,185		28,126,238		600,000		27,600,000		100,000		100,000		0		0		27,500,000		56,602,185	
FUNDING PLAN																					
General Capital Fund-30801				10,500,000				10,500,000		-								10,500,000			
Trans Millage Fund-14971				626,238		600,000		100,000		100,000		100,000						900,000			
Grant Fund - 11109				9,500,000				9,500,000										9,500,000			
Grant Fund - 11128				7,500,000				7,500,000										7,500,000			
Impact Fee Northeast - 12268		702,185																702,185			
UNFUNDED																		27,500,000		27,500,000	
Total Funding		702,185		28,126,238		600,000		27,600,000		100,000		100,000		0		0		27,500,000		56,602,185	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal								8,200		9,000		9,000		9,100				35,300			
Capital																					
Total Operating								8,200		9,000		9,000		9,100				35,300			

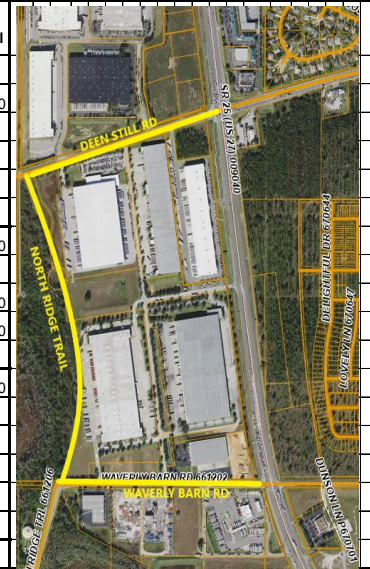


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PROJECT # 5400254										PAGE # 24											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Holly Hill Road/Florida Development Road				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Davenport								Growth X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Holly Hill Road Extension/Florida Development Road (Appx 1 Mile)										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs										14502.300001103											
Project split from Project 5400238										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng								1,100,000												1,100,000	
Land (or ROW)																					
Construction																					
CEI																					
Equipment																					
Total Project Cost		0		0		0		1,100,000		0		0		0		0		0		1,100,000	
FUNDING PLAN																					
Lost Revenue Recovery-14502								1,100,000												1,100,000	
Total Funding		0		0		0		1,100,000		0		0		0		0		0		1,100,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

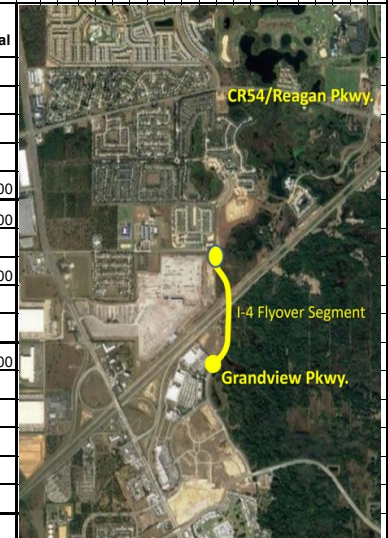


PROJECT # 5400255										PAGE # 25											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Deen Still RD/Waverly Barn Road RD/Northridge Trail				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Davenport								Growth X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Final Design for Waverly Barn Road/North Ridge Trail/Deen Still Road (Appx 1.5 miles)										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs										14502.300001103											
										10104.540541095											
Project split from Project 5400238										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng								1,100,000												1,100,000	
Land (or ROW)																					
Construction																					
CEI																					
Equipment																					
Total Project Cost		0		0		0		1,100,000		0		0		0		0		0		1,100,000	
FUNDING PLAN																					
Lost Revenue Recovery-14502								159,480												159,480	
Transportation Trust - 10104								940,520												940,520	
Total Funding		0		0		0		1,100,000		0		0		0		0		0		1,100,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					



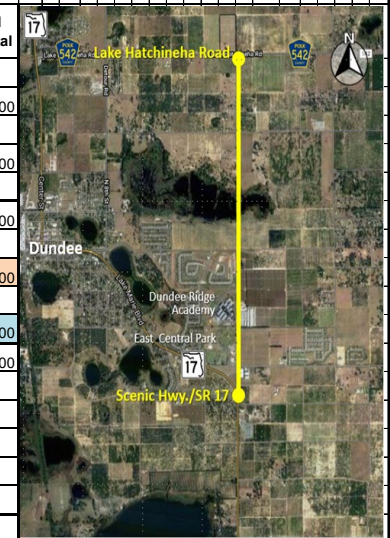
PROJECT # 5400239										PAGE # 26											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
FDC Grove Road/Northridge Flyover				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Davenport								Growth X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
The County will ultimately construct a bridge flyover at this interchange. This project will allow local traffic to bypass that interchange by moving local north/south traffic on a route parallel to US Highway 27. Moving local traffic to an alternative roadway creates more capacity on US Highway 27 for the movement of commerce through this area.										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs										11137.540559014											
										11198.540559014											
REPLACEMENT COUNTY PROPERTY NO.:										N/A											
N/A																					
Prior Cumulative		FY 25 Budget	FY 25 Projected Expenses	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS	Proposed Project Total											
EXPENDITURE PLAN																					
Design/Arch/Eng		10,000,000	50,000	9,950,000						10,000,000											
Land (or ROW)									18,000,000	18,000,000											
Construction									54,000,000	54,000,000											
CEI									5,000,000	5,000,000											
Equipment																					
Total Project Cost	0	10,000,000	50,000	9,950,000	0	0	0	0	77,000,000	87,000,000											
FUNDING PLAN																					
CPF-HUD - 11137		4,000,000	50,000	3,950,000						4,000,000											
CPF-HUD - 11198		6,000,000		6,000,000						6,000,000											
Unfunded									77,000,000	77,000,000											
Total Funding	0	10,000,000	50,000	9,950,000	0	0	0	0	77,000,000	87,000,000											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

PROJECT # 5400248										PAGE # 27											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Grandview Flyover (I4 @ Dunson/Buckingham)				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Davenport								Growth X		Other											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Agreement with the Florida Department of Transportation to contribute to project to create a Flyover on I-4 at Grandview at Dunson and Buckingham Roads.										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs										10104.540541095											
										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction														0							
Other - Agreement				15,000,000				15,000,000												15,000,000	
Total Project Cost		0		15,000,000		0		15,000,000		0		0		0		0		0		15,000,000	
FUNDING PLAN																					
Transportation Trust - 10104				15,000,000				15,000,000												15,000,000	
Total Funding		0		15,000,000		0		15,000,000		0		0		0		0		0		15,000,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

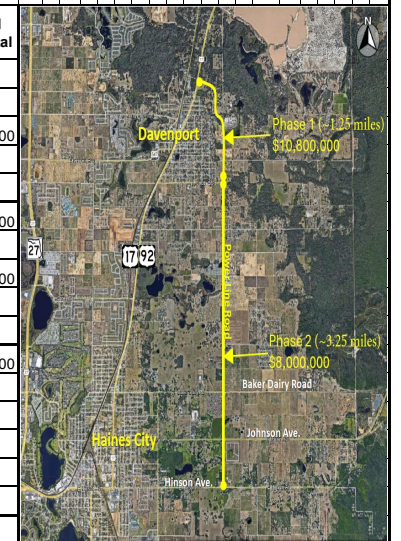


PROJECT # 5400249										PAGE # 28											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Powerline Rd Extension Ph 2 (South Blvd to Hinson Ave)				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Unincorporated Polk County								Growth X		Other											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
This project includes the design, permitting, right-of-way acquisition, and construction of a widened roadway alignment from South Blvd to Hinson Avenue. Impact Fee Credits will be utilized for this segment of the project										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs																					
										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative	FY 25 Budget	FY 25 Projected Expenses	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS	Proposed Project Total										
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)										26,000,000	26,000,000										
Construction										94,000,000	94,000,000										
Other - Agreement			8,000,000		8,000,000					9,400,000	17,400,000										
Total Project Cost		0	8,000,000	0	8,000,000	0	0	0	0	129,400,000	137,400,000										
FUNDING PLAN																					
Developer Agreement			8,000,000		8,000,000						8,000,000										
UNFUNDED										129,400,000	129,400,000										
Total Funding		0	8,000,000	0	8,000,000	0	0	0	0	129,400,000	137,400,000										
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

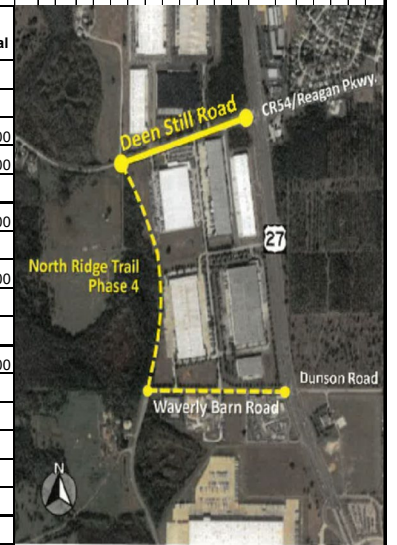
PROJECT # 5400251										PAGE # 30											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Powerline Rd Extension Ph 3B (CR 542 to US 17)				Comp. Plan reference: Objective 3.202-E, 3.023				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace		Construct											
Location: Unincorporated Polk County								Growth X		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
This project includes the design, permitting, right-of-way acquisition, and construction of a widened roadway alignment from CR 542 to US17.										This improvement is necessary based on the projected level of service.											
FUND / COST CENTER																					
No operating costs										XXXXX.540559014											
										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng				7,500,000				7,500,000												7,500,000	
Land (or ROW)																					
Construction														0		120,000,000		120,000,000			
Other - Agreement																					
Total Project Cost		0		7,500,000		0		7,500,000		0		0		0		0		120,000,000		127,500,000	
FUNDING PLAN																					
Grant - TBD				7,500,000				7,500,000												7,500,000	
UNFUNDED																		120,000,000		120,000,000	
Total Funding		0		7,500,000		0		7,500,000		0		0		0		0		120,000,000		127,500,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					



PROJECT # 5400273										PAGE # 31												
FY 2026-2030 Community Investment Program Budget Project Detail																						
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT	FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:				Project listed in CIE?		Yes		CRITERIA		SCHEDULE	1	2	3	4	1	2	3	4	1	2	3	4
Powerline Road Phase 2 (South Blvd to Hinson Ave in Davenport and Haines City)				Comp. Plan reference:		Objective 3.202-E, 3.023		Safety		X	Design/Arch											
Functional Area : Roads and Drainage				LOS/Concurrency Related:		No		Mandate			Land/ROW											
Department:				Replace				Replace			Construct											
Location: Unincorporated Polk County				Growth		X		Growth		X	Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
One time funding provided by the board for the purchase of right of way.										This improvement is necessary based on the projected level of service.												
FUND / COST CENTER																						
No operating costs										30801.540317001												
REPLACEMENT COUNTY PROPERTY NO.:										N/A												
N/A																						
Prior Cumulative										FY 25 Budget												
FY 25 Projected Expenses										FY 26												
FY 27										FY 28												
FY 29										FY 30												
FUTURE YEARS										Proposed Project Total												
Design/Arch/Eng																						
Design/Arch/Eng																						
Land (or ROW)																						
Construction																						
Other - Agreement																						
Total Project Cost																						
Trans Millage Fund-14971																						
General Capital Fund-30801																						
UNFUNDED																						
Total Funding																						
Personal Svc.																						
Personal Svc.																						
Non-personal																						
Capital																						
Total Operating																						



PROJECT # 5400274										PAGE # 32												
FY 2026-2030 Community Investment Program Budget Project Detail																						
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT	FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:				Project listed in CIE? Yes				CRITERIA		SCHEDULE	1	2	3	4	1	2	3	4	1	2	3	4
Deen Still Road Improvements (North Ridge Trail to Hwy 27)				Comp. Plan reference: Objective 3.202-E, 3.023				Safety		X	Design/Arch											
Functional Area : Roads and Drainage								Mandate			Land/ROW											
Department:				LOS/Concurrency Related: No				Replace			Construct											
Location: Unincorporated Polk County								Growth		X	Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
One time funding provided by the board for the purchase of right of way and construction.										This improvement is necessary based on the projected level of service.												
FUND / COST CENTER																						
No operating costs										30801.540317001												
REPLACEMENT COUNTY PROPERTY NO.:										N/A												
N/A																						
Prior Cumulative										FY 25 Budget	FY 25 Projected Expenses	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS	Proposed Project Total				
EXPENDITURE PLAN																						
Design/Arch/Eng																						
Land (or ROW)												1,000,000	1,000,000					2,000,000				
Construction												4,000,000	4,000,000		0			8,000,000				
Other - Agreement																						
Total Project Cost										0	0	0	5,000,000	5,000,000	0	0	0	10,000,000				
FUNDING PLAN																						
General Capital Fund-30801												5,000,000	5,000,000					10,000,000				
UNFUNDED																						
Total Funding										0	0	0	5,000,000	5,000,000	0	0	0	10,000,000				
OPERATING BUDGET IMPACT																						
Personal Svc.																						
Non-personal																						
Capital																						
Total Operating																						



Phase 4
North Ridge Trail
Deen Still Road to
Waverly Barn Road

Deen Still Road

Waverly Barn Road

Dunson Road

CR54/Reagan Pkwy.

27

27

N

PROJECT # 5400169										PAGE # 34													
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1	2	3	4	1	2	3	4	1	2	3	4
US 27 at Four Corners				Comp. Plan reference:				Safety X		Design/Arch													
Functional Area : Roads and Drainage								Mandate		Land/ROW													
Department:				LOS/Concurrency Related: Yes				Replace		Construct													
Location: Davenport								Growth X		Equipment													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Right Turn Intersection Improvement										Project will improve traffic level of service													
OPERATING BUDGET IMPACT:										FUND / COST CENTER													
										14971.540152101													
										REPLACEMENT COUNTY PROPERTY NO.:													
										N/A													
										N/A													
			Prior Cumulative	FY 25 Budget	FY 25 Projected Expenses	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS	Proposed Project Total											
EXPENDITURE PLAN																							
Design/Arch/Eng		165,280	33,680									165,280											
Land (or ROW)																							
Construction		111,617	863,810	665,037	10,000							786,654											
Other																							
Equipment																							
Total Project Cost		276,897	897,490	665,037	10,000	0	0	0	0	0	0	951,934											
FUNDING PLAN																							
Trans Millage Fund-14971		276,897	897,490	665,037	10,000							951,934											
Total Funding		276,897	897,490	665,037	10,000	0	0	0	0	0	0	951,934											
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							

[illegible]

An aerial map of the ChampionsGate Golf Course area. The map shows the course layout with green fairways and brown sand traps. Several streets are labeled in yellow text: "Westside Blvd." running diagonally from the top left, "CR 54 (Ronald Reagan Pkwy.)" running horizontally across the middle, and "May Fair Blvd." running vertically on the left. Other labels include "Omni Orlando Resort at ChampionsGate", "Portofino at ChampionsGate", "Sanctuary", "The Shire", "Chelsea Park", "The Dales", "The Abbey", and "The End at Fest". A traffic light icon with red, yellow, and green circles is positioned near the intersection of Westside Blvd. and CR 54.

PROJECT # 5400193										PAGE # 36											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Spirit Lake Road @ Old Bartow Eagle Lake Road				Comp. Plan reference:				Safety X		Design/Arch		1		1		1		1		1	
Functional Area : Roads and Drainage								Mandate		Land/ROW		1		1		1		1		1	
Department:				LOS/Concurrency Related: Yes				Replace		Construct		1		1		1		1		1	
Location: Winter Haven								Growth X		Agreement		1		1		1		1		1	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Intersection improvements to the intersection of Spirit Lake Road and Old Bartow Eagle Lake Road.										Project will improve traffic level of service											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
None.										10104.540541095											
										REPLACEMENT COUNTY PROPERTY NO.:											
										N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng		389,771		25,000		20,000		20,000												429,771	
Land (or ROW)		75		650,000		250,000		500,000												750,075	
Construction				1,000,000				4,000,000		2,600,000										6,600,000	
CEI								400,000		260,000										660,000	
Equipment																					
Total Project Cost		389,846		1,675,000		270,000		4,920,000		2,860,000		0		0		0		0		8,439,846	
FUNDING PLAN																					
Trans Trust Fund - 10104		389,846		1,675,000		270,000		4,920,000		2,860,000										8,439,846	
Total Funding		389,846		1,675,000		270,000		4,920,000		2,860,000		0		0		0		0		8,439,846	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal										880		900		900							
Capital																					
Total Operating										880		900		900							



PROJECT # 5400231										PAGE # 42											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Kathleen Rd @ Deeson Road Signalization				Comp. Plan reference:				Safety X		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage								Mandate		Land/ROW		1		2		3		4		1	
Department:				LOS/Concurrency Related: Yes				Replace		Construct		1		2		3		4		1	
Location: Lakeland								Growth X		Agreement		1		2		3		4		1	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Signalization of intersection of Kathleen Rd @ Deeson Rd										Project will improve traffic level of service											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
None.										12267/12271.620524080											
										'10104.540541095											
										REPLACEMENT COUNTY PROPERTY NO.:											
										N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng		322,218		25,000		40,000		20,000												382,218	
Land (or ROW)		450		25,000		11,000		100,000												111,450	
Construction				1,500,000				3,000,000												3,000,000	
Other																					
Equipment																					
Total Project Cost		322,668		1,550,000		51,000		3,120,000		0		0		0		0		0		3,493,668	
FUNDING PLAN																					
Impact Fee Northwest-12267		322,668																		322,668	
Impact Fee Zone A-12271				1,550,000		51,000														51,000	
Trans Trust Fund - 10104								3,120,000												3,120,000	
Total Funding		322,668		1,550,000		51,000		3,120,000		0		0		0		0		0		3,493,668	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal								520		520		520		600						1,640	
Capital																					
Total Operating								520		520		520		600						1,640	



PROJECT # 5400244										PAGE # 45											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Mt Olive Rd @ SR 33				Comp. Plan reference:				Safety X		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: Yes				Replace		Construct											
Location: Lakeland								Growth X		Agreement											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Design and construct a new right turn lane on Mt Olive Rd at the intersection with SR 33.										Project will improve traffic level of service											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
None.										12271.620524080											
										REPLACEMENT COUNTY PROPERTY NO.:											
										N/A											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng		7,045		66,005		60,000		10,000												77,045	
Land (or ROW)				100,000		50,000		250,000												300,000	
Construction								250,000		250,000										500,000	
Other																					
Equipment																					
Total Project Cost		7,045		166,005		110,000		510,000		250,000		0		0		0		0		877,045	
FUNDING PLAN																					
Impact Fee Zone A-12271		7,045		166,005		110,000		510,000		250,000										877,045	
Total Funding		7,045		166,005		110,000		510,000		250,000		0		0		0		0		877,045	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal										375		375		375							
Capital																					
Total Operating										375		375		375							



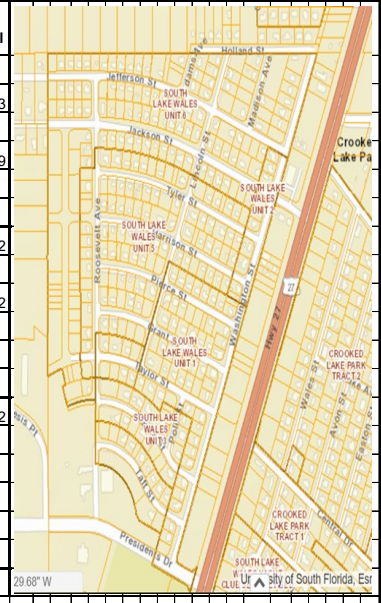
PROJECT # 5400183										PAGE # 63											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Fort Fraser Trail Extension				Comp. Plan reference:				Safety		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace X		Construct											
Location: Lakeland								Growth		Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
The proposed trail route is along Winter Lake Road from US 98 then west, parallel and adjacent to the southerly right-of-way of the Polk County Parkway to Lakeland Highlands Road. The trail would then cross Lakeland Highlands Road just south of the Polk Parkway and continue north along the west side of Lakeland Highlands Road to Glendale Street. The City of Lakeland has pledged \$400,000.00 in FY 24/25 for construction of this project.										Increase use of existing trail system for community use.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
										14971.540152101											
										11134.540559014											
										REPLACEMENT COUNTY PROPERTY NO.: N/A											
										N/A											
		Prior Cumulative	FY 25 Budget	FY 25 Projected Expenses	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE YEARS	Proposed Project Total										
EXPENDITURE PLAN																					
Design/Arch/Eng	590,891	255,000	70,000	185,000							845,891										
Land (or ROW)	474										474										
Construction	2,138,478	6,693,299	4,000,000	2,693,299							8,831,777										
Other		660,000	330,000	330,000							660,000										
Total Project Cost	2,729,843	7,608,299	4,400,000	3,208,299	0	0	0	0	0	0	10,338,142										
FUNDING PLAN																					
Trans Millage Fund-14971	656,835	3,750,597	2,200,000	1,510,339							4,367,174										
Grant Fund - 11134	2,073,008	3,857,702	2,200,000	1,697,960							5,970,968										
Total Funding	2,729,843	7,608,299	4,400,000	3,208,299	0	0	0	0	0	0	10,338,142										
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					



PROJECT #		5400179																						PAGE #		65					
FY 2026-2030 Community Investment Program Budget Project Detail																															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30									
Project Title:				Project listed in CIE?				CRITERIA				SCHEDULE		1		2		3		4		1		2		3		4			
Jan Phyl Drainage				Comp. Plan reference:				3.104-B1,B2,B4				Safety		X		Design/Arch															
Functional Area :				Roads and Drainage				Mandate						Land/ROW																	
Department:				LOS/Concurrency Related:				Yes				Replace				Construct															
Location:				Lakeland				Growth						Equipment																	
PROJECT DESCRIPTION:												PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																			
Improve stormwater drainage system within Jan Phyl Village subdivision. Design Contract: 75,000 Board approved 7/7/2020												The project will increase the LOS related to flood control for the area and enhance safety for citizens by addressing ongoing flooding issues and appropriately conveying stormwater away from existing roads and homes.																			
OPERATING BUDGET IMPACT:												FUND / COST CENTER																			
												14856.540559014																			
												REPLACEMENT COUNTY PROPERTY NO.:																			
												N/A																			
												N/A																			
												Proposed Project Total																			
												FUTURE YEARS																			
												FY 26																			
												FY 27																			
												FY 28																			
												FY 29																			
												FY 30																			
												Total Project Cost																			
												88,798																			
												EXPENDITURE PLAN																			
												Design/Arch/Eng																			
												78,798																			
												Land (or ROW)																			
												10,000																			
												Construction																			
												0																			
												Other																			
												0																			
												Equipment																			
												0																			
												Total Project Cost																			
												88,798																			
												FUNDING PLAN																			
												Grant Fund 14856																			
												78,798																			
												10,000																			
												10,000																			
												0																			
												0																			
												0																			
												0																			
												0																			
												0																			
												Total Funding																			
												88,798																			
												OPERATING BUDGET IMPACT																			
												Personal Svc.																			
												Non-personal																			
												Capital																			
												Total Operating																			



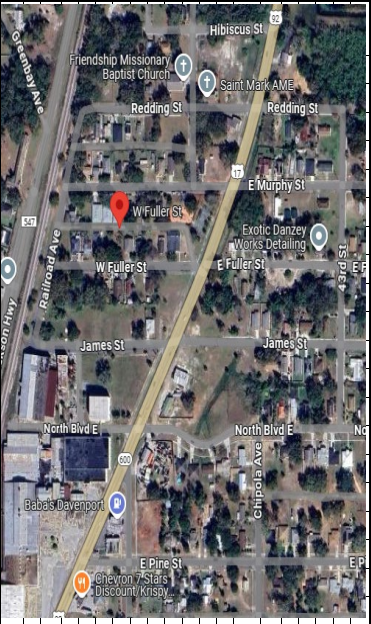
PROJECT #		5400209																		PAGE #		67					
FY 2026-2030 Community Investment Program Budget Project Detail																											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Title:				Project listed in CIE?		No		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4	
South Lake Wales Drainage				Comp. Plan reference:		3.104-B1,B2,B4		Safety		X		Design/Arch															
Functional Area : Roads and Drainage								Mandate				Land/ROW															
Department:				LOS/Concurrency Related:		Yes		Replace				Construct															
Location: Lake Wales								Growth				Equipment															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
Pipe upgrades and retention ponds to alleviate flooding.										Project will improve driver safety by preventing roadway flooding.																	
OPERATING BUDGET IMPACT:										FUND / COST CENTER																	
										14501.300001110																	
										REPLACEMENT COUNTY PROPERTY NO.:																	
										N/A																	
* Culvert Failure (5400002) will be utilized to pay for any overages beyond this budget.										N/A																	
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total							
EXPENDITURE PLAN																											
Design/Arch/Eng		313,161		24,332		20,000		39,612												372,773							
Land (or ROW)																											
Construction				1,200,000		2,500,000		1,275,059												3,775,059							
Other																											
Equipment																											
Total Project Cost		313,161		1,224,332		2,520,000		1,314,671		0		0		0		0		0		4,147,832							
FUNDING PLAN																											
CLFRF - 14501		313,161		1,224,332		2,520,000		1,314,671												4,147,832							
Total Funding		313,161		1,224,332		2,520,000		1,314,671		0		0		0		0		0		4,147,832							
OPERATING BUDGET IMPACT																											
Personal Svc.																											
Non-personal																											
Capital																											
Total Operating																											



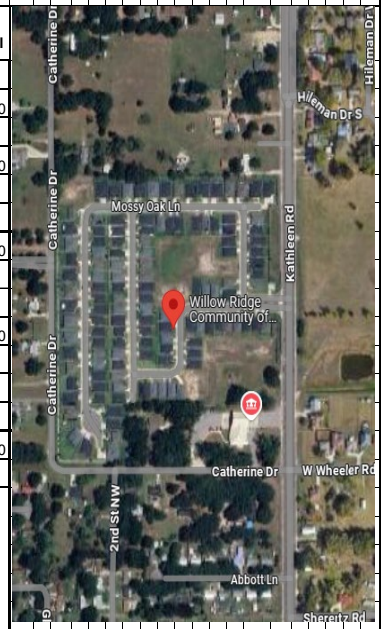
PROJECT #		5400222																		PAGE #		73					
FY 2026-2030 Community Investment Program Budget Project Detail																											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Title:				Project listed in CIE?		No		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4	
Fairway Avenue Drainage				Comp. Plan reference:		3.104-B1,B2,B4		Safety		X		Design/Arch															
Functional Area :				Roads and Drainage				Mandate				Land/ROW															
Department:				LOS/Concurrency Related:		Yes		Replace				Construct															
Location:				Section 16, Township 28, Range 24				Growth				Equipment															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
This project is located in the Combee Road / East Lake Parker Area. Engineering will be needed to improve the drainage in this area that has old and miss matched infrastructure.										A few flooding complaints over the years. The corner of Fairway Ave and Golfview Street has flooding problems as well. Overall the drainage system is old with different size pipes and drainage boxes.																	
OPERATING BUDGET IMPACT:										FUND / COST CENTER																	
										14501.300001110																	
										REPLACEMENT COUNTY PROPERTY NO.:																	
										N/A																	
										N/A																	
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total							
EXPENDITURE PLAN																											
Design/Arch/Eng		196,736		5,000		10,000		5,000												211,736							
Land (or ROW)																											
Construction				1,000,000		1,000,000		805,339												1,805,339							
Other																											
Equipment																											
Total Project Cost		196,736		1,005,000		1,010,000		810,339		0		0		0		0		0		2,017,075							
FUNDING PLAN																											
CLFRF - 14501		196,736		1,005,000		1,010,000		810,339												2,017,075							
Total Funding		196,736		1,005,000		1,010,000		810,339		0		0		0		0		0		2,017,075							
OPERATING BUDGET IMPACT																											
Personal Svc.																											
Non-personal																											
Capital																											
Total Operating																											



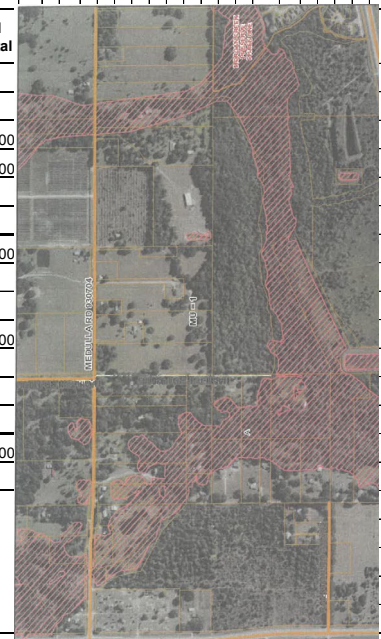
PROJECT #		5400270																		PAGE #		74					
FY 2026-2030 Community Investment Program Budget Project Detail																											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30					
Project Title:				Project listed in CIE?				No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Davenport Drainage Project				Comp. Plan reference:				3.104-B1,B2,B4				Safety		X		Design/Arch											
Functional Area :				Roads and Drainage								Mandate				Land/ROW											
Department:				LOS/Concurrency Related:				Yes				Replace				Construct											
Location:				Davenport								Growth				Equipment											
PROJECT DESCRIPTION:												PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Drainage Project to include: James Street, Fuller Street, Murray Street, and 43rd Avenue.												Improve drainage capacity and efficiency.															
OPERATING BUDGET IMPACT:												FUND / COST CENTER															
												*30801.540317001															
												REPLACEMENT COUNTY PROPERTY NO.:															
												N/A															
* Unused Funding from Chestnut Street One-Time funding in the Sidewalk CIP Project												N/A															
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total							
EXPENDITURE PLAN																											
Design/Arch/Eng				250,000				250,000												250,000							
Land (or ROW)																											
Construction				1,000,000				500,000		500,000										1,000,000							
Other																											
Equipment																											
Total Project Cost		0		1,250,000		0		750,000		500,000		0		0		0		0		1,250,000							
FUNDING PLAN																											
General Capital Fund-30801				1,250,000				750,000		500,000										1,250,000							
Total Funding		0		1,250,000		0		750,000		500,000		0		0		0		0		1,250,000							
OPERATING BUDGET IMPACT																											
Personal Svc.																											
Non-personal																											
Capital																											
Total Operating																											



PROJECT #		5400271																		PAGE #		75	
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:				Project listed in CIE?		No		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Willow Ridge Subdivision Drainage Project				Comp. Plan reference:		3.104-B1,B2,B4		Safety		X		Design/Arch											
Functional Area :				Roads and Drainage				Mandate				Land/ROW											
Department:				LOS/Concurrency Related:		Yes		Replace				Construct											
Location: Davenport								Growth				Equipment											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
To upgrade and construct drainage improvements within the Willow Ridge Subdivision.										Increase drainage capacity and efficiency.													
OPERATING BUDGET IMPACT:										FUND / COST CENTER													
										*30801.540317001													
										REPLACEMENT COUNTY PROPERTY NO.:													
* Unused Funding from Chestnut Street One-Time funding in the Sidewalk CIP Project										N/A													
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng				150,000				150,000												150,000			
Land (or ROW)																							
Construction				400,000				400,000												400,000			
Other																							
Equipment																							
Total Project Cost		0		550,000		0		550,000		0		0		0		0		0		550,000			
FUNDING PLAN																							
General Capital Fund-30801				550,000				550,000												550,000			
Total Funding		0		550,000		0		550,000		0		0		0		0		0		550,000			
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							



PROJECT #		5400276																						PAGE #		77							
FY 2026-2030 Community Investment Program Budget Project Detail																																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30											
Project Title:				Project listed in CIE?				No				CRITERIA				SCHEDULE		1		2		3		4		1		2		3		4	
Medulla Raod @ Hamilton Road Drainage (southwest Lakeland west of Lakeland Airport)				Comp. Plan reference:				3.104-B1,B2,B4				Safety		X		Design/Arch																	
Functional Area :				Roads and Drainage								Mandate				Land/ROW																	
Department:				LOS/Concurrency Related:				Yes				Replace				Construct																	
Location:				Davenport								Growth				Equipment																	
PROJECT DESCRIPTION:												PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
One time funds approved by the board for purchase of right of way and construction.																																	
OPERATING BUDGET IMPACT:												FUND / COST CENTER																					
												30801.540317001																					
												REPLACEMENT COUNTY PROPERTY NO.:																					
* Unused Funding from Chestnut Street One-Time funding in the Sidewalk CIP Project												N/A																					
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total													
EXPENDITURE PLAN																																	
Design/Arch/Eng																				2,300,000													
Land (or ROW)								1,150,000		1,150,000										2,700,000													
Construction								-		2,700,000										2,700,000													
Other																																	
Equipment																																	
Total Project Cost		0		0		0		1,150,000		3,850,000		0		0		0		0		5,000,000													
FUNDING PLAN																																	
General Capital Fund-30801								1,150,000		3,850,000										5,000,000													
Total Funding		0		0		0		1,150,000		3,850,000		0		0		0		0		5,000,000													
OPERATING BUDGET IMPACT																																	
Personal Svc.																																	
Non-personal																																	
Capital																																	
Total Operating																																	



PROJECT # 5400242										PAGE # 83											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Affordable Housing Road Construction				Comp. Plan reference:				Safety		Design/Arch											
Functional Area : Roads and Drainage								Mandate		Land/ROW											
Department:				LOS/Concurrency Related: No				Replace X		Construct											
Location: VARIOUS								Growth		Agreements											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
At the direction of the Board, funding provided to create roads under the Affordable Housing Program. This is one time funding.										Provide for roadway improvements to County Roads utilizing one-time money for this program.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
										30801.540317001											
										REPLACEMENT COUNTY PROPERTY NO.:											
										N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction																					
Other				1,000,000				1,000,000												1,000,000	
Total Project Cost		0		1,000,000		0		1,000,000		0		0		0		0		0		1,000,000	
FUNDING PLAN																					
Gen Capital Fund - 30801				1,000,000				1,000,000												1,000,000	
Total Funding		0		1,000,000		0		1,000,000		0		0		0		0		0		1,000,000	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					



PROJECT # 5400245										PAGE # 84											
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE? No				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Vaughn Road				Comp. Plan reference:				Safety		Design/Arch		1		1		1		1		1	
Functional Area : Roads and Drainage								Mandate		Land/ROW		1		1		1		1		1	
Department:				LOS/Concurrency Related: No				Replace X		Construct		1		1		1		1		1	
Location: Winter Haven								Growth		Agreements		1		1		1		1		1	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Project to widen Vaughn Road to allow access for Fire Apparatus to a newly built Fire Training Facility located adjacent to Polk Utilities Property										Provide for roadway improvements to County Roads utilizing one-time money for this program.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
										14971.540152101											
Funded by the Utilities Division.										REPLACEMENT COUNTY PROPERTY NO.: N/A											
		Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng				100,000		60,000														160,000	
Land (or ROW)						100,000														100,000	
Construction				4,822,553		4,662,553														4,662,553	
Other																					
Total Project Cost		0		4,822,553		100,000		4,822,553		0		0		0		0		0		4,922,553	
FUNDING PLAN																					
Trans Millage Fund-14971				4,822,553		100,000		4,822,553												4,922,553	
Total Funding		0		4,822,553		100,000		4,822,553		0		0		0		0		0		4,922,553	
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

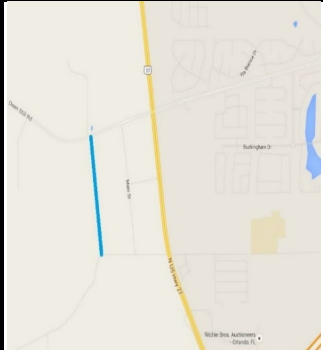


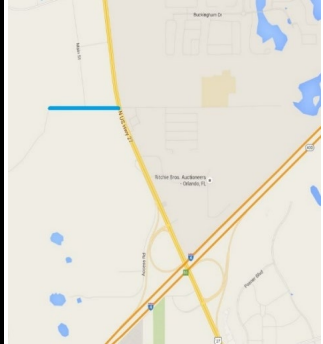
ROADS AND DRAINAGE DIVISION ROAD UNFUNDED PROJECTS		
		Unfunded Project Total
FY 2025 - 2026 UNFUNDED PROJECTS		
Page	CAPACITY	
1	North Ridge Trail Phase IV (Waverly Barn Rd to Deen Still Rd)	9,800,000
2	Waverly Barn Road (US 27 to 0.5 mile west)	7,360,000
3	FDC Grove Rd Ext. (Patterson Rd US 27 to Ernie Caldwell Blvd)	80,000,000
4	Deen Still Road (US 27 to 0.5 mile west)	7,410,000
5	Pine Tree Trail Widening (Ernie Caldwell Blvd to Ronald Reagan Pkwy)	45,000,000
6	Holly Hill Ext (Patterson Rd US 27 to FL Development Rd)	80,000,000
7	CR 580 (Cypress Pkwy) Powerline Rd to W Solivita Blvd	160,000,000
8	Hatchineha Road Widening (Powerline Rd Ext to Marigold Ave)	180,000,000
9	Kokomo Road Widening (Powerline Rd Ext to US 27)	75,000,000
10	Marigold Ave Widening PH 2 (Hatchineha Rd to Palmetto Ave)	150,000,000
11	Lake Marion Creek Rd Widening (Johnson Ave to Marigold Ave)	175,000,000
12	CR 547 West Sanders Road Ext (US 27 W to CR 17)	11,000,000
13	Marcum Road Extension (US 98 to Green Rd)	11,500,000
14	Dean Still Rd Realignment/Ext West (US 98 to US 27)	170,000,000
15	CR 547 (US 27 - US 17/92)	68,000,000
16	CR 547 (HWY 17/92 to CR 54 RR Parkway)	56,000,000
17	CR 17A (Chalet Suzanne Rd) (US 27 to SR 17)	40,000,000
18	West Pipkin Rd 5-Laning (Harden Blvd to SR 37)	13,000,000
19	Ewell Road (Lunn Road to SR 37)	80,000,000
20	Wabash Avenue: Ariana Street to US 92	4,160,000
21	Spirit Lake Road (SR 540 to US 17)	74,000,000
22	CR 542A (Galloway Rd) 10th Street W to CR 35A (Kathleen Rd)	32,000,000
23	CR 542A (Galloway Rd) US 92 (New Tampa Hwy) to 10th Street W	34,000,000
24	CR 546 (Old Dixie Hwy) to CR 655 (Berkley Rd)	20,000,000
25	Spirit Lk/42nd/Charlotte Rd - Recker Hwy to US 92	78,000,000
INTERSECTIONS		
26	Mt Olive RD @ Berkley RD	900,000

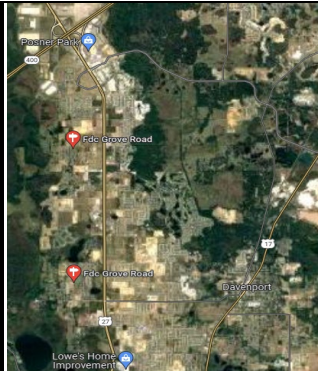
		Unfunded Project Total
	BRIDGE REPLACEMENT	
27	Rifle Range Road Bridge Replacement	3,275,000
28	County Line Rd Bridge Replacement (#160101)	4,300,000
29	Bruce Blvd BDR (Bridge Development Report)	150,000
	DRAINAGE PROJECTS	
30	Mount Olive Heights Drainage	100,000
31	Craig Road Drainage	250,000
32	Revelation Dr/Golden Gate Blvd Drainage Improvements	300,000
33	Lake Avenue Drainage & Water Quality Improvements	300,000
34	St. Anne Lake Outfall Drainage	1,250,000
35	Lake Hendry Outfall Drainage	990,000
36	Banana Lake Outfall Drainage	1,000,000
37	Derby Avenue Drainage Improvements	15,710,000
38	Blackwater Creek - Shady Oaks Drainage	2,500,000
39	Asherwoods Court Drainage	340,000
40	Pamela Drive Drainage & Water Quality Improvements	200,000
41	N.W. Lake Ariana/Whistler Estates Drainage	1,500,000
42	Silver Oaks Drive Drainage & Water Quality Improvements	500,000
43	Tripoli Drainage Improvement	435,000
44	Bradley Junction Drainage Improvement	650,000
45	Sugar Creek Drainage Improvements	500,000
46	Winterset Drive Drainage Improvements	20,000
47	Skyview Drainage Improvement	125,000
48	Holloway Road Outfall Drainage	1,360,000
49	Eastwood Subdivision Drainage	220,000
50	East Road Drainage	2,620,000
51	Forestview Estates Outfall Drainage	300,000
52	Seminole Road Drainage	100,000
53	Cherry Pocket Lane Drainage	200,000
54	Durrell Circle Drainage	100,000
55	Summit Lane Drainage	100,000
56	Greenway Drive Drainage Study	200,000
57	Varner Drive Drainage	50,000
58	Imperial Lakes Phase 2 Drainage	13,500,000

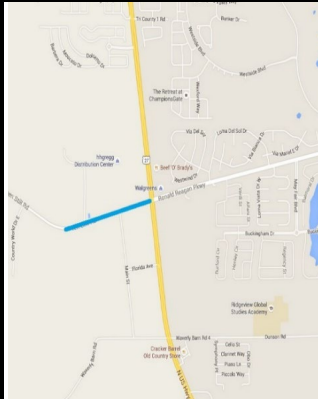
		Unfunded Project Total
	DRAINAGE PROJECTS	
59	Elm Street Drainage Study	150,000
60	Touchton Lane Drainage	75,000
61	Sheretz Road Drainage	75,000
62	Crafton Drive Drainage	150,000
63	Holiday Manor Drainage	125,000
64	Lake Shipp Heights Drainage	450,000
65	Walnut Street Drainage	50,000
66	Olsen Road Drainage	215,000
67	Alachua Drive Drainage	180,000
68	CR 547 Drainage Improvements	750,000
69	Alachua Drive/Overlook Drainage	200,000
70	2874 Dudley Drive - Gordon Drainage	130,000
71	N. Crystal Lake Dr Drainage Improvements	510,000
72	138 Oak Square South Drainage	225,000
73	Colonial Ave Drainage Improvements	400,000
74	Avenue A East - Wahneta Drainage	170,000
75	Broward Drive Drainage Improvements	550,000
76	Forestbrook Drive E Drainage Improvements	350,000
77	Rydalmont Rd @ Hampden Rd Drainage	650,000
78	West Lake Wales Alturas Rd Drainage	60,000
79	Serrento Court Drainage	100,000
80	Lake Shipp Outfall Ditch Drainage	300,000
81	Spirit Lake Outfall Drainage	550,000
82	16th Street N.E. Drainage	200,000
83	Britt Road Drainage Improvements	815,000
84	Broward Drive Drainage	120,000
85	Ariana St Drainage	100,000
86	Woodgreen Lane	100,000
87	Industrial Park Rd	150,000
88	Crystal Lake Dr N Drainage	150,000
89	Sunset Circle 860605	150,000
90	S Pipkin / Noretta Lane	250,000
91	Ashwood West Sub-Division	225,000
92	Essary Dr N 752807	150,000
93	Bella Citta Blvd 563606	7,750,000

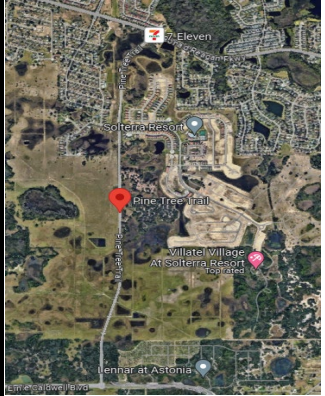
		Unfunded Project Total
	DRAINAGE PROJECTS	
94	Crescent Lake Outfall Improvements and Structure Upgrade	3,000,000
95	Mosley Rd 763302	100,000
96	Holly Hill Road Drainage	175,000
97	Georgene Rd	450,000
98	Ann Maria Dr	100,000
99	Gardenia Rd	250,000
100	Hillcrest Rd	100,000
101	Fussell	100,000
102	Lake Sears	100,000
101	Lake Seward Drainage Improvements/Banana Lake Outfall	5,000,000
102	Lake Bonny Drainage Improvements	20,000,000
103	Willow Ridge Subdivision Drainage Improvements	500,000
104	South Pipkin/Armstrong Drainage Improvements	200,000
105	Hamilton Road/Medulla Road Drainage Improvements	4,700,000
	Unfunded Project Total	1,766,625,000

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
								1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Project Title: North Ridge Trail Phase IV (Waverly Barn Rd to Deen Still Rd)		Project listed in CIE? No		Safety		X		Design/Arch									
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.204-A, 3.204-B, 3.204-		Mandate				Land/ROW									
Department:		LOS/Concurrency Related: Yes		Replace				Construct									
Location: Davenport				Growth		x		Equipment									
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
Construct new two lane roadway from Waverly Barn Road to Deen Still Road approximately 0.6 mile.									Project will relieve traffic congestion along US 27.								
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:								
Increase roadway maintenance.									N/A								
FUND / COST CENTER									N/A								
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										350,000							
Land (or ROW)										4,250,000							
Construction										4,700,000							
CEI										500,000							
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	9,800,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0	0							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
								1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Project Title: Waverly Barn Road (US 27 to 0.5 mile west)		Project listed in CIE? No			Safety		X	Design/Arch				
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.204-A, 3.204-B, 3.204-			Mandate			Land/ROW				
Department:		LOS/Concurrency Related: Yes			Replace			Construct				
Location: Davenport					Growth		x	Equipment				
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):				
Increase lane width to 14 feet and add sidewalks for 0.5 mile.								Project will improve safety along roadway.				
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:				
Increase roadway maintenance.								N/A				
FUND / COST CENTER								N/A				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL		
EXPENDITURE PLAN												
Design/Arch/Eng										360,000		
Land (or ROW)										2,500,000		
Construction										4,000,000		
CEI										500,000		
Equipment												
Total Project Cost	0	0	0	0	0	0	0	0	0	7,360,000		
FUNDING PLAN												
Unfunded												
Total Funding	0	0	0	0	0	0	0	0	0	0		
OPERATING BUDGET IMPACT												
Personal Svc.												
Non-personal												
Capital												
Total Operating												

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: FDC Grove Rd Ext (Patterson Rd US 27 to Ernie Caldwell Blvd)			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW	2	3	4	1	2
Department:			LOS/Concurrency Related:				Replace		Construct	3	4	1	2	3
Location: Davenport							Growth		Equipment	4	1	2	3	4
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Extend FDC Grove Road from Patterson Road US27 to Ernie Caldwell Blvd.									Increase traffic level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
FUND / COST CENTER									N/A					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										5,000,000				
Land (or ROW)										20,000,000				
Construction										50,000,000				
CEI										5,000,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	80,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

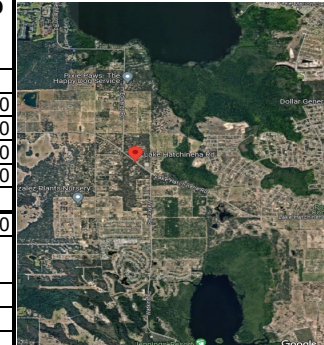
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Deen Still Road (US 27 to 0.5 mile west)		Project listed in CIE? No		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.204-A, 3.204-B, 3.204-		Mandate		Land/ROW											
Department:		LOS/Concurrency Related: Yes		Replace		Construct											
Location: Davenport				Growth		Equipment											
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Widen from 2 to 4 lanes approximately 0.5 mile.								Project will improve safety along roadway and increase capacity.									
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:									
Increase roadway maintenance.								N/A									
FUND / COST CENTER								N/A									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										410,000							
Land (or ROW)										2,000,000							
Construction										4,500,000							
CEI										500,000							
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	7,410,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0	0							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	
Capital																	
Total Operating																	

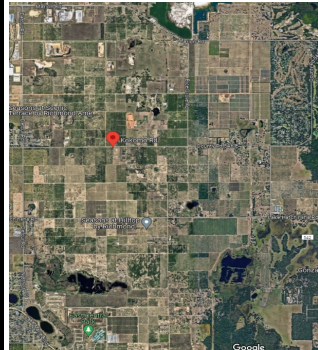
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Pine Tree Trail Widening (Ernie Caldwell Blvd to Ronald Regan Pkwy)		Project listed in CIE? No				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.204-A, 3.204-B, 3.204-D				Mandate		Land/ROW												
Department:		LOS/Concurrency Related: Yes				Replace		Construct												
Location: Davenport						Growth		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Widen from 2 to 4 lanes approximately 0.5 mile.											Project will improve safety along roadway and increase capacity.									
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:									
Increase roadway maintenance.											N/A									
FUND / COST CENTER											N/A									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										400,000										
Land (or ROW)										1,500,000										
Construction										40,000,000										
CEI										3,100,000										
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	45,000,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Holly Hill Ext (Patterson Rd US 27 to FL Development Rd)			Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related:				Safety Mandate Replace Growth		Design/Arch Land/ROW Construct Equipment	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Functional Area : Roads and Drainage														
Department:														
Location: Davenport														
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Extend Holly Hill Road from Patterson Road US27 to Florida Development Road									Increase traffic level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
FUND / COST CENTER									N/A					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										5,000,000				
Land (or ROW)										20,000,000				
Construction										50,000,000				
CEI										5,000,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	80,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

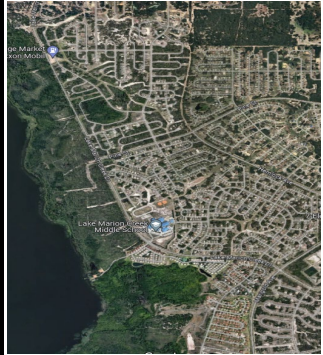
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: CR 580 (Cypress Pkwy) Powerline Rd to W Solivita Blvd			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW	2	3	4	1	2
Department:			LOS/Concurrency Related: No				Replace		Construct	3	4	1	2	3
Location: Haines City/Poinciana							Growth		Equipment	4	1	2	3	4
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Widen road from 2 lanes to 4 lanes from Powerline Rd to W.Solivita Blvd approx. 6.0 miles.									This improvement is necessary based on the projected level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
Increased roadway and/or traffic maintenance.									N/A					
FUND / COST CENTER														
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										10,000,000				
Land (or ROW)										40,000,000				
Construction										100,000,000				
CEI										10,000,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	160,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																																																																																																																																																																																																									
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30																																																																																																																																																																																											
Project Title: Hatchineha Road Widening Powerline Rd Ext to Marigold Ave			Project listed in CIE?				Safety		Design/Arch	1	2	3	4																																																																																																																																																																																												
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW																																																																																																																																																																																																
Department:			LOS/Concurrency Related: No				Replace		Construct																																																																																																																																																																																																
Location: Haines City/Poinciana							Growth		Equipment																																																																																																																																																																																																
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																																																																																																																																																																																															
Widen from 2 lanes to 4 lanes.										This improvement is necessary based on the projected level of service.																																																																																																																																																																																															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:																																																																																																																																																																																															
Increased roadway and/or traffic maintenance.										N/A																																																																																																																																																																																															
<table border="1"> <thead> <tr> <th></th> <th>Prior Cumm.</th> <th>FY 25 Budget</th> <th>FY 25 Projected Expense</th> <th>FY 26</th> <th>FY 27</th> <th>FY 28</th> <th>FY 29</th> <th>FY 30</th> <th>FUTURE</th> <th>UNFUNDED PROJECT TOTAL</th> </tr> </thead> <tbody> <tr> <td colspan="11">EXPENDITURE PLAN</td> </tr> <tr> <td>Design/Arch/Eng</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5,000,000</td> </tr> <tr> <td>Land (or ROW)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>32,000,000</td> </tr> <tr> <td>Construction</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>130,000,000</td> </tr> <tr> <td>CEI</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>13,000,000</td> </tr> <tr> <td>Equipment</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total Project Cost</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>180,000,000</td> </tr> <tr> <td colspan="11">FUNDING PLAN</td> </tr> <tr> <td>Unfunded</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total Funding</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> </tr> <tr> <td colspan="11">OPERATING BUDGET IMPACT</td> </tr> <tr> <td>Personal Svc.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Non-personal</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL	EXPENDITURE PLAN											Design/Arch/Eng										5,000,000	Land (or ROW)										32,000,000	Construction										130,000,000	CEI										13,000,000	Equipment											Total Project Cost	0	0	0	0	0	0	0	0	0	180,000,000	FUNDING PLAN											Unfunded																																	Total Funding	0	0	0	0	0	0	0	0	0		OPERATING BUDGET IMPACT											Personal Svc.											Non-personal											Capital										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL																																																																																																																																																																																															
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CEI										13,000,000																																																																																																																																																																																															
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Capital																																																																																																																																																																																																									



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Kokomo Road Widening (Powerline Rd Ext to US 27)		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No				Replace		Construct												
Location: Haines City/Poinciana						Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Widen from 2 lanes to 4 lanes.										This improvement is necessary based on the projected level of service.										
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:										
Increased roadway and/or traffic maintenance.										N/A										
FUND / COST CENTER																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										5,000,000										
Land (or ROW)										15,000,000										
Construction										50,000,000										
CEI										5,000,000										
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	75,000,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Marigold Ave Widening PH 2 (Hatchineha Rd to Palmetto Ave)		Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No			Replace		Construct												
Location: Haines City/Poinciana					Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Expand Marigold Avenue from a 2-Lane to 4-Lane Road										This improvement is necessary based on the projected level of service.									
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:									
Increased roadway and/or traffic maintenance.										N/A									
FUND / COST CENTER																			
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										8,000,000									
Land (or ROW)										32,000,000									
Construction										100,000,000									
CEI										10,000,000									
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			

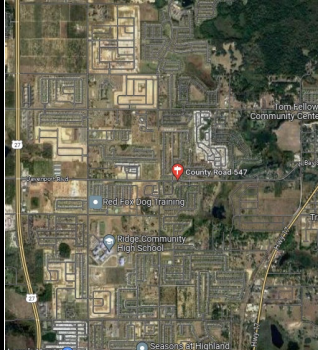
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Lake Marion Creek Rd Widening (Johnson Ave to Marigold Ave)			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW	1	2	3	4	1
Department:			LOS/Concurrency Related: No				Replace		Construct	1	2	3	4	1
Location: Haines City/Poinciana							Growth		Equipment	1	2	3	4	1
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Widen Lake Marion Creek Road from 2 lanes to 4 lanes from Johnson Avenue to Marigold Avenue.									This improvement is necessary based on the projected level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
Increased roadway and/or traffic maintenance.									N/A					
FUND / COST CENTER														
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										7,000,000				
Land (or ROW)										30,500,000				
Construction										125,000,000				
CEI										12,500,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	175,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: CR 547 West Sanders Road Ext (US 27 W to CR 17)			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW					
Department:			LOS/Concurrency Related: No				Replace		Construct					
Location: Haines City/Poinciana							Growth		Equipment					
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):				
Expand CR547 Sanders Road										This improvement is necessary based on the projected level of service.				
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:				
FUND / COST CENTER										N/A				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										500,000				
Land (or ROW)										1,700,000				
Construction										8,000,000				
CEI										800,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	11,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Marcum Road Extension (US 98 to Green Rd)		Project listed in CIE? Comp. Plan reference:				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Lakeland						Growth		Equipment													
PROJECT DESCRIPTION: Construct 4-lane roadway between US 98 and Green Road.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:											
FUND / COST CENTER																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										1,000,000											
Land (or ROW)										2,500,000											
Construction										7,000,000											
CEI										1,000,000											
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	11,500,000											
FUNDING PLAN																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Deen Still Rd Realignment/Ext West (US 98 to US 27)			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW	1	2	3	4	1
Department:			LOS/Concurrency Related:				Replace		Construct	1	2	3	4	1
Location: Lakeland							Growth		Equipment	1	2	3	4	1
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Increase traffic level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.: N/A					
FUND / COST CENTER														
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										10,000,000				
Land (or ROW)										50,000,000				
Construction										100,000,000				
CEI										10,000,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	170,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

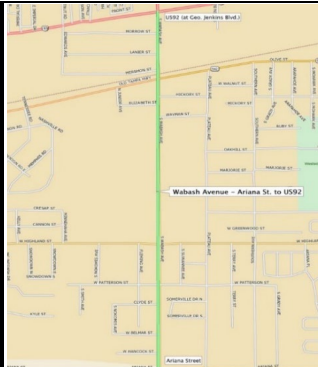
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title:		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
CR 547 (US 27-US 17/92)		Comp. Plan reference:				Mandate		Land/ROW												
Functional Area : Roads and Drainage						Replace		Construct												
Department:		LOS/Concurrency Related: No				Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Construct 4-lane roadway between US 27 and US 17/92..																				
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
										REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										4,000,000										
Land (or ROW)										15,000,000										
Construction										45,000,000										
CEI										4,000,000										
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	68,000,000										
FUNDING PLAN																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title:			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
CR 547 (HWY 17/92 to CR 54 RR Parkway)			Comp. Plan reference:				Mandate		Land/ROW	2	3	4	1	2
Functional Area : Roads and Drainage							Replace		Construct	3	4	1	2	3
Department:			LOS/Concurrency Related: No				Growth		Equipment	4	1	2	3	4
Location: Davenport														
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Construct 4-lane roadway between ECB and CR 54.														
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
FUND / COST CENTER														
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										3,000,000				
Land (or ROW)										20,000,000				
Construction										30,000,000				
CEI										3,000,000				
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	56,000,000				
FUNDING PLAN														
Total Funding	0	0	0	0	0	0	0	0	0	0				
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

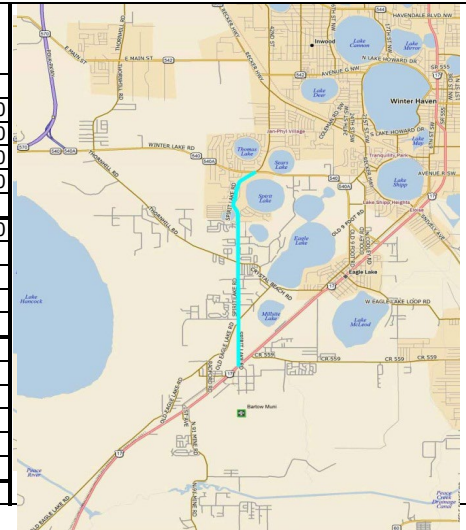
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: CR 17A (Chalet Suzanne Rd) (US 27 to SR 17)		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No				Replace		Construct												
Location: Lake Wales						Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Construct 4-lane roadway between US 27 and SR 17.																				
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:										
FUND / COST CENTER																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										2,000,000										
Land (or ROW)										16,000,000										
Construction										20,000,000										
CEI										2,000,000										
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	40,000,000										
FUNDING PLAN																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: West Pipkin Rd 5-Laning (Harden Blvd to SR 37)		Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No			Replace		Construct												
Location: Lakeland					Growth		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Expand West Pipkin Road to a 5-Lane Road from Harden Blvd to SR 37.										This improvement is necessary based on the projected level of service.									
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:									
Increased roadway and/or traffic maintenance.										N/A									
FUND / COST CENTER																			
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										500,000									
Land (or ROW)										2,000,000									
Construction										7,500,000									
CEI										3,000,000									
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	13,000,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			

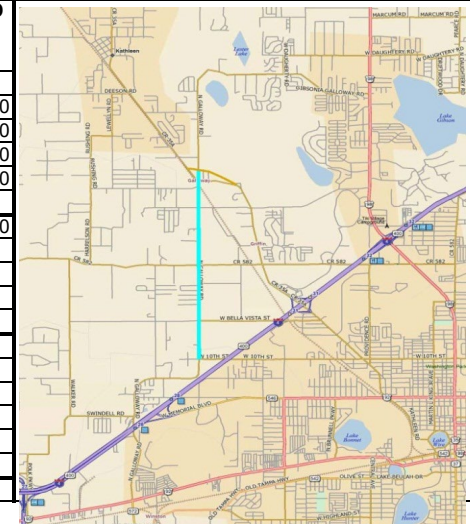
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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE? Yes		Safety		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference:		Mandate		Land/ROW		2		3		4		3		4	
Department:		LOS/Concurrency Related: Yes		Replace		Construct		3		4		4		4		4	
Location: Lakeland				Growth		Equipment		4									
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Convert two lane rural roadway to two lane urban roadway with sidewalks and paved shoulders and subsurface drainage.								Project improves traffic level of service.									
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER								N/A									
								N/A									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										960,000							
Land (or ROW)																	
Construction										3,200,000							
Other (Utilities)																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	4,160,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0								
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

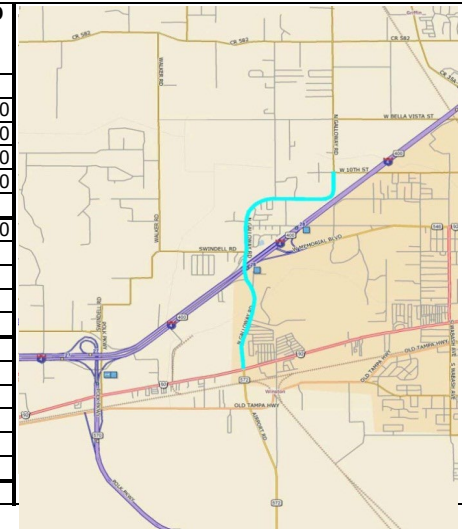
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE? Yes		Safety		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.203		Mandate		Land/ROW		1		2		3		4		1	
Department:		LOS/Concurrency Related: Yes		Replace		Construct		1		2		3		4		1	
Location: Winter Haven				Growth		Equipment		1		2		3		4		1	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Widen road from 2 lanes to 4 from US 17 to SR 540; approx. 3.6 Miles.								This improvement is necessary based on the projected level of service.									
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:									
Increased roadway and/or traffic maintenance								N/A									
FUND / COST CENTER																	
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										3,000,000							
Land (or ROW)										20,000,000							
Construction										44,000,000							
CEI										7,000,000							
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	74,000,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0								
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

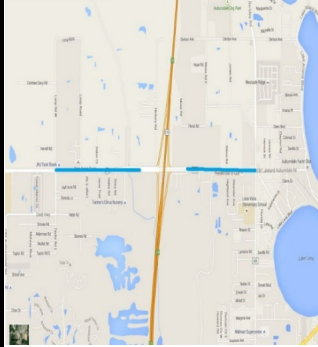


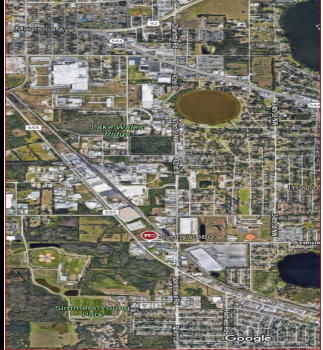
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																									
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30											
Project Title: CR 542A (Galloway Rd) 10th Street W to CR 35A (Kathleen Rd) Functional Area : Roads and Drainage Department: Location: Lakeland			Project listed in CIE? Yes Comp. Plan reference: Objective 3.202-C, 3.203 LOS/Concurrency Related: Yes			Safety X Mandate Replace Growth X		Design/Arch Land/ROW Construct Equipment		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):														
Widen road from 2 lanes to 4 from 10th Street West to CR 35A; approx. 2.6 miles.											This improvement is necessary based on the projected level of service.														
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:														
Increased roadway and/or traffic maintenance											N/A														
FUND / COST CENTER																									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL															
EXPENDITURE PLAN																									
Design/Arch/Eng										2,000,000															
Land (or ROW)										15,000,000															
Construction										12,000,000															
CEI										3,000,000															
Equipment																									
Total Project Cost	0	0	0	0	0	0	0	0	0	32,000,000															
FUNDING PLAN																									
Unfunded																									
Total Funding	0	0	0	0	0	0	0	0	0																
OPERATING BUDGET IMPACT																									
Personal Svc.																									
Non-personal																									
Capital																									
Total Operating																									



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																															
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30															
Project Title: CR 542A (Galloway Rd)		Project listed in CIE? Yes		Safety		Design/Arch		1		2		3		4		1		2		3		4		1		2		3		4	
US 92 (New Tampa Hwy) to 10th Street W		Comp. Plan reference: Objective 3.202-C, 3.203		Mandate		Land/ROW																									
Functional Area : Roads and Drainage				Replace		Construct																									
Department:		LOS/Concurrency Related: Yes		Growth		Equipment																									
Location: Lakeland																															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Widen road from 2 lanes to 4 from 10th Street West to US 92; approx. 2.5 miles.										This improvement is necessary based on the projected level of service.																					
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:																					
Increased roadway and/or traffic maintenance										N/A																					
FUND / COST CENTER																															
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL																					
EXPENDITURE PLAN																															
Design/Arch/Eng										2,000,000																					
Land (or ROW)										17,000,000																					
Construction										12,000,000																					
CEI										3,000,000																					
Equipment																															
Total Project Cost	0	0	0	0	0	0	0	0	0	34,000,000																					
FUNDING PLAN																															
Unfunded																															
Total Funding	0	0	0	0	0	0	0	0	0																						
OPERATING BUDGET IMPACT																															
Personal Svc.																															
Non-personal																															
Capital																															
Total Operating																															

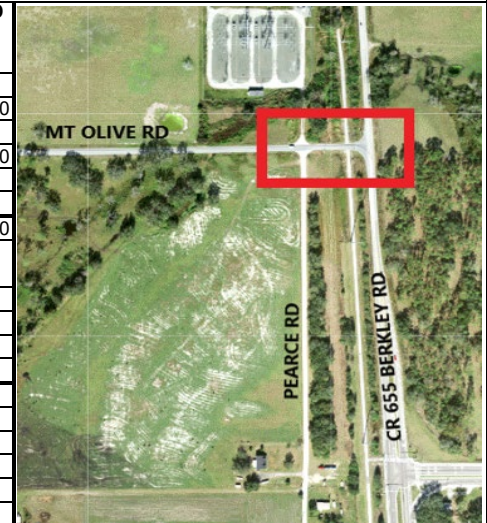


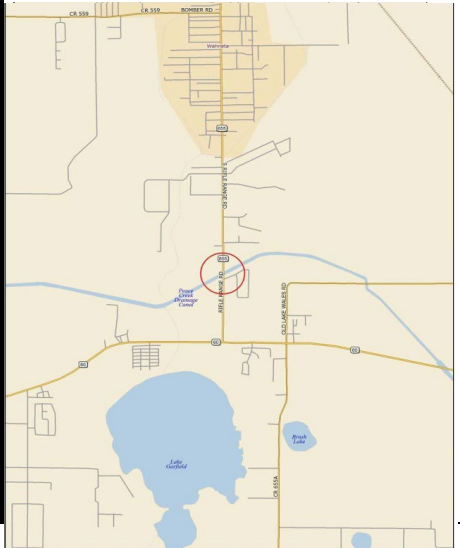
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail											
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
							1	2	3	4	1
Project Title: CR 546 (Old Dixie Hwy) to CR 655 (Berkley Rd)		Project listed in CIE? No		Safety		Design/Arch					
Functional Area : Roads and Drainage		Comp. Plan reference: Objective 3.202-C, 3.204-A, 3.204-B, 3.204-		Mandate		Land/ROW					
Department:		LOS/Concurrency Related: Yes		Replace		Construct					
Location: Auburndale				Growth		Equipment					
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Widen from 2 to 4 lanes approximately 1.5 miles. Project is split into two segments: segment one 0.8 mile - Old Dixie Hwy to west of SR 570 (Polk Pkwy), and segment two 0.7 mile - east of SR 570 (Polk Pkwy) to CR 655 (Berkley Road).						Project will improve safety along roadway and increase capacity.					
OPERATING BUDGET IMPACT:						REPLACEMENT COUNTY PROPERTY NO.:					
Increase roadway maintenance.						N/A					
FUND / COST CENTER						N/A					
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng										1,500,000	
Land (or ROW)										8,000,000	
Construction										9,000,000	
CEI										1,500,000	
Equipment											
Total Project Cost	0	0	0	0	0	0	0	0	0	20,000,000	
FUNDING PLAN											
Unfunded											
Total Funding	0	0	0	0	0	0	0	0	0		
OPERATING BUDGET IMPACT											
Personal Svc.											
Non-personal											
Capital											

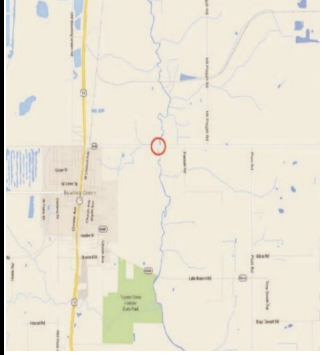
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Spirit Lk/42nd/Charlotte Rd Recker Hwy to US 92			Project listed in CIE?				Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:				Mandate		Land/ROW	2	3	4	2	3
Department:			LOS/Concurrency Related: No				Replace		Construct	3	4	4	3	4
Location: Winter Haven/Auburndale							Growth		Equipment	4				
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Widen road from 2 lanes to 4 lanes from Recker Hwy (CR 655) to US 92 approx. 2.5 miles.									This improvement is necessary based on the projected level of service.					
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:					
Increased roadway and/or traffic maintenance.									N/A					
FUND / COST CENTER														
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										3,000,000				
Land (or ROW)										40,000,000				
Construction										35,000,000				
CEI														
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	78,000,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														

0

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Mt Olive RD @ Berkley RD		Project listed in CIE?		Safety		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference:		Mandate		Land/ROW		1		2		3		4		1	
Department:		LOS/Concurrency Related: No		Replace		Construct		1		2		3		4		1	
Location: Winter Haven/Auburndale				Growth		Equipment		1		2		3		4		1	
PROJECT DESCRIPTION: Intersection improvements.								PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This improvement is necessary based on the projected level of service.									
OPERATING BUDGET IMPACT: Increased roadway and/or traffic maintenance.								REPLACEMENT COUNTY PROPERTY NO.: N/A									
FUND / COST CENTER																	
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										250,000							
Land (or ROW)										650,000							
Construction																	
CEI																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	900,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0								
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title:		Project listed in CIE? Yes				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Rifle Range Road Bridge Replacement		Comp. Plan reference: Objective 4.204-A				Mandate		Land/ROW												
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Replace		Construct												
Department:						Growth		Equipment												
Location: Winter Haven																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Replace bridge on Rifle Range Road located north of State Road 60. (Bridge #160094)										Existing bridge functionally obsolete.										
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:										
None										N/A										
FUND / COST CENTER										N/A										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										375,000										
Land (or ROW)										500,000										
Construction										2,400,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	3,275,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
								1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Project Title: County Line Rd Bridge Replacement (#160101)		Project listed in CIE? No		Safety		X		Design/Arch									
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2		Mandate				Land/ROW									
Department:		LOS/Concurrency Related: Yes		Replace		X		Construct									
Location: Lakeland				Growth				Equipment									
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
Replace bridge on County Line Road (CR-664) over Peace River. (Bridge#160101)									Existing bridge structurally deficient and has a sufficiency rating of 38.2.								
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:								
FUND / COST CENTER									N/A								
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										700,000							
Land (or ROW)										400,000							
Construction										3,200,000							
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	4,300,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0	0							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

GENERAL PROJECT DATA:

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Bruce Blvd Bridge Development Report Functional Area : Roads and Drainage Department: Location: Lakewales		Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No		Safety Mandate Replace Growth		X X 		Design/Arch Land/ROW Construct Equipment		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
PROJECT DESCRIPTION: Bridge Development Report (BDR) to determine the recommended replacement structure for BC78.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): BC78 is in poor condition and in need of replacement.							
OPERATING BUDGET IMPACT:										FUND / COST CENTER							
										REPLACEMENT COUNTY PROPERTY NO.: N/A							
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										150,000							
Land (or ROW)																	
Construction																	
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000							
FUNDING PLAN																	
Unfunded																	
Total Funding	0	0	0	0	0	0	0	0	0	0							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Mount Olive Heights Drainage		Project listed in CIE? No Comp. Plan reference: 3.104 B2				Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: Yes				Mandate		Land/ROW													
Department:						Replace X		Construct													
Location: Polk City						Growth X		Equipment													
PROJECT DESCRIPTION: Project is needed to address flooding within the Mount Olive Heights Sub-division. During heavy storm events the road side ditch along Mount Olive Road floods causing yard and driveway flooding for adjacent residents. The proposed project will consist of the design, permitting, and construction of additional storm inlets and associated piping along Mount Olive Road.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This project will construct drainage improvements along Mount Olive Road to alleviate flooding within the Mount Olive Heights Sub-division.										
OPERATING BUDGET IMPACT:											FUND / COST CENTER										
											REPLACEMENT COUNTY PROPERTY NO.: N/A										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										15,000											
Land (or ROW)										85,000											
Construction																					
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

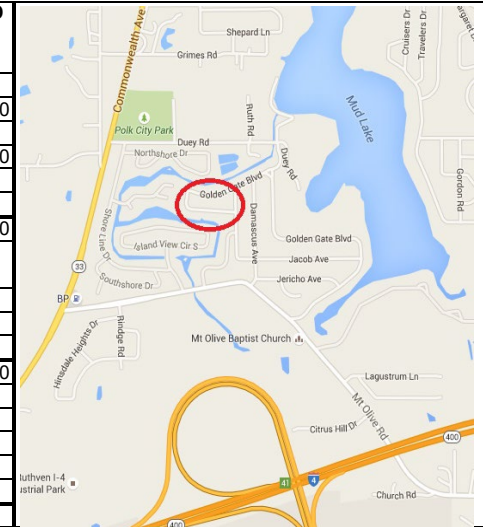
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Craig Road Drainage		Project listed in CIE? No Comp. Plan reference:				Safety Mandate Replace Growth		Design/Arch Land/ROW Construct Equipment	1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage Department: Location: Auburndale		LOS/Concurrency Related: No																	
PROJECT DESCRIPTION: Design, permit and construct drainage ditch improvements along Craig Road. During heavy storm events, water overflows the ditch and causes nuisance flooding at 4050 Craig Road. The project would consist of improvements to the ditch along the north side of Craig Rd and replacing the driveway pipe at 4050 Craig Rd.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The project goal is to study and develop a plan to improve the drainage infrastructure along Craig Road. The improvements will enhance safety for citizens by collecting and appropriately conveying stormwater away from the existing homes.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
										REPLACEMENT COUNTY PROPERTY NO.: N/A									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										50,000									
Land (or ROW)																			
Construction										200,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	250,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

A map of the project area in Auburndale, Florida. The map shows Craig Rd running horizontally. To the north of Craig Rd are Carlin Center and Killeen Ave. To the south of Craig Rd are various residential streets including Killeen Ave, K

PROJECT # 0000000

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																																																																						
GENERAL PROJECT DATA: Project Title: Revelation Dr/Golden Gate Blvd Drainage Improvements Functional Area : Roads and Drainage Department: Location: Bartow / Alturas		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Yes Comp. Plan reference: Objective 3.104-B LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="4">FY 26</th> <th colspan="4">FY 27</th> <th colspan="4">FY 28</th> <th colspan="4">FY 29</th> <th colspan="4">FY 30</th> </tr> <tr> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> </tr> <tr> <td></td><td></td><td></td><td></td> <td></td><td></td><td></td><td></td> <td></td><td></td><td></td><td></td> <td></td><td></td><td></td><td></td> <td></td><td></td><td></td><td></td> </tr> </table>		FY 26				FY 27				FY 28				FY 29				FY 30				1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
FY 26				FY 27				FY 28				FY 29				FY 30																																																						
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																																																			
PROJECT DESCRIPTION: Subdivision drainage improvements.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will improve roadway drainage in subdivision for residents.																																																																	
OPERATING BUDGET IMPACT: None					FUND / COST CENTER REPLACEMENT COUNTY PROPERTY NO.: N/A																																																																	
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL																																																												
EXPENDITURE PLAN																																																																						
Design/Arch/Eng										50,000																																																												
Land (or ROW)																																																																						
Construction										250,000																																																												
Other																																																																						
Equipment																																																																						
Total Project Cost	0	0	0	0	0	0	0	0	0	300,000																																																												
FUNDING PLAN																																																																						
Unfunded																																																																						
Total Funding	0	0	0	0	0	0	0	0	0	0																																																												
OPERATING BUDGET IMPACT																																																																						
Personal Svc.																																																																						
Non-personal																																																																						
Capital																																																																						
Total Operating																																																																						



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Lake Avenue Drainage & Water Quality Improvements		Project listed in CIE? No			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104-B1, B2, B4			Mandate		Land/ROW												
Department:		LOS/Concurrency Related: Yes			Replace X		Construct												
Location: Lake Wales					Growth X		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
Project consists of hiring a consultant to look at alternatives for preventing future erosion and water quality improvements. The selected alternative will be designed, permitted and constructed.											Erosion has occurred along the outfall at this end of Lake Ave. causing runoff to discharge onto private property creating washouts along the shoreline of Crooked Lake. In addition, water quality concerns regarding stormwater discharge to Crooked Lake.								
OPERATING BUDGET IMPACT:											FUND / COST CENTER								
Anticipate construction of a retention pond to address water quality issues, that will need to be mowed and maintained.											REPLACEMENT COUNTY PROPERTY NO.:								
											N/A								
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										50,000									
Land (or ROW)																			
Construction										250,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	300,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30				
Project Title: St. Anne Lake Outfall Drainage		Project listed in CIE? No			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4				
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW														
Department:		LOS/Concurrency Related: Yes			Replace X		Construct														
Location: Lake Wales					Growth		Equipment														
PROJECT DESCRIPTION: Project is located in Section 11, Twp 30, Rng 28 South of Hwy 60 East of Lake Wales. Historically, St. Anne outfalls to the West. The project would be a feasibility study, design, permitting and construction, to reestablish the historical outfall.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): With the amount of rainfall in 2004 and again in 2005 area lakes have rebounded to historical highs or higher. St. Anne is no exception. This project would reestablish the outfall for St. Anne to provide flooding relief for the county road and homes.										
OPERATING BUDGET IMPACT: Annual recurring maintenance costs required for periodic sediment removal, erosion repair and vegetation control. Maintenance will be budgeted in 560537037.5334990 and is anticipated to cost up to \$ 5,000 annually upon completion.											FUND / COST CENTER										
											REPLACEMENT COUNTY PROPERTY NO.: N/A										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										250,000											
Land (or ROW)																					
Construction										1,000,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	1,250,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail

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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
									1	2	3	4	1	2	3	4	1	2	3	4
Project Title: Banana Lake Outfall Drainage		Project listed in CIE? No			Safety X		Design/Arch													
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW													
Department:		LOS/Concurrency Related: Yes			Replace X		Construct													
Location: Highland City					Growth		Equipment													
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Polk County has completed several projects to improve the water quality of Banana Lake. The current outfall to Lake Hancock is in disrepair. Replacement of the SWFWMD owned structure would allow the historic fluctuations in levels to Banana Lake to be restored which would help control invasive vegetation and help improve water quality. This project is currently unfunded.											Project will help to regulate lake levels in Banana Lake.									
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER											N/A									
Operating impacts can not be determined at this time.																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										200,000										
Land (or ROW)																				
Construction										800,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	1,000,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Derby Avenue Drainage Improvements		Project listed in CIE? No			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW											
Department:		LOS/Concurrency Related: Yes			Replace X		Construct											
Location: Lakeland					Growth X		Equipment											
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
This project is located in Section 12, Township 28 South, Range 25 East in Winter Haven. The project will consist of the design, permitting and construction of the piping of an existing open ditch from Havendale Blvd. to Lake Jessie Drive.					The open ditch system north of Derby Avenue from east of Havendale Blvd to Lake Jessie Drive is constantly having erosion, sedimentation, trash and debris problems. Piping of the system will eliminate the erosion problems.													
OPERATING BUDGET IMPACT:					FUND / COST CENTER													
Maintenance is anticipated to cost \$15,000 annually.																		
					REPLACEMENT COUNTY PROPERTY NO.:													
					N/A													
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										1,200,000								
Land (or ROW)										510,000								
Construction										14,000,000								
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	15,710,000								
FUNDING PLAN																		
Unfunded																		
Total Funding	0	0	0	0	0	0	0	0	0	0								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30				
Project Title: Blackwater Creek - Shady Oaks Drainage		Project listed in CIE? No			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4				
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW														
Department:		LOS/Concurrency Related: Yes			Replace X		Construct														
Location: Plant City					Growth		Equipment														
PROJECT DESCRIPTION: Conduct a feasibility study to identify potential project sites in the Blackwater Creek drainage basin that may be suitable to construct a wetland treatment system. This project is currently unfunded.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Blackwater Creek is listed as impaired for fecal coliform bacteria.										
OPERATING BUDGET IMPACT: Not available at this time.											REPLACEMENT COUNTY PROPERTY NO.: N/A										
FUND / COST CENTER																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										500,000											
Land (or ROW)																					
Construction										2,000,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	2,500,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
									1	2	3	4	1	2	3	4	1	2	3	4
Project Title: Asherwoods Court Drainage		Project listed in CIE? No			Safety X		Design/Arch													
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW													
Department:		LOS/Concurrency Related: Yes			Replace		Construct													
Location: Lakeland					Growth X		Equipment													
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
This project is located in Section 22, Township 29 South, Range 23 East in south Lakeland. The project consists of hiring a consultant to conduct a feasibility study to provide alternatives for addressing flooding issues in this area. If funding can be obtained and if the project is feasible, construction to alleviate flooding will be completed.					This area has experienced growth over the past several years which appears to have impacted the natural drainage causing yard and road flooding.															
OPERATING BUDGET IMPACT:					FUND / COST CENTER					REPLACEMENT COUNTY PROPERTY NO.:										
Operating budget can not be determined at this time.										N/A										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										340,000										
Land (or ROW)																				
Construction																				
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	340,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

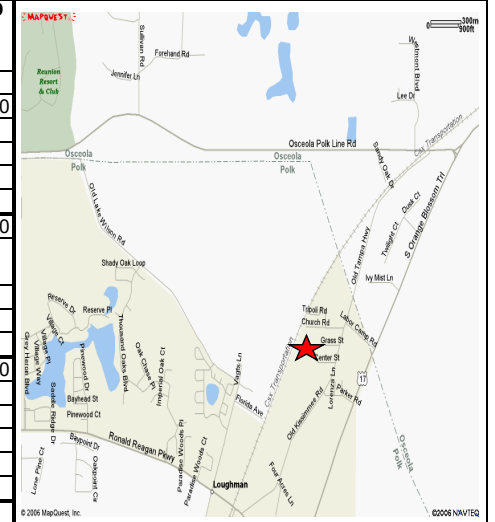
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Pamela Drive Drainage & Water Quality Improvements		Project listed in CIE? No			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW											
Department:		LOS/Concurrency Related: Yes			Replace X		Construct											
Location: Winter Haven					Growth X		Equipment											
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Project consists of hiring a consultant to look at alternatives for preventing future erosion and water quality improvements. The selected alternative will be designed, permitted and constructed.					Stormwater runoff from County road is causing erosion at the end of a private boat ramp on a canal in Northwest corner of Lake Eloise. In addition, there is an opportunity to provide water quality treatment to the stormwater runoff prior to being discharged to the canal.													
OPERATING BUDGET IMPACT:					FUND / COST CENTER													
Anticipate construction of a retention pond to address water quality issues, that will need to be mowed and maintained.																		
					REPLACEMENT COUNTY PROPERTY NO.:													
					N/A													
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										30,000								
Land (or ROW)																		
Construction										170,000								
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	200,000								
FUNDING PLAN																		
Unfunded																		
Total Funding	0	0	0	0	0	0	0	0	0	0								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																								
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30												
								1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Project Title: N.W. Lake Ariana/Whistler Estates Drainage		Project listed in CIE? No		Safety X		Design/Arch																		
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2		Mandate		Land/ROW																		
Department:		LOS/Concurrency Related: Yes		Replace X		Construct																		
Location: Auburndale				Growth X		Equipment																		
PROJECT DESCRIPTION:				PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Various properties and structures along Ariana Boulevard have experienced flooding due to water flowing from Whistler Estates to Lake Ariana. Current drainage structures and systems are inadequate and cannot handle the stormwater runoff. The roadway is being undermined by stormwater flow.																				
This project is located in Section 33, Township 27 South, Range 25 East in Auburndale. The project consists of hiring a consultant to design, permit and construct a drainage system.																								
OPERATING BUDGET IMPACT:				FUND / COST CENTER				REPLACEMENT COUNTY PROPERTY NO.:																
Not available at this time.								N/A																
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL														
EXPENDITURE PLAN																								
Design/Arch/Eng										300,000														
Land (or ROW)																								
Construction										1,200,000														
Other																								
Equipment																								
Total Project Cost	0	0	0	0	0	0	0	0	0	1,500,000														
FUNDING PLAN																								
Unfunded																								
Total Funding	0	0	0	0	0	0	0	0	0	0														
OPERATING BUDGET IMPACT																								
Personal Svc.																								
Non-personal																								
Capital																								
Total Operating																								

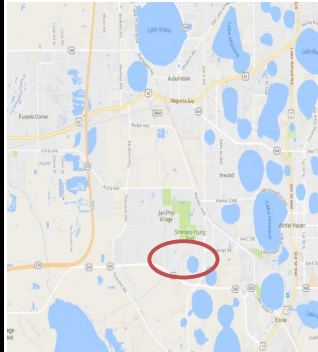


FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail														
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Silver Oaks Drive Drainage & Water Quality Improvements			Project listed in CIE? No			Safety		Design/Arch		1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference: 3.104 B2			Mandate		Land/ROW		2	3	4	1	2
Department:			LOS/Concurrency Related: Yes			Replace		Construct		3	4	1	2	3
Location: Lake Wales						Growth		Equipment		4				
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
Project consists of hiring a consultant to look at alternatives for preventing future erosion and water quality improvements. The selected alternative will be designed, permitted and constructed.						Existing drainage system is eroding outside of the easement and the existing pipe system is in need of upgrades and replacement. In addition, there is an opportunity to provide water quality treatment to the stormwater runoff prior to being discharged to the canal on Lake Rosalie.								
OPERATING BUDGET IMPACT:						FUND / COST CENTER								
Anticipate construction of a retention pond to address water quality issues, that will need to be mowed and maintained.						REPLACEMENT COUNTY PROPERTY NO.:								
						N/A								
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL				
EXPENDITURE PLAN														
Design/Arch/Eng										50,000				
Land (or ROW)										50,000				
Construction										400,000				
Other														
Equipment														
Total Project Cost	0	0	0	0	0	0	0	0	0	500,000				
FUNDING PLAN														
Unfunded														
Total Funding	0	0	0	0	0	0	0	0	0	0				
OPERATING BUDGET IMPACT														
Personal Svc.														
Non-personal														
Capital														
Total Operating														

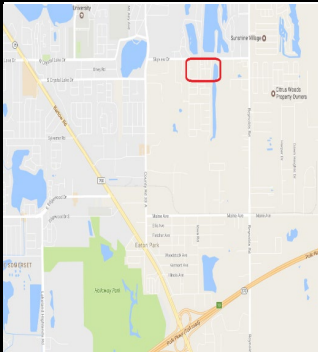
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30
								1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Project Title: Tripoli Drainage Improvement		Project listed in CIE? No		Safety X		Design/Arch						
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2		Mandate		Land/ROW						
Department:		LOS/Concurrency Related: Yes		Replace X		Construct						
Location: Kissimmee				Growth X		Equipment						
PROJECT DESCRIPTION:				PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
This project is located in Section 6, Township 26 South, Range 28 East in the Loughman area. The project consists of hiring a consultant to evaluate the existing drainage system and make recommendations on improvements.				This is an old platted area and layout. There is standing water along the roadways and property. The study is needed to determine drainage issues and easement needs for an outfall to SR 17/92 to the east.								
OPERATING BUDGET IMPACT:				FUND / COST CENTER								
Operating impacts can not be determined at this time.				REPLACEMENT COUNTY PROPERTY NO.:								
				N/A								
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL		
EXPENDITURE PLAN												
Design/Arch/Eng										435,000		
Land (or ROW)												
Construction												
Other												
Equipment												
Total Project Cost	0	0	0	0	0	0	0	0	0	435,000		
FUNDING PLAN												
Unfunded												
Total Funding	0	0	0	0	0	0	0	0	0	0		
OPERATING BUDGET IMPACT												
Personal Svc.												
Non-personal												
Capital												
Total Operating												



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail															
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE							
Project Title: Bradley Junction Drainage Improvement		Project listed in CIE? No				Safety		Design/Arch		FY 26					
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2				Mandate		Land/ROW		FY 27					
Department:		LOS/Concurrency Related: Yes				Replace		Construct		FY 28					
Location: Bradley						Growth		Equipment		FY 29					
										FY 30					
PROJECT DESCRIPTION: A drainage feasibility study is needed for the Bradley Junction area. The areas of concern are Hwy 37 to the west, the back of Hooker Street to the east, the railroad to the north, and Whidden to Holly Drive to the south. The feasibility study would determine drainage needs in the area and develop cost estimates. Once the study is complete, design, permitting, easement, and construction costs can be revised.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This area experiences periodic street flooding.				
OPERATING BUDGET IMPACT: Operating expenses can not be determined at this time.											REPLACEMENT COUNTY PROPERTY NO.: N/A				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL					
EXPENDITURE PLAN															
Design/Arch/Eng										650,000					
Land (or ROW)															
Construction															
Other															
Equipment															
Total Project Cost	0	0	0	0	0	0	0	0	0	650,000					
FUNDING PLAN															
Unfunded															
Total Funding	0	0	0	0	0	0	0	0	0	0					
OPERATING BUDGET IMPACT															
Personal Svc.															
Non-personal															
Capital															
Total Operating															

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA: Project Title: Sugar Creek Drainage Improvements Functional Area : Roads and Drainage Department: Location: Jan Phyl Village			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: LOS/Concurrency Related: Nc Yes			PROJECT NEED CRITERIA Safety X Mandate Replace Growth X		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
PROJECT DESCRIPTION: Several sections of the roadside ditch within the Sugar Creek Subdivision require reconstruction due to past driveway construction and lot grading activities. After large storm events, several sections of the roadside ditch hold water for prolonged periods of time. The standing water is inundating swale driveways and fostering habitat for mosquito populations during the summer and fall months.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will improve the drainage system within the Sugar Creek Subdivision and remove standing water by collecting and appropriately conveying stormwater within the existing roadside ditches. The project will eliminate the standing water from within the roadside ditches.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
REPLACEMENT COUNTY PROPERTY NO.: N/A																			
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng																			
Land (or ROW)																			
Construction										500,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	500,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA: Project Title: Winterset Drive Drainage Improvements Functional Area : Roads and Drainage Department: Location: Winter Haven		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No				PROJECT NEED CRITERIA Safety X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4			
PROJECT DESCRIPTION: This project is located in Section 11, Township 29, Range 24 in Southeast Winter Haven area. Winterset Drive has no drainage infrastructure and a resident at 3 Winterset Drive gets water into garage and along the front of the home.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): A feasibility study and possible cost/benefit analysis would need to be done first. The County has no facilities in this area. The project will require a permit from the Southwest Florida Water Management District.										
OPERATING BUDGET IMPACT:											FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.: N/A																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction																					
Other										20,000											
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	20,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

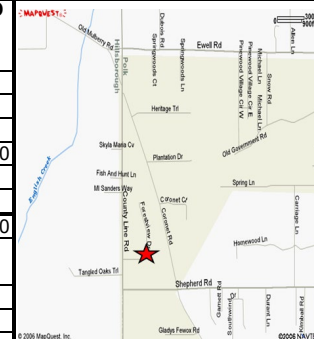
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA: Project Title: Skyview Drainage Improvements Functional Area : Roads and Drainage Department: Location: Lakeland			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety X Mandate Replace X Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26		FY 27		FY 28		FY 29		FY 30		
										1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
PROJECT DESCRIPTION: Project is located in Section 27, Township 28, Range 24 in the Skyview area of Lakeland. To upgrade existing pipe system in area. Project would include design and permitting										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Some residents of Skyview Estates Mobile Home Park have experienced flooding on their property and under Mobile Homes. The County and Mobile Home Park have a joint drainage system along the southside of Skyview Drive running east / west. This system may need to be upgraded.										
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.: N/A																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										25,000										
Land (or ROW)																				
Construction										100,000										
CEI																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	125,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title:		Project listed in CIE? No			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference: 3.104 B2			Mandate		Land/ROW												
Department:		LOS/Concurrency Related: Yes			Replace		Construct												
Location: Auburndale					Growth		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):								
This project is located in sections 16 & 17, Twp 27 S, Rng 25 E on Holloway Road off of Berkley Road North of Auburndale. This project will consist of designing, permitting, and constructing an outfall system for Holloway Road in the existing easements.											The North end of Holloway Road has experienced flooding and it is threatening homes. It appears that in negotiations with the County, easements were vacated and new ones granted. Over the past several years it appears that the drainage system has been filled in or the new drainage system was never installed.								
OPERATING BUDGET IMPACT:											FUND / COST CENTER								
Once completed, this project will need routine maintenance for sediment removal, erosion repair and vegetation control. An estimated cost for maintenance is \$7,500 annually.											REPLACEMENT COUNTY PROPERTY NO.:								
											N/A								
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										260,000									
Land (or ROW)																			
Construction										1,100,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	1,360,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

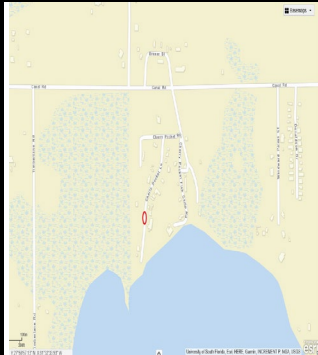
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA: Project Title: Eastwood Subdivision Drainage Functional Area : Roads and Drainage Department: Location: Lakeland			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No				PROJECT NEED CRITERIA Safety Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
PROJECT DESCRIPTION: Drainage study and construct identified improvements to eliminate chronic flooding within the Eastwood Subdivision.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Improve flooding LOS within the Eastwood subdivision										
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.: N/A																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										20,000										
Land (or ROW)																				
Construction										200,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	220,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:		Project listed in CIE? No				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
East Road Drainage		Comp. Plan reference: 3.104 B2				Mandate		Land/ROW													
Functional Area : Roads and Drainage						Replace		Construct													
Department:		LOS/Concurrency Related: Yes				Growth		Equipment													
Location: Lakeland																					
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
This project area is located in Section 13, Township 27 South, Range 23 East. The project is north of Marcum Road. The water flows to the northwest under East Road and Fox Lake Drive. A basin study was completed in September of 1997, and will need permitting. This project consists of hiring a consultant to design and permit the drainage system and construction.											This area has been experiencing high growth. In 1995, East Road flooded. Homes around the intersection adjacent to Fox Lake Drive are subject to flooding.										
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:										
Once completed the system will need to be maintained periodically for sediment removal, erosion repair and vegetation control. Annual maintenance is estimated at \$ 10,000 annually.											N/A										
		Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																					
Design/Arch/Eng											210,000										
Land (or ROW)											210,000										
Construction											2,200,000										
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	0	2,620,000										
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Forestview Estates Outfall Drainage		Project listed in CIE? No Comp. Plan reference:				Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage						Mandate		Land/ROW											
Department:		LOS/Concurrency Related: No				Replace		Construct											
Location: Lakeland						Growth		Equipment											
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
This project is located in Section 19, Township 29 South, Range 23 East. The project consists of hiring a contractor to construct the remaining drainage system. The property owner to the east has not agreed at this time to give an easement to Polk County. Project has been designed and permitted.						Flooding has occurred in Forestview Estates Subdivision and has been brought to the attention of Natural Resources through citizen complaints. It appears growth along the County Line and within the subdivision may have altered drainage patterns in the area.													
OPERATING BUDGET IMPACT:						FUND / COST CENTER													
						REPLACEMENT COUNTY PROPERTY NO.:													
						N/A													
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng																			
Land (or ROW)																			
Construction										300,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	300,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

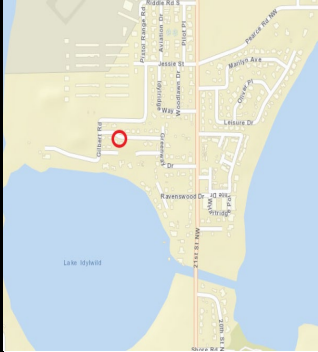


FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																																																																						
GENERAL PROJECT DATA: Project Title: Seminole Road Drainage Functional Area : Roads and Drainage Department: Location: Davenport		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety ☒ X Mandate ☐ Replace ☐ Growth ☐		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="4">FY 26</th> <th colspan="4">FY 27</th> <th colspan="4">FY 28</th> <th colspan="4">FY 29</th> <th colspan="4">FY 30</th> </tr> <tr> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> </tr> <tr> <td colspan="4"></td> <td colspan="4"></td> <td colspan="4"></td> <td colspan="4"></td> <td colspan="4"></td> </tr> </table>		FY 26				FY 27				FY 28				FY 29				FY 30				1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
FY 26				FY 27				FY 28				FY 29				FY 30																																																						
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																																																			
PROJECT DESCRIPTION: This project is located in Section 31, Township 29, Range 23. During heavy rain events water from both Seminole Road and Wes Mann Road floods the intersection and effects property owners. Project would include permitting and construction of positive drainage system.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Property flooding of residents and road at the intersection. This has been brought to our attention by residents in the area.					REPLACEMENT COUNTY PROPERTY NO.: N/A																																																												
OPERATING BUDGET IMPACT:																																																																						
					FUND / COST CENTER																																																																	
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL																																																												
EXPENDITURE PLAN																																																																						
Design/Arch/Eng										25,000																																																												
Land (or ROW)																																																																						
Construction										75,000																																																												
Other																																																																						
Equipment																																																																						
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000																																																												
FUNDING PLAN																																																																						
Unfunded																																																																						
Total Funding	0	0	0	0	0	0	0	0	0	0																																																												
OPERATING BUDGET IMPACT																																																																						
Personal Svc.																																																																						
Non-personal																																																																						
Capital																																																																						
Total Operating																																																																						

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA: Project Title: Cherry Pocket Lane Drainage Functional Area : Roads and Drainage Department: Location: Lake Wales		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4				
PROJECT DESCRIPTION: This project is located in Section 5, Township 29, Range 28. During heavy rain events stormwater runoff from Cherry Pocket Lane floods the yard of #6601 and #6606. Project would include design and construction of drainage system to direct the stormwater runoff directly to the adjacent canals.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Property flooding of yards along this road. This has been brought to our attention by residents in the area.										
OPERATING BUDGET IMPACT:											FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.:																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										50,000											
Land (or ROW)																					
Construction										150,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	200,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0												
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Durrell Circle Drainage		Project listed in CIE? No Comp. Plan reference:				Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Winter Haven						Growth		Equipment													
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
This project is located in Section 36, Township 28, Range 26. Resident at #188 Durrell Circle is requesting a catch basin be installed at road dead end to collect road water runoff and convey water to wetland area located directly to east. Project would include design and construction of drainage system to direct the stormwater runoff directly to the adjacent wetland.						Road flooding in front of this address. This has been brought to our attention by resident in the area.															
OPERATING BUDGET IMPACT:						FUND / COST CENTER															
						REPLACEMENT COUNTY PROPERTY NO.:															
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction										100,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0												
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Summit Lane Drainage		Project listed in CIE? No Comp. Plan reference:				Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Lakeland						Growth		Equipment													
PROJECT DESCRIPTION: This project is located in Section 16, Township 27, Range 23. During heavy rain events stormwater runoff from Summit overtops the curbing and flows through the yard of 3427 Summit Lane. Project would include design and construction of additional curb inlets to intercept the flow and convey to the retention pond.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Property flooding of yards along this road. This has been brought to our attention by residents in the area.										
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng																					
Land (or ROW)																					
Construction										100,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0												
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					

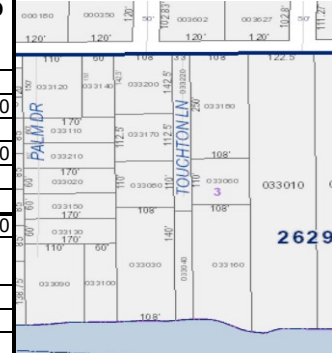
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Greenway Drive Drainage Study		Project listed in CIE? No Comp. Plan reference:				Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Winter Haven						Growth		Equipment													
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
This project is located in Section 18, Township 28, Range 26. There is no roadside drainage along either side of Greenway Drive. The owner of #2157 Greenway Drive is complaining of water runoff from the road ponding on his lot. This project will solve the problem of water ponding on the lot of 2157 Greenway Drive.											Property flooding of yard along this road. This has been brought to our attention by resident in the area.										
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:										
FUND / COST CENTER																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										50,000											
Land (or ROW)																					
Construction										150,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	200,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0												
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					

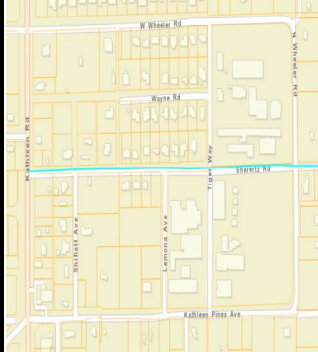
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Varner Drive Drainage		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No				Replace		Construct												
Location: Davenport						Growth		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
This project is located in Section 25, Township 28, Range 25 off of Coleman Road in Winter Haven.											Varner Road is a cul-de-sac street with 25 or so homes. During an active rainy season water will stand on edge of road and various back yards. This is an older area and no drainage systems exist.									
OPERATING BUDGET IMPACT:											FUND / COST CENTER									
											REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										50,000										
Land (or ROW)																				
Construction																				
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	50,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

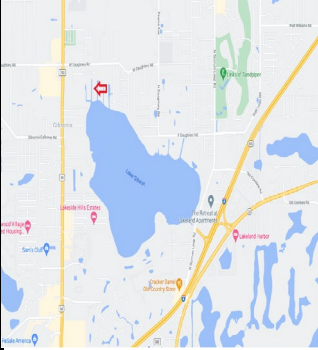
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Imperial Lakes Phase 2 Drainage		Project listed in CIE? No Comp. Plan reference:			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage					Mandate		Land/ROW												
Department:		LOS/Concurrency Related: Yes			Replace		Construct												
Location: Mulberry					Growth x		Equipment												
PROJECT DESCRIPTION: This Project will design, permit, and construct drainage improvements on County drainage assets west of Imperial Lakes Blvd. More specifically, the capacity of the existing drainage ditch between the Sundance and Belmont Subdivisions will need to be expanded to address chronic flooding after large storm events. The Project will also include improvements to the Misty Lake Outfall along with additional improvements to downstream culverts and other various flood control structures.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project improves the substandard drainage conditions along Imperial Lakes Blvd.								
OPERATING BUDGET IMPACT:											FUND / COST CENTER								
											REPLACEMENT COUNTY PROPERTY NO.: N/A								
											N/A								
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										1,500,000									
Land (or ROW)																			
Construction										12,000,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	13,500,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

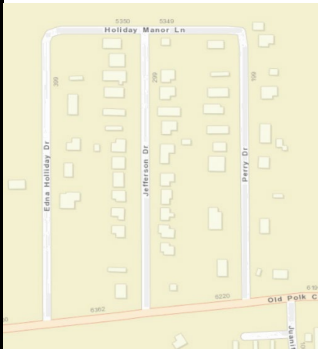
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Elm Street Drainage Study		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Department:		LOS/Concurrency Related: No				Replace		Construct												
Location: Bartow						Growth		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Project is located south of Hwy 60, just west of Alturas Road North. These were dirt maintained roads. The citizens asked the County to pave because Polk County has both a water plant and old polishing ponds. This area is fairly flat but heavy summer rains water will stand in front yards.											Project will require surveying and engineering. Residents will need to donate drainage eaements along Elm to help with appprovements.									
OPERATING BUDGET IMPACT:											FUND / COST CENTER									
											REPLACEMENT COUNTY PROPERTY NO.:									
											N/A									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										30,000										
Land (or ROW)																				
Construction										100,000										
Other										20,000										
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title: Touchton Lane Drainage		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW													
Department:		LOS/Concurrency Related: No			Replace		Construct													
Location: Winter Haven					Growth		Equipment													
PROJECT DESCRIPTION:					PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
To install a small drainage system. Either some type of road way ditch and / or small cross drain Touchton Lane to Lake Eloise. Property owners have indicated they would be willing to donate drainage easement.					Flooding down Touchton Lane (private) during heavy rain events. Ave Z SE has very little drainage in this area.															
OPERATING BUDGET IMPACT:					FUND / COST CENTER															
					REPLACEMENT COUNTY PROPERTY NO.:															
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										25,000										
Land (or ROW)																				
Construction										50,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	75,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

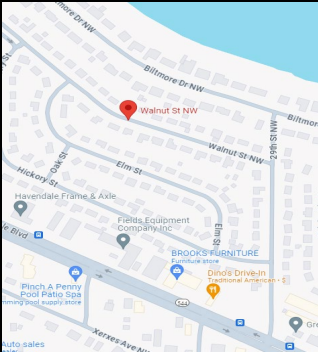


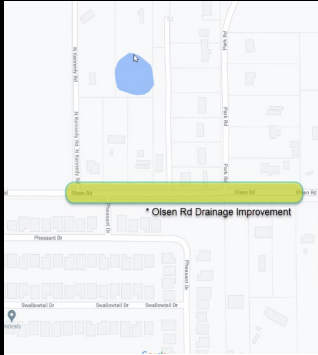
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA: Project Title: Sherertz Road Drainage Functional Area : Roads and Drainage Department: Location: Lakeland		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety: X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
PROJECT DESCRIPTION: This project is located in Section 21, Township 27, Range 23 off of Kathleen Road in Northwest Lakeland. Older area close to both Kathleen Elementary and Middle Schools. No drainage infrastrutue in the area.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Street and sidewalk ponding. Need to establish some type of drainage system.													
OPERATING BUDGET IMPACT:					FUND / COST CENTER													
REPLACEMENT COUNTY PROPERTY NO.:																		
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										25,000								
Land (or ROW)																		
Construction										50,000								
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	75,000								
FUNDING PLAN																		
Unfunded																		
Total Funding	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		

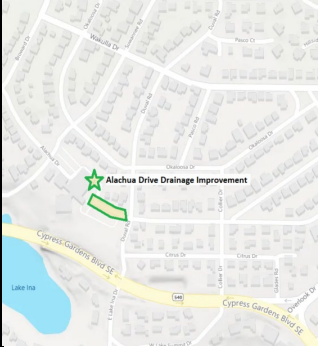
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA: Project Title: Crafton Drive Drainage Functional Area : Roads and Drainage Department: Location: Lakeland		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No				PROJECT NEED CRITERIA Safety X Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26		FY 27		FY 28		FY 29		FY 30		
										1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
PROJECT DESCRIPTION: This project located in Section 24, Township 27, Range 23. At the south end of Crafton Drive where the cul-de-sac is located there is no roadside drainage. This project will retrofit the road with drainage.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This project will fix localized street flooding at the south end of Crafton Drive where the cul-de-sac is located.										
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.:																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng																				
Land (or ROW)																				
Construction										150,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

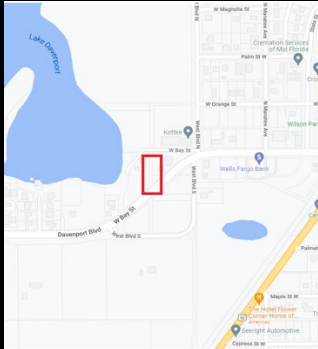
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Holiday Manor Drainage		Project listed in CIE? Comp. Plan reference:				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW												
Department:						Replace		Construct												
Location: Haines City						Growth		Equipment												
PROJECT DESCRIPTION:						PROJECT RATIONALE (Include Additional LOS Detail, if necessary):														
This project is located in Section 2, Township 27, Range 26 off of Old Polk City Road, northwest of Haines City. This is a older three street subdivision with limited drainage.						During heavy rains water accumulates in driveways and roads. There are limited drainage structures and right of way is limited. A survey was completed December 2020. An engineering study would be needed to asses the cost/benefit for a drainage project.														
OPERATING BUDGET IMPACT:						FUND / COST CENTER														
						REPLACEMENT COUNTY PROPERTY NO.:														
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										25,000										
Land (or ROW)																				
Construction										100,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	125,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA: Project Title: Lake Shipp Heights Drainage Functional Area : Roads and Drainage Department: Location: Winter Haven		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? No Comp. Plan reference: 3.104 B2 LOS/Concurrency Related: No				PROJECT NEED CRITERIA Safety Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
PROJECT DESCRIPTION: This project area is located in Section 31, Township 28 South, Range 26 East in southwest Winter Haven. The project consists of retrofitting High Street and Center Street with underdrains to alleviate high groundwater conditions. From Camellia Drive to Lake Shipp Drive.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Retrofitting these roads with drainage features will lengthen the pavement life and provide the residents relief from saturated front yards.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
REPLACEMENT COUNTY PROPERTY NO.:																			
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										100,000									
Land (or ROW)																			
Construction										350,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	450,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			

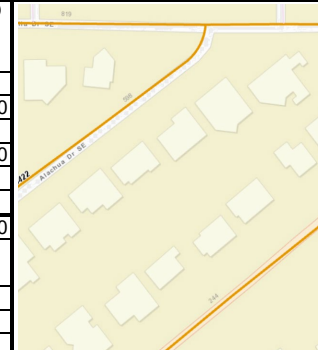
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA: Project Title: Walnut Street Drainage Functional Area : Roads and Drainage Department: Location: Winter Haven			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No				PROJECT NEED CRITERIA Safety Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
PROJECT DESCRIPTION: This project is located in Section13, Township 28, Range25 off of 29th Street NW northwest Winter Haven. The project will consist of a drainage study for localized street flooding.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Localized ponding of water at the corner of Walnut Street and Hickory Street. The County owns property to northwest which may help with the solution. An engineering study will be needed.										
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.:																				
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										50,000										
Land (or ROW)																				
Construction																				
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	50,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Olsen Road Drainage		Project listed in CIE? No Comp. Plan reference: Objective 3.201				Safety x		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Haines City						Growth x		Equipment													
PROJECT DESCRIPTION: This project is located in Section 09, Township 27S, Range 27E in Haines City. The project consists of hiring a consultant to conduct a feasibility study to provide alternatives for addressing flooding issues in this area. If funding can be obtained and if the project is feasible, construction to alleviate flooding will be completed.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The are has experienced growth over the past several years which appears to have impacted the natural drainage causing yard and road flooding.										
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										30,000											
Land (or ROW)										60,000											
Construction										125,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	215,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Alachua Drive Drainage		Project listed in CIE? No Comp. Plan reference: Objective 3.201				Safety x		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		LOS/Concurrency Related: No				Mandate		Land/ROW													
Department:						Replace		Construct													
Location: Winter Haven						Growth x		Equipment													
PROJECT DESCRIPTION: This project is located in Section 34, Township 28S, Range 26E in Winter Haven. The project consists of hiring a consultant to conduct a feasibility study to provide alternatives for addressing flooding issues in this area. If funding can be obtained and if the project is feasible, construction to alleviate flooding will be completed.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The natural drainage path and associated topography show a recurring issue that has been negatively impacted by the increased rain fall totals for this area over the past few years. The negative impact has been increased yard and road flooding.										
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										30,000											
Land (or ROW)										50,000											
Construction										100,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	180,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: CR 547 Drainage Improvements		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Department:		LOS/Concurrency Related:				Replace		Construct												
Location: Davenport						Growth		Equipment												
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Drainage runoff from CR 547 is causing erosion problems to Parcel ID No. 27-27-04-724500-000011. Project will collect the drainage from CR 547 and route it around this property and into Lake Davenport.											Project will improve drainage along CR 547									
OPERATING BUDGET IMPACT:											FUND / COST CENTER									
											REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										150,000										
Land (or ROW)																				
Construction										600,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	750,000										
FUNDING PLAN																				
Unfunded																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA: Project Title: Alachua Drive/Overlook Drainage Functional Area : Roads and Drainage Department: Location: Winter Haven		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety: x Mandate: Replace: Growth:		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4		
PROJECT DESCRIPTION: Evaluate current drainage facilities and upgrade to prevent possible home flooding at 579 Alachua Drive. Project is located in the Winter Haven area off of Overlook Drive. Engineering and survey work will be needed.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will improve quality of life for the residents in this area and prevent possible home flooding.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
REPLACEMENT COUNTY PROPERTY NO.:																			
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										50,000									
Land (or ROW)																			
Construction										150,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	200,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			



[illegible]

PROJECT # 0000000

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[illegible]

Total Operating										
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PROJECT # 0000000

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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:		Project listed in CIE?		Safety		Design/Arch Land/ROW Construct Equipment	1				1				1				1				1			
N. Crystal Lake Dr Drainage Improvements		Comp. Plan reference:		Mandate																						
Functional Area : Roads and Drainage		LOS/Concurrency Related: No		Replace																						
Department:				Growth																						
Location: Lakeland																										

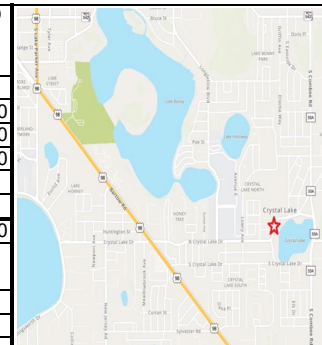
PROJECT DESCRIPTION:
This Project is located in Section 21, Township 28 South, Range 24 East in unincorporated Polk County, just east of the City of Lakeland. The frame work of the Project will consist of the engineering, permitting, and construction of drainage improvements for North Crystal Lake Drive between Hester Drive and Mount Airy Avenue. During large storm events hazardous roadway and property flooding occurs due to inadequate stormwater infrastructure along N. Crystal Lake Drive. The Project may require a drainage easement and possible right of way acquisition in order to establish a new outfall into Crystal Lake.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
The area that surrounds this section of N. Crystal Lake Drive was constructed prior to the modernization of the County land development code and currently lacks sufficient infrastructure to address it's current stormwater needs. This Project will improve traffic and pedestrian safety by adequately conveying runoff away from travel lanes and sidewalks within the area. In addition to addressing public safety, the Project will increase the service life of the existing pavement by eliminating the standing water.

OPERATING BUDGET IMPACT:	FUND / COST CENTER

REPLACEMENT COUNTY PROPERTY NO.:

	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										85,000
Land (or ROW)										25,000
Construction										400,000
Other										
Equipment										
Total Project Cost	0	0	0	0	0	0	0	0	0	510,000
FUNDING PLAN										
Unfunded										
Total Funding	0	0	0	0	0	0	0	0	0	0
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										



Total Operating										
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PROJECT # 0000000

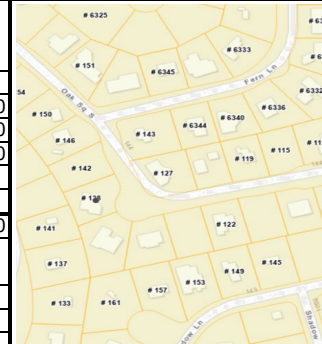
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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail

GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title: 138 Oak Square South Drainage		Project listed in CIE?		Safety		Design/Arch Land/ROW Construct Equipment	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:		Mandate														
Department:		LOS/Concurrency Related: No		Replace														
Location: Lakeland				Growth														

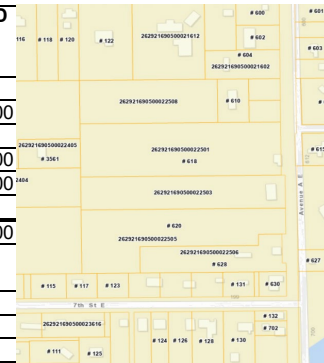
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Localized flooding around half cul-de-sac and garages. Some type a small drainage system would need to be installed.										No drainage infrastructure in this area. New system would need to be installed. Engineering, easement acquisition and construction.									
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																			

	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										50,000
Land (or ROW)										25,000
Construction										150,000
Other										
Equipment										
Total Project Cost	0	0	0	0	0	0	0	0	0	225,000
FUNDING PLAN										
Unfunded										
Total Funding	0	0	0	0	0	0	0	0	0	0
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA: Project Title: Colonial Ave Drainage Improvements Functional Area : Roads and Drainage Department: Location: Lakeland			COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26		FY 27		FY 28		FY 29		FY 30	
							Safety			1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
							Mandate												
							Replace												
							Growth												
PROJECT DESCRIPTION: During heavy rain events the intersection of Colonial Ave @ Norfolk Circle (east) floods. The existing drainage inlets and piping are insufficient to properly drain the intersection. The drainage infrastructure needs to be improved.									PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will improve drainage along Colonial Ave.										
OPERATING BUDGET IMPACT:									FUND / COST CENTER										
									REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										100,000									
Land (or ROW)																			
Construction										300,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	400,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0	0									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail										
GENERAL PROJECT DATA: Project Title: Avenue A East - Wahneta Drainage Functional Area : Roads and Drainage Department: Location: Wahneta		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related: No			PROJECT NEED CRITERIA Safety: X Mandate: Replace: Growth:		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 FY 27 FY 28 FY 29 FY 30 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4	
PROJECT DESCRIPTION: Project is located in the Wahneta area. Localized flooding along Avenue A down to 7th Street. Would need survey and a engineering studay. Some properties have driveway pipes. Would need to locate a positive outfall.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project would help alleviate local flooding. Have photos of the property at 618 Avenue A. Older area and limited drainage structures. Have a good amount of right of way.					
OPERATING BUDGET IMPACT:					FUND / COST CENTER					
REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng										75,000
Land (or ROW)										
Construction										75,000
Other										20,000
Equipment										
Total Project Cost	0	0	0	0	0	0	0	0	0	170,000
FUNDING PLAN										
Unfunded										
Total Funding	0	0	0	0	0	0	0	0	0	0
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										



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PROJECT # 0000000

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Total Operating										
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PROJECT # 0000000

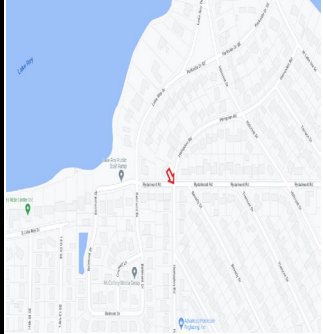
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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title: Forestbrook Drive E Drainage Improvements		Project listed in CIE?				Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW													
Department:		LOS/Concurrency Related: No				Replace		Construct													
Location: Lakeland						Growth		Equipment													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
During heavy rain events stormwater overtops Forestbrook Drive E and has entered into #5317 and #5322. The drainage infrastructure will be improved to eliminate the periodic flooding.										Project will improve drainage along Forestbrook Drive E.											
OPERATING BUDGET IMPACT:										FUND / COST CENTER											
										REPLACEMENT COUNTY PROPERTY NO.:											
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										100,000											
Land (or ROW)																					
Construction										250,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	350,000											
FUNDING PLAN																					
Unfunded																					
Total Funding	0	0	0	0	0	0	0	0	0	0											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

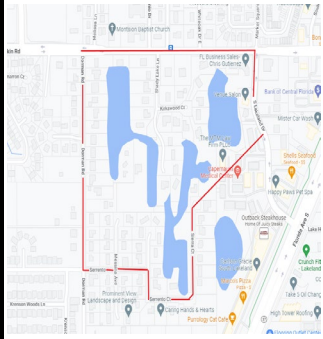
PROJECT # 0000000

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FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title: Rydalmont Rd @ Hampden Rd Drainage		Project listed in CIE?				Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW													
Department:		LOS/Concurrency Related: No				Replace		Construct													
Location: Winter Haven						Growth		Equipment													

PROJECT DESCRIPTION: During heavy rain events the intersection floods and water gets into the yards and driveways of the nearby houses.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will improve drainage at this intersection.	
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:	
FUND / COST CENTER											
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng										150,000	
Land (or ROW)											
Construction										500,000	
Other											
Equipment											
Total Project Cost	0	0	0	0	0	0	0	0	0	650,000	
FUNDING PLAN											
Unfunded											
Total Funding	0	0	0	0	0	0	0	0	0	0	
OPERATING BUDGET IMPACT											
Personal Svc.											
Non-personal											
Capital											
Total Operating											

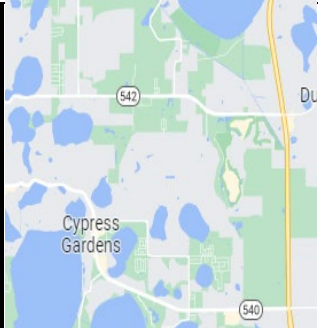
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail													
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: West Lake Wales Alturas Rd Drainage			Project listed in CIE? No			Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage			Comp. Plan reference:			Mandate		Land/ROW	2	3	4	1	2
Department:			LOS/Concurrency Related: No			Replace		Construct	3	4	1	2	3
Location: Lake Wales						Growth		Equipment	4	1	2	3	4
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
The Project is located in Section 13, Township 30 South, Range 26 East just east of the Alturas area in unincorporated Polk County. The Project includes the permitting and construction of a cross-drain to convey flooding away from a section of W. Lake Wales Alturas Road. There is sharp curve (just south of Newcom Road) within the existing road alignment that recently flooded during Hurricane Ian. The new cross drain would be designed to control the flooding along the roadway and limit (cap) flooding on adjacent properties. The improvements will mostl likely require extensive permitting as the Project would increase flows to downgradient properties that historically did not accept flow from this area.								Improvements include the construction of a control structure and culvert under W. Lake Wales Alturas Road. The improvements will help protect the roadway, agriculture land, and one homestead which are currently impacted by the flooding.					
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:					
FUND / COST CENTER													
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL			
EXPENDITURE PLAN													
Design/Arch/Eng										30,000			
Land (or ROW)										5,000			
Construction										25,000			
Other													
Equipment													
Total Project Cost	0	0	0	0	0	0	0	0	0	60,000			
FUNDING PLAN													
Unfunded													
Total Funding	0	0	0	0	0	0	0	0	0				
OPERATING BUDGET IMPACT													
Personal Svc.													
Non-personal													
Capital													
Total Operating													

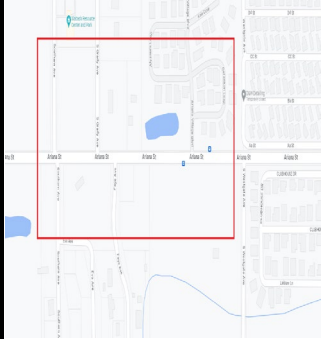
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Serrento Court Drainage		Project listed in CIE? No Comp. Plan reference:			Safety X		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		LOS/Concurrency Related: No			Mandate		Land/ROW												
Department:					Replace		Construct												
Location: Lakeland					Growth X		Equipment												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Perform drainage study of the area generally bounded by W Pipkin Rd, S Lakeland Dr, Serrento Ct, and Dorman Rd. Goal of the project is to eliminate street flooding of Serrento Court.										Project will eliminate street flooding of Sorrento Court and reduce degradation of pavement.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
										REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										100,000									
Land (or ROW)																			
Construction																			
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000									
FUNDING PLAN																			
Unfunded																			
Total Funding	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			

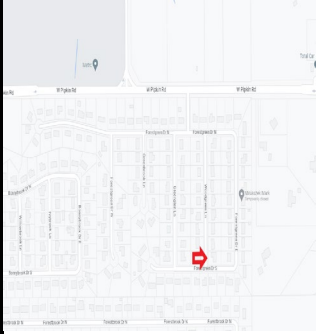
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Spirit Lake Outfall		Project listed in CIE? No				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Drainage		Comp. Plan reference:				Mandate		Land/ROW												
Functional Area : Roads and Drainage						Replace		Construct												
Department:		LOS/Concurrency Related: No				Growth		Equipment												
Location: Winter Haven																				
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
This project is located in Section 25, Township 28, Range 25 in west Winter Haven off of Spirit Lake Road. The County has partial control of the system that provides as the outfall for Spirit Lake.										Currently an open ditch system on the west side of Spirit Lake. Poject would include piping of this system and easement acquisition. This would also eliminate recurring mowing and maintenance cost.										
OPERATING BUDGET IMPACT:										FUND / COST CENTER										
										REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										50,000										
Land (or ROW)										100,000										
Construction										400,000										
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	550,000										
FUNDING PLAN																				
Total Funding	0	0	0	0	0	0	0	0	0	0										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30			
Project Title: 16th Street N. E.		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW									
Department:		LOS/Concurrency Related: No			Replace		Construct									
Location: Winter Haven					Growth		Equipment									
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):							
Project is located off of Dundee Road in the Northeast area of Winter Haven. This is an older Subdivision with no drainage facilities. Normal rains flood yards in 1500 block of Ave C N. E. and 16th N. E.									Project will require surveying, engineering and possible easement acquisition.							
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:							
FUND / COST CENTER																
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL						
EXPENDITURE PLAN																
Design/Arch/Eng										30,000						
Land (or ROW)										150,000						
Construction										20,000						
Other																
Equipment																
Total Project Cost	0	0	0	0	0	0	0	0	0	200,000						
FUNDING PLAN																
Total Funding	0	0	0	0	0	0	0	0	0	200,000						
OPERATING BUDGET IMPACT																
Personal Svc.																
Non-personal																
Capital																
Total Operating																

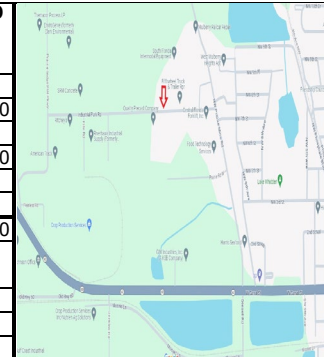
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title: Britt Road Drainage Improvements		Project listed in CIE?				Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area : Roads and Drainage		Comp. Plan reference:				Mandate		Land/ROW													
Department:		LOS/Concurrency Related: No				Replace x		Construct													
Location: Lakeland						Growth x		Equipment													
PROJECT DESCRIPTION: Design, permit, and construct storm sewer infrastructure along the south side of Britt Road. The historic roadside ditch has been compromised due to past erosion and no longer functions at an appropriate LOS. The velocity of stormwater flow is eroding the ditch system causing adjacent cattle fencing along the maintain right-of-way to collapse. The proposed Project would pipe approximately 1,350 lf of ditch west of Park Byrd Road.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The ditch system along the southside of Britt Road lacks capacity to adequately convey stormwater flows east towards Fox Branch. This Project would increase the LOS of the ditch system to prevent erosion on adjacent property located on Britt Road.										
OPERATING BUDGET IMPACT:											FUND / COST CENTER										
											REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										50,000											
Land (or ROW)										15,000											
Construction										750,000											
Other																					
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	815,000											
FUNDING PLAN																					
Total Funding	0	0	0	0	0	0	0	0	0	815,000											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

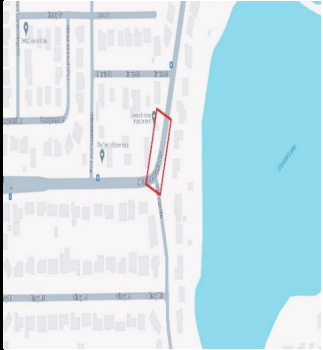
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Broward Drive Drainage		Project listed in CIE?			Safety		Design/Arch	1	2	3	4	1
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW	2	3	4	1	2
Department:		LOS/Concurrency Related: No			Replace		Construct	3	4	1	2	3
Location: Winter Haven					Growth		Equipment	4	1	2	3	4
PROJECT DESCRIPTION:							PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Construct approximately 350lf of curbing and re-construct 5 residential driveways. The improvements will direct runoff from Broward Drive and areas east of Broward Drive to a stormwater pond recently constructed at the intersection of Broward Drive and Escambia Drive.							The sub-division area of Broward Avenue was constructed prior to modern stormwater regulations. As a consequence, many homes in the area area constructed below the roadway. During heavy rain events it is not uncommon for homes to experience yard and garage flooding.					
OPERATING BUDGET IMPACT:							REPLACEMENT COUNTY PROPERTY NO.:					
FUND / COST CENTER												
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL		
EXPENDITURE PLAN												
Design/Arch/Eng										20,000		
Land (or ROW)										100,000		
Construction												
Other												
Equipment												
Total Project Cost	0	0	0	0	0	0	0	0	0	120,000		
FUNDING PLAN												
Total Funding	0	0	0	0	0	0	0	0	0	120,000		
OPERATING BUDGET IMPACT												
Personal Svc.												
Non-personal												
Capital												
Total Operating												

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Ariana St Drainage		Project listed in CIE? No Comp. Plan reference:		Safety x		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		LOS/Concurrency Related:		Mandate		Land/ROW											
Department:				Replace		Construct											
Location: Lakeland				Growth		Equipment											
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Perform drainage study of the area generally bounded by Ariana St, Southern Ave, Ariana Village Blvd. Goal of the project is to eliminate flooding in this area.								Project will eliminate flooding.									
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																	
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										100,000							
Land (or ROW)																	
Construction																	
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000							
FUNDING PLAN																	
Total Funding	0	0	0	0	0	0	0	0	0	100,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

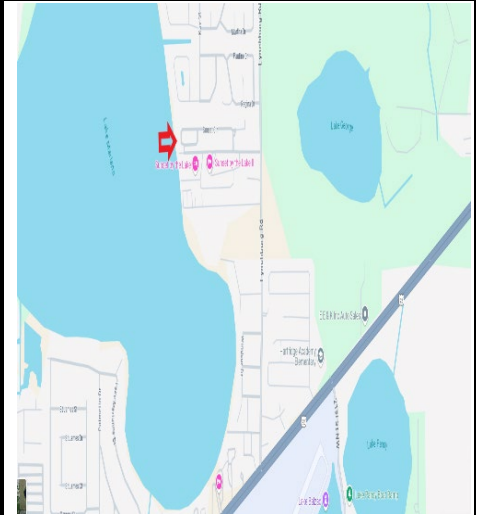
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Woodgreen Lane		Project listed in CIE? No		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference:		Mandate		Land/ROW											
Department:		LOS/Concurrency Related:		Replace		Construct											
Location: Lakeland				Growth		Equipment											
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Install trench drain across driveway to #5128 to collect stormwater runoff and convey the water to the curb inlet located at Woodgreen Ln @ Forestgreen Dr S with a small diameter pipe.								Project will intercept stormwater runoff from flowing down the driveway at 5128 Woodgreen Lane and will convey the water to the street drainage system.									
OPERATING BUDGET IMPACT:								FUND / COST CENTER									
								REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										100,000							
Land (or ROW)																	
Construction																	
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000							
FUNDING PLAN																	
Total Funding	0	0	0	0	0	0	0	0	0	100,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 26	FY 27	FY 28	FY 29	FY 30
Project Title: Industrial Park Rd		Project listed in CIE? No Comp. Plan reference:			Safety x		Design/Arch	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Functional Area : Roads and Drainage		LOS/Concurrency Related:			Mandate		Land/ROW					
Department:					Replace		Construct					
Location: Mulberry					Growth		Equipment					
PROJECT DESCRIPTION:							PROJECT RATIONALE (Include Additional LOS Detail, if necessary):					
Install roadside ditch along the north side of Industrial Park Rd.							Project will allow runoff water from county road to drain into roadside ditch, and will allow runoff water from #1443 Industrial Park Rd to drain into roadside ditch to alleviate flooding issues.					
OPERATING BUDGET IMPACT:							FUND / COST CENTER					
							REPLACEMENT COUNTY PROPERTY NO.:					
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL		
EXPENDITURE PLAN												
Design/Arch/Eng										50,000		
Land (or ROW)										100,000		
Construction												
Other												
Equipment												
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000		
FUNDING PLAN												
Total Funding	0	0	0	0	0	0	0	0	0	150,000		
OPERATING BUDGET IMPACT												
Personal Svc.												
Non-personal												
Capital												
Total Operating												

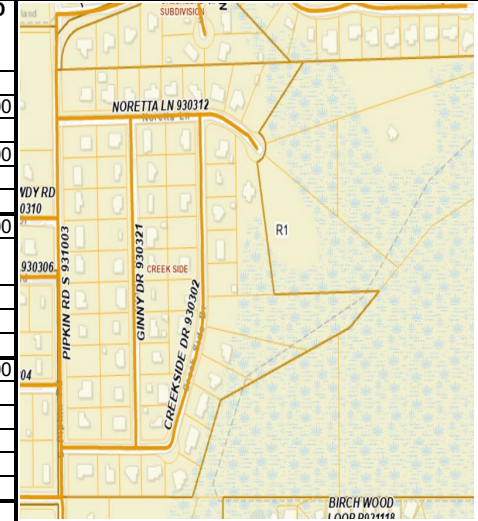


FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Crystal Lake Dr N Drainage		Project listed in CIE? No		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference:		Mandate		Land/ROW											
Department:		LOS/Concurrency Related:		Replace		Construct											
Location: Lakeland				Growth		Equipment											
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Install storm inlet near driveway at 2338 Crystal Lake Drive N and connect by pipe to structure CURB15629 to eliminate water ponding in the driveway.								Project will collect water from ponding in the driveway and eliminate nuisance flooding.									
OPERATING BUDGET IMPACT:								FUND / COST CENTER									
								REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng																	
Land (or ROW)																	
Construction										150,000							
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000							
FUNDING PLAN																	
Total Funding	0	0	0	0	0	0	0	0	0	150,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title:		Project listed in CIE? No			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW													
Department:		LOS/Concurrency Related:			Replace		Construct													
Location: Lake Alfred					Growth		Equipment													
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
The existing street drainage consists of percolation inlets/french drains. The inlets/pipes frequently get clogged with leaves/dirt. The scope of work for the project is to build an outfall pipe to the lake or to construct a retention pond.											Project will improve drainage on this road.									
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										150,000										
Land (or ROW)																				
Construction																				
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000										
FUNDING PLAN																				
Total Funding	0	0	0	0	0	0	0	0	0	150,000										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																				
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30							
Project Title:		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW													
Department:		LOS/Concurrency Related:			Replace		Construct													
Location: S03, T29, R23					Growth		Equipment													
PROJECT DESCRIPTION:											PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
This project is located in Section 03, Township 29, Range 23 in South Lakeland just south of Dranefield road east of Waring Road. During heavy rain events water stands in citizens yards and on Noretta lane.											This system is a pipe system. The system needs to be analyzed if upgrading pipes would be an improvement. A easment would need to be acquired for the ultimate outfall for this pipe system									
OPERATING BUDGET IMPACT:											REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																				
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL										
EXPENDITURE PLAN																				
Design/Arch/Eng										50,000										
Land (or ROW)										200,000										
Construction																				
Other																				
Equipment																				
Total Project Cost	0	0	0	0	0	0	0	0	0	250,000										
FUNDING PLAN																				
Total Funding	0	0	0	0	0	0	0	0	0	250,000										
OPERATING BUDGET IMPACT																				
Personal Svc.																				
Non-personal																				
Capital																				
Total Operating																				



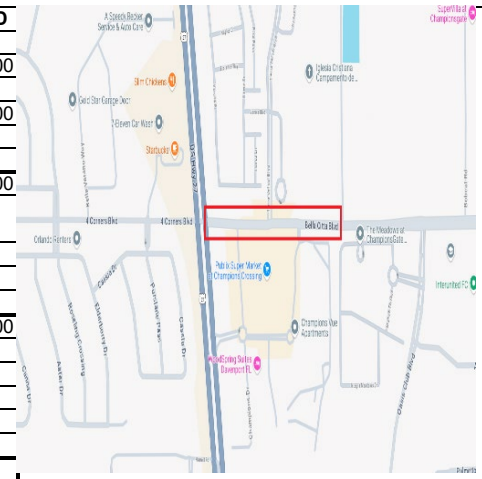
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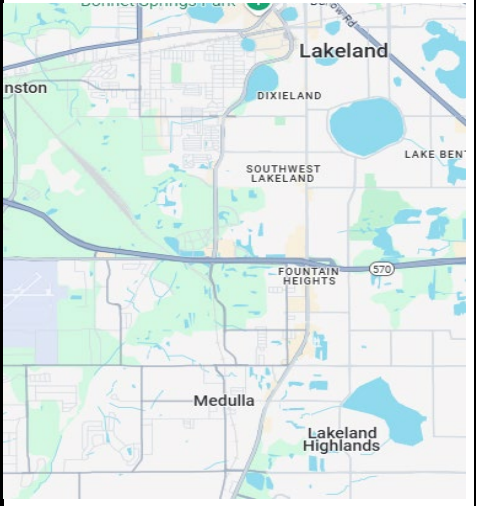
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26			FY 27			FY 28			FY 29			FY 30			
Project Title:		Project listed in CIE?		Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Ashwood West Sub-Division		Comp. Plan reference:		Mandate		Land/ROW																	
Functional Area : Roads and Drainage		LOS/Concurrency Related:		Replace		Construct																	
Department:				Growth		Equipment																	
Location: S10/T29S/R23E																							
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Complete a drainage study of the flood prone sub-division and identify solutions to solve the standing water. This may include installation of additional storm sewer, underdrains, or expansion of the existing retention area.										Residents within the Ashwood West sub-division have experienced chronic street and yard flooding related to inadequate drainage constructed by the original developer (2005).													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:													
FUND / COST CENTER																							
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL													
EXPENDITURE PLAN																							
Design/Arch/Eng										25,000													
Land (or ROW)										200,000													
Construction																							
Other																							
Equipment																							
Total Project Cost	0	0	0	0	0	0	0	0	0	225,000													
FUNDING PLAN																							
Total Funding	0	0	0	0	0	0	0	0	0	225,000													
OPERATING BUDGET IMPACT																							
Personal Svc.																							
Non-personal																							
Capital																							
Total Operating																							

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE?			Safety		Design/Arch		1		2		3		4		1	
Essary Dr N 752807		no			Mandate		Land/ROW		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference:			Replace		Construct		1		2		3		4		1	
Department:		LOS/Concurrency Related:			Growth		Equipment		1		2		3		4		1	
Location: Auburndale																		
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
No roadside ditches on this street. Owner at 206 Essary Dr N complains of lot flooding from stormwater runoff. Plat shows drainage easment between 206 and 207, and to the rear of the lots. Project is to retrofit the street with drainage to provide relief for 206.									Project will improve drainage on this road.									
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																		
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										150,000								
Land (or ROW)																		
Construction																		
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	150,000								
FUNDING PLAN																		
Total Funding	0	0	0	0	0	0	0	0	0	150,000								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Bella Citta Blvd 563606		Project listed in CIE? NO			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW												
Department:		LOS/Concurrency Related:			Replace		Construct												
Location: Davenport					Growth		Equipment												
PROJECT DESCRIPTION: Widen Bella Citta Blvd to four lanes from US 27 to county line. Intersection improvements at Tierra Del Sol Blvd.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Project will ease congestion on this road.									
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																			
	Prior	FY 25	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED									
EXPENDITURE PLAN																			
Design/Arch/Eng										750,000									
Land (or ROW)																			
Construction										7,000,000									
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	7,750,000									
FUNDING PLAN																			
Total Funding	0	0	0	0	0	0	0	0	0	7,750,000									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

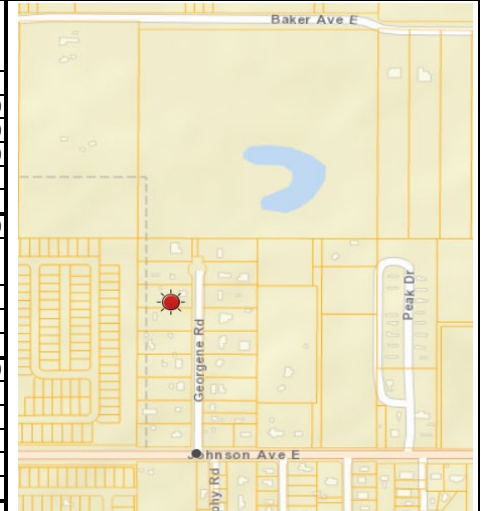


FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30		
Project Title: Crescent Lake Outfall Improvement		Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW												
Department: Mulberry		LOS/Concurrency Related:			Replace		Construct		x										
Location: Christina - South Lakeland					Growth		Equipment		x										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Design, permit, and construct storm sewer infrastructure to replace the concrete ditch that conveys stormwater flows from Crescent Lake to Clark Lake within the Christina Development. The Project also will include the upgrading and potential relocation of the existing control structure for Crescent Lake.										The concrete lined ditch is approaching 40-years of service and has begun to erode and undermined in several areas. The ditch is a continuing maintenance issue for both the County and adjacent Neighborhoods as large trees have grown up in the area and occasionally fall over or drop limbs into the ditch causing blockages. In addition to the piping of the ditch the control structure for Crescent Lake is outdated and is still original to the when the area was mined for phosphate. The Project will look at constructing a new structure for gravity flow only and relocating it further upstream where flow exits the lake.									
OPERATING BUDGET IMPACT:										FUND / COST CENTER									
										REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL									
EXPENDITURE PLAN																			
Design/Arch/Eng										300,000									
Land (or ROW)										2,700,000									
Construction																			
Other																			
Equipment																			
Total Project Cost	0	0	0	0	0	0	0	0	0	3,000,000									
FUNDING PLAN																			
Total Funding	0	0	0	0	0	0	0	0	0	3,000,000									
OPERATING BUDGET IMPACT																			
Personal Svc.																			
Non-personal																			
Capital																			
Total Operating																			

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Mosley Rd 763302		Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW											
Department:		LOS/Concurrency Related:			Replace		Construct											
Location: Lake Alfred					Growth		Equipment											
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Drainage Improvements on Mosley Rd to include outfall to the lake. To provide flooding relief at 705 Mosley Rd and adjacent properties.									Project will provide flooding relief to properties near Mosley Rd.									
OPERATING BUDGET IMPACT:									REPLACEMENT COUNTY PROPERTY NO.:									
FUND / COST CENTER																		
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										100,000								
Land (or ROW)																		
Construction																		
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000								
FUNDING PLAN																		
Total Funding	0	0	0	0	0	0	0	0	0	100,000								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																					
GENERAL PROJECT DATA: Project Title: Holly Hill Road Drainage Functional Area : Roads and Drainage Department: Location: Lake Alfred		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related:			PROJECT NEED CRITERIA Safety x Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4				
PROJECT DESCRIPTION: Project is located in Section 05, Township 27, Range 27 east of HWY 27 in the Davenport area. Due to development surrounding this area, localized street flooding occurs at 310 Holly Hill Road.											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This project would need improvements to the french drain and drain boxes. The drainage goes nowhere. Hiring of a consultant to design, permit and upgrade current system.										
OPERATING BUDGET IMPACT:											FUND / COST CENTER										
REPLACEMENT COUNTY PROPERTY NO.:																					
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng										50,000											
Land (or ROW)																					
Construction										100,000											
Other										25,000											
Equipment																					
Total Project Cost	0	0	0	0	0	0	0	0	0	175,000											
FUNDING PLAN																					
Total Funding	0	0	0	0	0	0	0	0	0	175,000											
OPERATING BUDGET IMPACT																					
Personal Svc.																					
Non-personal																					
Capital																					
Total Operating																					

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail										
GENERAL PROJECT DATA: Project Title: Georgene Road Functional Area : Roads and Drainage Department: Location: Haines City		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related:			PROJECT NEED CRITERIA Safety x Mandate Replace Growth x		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4 FY 27 1 2 3 4 FY 28 1 2 3 4 FY 29 1 2 3 4 FY 30 1 2 3 4	
PROJECT DESCRIPTION: This project is located Section 24, Township 27, Range 27 east of Haines City. The project wil consist of hiring a consultant to design, permit a non-existent drainage system.					PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This is an older area with no drainage infrastructure. A new subdivision has been built to the west (located in the city of Haines City) and now there is road flooding and a least one home has had water inside. It should be noted this property is the low spot in the area. This will be a challenging project due to lack of drainage facilities in the area.					
OPERATING BUDGET IMPACT:					FUND / COST CENTER					
REPLACEMENT COUNTY PROPERTY NO.:										
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL
EXPENDITURE PLAN										
Design/Arch/Eng									50,000	50,000
Land (or ROW)									200,000	200,000
Construction									200,000	200,000
Other										
Equipment										
Total Project Cost	0	0	0	0	0	0	0	0	0	450,000
FUNDING PLAN										
Total Funding	0	0	0	0	0	0	0	0	0	450,000
OPERATING BUDGET IMPACT										
Personal Svc.										
Non-personal										
Capital										
Total Operating										



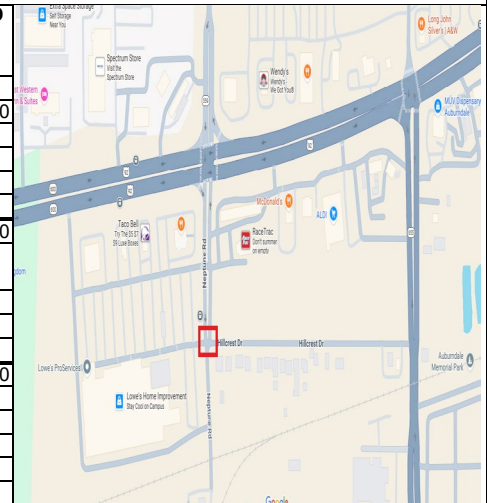
FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Ann Marie Dr		Project listed in CIE?			Safety		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW		1		2		3		4		1	
Department:		LOS/Concurrency Related:			Replace		Construct		1		2		3		4		1	
Location: Winter Haven					Growth		Equipment		1		2		3		4		1	
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
At 503 Ann Marie Drive a metal building has been constructed. Water is now ponding on the road. A study is needed to determine if there are any feasible solutions to this issue. There is no roadside drainage infrastructure on this road.																		
OPERATING BUDGET IMPACT:									FUND / COST CENTER									
									REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										100,000								
Land (or ROW)																		
Construction																		
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000								
FUNDING PLAN																		
Total Funding	0	0	0	0	0	0	0	0	0	100,000								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		

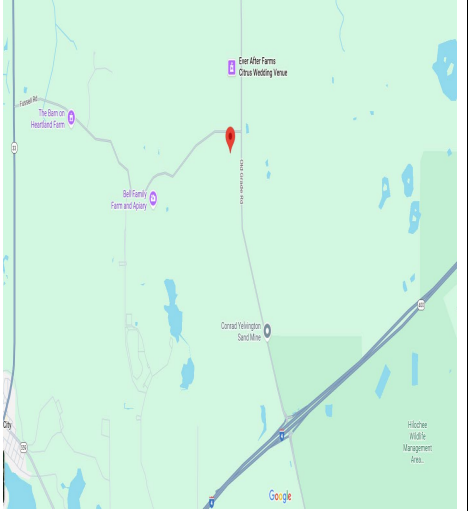


FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail

GENERAL PROJECT DATA: Project Title: Gardenia Rd		COMPREHENSIVE PLAN INFORMATION: Project listed in CIE? Comp. Plan reference: LOS/Concurrency Related:		PROJECT NEED CRITERIA Safety x Mandate Replace Growth		PROJECT SCHEDULE Design/Arch Land/ROW Construct Equipment		FY 26 1 2 3 4		FY 27 1 2 3 4		FY 28 1 2 3 4		FY 29 1 2 3 4		FY 30 1 2 3 4	
Functional Area : Roads and Drainage Department: Location: Bartow																	
PROJECT DESCRIPTION: At 306 Gardenia Rd the resident contacted the County to request some drainage relief for his property. He mentioned that the lot floods frequently and water has entered the house. He is requesting a connection to the newly constructed drainage system that has been built in the Gardenia subdivision. The access to his lot is via an alleyway with a right-of-way width of 15 ft. Note: the owner will be required to provide a drainage esement to the County to allow for the installation of a DBI on the property.														PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
OPERATING BUDGET IMPACT:														FUND / COST CENTER			
														REPLACEMENT COUNTY PROPERTY NO.:			
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL							
EXPENDITURE PLAN																	
Design/Arch/Eng										50,000							
Land (or ROW)																	
Construction										200,000							
Other																	
Equipment																	
Total Project Cost	0	0	0	0	0	0	0	0	0	250,000							
FUNDING PLAN																	
Total Funding	0	0	0	0	0	0	0	0	0	250,000							
OPERATING BUDGET IMPACT																	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																								
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26	FY 27	FY 28	FY 29	FY 30											
Project Title: Hillcrest Rd		Project listed in CIE?			Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW																	
Department:		LOS/Concurrency Related:			Replace		Construct																	
Location: Auburndale					Growth		Equipment																	
PROJECT DESCRIPTION: the owner at 2147 Hillcrest Rd is complaining that his front yard and driveway flood during the rainy season. He is requesting that some roadside drainage be installed to provide drainage relief. His number is 863-618-5050											PROJECT RATIONALE (Include Additional LOS Detail, if necessary): project will reduce flooding at the intersection of Hillcrest Rd @ Neptune Rd and will provide drainage relief to 2147 Hillcrest Rd													
OPERATING BUDGET IMPACT:											FUND / COST CENTER													
											REPLACEMENT COUNTY PROPERTY NO.:													
	Prior Cumm.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL														
EXPENDITURE PLAN																								
Design/Arch/Eng										100,000														
Land (or ROW)																								
Construction																								
Other																								
Equipment																								
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000														
FUNDING PLAN																								
Total Funding	0	0	0	0	0	0	0	0	0	100,000														
OPERATING BUDGET IMPACT																								
Personal Svc.																								
Non-personal																								
Capital																								
Total Operating																								



FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Fussell Rd		Project listed in CIE?			Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW											
Department:		LOS/Concurrency Related:			Replace		Construct											
Location: Polk City					Growth		Equipment											
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
the owner at 8541 Fussell Rd is complaining that his lot floods during the rainy season. He is requesting that a new cross drain be installed under Fussell Rd to drain the water from his lot to the north side of Fussell. His number is 863-618-5050									project will reduce flooding on the lot at 8541 Fussell Rd.									
OPERATING BUDGET IMPACT:									FUND / COST CENTER									
									REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										100,000								
Land (or ROW)																		
Construction																		
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000								
FUNDING PLAN																		
Total Funding	0	0	0	0	0	0	0	0	0	100,000								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		

FY 2025 Community Investment Budget (Unfunded) / FY 2025 - 2026 Project Detail																		
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:			PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title: Lake Sears Dr		Project listed in CIE?			Safety		Design/Arch		1		2		3		4		1	
Functional Area : Roads and Drainage		Comp. Plan reference:			Mandate		Land/ROW		1		2		3		4		1	
Department:		LOS/Concurrency Related:			Replace		Construct		1		2		3		4		1	
Location: Winter Haven					Growth		Equipment		1		2		3		4		1	
PROJECT DESCRIPTION:									PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
the owner at 122 Lake Sears Dr is complaining that his driveway floods during the rainy season. He is requesting that drainage be installed to divert the water from his driveway. His email is ryanjoyce1210@gmail.com									project will reduce flooding on the driveway of 122 Lake Sears Dr.									
OPERATING BUDGET IMPACT:									FUND / COST CENTER									
									REPLACEMENT COUNTY PROPERTY NO.:									
	Prior Cum.	FY 25 Budget	FY 25 Projected Expense	FY 26	FY 27	FY 28	FY 29	FY 30	FUTURE	UNFUNDED PROJECT TOTAL								
EXPENDITURE PLAN																		
Design/Arch/Eng										100,000								
Land (or ROW)																		
Construction																		
Other																		
Equipment																		
Total Project Cost	0	0	0	0	0	0	0	0	0	100,000								
FUNDING PLAN																		
Total Funding	0	0	0	0	0	0	0	0	0	100,000								
OPERATING BUDGET IMPACT																		
Personal Svc.																		
Non-personal																		
Capital																		
Total Operating																		



FY25/26 - FY 29/30 COMMUNITY INVESTMENT PROGRAM

SOLID WASTE CIP SUMMARY

Revenue:

	Budget	Budget	Budget	Budget	Budget
	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30
41012 - Landfill Operations	69,497,939	38,956,068	26,590,516	21,363,027	8,628,841
	-	-	-	-	-
TOTAL	69,497,939	38,956,068	26,590,516	21,363,027	8,628,841

Project Increase
Project Decrease

Page #	Project Number	Project Name	Prior Cumm. Expense	FY24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	Proposed FY 25/26 - FY 29/30	Adopted FY 24/25- FY 28/29	Changes
1	5500002	Williams Property Reclamation	3,005,774	45,000	1,300,000	771,093	636,445	0	0	0	5,758,312	5,758,312	(1)
2	5500008	Security and Buffer Improvements	308,482	250,000	650,000	1,000,000	1,000,000	390,303	0	0	3,598,785	3,340,491	258,294
3	5500015	Wetland Mitigation Bank	39,676	10,000	1,980,000	2,005,775	0	0	0	1,666,000	5,701,451	5,701,451	0
4	5500017	Phase IV Engineering & Constuction	422,088	100,000	42,500,000	21,000,000	20,500,000	20,250,000	8,228,841	0	113,000,929	113,000,929	0
5	5500020	Leachate Disposal Facility	12,677,101	740,818	950,000	0	0	0	0	0	14,367,919	12,180,834	2,187,085
6	5500026	NE Quadrant Stormwater for NCLF	2,080	0	610,500	500,000	500,000	436,000	400,000	0	2,448,580	2,448,580	0
7	5500027	RNG Beneficial Use	538,840	40,000	644,051	300,000	300,000	286,724	0	0	2,109,615	2,109,615	(0)
8	5500028	Emergency Generators	212,454	0	290,000	165,000	165,000	0	0	0	832,454	742,454	90,000
9	5500030	Phase II - South and East Side Temp Closure	1,316,592	0	250,000	0	0	0	0	0	1,566,592	1,566,592	0
10	5500031	Phase II - North Side Temp Final Closure	699,896	0	250,000	150,000	36,822	0	0	0	1,136,718	1,136,718	0
11	5500032	Road Improvements	836,949	0	900,000	900,000	0	0	0	0	2,636,949	2,636,949	0
12	5500035	Leachate Tank Addition	0	150,000	150,000	0	0	0	0	0	300,000	300,000	0
13	5500037	Gas Collection System, Phase V	48,155	0	650,000	650,000	692,249	0	0	0	2,040,404	2,040,404	0
14	5500038	Outbound Scale Addition	0	0	285,000	365,000	0	0	0	0	650,000	650,000	0
15	5500040	SCADA System Upgrade	503,588	32,296	36,940	0	0	0	0	0	572,824	585,471	0
16	5500041	LCRS & Gas Systems Integration and Upgrades	27,352	370,000	1,303,448	299,200	50,000	0	0	0	2,050,000	1,800,000	250,000
17	5500042	Site-Wide Stormwater Management System Upgrades	0	50,000	1,000,000	600,000	600,000	0	0	0	2,250,000	2,000,000	250,000
18	5500044	CMMS and Systems Integration	0	0	850,000	300,000	0	0	0	0	1,150,000	1,150,000	0
19	5500045	Gas Collection System Phase VI	0	0	700,000	600,000	940,000	0	0	0	2,240,000	2,240,000	0
20	5500046	Survey Drone Program	0	30,000	70,000	50,000	70,000	0	0	0	220,000	190,000	30,000
21	5500047	NCLF Transfer Station Site Improvements	20,885	500,000	5,528,000	800,000	0	0	0	0	6,848,885	3,850,000	2,998,885
22	5500048	SELF Landfill Final Cover Restoration	1,056	848,944	8,200,000	400,000	0	0	0	0	9,450,000	8,850,000	600,000
23	5500049	Phase III Partial Closure	0	0	400,000	8,100,000	1,100,000	0	0	0	9,600,000		9,600,000
		Project Total:	20,660,968	3,167,058	69,497,939	38,956,068	26,590,516	21,363,027	8,628,841	1,666,000	190,530,417	174,278,800	16,264,264

FY2026 Community Investment Program | FY2026 - FY2030 Project Detail

PROJECT #5500002

PROJECT NAME:Williams Property Reclamation

PAGE #1

GENERAL PROJECT DATA:

Project Name:Williams Property Reclamation

Functional Area:Solid Waste

Department:Infrastructure Management

Location:North Central Landfill

COMPREHENSIVE PLAN INFORMATION:

Project listed in CIE?No

Comp. Plan reference:

LOS/Concurrency Related:No

PROJECT NEED CRITERIA

Safety

MandateX

Replace

GrowthX

PROJECT SCHEDULE

Design/Arch

Land/ROW

Construct

Equipment

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

PROJECT DESCRIPTION:

This is an ongoing project. The **Solid Waste** Division has been developing a 76 acre Northwest Pond for stormwater treatment and storage for future landfill cells. Excavation will create a source for daily cover material as well as general purpose soils for routine landfill operations. Construction is in stages; stage 1 and stage 2 have been completed and stage 3 is ongoing. Stormwater improvements directing drainage into the Pond for the Western Build-out, access roads, and any site-related work are included in this project's plan.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The **Solid Waste Division** is excavating mitigated wetlands in the Williams Tract area. This area is intended to be a major component of NCLF's stormwater system, and by excavating the Northwest Pond will ensure stormwater capacity for future cells. The soil mined from the area provides essential soil inventory for landfill operational requirements as well as maintain cost effectiveness as it is used in place of off site purchased soils. The CERP approves stormwater management directed into the Northwest Pond component of the Williams Reclamation.

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: N/A

Fund 141012550534010

Fund 2

Fund 3

Prior Cum.

FY 24/25 Budget

FY 24/25 Projected Expense

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

Future Years

TOTAL

EXPENDITURE PLAN

Design/Arch/Eng676,172755,00045,000100,000200,000410,00000001,431,172

Land (or ROW)000000000

Construction2,314,1791,000,00001,200,000571,093226,4450004,311,717

Other15,423000000015,423

Equipment/software000000000

Total Project Cost3,005,7741,755,00045,0001,300,000771,093636,4450005,758,312

FUNDING PLAN

41012 - Landfill Operations3,005,7741,755,00045,0001,300,000771,093636,44500005,758,312

Fund 2000000000

Fund 3000000000

Fund 4000000000

Total Funding3,005,7741,755,00045,0001,300,000771,093636,44500005,758,312

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

Total Operating0000000



344

941

PROJECT #		5500008		PROJECT NAME:		Security and Buffer Improvements		PAGE #		2	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Security and Buffer Improvements		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design, bid and construct visual enhancements and screening along Polk Parkway, including vegetation and fencing to improve site security along roads adjacent to the landfill. These improvements will limit visual lines of sight to the property, prevent trespassing, and enhance site security measures. Property boundaries extend over four miles. Design, bid, construct/relocate additional gates, fencing, lighting, and cameras throughout the site and perimeter to improve site security.								Landfill security fencing is a permit requirement under the Florida Department of Environmental Protection. This project will integrate fencing with planting trees and shrubs and replacement of earthen berms along the Polk Parkway. Additionally, to enhance safety, identification numbers will be painted on site building roofs to allow first responders to efficiently determine potential occupancy and presence of hazardous materials. Due to PCSO Booking facility construction/operation west of Animal Control, additional security measures (gates, lighting, cameras) will be installed.			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A	
						Fund 1		41012		550534010	
						Fund 2					
						Fund 3					
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng	12,870	50,000	0	50,000			0	0	0	62,870	
Land (or ROW)			0							0	
Construction	295,612	600,000	250,000	500,000	1,000,000	1,000,000	390,303			3,435,915	
Other			0							0	
Equipment/software			0	100,000						100,000	
Total Project Cost	308,482	650,000	250,000	650,000	1,000,000	1,000,000	390,303	0	0	3,598,785	
FUNDING PLAN											
41012 - Landfill Operations	308,482	650,000	250,000	650,000	1,000,000	1,000,000	390,303	0	0	3,598,785	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	308,482	650,000	250,000	650,000	1,000,000	1,000,000	390,303	0	0	3,598,785	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	



PROJECT #		5500015		PROJECT NAME:		Wetland Mitigation Bank		PAGE #		3	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Wetland Mitigation Bank		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Fund or participate in wetland reclamation projects required for the construction of Phase IV. Creation of additional wetlands in advance of need will result in higher quality wetlands which may reduce needed credits. Phase IV impacts 55 acres of wetlands. DEP requires 33 mitigation credits due to impacts. The 222 acre Southeast Parcel (east of the Polk Parkway) is reserved as a conservation easement for 26.5 credits and the proposed Ellsworth-Griffin Mitigation project in partnership with SWFWMD on the Lake Hancock Level Raising provides 16.7 credits for 43 credits combined.								It is anticipated that future construction of infrastructure at the North Central Landfill will require significant wetland mitigation, either through actual wetland construction, funding of other wetlands throughout the County or purchase from wetland mitigation banks. This long term project has allocated sufficient funding to allow the Division to participate in selected wetland reclamation projects in advance of the actual construction of future landfills and infrastructure.			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A	
						Fund 1		41012		550534010	
						Fund 2					
						Fund 3					
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng	4,225		10,000	10,000						24,225	
Land (or ROW)	35,451	1,990,000	0	1,970,000	2,005,775	0	0	0	1,666,000	5,677,226	
Construction			0							0	
Other			0							0	
Equipment/software			0							0	
Total Project Cost	39,676	1,990,000	10,000	1,980,000	2,005,775	0	0	0	1,666,000	5,701,451	
FUNDING PLAN											
41012 - Landfill Operations	39,676	1,990,000	10,000	1,980,000	2,005,775	0	0	0	1,666,000	5,701,451	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	39,676	1,990,000	10,000	1,980,000	2,005,775	0	0	0	1,666,000	5,701,451	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	



PROJECT #		5500017		PROJECT NAME:		Phase IV Engineering & Constuction		PAGE #		4	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Phase IV Engineering & Constuction		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design, bid, and construct a Class I landfill in the Phase IV landfill expansion area. Construction will be done in stages over the years. Work includes geotechnical investigations, hydrogeological investigations, engineering design, permitting, preparation of contract documents, bid services, construction administration and management, construction management services, construction quality control and assurance, certification of construction completion, and initial operation support services associated with future Phase IV.								Phase VI disposal area is expected to reach capacity in 2029. Due to complex subsurface and groundwater conditions, and wetlands within the footprint, Phase IV expansion is anticipated to require extensive site preparation and a lengthy permitting process.			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A	
						Fund 1		41012		550534010	
						Fund 2					
						Fund 3					
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng	422,088	2,500,000	100,000	2,500,000	1,000,000	500,000	250,000	250,000		5,022,088	
Land (or ROW)			0			0	0	0	0	0	
Construction		25,000,000	0	40,000,000	20,000,000	20,000,000	20,000,000	7,978,841		107,978,841	
Other			0							0	
Equipment/software			0							0	
Total Project Cost	422,088	27,500,000	100,000	42,500,000	21,000,000	20,500,000	20,250,000	8,228,841	0	113,000,929	
FUNDING PLAN											
41012 - Landfill Operations	422,088	27,500,000	100,000	42,500,000	21,000,000	20,500,000	20,250,000	8,228,841	0	113,000,929	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	422,088	27,500,000	100,000	42,500,000	21,000,000	20,500,000	20,250,000	8,228,841	0	113,000,929	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	

PROJECT #		5500026		PROJECT NAME:		NE Quadrant Stormwater for NCLF		PAGE #		6	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		NE Quadrant Stormwater for NCLF		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design and permit stormwater management system. Construction of visual enhancements and screening along the Polk Parkway require coordination with the stormwater infrastructure that will be needed for the future landfill expansion to the north of the current active Phase III. Routing and sizing the channels enables portions of the buffer enhancement to proceed first and avoid conflicts with the Stormwater features. Bathymetric survey of the former mined area will establish bottom elevations and data for designing the stormwater management pond. The project will be followed by future construction of operating system.								Permitting of future landfill cells located east of DeCastro Road will require adequate stormwater management. The proposed location for future retention/detention areas is located north of Phase III. Planning and design for stormwater conveyance and hydraulic retention time will be critical to permit compliance.			
OPERATING BUDGET IMPACT:								Fund		Cost Center	
								Fund 1		41012	
								Fund 2			
								Fund 3			
								REPLACEMENT COUNTY PROPERTY NO.:		N/A	
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng	2,080	610,500	0	610,500	500,000	500,000	436,000	400,000	0	2,448,580	
Land (or ROW)	0		0							0	
Construction	0	0	0							0	
Other	0		0							0	
Equipment/software	0		0							0	
Total Project Cost	2,080	610,500	0	610,500	500,000	500,000	436,000	400,000	0	2,448,580	
FUNDING PLAN											
41012 - Landfill Operations	2,080	610,500	0	610,500	500,000	500,000	436,000	400,000	0	2,448,580	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	2,080	610,500	0	610,500	500,000	500,000	436,000	400,000	0	2,448,580	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	



PROJECT # 5500027		PROJECT NAME: RNG Beneficial Use		PAGE # 7																									
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 25/26				FY 26/27				FY 27/28				FY 28/29				FY 29/30			
Project Name:	RNG Beneficial Use	Project listed in CIE?		No		Safety				Design/Arch																			
Functional Area:	Solid Waste	Comp. Plan reference:				Mandate				Land/ROW																			
Department:	Infrastructure Management	LOS/Concurrency Related:		No		Replace				Construct																			
Location:	North Central Landfill					Growth				Equipment																			
PROJECT DESCRIPTION: This is a beneficial use project that will convert the generated and collected landfill gas from the <i>Class I (Phases I, II, III, V, and VI) and Class III landfills</i> into Compressed Natural Gas (CNG) to be sold as a pipeline quality fuel or other energy projects.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This project should generate an estimated \$500K per year revenue to the County, but requires some initial construction costs which will be reimbursed to County.																			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A																			
						Fund 1		41012		550534010																			
						Fund 2																							
						Fund 3																							
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL																			
EXPENDITURE PLAN																													
Design/Arch/Eng	9,608	54,051	40,000	14,051	50,000	50,000	50,000	0	0	213,659																			
Land (or ROW)										0																			
Construction	13,276	500,000	0	500,000	250,000	250,000	236,724			1,250,000																			
Other										0																			
Equipment/software	515,956	130,000	0	130,000						645,956																			
Total Project Cost	538,840	684,051	40,000	644,051	300,000	300,000	286,724	0	0	2,109,615																			
FUNDING PLAN																													
41012 - Landfill Operations	538,840	684,051	40,000	644,051	300,000	300,000	286,724	0	0	2,109,615																			
Fund 2										0																			
Fund 3										0																			
Fund 4										0																			
Total Funding	538,840	684,051	40,000	644,051	300,000	300,000	286,724	0	0	2,109,615																			
OPERATING BUDGET IMPACT																													
Personnel Services																													
Non-Personnel																													
Capital																													
Total Operating				0	0	0	0	0	0	0																			



PROJECT #		5500028		PROJECT NAME:		Emergency Generators		PAGE #		8																		
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 25/26			FY 26/27			FY 27/28			FY 28/29			FY 29/30					
Project Name:		Emergency Generators									Project listed in CIE?		No		Safety				Design/Arch									
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X		Land/ROW																
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace				Construct																
Location:		North Central Landfill						Growth				Equipment																
PROJECT DESCRIPTION: Design, bid and install emergency generators to power the remote systems (gas collection system, leachate pumping stations, and flare) critical to daily operation during power failures/disruptions. Work includes permitting with DEP. Pumping stations are located throughout approximately 400 acres. Phase I, II, III, V, VI, and the pumping station near the current leachate tanks (Truck Loading) are pre-wired for generator back up power. It is possible that mobile generator units will be adequate for this task.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Under federal regulations an active landfill gas collection system can not be out of operation for more than five days. Continuous leachate removal from the landfills is required in accordance with Rule 62-701, F.A.C. to avoid accumulating in the landfill. Electricity is needed to control discharge from the storage tanks into tanker trucks for off-site disposal.																		
OPERATING BUDGET IMPACT:									Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A															
							Fund 1		41012		550534010																	
							Fund 2																					
							Fund 3																					
				Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		Future Years		TOTAL						
EXPENDITURE PLAN																												
Design/Arch/Eng				55,000				0														0						
Land (or ROW)																						0						
Construction		52,454		145,000				90,000		55,000		55,000										252,454						
Other																						0						
Equipment/software		160,000				0		200,000		110,000		110,000										580,000						
Total Project Cost		212,454		200,000		0		290,000		165,000		165,000		0		0		0		0		832,454						
FUNDING PLAN																												
41012 - Landfill Operations		212,454		200,000		0		290,000		165,000		165,000		0		0		0		0		832,454						
Fund 2																						0						
Fund 3																						0						
Fund 4																						0						
Total Funding		212,454		200,000		0		290,000		165,000		165,000		0		0		0		0		832,454						
OPERATING BUDGET IMPACT																												
Personnel Services																												
Non-Personnel																												
Capital																												
Total Operating								0		0		0		0		0		0		0		0						

PROJECT #		5500030		PROJECT NAME:		Phase II - South and East Side Temporary Closure		PAGE #		9	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Phase II - South & East Side Temp Closure		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace		X	
Location:		North Central Landfill						Growth			
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
The project will be one or two or combination of cover types. The soil depth beneath the existing temporary rain cover will be the main factor determining the cover type. Sod may be implemented if soil depth is 18 inches minimum. Otherwise, high density polythethylene (HDPE) of 40-60 mil thickness is the choice. Temporary closure has been implemented by covering with 12 inches of soils plus 4-6 inches of topsoil. Hydroseeding completed in mid-2018.								The existing temporary rain cover of 12 and 20 mil polypropylene has served its useful life. Maintenance with replacement of new material and seaming together sections is too frequent. FDEP regulations require a stable ground cover that prevents erosion of cover soil and exposure of garbage. Improvement of the stormwater ditch south of Phase II is required.			
OPERATING BUDGET IMPACT:				Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A			
				Fund 1		41012		550534010			
				Fund 2							
				Fund 3							
				Fund 4							
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng										0	
Land (or ROW)										0	
Construction	1,277,802	150,000	0	250,000						1,527,802	
Other	38,790									38,790	
Equipment/software										0	
Total Project Cost	1,316,592	150,000	0	250,000	0	0	0	0	0	1,566,592	
FUNDING PLAN											
41012 - Landfill Operations	1,316,592	150,000	0	250,000	0	0	0	0	0	1,566,592	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	1,316,592	150,000	0	250,000	0	0	0	0	0	1,566,592	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	

PROJECT #		5500031		PROJECT NAME:		Phase II - North Side Temporary Final Closure		PAGE #		10	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Phase II - North Side Temporary Final Closure		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace		X	
Location:		North Central Landfill						Growth			
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Until the new Phase I B project is completed, raincovers will be reassessed. This project includes removing the damaged rain cover, placing soil to ensure 12-inch depth, regrading and installing sod, and realigning gas header piping where needed on the north slope of Phase II.								The existing temporary rain cover of 12 and 20 mil polypropylene has served its useful life. The 2017 hurricane activity severely damaged the temporary rain cover. Vegetation has become a nuisance on this slope. FDEP regulations require a stable ground cover that prevents erosion of cover soil and exposure of garbage. The existing temporary rain cover has provided the state mandated provision for erosion control and substitution for vegetative cover.			
OPERATING BUDGET IMPACT:								REPLACEMENT COUNTY PROPERTY NO.: N/A			
								Fund		Cost Center	
								Fund 1		41012	
								Fund 2			
								Fund 3			
		Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL
EXPENDITURE PLAN											
Design/Arch/Eng	63,682.97	0	0								63,683
Land (or ROW)											0
Construction	636,213.12	250,000		250,000	150,000	36,822					1,073,035
Other											0
Equipment/software											0
Total Project Cost	699,896	250,000	0	250,000	150,000	36,822	0	0	0	0	1,136,718
FUNDING PLAN											
41012 - Landfill Operations	699,896	250,000	0	250,000	150,000	36,822	0	0	0	0	1,136,718
Fund 2											0
Fund 3											0
Fund 4											0
Total Funding	699,896	250,000	0	250,000	150,000	36,822	0	0	0	0	1,136,718
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	0



PROJECT #		5500032		PROJECT NAME:		Road Improvements		PAGE #		11																											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30																	
Project Name:		Road Improvements		Project listed in CIE?		No		Safety		X		Design/Arch		1		2		3		4		1		2		3		4		1		2		3		4	
Functional Area:				Solid Waste		Comp. Plan reference:				Mandate				Land/ROW																							
Department:				Infrastructure Management		LOS/Concurrency Related:		No		Replace		X		Construct																							
Location:				North Central Landfill						Growth		X		Equipment																							
PROJECT DESCRIPTION: Improve the detour road used for tare weight trucks from a dirt surface to all-weather conditions. Lengthen the scale by-pass exit lane and intersections with the detour road. Improve Asbestos Alley and Panther Pass for new traffic conditions associated with the Phase V Disposal Area. Improve Borrow Boulevard from limerock surface to all-weather surface for the portion serving the yard waste processing area from Detour Road. Add on additional inbound travel lane (approximately 1700ft x 12ft wide) and new outbound lane from Asbestos Alley to scale house. Resurface existing De Castro Rd from SR 540 to northern extent.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Quarterly recalibration of the in-bound and out-bound scales require operating with one of 3 scales out of service. A detour road for tare weight trucks to by-pass the scale house relieves long back up of vehicles and reduces exit wait times. Also, hours of maximum traffic and scale transactions create back up and long wait times for customers to exit. An increase in the current short by-pass exit lane will accommodate normal traffic conditions and avoid using the detour road. Phase V needs an optional access for operations and maintenance purposes that will utilize Asbestos Alley and a portion of Panther Pass. Borrow Boulevard is the only entry and exit for customers using the yard waste disposal and processing area, and the road is used by Operations.																											
OPERATING BUDGET IMPACT:									Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A																								
							Fund 1		41012		550534010																										
							Fund 2																														
							Fund 3																														
		Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		Future Years		TOTAL																	
EXPENDITURE PLAN																																					
Design/Arch/Eng		47,893		0		0														47,893																	
Land (or ROW)						0														0																	
Construction		789,056		900,000		0		900,000		900,000										2,589,056																	
Other						0														0																	
Equipment/software						0														0																	
Total Project Cost		836,949		900,000		0		900,000		900,000		0		0		0		0		2,636,949																	
FUNDING PLAN																																					
41012 - Landfill Operations		836,949		900,000		0		900,000		900,000		0		0		0		0		2,636,949																	
Fund 2																				0																	
Fund 3																				0																	
Fund 4																				0																	
Total Funding		836,949		900,000		0		900,000		900,000		0		0		0		0		2,636,949																	
OPERATING BUDGET IMPACT																																					
Personnel Services																																					
Non-Personnel																																					
Capital																																					
Total Operating								0		0		0		0		0		0																			
																																					

PROJECT #		5500035		PROJECT NAME:		Leachate Tank Addition		PAGE #		12																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 25/26				FY 26/27				FY 27/28				FY 28/29				FY 29/30				
Project Name:		Leachate Tank Addition									Project listed in CIE?		No		Safety				Design/Arch		1				2				3		
Functional Area:				Solid Waste		Comp. Plan reference:				Mandate		X		Land/ROW																	
Department:				Infrastructure Management		LOS/Concurrency Related:		No		Replace				Construct																	
Location:				North Central Landfill						Growth		X		Equipment																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Add a third tank for storage of leachate from the landfills with approximately 180,000 gallons capacity. Install piping and valves to interconnect with the existing tanks and flow control unit for discharge to onsite treatment, or truck loading. Provide instrumentation and controls and modify the SCADA system. Construct concrete structural foundation and secondary containment that can hold the tank volume in the case of tank leaks or failure.										Leachate is removed from the landfills to comply with Rule 62-701, F.A.C which includes a limit on the depth of leachate on the landfill bottom. Storage tanks provide temporary holding since leachate cannot be discharged as fast as it is pumped out of the landfills.																					
OPERATING BUDGET IMPACT: The tank manufacturer's qualified representative will inspect the interior and exterior of the tank for structural and physical conditions once every three years. Minor maintenance is anticipated during the initial ten year period.								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A																			
						Fund 1		41012		550534010																					
						Fund 2																									
						Fund 3																									
		Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		Future Years		TOTAL											
EXPENDITURE PLAN																															
Design/Arch/Eng		0		100,000		0		50,000												50,000											
Land (or ROW)		0																		0											
Construction		0		200,000		150,000		100,000												250,000											
Other		0																		0											
Equipment/software		0																		0											
Total Project Cost		0		300,000		150,000		150,000		0		0		0		0		0		300,000											
FUNDING PLAN																															
41012 - Landfill Operations		0		300,000		150,000		150,000		0		0		0		0		0		300,000											
Fund 2																				0											
Fund 3																				0											
Fund 4																				0											
Total Funding		0		300,000		150,000		150,000		0		0		0		0		0		300,000											
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating								0		0		0		0		0		0													
																															

PROJECT #		5500037		PROJECT NAME:		Gas Collection System, Phase V		PAGE #		13																																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 25/26			FY 26/27			FY 27/28			FY 28/29			FY 29/30																									
Project Name:		Gas Collection System, Phase V		Project listed in CIE?		No		Safety				Design/Arch		1			2			3			4			1			2			3			4			1			2			3			4		
Functional Area:				Solid Waste		Comp. Plan reference:				Mandate				Land/ROW																																			
Department:				Infrastructure Management		LOS/Concurrency Related:		No		Replace				Construct																																			
Location:				North Central Landfill						Growth				Equipment																																			
PROJECT DESCRIPTION: Design, permit and construct a gas collection and control system in Phase V of the North Central Landfill Class I landfill to meet requirements of Federal EPA Title V air regulations. The system must be operational in 2022 to comply with the 5 year old waste rule. Expansion of the gas control system in Phase V is planned.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This project is essential to the continuous operation of the landfill. NCLF is required to comply with Federal EPA Title V air regulations which requires an active gas collection and control system be installed in each new cell 5 years after disposal of waste in that cell. The gas collection and control system must be operational by 2022.																																							
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A																																					
						Fund 1		41012		550534010																																							
						Fund 2																																											
						Fund 3																																											
		Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		Future Years		TOTAL																													
EXPENDITURE PLAN																																																	
Design/Arch/Eng		48,155		100,000				100,000		100,000		82,249								330,404																													
Land (or ROW)		0				0														0																													
Construction		0		550,000		0		550,000		550,000		610,000								1,710,000																													
Other		0				0														0																													
Equipment/software		0		0		0														0																													
Total Project Cost		48,155		650,000		0		650,000		650,000		692,249		0		0		0		2,040,404																													
FUNDING PLAN																																																	
41012 - Landfill Operations		48,155		650,000		0		650,000		650,000		692,249		0		0		0		2,040,404																													
Fund 2																				0																													
Fund 3																				0																													
Fund 4																				0																													
Total Funding		48,155		650,000		0		650,000		650,000		692,249		0		0		0		2,040,404																													
OPERATING BUDGET IMPACT																																																	
Personnel Services																																																	
Non-Personnel																																																	
Capital																																																	
Total Operating								0		0		0		0		0		0		0																													

PROJECT #

5500038

PROJECT NAME:

Outbound Scale Addition

PAGE #

14

GENERAL PROJECT DATA:

Project Name:

Outbound Scale Addition

Functional Area:

Solid Waste

Department:

Infrastructure Management

Location:

North Central Landfill

COMPREHENSIVE PLAN INFORMATION:

Project listed in CIE?

No

Comp. Plan reference:

LOS/Concurrency Related:

No

PROJECT NEED CRITERIA

Safety

Mandate

Replace

X

Growth

X

PROJECT SCHEDULE

Design/Arch

Land/ROW

Construct

Equipment

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

1

2

3

4

1

2

3

4

1

2

3

4

1

2

3

4

1

2

3

4

PROJECT DESCRIPTION:

Design, bid, construct a second outbound scale with ramps to generally match the existing outbound scale. Construct an addition to the existing scale house canopy to extend over new outbound scale lane. Work includes design, engineering, geotechnical, surveying and permitting with FDEP, SWFWMD and County.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

Quarterly recalibration of the inbound and outbound scales require operating with one of the scales put of service. An additional outbound scale will relieve back up of vehicles and will reduce exit wait times.

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: N/A

Fund 1

41012

550534010

Fund 2

Fund 3

Prior Cum.

FY 24/25 Budget

FY 24/25 Projected Expense

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

Future Years

TOTAL

EXPENDITURE PLAN

Design/Arch/Eng

0

50,000

0

50,000

50,000

Land (or ROW)

0

0

0

Construction

0

235,000

0

235,000

365,000

600,000

Other

0

0

0

Equipment/software

0

0

0

0

Total Project Cost

0

285,000

0

285,000

365,000

0

0

0

0

650,000

FUNDING PLAN

41012 - Landfill Operations

0

285,000

0

285,000

365,000

0

0

0

0

650,000

Fund 2

0

Fund 3

0

Fund 4

0

Total Funding

0

285,000

0

285,000

365,000

0

0

0

0

650,000

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

Total Operating

0

0

0

0

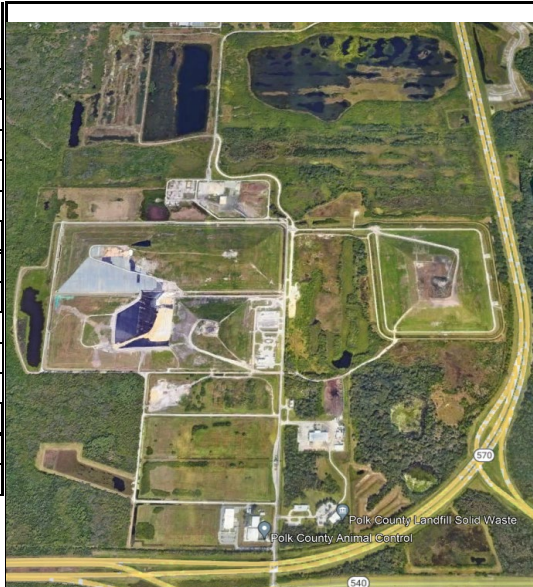
0

0



PROJECT #		5500040		PROJECT NAME:		SCADA System Upgrade		PAGE #		15	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		SCADA System Upgrade		Project listed in CIE?		No		Safety			
Functional Area:		Solid Waste		Comp. Plan reference:				Mandate			
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace		X	
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
The Landfill Leachate Collection and Removal System (LCRS) located at the North Central Landfill is monitored by a Supervisory Control and Data Acquisition (SCADA) system. Work includes: designing, constructing and furnishing all materials, equipment, labor and supervision necessary to aid in troubleshooting and technical assistance, maintenance, repairs, refurbishment, replacement and installation of instrumentation, programming, automation and controls, electrical services and SCADA server services. The SCADA system must be capable of monitoring leachate pumping stations at all phases of the North Central Landfill (including future cells) as well as the truck transfer station and future leachate wetland treatment system.								An updated system and equipment will improve the efficiency and operational functionality of the monitoring system.			
OPERATING BUDGET IMPACT:								Fund		Cost Center	
								Fund 1		41012	
								Fund 2			
								Fund 3			
								REPLACEMENT COUNTY PROPERTY NO.:		N/A	
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng				0						0	
Land (or ROW)										0	
Construction										0	
Other	1,804	10,000	32,296	36,940						71,040	
Equipment/software	501,784									501,784	
Total Project Cost	503,588	10,000	32,296	36,940	0	0	0	0	0	572,824	
FUNDING PLAN											
41012 - Landfill Operations	503,588	10,000	32,296	36,940	0	0	0	0	0	572,824	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	503,588	10,000	32,296	36,940	0	0	0	0	0	572,824	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0		



PROJECT #		5500041	PROJECT NAME:		LCRS & Gas Systems Integration and Upgrades					PAGE #		16									
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		
Project Name:	LCRS & Gas Systems Integration and Upgrades										Project listed in CIE?		No	Safety		Design/Arch	1	2	3	4	1
Functional Area:	Solid Waste		Comp. Plan reference:					Mandate	X	Land/ROW											
Department:	Infrastructure Management		LOS/Concurrency Related:		No			Replace		Construct											
Location:	North Central Landfill							Growth	X	Equipment											
PROJECT DESCRIPTION: Design, bid and construction of upgrades to improve Leachate Collection and Removal System (LCRS) and Gas Collection and Control System (GCCS) system performance and reliability. Work includes: system analysis, design, engineering, FDEP permitting, preparation of contract documents, bidding, contract management, construction and certification of construction completion.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The Leachate Collection and Removal System (LCRS) and Gas Collection and Control System (GCCS) located at the North Central landfill are complex environmental protection systems required by FDEP and EPA rules and regulations. These systems are comprised of a variety of mechanical, electrical, pneumatic and instrumentation and control components that must function continuously and reliably to ensure that permit conditions and regulatory requirements are met. Additional components and functionality are required as new landfill phases are constructed or the existing systems age. This project includes integration of the new leachate wetland treatment system and other new phases, as well as the analysis of existing systems to determine changes necessary to improve system reliability, including future expansion considerations. Power source and quality, data management, system maintenance, component standardization, monitoring, software, and related technology will be evaluated and improvements will be implemented.											
OPERATING BUDGET IMPACT:								Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: N/A											
							Fund 1	41012	550534010												
							Fund 2														
							Fund 3														
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL											
EXPENDITURE PLAN																					
Design/Arch/Eng	10,959	300,000	100,000	400,000	50,000					560,959											
Land (or ROW)										0											
Construction		646,896	200,000	646,896	100,000	50,000				996,896											
Other	800	100,000	70,000	156,552	99,200					326,552											
Equipment/software	15,593	400,000		100,000	50,000					165,593											
Total Project Cost	27,352	1,446,896	370,000	1,303,448	299,200	50,000	0	0	0	2,050,000											
FUNDING PLAN																					
41012 - Landfill Operations	27,352	1,446,896	370,000	1,303,448	299,200	50,000	0	0	0	2,050,000											
Fund 2										0											
Fund 3										0											
Fund 4										0											
Total Funding	27,352	1,446,896	370,000	1,303,448	299,200	50,000	0	0	0	2,050,000											
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating				0	0	0	0	0	0												
																					

PROJECT #5500042

PROJECT NAME:Site-wide stormwater management system upgrades

PAGE #17

GENERAL PROJECT DATA:

Project Name:Site-wide stormwater management system upgrades

Functional Area:Solid Waste

Department:Infrastructure Management

Location:North Central Landfill

COMPREHENSIVE PLAN INFORMATION:

Project listed in CIE?No

Comp. Plan reference:

LOS/Concurrency Related:No

PROJECT NEED CRITERIA

Safety

MandateX

Replace

GrowthX

PROJECT SCHEDULE

Design/Arch

Land/ROW

Construct

Equipment

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

1234

1234

1234

1234

1234

PROJECT DESCRIPTION:

Design, permitting, bidding, and construction of site-wide stormwater management system upgrades.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
Stormwater at the North Central Landfill is managed using existing ponds, drainage ditches, conveyances and structures, ultimately discharging to Saddle Creek. Future landfill expansions, proposed onsite leachate treatment system and recent land acquisition have changed the long-term drainage plan for the site. Project includes: analysis of existing stormwater system and components; design, permitting, bidding and construction of new ponds, conveyances, structures, floodplain compensation, etc. necessary to manage stormwater as required by DEP permits and rules.

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: N/A

Fund 141012550534010

Fund 2

Fund 3

Prior Cum.

FY 24/25 Budget

FY 24/25 Projected Expense

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

Future Years

TOTAL

EXPENDITURE PLAN

Design/Arch/Eng500,000500,000150,000100,000750,000

Land (or ROW)0

Construction250,00050,000500,000450,000500,0001,500,000

Other0

Equipment/software0

Total Project Cost0750,00050,0001,000,000600,000600,0000002,250,000

FUNDING PLAN

41012 - Landfill Operations0750,00050,0001,000,000600,000600,0000002,250,000

Fund 20

Fund 30

Fund 40

Total Funding0750,00050,0001,000,000600,000600,0000002,250,000

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

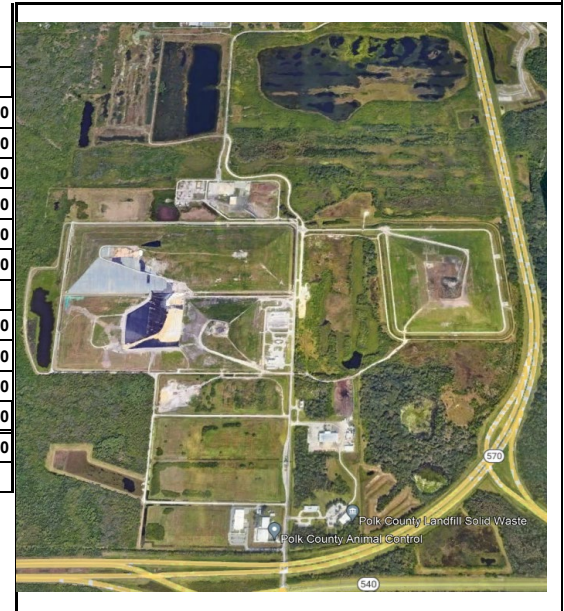
Total Operating0000000



360

957

PROJECT # 5500044		PROJECT NAME: CMMS and Systems Integration				PAGE # 18																						
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30										
Project Name:	CMMS and Systems Integration	Project listed in CIE?		No		Safety		Design/Arch	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Comp. Plan reference:				Mandate	X	Land/ROW																				
Department:		LOS/Concurrency Related:		No		Replace		Construct																				
Location:						Growth	X	Equipment																				
PROJECT DESCRIPTION: Computerized Maintenance Management System (CMMS) implementation, systems integration, data centralization, and workflows analysis in order to streamline division's processes by extending the use of technology and enhancing data management. Work includes: Project planning and management; systems interfaces and workflows analysis; solution design and configuration; software/equipment acquisition; systems' software integration; data acquisition as needed; data mapping, scribbling, normalization, validation, and migration; database management, dashboards and reports creation; audits; documentation, testing; training; rollout; certification of completion; and post-go-live support.						PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Multiple processes and data are involved in the daily operations of the different areas of the division. Enhancing those processes and improving data management leads to better data-driven decisions, while reducing administrative and operating costs and facilitating data validation and monitoring. In addition to that, assets reliability and maintenance is key to ensure that permit conditions and regulatory requirements are met. Hence, the implementation of a Computerized Maintenance Management System (CMMS), as well as the integration of different systems and its software, is key to improve efficiency, anticipate division's needs, and keep systems in compliance.																						
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A																		
						Fund 1	41012	550534010																				
						Fund 2																						
						Fund 3																						
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL																		
EXPENDITURE PLAN																												
Design/Arch/Eng										0																		
Land (or ROW)										0																		
Construction										0																		
Other		350,000		350,000	200,000					550,000																		
Equipment/software		500,000		500,000	100,000					600,000																		
Total Project Cost	0	850,000	0	850,000	300,000	0	0	0	0	1,150,000																		
FUNDING PLAN																												
41012 - Landfill Operations	0	850,000	0	850,000	300,000	0	0	0	0	1,150,000																		
Fund 2										0																		
Fund 3										0																		
Fund 4										0																		
Total Funding	0	850,000	0	850,000	300,000	0	0	0	0	1,150,000																		
OPERATING BUDGET IMPACT																												
Personnel Services																												
Non-Personnel																												
Capital																												
Total Operating				0	0	0	0	0	0	0																		



PROJECT #		5500045		PROJECT NAME:		Gas Collection System, Phase VI		PAGE #		19	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		Gas Collection System, Phase VI		Project listed in CIE?		No		Safety			
Functional Area:		#REF!		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design, permit and construct a gas collection and control system in Phase VI of the North Central Landfill Class I landfill to meet requirements of Federal EPA Title V air regulations. The system must be operational in 2027 to comply with the 5 year old waste rule.								This project is essential to the continuous operation of the landfill. NCLF is required to comply with Federal EPA Title V air regulations which requires an active gas collection and control system be installed in each new cell 5 years after disposal of waste in that cell. The gas collection and control system must be operational by 2027.			
OPERATING BUDGET IMPACT:								Fund		Cost Center	
								Fund 1		41012	
								Fund 2			
								Fund 3			
								REPLACEMENT COUNTY PROPERTY NO.:		N/A	
Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28	
FY 28/29		FY 29/30		Future Years		TOTAL					
EXPENDITURE PLAN											
Design/Arch/Eng						200,000		50,000		40,000	
Land (or ROW)										290,000	
Construction						500,000		550,000		900,000	
Other										0	
Equipment/software										0	
Total Project Cost		0		0		700,000		600,000		940,000	
FUNDING PLAN											
41012 - Landfill Operations		0		0		700,000		600,000		940,000	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding		0		0		700,000		600,000		940,000	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating		0		0		0		0		0	



PROJECT #5500046

PROJECT NAME:Survey Drone Program

PAGE #20

GENERAL PROJECT DATA:

Project Name:Survey Drone Program

Functional Area:#REF!

Department:Infrastructure Management

Location:North Central Landfill

COMPREHENSIVE PLAN INFORMATION:

Project listed in CIE?No

Comp. Plan reference:

LOS/Concurrency Related:No

PROJECT NEED CRITERIA

Safety

MandateX

Replace

GrowthX

PROJECT SCHEDULE

Design/Arch

Land/ROW

Construct

Equipment

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

1234

1234

1234

1234

1234

PROJECT DESCRIPTION:

Acquisition and operation of a drone to assist operations in monitoring site's compliance and safety practices.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The Survey Drone program will help to monitor compliance and safety, allowing to: monitor the ingress and egress of the landfill, assess potential damage within the footprint of the landfill if natural disasters such as hurricanes occur, help during operational trainings, and monitor the geometry of the landfill (slopes and final grades), among others.

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: N/A

Fund 1

41012

550534010

Fund 2

Fund 3

Prior Cum.

FY 24/25 Budget

FY 24/25 Projected Expense

FY 25/26

FY 26/27

FY 27/28

FY 28/29

FY 29/30

Future Years

TOTAL

EXPENDITURE PLAN

Design/Arch/Eng

Land (or ROW)

Construction

Other

Equipment/software

Total Project Cost

0

100,000

30,000

70,000

50,000

70,000

0

0

0

220,000

FUNDING PLAN

41012 - Landfill Operations

Fund 2

Fund 3

Fund 4

Total Funding

0

100,000

30,000

70,000

50,000

70,000

0

0

0

220,000

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

Total Operating

0

0

0

0

0

0

0



PROJECT #		5500047		PROJECT NAME:		NCLF Transfer Station Site Improvements		PAGE #		21	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		NCLF Transfer Station Site Improvements		Project listed in CIE?		No		Safety			
Functional Area:		#REF!		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		North Central Landfill						Growth		X	
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design, bid, permit and construct transfer station area improvements including: land clearing, a second inbound/outbound scale; an upgraded scale house trailer/building, septic and water service; a new citizen convenience center; site-wide fire suppression system, area stormwater management system, and other improvements. Work includes design, engineering, geotechnical investigation, surveying and permitting with FDEP, SWFWMD, County, and any other applicable regulatory agency.								The North Central Transfer Station handles an average of 350 mostly residential ("mom & pop") and small commercial customers/day. A house trailer/building with sanitary and water service will improve efficiency of Solid Waste employees. Site-wide fire protection is required by fire protection authorities, and FDEP.			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A	
						Fund 1		41012		550534010	
						Fund 2					
						Fund 3					
	Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL	
EXPENDITURE PLAN											
Design/Arch/Eng		500,000	500,000	200,000	50,000					750,000	
Land (or ROW)										0	
Construction		3,000,000	0	5,328,000	750,000					6,078,000	
Other	20,885									20,885	
Equipment/software										0	
Total Project Cost	20,885	3,500,000	500,000	5,528,000	800,000	0	0	0	0	6,848,885	
FUNDING PLAN											
41012 - Landfill Operations	20,885	3,500,000	500,000	5,528,000	800,000	0	0	0	0	6,848,885	
Fund 2										0	
Fund 3										0	
Fund 4										0	
Total Funding	20,885	3,500,000	500,000	5,528,000	800,000	0	0	0	0	6,848,885	
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0		



PROJECT #		5500048		PROJECT NAME:		SELF Landfill Final Cover Restoration		PAGE #		22	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE	
Project Name:		SELF Landfill Final Cover Restoration		Project listed in CIE?		No		Safety			
Functional Area:		#REF!		Comp. Plan reference:				Mandate		X	
Department:		Infrastructure Management		LOS/Concurrency Related:		No		Replace			
Location:		Southeast Landfill						Growth			
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):			
Design, bid, permit and construct improvements to the final cover at the SELF. Improvements include: geosynthetic barrier layer, stormwater drainage features and gas management system (approx. 12 acres). Work includes design, engineering, geotechnical, surveying and permitting with FDEP, SWFWMD and County, as needed.								The Southeast Landfill consists of one lined, and two unlined Class I landfill cells. The unlined cells were closed in the late 1980's. The eastern portion of the unlined landfill was closed in accordance with the regulations at the time, but did not include an impervious final cover. Water quality impacts have been observed in wells located east of the unlined landfill. The final cover restoration will minimize stormwater infiltration into the unlined landfill, thereby reducing leachate generation and potential impacts to groundwater. The improved final cover is expected to allow observe water quality impacts to attenuate over time. The final cover restoration is required by FDEP as part of ongoing corrective actions for water quality impacts at the stie. FDEP Consent Order also requires assessment and remediation of groundwater.			
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A	
						Fund 1		41012		550534010	
						Fund 2					
						Fund 3					
		Prior Cum.	FY 24/25 Budget	FY 24/25 Projected Expense	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future Years	TOTAL
EXPENDITURE PLAN											
Design/Arch/Eng	1,056	250,000	248,944	100,000	100,000						450,000
Land (or ROW)		100,000	600,000	700,000	100,000						1,400,000
Construction		8,000,000		7,400,000	200,000						7,600,000
Other											0
Equipment/software											0
Total Project Cost	1,056	8,350,000	848,944	8,200,000	400,000	0	0	0	0	0	9,450,000
FUNDING PLAN											
41012 - Landfill Operations	1,056	8,350,000	848,944	8,200,000	400,000	0	0	0	0	0	9,450,000
Fund 2											0
Fund 3											0
Fund 4											0
Total Funding	1,056	8,350,000	848,944	8,200,000	400,000	0	0	0	0	0	9,450,000
OPERATING BUDGET IMPACT											
Personnel Services											
Non-Personnel											
Capital											
Total Operating				0	0	0	0	0	0	0	0

PROJECT #		5500049		PROJECT NAME:				Phase III Partial Closure				PAGE #		23														
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30							
Project Name:		Phase III Partial Closure		Project listed in CIE?		No		Safety				Design/Arch	1		2		3		4		1		2		3		4	
Functional Area:				#REF!		Comp. Plan reference:				Mandate		X		Land/ROW														
Department:				Infrastructure Management		LOS/Concurrency Related:		No		Replace				Construct														
Location:				North Central Landfill						Growth				Equipment														
PROJECT DESCRIPTION: Design, bid, permit and construct a landfill final cover on the east slope pf NCLF Phase III landfill. Improvements include: geosynthetic barrier layer, stormwater drainage features and gas management system (approx. 11 acres). Work includes design, engineering, surveying, permitting with FDEP, SWFWMD and County (as needed) and construction.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): The North Central Landfill Phase III Class I landfill began operations in 2007 and is currently inactive. Since Phase III is bounded on the east by the Polk Parkway, future expansion of the landfill to the east is not possible. Benefits of constructing the final cover on the east slope of Phase III (below the access road) include: reduced leachate generation, more effective gas collection and control, reduced maintenance costs and improved aesthetics for traffic on the Parkway. The final cover is required by FDEP rules.																		
OPERATING BUDGET IMPACT:										Fund 1		Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: N/A												
										Fund 2																		
										Fund 3																		
		Prior Cum.		FY 24/25 Budget		FY 24/25 Projected Expense		FY 25/26		FY 26/27		FY 27/28		FY 28/29		FY 29/30		Future Years		TOTAL								
EXPENDITURE PLAN																												
Design/Arch/Eng						0		400,000		100,000		100,000								600,000								
Land (or ROW)																				0								
Construction										8,000,000		1,000,000								9,000,000								
Other																				0								
Equipment/software																				0								
Total Project Cost		0		0		0		400,000		8,100,000		1,100,000		0		0		0		9,600,000								
FUNDING PLAN																												
41012 - Landfill Operations		0		0		0		400,000		8,100,000		1,100,000		0		0		0		9,600,000								
Fund 2																				0								
Fund 3																				0								
Fund 4																				0								
Total Funding		0		0		0		400,000		8,100,000		1,100,000		0		0		0		9,600,000								
OPERATING BUDGET IMPACT																												
Personnel Services																												
Non-Personnel																												
Capital																												
Total Operating								0		0		0		0		0		0										



	FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM					UTILITIES EXPANSION CIP SUMMARY					Project Increase Project Decrease New Project			
	Revenue:					FY26	FY27	FY28	FY29	FY30				
	Fund (1) 14501 - ARP General Revenue Fiscal Recovery Funds (CLFRF)					8,294,221	-	-	-	-				
	Fund (2) 42011 - Water/Sewer Rates					3,205,000	11,230,000	10,433,750	1,270,000	-				
	Fund (3) 42111 - Water Connection Fees					9,424,369	15,916,755	10,410,000	3,325,000	3,450,000				
	Fund (4) 42013 - AWS Surcharge					6,625,500	12,722,620	19,974,375	13,845,600	14,125,000				
	Fund (5) 42113 - Sewer Connection Fees					34,214,647	21,978,000	9,000,000	5,105,000	6,876,250				
	Fund (7) 42434 - Utility Systems Revenue Bond, 2024 Construction Fund					66,275,000	77,370,000	54,500,000	16,400,000	16,400,000				
	Fund (6) 11150 - Sp Rev Grant Septage Receiving Stations					1,309,063	-	-	-	-				
	Fund (8) 30801 - General CIP Fund Partial Cost Center					155,000	2,845,000	-	-	-				
TOTAL					129,502,800	142,062,375	104,318,125	39,945,600	40,851,250					
Project Number	Page #	Project Name	Prior Year	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed FY26 Project Total	Prior FY25 Year Project Total	Changes	
6802040	1	FDC Grove Rd Reclaimed WM Loop	\$ -	\$ 55,000	\$ 1,785,000	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 2,400,000	\$0	
6802041	2	Oakhills/Providence Well #4 Wellhead Installation	\$ 89,953	\$ 585,047	\$ 1,625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000	\$ 1,800,000	\$500,000	
6803013	3	US Hwy 98 and Duff Rd Reclaimed Water Main Loop	\$ -	\$ 937,440	\$ 840,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,777,440	\$ 1,777,440	\$0	
6807002	4	Reclaimed Water Main Looping	\$ -	\$ 15,750	\$ 393,750	\$ 341,250	\$ 341,250	\$ -	\$ -	\$ -	\$ 1,092,000	\$ 1,092,000	\$0	
6812014	5	Cypress Lake	\$ 3,505,919	\$ 3,362,631	\$ 6,037,500	\$ 9,095,625	\$ 12,770,625	\$ 11,220,600	\$ 14,125,000	\$ 7,400,000	\$ 67,517,900	\$ 70,248,811	(\$2,730,911)	
6812017	6	New HHUFA 2 Well	\$ 2,217,937	\$ 916,971	\$ 962,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,097,406	\$ 3,703,643	\$393,763	
6815004	7	East Regional Water Production Facility	\$ -	\$ 160,000	\$ 340,000	\$ 2,600,000	\$ 2,350,000	\$ 2,350,000	\$ 2,700,000	\$ -	\$ 10,500,000	\$ 10,500,000	\$0	
6816018	8	Babson Park 1 WPF GSP and HSP	\$ 260,985	\$ 1,798,603	\$ 3,521,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,581,270	\$ 5,431,270	\$150,000	
6817009	9	Miscellaneous Developers Agreements	\$ 6,852,845	\$ 558,851	\$ 1,525,000	\$ 1,237,500	\$ 937,500	\$ 975,000	\$ 750,000	\$ -	\$ 12,836,696	\$ 10,336,696	\$2,500,000	
6817011	10	Water Treatment Facility SCADA Upgrades	\$ 3,718,232	\$ 767,273	\$ 343,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,829,255	\$ 4,616,755	\$212,500	
6822015	11	NERWWTF Expansion from 6 to 9 MGD	\$ 5,786,923	\$ 40,819,617	\$ 66,275,000	\$ 66,220,000	\$ 43,100,000	\$ -	\$ -	\$ -	\$ 222,201,540	\$ 152,201,539	\$70,000,001	
6824008	12	Southwest Regional WWTF Filter, Dewatering, Clarifier, MCC Improvements	\$ -	\$ 420,000	\$ 1,390,000	\$ 12,890,000	\$ 1,728,750	\$ 5,000,000	\$ 6,771,250	\$ -	\$ 28,200,000	\$ 24,000,000	\$4,200,000	
6825008	13	East Regional Utility Service Area Wastewater Treatment Facility	\$ -	\$ -	\$ 10,500,000	\$ 11,150,000	\$ 11,400,000	\$ 16,400,000	\$ 16,400,000	\$ 6,400,000	\$ 72,250,000	\$ 54,000,000	\$18,250,000	
6827007	14	SCADA Cybersecurity Improvements	\$ 186,146	\$ 315,000	\$ 299,000	\$ 189,250	\$ 105,000	\$ 105,000	\$ 105,000	\$ -	\$ 1,304,396	\$ 546,355	\$758,041	
6827009	15	Northwest Regional WWTF Filter, Dewater Improvements	\$ -	\$ 531,250	\$ 1,508,750	\$ 7,630,000	\$ 6,300,000	\$ -	\$ -	\$ -	\$ 15,970,000	\$ 12,000,000	\$3,970,000	
6832033	16	NERUSA Southeast Water Main Looping	\$ -	\$ 700,000	\$ 2,200,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	\$0	
6835008	17	Rolling Hills WM Upgrades	\$ -	\$ 656,250	\$ 656,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,500	\$ 1,312,500	\$0	
6836005	18	Sun Ray WM Upgrades	\$ -	\$ -	\$ -	\$ 1,050,000	\$ 1,050,000	\$ -	\$ -	\$ -	\$ 2,100,000	\$ 1,837,500	\$262,500	
6837014	19	Water Main Looping	\$ 266,697	\$ 745,803	\$ 262,500	\$ 412,500	\$ 465,000	\$ -	\$ -	\$ -	\$ 2,152,500	\$ 2,152,500	\$0	
6842059	20	Ernie Caldwell Blvd FM and Master LS	\$ 1,981,412	\$ 3,160,000	\$ 3,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,301,412	\$ 8,301,412	\$0	
6843022	21	Deeson Rd LS and FM	\$ 501,461	\$ 2,049,789	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,661,250	\$ 2,661,250	\$0	
6847014	22	Lift Station Upgrades (CIP)	\$ -	\$ 472,500	\$ 262,500	\$ 262,500	\$ 420,000	\$ -	\$ -	\$ -	\$ 1,417,500	\$ 1,417,500	\$0	
6852005	23	NERUSA PRWC AWS Receiving Facility	\$ 441,479	\$ 341,250	\$ 1,575,000	\$ 5,355,000	\$ 1,391,250	\$ -	\$ -	\$ -	\$ 9,103,979	\$ 6,297,283	\$2,806,696	
6853002	24	NWRUSA Master Plan Update 2025	\$ -	\$ 262,500	\$ 52,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 315,000	\$ 315,000	\$0	
6854003	25	SWRUSA Master Plan Update 2025	\$ -	\$ 105,000	\$ 225,000	\$ 367	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ 315,000	\$15,000	

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM					UTILITIES EXPANSION CIP SUMMARY					Project Increase Project Decrease New Project			
Revenue:					FY26	FY27	FY28	FY29	FY30				
Fund (1) 14501 - ARP General Revenue Fiscal Recovery Funds (CLFRF)					8,294,221	-	-	-	-				
Fund (2) 42011 - Water/Sewer Rates					3,205,000	11,230,000	10,433,750	1,270,000	-				
Fund (3) 42111 - Water Connection Fees					9,424,369	15,916,755	10,410,000	3,325,000	3,450,000				
Fund (4) 42013 - AWS Surcharge					6,625,500	12,722,620	19,974,375	13,845,600	14,125,000				
Fund (5) 42113 - Sewer Connection Fees					34,214,647	21,978,000	9,000,000	5,105,000	6,876,250				
Fund (7) 42434 - Utility Systems Revenue Bond, 2024 Construction Fund					66,275,000	77,370,000	54,500,000	16,400,000	16,400,000				
Fund (6) 11150 - Sp Rev Grant Septage Receiving Stations					1,309,063	-	-	-	-				
Fund (8) 30801 - General CIP Fund Partial Cost Center					155,000	2,845,000	-	-	-				
TOTAL					129,502,800	142,062,375	104,318,125	39,945,600	40,851,250				
Project Number	Page #	Project Name	Prior Year	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed FY26 Project Total	Prior FY25 Year Project Total	Changes
6857014	26	Gibson Oaks WPF	\$ 16,025,523	\$ 910,580	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,956,104	\$ 16,956,104	\$0
6857019	27	Electrical Short Circuit Current Studies	\$ 142,769	\$ 27,500	\$ 265,000	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ 705,269	\$ 392,751	\$312,518
6857024	28	Facility Security Updates	\$ -	\$ 792,500	\$ 472,500	\$ 367,500	\$ 262,500	\$ 105,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$0
6857025	29	SCADA Software and Programming Standards	\$ -	\$ -	\$ 105,000	\$ 105,000	\$ -	\$ -	\$ -	\$ -	\$ 210,000		\$210,000
6861008	30	CRUSA PRWC AWS Receiving Facility	\$ 144,571	\$ 53,430	\$ 73,500	\$ 735,000	\$ 207,500	\$ -	\$ -	\$ -	\$ 1,214,000	\$ 1,068,875	\$145,125
6863001	31	Cherry Hill Direct Potable Reuse Facility	\$ -	\$ -	\$ 210,000	\$ 3,150,000	\$ 5,550,000	\$ 2,625,000	\$ -	\$ -	\$ 11,535,000		\$11,535,000
6865002	32	ERUSA PRWC AWS Receiving Facility	\$ 177,966	\$ 981,569	\$ 837,069	\$ 3,753,750	\$ 1,653,750	\$ -	\$ -	\$ -	\$ 7,404,104	\$ 3,943,875	\$3,460,229
6867011	33	Sup Water Supply Plan Cont Planning & Coord	\$ 4,187,413	\$ 532,544	\$ 105,000	\$ 105,000	\$ -	\$ -	\$ -	\$ -	\$ 4,929,958	\$ 4,929,958	\$0
6867012	34	Water Quality Laboratory	\$ -	\$ 210,500	\$ 541,500	\$ 5,400,000	\$ 5,400,000	\$ -	\$ -	\$ -	\$ 11,552,000	\$ 500,000	\$11,052,000
6873001	35	Septage Receiving Station	\$ 850,008	\$ 12,689,619	\$ 19,934,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,473,677	\$ 15,129,936	\$18,343,741
6877005	36	Standby Power System Improvements Phase 2	\$ 3,655,834	\$ 1,392,449	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,068,284	\$ 5,068,284	\$0
6877006	37	WWTF SCADA Controls Upgrades	\$ -	\$ 550,250	\$ 21,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571,250	\$ 1,207,500	(\$636,250)
6887003	38	Pole Barn Improvements	\$ 146,358	\$ 220,500	\$ 105,000	\$ 105,000	\$ 105,000	\$ -	\$ -	\$ -	\$ 681,858	\$ 681,858	\$0
6891002	39	Central Operations Training Facility	\$ -	\$ -	\$ 525,000	\$ 2,615,000	\$ 2,615,000	\$ 525,000	\$ -	\$ -	\$ 6,280,000		\$6,280,000
6892002	40	NERUSA Operations Support Facility	\$ -	\$ 245,000	\$ 155,000	\$ 5,100,000	\$ 5,525,000	\$ -	\$ -	\$ -	\$ 11,025,000	\$ 11,025,000	\$0
6897998	41	Utilities Miscellaneous Services	\$ 2,331,975	\$ 122,694	\$ 262,500	\$ 262,500	\$ 640,000	\$ 640,000	\$ -	\$ -	\$ 4,259,669	\$ 4,259,669	\$0
		CIP Project Total:	\$ 53,472,407	\$ 78,465,660	\$ 129,502,800	\$ 142,062,375	\$ 104,318,125	\$ 39,945,600	\$ 40,851,250	\$ 13,800,000	\$ 602,418,217	\$ 450,428,264	\$ 151,989,953

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM

UTILITIES CIP RR SUMMARY

PROJECT #6802040

PROJECT NAME:FDC Grove Rd Reclaimed WM Loop

PAGE #1

GENERAL PROJECT DATA:

COMPREHENSIVE PLAN INFORMATION:

PROJECT NEED CRITERIA

PROJECT SCHEDULE

FY26

FY27

FY28

FY29

FY30

Project Name:

FDC Grove Rd Reclaimed WM Loop

Project listed in CIE?

No

Safety

Design/Arch

Functional Area:

Reclaimed Water Projects

Comp. Plan reference:

Mandate

Land/ROW

Department:

Utilities

LOS/Concurrency Related:

Yes

Replace

Construction

Location:

Northeast Region

Growth

x

Other & Operating Exp

PROJECT DESCRIPTION:

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

Install 7,000 LF of 12-inch reclaimed water main from the NERWWTF to North Ridge Trail, along FDC Grove Road to Minute Maid Ramp Road 2.

Identified in project RCW_04 in the 2023 NERUSA Master Plan Update. Reclaimed water main loop to provide additional capacity and reliability in the described road corridors.

OPERATING BUDGET IMPACT:

REPLACEMENT COUNTY PROPERTY NO.:

Fund

Cost Center

Fund 1

14501

300001109

Fund 2

42011

680536150

Fund 3

42111

680536150

Fund 4

42013

680536150

Fund 5

42113

680536150

Prior Cum.

FY25

FY25 Projected

FY26

FY27

FY28

FY29

FY30

Future Years

Proposed Project Total

EXPENDITURE PLAN

Design/Arch/Eng.

Land (or ROW)

Construction

Other-Operating Expense

Equipment/software

Total Project Cost

FUNDING PLAN

42011 Water/Sewer Rates

42111 Water Connection Fees

42113 Connection Fees (Sewer)

42431, 42611, 42433 Bonds

42013 AWS Surcharge

14501 ARP CLFRF

Total Funding

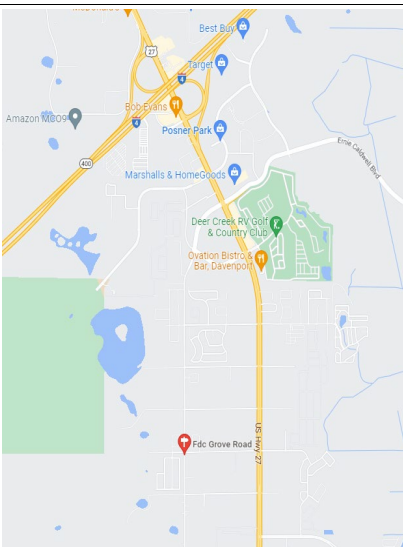
OPERATING BUDGET IMPACT

Personnel Services

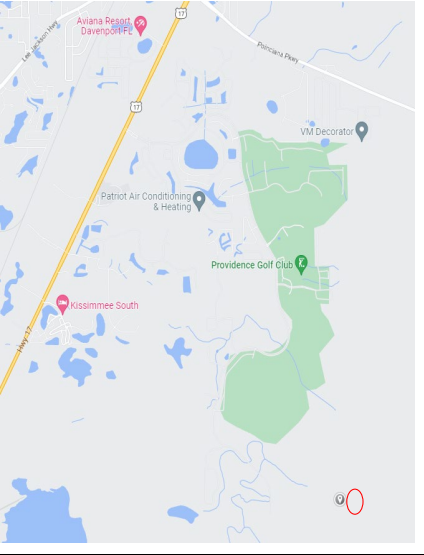
Non-Personnel

Capital

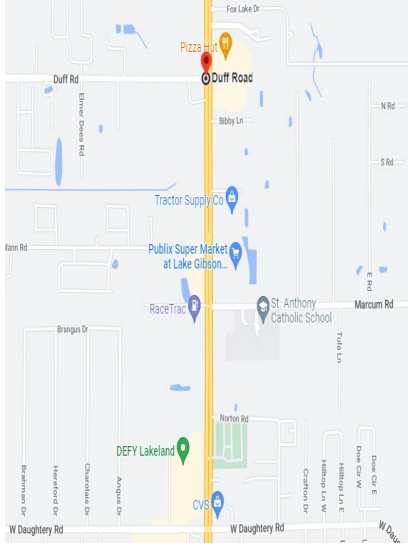
Total Operating



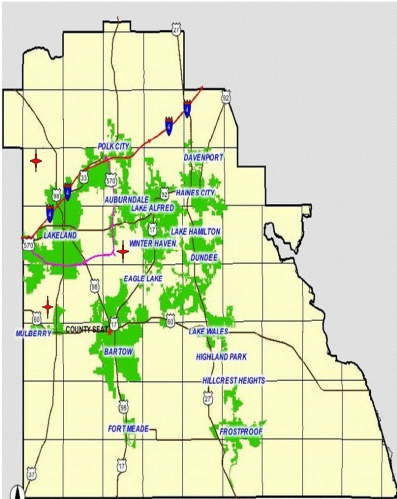
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		PROJECT NAME:										PAGE #													
6802041		Oakhills/Providence Well #4 Wellhead Installation										2													
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30							
Project Name:										1		2		3		4		1		2		3		4	
Functional Area:	Oakhills/Providence Well #4 Wellhead Installation	Project listed in CIE?		No		Safety				Design/Arch															
Department:	Utilities	Comp. Plan reference:				Mandate				Land/ROW															
Location:	Northeast Region	LOS/Concurrency Related:		Yes		Replace				Construction															
						Growth		x		Other & Operating Exp															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Well No. 4 was drilled many years ago, but not connected to the Providence Water Production Facility system. As part of a recent development, a raw water main was brought to the well site. A new wellhead, pump, and associated appurtenances are needed for each of the wells to supply water to the respective water plants.										Based on original design and intent to ensure LOS is maintained, the connection of this raw water well to the Providence WPF will support potable water consumption by existing and future residents in the development and surrounding area.															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.:															
				Fund		Cost Center																			
				Fund 1		14501		300001109																	
				Fund 2		42011		680536150																	
				Fund 3		42111		680536150																	
				Fund 4		42013		680536150																	
				Fund 5		42113		680536150																	
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																									
Design/Arch/Eng.	87,453	47,500	60,047	100,000							247,500														
Land (or ROW)											0														
Construction			500,000	1,500,000							2,000,000														
Other-Operating Expense	2,500	2,500	25,000	25,000							52,500														
Equipment/software											0														
Total Project Cost	89,953	50,000	585,047	1,625,000	0	0	0	0	0	0	2,300,000														
FUNDING PLAN																									
42011 Water/Sewer Rates											0														
42111 Water Connection Fees	74,082	50,000	585,047	1,625,000							2,284,128														
42113 Connection Fees (Sewer)											0														
42431, 42611, 42434 Bonds	15,872										15,872														
42013 AWS Surcharge											0														
14501 ARP CLFRF											0														
Total Funding	89,953	50,000	585,047	1,625,000	0	0	0	0	0	0	2,300,000														
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating				0	0	0	0	0	0	0															



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6803013		PROJECT NAME:						US Hwy 98 and Duff Rd Reclaimed Water Main Loop						PAGE # 3									
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		US Hwy 98 and Duff Rd Reclaimed Water Main Loop				Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4			
Functional Area:		Reclaimed Water Projects				Comp. Plan reference:				Mandate				Land/ROW											
Department:		Utilities				LOS/Concurrency Related:		Yes		Replace				Construction											
Location:		Northwest Region										Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Approximately 2,900 LF of 12-inch RWM on US 98, 2,150 LF of 8-inch RWM on Duff Road, and 3,600 LF of 6-inch RWM on Fox Lake Drive to serve the east Atlantic development; Seeking 50% funding from the SWFWMD.										Reclaimed water main loop to provide additional capacity and reliability in the US 98 and Duff Road corridors. The project includes a RWM extension on Fox Lake Drive to serve the East Atlantic SFH development.															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA															
										Fund		Cost Center													
										Fund 1		14501 300001109													
										Fund 2		42011 680536150													
										Fund 3		42111 680536150													
										Fund 4		42013 680536150													
										Fund 5		42113 680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total					
EXPENDITURE PLAN																									
Design/Arch/Eng.				250,000		164,940		100,000												264,940					
Land (or ROW)																				0					
Construction						725,000		700,000												1,425,000					
Other-Operating Expense				12,500		47,500		40,000												87,500					
Equipment/software																				0					
Total Project Cost		0		262,500		937,440		840,000		0		0		0		0		0		1,777,440					
FUNDING PLAN																									
42011 Water/Sewer Rates																				0					
42111 Water Connection Fees																				0					
42113 Connection Fees (Sewer)				262,500		937,440		840,000												1,777,440					
42431, 42611, 42433 Bonds																				0					
42013 AWS Surcharge																				0					
14501 ARP CLFRF																				0					
Total Funding		0		262,500		937,440		840,000		0		0		0		0		0		1,777,440					
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating						0		0		0		0		0		0		0							



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6807002		PROJECT NAME:		Reclaimed Water Main Looping		PAGE # 4															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Reclaimed Water Main Looping		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4			
Functional Area:		Reclaimed Water Projects		Comp. Plan reference:				Mandate				Land/ROW											
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction											
Location:								Growth		x		Other & Operating Exp											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
TBD project specific. Looping/connection of existing portions of reclaimed water system infrastructure within PCU service areas as opportunities present.										Looping reclaimed water infrastructure helps maintain appropriate velocities in the system, improvements reliability and redundancy of service, and also contributes to better service to our customers. Opportunities are identified through new development in/around existing infrastructure as well as staff/consultant recommendations associated with operational effectiveness and/or modeling efforts.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
								Fund		Cost Center													
								Fund 1		14501		300001109											
								Fund 2		42011		680536150											
								Fund 3		42111		680536150											
								Fund 4		42013		680536150											
								Fund 5		42113		680536150											
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng.																				0			
Land (or ROW)																				0			
Construction		10,000		15,000		375,000		325,000		325,000										1,040,000			
Other-Operating Expense		500		750		18,750		16,250		16,250										52,000			
Equipment/software																				0			
Total Project Cost		0		10,500		15,750		393,750		341,250		341,250		0		0		0		1,092,000			
FUNDING PLAN																							
42011 Water/Sewer Rates																				0			
42111 Water Connection Fees																				0			
42113 Connection Fees (Sewer)		10,500		15,750		393,750		341,250		341,250										1,092,000			
42013 AWS Surcharge																				0			
Total Funding		0		10,500		15,750		393,750		341,250		341,250		0		0		0		1,092,000			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0		0		0		0		0		0							



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY																														
PROJECT #		PROJECT NAME:								PAGE #																														
6812014		Cypress Lake								5																														
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30																						
										1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4																						
Project Name:	Cypress Lake	Project listed in CIE?				No		Safety				Design/Arch																												
Functional Area:	Water Treatment & Storage Facility Projects	Comp. Plan reference:						Mandate				Land/ROW																												
Department:	Utilities	LOS/Concurrency Related:				Yes		Replace				Construction																												
Location:	Northeast Region							Growth		x		Other & Operating Exp																												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																														
The project consists of a 34-MGD Lower Floridan Aquifer water treatment facility and associated transmission facilities to serve all STOPR members. This is a joint project by the Water Cooperative of Central Florida (WCCF) and Other-Operating Expense-Operating Expense\ partners for a regional water supply facility. PCU anticipates receiving 3.4 MGD of supply from this 34 MGD facility.										Provide additional water supply in an area not anticipated to support continued Upper Floridan Aquifer withdrawals.																														
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA																														
										<table border="1"> <thead> <tr> <th></th> <th>Fund</th> <th>Cost Center</th> </tr> </thead> <tbody> <tr> <td>Fund 1</td> <td>14501</td> <td>300001109</td> </tr> <tr> <td>Fund 2</td> <td>42011</td> <td>680536150</td> </tr> <tr> <td>Fund 3</td> <td>42111</td> <td>680536150</td> </tr> <tr> <td>Fund 4</td> <td>42013</td> <td>680536150</td> </tr> <tr> <td>Fund 5</td> <td>42113</td> <td>680536150</td> </tr> <tr> <td>Fund 6</td> <td>42433</td> <td>680536150</td> </tr> </tbody> </table>											Fund	Cost Center	Fund 1	14501	300001109	Fund 2	42011	680536150	Fund 3	42111	680536150	Fund 4	42013	680536150	Fund 5	42113	680536150	Fund 6	42433	680536150
	Fund	Cost Center																																						
Fund 1	14501	300001109																																						
Fund 2	42011	680536150																																						
Fund 3	42111	680536150																																						
Fund 4	42013	680536150																																						
Fund 5	42113	680536150																																						
Fund 6	42433	680536150																																						
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total																														
EXPENDITURE PLAN																																								
Design/Arch/Eng.	1,513,731	500,000	864,112	750,000	162,500	162,500	162,500			3,615,344																														
Land (or ROW)	11,607	238,393	338,393							350,000																														
Construction	1,673,704	1,010,000	2,000,000	5,000,000	8,500,000	12,000,000	10,500,000	13,100,000	7,400,000	60,173,704																														
Other-Operating Expense	306,877	75,500	160,125	287,500	433,125	608,125	558,100	1,025,000		3,378,852																														
Equipment/software										0																														
Total Project Cost	3,505,919	1,823,893	3,362,631	6,037,500	9,095,625	12,770,625	11,220,600	14,125,000	7,400,000	67,517,900																														
FUNDING PLAN																																								
42011 Water/Sewer Rates	96,132									96,132																														
42111 Water Connection Fees					3,381,755					3,381,755																														
42431, 42611, 42433 Bonds	1,257,090									1,257,090																														
42013 AWS Surcharge	2,152,696	1,823,893	3,362,631	6,037,500	5,713,870	12,770,625	11,220,600	14,125,000	7,400,000	62,782,922																														
Total Funding	3,505,919	1,823,893	3,362,631	6,037,500	9,095,625	12,770,625	11,220,600	14,125,000	7,400,000	67,517,900																														
OPERATING BUDGET IMPACT																																								
Personnel Services																																								
Non-Personnel																																								
Capital																																								
Total Operating				0	0	0	0	0	0	0																														

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6812017		PROJECT NAME:		New HHUFA 2 Well		PAGE # 6													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		New HHUFA 2 Well		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4	
Functional Area:		Water Treatment & Storage Facility Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		Northeast Region						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
The New Holly Hill Water Production Facility (WPF) was completed in 2012. The facility includes a groundwater well drilled to the Upper Floridan Aquifer. During design, the existing Jack Berry well incurred excessive amounts of sand intrusion and was subsequently removed from service. No. 2 will operate in alternating sequence with Well No. 1 and will provide system redundancy. A new wellhead, pump, and associated appurtenances are needed for each of the wells to supply water to the respective water plants.								New UFA public supply well for the Holly Hill WPF is recommended in the 2015 NERUSA Master Plan Update for redundancy and to accommodate growth.; Based on original design and intent to ensure LOS is maintained, the connection of this raw water well to the Holly Hill WPF will support potable water consumption by existing and future residents in the development and surrounding area.													
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
						Fund 1		14501		300001109											
						Fund 2		42011		680536150											
						Fund 3		42111		680536150											
						Fund 4		42013		680536150											
						Fund 5		42113		680536150											
						Fund 6		42433		680536150											
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.		172,459		50,000		87,547		112,499												372,505	
Land (or ROW)																				0	
Construction		1,997,689				750,000		850,000												3,597,689	
Other-Operating Expense		47,789				79,424														127,213	
Equipment/software																				0	
Total Project Cost		2,217,937		50,000		916,971		962,499		0		0		0		0		0		4,097,406	
FUNDING PLAN																					
42011 Water/Sewer Rates		1,081,322																		1,081,322	
42111 Water Connection Fees		77,694		50,000		916,971		962,499												1,957,164	
42431, 42611, 42434 Bonds		1,058,921																		1,058,921	
42013 AWS Surcharge																				0	
Total Funding		2,217,937		50,000		916,971		962,499		0		0		0		0		0		4,097,406	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0		0		0		0		0		0		0		0	



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM

UTILITIES CIP RR SUMMARY

PROJECT #6815004

PROJECT NAME:East Regional Water Production Facility

PAGE #7

GENERAL PROJECT DATA:

COMPREHENSIVE PLAN INFORMATION:

PROJECT NEED CRITERIA

PROJECT SCHEDULE

FY26

FY27

FY28

FY29

FY30

Project Name:

East Regional Water Production Facility

Project listed in CIE?

Safety

Design/Arch

Functional Area:

Water Treatment & Storage Facility Projects

Comp. Plan reference:

Mandate

Land/ROW

Department:

Utilities

LOS/Concurrency Related:

Yes

Replace

Construction

Location:

East Region

Growth

Other & Operating Exp

PROJECT DESCRIPTION:

Construct new WPF + wells near Poinciana / Sun Air areas (1.3 MGD by 2045, 2.1 MGD by 2060).

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The new proposed East Regional WPF will position the County for planned/potential development in the area while also facilitating the decommissioning of smaller facilities via a regionalized strategy.

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: NA

Fund 1

14501

300001109

Fund 2

42011

680536150

Fund 3

42111

680536150

Fund 4

42013

680536150

Fund 5

42113

680536150

Prior Cum.

FY25

FY25 Projected

FY26

FY27

FY28

FY29

FY30

Future Years

Proposed Project Total

EXPENDITURE PLAN

Design/Arch/Eng.

50,000

200,000

250,000

250,000

250,000

500,000

1,500,000

Land (or ROW)

100,000

125,000

250,000

475,000

Construction

2,000,000

2,000,000

2,000,000

2,000,000

8,000,000

Other-Operating Expense

10,000

15,000

100,000

100,000

100,000

200,000

525,000

Equipment/software

0

Total Project Cost

0

0

160,000

340,000

2,600,000

2,350,000

2,350,000

2,700,000

0

10,500,000

FUNDING PLAN

42011 Water/Sewer Rates

0

42111 Water Connection Fees

160,000

340,000

2,600,000

2,350,000

2,350,000

2,700,000

10,500,000

42113 Connection Fees (Sewer)

0

Total Funding

0

0

160,000

340,000

2,600,000

2,350,000

2,350,000

2,700,000

0

10,500,000

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

0

0

Capital

Total Operating

0

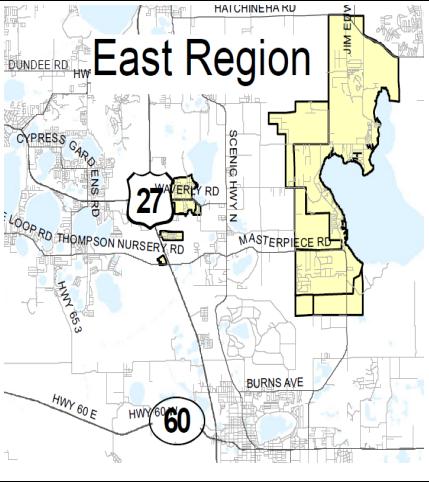
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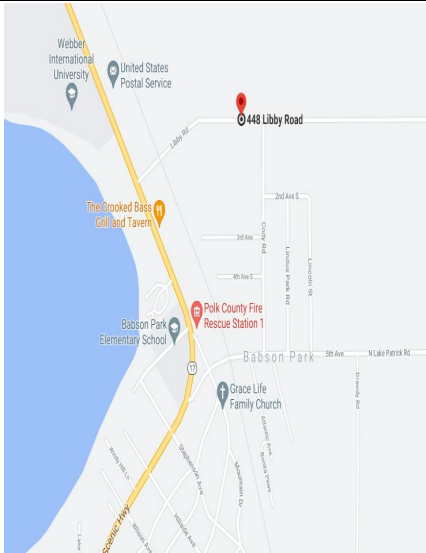
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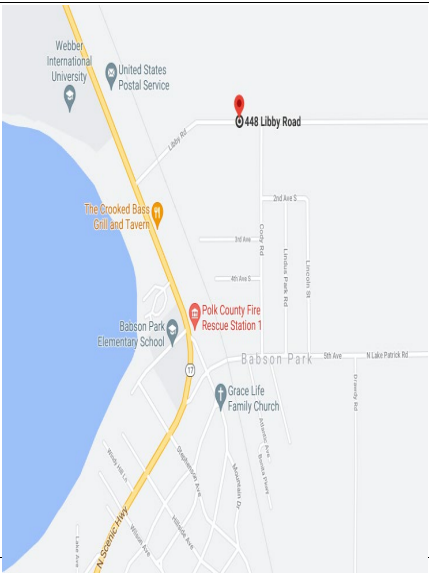
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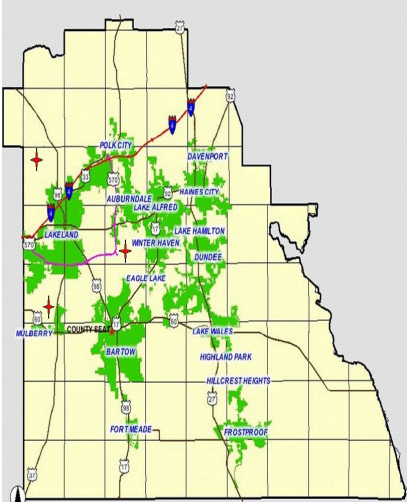
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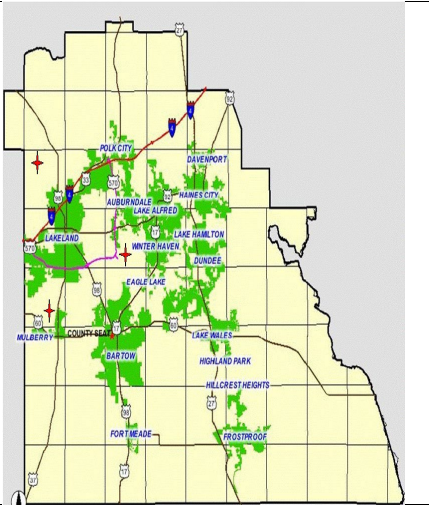
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6816018		PROJECT NAME:		Babson Park 1 WPF GSR and HSP		PAGE # 8															
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:			Project listed in CIE? No					Safety		x		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Functional Area:								Water Treatment Storage Facility		Mandate		x		Land/ROW									
Department:			LOS/Concurrency Related: Yes					Replace				Construction											
Location:			Southeast Region					Growth		x		Other & Operating Exp											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
The project includes the construction of a 150,000-gallon ground storage tank and high service pump station to reduce disinfection by-product formation potential. Funded whole or in part via Federal American Rescue Plan Funds.										The County has been actively engaged in assessing its water supply wells and facilities to identify and reduce disinfection by-product formation potential. This project addresses regulatory concerns while supporting potential growth and development.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
										Fund		Cost Center											
Fund 1										14501		300001109											
Fund 2										42011		680536150											
Fund 3										42111		680536150											
Fund 4										42013		680536150											
Fund 5										42113		680536150											
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																							
Design/Arch/Eng.		253,985	50,000	50,603	76,682						381,270												
Land (or ROW)											0												
Construction		2,000	200,000	1,648,000	3,250,000						4,900,000												
Other-Operating Expense		5,000	125,000	100,000	195,000						300,000												
Equipment/software											0												
Total Project Cost		260,985	375,000	1,798,603	3,521,682	0	0	0	0	0	5,581,270												
FUNDING PLAN																							
42011 Water/Sewer Rates											0												
42111 Water Connection Fees		7,000			874,370						881,370												
42113 Connection Fees (Sewer)											0												
42431, 42611, 42433 Bonds											0												
42013 AWS Surcharge											0												
14501 ARP CLFRF		253,985	375,000	1,798,603	2,647,312						4,699,900												
Total Funding		260,985	375,000	1,798,603	3,521,682	0	0	0	0	0	5,581,270												
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating					0	0	0	0	0	0													
																							



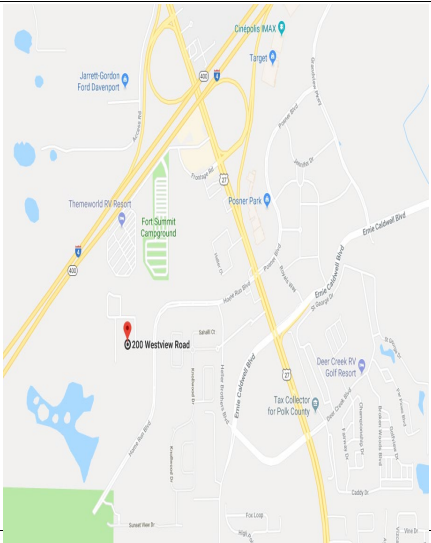
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6817009		PROJECT NAME:		County wide Developers Agreements						PAGE # 9													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30					
Project Name:		County wide Developers Agreements		Project listed in CIE?		No		Safety				Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Water Treatment & Storage Facility Projects		Comp. Plan reference:				Mandate				Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction													
Location:		County wide						Growth		x		Other & Operating Exp													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Funding to participate in developer agreements for utility expansion projects.										Funding for developer-driven utility expansion projects.															
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1		14501 300001109													
										Fund 2		42011 680536150													
										Fund 3		42111 680536150													
										Fund 4		42013 680536150													
										Fund 5		42113 680536150													
										Fund 6		42433 680536150													
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																									
Design/Arch/Eng.											0														
Land (or ROW)											0														
Construction		6,806,060	456,136	507,313	1,400,000	1,137,000	875,000	900,000	710,000		12,335,374														
Other-Operating Expense		46,785	51,241	51,538	125,000	100,500	62,500	75,000	40,000		501,323														
Equipment/software											0														
Total Project Cost		6,852,845	507,378	558,851	1,525,000	1,237,500	937,500	975,000	750,000	0	12,836,696														
FUNDING PLAN																									
42011 Water/Sewer Rates											0														
42111 Water Connection Fees		6,655,292	507,378	558,851	1,525,000	1,237,500	937,500	975,000	750,000		12,639,143														
42431, 42611, 42433 Bonds		197,554									197,554														
42013 AWS Surcharge											0														
Total Funding		6,852,845	507,378	558,851	1,525,000	1,237,500	937,500	975,000	750,000	0	12,836,696														
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating					0	0	0	0	0	0	0														

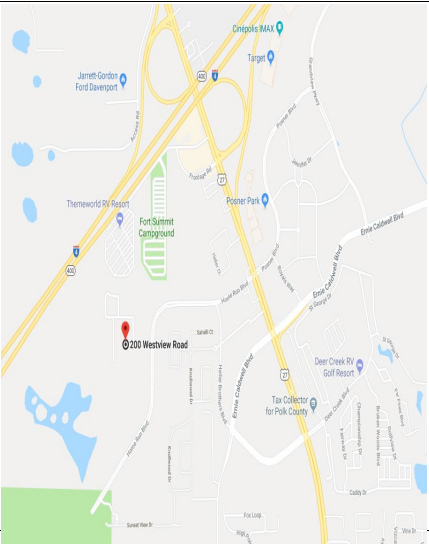


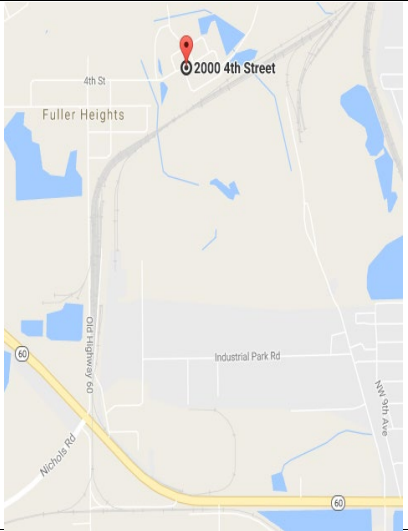
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6817011		PROJECT NAME:		Water Treatment Facility SCADA Upgrades		PAGE # 10													
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Water Treatment Facility SCADA Upgrades		Project listed in CIE?		No		Safety		x		Design/Arch									
Functional Area:		Water Treatment & Storage Facility Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		County wide						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Provide a standard design for each type of water treatment facility not currently equipped with automated control and monitoring capabilities. Provide new SCADA systems to these facilities and connect to remote communications provided under a separate project.										Upgrade of electrical and control systems on existing water treatment facilities to provide automated control and monitoring to facilities not having these capabilities and to replace existing electrical and control systems identified in need of replacement. These upgrades will increase system reliability and optimize operations.											
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
						Fund 1		14501		300001109											
						Fund 2		42011		680536150											
						Fund 3		42111		680536150											
						Fund 4		42013		680536150											
						Fund 5		42113		680536150											
						Fund 6		42433		680536150											
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.		113,478																		113,478	
Land (or ROW)																				0	
Construction		3,512,886		797,601		733,633		325,000												4,571,520	
Other-Operating Expense		91,868		40,598		33,640		18,750												144,257	
Equipment/software																				0	
Total Project Cost		3,718,232		838,199		767,273		343,750		0		0		0		0		0		4,829,255	
FUNDING PLAN																					
42011 Water/Sewer Rates		2,396,428																		2,396,428	
42111 Water Connection Fees		870,404		838,199		767,273		343,750												1,981,427	
42431, 42611, 42433 Bonds		451,400																		451,400	
42013 AWS Surcharge																				0	
Total Funding		3,718,232		838,199		767,273		343,750		0		0		0		0		0		4,829,255	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0		0		0		0		0		0		0			



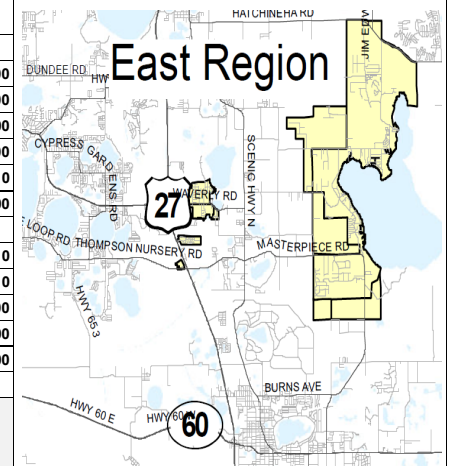
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6822015		PROJECT NAME:		NERWWTF Expansion from 6 to 9 MGD		PAGE # 11															
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		NERWWTF Expansion from 6 to 9 MGD				Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4	
Functional Area:						Wastewater Treatment & Disposal Facility Projects		Comp. Plan reference:				Mandate		x		Land/ROW							
Department:		Utilities				LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		Northeast Region								Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Upgrading existing NERWWTF treatment capacity from 6.0 MGD to 9.0 MGD (NE_WW_62).										Current flow predictions indicate the wastewater flows will reach 6.0 MGD AADF max capacity in approximately 2027. The 2015 NERUSA Master Plan Update recommended PCU consider initiating design of improvements when flows reach 5.0 MGD AADF.													
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
								Fund 1		14501		300001109											
								Fund 2		42011		680536150											
								Fund 3		42111		680536150											
								Fund 4		42013		680536150											
								Fund 5		42113		680536150											
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng.		3,025,325		2,000,000		1,153,681		6,000,000		6,000,000		3,000,000								19,179,006			
Land (or ROW)		2,125,034																		2,125,034			
Construction		428,145		500,000		39,571,855		60,000,000		60,000,000		40,000,000								200,000,000			
Other-Operating Expense		208,419		1,774		94,081		275,000		220,000		100,000								897,500			
Equipment/software																				0			
Total Project Cost		5,786,923		2,501,774		40,819,617		66,275,000		66,220,000		43,100,000		0		0		0		222,201,540			
FUNDING PLAN																							
42011 Water/Sewer Rates																				0			
42111 Water Connection Fees (Wa		2,829,765																		2,829,765			
42113 Connection Fees (Sewer)		2,957,158		2,501,774		40,819,617														43,776,774			
42431, 42611, 42433 Bonds								66,275,000		66,220,000		43,100,000								175,595,000			
42013 AWS Surcharge																				0			
Total Funding		5,786,923		2,501,774		40,819,617		66,275,000		66,220,000		43,100,000		0		0		0		222,201,540			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0		0		0		0		0		0		0					



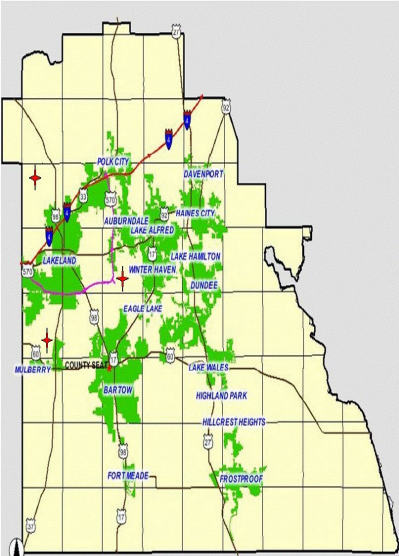


FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6824008		PROJECT NAME: Southwest Regional WWTF Filter, Dewatering, Clarifier, MCC Improvements						PAGE # 12											
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:	Southwest Regional WWTF Filter, Dewatering, Clarifier, MCC Improvements	Project listed in CIE?	No	Safety	x	Design/Arch				1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Wastewater Treatment & Disposal Facility Projects	Comp. Plan reference:		Mandate		Land/ROW															
Department:	Utilities	LOS/Concurrency Related:	Yes	Replace		Construction															
Location:	Southwest Region			Growth	x	Other & Operating Exp															
PROJECT DESCRIPTION: Project includes WWTF filter and dewatering system improvements, clarifier rehabilitation and MCC control upgrades which include additional structure/space for electrical components, aeration controls, VFDs, etc.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Dewatering improvements recommended in the 2022 Technical Memorandum "Polk County Utilities Biosolids Dewatering Alternatives", prepared by engineering consultant, Hazen and Sawyer. The NWRWWTF and SWRWWTF are currently served by mobile centrifuge dewatering units that are nearing their end of life. This project will result in the construction of permanent dewatering facilities and allow for future growth at these facilities. According to Carollo Engineer's March 2024 Report "Conceptual Clarification and Filtration Improvements at the NWRWWTF and SWRWWTF Filter" filter, clarifier, and MCC improvements/rehab were recommended due to current use/wear.											
OPERATING BUDGET IMPACT:					Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA														
				Fund 1	14501	300001109															
				Fund 2	42011	680536150															
				Fund 3	42111	680536150															
				Fund 4	42013	680536150															
				Fund 5	42113	680536150															
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																					
Design/Arch/Eng.		150,000	400,000	1,350,000	1,450,000					3,200,000											
Land (or ROW)										0											
Construction					11,140,000	1,228,750	5,000,000	6,771,250		24,140,000											
Other-Operating Expense		10,000	20,000	40,000	300,000	500,000				860,000											
Equipment/software										0											
Total Project Cost	0	160,000	420,000	1,390,000	12,890,000	1,728,750	5,000,000	6,771,250	0	28,200,000											
FUNDING PLAN																					
42011 Water/Sewer Rates										0											
42111 Water Connection Fees (Wa										0											
42113 Connection Fees (Sewer)		160,000	420,000	1,390,000	12,890,000	1,728,750	5,000,000	6,771,250		28,200,000											
42431, 42611, 42433 Bonds										0											
42013 AWS Surcharge										0											
Total Funding	0	160,000	420,000	1,390,000	12,890,000	1,728,750	5,000,000	6,771,250	0	28,200,000											
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating				0	0	0	0	0	0												

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		PROJECT NAME:								PAGE #													
6825008		East Regional Utility Service Area Wastewater Treatment Facility								13													
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:	East Regional Utility Service Area Wastewater Treatment Facility	Project listed in CIE?				No		Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:	Wastewater Treatment and Disposal Facility	Comp. Plan reference:						Mandate		Land/ROW													
Department:	Utilities	LOS/Concurrency Related:				Yes		Replace		Construction													
Location:	East Region							Growth		X		Other & Operating Exp											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Construct new .064 MGD WWTF (capacity by 2060 buildout) near existing Waverly Service Area										The new proposed East Regional WWTF will position the County for planned/potential development in the area while also facilitating the decommissioning of Waverly WWTF via a regionalized strategy.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
										Fund		Cost Center											
										Fund 1		14501		300001109									
										Fund 2		42011		680536150									
										Fund 3		42111		680536150									
										Fund 4		42013		680536150									
										Fund 5		42113		680536150									
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																							
Design/Arch/Eng.					250,000	750,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000												
Land (or ROW)					10,000,000	10,000,000					20,000,000												
Construction							10,000,000	15,000,000	15,000,000	5,000,000	45,000,000												
Other-Operating Expense					250,000	400,000	400,000	400,000	400,000	400,000	2,250,000												
Equipment/software										0	0												
Total Project Cost		0	0	0	10,500,000	11,150,000	11,400,000	16,400,000	16,400,000	6,400,000	72,250,000												
FUNDING PLAN																							
42011 Water/Sewer Rates											0												
42111 Water Connection Fees											0												
42113 Connection Fees (Sewer)					10,500,000						10,500,000												
42431, 42611, 42433 Bonds						11,150,000	11,400,000	16,400,000	16,400,000	6,400,000	61,750,000												
Total Funding		0	0	0	10,500,000	11,150,000	11,400,000	16,400,000	16,400,000	6,400,000	72,250,000												
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel									0	0													
Capital																							
Total Operating					0	0	0	0	0	0													

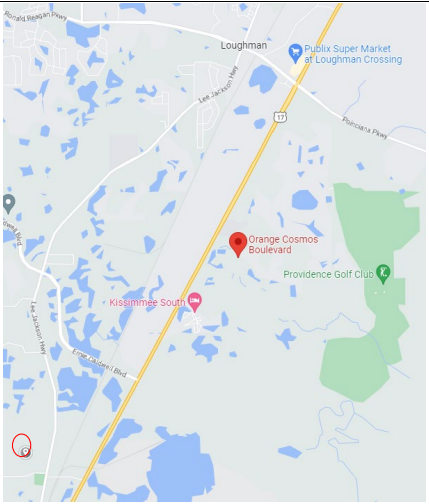


FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6827007		PROJECT NAME:		SCADA Cybersecurity Improvements				PAGE # 14															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		SCADA Cybersecurity Improvements		Project listed in CIE?		No		Safety		x		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Wastewater Treatment & Disposal Facility Projects		Comp. Plan reference:				Mandate				Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		No		Replace				Construction													
Location:		County wide								Growth		x		Other & Operating Exp											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Complete redesign of Polk County's network architecture for coverage of all devices for 100% system connectivity. Integrate Tempered Networks HIP Switch Cyber Security Technology at the appropriate choke points to completely cloak the SCADA network from he county's IT backbone. Hardware, software improvements will be scheduled to also include the expanded use of the existing Cyberlock system which secures PCU's WPFs, WWTFs, lift stations and Other-Operating Expense-Operating Expense\ critical assets.										Advance cyber and physical security to continually protect the County from malicious intrusion.															
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA															
						Fund		Cost Center																	
				Fund 1		14501		300001109																	
				Fund 2		42011		680536150																	
				Fund 3		42111		680536150																	
				Fund 4		42013		680536150																	
				Fund 5		42113		680536150																	
				Fund 6		42433		680536150																	
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total					
NDITURE PLAN																									
Design/Arch/Eng.		113,697		3,208		50,000														163,697					
Land (or ROW)																				0					
Construction		65,704		85,000		250,000		285,000		180,000		100,000		100,000		100,000				980,704					
Other-Operating Expense		6,745		4,250		15,000		14,000		9,250		5,000		5,000		5,000				154,995					
Equipment/software																				5,000					
Total Project Cost		186,146		92,458		315,000		299,000		189,250		105,000		105,000		105,000		0		1,304,396					
NDING PLAN												0													
42011 Water/Sewer Rates		125,827																		125,827					
42111 Water Connection Fees																				0					
42113 Connection Fees (Sewer)				92,458		315,000		299,000		189,250		105,000		105,000		105,000				1,118,250					
42431, 42611, 42433 Bonds		60,319																		60,319					
42013 AWS Surcharge																				0					
14501 ARP CLFRF																				0					
Total Funding		186,146		92,458		315,000		299,000		189,250		105,000		105,000		105,000		0		1,304,396					
G BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating		0		0		0		0		0		0		0		0		0							

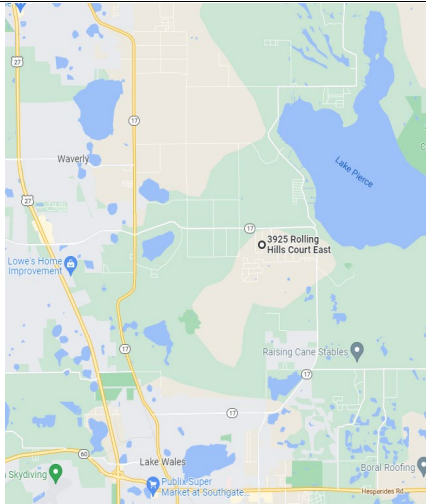


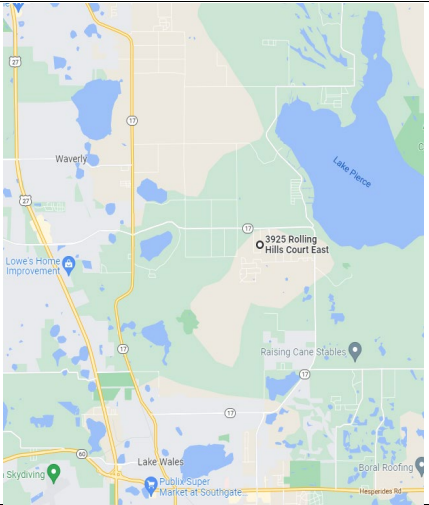
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FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY												
PROJECT #		6832033		PROJECT NAME: NERUSA Southeast Water Main Looping						PAGE # 16												
GENERAL PROJECT DATA:			COMPREHENSIVE PLAN INFORMATION:					PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:			NERUSA Southeast Water Main Looping		Project listed in CIE?		No		Safety				Design/Arch									
Functional Area:			Water Distribution System Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:			Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:			Northeast Region						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
16,200 LF of 12 in pipe along US Hwy 17-92 from Orange Cosmos Blvd to 1,000 LF west of Pond Road. Actual route to be confirmed during Design phase services.										Identified in project PW_35 in the 2023 NERUSA Master Plan Update to support growth.												
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.:										
						Fund 1		14501		300001109												
						Fund 2		42011		680536150												
						Fund 3		42111		680536150												
						Fund 4		42013		680536150												
						Fund 5		42113		680536150												
			Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																						
Design/Arch/Eng.							150,000		100,000		50,000										300,000	
Land (or ROW)																					0	
Construction							500,000		2,000,000		1,000,000										3,500,000	
Other-Operating Expense							50,000		100,000		50,000										200,000	
Equipment/software																					0	
Total Project Cost			0		0		700,000		2,200,000		1,100,000		0		0		0		0		4,000,000	
FUNDING PLAN																						
42011 Water/Sewer Rates																					0	
42111 Water Connection Fees							700,000		2,200,000		1,100,000										4,000,000	
42431, 42611, 42433 Bonds																					0	
42013 AWS Surcharge																					0	
Total Funding			0		0		700,000		2,200,000		1,100,000		0		0		0		0		4,000,000	
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating							0		0		0		0		0		0		0			



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6835008		PROJECT NAME:				Rolling Hills WM Upgrades				PAGE # 17											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Rolling Hills WM Upgrades		Project listed in CIE?		No		Safety	x	Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:				Comp. Plan reference:				Mandate		Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace	x	Construction													
Location:		East						Growth	x	Other & Operating Exp													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Replacement/upsizing of existing distribution system for life cycle replacement and increased fire flow.										The potable water main upgrades for this project will improve system reliability and safety through increased fire flow protection.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
				Fund 1		14501		300001109															
				Fund 2		42011		680536150															
				Fund 3		42111		680536150															
				Fund 4		42013		680536150															
				Fund 5		42113		680536150															
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																							
Design/Arch/Eng.											0												
Land (or ROW)											0												
Construction			1,241,000	625,000	625,000						1,250,000												
Other-Operating Expense			61,500	31,250	31,250						62,500												
Equipment/software											0												
Total Project Cost		0	1,302,500	656,250	656,250	0	0	0	0	0	1,312,500												
FUNDING PLAN																							
42011 Water/Sewer Rates											0												
42111 Water Connection Fees			1,302,500	656,250	656,250						1,312,500												
42431, 42611, 42433 Bonds											0												
42013 AWS Surcharge											0												
Total Funding		0	1,302,500	656,250	656,250	0	0	0	0	0	1,312,500												
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating					0		0		0		0												





FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM

UTILITIES CIP RR SUMMARY

PROJECT #6836005

PROJECT NAME:Sun Ray WM Upgrades

PAGE #18

GENERAL PROJECT DATA:

COMPREHENSIVE PLAN INFORMATION:

PROJECT NEED CRITERIA

PROJECT SCHEDULE

FY26

FY27

FY28

FY29

FY30

Project Name:

Sun Ray WM Upgrades

Project listed in CIE?

Safety

x

Design/Arch

Functional Area:

Water Distribution System Projects

Comp. Plan reference:

Mandate

Land/ROW

Department:

Utilities

LOS/Concurrency Related:

Replace

x

Construction

Location:

Southeast

Growth

x

Other & Operating Exp

PROJECT DESCRIPTION:

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

Replacement/upgrade of existing distribution system for life cycle replacement and increased fire flow.

The potable water main upgrades for this project will improve system reliability and safety through increased fire flow protection.

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: NA

Fund 1

14501

300001109

Fund 2

42011

680536150

Fund 3

42111

680536150

Fund 4

42013

680536150

Fund 5

42113

680536150

Prior Cum.

FY25

FY25 Projected

FY26

FY27

FY28

FY29

FY30

Future Years

Proposed Project Total

EXPENDITURE PLAN

Design/Arch/Eng.

0

Land (or ROW)

0

Construction

1,000,000

1,000,000

2,000,000

Other-Operating Expense

50,000

50,000

100,000

Equipment/software

0

Total Project Cost

0

0

0

0

1,050,000

1,050,000

0

0

0

2,100,000

FUNDING PLAN

42011 Water/Sewer Rates

0

42111 Water Connection Fees

1,050,000

1,050,000

2,100,000

42431, 42611, 42433 Bonds

0

42013 AWS Surcharge

0

Total Funding

0

0

0

0

1,050,000

1,050,000

0

0

0

2,100,000

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

Total Operating

0

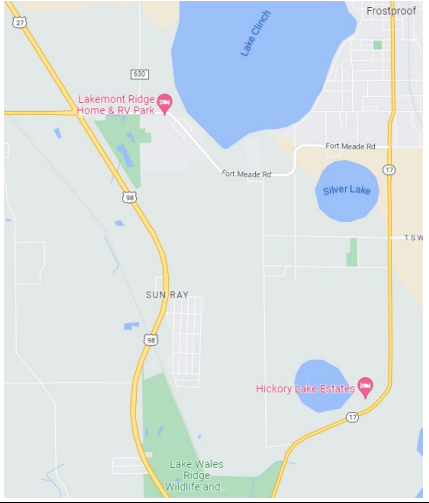
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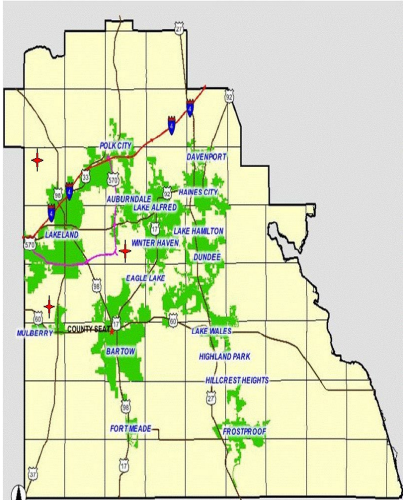
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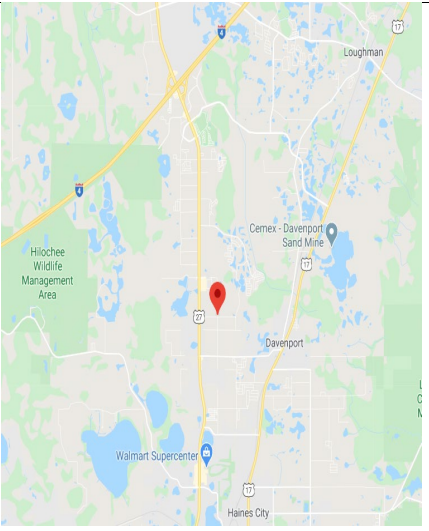
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY																					
PROJECT #		6837014		PROJECT NAME:		Water Main Looping		PAGE # 19																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30											
Project Name:		Water Main Looping		Project listed in CIE?		No		Safety				Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Functional Area:		Water Distribution System		Comp. Plan reference:				Mandate				Land/ROW																			
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction																			
Location:		County wide						Growth		x		Other & Operating Exp																			
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Looping/connection of existing portions of potable water system infrastructure within PCU service areas as opportunities present.										Looping potable infrastructure helps maintain appropriate velocities in the system, improvements reliability and redundancy of service, and also contributes to better fire flow service to our customers. Opportunities are identified through new development in/around existing infrastructure as well as staff/consultant recommendations associated with operational effectiveness and/or modeling efforts.																					
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																			
						Fund 1		14501		300001109																					
						Fund 2		42011		680536150																					
						Fund 3		42111		680536150																					
						Fund 4		42013		680536150																					
						Fund 5		42113		680536150																					
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total											
EXPENDITURE PLAN																															
Design/Arch/Eng.																						0									
Land (or ROW)																						0									
Construction		261,610		489,941		700,891		250,000		390,000		440,000										2,042,500									
Other-Operating Expense		5,087		32,413		44,913		12,500		22,500		25,000										110,000									
Equipment/software																						0									
Total Project Cost		266,697		522,353		745,803		262,500		412,500		465,000		0		0		0		0		2,152,500									
FUNDING PLAN																															
42011 Water/Sewer Rates																						0									
42111 Water Connection Fees		266,697		522,353		745,803		262,500		412,500		465,000										2,152,500									
42113 Connection Fees (Sewer)																						0									
42013 AWS Surcharge																						0									
Total Funding		266,697		522,353		745,803		262,500		412,500		465,000		0		0		0		0		2,152,500									
OPERATING BUDGET IMPACT																															
Personnel Services																															
Non-Personnel																															
Capital																															
Total Operating						0		0		0		0		0		0		0		0											



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6842059		PROJECT NAME: Ernie Caldwell Blvd FM and Master LS						PAGE # 20													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
														1	2	3	4	1	2	3	4	1	2
Project Name:	Ernie Caldwell Blvd FM and Master LS Wastewater Collection System Projects			Project listed in CIE?		No				Safety				Design/Arch									
Functional Area:				Comp. Plan reference:						Mandate				Land/ROW									
Department:				LOS/Concurrency Related:		Yes				Replace				Construction									
Location:				Southwest Region									Growth		x		Other & Operating Exp						
PROJECT DESCRIPTION: Recommended by the 2016 NERUSA Master Plan (Projects WW08, WW09, and WW51). This project will install approximately of 8500 feet of 20" force main and a quad-plex master lift station.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): A master lift station and force main are necessary to serve anticipated developments along the Ernie Caldwell Blvd. corridor.													
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
						Fund 1		14501		300001109													
						Fund 2		42011		680536150													
						Fund 3		42111		680536150													
						Fund 4		42013		680536150													
						Fund 5		42113		680536150													
						Fund 6		42433		680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total			
EXPENDITURE PLAN																							
Design/Arch/Eng.		31,736				35,000		35,000												101,736			
Land (or ROW)																				0			
Construction		1,925,178				3,000,000		3,000,000												7,925,178			
Other-Operating Expense		24,499				125,000		125,000												274,499			
Equipment/software																				0			
Total Project Cost		1,981,412		0		3,160,000		3,160,000		0		0		0		0		0		8,301,412			
FUNDING PLAN																							
42011 Water/Sewer Rates		1,483,292																		1,483,292			
42111 Water Connection Fees																				0			
42113 Connection Fees (Sewer)						3,160,000		3,160,000												6,320,000			
42431, 42611, 42433 Bonds		498,121																		498,121			
Total Funding		1,981,412		0		3,160,000		3,160,000		0		0		0		0		0		8,301,412			
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0		0		0		0		0		0		0					

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6843022		PROJECT NAME:				Deeson Rd LS and FM				PAGE # 21									
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Project listed in CIE?										Safety		Design/Arch		1	2	3	4	1	2
Functional Area:		Wastewater Collection System Projects		Comp. Plan reference:		Mandate		Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace		Construction											
Location:		Northwest						Growth		Other & Operating Exp											
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
This LS and FM extension is for the purpose of connecting Briarwood MHP to the County's existing wastewater collection system. Funded whole or in part via Federal American Rescue Plan Funds.										Briarwood MHP collection system and WWTF struggle to maintain regulatory compliance due to operational issues. Connection to the County's system and eliminating the onsite WWTF will significantly correct the areas of concern.											
OPERATING BUDGET IMPACT:							Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA												
						Fund 1	14501	300001109													
						Fund 2	42011	680536150													
						Fund 3	42111	680536150													
						Fund 4	42013	680536150													
						Fund 5	42113	680536150													
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																					
Design/Arch/Eng.		174,911	62,722	70,089	5,000					250,000											
Land (or ROW)			75,000							0											
Construction		322,375	750,000	1,887,625	100,000					2,310,000											
Other-Operating Expense		4,174	36,250	92,076	5,000					101,250											
Equipment/software										0											
Total Project Cost		501,461	923,972	2,049,789	110,000	0	0	0	0	2,661,250											
FUNDING PLAN																					
42011 Water/Sewer Rates										0											
42111 Water Connection Fees										0											
42113 Connection Fees (Sewer)		4,174		224,618	110,000					338,792											
42431, 42611, 42433 Bonds										0											
42013 AWS Surcharge										0											
14501 ARP CLFRF		497,287	923,972	1,825,171						2,322,458											
Total Funding		501,461	923,972	2,049,789	110,000	0	0	0	0	2,661,250											
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating					0	0	0	0	0	0											

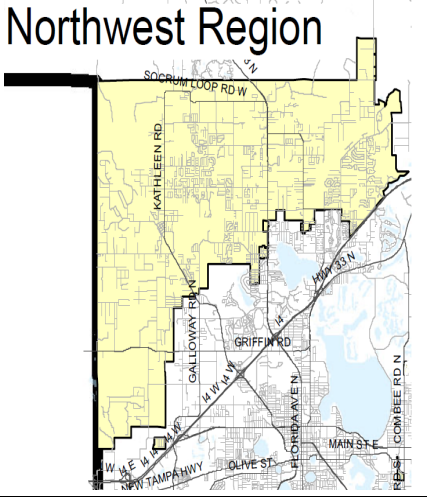
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6852005		PROJECT NAME:		NERUSA PRWC AWS Receiving Facility						PAGE # 23											
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		NERUSA PRWC AWS Receiving Facility		Project listed in CIE?		No		Safety				Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Functional Area:		Wastewater Collection System Projects		Comp. Plan reference:				Mandate				Land/ROW											
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction											
Location:		Northeast Region								Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Design, permitting, and construction of an alternative water supply receiving facility. Facility will be designed to receive alternative water supply (AWS) from the Polk Regional Water Facility and transmitted to the Northeast Regional Utility Service Area water distribution system. Receiving station will be designed to meet the projected AWS of 2.6 MGD in 2024 and will be expandable to meet the projected year 2070 AWS of 13.5 MGD. The facility will include inflow metering, ground storage, high service pumping, sodium hypochlorite injection, back up power, and other needed appurtenances.										A receiving facility will be needed to accept alternative water from the Polk Regional Water Cooperative and transmit to the Northeast Regional Utility Service Area water distribution system													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
				Fund 1		14501		300001109															
				Fund 2		42011		680536150															
				Fund 3		42111		680536150															
				Fund 4		42013		680536150															
				Fund 5		42113		680536150															
				Fund 6		42433		680536150															
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																							
Design/Arch/Eng.		2,283		325,000	250,000	100,000	75,000				752,283												
Land (or ROW)		414,196	500,000								414,196												
Construction					1,250,000	5,000,000	1,250,000				7,500,000												
Other-Operating Expense		25,000	25,000	16,250	75,000	255,000	66,250				437,500												
Equipment/software											0												
Total Project Cost		441,479	525,000	341,250	1,575,000	5,355,000	1,391,250	0	0	0	9,103,979												
FUNDING PLAN																							
42011 Water/Sewer Rates		1,209			1,575,000	5,355,000	1,391,250				8,322,459												
42111 Water Connection Fees											0												
42113 Connection Fees (Sewer)		439,196	525,000	341,250							780,446												
42013 AWS Surcharge											0												
42431, 42611, 42433 Bonds		1,074									1,074												
Total Funding		441,479	525,000	341,250	1,575,000	5,355,000	1,391,250	0	0	0	9,103,979												
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating					0		0		0		0												



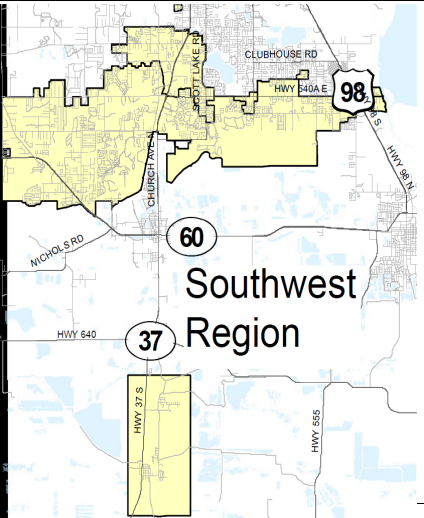
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6853002		PROJECT NAME:		NWRUSA Master Plan Update 2025		PAGE # 24																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30					
Project Name:		NWRUSA Master Plan Update 2025		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4					
Functional Area:		Wastewater Collection System Projects		Comp. Plan reference:				Mandate				Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction													
Location:		Northeast Region						Growth		x		Other & Operating Exp													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Purpose is to update the NWRUSA Master Plan. Scope includes reviewing the prior NWRUSA Master Plans to update and prioritize system improvements, based on projected growth and future demands.										Update of the NWRUSA Master Plan is required to identify completed projects, projects to be completed, new projects and prioritization to best meet the needs of the NWRUSA customers. The NWRUSA Utilities Master Plan was last updated in 2016. Updates to utility master plans for the larger service areas (including NWRUSA) are recommended every 10 years to reflect current growth trends and CIP needs.															
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1		14501 300001109													
										Fund 2		42011 680536150													
										Fund 3		42111 680536150													
										Fund 4		42013 680536150													
										Fund 5		42113 680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total					
EXPENDITURE PLAN																									
Design/Arch/Eng.				250,000		50,000														300,000					
Land (or ROW)																				0					
Construction																				0					
Other-Operating Expense				12,500		2,500														15,000					
Equipment/software																				0					
Total Project Cost		0		0		262,500		52,500		0		0		0		0		0		315,000					
FUNDING PLAN																									
42011 Water/Sewer Rates																				0					
42111 Water Connection Fees																				0					
42113 Connection Fees (Sewer)				262,500		52,500														315,000					
42013 AWS Surcharge																				0					
Total Funding		0		0		262,500		52,500		0		0		0		0		0		315,000					
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating				0		0		0		0		0		0		0		0							

Northwest Region

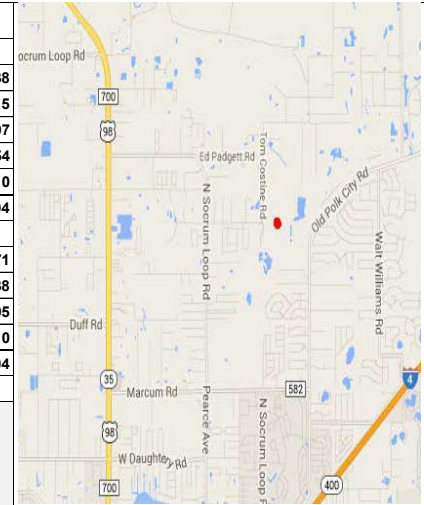
A map of the Northwest Region, which is shaded in yellow. The map shows a network of streets including Kathleen Rd, Galloway Dr, Griffing Rd, Main St, and others. There are also blue areas representing water bodies. The map is oriented with North at the top.



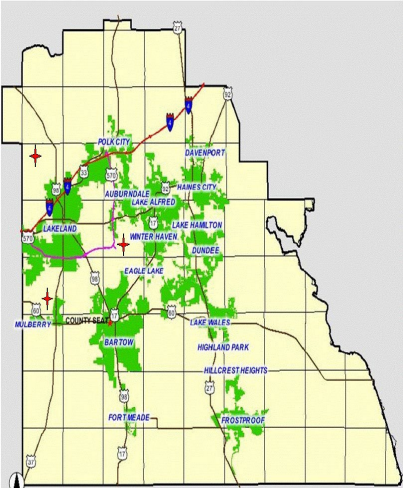
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6854003		PROJECT NAME:		SWRUSA Master Plan Update 2025		PAGE # 25													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		SWRUSA Master Plan Update 2025		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4	
Functional Area:		Wastewater Collection System Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		Northeast Region						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Purpose is to update the SWRUSA Master Plan. Scope includes reviewing the prior SWRUSA Master Plans to update and prioritize system improvements, based on projected growth and future demands.										Update of the SWRUSA Master Plan is required to identify completed projects, projects to be completed, new projects and prioritization to best meet the needs of the SWRUSA customers. The SWRUSA Utilities Master Plan was last updated in 2016. Updates to utility master plans for the larger service areas (including SWRUSA) are recommended every 10 years to reflect current growth trends and CIP needs.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
						Fund		Cost Center													
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.				100,000		215,000														315,000	
Land (or ROW)																				0	
Construction																				0	
Other-Operating Expense				5,000		10,000														15,000	
Equipment/software																				0	
Total Project Cost		0		0		105,000		225,000		0		0		0		0		0		330,000	
FUNDING PLAN																					
42011 Water/Sewer Rates																				0	
42111 Water Connection Fees																				0	
42113 Connection Fees (Sewer)				105,000		225,000														330,000	
42431, 42611, 42433 Bonds																				0	
Total Funding		0		0		105,000		225,000		0		0		0		0		0		330,000	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0		0		0		0		0		0		0			



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6857014		PROJECT NAME:		Gibson Oaks WPF		PAGE # 26													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Gibson Oaks WPF		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4	
Functional Area:				Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace		x		Construction									
Location:		Northwest Region						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Construction of a 5.9 MGD (MDD) regional potable water production facility, including a new production well (0.315 MGD AADF), 1.0 MG GSR, high service pump station, chemical feed facilities, standby power system, and an operations/electrical building. The project includes a 12" raw water pipeline from the existing Sherwood Lakes well to the Gibson Oaks WPF and a 16" raw water pipeline from the existing Lake Gibson well to the Gibson Oaks WPF. The project also includes finished water piping from the Gibson Oaks WPF to the Socrum loop Road corridor to the west (24") and to the Old Polk City Road corridor to the east (16").										Project identified in the 2013 Potable Water Regionalization Study and 2015 NWRUSA Master Plan Update to meet existing and future demands as well as to increase potable water system reliability in the eastern portion of the NWRUSA. NW_MP_REF #11)											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
				Fund 6		42433		680536150													
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																					
Design/Arch/Eng.		1,895,199	296,635	285,939	19,000						2,200,138										
Land (or ROW)		1,237,015									1,237,015										
Construction		12,233,579	524,043	482,318							12,715,897										
Other-Operating Expense		659,731	151,323	142,323	1,000						803,054										
Equipment/software											0										
Total Project Cost		16,025,523	972,001	910,580	20,000	-	-	0	0	0	16,956,104										
FUNDING PLAN																					
42011 Water/Sewer Rates		93,471									93,471										
42111 Water Connection Fees		1,767,058	972,001	910,580	20,000						2,697,638										
42431, 42611, 42433 Bonds		14,164,995									14,164,995										
42013 AWS Surcharge											0										
Total Funding		16,025,523	972,001	910,580	20,000	-	0	0	0	0	16,956,104										
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating					0	0	0	0	0	0											



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6857019		PROJECT NAME: Electrical Short Circuit Current Studies						PAGE # 27															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Electrical Short Circuit Current Studies		Project listed in CIE?		No				Safety	x	Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Gn Engineering Service Projects		Comp. Plan reference:						Mandate	x	Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		No				Replace		Construction													
Location:		County wide								Growth		Other & Operating Exp													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Provide updated short circuit current studies for water and wastewater electrical facilities and provide updated labels on all electrical equipment for electrical safety. Develop a detailed utility specific electrical safety plan, address electrical safety at existing facilities, and provide electrical operating instructions for complex electrical systems at wastewater treatment facilities.										Update electrical short circuit current and coordination studies for electrical safety and to replace arc flash labeling in accordance with NFPA 70E.															
OPERATING BUDGET IMPACT:										Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
										Fund 1		14501 300001109													
										Fund 2		42011 680536150													
										Fund 3		42111 680536150													
										Fund 4		42013 680536150													
										Fund 5		42113 680536150													
				Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
Design/Arch/Eng.				130,638	118,741	25,000	250,000	250,000					655,638												
Land (or ROW)													0												
Construction													0												
Other-Operating Expense				12,131	6,250	2,500	15,000	20,000					49,631												
Equipment/software													0												
Total Project Cost				142,769	124,991	27,500	265,000	270,000	0	0	0	0	705,269												
42011 Water/Sewer Rates					124,991	27,500	265,000	270,000					562,500												
42111 Water Connection Fees				142,769									142,769												
42431, 42611, 42433 Bonds													0												
42013 AWS Surcharge													0												
Total Funding				142,769	124,991	27,500	265,000	270,000	0	0	0	0	705,269												
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating							0	0	0	0	0	0													



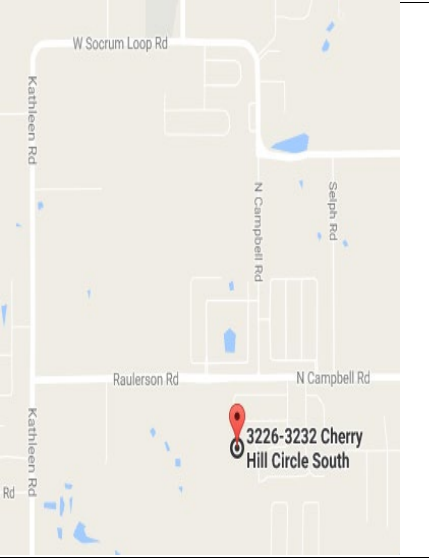
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY															
PROJECT #		6857024		PROJECT NAME:		Facility Security Updates		PAGE # 28																	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30					
Project Name:		Facility Security Updates		Project listed in CIE?		No		Safety		X		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		General Engineering Service Projects		Comp. Plan reference:				Mandate				Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		No		Replace				Construction													
Location:		County wide						Growth				Other & Operating Exp													
PROJECT DESCRIPTION: This project is for the installation and/or upgrade of camera monitoring equipment, access control equipment, and other items related to the physical security of facilities throughout the County. These upgrades will increase system reliability and security of critical infrastructure.										PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Recommended in the 2023-24 Supervisory Control and Data Acquisition (SCADA) Master Plan update. The Utilities Division continues to leverage technologies to improve operational efficiencies and increase security measures of critical infrastructure due to prevailing risks.															
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA															
						Fund 1		14501		300001109															
						Fund 2		42011		680536150															
						Fund 3		42111		680536150															
						Fund 4		42013		680536150															
						Fund 5		42113		680536150															
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																									
Design/Arch/Eng.											0														
Land (or ROW)											0														
Construction				750,000	450,000	350,000	250,000	100,000			1,900,000														
Other-Operating Expense				42,500	22,500	17,500	12,500	5,000			100,000														
Equipment/software											0														
Total Project Cost		0	0	792,500	472,500	367,500	262,500	105,000	0	0	2,000,000														
FUNDING PLAN																									
42011 Water/Sewer Rates				792,500	472,500	367,500	262,500	105,000			2,000,000														
42111 Water Connection Fees											0														
42431, 42611, 42433 Bonds											0														
42013 AWS Surcharge											0														
Total Funding		0	0	792,500	472,500	367,500	262,500	105,000	0	0	2,000,000														
OPERATING BUDGET IMPACT																									
Personnel Services																									
Non-Personnel																									
Capital																									
Total Operating				0	0	0	0	0	0	0															

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM						UTILITIES CIP RR SUMMARY															
PROJECT #		6861008		PROJECT NAME:				CRUSA PRWC AWS Receiving Facility				PAGE # 30									
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		CRUSA PRWC AWS Receiving Facility		Project listed in CIE?		No		Safety				Design/Arch									
Functional Area:		Miscellaneous Water Projects		Comp. Plan reference:				Mandate		x		Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		Central						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Additional GSR with associated yard piping at CRWPF. May be used to wheel water to Auburndale from the Southeast Wellfield through the CRUSA Emergency Interconnect. Project Auburndale deficit of 1.65 MGD in 2045.										Receiving facilities at the CRWPF for AWS supply from the PRWC Southeast Wellfield Project. Projected deficit of 0.40 MGC in 2045.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.		139,071		110,000		50,930		70,000		100,000		50,000								410,000	
Land (or ROW)																				0	
Construction										600,000		150,000								750,000	
Other-Operating Expense		5,500		5,500		2,500		3,500		35,000		7,500								54,000	
Equipment/software																				0	
Total Project Cost		144,571		115,500		53,430		73,500		735,000		207,500		0		0		0		1,214,000	
FUNDING PLAN																					
42011 Water/Sewer Rates																				0	
42111 Water Connection Fees		144,571		115,500		53,430		73,500		735,000		207,500								1,214,000	
42113 Connection Fees (Sewer)																				0	
42431, 42611, 42433 Bonds																				0	
42013 AWS Surcharge																				0	
14501 ARP CLFRF																				0	
Total Funding		144,571		115,500		53,430		73,500		735,000		207,500		0		0		0		1,214,000	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating				0		0		0		0		0		0		0		0			

The map shows the Central Region of the county, highlighted in yellow. Key roads include Highway 98 running north-south and Highway 17 running east-west. The project area is located south of Highway 98 and west of Highway 17, near the intersection of Highway 540E and Highway 540W. Other nearby roads shown are Combee Rd N, Lake Alfred Rd Bl, Rifle Ranger Rd, and Hwy 92 W. A small inset map shows the location of the project area within the larger context of the county's road network.

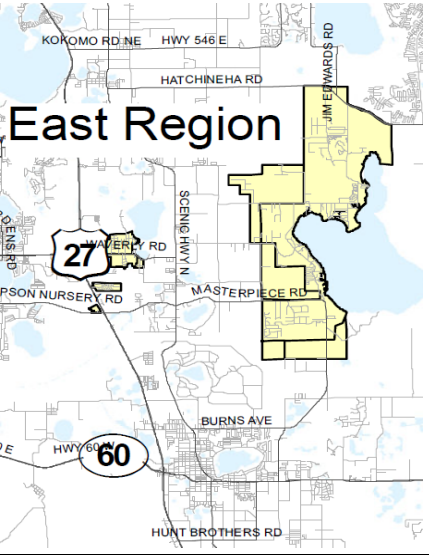
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6863001		PROJECT NAME:		Cherry Hill Direct Potable Reuse Facility		PAGE # 31													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Cherry Hill Direct Potable Reuse Facility		Project listed in CIE?				Safety				Design/Arch		1		2		3		4	
Functional Area:		Miscellaneous Water Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:				Replace				Construction									
Location:		Northwest						Growth				Other & Operating Exp									
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
In September 2024, the County began operating the Cherry Hill pilot-scale DPR facility. The current Cherry Hill pilot-scale DPR facility treats approximately 10 gallons per minute of reclaimed water from the Northwest Regional Wastewater Treatment Facility and the treated water is discharged back into the wastewater system. The County is interested in a scalable production facility that can produce Direct Potable Reuse as a drinking water alternative that may ultimately be introduced into the County's water distribution system.								Population projections in the State (specifically Central Florida) continue to highlight constraints on traditional potable drinking water resources and the need for alternative water supplies. The County is engaged in interconnects, lower Floridan aquifer projects, PRWC initiatives, etc. Direct Potable Reuse Water remains a potential source of water to supplement traditional drinking water supplies.													
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
						Fund 1		14501		300001109											
						Fund 2		42011		680536150											
						Fund 3		42111		680536150											
						Fund 4		42013		680536150											
						Fund 5		42113		680536150											
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.								200,000		500,000		300,000								1,000,000	
Land (or ROW)																				0	
Construction																				0	
Other-Operating Expense								10,000		150,000		250,000		125,000						535,000	
Equipment/software										2,500,000		5,000,000		2,500,000						10,000,000	
Total Project Cost		0		0		0		210,000		3,150,000		5,550,000		2,625,000		0		0		11,535,000	
FUNDING PLAN																					
42011 Water/Sewer Rates																				0	
42111 Water Connection Fees																				0	
42113 Connection Fees (Sewer)																				0	
42431, 42611, 42433 Bonds																				0	
42013 AWS Surcharge								210,000		3,150,000		5,550,000		2,625,000						11,535,000	
14501 ARP CLFRF																				0	
Total Funding		0		0		0		210,000		3,150,000		5,550,000		2,625,000		0		0		11,535,000	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating								0		0		0		0		0		0		0	

3226-3232 Cherry Hill Circle South



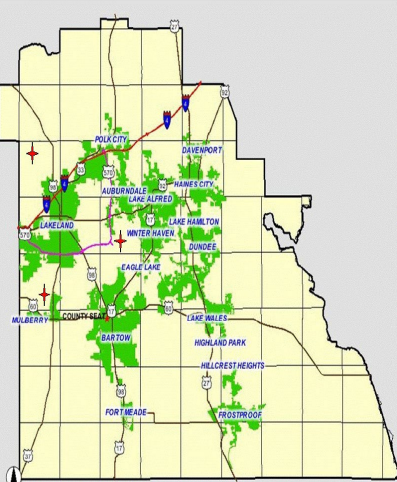
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6865002		PROJECT NAME:		ERUSA PRWC AWS Receiving Facility		PAGE # 32													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		ERUSA PRWC AWS Receiving Facility		Project listed in CIE?		No		Safety				Design/Arch		1		2		3		4	
Functional Area:		Miscellaneous Water Projects		Comp. Plan reference:				Mandate		x		Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		East						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Ground storage, chemical feed, high service pumps, electrical/SCADA, standby power, and metering station in the vicinity of Masterpiece Road and Timberlane Road.										Receiving facility in the ERUSA for AWS supply from the PRWC Southeast Wellfield Project. Projected deficit of 0.23 MGD in 2045.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
				Fund		Cost Center															
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
		Prior Cum.		FY25		FY25 Projected		FY26		FY27		FY28		FY29		FY30		Future Years		Proposed Project Total	
EXPENDITURE PLAN																					
Design/Arch/Eng.		175,466		50,000		350,000		260,000		75,000		75,000								935,466	
Land (or ROW)																				0	
Construction						564,069		564,069		3,500,000		1,500,000								6,128,138	
Other-Operating Expense		2,500		2,500		67,500		13,000		178,750		78,750								340,500	
Equipment/software																				0	
Total Project Cost		177,966		52,500		981,569		837,069		3,753,750		1,653,750		0		0		0		7,404,104	
FUNDING PLAN																					
42011 Water/Sewer Rates																				0	
42111 Water Connection Fees		177,966		52,500		417,500														595,466	
42113 Connection Fees (Sewer)																				0	
42431, 42611, 42433 Bonds																				0	
42013 AWS Surcharge						273,000		3,753,750		1,653,750										5,680,500	
14501 ARP CLFRF						435,931		564,069												1,000,000	
Total Funding		177,966		52,500		853,431		837,069		3,753,750		1,653,750		0		0		0		7,275,966	
OPERATING BUDGET IMPACT																					
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0		0		0		0		0		0					

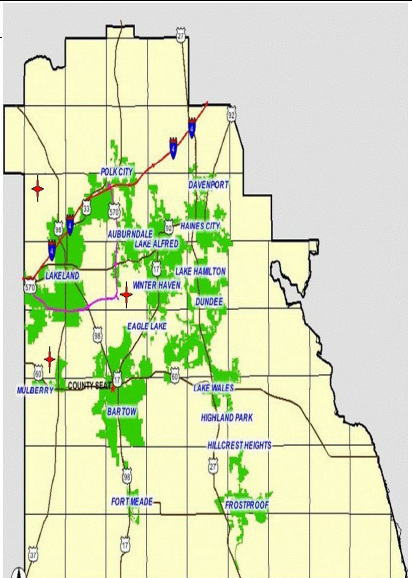
The map shows the project location in the East Region, near Masterpiece Road and Burnsville Road. The project area is highlighted in yellow. The map includes labels for various roads: Kokomo Rd NE, HWY 546 E, Hatchineha Rd, Jim Edwards Rd, Waterbury Rd, Scenic Hwy N, Person Nursery Rd, Masterpiece Rd, Burns Ave, HWY 60, and Hunt Brothers Rd. A circular inset map shows the project location within the larger context of the region, with a label '27' and 'WATERBURY RD'.



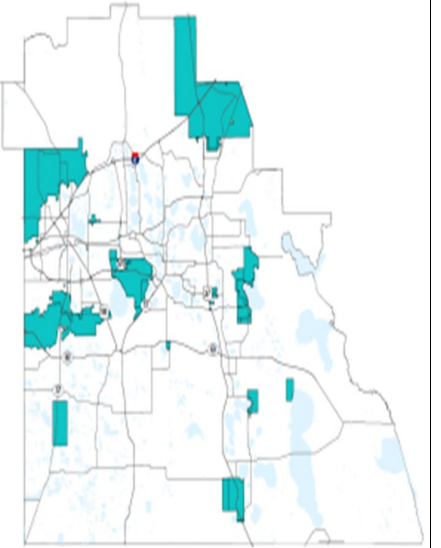
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #			6867011			PROJECT NAME:			Sup Water Suply Plan Cont Planning & Coord			PAGE #			33						
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Sup Water Supply Plan Cont Planning & Coord		Project listed in CIE?		No		Safety				Design/Arch									
Functional Area:		County wide Water Projects		Comp. Plan reference:				Mandate				Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace				Construction									
Location:		County wide						Growth		x		Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Polk County has identified specific outcomes to be derived from the Polk County Comprehensive Water Supply Plan (PCCWSP). This project is to continue those planning efforts and to implement the proposed projects in the study. On-going efforts include: Southeast LFA Wellfield, the County-wide Conservation Project (pending approval of SWFWMD funding), the TECO Reclaimed Water interconnect, Holly Hill LFA test and CS-11 evaluation.										Water Supply Planning											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
						Fund		Cost Center													
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
				Fund 6		42433		680536150													
			Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total									
Design/Arch/Eng.			1,726,122	519,803	73,567	100,000	100,000					1,999,689									
Land (or ROW)												0									
Construction			1,836,619	569,900	437,055							2,273,674									
Other-Operating Expense			624,672	63,416	21,922	5,000	5,000					656,594									
Equipment/software												0									
Total Project Cost			4,187,413	1,153,119	532,544	105,000	105,000	0	0	0	0	4,929,958									
42011 Water/Sewer Rates			1,236,380									1,236,380									
42111 Water Connection Fees			127,993									127,993									
42113 Connection Fees (Sewer)												0									
42431, 42611, 42433 Bonds			608,574									608,574									
42013 AWS Surcharge			2,214,467	1,153,119	532,544	105,000	105,000					2,957,011									
14501 ARP CLFRF												0									
Total Funding			4,187,413	1,153,119	532,544	105,000	105,000	0	0	0	0	4,929,958									
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating						0	0	0	0	0	0										

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM				UTILITIES CIP RR SUMMARY																
PROJECT #		PROJECT NAME:		PAGE # 34																
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:	Water Quality Laboratory	Project listed in CIE?	No	Safety	X	Design/Arch														
Functional Area:	Miscellaneous Water	Comp. Plan reference:		Mandate		Land/ROW														
Department:	Utilities	LOS/Concurrency Related:	Yes	Replace		Construction														
Location:	To Be Determined			Growth	X	Other & Operating Exp														
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
This project is for the development of a water quality laboratory that could benefit the Utilities Division and multiple other Divisions. Water samples are currently submitted to local labs under annual bids. Schedule constraints cannot always be satisfied by these external agencies which causes additional schedule and cost related issues.										Improve reliability, schedule, and cost related issues associated with water quality analysis.										
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA										
				Fund	Cost Center															
				Fund 1	14501	300001109														
				Fund 2	42011	680536150														
				Fund 3	42111	680536150														
				Fund 4	42013	680536150														
				Fund 5	42113	680536150														
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																				
Design/Arch/Eng.			200,000	500,000	150,000	150,000				1,000,000										
Land (or ROW)										0										
Construction					5,000,000	5,000,000				10,000,000										
Other-Operating Expense			10,500	41,500	250,000	250,000				552,000										
Equipment/software										0										
Total Project Cost	0	0	210,500	541,500	5,400,000	5,400,000	0	0	0	11,552,000										
FUNDING PLAN																				
42011 Water/Sewer Rates										0										
42111 Water Connection Fees			210,500	541,500	5,400,000	5,400,000				11,552,000										
42113 Connection Fees (Sewer)										0										
Total Funding	0	0	210,500	541,500	5,400,000	5,400,000	0	0	0	11,552,000										
OPERATING BUDGET IMPACT																				
Personnel Services																				
Non-Personnel									0	0										
Capital																				
Total Operating				0	0	0	0	0	0	0										

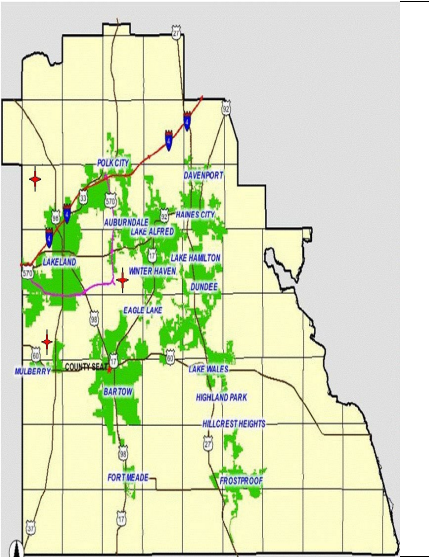


FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY											
PROJECT #		6873001		PROJECT NAME:		Septage Receiving Station		PAGE # 35													
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Septage Receiving Station		Project listed in CIE?		No		Safety		x		Design/Arch		1		2		3		4	
Functional Area:		County wide Waste Water Projects		Comp. Plan reference:				Mandate		x		Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		No		Replace				Construction									
Location:		County wide						Growth				Other & Operating Exp									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Design and construction of a septage receiving facility at one of PCU's regional wastewater treatment facility. Funded whole or in part via Federal American Rescue Plan Funds.										The project is planned to provide a facility for receiving septage/treating from contract haulers if a land application moratorium is put into effect by the State.											
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA											
						Fund		Cost Center													
				Fund 1		14501		300001109													
				Fund 2		42011		680536150													
				Fund 3		42111		680536150													
				Fund 4		42013		680536150													
				Fund 5		42113		680536150													
				Fund 6		11150		680536150													
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																					
Design/Arch/Eng.		816,926	399,409	492,359	100,000						1,409,284										
Land (or ROW)											0										
Construction			400,000	11,267,260	19,076,481						30,343,741										
Other-Operating Expense		33,082	200,000	930,000	757,569						1,720,651										
Equipment/software											0										
Total Project Cost		850,008	999,409	12,689,619	19,934,050	0	0	0	0	0	33,473,677										
42431, 42611, 42433 Bonds		30,180									30,180										
42011 Water/Sewer Rates		2,886									2,886										
42113 Connection Fees (Sewer)		32,431		11,656,037	13,542,147						25,230,614										
11150 Septage Receiving Stations (Land Application Reduction Program)			320,000	320,000	1,309,063						1,629,063										
42013 AWS Surcharge											0										
14501 ARP CLFRF		784,511	679,409	713,582	5,082,840						6,580,933										
Total Funding		850,008	999,409	12,689,619	19,934,050	0	0	0	0	0	33,473,677										
Personnel Services																					
Non-Personnel																					
Capital																					
Total Operating					0	0	0	0	0	0											

FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY												
PROJECT # 6877005		PROJECT NAME: Standby Power System Improvements Phase 2								PAGE # 36												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:	Standby Power System Improvements Phase 2	Project listed in CIE?				No		Safety	x	Design/Arch												
Functional Area:	County wide Waste Water Projects	Comp. Plan reference:						Mandate		Land/ROW												
Department:	Utilities	LOS/Concurrency Related:				Yes		Replace		Construction												
Location:	County wide							Growth	x	Other & Operating Exp												
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
0										Polk County Utilities has multiple utility service areas from which approximately 6.2 million gallons per day of wastewater is collected and treated. The project is intended to improve system reliability and mitigate impacts from storms and Other-Operating Expense-Operating Expense emergency events utilizing FEMA grant funds to offset 75% of the capital cost for each site.												
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA												
										Fund	Cost Center											
										Fund 1	14501	300001109										
										Fund 2	42011	680536150										
										Fund 3	42111	680536150										
										Fund 4	42013	680536150										
										Fund 5	42113	680536150										
										Fund 6	14850	300001109										
										Fund 7	42433	680536150										
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																						
Design/Arch/Eng.	534,643	94,059	63,821	19,000						617,464												
Land (or ROW)	972	299,029	299,029							300,000												
Construction	3,095,077	1,047,921	835,254							3,930,331												
Other-Operating Expense	25,143	209,022	194,345	1,000						220,489												
Equipment/software										0												
Total Project Cost	3,655,834	1,650,030	1,392,449	20,000	0	0	0	0	0	5,068,284												
FUNDING PLAN																						
14850 Hazard Mitigation Grant	3,185,077	210,000								3,185,077												
42011 Water/Sewer Rates										0												
42111 Water Connection Fees										0												
42113 Connection Fees (Sewer)	370,764	1,440,030	1,392,449	20,000						1,783,213												
42431, 42611, 42433 Bonds	99,994									99,994												
42013 AWS Surcharge										0												
Total Funding	3,655,834	1,650,030	1,392,449	20,000	0	0	0	0	0	5,068,284												
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating				0	0	0	0	0	0	0												



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY														
PROJECT #		6877006		PROJECT NAME:		WWTF SCADA Controls Upgrades		PAGE # 37																
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30				
Project Name:		WWTF SCADA Controls Upgrades		Project listed in CIE?		No		Safety		x		Design/Arch		1	2	3	4	1	2	3	4			
Functional Area:		Miscellaneous Waste Water Projects		Comp. Plan reference:				Mandate				Land/ROW												
Department:		Utilities		LOS/Concurrency Related:		No		Replace				Construction												
Location:		County wide						Growth		x		Other & Operating Exp												
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																
This project is intended to replace the control systems at the SWRWWTf and the NWRWWTF. This will include replacing the PLCs in each control panel, cleaning up the wiring in the panels,, removing obsolete equipment, and replacing the fiber and networking equipment.								Upgrade of SCADA control systems on existing WWTFs to provide automated control and monitoring to facilities not having these capabilities and to replace existing electrical and control systems identified in need of replacement. These upgrades will increase system reliability and optimize operations.																
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA												
								Fund 1	14501	300001109														
								Fund 2	42011	680536150														
								Fund 3	42111	680536150														
								Fund 4	42013	680536150														
								Fund 5	42113	680536150														
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total														
EXPENDITURE PLAN																								
Design/Arch/Eng.											0													
Land (or ROW)											0													
Construction			250,000	525,000	20,000						545,000													
Other-Operating Expense			12,500	25,250	1,000						26,250													
Equipment/software											0													
Total Project Cost		0	262,500	550,250	21,000	0	0	0	0	0	571,250													
FUNDING PLAN																								
14850 Hazard Mitigation Grant											0													
42011 Water/Sewer Rates											0													
42111 Water Connection Fees											0													
42113 Connection Fees (Sewer)			262,500	550,250	21,000						571,250													
42431, 42611, 42433 Bonds											0													
42013 AWS Surcharge											0													
Total Funding		0	262,500	550,250	21,000	0	0	0	0	0	571,250													
OPERATING BUDGET IMPACT																								
Personnel Services																								
Non-Personnel																								
Capital																								
Total Operating					0	0	0	0	0	0	0													



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM

UTILITIES CIP RR SUMMARY

PROJECT #6887003

PROJECT NAME:Pole Barn Improvements

PAGE #38

GENERAL PROJECT DATA:

COMPREHENSIVE PLAN INFORMATION:

PROJECT NEED CRITERIA

PROJECT SCHEDULE

FY26

FY27

FY28

FY29

FY30

1234

1234

1234

1234

1234

Project Name:

Pole Barn Improvements

Project listed in CIE?

No

Safety

x

Design/Arch

Functional Area:

County wide Waste Water Projects

Comp. Plan reference:

Mandate

Land/ROW

Department:

Utilities

LOS/Concurrency Related:

No

Replace

Construction

Location:

County wide

Growth

x

Other & Operating Exp

PROJECT DESCRIPTION:

This project involves the installation of a pole barn onsite at the NERWWTF.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):

The NERWWTF pole barn will provide for regionalized storage of equipment, supplies, materials, etc. to best serve the County's NERUSA customers. As a result of these improvements, there are no implications related to additional vehicular traffic, water and wastewater flows, and school

OPERATING BUDGET IMPACT:

Fund

Cost Center

REPLACEMENT COUNTY PROPERTY NO.: NA

Fund 1

14501

300001109

Fund 2

42011

680536150

Fund 3

42111

680536150

Fund 4

42013

680536150

Fund 5

42113

680536150

Fund 6

42433

680536150

Prior Cum.

FY25

FY25 Projected

FY26

FY27

FY28

FY29

FY30

Future Years

Proposed Project Total

EXPENDITURE PLAN

Design/Arch/Eng.

0

Land (or ROW)

0

Construction

142,730

110,000

210,000

100,000

100,000

100,000

652,730

Other-Operating Expense

3,629

5,500

10,500

5,000

5,000

5,000

29,129

Equipment/software

0

Total Project Cost

146,358

115,500

220,500

105,000

105,000

105,000

0

0

681,858

FUNDING PLAN

42011 Water/Sewer Rates

18,858

18,858

42111 Water Connection Fees

0

42113 Connection Fees (Sewer)

115,500

220,500

105,000

105,000

105,000

535,500

42431, 42611, 42433 Bonds

127,500

127,500

42013 AWS Surcharge

0

Total Funding

146,358

115,500

220,500

105,000

105,000

105,000

0

0

681,858

OPERATING BUDGET IMPACT

Personnel Services

Non-Personnel

Capital

Total Operating

0

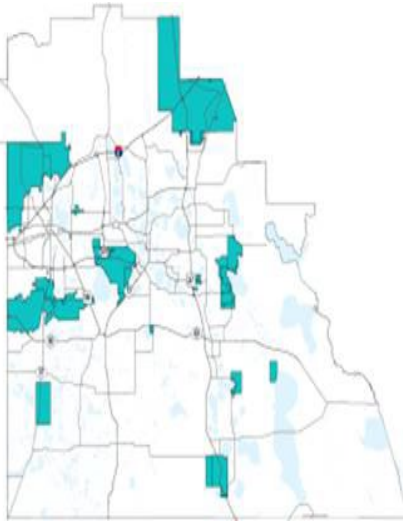
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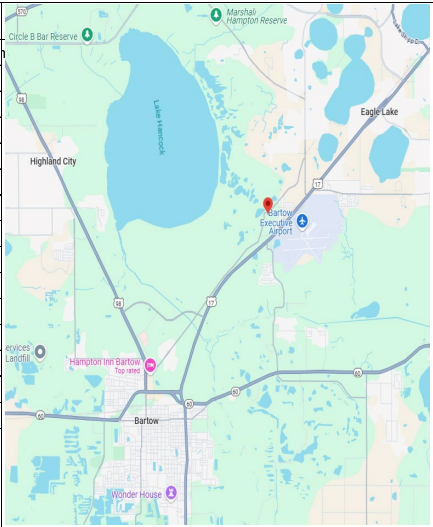
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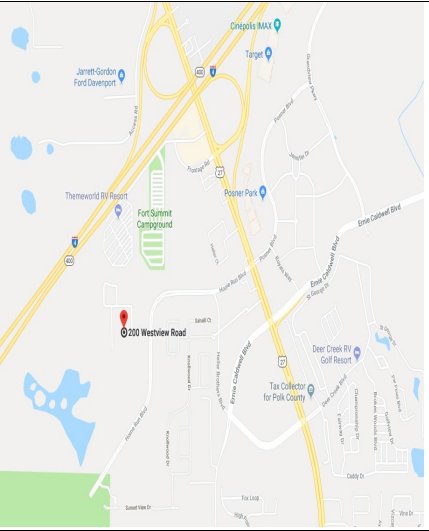
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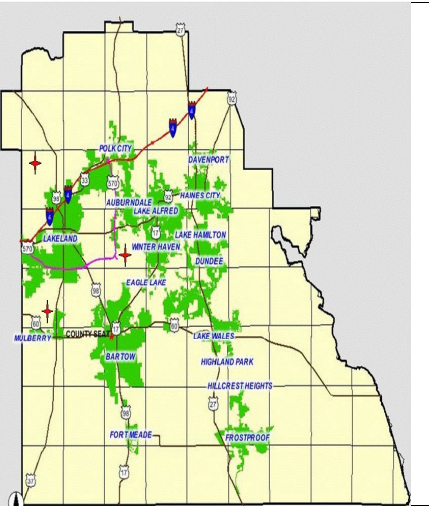
FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6891002		PROJECT NAME:		Central Operations Training Facility		PAGE # 39															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Central Operations Training Facility										Project listed in CIE?		Safety		Design/Arch		1	2	3	4	1	2
Functional Area:		Buildings and Non-Production		Comp. Plan reference:		Mandate		Land/ROW															
Department:		Utilities		LOS/Concurrency Related:		Replace		Construction															
Location:		Central				Growth		Other & Operating Exp															
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
This project involves the construction of a training facility to be located onsite at the existing Central Operation Building in the CRUSA.										Utilities Operations staff is in need of specific facilities to accommodate staff training that includes capabilities for maintenance, demonstration, testing, installation, and operating of various water, wastewater, and reclaimed water systems, facilities, equipment, and components.													
OPERATING BUDGET IMPACT:							Fund	Cost Center	REPLACEMENT COUNTY PROPERTY NO.: NA														
						Fund 1	14501	300001109															
						Fund 2	42011	680536150															
						Fund 3	42111	680536150															
						Fund 4	42013	680536150															
						Fund 5	42113	680536150															
						Fund 6	42433	680536150															
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total													
EXPENDITURE PLAN																							
Design/Arch/Eng.				500,000	250,000	250,000	50,000			1,050,000													
Land (or ROW)										0													
Construction					2,250,000	2,250,000	450,000			4,950,000													
Other-Operating Expense				25,000	115,000	115,000	25,000			280,000													
Equipment/software										0													
Total Project Cost	0	0	0	525,000	2,615,000	2,615,000	525,000	0	0	6,280,000													
FUNDING PLAN																							
42011 Water/Sewer Rates				525,000	2,615,000	2,615,000	525,000			6,280,000													
42111 Water Connection Fees										0													
42113 Connection Fees (Sewer)										0													
42431, 42611, 42433 Bonds										0													
42013 AWS Surcharge										0													
Total Funding	0	0	0	525,000	2,615,000	2,615,000	525,000	0	0	6,280,000													
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating				0	0	0	0	0	0														



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY												
PROJECT #		6892002		PROJECT NAME:		NERUSA Operations Support Facility		PAGE # 40														
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:		Project listed in CIE?										Safety		Design/Arch		1	2	3	4	1	2	3
Functional Area:		Operations/Emergnecy Equipment/Other Projects		Comp. Plan reference:		Mandate		Land/ROW														
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace														
Location:		Northeast						Growth		x		Other & Operating Exp										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
This project includes the design and construction of a new facility to be located on a 10-acre parcel near the intersection of Home Run Boulevard and Westview Road. The new facility will include warehousing, offices, parking, and maintenance bays for PCU and operations staff.										The additional warehousing, offices, maintenance bays, etc. supports the current strategic policies of regionalizing resources to ensure LOS of maintained in service to our current and future customers.												
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA												
										Fund		Cost Center										
										Fund 1		14501 300001109										
										Fund 2		42011 680536150										
										Fund 3		42111 680536150										
										Fund 4		42013 680536150										
										Fund 5		30801 680536150										
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																						
Design/Arch/Eng.				225,000	100,000	100,000	75,000				500,000											
Land (or ROW)											0											
Construction						4,750,000	5,230,000				9,980,000											
Other-Operating Expense				20,000	55,000	250,000	220,000				545,000											
Equipment/software											0											
Total Project Cost		0	0	245,000	155,000	5,100,000	5,525,000	0	0	0	11,025,000											
FUNDING PLAN																						
42011 Water/Sewer Rates				245,000		2,255,000	5,525,000				8,025,000											
42111 Water Connection Fees											0											
42113 Connection Fees (Sewer)											0											
42431, 42611, 42433 Bonds											0											
30801 General CIP Fund Partial					155,000	2,845,000					3,000,000											
Total Funding		0	0	245,000	155,000	5,100,000	5,525,000	0	0	0	11,025,000											
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating					0		0		0		0		0									



FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6897998		PROJECT NAME:		Utilities Miscellaneous Services		PAGE # 41															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		Utilities Miscellaneous Services		Project listed in CIE?		No		Safety	x	Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Operations/Emergency Equipment/Other-Operating Expense-Operating Expense\ Projects		Comp. Plan reference:				Mandate	x	Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		No		Replace	x	Construction													
Location:		County wide						Growth	x	Other & Operating Exp													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Miscellaneous services that may be driven by any number of factors including BoCC direction, other project related analysis, Technical Memoranda, unanticipated infrastructure dynamics, etc.										Project allows immediate response to areas of need to ensure health, safety, welfare, and operational stability.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
				Fund 1		14501		300001109															
				Fund 2		42011		680536150															
				Fund 3		42111		680536150															
				Fund 4		42013		680536150															
				Fund 5		42113		680536150															
				Fund 6		42433		680536150															
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
Design/Arch/Eng.		1,606,127	25,000	25,000	25,000	25,000	25,000	25,000			1,731,127												
Land (or ROW)											0												
Construction		713,462	278,627	85,194	225,000	225,000	600,000	600,000			2,448,656												
Other-Operating Expense		12,386	34,355	12,500	12,500	12,500	15,000	15,000			79,886												
Equipment/software											0												
Total Project Cost		2,331,975	337,983	122,694	262,500	262,500	640,000	640,000	0	0	4,259,669												
42011 Water/Sewer Rates		1,715,386	337,983	122,694	262,500	262,500	640,000	640,000			3,643,080												
42111 Water Connection Fees											0												
42431, 42611, 42433 Bonds		616,589									616,589												
42013 AWS Surcharge											0												
Total Funding		2,331,975	337,983	122,694	262,500	262,500	640,000	640,000	0	0	4,259,669												
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating					0	0	0	0	0	0													

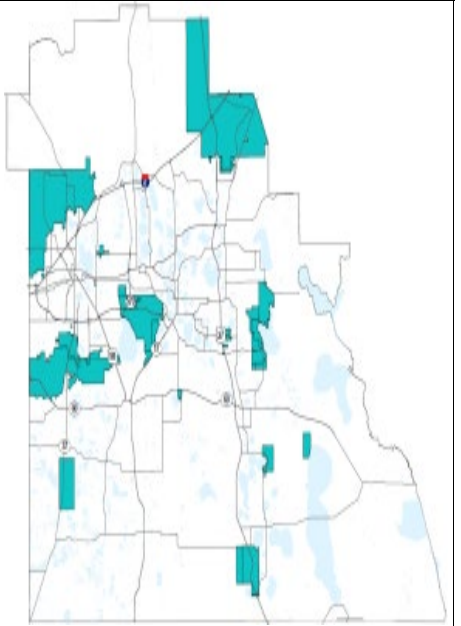


FY2026- FY2030 COMMUNITY INVESTMENT PROGRAM		UTILITIES EXPANSION RR SUMMARY				
Revenue:		FY26	FY27	FY28	FY29	FY30
Fund (1) 11149 - Sp Rev Grant Crooked Lake Park		-	-	-	-	-
Fund (2) 14501 - ARP General Revenue Fiscal Recovery Funds (CLFRF)		3,832,313	-	-	-	-
Fund (3) 42011 - Water/Sewer Rates		38,255,434	41,872,920	24,195,000	15,895,000	5,995,000
Fund (4) 42111 - Water Connection Fees		-	-	-	-	-
Fund (6) 42013 - AWS Surcharge		-	-	-	-	-
TOTAL		42,087,747	41,872,920	24,195,000	15,895,000	5,995,000

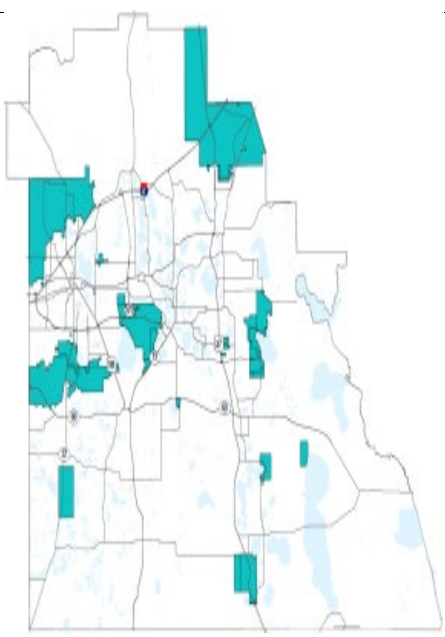
Project Increase
Project Decrease
New Project

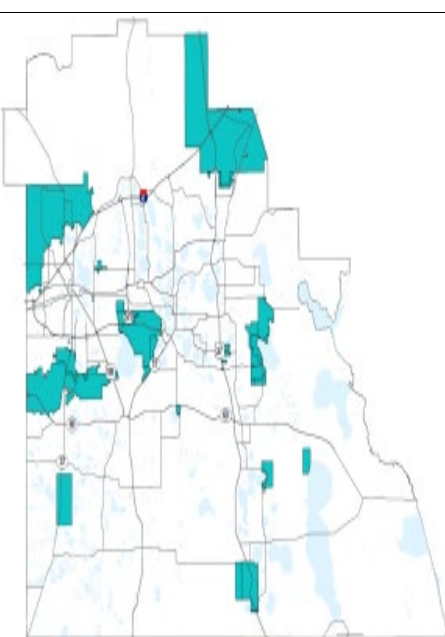
Page #	Project Number	Project Name	Prior Year	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed FY26 Project Total	Prior FY25 Year Project Total	Changes
1	6807000	R & R Reclaimed Water Projects	\$ 2,650,039	\$ 533,671	\$ 781,666	\$ 2,831,666	\$ 1,381,666	\$ 1,431,666	\$ 431,666	\$ 2,500,000	\$ 12,542,040	\$ 12,095,379	\$446,661
2	6817000	R & R Potable Water Projects	\$ 22,499,231	\$ 3,268,962	\$ 15,764,167	\$ 14,726,667	\$ 8,031,667	\$ 4,131,667	\$ 1,881,667	\$ 5,750,000	\$ 76,054,026	\$ 61,157,361	\$14,896,665
3	6827000	R & R Wastewater Projects	\$ 55,676,111	\$ 11,313,496	\$ 15,306,667	\$ 18,606,667	\$ 11,231,667	\$ 10,131,667	\$ 3,681,667	\$ 50,000,000	\$ 175,947,940	\$ 146,741,271	\$29,206,669
4	6852007	NE Elect/Comm Network Conv	\$ 2,592,197	\$ 4,123,020	\$ 3,282,934	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,998,151	\$ 9,952,151	\$46,000
5	6876001	Crooked Lake Park Receivership	\$ 6,361,304	\$ 5,639,232	\$ 752,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,752,849	\$ 12,752,849	\$0
6	6897003	R and R Bldgs and Non-Prod	\$ 9,722,911	\$ 1,736,624	\$ 1,200,000	\$ 3,707,920	\$ 2,050,000	\$ 200,000	\$ -	\$ -	\$ 18,617,455	\$ 13,067,456	\$5,549,999
		R&R Project Total:	\$ 99,501,796	\$ 26,615,005	\$ 37,087,746	\$ 39,872,919	\$ 22,694,999	\$ 15,894,999	\$ 5,994,999	\$ 58,250,000	\$ 305,912,462	\$ 255,766,467	\$50,145,995
7	6567006	AMI Meter Change-Out	\$ 13,747,699	\$ 2,463,034	\$ 5,000,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 24,710,733	\$ 19,210,732	\$5,500,001
		Grand Total	\$ 113,249,495	\$ 29,078,039	\$ 42,087,746	\$ 41,872,919	\$ 24,194,999	\$ 15,894,999	\$ 5,994,999	\$ 58,250,000	\$ 330,623,195	\$ 274,977,199	55,645,996

FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY									
PROJECT #		6807000		PROJECT NAME:		R&R Reclaimed Water Projects		PAGE # 1											
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		Project listed in CIE?				Safety		Design/Arch		1		1		1		1		1	
Functional Area:		Comp. Plan reference:				Mandate		Land/ROW		2		2		2		2		2	
Department:		LOS/Concurrency Related:				Replace		Construction		3		3		3		3		3	
Location:		Growth				Equipment		Equipment		4		4		4		4		4	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Relocation, emergency repair, and lifecycle replacement of existing transmission/distribution infrastructure, reclaimed water storage/treatment facilities, and related assets.										It is critical for the Utility to be able to respond to road right of way infrastructure relocation and repairs, immediate facility modifications, emergency repairs, and other factors to ensure existing levels of service for PCU customers.									
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA									
										Fund									
										Cost Center									
										Fund 1									
										Fund 2									
										Fund 3									
										Fund 4									
										Fund 5									
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total								
EXPENDITURE PLAN																			
Design/Arch/Eng.											0								
Land (or ROW)											0								
Construction		2,650,039	741,293	533,671	781,666	2,831,666	1,381,666	1,431,666	431,666	2,500,000	12,542,040								
Other											0								
Equipment/software											0								
Total Project Cost		2,650,039	741,293	533,671	781,666	2,831,666	1,381,666	1,431,666	431,666	2,500,000	12,542,040								
FUNDING PLAN																			
14501 ARP CLFRF											0								
30801 - General Capital Improvement											0								
42011 Water/Sewer Rates		2,650,039	741,293	533,671	781,666	2,831,666	1,381,666	1,431,666	431,666	2,500,000	12,542,040								
42111 Water Connection Fees											0								
42013 AWS Surcharge											0								
Total Funding		2,650,039	741,293	533,671	781,666	2,831,666	1,381,666	1,431,666	431,666	2,500,000	12,542,040								
OPERATING BUDGET IMPACT																			
Personnel Services																			
Non-Personnel																			
Capital																			
Total Operating					0	0	0	0	0	0	0								

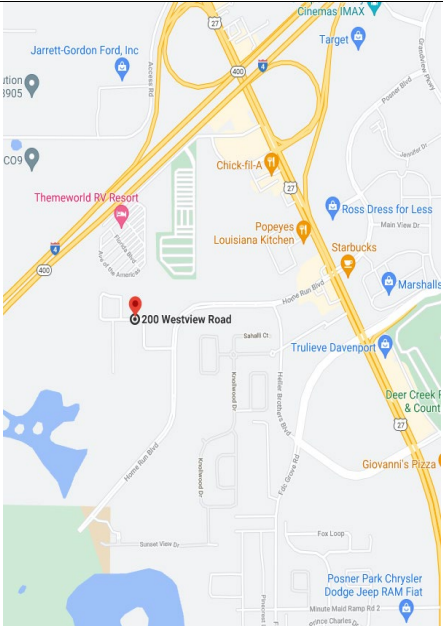


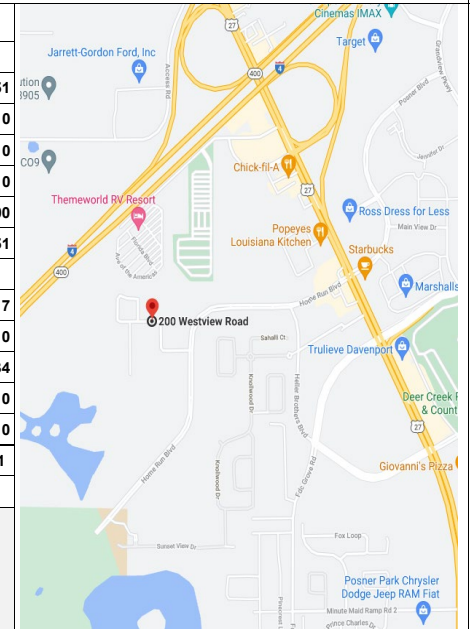
FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY									
PROJECT #		6817000		PROJECT NAME:		R&R Potable Water Projects		PAGE # 2											
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30	
Project Name:		R&R Potable Water Projects		Project listed in CIE?		No		Safety		Design/Arch		1		2		3		4	
Functional Area:		Potable Water Projects		Comp. Plan reference:		NA		Mandate		Land/ROW									
Department:		Utilities		LOS/Concurrency Related:		No		Replace		x									
Location:		County wide						Growth		Equipment									
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):									
Relocation, emergency repair, and life cycle replacement of existing transmission/distribution infrastructure, WPFs, and related assets.										It is critical for the Utility to be able to respond to road right of way infrastructure relocation and repairs, immediate facility modifications, emergency repairs, and other factors to ensure existing levels of service for PCU customers.									
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA									
						Fund 1		11149		680536034									
						Fund 2		14501		300001109									
						Fund 3		42011		680536034									
						Fund 4		42111		680536034									
						Fund 5		42013		680536034									
						Fund 6		30801		680536034									
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total								
EXPENDITURE PLAN																			
Design/Arch/Eng.											0								
Land (or ROW)		1,197									1,197								
Construction		22,498,034	3,386,241	3,268,962	15,764,167	14,726,667	8,031,667	4,131,667	1,881,667	5,750,000	76,052,829								
Other											0								
Equipment/software											0								
Total Project Cost		22,499,231	3,386,241	3,268,962	15,764,167	14,726,667	8,031,667	4,131,667	1,881,667	5,750,000	76,054,026								
FUNDING PLAN																			
14501 ARP CLFRF											0								
30801 General Capital Improvement			250,000	250,000							250,000								
42011 Water/Sewer Rates		22,499,231	3,136,241	3,018,962	15,764,167	14,726,667	8,031,667	4,131,667	1,881,667	5,750,000	75,804,026								
42111 Water Connection Fees																			
42013 AWS Surcharge											0								
Total Funding		22,499,231	3,386,241	3,268,962	15,764,167	14,726,667	8,031,667	4,131,667	1,881,667	5,750,000	76,054,026								
OPERATING BUDGET IMPACT																			
Personnel Services																			
Non-Personnel																			
Capital																			
Total Operating					0	0	0	0	0	0	0								



FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY										
PROJECT #		6827000		PROJECT NAME:		R&R Wastewater Projects		PAGE # 3												
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:		R&R Wastewater Projects		Project listed in CIE?		No		Safety		Design/Arch		1		2		3		4		
Functional Area:		Wastewater Projects		Comp. Plan reference:		NA		Mandate		Land/ROW										
Department:		Utilities		LOS/Concurrency Related:		No		Replace		x										
Location:		County Wide						Growth		Equipment										
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										
Relocation, emergency repair, and life cycle replacement of existing transmission/collection infrastructure, WWTFs, and related assets.										It is critical for the Utility to be able to respond to road right of way infrastructure relocation and repairs, immediate facility modification, emergency repairs, and other factors to ensure existing levels of service for PCU customers.										
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA										
						Fund 1		11149												
						Fund 2		14501												
						Fund 3		42011												
						Fund 4		42111												
						Fund 5		42013												
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total										
EXPENDITURE PLAN																				
Design/Arch/Eng.										0										
Land (or ROW)										0										
Construction	\$ 55,676,111	\$ 9,613,333	\$ 11,313,496	\$ 15,306,667	\$ 18,606,667	\$ 11,231,667	\$ 10,131,667	\$ 3,681,667	\$ 50,000,000	175,947,940										
Other										0										
Equipment/software										0										
Total Project Cost	55,676,111	9,613,333	11,313,496	15,306,667	18,606,667	11,231,667	10,131,667	3,681,667	50,000,000	175,947,940										
FUNDING PLAN																				
14501 ARP CLFRF										0										
30801 General Capital Improvement										0										
42011 Water/Sewer Rates	55,676,111	9,613,333	11,313,496	15,306,667	18,606,667	11,231,667	10,131,667	3,681,667	50,000,000	175,947,940										
42111 Water Connection Fees										0										
42013 AWS Surcharge										0										
Total Funding	55,676,111	9,613,333	11,313,496	15,306,667	18,606,667	11,231,667	10,131,667	3,681,667	50,000,000	175,947,940										
OPERATING BUDGET IMPACT																				
Personnel Services																				
Non-Personnel																				
Capital																				
Total Operating					0	0	0	0	0											

FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY												
PROJECT #		6852007		PROJECT NAME:				NE Elect/Comm Network Conv				PAGE # 4										
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30		
Project Name:		NE Elect/Comm Network Conv		Project listed in CIE?		No		Safety				Design/Arch		1		1		1		1		
Functional Area:				Comp. Plan reference:		NA		Mandate				Land/ROW		2		2		2		2		
Department:				LOS/Concurrency Related:		Yes		Replace				Construction		3		3		3		3		
Location:								Growth				Operating Exp		4		4		4		4		
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):												
The project includes the modification of the electrical and control system for the Northeast Wastewater Treatment Facility to similar configuration found at every other water and wastewater facility in PCUs inventory. Funded whole or in part via Federal American Rescue Plan Funds.										The modification will improve reliability by reducing outages of multiple processes experienced during single power failure incidents.												
OPERATING BUDGET IMPACT:							Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA											
							Fund 1		11149		680536034											
							Fund 2		14501		300001109											
							Fund 3		42011		680536034											
							Fund 4		42111		680536034											
							Fund 5		42013		680536034											
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total											
EXPENDITURE PLAN																						
Design/Arch/Eng.		2,366,167	1,300,000	335,984	200,000						2,902,151											
Land (or ROW)											0											
Construction			1,000,000								0											
Other			280,000								0											
Equipment/software		226,030		3,787,036	3,082,934						7,096,000											
Total Project Cost		2,592,197	2,580,000	4,123,020	3,282,934	0	0	0	0	0	9,998,151											
FUNDING PLAN																						
14501 ARP CLFRF		2,366,167	1,300,000	299,050	3,080,000						5,745,217											
30801 General Capital Improvement											0											
42011 Water/Sewer Rates		226,030	1,280,000	3,823,970	202,934						4,252,934											
42111 Water Connection Fees											0											
42013 AWS Surcharge											0											
Total Funding		2,592,197	2,580,000	4,123,020	3,282,934	0	0	0	0	0	9,998,151											
OPERATING BUDGET IMPACT																						
Personnel Services																						
Non-Personnel																						
Capital																						
Total Operating						0	0	0	0	0	0											





FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6876001		PROJECT NAME:		Crooked Lake Park Receivership		PAGE # 5															
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30					
Project Name:		Crooked Lake Park Receivership				Project listed in CIE?		No		Safety		X		Design/Arch		1		2		3		4	
Functional Area:		Miscellaneous Wastewater Projects				Comp. Plan reference:		NA		Mandate				Land/ROW		1		2		3		4	
Department:		Utilities				LOS/Concurrency Related:		No		Replace		X		Construction		1		2		3		4	
Location:		Southeast								Growth				Other		1		2		3		4	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Privately owned/operated Crooked Lake Park WWTF is being abandoned. The collection system is being assigned to Polk County through formal receivership process. The system is in disrepair with extensive inflow and infiltration issues which must be corrected for the health, safety, and welfare of the residents. The project includes upgrades to the existing collection system such as 2 new lift stations, replacing the existing force main, and repair/lining of manholes and gravity sewer. The project includes the demolition of the existing facility and construction of a new lift station and force main to deliver the wastewater to an established facility. Funded whole or in part via Federal American Rescue Plan Funds.										The County will assess the system and correct operational issues to reduce flows to the onsite WWTF. Correcting these issues will reduce/alleviate the risk for potential regulatory action. Ultimately, the goal is to effectuate a transfer of this system to the City of Lake Wales for their ownership, operation, and maintenance.													
OPERATING BUDGET IMPACT:						Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA													
						Fund 1		11149		680536034													
						Fund 2		14501		300001109													
						Fund 3		42011		680536034													
						Fund 4		42111		680536034													
						Fund 5		42013		680536034													
		Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total												
EXPENDITURE PLAN																							
Design/Arch/Eng.		770,599	19,022	148,476	15,000						934,074												
Land (or ROW)		58									58												
Construction		5,590,648	7,331,270	5,490,757	737,313						11,818,717												
Other			100,000		0						0												
Equipment/software											0												
Total Project Cost		6,361,304	7,450,293	5,639,232	752,313	0	0	0	0	0	12,752,849												
FUNDING PLAN																							
14501 ARP CLFRF		5,709,867	7,110,293	2,541,382	752,313						9,003,562												
42011 Water/Sewer Rates		576,437	335,000	2,652,850							3,229,287												
42111 Water Connection Fees																							
11149 - Sp Rev Grant Crooked Lake Park		75,000	5,000	445,000							520,000												
42013 AWS Surcharge											0												
Total Funding		6,361,304	7,450,293	5,639,232	752,313	0	0	0	0	0	12,752,849												
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating						0	0	0	0	0	0												

FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY																			
PROJECT #		6897003		PROJECT NAME:		R & R Building and non-Production		PAGE # 6																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30									
Project Name:		R & R Building and non-Production		Project listed in CIE?		No		Safety		X		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Water and Reclaimed		Comp. Plan reference:		NA		Mandate				Land/ROW																	
Department:		Utilities		LOS/Concurrency Related:		No		Replace		X		Construction																	
Location:		County Wide						Growth				Other																	
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																			
Replacement and/or upgrades to physical buildings, software systems, and other non-production related items, as needed, will be scheduled to ensure our physical and technological capabilities to maintain and improve upon the level of services provided to our customers. Customer Information System (CIS), Computerized Maintenance Management System, Asset Management System, Capital Project System have been upgraded. Additional reporting tools, GIS, risk assessments and administrative building needs continue to be evaluated.										Non-production related items such as buildings and/or software require occasional renewal/replacement to ensure our ability to provide necessary services, manage our assets, and operate and maintain our facilities. Investment in these physical and technological capabilities will avoid the risk of neglect and diminished levels of effectiveness in providing utility services.																			
OPERATING BUDGET IMPACT:								Fund		Cost Center		REPLACEMENT COUNTY PROPERTY NO.: NA																	
There were be on going software maintenance costs and routine maintenance keeping the infrastructure working.						Fund 1		11149		680536034																			
						Fund 2		14501		300001109																			
						Fund 3		42011		680536034																			
						Fund 4		42111		680536034																			
						Fund 5		42013		680536034																			
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total																			
EXPENDITURE PLAN																													
Design/Arch/Eng.										0																			
Land (or ROW)										0																			
Construction										0																			
Other	9,722,911	2,336,891	1,736,624	1,200,000	3,707,920	2,050,000	200,000			18,617,455																			
Equipment/software										0																			
Total Project Cost	9,722,911	2,336,891	1,736,624	1,200,000	3,707,920	2,050,000	200,000	0	0	18,617,455																			
FUNDING PLAN																													
14501 ARP CLFRF										0																			
42011 Water/Sewer Rates	9,722,911	2,336,891	1,736,624	1,200,000	3,707,920	2,050,000	200,000			18,617,455																			
42111 Water Connection Fees										0																			
42013 AWS Surcharge										0																			
										0																			
Total Funding	9,722,911	2,336,891	1,736,624	1,200,000	3,707,920	2,050,000	200,000	0	0	18,617,455																			
OPERATING BUDGET IMPACT																													
Personnel Services																													
Non-Personnel																													
Capital																													
Total Operating				0	0	0	0	0	0	0																			

FY2026 - FY2030 COMMUNITY INVESTMENT PROGRAM										UTILITIES CIP RR SUMMARY													
PROJECT #		6567006		PROJECT NAME:		AMI Meter Change-Out		PAGE # 6															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY26		FY27		FY28		FY29		FY30			
Project Name:		AMI Meter Changeout		Project listed in CIE?		No		Safety		Design/Arch		1	2	3	4	1	2	3	4	1	2	3	4
Functional Area:		Other Non CIP Projects		Comp. Plan reference:		No		Mandate		Land/ROW													
Department:		Utilities		LOS/Concurrency Related:		Yes		Replace		x		Construction			fill	fill	fill						
Location:		County Wide						Growth		Equipment													
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Relocation, emergency repair, and life cycle replacement of existing transmission/collection infrastructure, WWTFs, and related assets.										Will put the necessary infrastructure in place to move from Automated Meter Reading technology to a Cloud based Advanced Meter Infrastructure solution. We currently have a manufacturer incentive that will save the county very significant costs by accelerating this project.													
OPERATING BUDGET IMPACT:										REPLACEMENT COUNTY PROPERTY NO.: NA													
There were be on going software maintenance costs and routine maintenance keeping the infrastructure working.										Fund		Cost Center											
										Fund 1		11149		680536034									
										Fund 2		14501		300001109									
										Fund 3		42011		680536034									
										Fund 4		42111		680536034									
										Fund 5		42013		680536034									
	Prior Cum.	FY25	FY25 Projected	FY26	FY27	FY28	FY29	FY30	Future Years	Proposed Project Total													
EXPENDITURE PLAN																							
Design/Arch/Eng.										0													
Land (or ROW)										0													
Construction	13,747,699	560,409	2,463,034	5,000,000	\$ 2,000,000	1,500,000			0	24,710,733													
Other										0													
Equipment/software										0													
Total Project Cost	13,747,699	560,409	2,463,034	5,000,000	2,000,000	1,500,000	0	0	0	24,710,733													
FUNDING PLAN																							
14501 ARP CLFRF										0													
42011 Water/Sewer Rates	13,747,699	560,409	2,463,034	5,000,000	\$ 2,000,000	1,500,000				24,710,733													
42111 Water Connection Fees										0													
42013 AWS Surcharge										0													
Total Funding	13,747,699	560,409	2,463,034	5,000,000	2,000,000	1,500,000	0	0	0	24,710,733													
OPERATING BUDGET IMPACT																							
Personnel Services																							
Non-Personnel																							
Capital																							
Total Operating				0	0	0	0	0	0	0													



CAPITAL PLANNING & PROJECTS

5-Year Plan Annual Update 2024-2028



POLK COUNTY
PUBLIC SCHOOLS
STUDENTS FIRST

Accomplishments

- Southpointe Elementary
- Lake Region Agriculture Barn
- Stephens Academy Remodel
- Fred Garner Academy Master Plan
- Southwest Middle School Master Plan
- Bella Citta Middle School Expansion
- McLaughlin Academy of Excellence Gym



Ongoing Projects



- Spook Hill Elementary Cafeteria & Kitchen
- Southwest Middle School Locker Rooms
- Lakeland Highlands Middle Gym
- Lake Gibson Middle School Gym
- Elbert Elementary Modernization

Modernizations /Renovations and Additions

• Schools

- Alta Vista Elementary
- Wahneta Elementary
- Lena Vista Elementary
- Lake Alfred Elementary
- Floral Elementary
- Stambaugh Middle School
- Crystal Lake Elementary

• Gymnasiums (Middle Schools)

- Lake Gibson Middle
- Lakeland Highlands Middle
- Bartow Middle
- Blake Academy Gymnasium

• Other Projects

- Southwest Middle School Gymnasium Locker rooms
- McLaughlin Academy of Excellence Auditorium
- Lewis Elementary Dining Replacement
- Lake Region High Agriculture Classroom addition
- Deferred Maintenance



DRAFT Future Projects

Years 1-2

Rolling out 2023-2024

New Schools / Added Capacity:

- Elbert Elementary, adding 137 additional stations. New capacity, 900 stations
- Southwest Middle, adding 297 additional stations. New capacity, 1350 stations
- Bella Citta Middle expansion, 500 stations
- South Pointe Elementary 996 stations

Modernization/Replacement:

- Elbert Elementary

Additions / Remodeling:

- Spook Hill Elementary, Cafeteria
- Lake Region High School, Greenhouse
- McLaughlin Academy of Excellence Gymnasium addition
- Lakeland Highlands Middle Gymnasium addition (Planning)
- Southwest Middle Gym Locker Rooms

Year 1 2024-2025

New Schools / Added Capacity:

- Former Alta Vista Campus, adding 210 additional stations. New capacity, 950 stations. (Planning)
- New High School BBB 2500 (Planning)

Modernization/Replacement:

- Former Alta Vista Campus, Old Alta Vista Campus, adding 236 additional stations. New capacity, 950 stations. (Planning)

Additions / Remodeling:

- Lakeland Highlands Middle Gymnasium addition
- Bartow Middle Gymnasium (Planning)
- Blake Academy Gymnasium (Planning)

Year 2 2025-2026

New Schools / Added Capacity:

- Former Alta Vista Campus, adding 210 additional stations. New capacity, 950 stations. (Planning)
- Lake Alfred Elementary, adding 352 stations. New Capacity 950 (Planning)
- Wahneta Elementary, adding 125 stations. New capacity, 600 stations. (Planning to begin)
- New High School BBB 2500: (Planning)

Modernization/Replacement:

- Wahneta Elementary, adding 125 stations. New capacity, 600 stations. (Planning to begin)

Additions / Remodeling:

- Bartow Middle Gymnasium
- Blake Academy Gymnasium
- McLaughlin Academy of Excellence Auditorium addition (Planning)

Year being approved

Future Projects

Years 3-5

Year 3 2026-2027

New Schools / Added Capacity:

- New High School BBB 2500
- Wahneta Elementary, adding 125 stations. New capacity, 560 stations.
- New Northeast Elementary School (22-A, 996 capacity) (Planning)
- New Northeast Middle School (23-DD, 1,500 capacity) (Planning)
- Lena Vista Elementary, adding 284, new capacity 950 (Planning)
- Floral Elementary, adding 350 stations. New capacity, 950 stations (Planning)

Modernization/Replacement:

- Floral Elementary, adding 350 stations. New capacity, 950 stations (Planning)
- Lena Vista Elementary, adding 284, new capacity 950 (Planning)

Additions / Remodeling:

- McLaughlin Academy of Excellence Auditorium

Year 4 2027-2028

New Schools / Added Capacity:

- New Northeast Elementary School (22-A, 996 capacity)
- New Northeast Middle School (23-DD, 1,500 capacity)
- Lena Vista Elementary, adding 284, new capacity of 950 stations.
- Floral Elementary, adding 350 stations, new capacity of 950 stations.
- Jere Stambaugh Middle School, adding 310 stations, new capacity 1,500 (Planning)
- Crystal Lake Elementary, adding 386 Stations New capacity, 950 (Planning)

Modernization/Replacement:

- Floral Elementary
- Lena Vista Elementary
- Crystal Lake Elementary (Planning)
- Jere Stambaugh Middle School (Planning)

Year 5 2028-2029

New Schools / Added Capacity:

- Jere Stambaugh Middle School, adding 310, new capacity 1,500
- Crystal Lake Elementary

Modernization/Replacement:

- Crystal Lake Elementary
- Jere Stambaugh Middle School, adding 310, new capacity 1,500

Planned New Schools

Northeast County High School
Northeast County Elementary
Northeast County Middle School

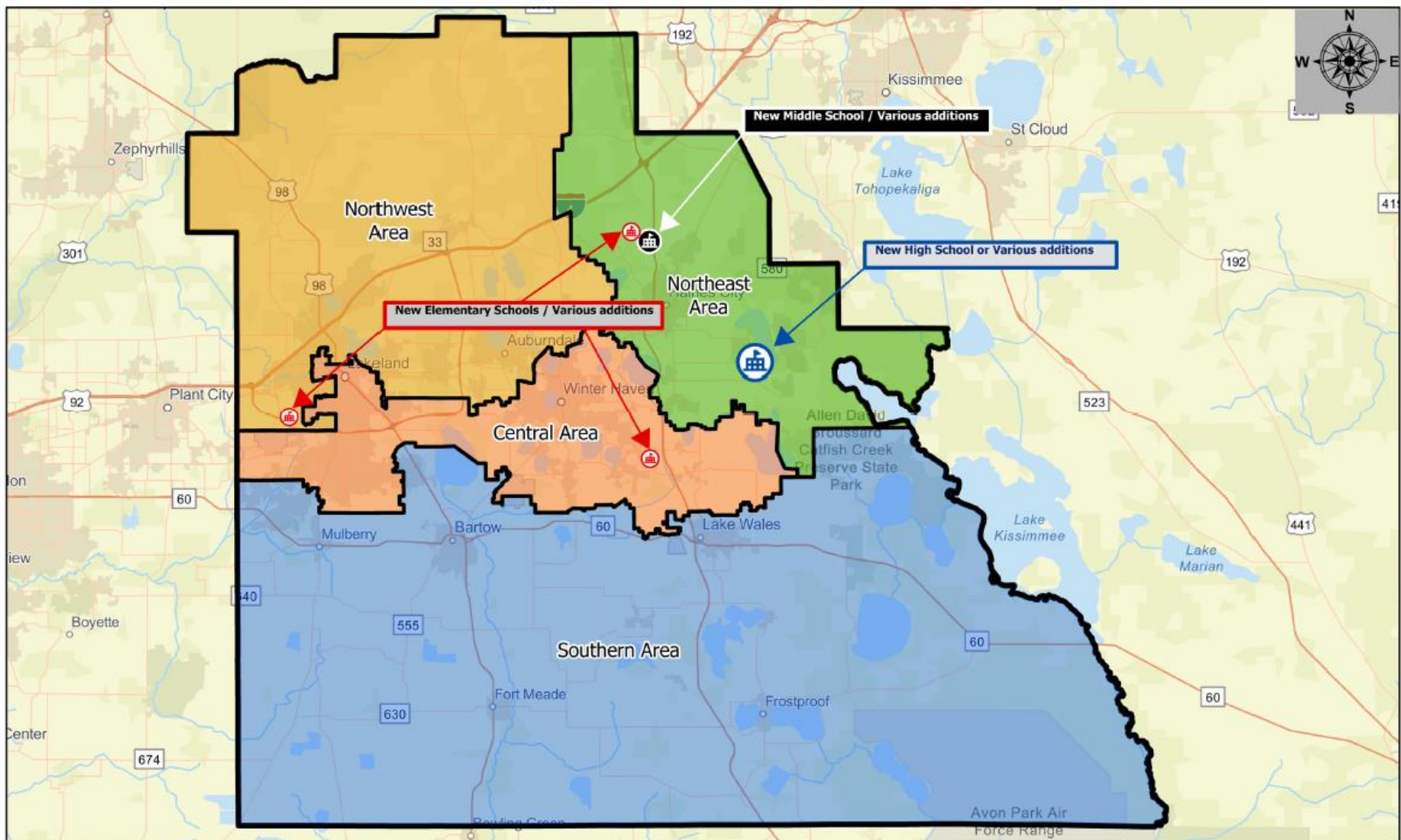


The Five-Year Work Plan and Tentative District Educational Facilities Plan must be updated annually pursuant to F.S. 1013.35

- Summary of revenues and expenditures
- Current and long-range projections per school
- Capacity projects - description and associated cost for five-year period
- Other projects such as HVAC, safety and security, roofs, ancillary facilities to maintain
- Tracking information on every facility including number of classrooms, capacity and utilization
- Portables
- Charter Schools
- Long range planning for ten and twenty years

Planning

5-Year Work Plan



10 Year Additional Capacity Needs

University of South Florida, COL, FDEP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, University of South Florida, FDEP, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS Polk County School Board Planning and Operations

Legend

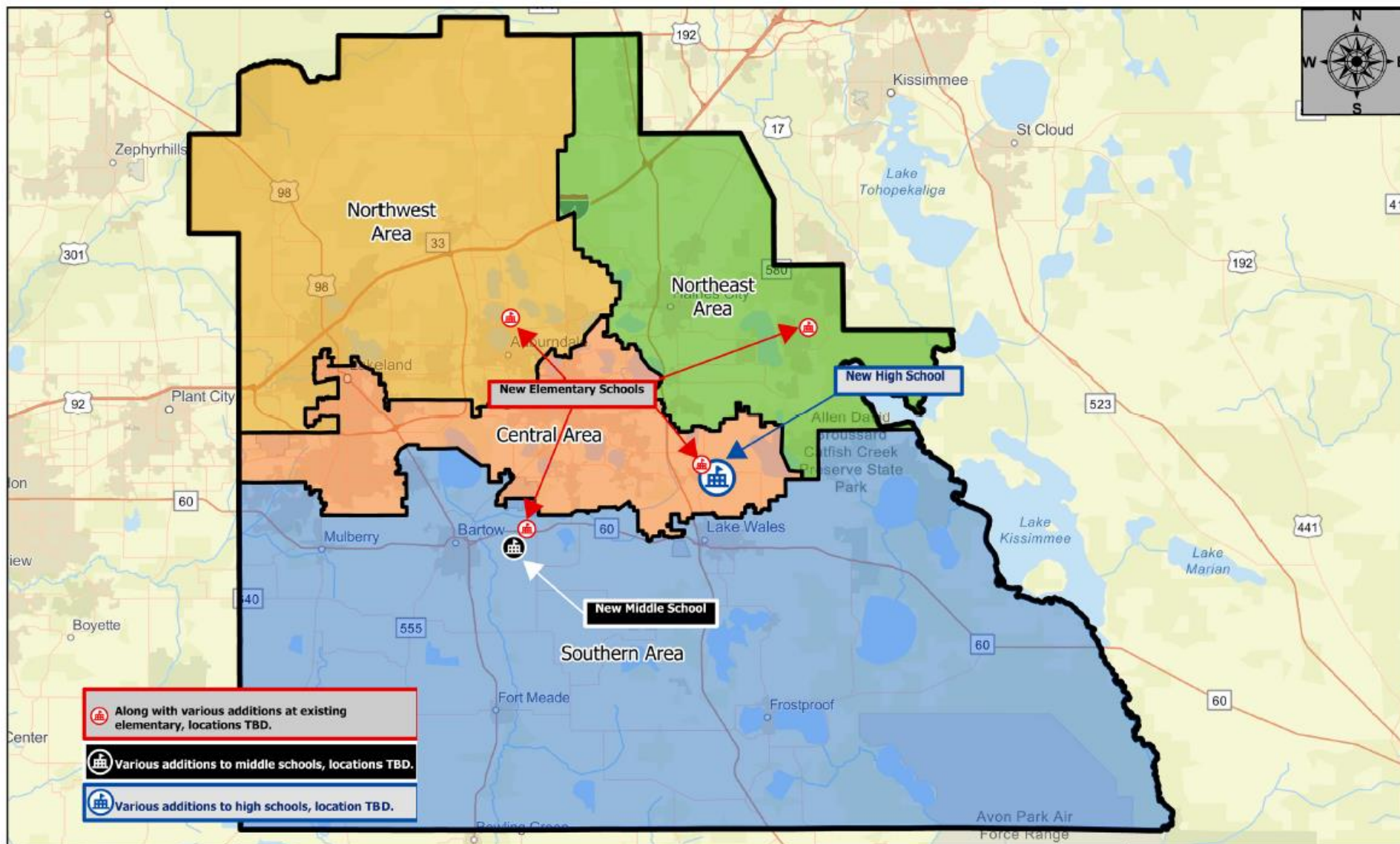
- Central Area Boundary
- Northeast Area Boundary
- Northwest Area Boundary
- Southern Area Boundary

Additional New Schools / Capacity FY 2031

New Schools by 2031	
Elementary	3.5 = 3,325 stations
Middle	2 = 3,000 stations
High	1 = 2500 stations
Total	6.5

School Type	# of Seats
Elementary	1 = 950 stations
Middle	1 = 1,500 stations
High	1 = 2500 stations

School Designation	Location	Capacity	Year
Central County EI	NW Lake Wales	950	2027
Central County EI	South Lakeland	950	2029
Northeast County ES	NE County	950	2027/28
Elementary additions	TBD	800	TBD
Middle School or additions	NE County; TBD	3000	2027
High School or additions	NE County	2,500	2027/28
TOTAL		9,150	



20 Year Additional Capacity Needs

University of South Florida, COL, FDEP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, University of South Florida, FDEP, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS Polk County School Board Planning and Operations.

Locations depicted are approximate and should not be interpreted to be exact or definitive locations.

Legend

- Central Area Boundary
- Northeast Area Boundary
- Northwest Area Boundary
- Southern Area Boundary

CIP Financial Summary

5-Year Work Plan

		Revenue & Expenditure Summary							
			Total Years 1-5 FY 2024-2028	Year 1 FY 2024-2025	Year 2 FY 2025-2026	Year 3 FY 2026-2027	Year 4 FY 2027-2028	Year 5 FY 2028-2029	
REVENUE	Imp act Fee	Projected Impact Fee Revenue (with carry over)	\$ 597,900,638.08	\$ 119,000,000.00	\$ 175,868,878.27	\$ 138,034,690.77	\$ 78,663,565.77	\$ 86,333,503.27	
	SAL ES TAX	Projected Sales Tax Revenue	\$ 397,452,196.71	\$ 77,916,449.00	\$ 78,695,613.49	\$ 79,482,569.62	\$ 80,277,395.32	\$ 81,080,169.27	
	LCI F	Projected LCI Revenue	\$ 554,948,275.14	\$ 100,068,840.35	\$ 105,537,411.28	\$ 110,814,281.84	\$ 116,354,995.94	\$ 122,172,745.73	
	CO& DS REV	Capital Outlay & Debt Service Trust Fund Projects	\$ 18,183,874.00	\$ 3,446,295.00	\$ 3,549,684.00	\$ 3,656,175.00	\$ 3,765,860.00	\$ 3,765,860.00	
	PEC O	Public Education Capital Outlay	\$ 3,000,000.00	\$ 3,000,000.00	\$ -	\$ -	\$ -	\$ -	
	Mitigations	Proportionate Share Agreement Payments	\$ 4,500,000.00				\$ 4,500,000.00		
	Total Summary of CIP Revenue			\$ 1,575,984,983.93	\$ 303,431,584.35	\$ 363,651,587.04	\$ 331,987,717.24	\$ 283,561,817.03	\$ 293,352,278.28
EXPENDITURES	Impact Fee	Subtotal New Schools/ Added Capacity	\$ 503,230,875.00	\$ 104,959,187.50	\$ 121,752,375.00	\$ 53,105,375.00	\$ 118,490,000.00	\$ 104,923,937.50	
	SAL ES TAX	Total cost of Modernization/ Additions /Safe, Healthy, Future Ready Schools	\$ 405,785,700.00	\$ 27,544,187.50	\$ 88,533,075.00	\$ 95,835,375.00	\$ 111,290,000.00	\$ 82,583,062.50	
	LCI	Total cost LCI funded projects	\$ 384,834,004.25	\$ 81,966,836.52	\$ 79,312,692.00	\$ 79,585,376.99	\$ 80,523,011.62	\$ 63,446,087.12	
	Total Sumarry of CIP Expenditures			\$ 1,293,850,579.25	\$ 214,470,211.52	\$ 289,598,142.00	\$ 228,526,126.99	\$ 310,303,011.62	\$ 250,953,087.12
			Total Summary of CIP Revenue	\$ 303,431,584.35	\$ 363,651,587.04	\$ 331,987,717.24	\$ 283,561,817.03	\$ 293,352,278.28	
			Carry Over	\$ 6,000,000.00	\$ 94,961,372.83	\$ 244,142,748.35	\$ 286,532,323.59	\$ 341,568,013.62	
			Adjusted Revenue with Carry Over	\$ 309,431,584.35	\$ 458,612,959.87	\$ 576,130,465.59	\$ 570,094,140.61	\$ 634,920,291.90	
			Total Sumarry of CIP Expenditures	\$ 214,470,211.52	\$ 214,470,211.52	\$ 289,598,142.00	\$ 228,526,126.99	\$ 310,303,011.62	
Remaining Balance				\$ 94,961,372.83	\$ 244,142,748.35	\$ 286,532,323.59	\$ 341,568,013.62	\$ 324,617,280.28	

Polk County Schools Deferred Maintenance Plan



POLK COUNTY
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The Polk County Deferred Maintenance Plan is a comprehensive program that is divided into the following sub: categories:

- Renovations & Fixture, Furniture, Equipment (FF&E)
- Finishes
- Safety & Security
- Site
- Restrooms
- Electrical
- HVAC Systems
- Painting (to include pressure washing)
- Plumbing
- Roofing
- Freezers/coolers
- Playgrounds

Deferred Maintenance

5-Year Work Plan

Deferred Maintenance

5-Year Work Plan

Projects (Sales Tax)	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	5-Year Total
Renovations & FFE (S.T.)	\$ 2,850,000.00	\$ 3,100,000.00	\$ 3,350,000.00	\$ 3,600,000.00	\$ 3,600,000.00	\$ 16,500,000.00
Finishes	\$ 250,000.00	\$ 300,000.00	\$ 350,000.00	\$ 400,000.00	\$ 400,000.00	\$ 1,700,000.00
Safety & Security	\$ 1,300,000.00	\$ 1,350,000.00	\$ 1,350,000.00	\$ 1,300,000.00	\$ 1,300,000.00	\$ 6,600,000.00
Site	\$ 3,000,000.00	\$ 3,500,000.00	\$ 4,000,000.00	\$ 4,500,000.00	\$ 4,500,000.00	\$ 19,500,000.00
Restrooms	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 750,000.00
Deferred	\$ 7,550,000.00	\$ 8,400,000.00	\$ 9,200,000.00	\$ 9,950,000.00	\$ 9,950,000.00	\$ 45,050,000.00
Projects (LCI)	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	5-Year Total
Electrical	\$ 2,000,000.00	\$ 700,000.00	\$ 700,000.00	\$ 700,000.00	\$ 800,000.00	\$ 4,900,000.00
Renovations & FFE (LCI)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HVAC Systems	\$ 3,500,000.00	\$ 3,500,000.00	\$ 3,500,000.00	\$ 3,500,000.00	\$ 3,500,000.00	\$ 17,500,000.00
Painting	\$ 2,000,000.00	\$ 2,500,000.00	\$ 2,500,000.00	\$ 3,000,000.00	\$ 3,000,000.00	\$ 13,000,000.00
Plumbing	\$ 550,000.00	\$ 550,000.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 2,900,000.00
Roofing	\$ 1,750,000.00	\$ 2,000,000.00	\$ 2,250,000.00	\$ 2,500,000.00	\$ 2,500,000.00	\$ 11,000,000.00
Freezers/coolers	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,250,000.00	\$ 1,250,000.00	\$ 1,250,000.00	\$ 5,750,000.00
Playgrounds	\$ 200,000.00	\$ 250,000.00	\$ 300,000.00	\$ 350,000.00	\$ 350,000.00	\$ 1,450,000.00
Deferred	\$ 11,000,000.00	\$ 10,500,000.00	\$ 11,100,000.00	\$ 11,900,000.00	\$ 12,000,000.00	\$ 56,500,000.00
Total	\$ 18,550,000.00	\$ 18,900,000.00	\$ 20,300,000.00	\$ 21,850,000.00	\$ 21,950,000.00	\$ 101,550,000.00



Questions & Comments

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2026/27 - 2030/31 TIP



Adopted June 11, 2026



Polk Transportation
Planning Organization

www.PolkTPO.com

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TRANSPORTATION ABBREVIATIONS

Abbreviation	Explanation	Abbreviation	Explanation
3-C Process	Continuing, Cooperative, Comprehensive	CIP	Corridor Improvement Program
3-R	Restoration, Rehabilitation, and Resurfacing	CIR	Circle
4-R	3R plus Reconstruction	CLC	Community Liaison Coordinator
A		CMA	Critical Movement Analysis
AA	Alternative Analysis	CMAQ	Congestion Management and Air Quality
AADT	Annual Average Daily Traffic	CMP	Congestion Management Process
AADTT	Average Annual Daily Truck Traffic	CMS	Congestion Management System
ACE	Alternative Corridor Evaluation	CNTY	County
ACER	Alternative Corridor Evaluation Report	CO	Central Office
ACHP	Advisory Council on Historic Preservation	COMM	Community
ADA	American with Disabilities Act	COOP	Continuity of Operations Plan
ADT	Average Daily Traffic	CRA	Community Redevelopment Area
AIP	Airport Improvement Plan	CSX	CSX Railroad
AMPO	Association of Metropolitan Planning Organizations	CST	Construction Project Phase
ANSI	American National Standards Institute	CTP	Comprehensive Transportation Plan
AOA	Agency Operating Agreement	CTR	Center
AOI	Area of Interest	CTSP	Community Traffic Safety Program
APA	American Planning Association	CTY	City
APE	Area of Potential Effect	CTY/W	Citywide
AQ	Air Quality	CUTR	Center for Urban Transportation Research
AQR	Air Quality Report	CW	Countywide
AR	Administrative Record	CY	Calendar Year
ATIS	Advanced Travelers Monitoring System	D	
ATMS	Advanced Traffic Management Systems	DB	Design Build
AWP	Annual Work Plan	DBE	Disadvantage Business Enterprise
AVE	Avenue	DBL	Double
B		DC	Discretionary Capacity
B/C Ratio	Benefit/Cost Ratio	DDR	District Dedicated Revenue
BEBR	Bureau of Economic and Business Research	DEIS	Draft Environmental Impact Statement
BLS	Bureau of Labor Statistics	DG	Design Group
BLVD	Boulevard	DEMO	District Environmental Management Office
BoCC	Board of County Commissioners	DEO	Department of Economic Opportunity
BPAC	Bicycle/Pedestrian Advisory Committee	DEV	Development
BRP	Bridge Rehab Funds	DHSMV	Department of Highway Safety and Motor Vehicles
BRT	Bus Rapid Transit	DMS	Dynamic Message System
BTU	Beyond the Ultimate (I-4)	DOT	Department of Transportation
C		DR	Drive
C-D	Collector-Distributor Road	DRI	Development of Regional Impacts
CAC	Citizens Advisory Committee	DSHC	District Scenic Highway Coordinator
CAR	Crash Analysis Reporting	DWTN	Downtown
CDD	Community Development District	D/W	Districtwide
CEI	Construction, Engineering and Inspection	E	
CFA	Coordinated Freeways and Arterials	E	East
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	EA	Environmental Assessment
CFP	Cost Feasible Plan	EB	Eastbound
CFR	Code of Federal Regulations	EIS	Environmental Impact Statement
CFRPM	Central Florida Regional Planning Model	EMS	Emergency Management Services
CIE	Capital Improvements Element	ENG	Engineering
CIG	Capital Investment Grant Program	ENV	Environmental Phase
CIGP	County Incentive Grant Program	EO	Executive Order



EOC	Emergency Operations Center	HUD	Housing and Urban Development
EPA	Environmental Protection Agency	HVE	High Visibility Enforcement
ETDM	Efficient Transportation Decision Making	HWY	Highway
EXT	Extension		I
	F	I	Interstate
FA	Funding Agreement	IAC	Interagency Concurrence
FAA	Federal Aviation Administration	IAR	Interchange Access Request
F.A.C.	Florida Administrative Code	IC	Intermodal Center
FAHP	Federal Aid Highway Program	ICAR	Intergovernmental Coordination and Review
FAP	Federal Aid Project	ICTF	Intermodal Cargo Transfer Facility
FAST	Fixing America's Surface Transportation Act	IHS	Interstate Highway System
FBO	Fixed Base Operator	IMS	Intermodal Management System
FCTD	Florida Commission for the Transportation Disadvantaged	INFO	Information
FDACS	Florida Department of Agriculture and Consumer Services	INT'L	International
FDEP	Florida Department of Environmental Protection	INTCHG	Interchange
FDHR	Florida Division of Historical Resources	ISD	Intermodal Systems Development
FDOS	Florida Department of State	ISTEA	Intermodal Surface Transportation Efficiency Act
FDOT	Florida Department of Transportation	ITE	Institute of Transportation Engineers
FEMA	Federal Emergency Management Agency	ITS	Intelligent Transportation System
FED	Federal		J
FFGA	Full Funding Grant Agreement	JARC	Job Access and Reverse Commute
FHP	Florida Highway Patrol	JPA	Joint Participation Agreement
FHWA	Federal Highway Administration		K
FL	Florida	K Factor	Ratio of Peak Hour Traffic to Daily Traffic
FLHSMV	Florida Department of Highway Safety and Motor Vehicles		L
FPTA	Florida Public Transit Association	LAP	Local Agency Program
F.S.	Florida Statute	LD	Land Development
FSHP	Florida Scenic Highway Program	LE	Law Enforcement
FSUTMS	Florida Standard Urban Transportation Modeling Structure	LFA	Local Agency Funding Agreement
FTA	Federal Transit Administration	LOA	Local Operating Agreement
FTCR	Florida Transportation Commission	LOPP	List of Priority Projects
FTCR	Florida Traffic Crash Report	LOS	Level of Service
FTE	Florida's Turnpike Enterprise	LN	Lane
FTI	Florida Transportation Information	LRT	Light Rail Transit
FTP	Florida Transportation Plan	L RTP	Long Range Transportation Plan
FWC	Florida Fish and Wildlife Conservation Commission		M
FY	Fiscal Year	MAINT	Maintenance
	G	MAP-21	Moving Ahead for Progress in the 21st Century
GIS	Geographic Information System	MGMT	Management
GPC	General Planning Consultant	MI	Mile(s)
GPS	Global Positioning System	MM	Mile Marker
GA	General Aviation	MOA	Memorandum of Agreement
GU	General Use	MOB	Mobility
GRWY	Greenway	MOT	Maintenance of Traffic
	H	MOU	Memorandum of Understanding
HB	House Bill	MP	Mile Post
HOV	High Occupancy Vehicles	MPA	Metropolitan Planning Area
HRT	Heavy Rail Transit	MPO	Metropolitan Planning Organization
HSM	Highway Safety Manual	MSA	Metropolitan Statistical Area
HSR	High Speed Rail	MUTCD	Manual on Uniform Traffic Control Devices

Abbreviation	Explanation	Abbreviation	Explanation
N			
N	North	RDWY	Roadway
NB	Northbound	REG	Regional
NE	Northeast	REHAB	Rehabilitation
NHS	National Highway System	RFP	Request for Proposal
NHTSA	National Highway Traffic Safety Administration	RITIS	Regional Integrated Transportation Information System
NPDES	National Pollution Discharge Elimination System	RITSA	Regional Intelligent Transportation System Architecture
NSBP	National Scenic Byways Program	ROW	Right of Way
NTD	National Transit Database	RPC	Regional Planning Council
NTS	National Transportation System	RPM	Reflective Pavement Markers
NTSB	National Transportation Safety Board	RPP	Regional Policy Plan
NW	Northwest	RR	Railroad
O		RTA	Regional Transit Authority
O&M	Operations and Maintenance	RTCA	Regional Trails Corridor Assessment
OEM	Office of Environmental Management	RTS	Regional Transit System
OFA	Other Federal Aid	RV	Recreational Vehicle
OGT	Office of Greenways and Trails	RV	River
OMD	Office of Modal Development	RW	Runway
OP	Operations	S	
OPD	Office of Planning and Development	S	South
OPP	Office of Policy and Planning	SB	Southbound
OVRPS	Overpass	SE	Southeast
P		SE	Surface Enhancement Funds
P3	Public-Private Partnership	SECT	Section
P&R	Park and Ride	SEG	Segment
PAS	Principal Arterial System	SHS	State Highway System
PB	Pushbutton	SIB	State Infrastructure Bank
PD	Project Development	SIP	State Implemental Plan
PD&E	Project Development & Environmental	SIS	Strategic Intermodal System
PE	Preliminary Engineering	SOV	Single Occupancy Vehicle
PED	Pedestrian	SPL	Supplemental Agreement
PH	Phase	SR	State Road
PHF	Peak Hour Factor	SSO	State Safety Office
PIO	Public Information Officer	SS4A	Safe Street for All
PIP	Public Involvement Plan	ST	Street
PKWY	Parkway	STBGP	Surface Transportation Block Grant Program
PL	Planning Funds	STIP	State Transportation Improvement Program
PM	Project Manager	STTF	State Transportation Trust Fund
PMP	Project Management Plan	SU	Urban Attributable Funding
PPP	Public Participation Plan	SUN Trails	Shared-use, nonmotorized Trails
PRG	Program	SW	Southwest
PROJ	Project	S/W	Statewide
PL	Place	SWK	Sidewalk
PLN	Planning	SYS	System
PRK	Park	T	
PVT CHG	Pavement Change	TA	Transportation Alternatives
PZ	Plaza	TA	Transit Authority
R		TAC	Technical Advisory Committee
R/W	Right of Way	TAM	Transit Asset Management
RD	Road	TAP	Transportation Alternative Program
		TAZ	Traffic or Travel Analysis Zone



Abbreviation	Explanation	Abbreviation	Explanation
TCAR	Transit Concept and Alternatives Review	TS	Transit System
TCI	Traffic Characteristic Inventory	TSM&O	Transportation System Management and Operations
TD	Transportation Disadvantaged	TSP	Transit Signal Priority
TDLCB	Transportation Disadvantaged Local Coordinating Board	TTC	Temporary Traffic Control
TDM	Transportation Demand Management	TTF	Transportation Trust Fund
TDP	Transit Development Plan	TW	Taxiway
TDTF	Transportation Disadvantaged Trust Fund		U
TECH	Technical	UA	Urbanized Area
TER	Terrace	UTIL	Utilities
TERM	Terminal	UPWP	Unified Planning Work Program
TF	Trust Fund	US	United States Route
TIA	Transportation Impact Analysis	USC	United State Code
TIFI	Transportation Infrastructure Finance & Innovation Act	USDOT	United States Department of Transportation
TIP	Transportation Investment Program	UZA	Urbanized Area
TMA	Transportation Management Area		V
TMDL	Total Maximum Daily Load	VE	Value Engineering
TMI	Transportation Management Initiative	VMS	Variable Message Sign
TMP	Transportation Management Plan	VMT	Vehicle Miles Traveled
T/O	Traffic Operations	VPH	Vehicles Per Hour
TOD	Transit-Oriented Development		W
TPA	Transportation Planning Agency	W	West
TPK	Turnpike	W/	With
TPM	Transportation Management Area	WB	Westbound
TPO	Transportation Planning Organization	WY	Way
TPS	Transportation Planning Studies		X
TRAN	Transportation	XING	Crossing
TRIP	Transportation Regional Incentive Program	XU	Extra Urban
TRL	Trail	XWAY	Expressway

Endorsement

Following an advertised public hearing at its June 11, 2026, meeting, the Polk Transportation Planning Organization discussed and approved the FY 2026/27 – 2030/31 Transportation Improvement Program (TIP).



Mayor Sara Roberts McCarley - Chairperson
Polk Transportation Planning Organization

The FY 2026/27 – 2030/31 TIP was prepared by the Polk TPO in cooperation with the Florida Department of Transportation, the Citrus Connection / Lakeland Area Mass Transit District and the 18 local governments of Polk County, Florida. It is hereby certified that the TIP was developed according to state and federal requirements 23 U.S.C. 134, 49 U.S.C. 5303 and Subsection 339.175 (8) F.S. Furthermore, it is hereby certified that the planning process of the Polk TPO is being carried out in conformance with requirements listed under the following provisions: 23 C.F.R. 450.334; 23 C.F.R. 450.326 (a); 23 U.S.C. 134; and F.S. 339.175 (8). This certification determination is being made based on an in-depth review by FDOT and encompasses all aspects of the Polk TPO's transportation planning process.

This report was prepared by the Polk TPO with funding from the Federal Highway Administration (CFDA No. 20.205 Highway Planning and Construction), Federal Transit Administration (CFDA No. 20.505 Federal Transit Technical Studies Grant Metropolitan Planning), Florida Department of Transportation, and Polk County. The contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation.



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Transportation Adviser Network

The TPO's Transportation Adviser Network is comprised of 404 members (as of June 2026) representing a broad, diverse cross-section of Polk County residents and interested parties. The Advisor Network's purpose is to function as an alternate mechanism for citizen involvement with the objective of increasing public involvement, especially by members of minority and low-income households. Formed by TPO community outreach efforts, the Adviser Network provides a less formal, more extensive structure than the TPO's traditional Citizens Advisory Committee for soliciting public participation and comment.

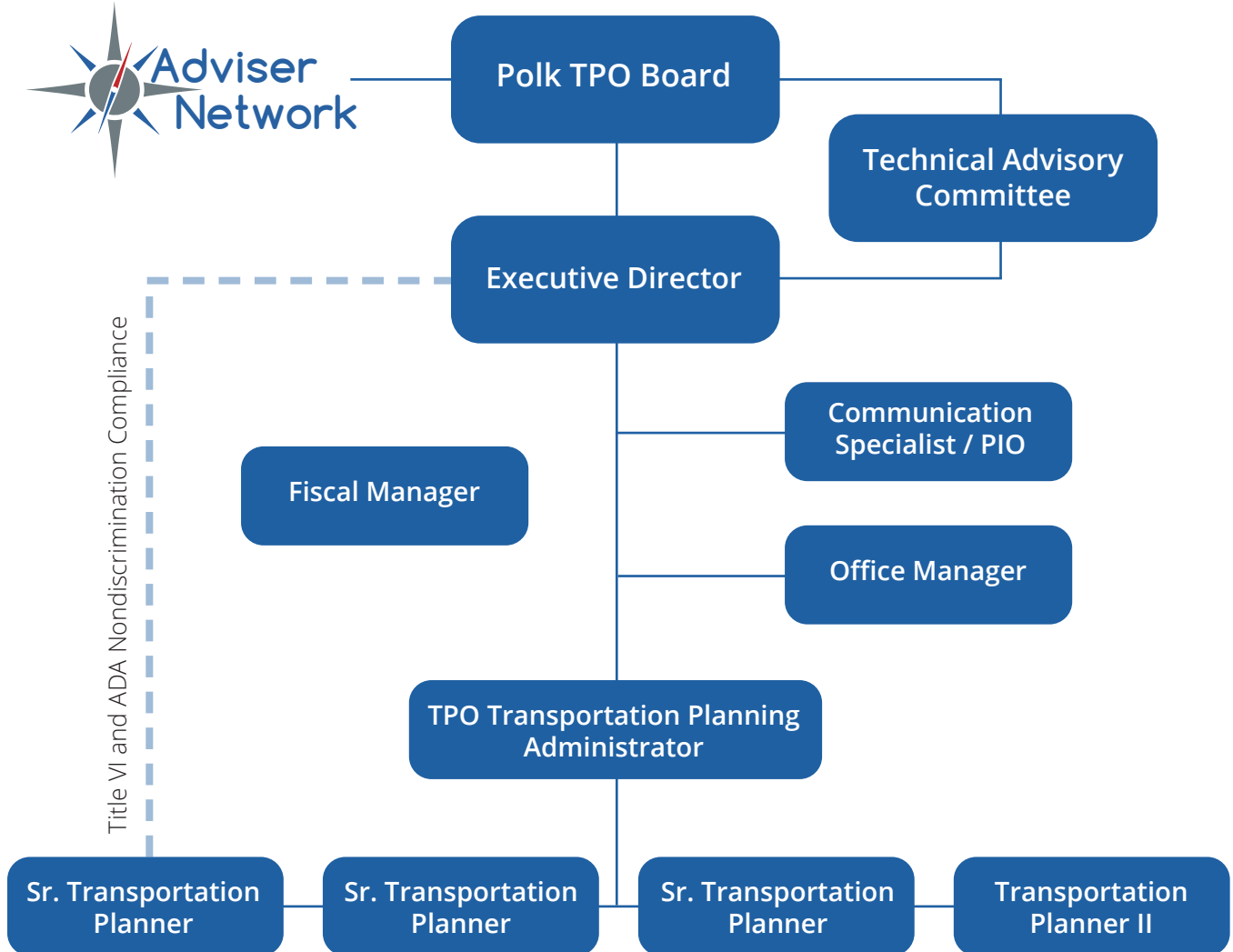
The Adviser Network includes current and former transportation industry professionals, people who serve on various boards and committees around the area, and people between the ages of 18 and 65+. The following municipalities are represented with membership on the Adviser Network: Auburndale, Bartow, Davenport, Frostproof, Haines City, Lake Alfred, Lake Wales, Lakeland, Mulberry, Poinciana, Polk City and Winter Haven. Beyond Polk County, the following Central and West Central Florida communities are represented: Clermont, Kissimmee, Orlando, Safety Harbor, Tampa and Wesley Chapel.

Become a Transportation Adviser



No time commitment - participate as your schedule allows

Polk TPO Staff



Title VI and ADA Nondiscrimination Compliance

Title IV / ADA Officer



Purpose

The Transportation Improvement Program (TIP) identifies a prioritized, financially feasible five-year program of transportation projects within Polk County that are funded through federal, state, and local sources. All projects included in the TIP are programmed by the Florida Department of Transportation (FDOT) and are consistent with the Polk Transportation Planning Organization's (Polk TPO) adopted Envision 2050 Long Range Transportation Plan (LRTP) and annual priority project lists.



The TIP includes projects within the Polk TPO metropolitan planning area funded under Title 23 and Title 49 of the United States Code, as well as regionally significant projects requiring federal action. The program addresses all modes of transportation and includes highway, transit, bicycle and pedestrian, aviation, freight, rail, and intermodal projects, including both capital and non-capital initiatives.

Polk TPO updates and adopts the TIP annually to maintain consistency with the FDOT Five-Year Work Program and to preserve eligibility for federal transportation funding authorized under the Infrastructure Investment and Jobs Act (IIJA). The IIJA supports investments in roadway, bridge, transit, passenger rail, and freight infrastructure, while emphasizing system resiliency, safety, and multimodal connectivity for all users, including pedestrians and bicyclists.

The TIP is developed through a continuing, comprehensive, and cooperative (3C) planning process conducted in coordination with FDOT, local governments, public transportation providers, and other transportation partners responsible for planning, constructing, operating, and maintaining the transportation system within Polk County.

How to use the TIP

The TIP identifies cost-feasible transportation projects scheduled for implementation during the five-year planning period and reflects the goals, objectives, and investment priorities established in the Polk TPO's adopted Envision 2050 LRTP.

Projects are organized by transportation category, including:

- Pedestrian/Bicycle
- Turnpike
- Highways
- Aviation
- Florida Rail Enterprise
- Transit
- Transportation Modeling
- Intermodal
- Maintenance

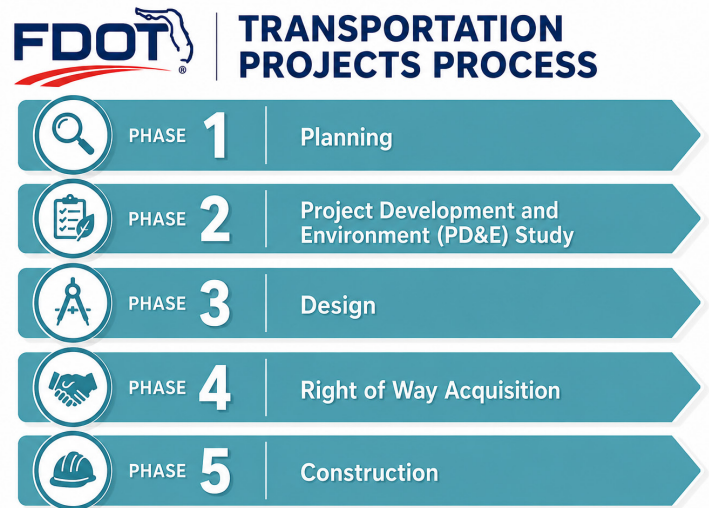
Most transportation projects advance through a standard project development process including a Planning phase, Project Development and Environment (PD&E) phase, the Design (PE) phase, the Right-of-Way (ROW) phase, and the Construction (CST) phase. Certain projects may not require all phases. For example, projects that do not require additional property acquisition may not include a ROW phase.

Introduction

Project cost information shown in the TIP includes prior expenditures and future programmed costs within the FDOT Work Program. Total project costs may not reflect the complete cost of a project if portions of the project extend beyond the current TIP period. If a construction phase is not identified, the total project cost shown may be incomplete.

Certain project categories, such as resurfacing, operational improvements, or safety projects, may identify program funding rather than a total project cost.

The Strategic Intermodal System (SIS) is Florida's statewide network of high-priority transportation facilities that support statewide and interregional mobility and economic competitiveness. SIS facilities include major highways, rail corridors, airports, seaports, waterways, freight terminals, passenger terminals, and intermodal connectors. Projects located on SIS facilities are identified accordingly within the TIP.



Project Selection

Consistent with the Polk TPO's adopted project prioritization policies, the annual priority project selection process begins each fall with the solicitation of candidate projects from local governments, transit agencies and transportation partners. Candidate projects commonly include context-sensitive street designs, bicycle and pedestrian safety projects, transit enhancements, congestion management strategies, intersection improvements and multi-use trail facilities.

To support the development of project priorities, Polk TPO staff conduct coordination meetings and workshops with local jurisdictions to review application procedures, evaluation criteria and funding eligibility requirements.

Each spring, a subcommittee comprised of representatives from the Technical Advisory Committee (TAC), and the Transportation Adviser Network evaluates, scores, and ranks submitted applications using criteria adopted by the TAC and the Polk TPO Board. These rankings form the basis of the Polk TPO's annual transportation priorities and are developed in accordance with federal metropolitan planning requirements identified in 23 C.F.R. 450.332(b).

Additional projects included in the TIP are derived from the adopted LRTP and coordinated with FDOT, Polk County, local municipalities and regional transportation partners.



Project Priority Statement

On June 12, 2025, the Polk TPO Board adopted the 2025 Priority Transportation Projects for submittal to FDOT for consideration during development of the FY 2026–2031 Tentative Work Program.

Polk TPO's highest-ranked priority project is the widening of U.S. Highway 98 from four to six lanes between Edgewood Drive and Sylvester Road to increase the level of service for this section of road because it is operating over capacity. The second highest-ranked priority project is a widening project to a small section of U.S. Highway 17/92 in downtown Haines City between 1st Street and 7th Street due to volume approaching capacity of this roadway. Another significant priority project is the State Road 544 widening, intersection and safety improvement project extending from Avenue Y NE to State Road 27, which is anticipated to be implemented in multiple phases.

FDOT may remove, defer, or “drop” projects from the State Transportation Improvement Program (STIP) that were listed as a Priority Project in an MPO's List of Priority Projects (LOPP). This might be done for several reasons, most of which relate to funding, project readiness, changing priorities or compliance requirements. A project removed from the STIP does not always mean it is permanently canceled – many projects are delayed, rescope or moved to a later funding cycle.

One of such “dropped” projects is the State Road 60 at CSX S-Line Rail Crossing project identification number 436559-1 which is located about one mile south of CSX's Central Florida Integrated Logistics Center (ILC) on CSX's S-Line. The S-Line is a major rail line running north-south on the Florida Peninsula. Trains serving the facility can be up to two miles long, which leads to significant back-ups and traffic safety issues on State Road 60. The project is designed to create a grade separation to allow flow of highway traffic and rail traffic, reducing congestion and improving safety by eliminating the conflict point and crash potential. It is the hope of the TPO board that this project will be restored and programmed in the STIP, as it remains one of the highest priority projects identified in Polk TPO's List of Priority Projects (LOPP).

Consistent with previous TIP cycles, Polk TPO's adopted priorities emphasize congestion management, safety, freight mobility, bicycle and pedestrian improvements, transit enhancements and multi-use trail connectivity.

The adopted priorities are consistent with the goals and objectives established in the Envision 2050 LRTP, Congestion Management Process (CMP), Multi-Use Trail Plan, and Transit Development Plan (TDP). Polk TPO also coordinates with local governments to ensure consistency between transportation planning initiatives and local comprehensive planning efforts.

Transportation Improvement Program Schedule

The FDOT issued a directive on TIP development and review on March 15, 1993. This directive specifies a schedule for submission of the TIP to the governor and federal agencies. Adopted TIP documents must be submitted to FDOT each year by July 15.

The TPO will continue to prepare a list of Priority Transportation Projects for adoption by the

Introduction

TPO Board and will submit the list to FDOT by July 1 each year. The succeeding Tentative Work Program will be used for the annual update of the TIP.

The state fiscal year runs from July 1 through June 30. In contrast, the fiscal year for Polk County and local governments extends from October 1 through September 30. The Capital Improvement Plans for Polk County and the local governments are not completely developed by the time the TIP is adopted, so additional information regarding new projects in local CIPs and for the TD element must be added to the TIP as an amendment later.

Congestion Management Process

As part of the TPO's Long Range Transportation Plan, Envision 2050, Transportation Management Area funding is provided to support the congestion management and related context-sensitive street designs. Improvements resulting from the Congestion Management Process can include a full range of activities, from demand management and multimodal improvements that reduce auto usage, to significant intersection and roadway expansion projects. Key focus areas for the Congestion Management Process include:



Constrained Roadways

These are roadways where additional widening projects are not feasible due to environmental, community or policy constraints.



Unfunded Needs

These are projects identified as needed in Envision 2050. However, funding is not available and they are not considered cost-feasible.



Freight Hot Spots

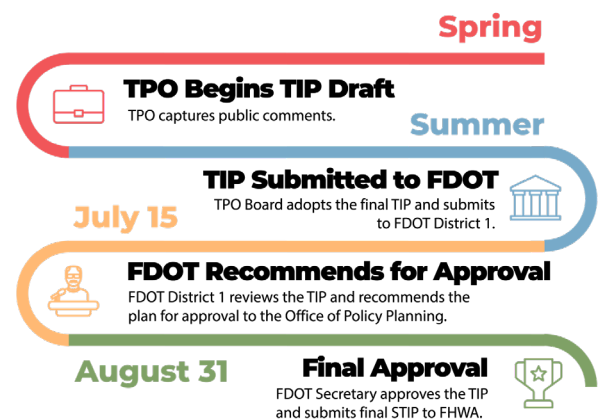
Addressing specific areas of freight and goods movement operation deficiencies.

Consistency with Other Plans

The projects included in the TIP are consistent with adopted short- and long- range transportation plans, as well as the master plans of other agencies and jurisdictions in Polk County.

Transportation projects which involve federal participation are also consistent with Envision 2050, an applicable transit development plan, or airport master plan. Transit projects are consistent with the Transit Development Plan (TDP) and the Transportation Disadvantaged

TIP Timeline



Service Plan (TDSP). Projects are also reviewed to ensure their consistency with adopted Comprehensive Plans of Polk County's local governments.

Should a change in project funding, scope or limit arise, the TPO amends the TIP through a TIP amendment process. This process mirrors the procedures required for developing and adopting the TIP. The TPO presents TIP amendments at regularly scheduled TPO Board meetings, and public notices are published on the Polk County Public Notice website and local newspaper. Social media is also used to promote public hearings, as well as a list of email contacts from the Adviser Network. Final approval of amendments by the TPO Board is done via a roll call vote consistent with subsection 339.175(14) F.S.

Public Involvement

The TPO's Public Participation Plan requires publishing a public notice and including public participation. The public notice was published in The Lakeland Sun on May 8, 2026 and the Polk County Public Notice website (<https://polkcounty.column.us/search>) to announce a 30-day comment period and a public hearing on June 11, 2026.

An email was sent to the Polk TPO Adviser Network to explain the TIP process, including how to request a copy of the draft TIP and how to comment on it. Additionally, an informational social media video directed followers to a survey on our website and to provide more information about the TIP.

We received a total of 84 survey responses and 245 comments from the public regarding the condition of the transportation system across Polk County and its 17 municipalities. This feedback provides valuable insight into the transportation requests and needs of residents. Most comments focused on transportation needs such as roadway capacity, traffic signal timing and pedestrian infrastructure. Topics included recommendations for road widening, improved signal coordination, sidewalk additions or repairs, turn lanes and safer crossings. A complete listing of the public comments received on the Draft TIP can be found in Appendix C.

The Polk TPO Adviser Network receives information on a regular basis. The members are residents with an interest in transportation issues affecting the area. They assist Polk TPO in developing transportation-related goals and objectives for shaping the urban environment. All meetings of the Polk TPO Board and its advisory committees are open to the public and provide opportunities for public comments. The public information process also includes a yearly State of the Transportation System update, informational videos, community forums and events.

The FY 2026/27 - 2030/31 Draft TIP was reviewed by the Technical Advisory Committee on May 21, 2026, and approved by the TPO Board on June 11, 2026.

Certification

A joint review of the TPO's planning process is conducted with FDOT each year. The currently adopted certification review was completed on March 19, 2026. The purpose of this review

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is to evaluate the effectiveness of the planning process and to determine its compliance with applicable federal and state requirements. The referenced parties jointly certify that the metropolitan transportation planning process (as described in 23 C.F.R. 450.336.) in the Lakeland/Winter Haven urbanized areas is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

The previous FHWA/FTA Quadrennial certification process was conducted on September 13, 2023. The next review will take place in 2027.

Regionally Significant Projects

(Exit 38) Interstate 4 (I-4) (State Road 400) at State Road 33 (FM 430185-3, 430185-4, 430185-7 and 201214-8):

Interchange Modification and two Wildlife Crossings – This project is being completed in four segments which includes the following:

- Segment one is the section of State Road 33 from Old Combee Road to south of University Boulevard reconstructing the road to a four-lane divided highway, a 10-foot sidewalk along the west side of the road and a 10-foot wide shared use path along the east side of State Road 33.
- Segment two is the section of State Road 33 from south of University Boulevard to north of Tomkow Road which goes under an I-4 bridge. A full reconstruction of the bridge and interchange will occur. The bridge will increase in height to 16 inches to meet the minimum required clearance while the roadway will be expanded to four lanes.
- Segment three will be the creation of a State Road 33 wildlife underpass which will replace an existing box culvert with a new bridge crossing to allow for the drainage of water and a path for wildlife to pass under State Road 33. It will be located approximately 1.8 miles north of the I-4/State Road 33 interchange.
- Segment four is the construction of a wildlife crossing over I-4 approximately 1.6 miles east of the I-4/State Road 33 interchange connecting the Tenoroc Management Area to the south. It will be a 44-foot-wide bridge and include plants, trees, and shrubs to allow wildlife to cross over safely.

These projects began in February 2025.

Central Polk Parkway (State Road 570B) from U.S. Highway 17 to State Road 570 (FM 440897-2):

The creation of a new four-lane tolled roadway extending approximately 6.5 miles of the Polk Parkway/SR 570 from Winter Lake Road/SR 540 to US 17/SR 35. Construction is to be completed in 2029.

Central Polk Parkway Extension (State Road 570B) (FM 440897-3-52-0):

Extension of the Central Polk Parkway/State Road (SR) 570B with approximately 2.6 miles from US 17/SR 35 to SR 60.

To receive a copy of the Polk TPO TIP, visit www.polktpo.com or call (863) 534-6486.



Performance Management

Transportation Performance Management (TPM) is a strategic, performance-based approach to transportation decision-making that links transportation investments and policy decisions to desired system outcomes. Performance measures provide quantitative indicators used to assess progress toward established goals, while performance targets define the specific level of performance to be achieved within a designated timeframe.

Federal transportation legislation requires state departments of transportation, metropolitan planning organizations (MPOs), and public transportation providers to implement performance-based planning and programming practices. These requirements include monitoring system performance, establishing data-driven targets, reporting progress, and incorporating performance outcomes into the transportation planning and project selection process. This framework promotes efficient investment of transportation resources by improving accountability, transparency, and coordination among transportation agencies.

Federal law identifies the following national transportation performance goals:

- Improving safety;
- Preserving infrastructure condition;
- Reducing traffic congestion;
- Enhancing system reliability and freight movement;
- Protecting the environment; and
- Reducing project delivery delays.

Federal regulations also require FDOT, MPOs, and public transportation providers to coordinate when establishing performance targets. To support this coordination, FDOT and the Florida Metropolitan Planning Organization Advisory Council (MPOAC) developed the Transportation Performance Management (TPM) Consensus Planning Document, which outlines the processes used to coordinate performance target development, data sharing and reporting responsibilities among Florida's transportation agencies.

The Polk TPO TIP identifies investments that support adopted performance targets related to highway safety, bridge and pavement condition, system reliability, freight movement, transit asset management, and transit safety. These investment priorities are consistent with the goals, objectives, and policies established in the Polk TPO's Envision 2050 Long Range Transportation Plan and support statewide performance initiatives identified in FDOT's Transportation Asset Management Plan and Freight Mobility and Trade Plan.

Investments in the TIP

Safety Investments

The Transportation Improvement Program (TIP) advances the investment priorities established in the Envision 2050 Long Range Transportation Plan, including safety, system preservation,

Performance Management

system performance, freight movement, and transit asset management and safety.

Through the Federal Highway Administration's Safe Streets and Roads for All (SS4A) Grant Program, Polk County received \$720,000 to develop a countywide Vision Zero Action Plan in coordination with participating municipalities. The plan is intended to identify strategies and projects that improve roadway safety and reduce fatalities and serious injuries throughout Polk County.

Safety investments in the TIP include infrastructure improvements such as school zone flashers, roadway lighting, traffic calming, traffic signals, bike lanes and sidewalks, as well as behavioral programs like Safe Routes to Schools education and pedestrian and bicycle safety outreach. Because safety is integrated throughout Polk TPO programs and supported by FDOT's Target Zero, the TIP is expected to help achieve the adopted safety performance targets.

Safety Programs

Polk TPO's Envision 2050 Long Range Transportation Plan (LRTP) establishes a long-term goal of achieving zero traffic-related fatalities and serious injuries on Polk County roadways by 2050. This goal supports FDOT's Target Zero initiative and reflects the principles of the Safe System approach promoted through the Florida Strategic Highway Safety Plan (SHSP).

To support this goal, Polk TPO conducted multiple planning studies and safety initiatives during the development of Envision 2050 to identify transportation improvements that enhance safety for all roadway users. These efforts include the Neighborhood Mobility Audits, Safe Routes to School Program, Bicycle and Pedestrian Safety Action Plans, and the Vision Zero Action Plan: Creating Safe and Livable Streets for All.

Projects identified through these planning efforts include sidewalks, bicycle facilities, transit shelters, lighting improvements, crosswalk enhancements, turn lane modifications, intersection safety improvements, and multi-use trail facilities. Many of the recommended improvements are located along high-crash corridors and areas with elevated rates of traffic, bicycle, and pedestrian fatalities and serious injuries, including CR 655/Rifle Range Road, State Road 659/Combee Road, Wabash Avenue, State Road 549/1st Street, and US 17/92.

Polk TPO's annual project prioritization process provides additional consideration to projects that address documented safety deficiencies identified through Envision 2050 and other adopted safety studies, plans and corridor analyses. This process helps ensure that available transportation funding is directed toward projects with the greatest potential to reduce crashes and improve multimodal safety.

Polk TPO also continues to advance transportation safety through partnerships with regional and community organizations. In 2017, Polk TPO partnered with Polk Vision to establish the Bicycle/Pedestrian Safety Team, which assists in implementing countermeasures identified in the Bicycle and Pedestrian Safety Action Plans. The team utilizes a coordinated "3E" approach focused on engineering, education, and enforcement strategies to improve roadway safety and



reduce bicycle and pedestrian crashes.

In coordination with Polk Vision, Polk TPO also works with the organization's Infrastructure Task Force to identify sidewalk and accessibility improvements that support safer access to public schools and community destinations. These collaborative partnerships provide valuable input from public agencies, community organizations and private stakeholders and help strengthen the TPO's ongoing transportation planning and safety initiatives.

Several projects identified through these safety partnerships and planning efforts are included in the FY 2026-27-2030/31 Transportation Improvement Program and support the implementation of Polk TPO's long-range safety goals.

In 2022, Polk TPO, in partnership with Polk County, applied for funding through the Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) Grant Program. In 2023, Polk County was awarded approximately \$720,000 to develop the Vision Zero Action Plan: Creating Safe and Livable Streets for All as part of the County's broader Vision Zero initiative.



The purpose of the SS4A grant is to develop a comprehensive countywide Vision Zero Action Plan that builds upon existing transportation safety planning efforts undertaken by Polk County, Polk TPO, and participating municipalities. The planning process encourages coordination among multiple jurisdictions and transportation partners to identify strategies, policies and infrastructure improvements intended to reduce and ultimately eliminate traffic-related fatalities and serious injuries throughout Polk County.

Upon completion, the Vision Zero Action Plan will provide a federally compliant framework for implementing data-driven transportation safety improvements and will support future eligibility for FHWA SS4A Implementation Grant funding opportunities. In 2024, the Polk County Board of County Commissioners approved the consultant agreement authorizing initiation of the Vision Zero Action Plan project.

Polk TPO, in coordination with its consultant team, including AECOM and Kittelson & Associates, continues to advance development of the Polk Vision Zero Action Plan through a combination of technical analysis, stakeholder coordination, and public engagement activities.

Development of the Action Plan has included extensive public outreach and corridor-level safety evaluations. In October 2025, the project team conducted a countywide public information meeting to introduce the Vision Zero initiative and obtain initial public input regarding transportation safety concerns and community priorities. Additional corridor-specific public meetings were subsequently conducted to gather feedback related to roadway conditions, pedestrian and bicycle safety, traffic operations and potential safety improvement opportunities along key corridors.

Performance Management

Supporting technical analyses included urban design evaluations focused on roadway characteristics that influence safety and multimodal mobility, including roadway geometry, pedestrian accessibility, intersection configuration and corridor connectivity. These analyses, combined with public input and field observations, established a comprehensive understanding of transportation safety conditions throughout the study area.

In addition to the public involvement process, the project team prepared several technical documents intended to support development of the Action Plan. These efforts included preparation of a Community Engagement Plan, a land use and development pattern analysis, and a High Injury Network analysis identifying corridors with elevated concentrations of fatal and serious injury crashes based on historical crash data provided by FDOT.

Collectively, the public outreach activities, corridor evaluations, and technical analyses are being integrated into a data-driven, community-supported Vision Zero Action Plan focused on reducing severe crashes and improving safety for all roadway users in Polk County. The completed Vision Zero Action Plan is anticipated to be presented to the public in December 2026.

Best Foot Forward is an FDOT-supported pedestrian safety initiative that Polk TPO participates in to improve driver compliance with Florida’s pedestrian right-of-way laws at marked crosswalks through a coordinated “Triple-E” approach that combines education, engineering, and enforcement strategies. The program focuses on improving driver yielding behavior through community education campaigns, targeted low-cost engineering enhancements, and high-visibility law enforcement activities at selected crosswalk locations. In 2025, eight crosswalk locations across Polk County were selected for participation based on input from local engineering, law enforcement, education, and public safety representatives, with baseline Driver Yield Rate (DYR) data collected beginning in April 2025. Following field observations and analysis, recommendations were developed to improve driver compliance and pedestrian safety conditions. Based on the 2025 evaluation process, twelve locations were identified for participation in the 2026 initiative and will continue to receive educational outreach, engineering review, and enforcement activities intended to improve pedestrian visibility, increase driver awareness, and support ongoing efforts to reduce pedestrian crashes, fatalities, and serious injuries throughout Polk County.



Table 1: 2025 Participating Crosswalks in Polk County

Jurisdiction	Crosswalk Name	Lanes	Speed	2025 DYR
Bartow	Schumate Drive & East Clower Street	4	30	76%
Lakeland	Lake Hollingsworth Drive and Ingraham Avenue	2	30	89%
Lakeland	West Fourth Street and MLK Jr. Avenue	2	25	29%
Polk County	Berkley Road and Luna Road	5	45	4%
Polk County	Bella Citta Boulevard and Tierra del sol Boulevard	4	40	49%



Jurisdiction	Crosswalk Name	Lanes	Speed	2025 DYR
Polk County	Bartow Road and Central Avenue	6	50	97%
Winter Haven	Avenue M NW & Unity Way NW	2	25	32%
Winter Haven	North Lake Howard Drive and Avenue D NW	3	30	51%

Low Yielding 0-32%	Moderate 33-66%	High Yielding 66% +
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Based on the results of the 2025 evaluation process, twelve locations were identified for participation in the 2026 Best Foot Forward initiative. These locations will continue to receive targeted educational outreach, engineering review, and enforcement activities intended to improve pedestrian visibility, increase driver awareness, and improve compliance with pedestrian right-of-way laws.

Table 2: 2026 Best Foot Forward Polk County locations

Law Enforcement Agency	Crosswalk Name
Lakeland PD	West Fourth Street and MLK Jr. Avenue
Lakeland PD	Lakeland Highlands Road & East Edgewood Drive
Winter Haven PD	Ave M NW & Unity Way NW
Winter Haven PD	North Lake Howard Drive & Avenue D NW
Winter Haven PD	West Central Avenue & First Street N
Bartow PD	Schumate Drive & East Clower Street
Auburndale PD	Main Street, Midblock south of Auburndale Central Elementary
Polk County Sheriff	Bartow Road & Winter Lake Road
Polk County Sheriff	Autumnwood Grove Blou & SR-98
Polk County Sheriff	Bella Citta Boulevard & Tierra del sol Boulevard
Polk County Sheriff	Dunson Road, Midblock west of Ridgeview Global Studies Academy
Polk County Sheriff	Main View Drive & Broad Way

Safety Investment Priorities

Following adoption of Polk TPO's Envision 2050 Long Range Transportation Plan (LRTP), the Polk TPO Board reaffirmed its commitment to achieving zero traffic-related fatalities and serious injuries on Polk County roadways by 2050. To support this goal, Polk TPO programmed a significant portion of Transportation Management Area (TMA) Surface Transportation Block Grant (SU) funds allocated to the Lakeland and Winter Haven Transportation Management Areas toward projects identified through adopted safety plans, studies, and transportation programs.

Performance Management

As a result, Polk TPO established a Transportation Improvement Program (TIP) project selection process that prioritizes projects intended to improve transportation safety and multimodal mobility throughout the planning area. These investments support intersection and operational improvements identified through the Congestion Management Process (CMP), bicycle and pedestrian facilities, transit enhancements, corridor safety projects, and multimodal improvements implemented in coordination with roadway resurfacing projects on the State Highway System.

Polk TPO also prioritizes projects that integrate safety, accessibility and operational improvements concurrently with routine roadway maintenance and resurfacing activities. This coordinated approach improves project delivery efficiency while advancing multimodal safety objectives and preserving transportation infrastructure.

In coordination with member local governments and transportation partners, the Polk TPO has prioritized approximately \$235 million in projects identified through adopted transportation safety plans, corridor studies, and multimodal planning initiatives as part of the annual project prioritization process. These projects are included in the FY 2026/27–2030/31 Transportation Improvement Program. Of this total, approximately \$25 million is specifically allocated toward transportation safety-related projects and programs.

Because safety considerations are integrated throughout FDOT and Polk TPO transportation planning and programming activities, and because of FDOT's continued implementation of the Vision Zero and Safe System approaches, the overall program of projects included in the TIP is anticipated to support progress toward achieving adopted safety performance targets.

Transportation agencies nationwide, including Polk TPO, use rolling five-year crash averages to evaluate roadway safety performance trends. Analysis of Polk County crash data from 2019 through 2024 indicates that the county experienced an average of 142 traffic fatalities annually and an average serious injury rate of 5.26 per 100 million vehicle miles traveled (VMT). Based on statewide comparisons, Polk County ranked seventh in average annual fatalities, 13th in average annual serious injuries, and 21st in fatality rate per 100 million VMT.

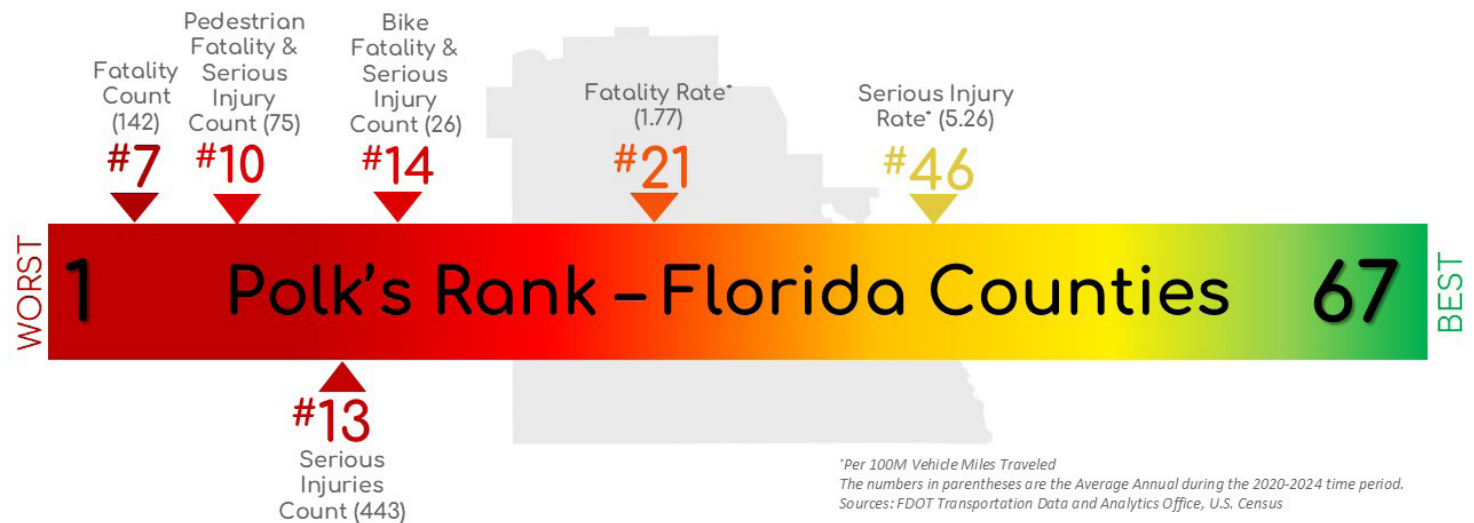
Trend analysis also indicates changes in safety performance relative to the previous five-year reporting period (2018–2023). Between 2019 and 2024, average annual serious injuries decreased by approximately 2.6%. However, traffic fatalities increased by three in 2024 compared to 2023, while serious injuries decreased by 16 during the same period. These trends demonstrate the continued need for targeted transportation safety investments and implementation of proven safety countermeasures throughout the county.

The continued occurrence of fatalities and serious injuries involving non-motorized users further emphasizes the importance of prioritizing bicycle and pedestrian safety improvements, multimodal accessibility enhancements, and context-sensitive roadway design strategies in future transportation investments.



Polk County's continued population growth is placing additional demand on the transportation system and reinforcing the need for ongoing safety-focused infrastructure investments. The county is currently the ninth most populous in Florida and remains one of the fastest-growing counties in the state. Since 2020, Polk County has added nearly 150,000 residents, bringing the estimated 2025 population to 874,790, with projections indicating the population could exceed one million residents by 2030.

Trends in Safety Performance Measures in Polk County



As the population continues to grow, so does the number of drivers using the roadway network. While increases in traffic volumes can contribute to higher crash totals, Polk County remains committed to improving roadway safety and advancing the goal of reducing fatalities and serious injuries through continued investment in transportation safety improvements.

Bridge and Pavement Investments

The TIP also supports system preservation through bridge and pavement projects on the Interstate and Non-Interstate NHS, including bridge replacements, pavement reconstruction, resiliency upgrades such as culvert improvements, and capacity-related resurfacing. The TIP allocates \$77 million for new bridge and bridge improvements, \$410 million for resurfacing, and \$223 million for capacity expansion, aligning with FDOT's Five-Year Work Program and supporting statewide pavement and bridge condition goals.

The Grandview Parkway Bridge Project Development and Environment (PD&E) Study reflects Polk TPO's commitment to improving regional mobility and connectivity in northeast Polk County. The project proposes extending Grandview Parkway across Interstate 4 (I-4) from Posner Boulevard to Dunson Road near Davenport to provide an additional east-west connection, improve access to the growing Posner Park area and surrounding developments, and reduce congestion at the US 27 and I-4 interchange. The proposed Build Alternative includes a new bridge over I-4 with two travel lanes and a sidewalk to support pedestrian and multimodal connectivity.

Performance Management

Another example of a bridge and pavement investment included in the TIP is the Interstate 4 wildlife crossing and interchange improvement project at State Road 33. This project includes interchange modifications, bridge improvements, and construction of wildlife crossings intended to improve traffic operations, reduce congestion, enhance regional mobility, and support environmental connectivity across the I-4 corridor. The project reflects FDOT's integrated approach to balancing transportation mobility, infrastructure preservation and environmental stewardship.

Projects included in the Transportation Improvement Program (TIP) are consistent with FDOT's Five-Year Work Program and reflect FDOT's continued emphasis on preserving and maintaining the transportation system in a state of good repair. In accordance with federal transportation planning requirements, projects on the National Highway System (NHS) are selected cooperatively by FDOT and the Metropolitan Planning Organization through the approved TIP process.

Given the significant level of investment dedicated to bridge rehabilitation, pavement preservation, resurfacing, and system modernization projects, Polk TPO anticipates that implementation of projects included in the TIP will support continued progress toward achieving statewide pavement and bridge condition performance targets established under FHWA's Transportation Performance Management framework.

System Performance Improvement Program Investments

The Polk TPO's Transportation Improvement Program (TIP) reflects the investment priorities established in the Envision 2050 Long Range Transportation Plan and supports regional and statewide goals related to mobility, congestion management, freight movement, and multimodal connectivity. The TIP includes investments in corridor and intersection improvements, CMP-identified projects, managed lanes, transit, bicycle and pedestrian facilities, freight mobility enhancements, TSMO/ITS initiatives, and travel demand management strategies such as park-and-ride facilities. These investments are intended to improve system reliability, operational efficiency, and freight movement throughout Polk County. The TIP dedicates approximately \$6.9 million to intersection improvements, \$39 million to congestion relief, \$223 million to freight mobility, and \$98 million to TSMO initiatives.

Project selection criteria identified in Envision 2050 and incorporated into the TIP evaluation process consider multiple system performance and freight mobility factors, including roadway level of service, congestion levels, travel speeds, freight corridor function, connectivity between regional activity centers and freight hubs, economic development impacts, and crash history along critical transportation corridors.

Polk TPO's Envision 2050 LRTP, Congestion Management Process, annual Priority Transportation Projects, and TIP are also coordinated with the goals and objectives identified in FDOT's Freight Mobility and Trade Plan, the 2060 Florida Transportation Plan, and the 2050 Strategic Intermodal



System (SIS) Plan. Collectively, these plans recognize the strategic importance of Polk County's transportation network in supporting regional and statewide freight movement throughout Central Florida.

Both Envision 2050 and FDOT's Freight Mobility and Trade Plan identify many of the same transportation improvements needed to support future freight demand across Polk County's multimodal freight network, including interstate highways, toll facilities, rail corridors, and arterial roadway connections. As a result, the TIP includes numerous projects intended to improve freight reliability, operational efficiency, and regional connectivity throughout the county.

The TIP includes funding for one of Polk TPO's highest-priority freight and mobility projects: the widening of State Road 60 from CR 630 to just east of the Kissimmee River from two lanes to four lanes. Additional freight-related investments included in the TIP are located along major regional corridors, including US 98, Interstate 4, State Road 60, US 92 (New Tampa Highway), and US 17/92.

The FY 2026/27–2030/31 TIP includes approximately:

- \$26.3 million for intersection and interchange improvements;
- \$121 million for congestion relief projects;
- \$222.6 million for freight-related improvements on the Interstate system;
- \$98.8 million for TSMO and ITS projects; and
- \$189.8 million for transit, bicycle, and pedestrian improvements.

Projects included in the TIP are consistent with FDOT's Five-Year Work Program and reflect FDOT's performance-based approach to transportation investment and system preservation. In accordance with federal transportation planning requirements, projects on the National Highway System are selected cooperatively by FDOT and the Metropolitan Planning Organization through the approved TIP process.

Given the substantial level of investment dedicated to congestion management, freight mobility, operational improvements, and multimodal transportation enhancements, Polk TPO anticipates that implementation of projects included in the TIP will support continued progress toward achieving statewide system reliability and freight performance targets established under FHWA's Transportation Performance Management (TPM) framework.

Transit Asset Management Investments

Developed in cooperation with Lakeland Area Mass Transit (LAMTD) d/b/a Citrus Connection, the TIP includes FTA-funded projects that maintain transit assets in a state of good repair. Investments include vehicle replacements, equipment upgrades, facility rehabilitation and infrastructure repairs. Project selection follows LRTP criteria that incorporate TAM performance measures. The TIP allocates \$160 million for vehicle acquisitions and facility upgrades. These investments are expected to support progress toward TAM targets. See Transit Asset Management Measures for details.

Performance Management

The TIP also includes projects that support transit safety, consistent with the PTASP and LRTP priorities. These may include safety equipment, facility improvements, and reliability enhancements. Project selection incorporates criteria aligned with transit safety performance measures. These investments are expected to support progress toward transit safety performance targets. See Citrus Connection Transit Asset Management Targets in the TIP for more information.

The Polk TPO FY 2026/27–2030/31 Transportation Improvement Program (TIP) was developed in coordination with Lakeland Area Mass Transit District, operating as Citrus Connection, and reflects the transit investment priorities established in the Envision 2050 Long Range Transportation Plan (LRTP). The TIP identifies local, state, and Federal Transit Administration (FTA) funding programmed to support Transit Asset Management (TAM) and maintain the public transportation system in a state of good repair.

Transit state of good repair investments are included within the transit and transportation disadvantaged sections of the TIP and consist of projects supporting vehicle replacement, equipment acquisition, maintenance activities, infrastructure rehabilitation, technology improvements and transit facility enhancements throughout the Polk TPO planning area.

Transit asset condition and state of good repair are key considerations in the project prioritization and selection methodologies used by Citrus Connection and Polk TPO when evaluating projects for inclusion in the TIP. The TIP incorporates investment priorities established through the LRTP and supports implementation of projects intended to improve the condition, reliability, safety and operational efficiency of transit assets within the planning area.

Consistent with federal transportation planning requirements, Polk TPO evaluates, prioritizes, and programs transit projects that are anticipated to improve transit asset conditions and support achievement of established TAM performance targets. The TIP project selection process is directly linked to Polk TPO's broader transportation goals and reflects a performance-based approach to transportation investment and programming.

Although identification of opportunities to improve an asset does not necessarily indicate the presence of an unsafe condition, assets associated with unacceptable safety risks are prioritized for rehabilitation or replacement to the maximum extent practicable. Transit providers generally prioritize replacement and rehabilitation of revenue service vehicles before non-revenue vehicles and support facilities to maintain safe and reliable public transportation operations.

Financial Plan

The TIP is financially constrained by fiscal year and identifies projects that can be implemented using current and reasonably anticipated federal, state, and local revenue sources. Existing and projected revenues serve as the basis for the FDOT Five-Year Work Program, local government Capital Improvement Programs, and transit development programming.



The TIP includes investments in highway, transit, aviation, bicycle and pedestrian, freight, multi-use trail, and transportation disadvantaged programs. The program also includes federal funding participation through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for interstate maintenance, transit capital and operating assistance, fixed guideway modernization and other eligible transportation improvements.

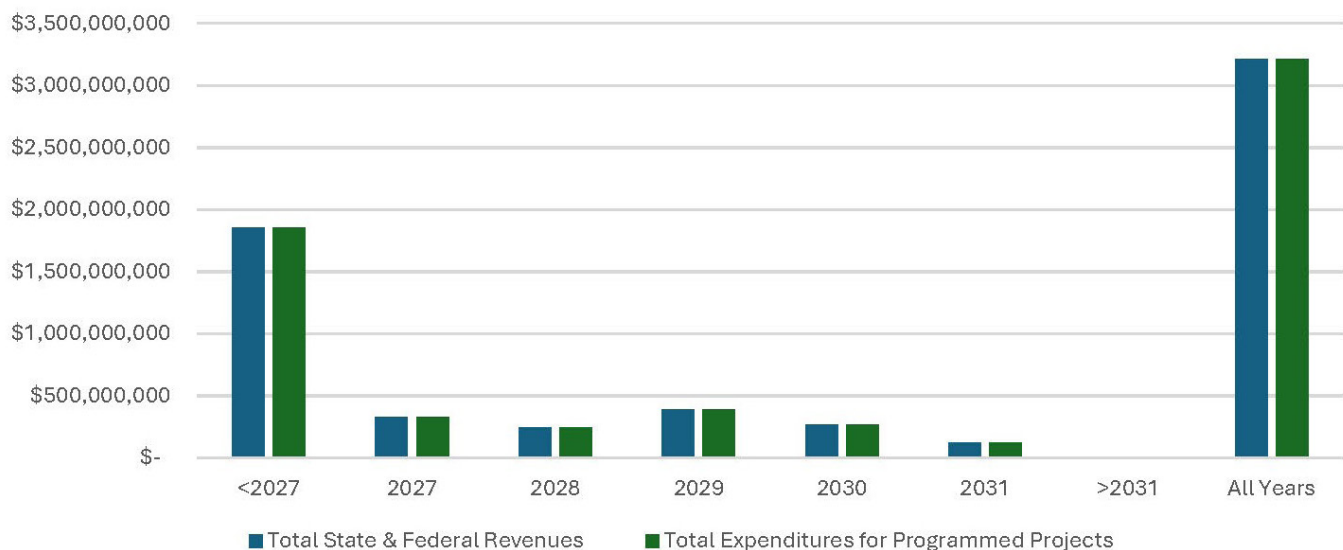
Financial information contained in the TIP is derived from the FDOT Five-Year Work Program and supporting financial summaries. In accordance with federal planning requirements, all project costs included in the TIP are presented in Year of Expenditure (YOE) dollars, which account for inflation and reflect anticipated costs in the year the expenditures are expected to occur.

Federal and state regulations require the TIP to demonstrate fiscal constraint by identifying realistic revenue estimates and programmed project costs for all included projects. The Fiscal Constraint Table summarizes anticipated revenues and programmed expenditures for the TIP period and demonstrates consistency between available funding and planned transportation investments.

Fiscal Constraint Table*

This table summarizes the estimated five-year costs for projects included in the TIP. The blue column represents anticipated state and federal revenues, while the green column shows the total programmed expenditures for TIP projects. Federal and state regulations require the TIP to include realistic revenue and cost estimates, along with project status information for all listed projects included in the “Listing of State and Local Transportation Projects” section.

Table 3: Fiscal Constraint Table



Highway Safety Measures (PM1)

The Federal Highway Administration's Safety Performance Management Measures Final Rule (PM1) established a framework for evaluating statewide and metropolitan transportation safety performance. The rule requires state DOTs and MPOs to establish annual performance targets and report progress for the following safety performance measures:

- Number of fatalities;
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of serious injuries;
- Rate of serious injuries per 100 million VMT; and
- Number of nonmotorized fatalities and serious injuries.

State Timeline and Reporting

Safety performance measure targets must be adopted annually. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for CY2026.

Table 4: Statewide Highway Safety Performance Targets

Performance Measure	2026 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy set by Florida's Legislature more than 35 years ago (Section 334.046[2], Florida Statutes, emphasis added):

"The mission of the Department of Transportation shall be to provide a safe statewide transportation system..."

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established zero as the only acceptable target for all five federal safety performance measures.



Polk TPO Safety Target Coordination

Federal regulations require MPOs to establish annual safety targets within 180 days of FDOT's adoption of statewide targets. MPOs may either establish independent quantitative targets or agree to support the statewide targets by planning and programming projects that contribute toward their achievement.

Polk TPO supports FDOT's statewide safety targets and programs transportation projects intended to improve roadway safety for all users throughout the metropolitan planning area.

Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), updated in March 2021, establishes a statewide framework for reducing traffic fatalities and serious injuries through coordinated safety planning, investment, and implementation activities. The SHSP was developed in coordination with FDOT Districts, MPOs, MPOAC, law enforcement agencies, public health organizations, and other transportation safety partners.

The SHSP builds upon traditional safety strategies focused on engineering, education, enforcement, and emergency response while incorporating additional emphasis on information intelligence, innovation, community insight and strategic investment policies. The plan also advances a Safe System approach that recognizes the importance of designing and operating transportation facilities in a manner that minimizes the likelihood and severity of crashes.

The SHSP identifies emphasis areas and implementation strategies intended to address Florida's most critical transportation safety challenges, including roadway departures, intersections, vulnerable roadway users, impaired driving, aggressive driving, commercial vehicles and emerging transportation technologies.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility and connected and automated vehicles.

Florida's Highway Safety Improvement Program

The Florida Highway Safety Improvement Program (HSIP) emphasizes the statewide commitment to achieving zero traffic fatalities and serious injuries through FDOT's Target Zero initiative and the Safe System approach. In the 2025 HSIP Annual Report, FDOT established calendar year 2026 targets of zero for all five federal safety performance measures. FHWA's 2023 safety performance assessment determined Florida did not meet or make significant progress toward its safety targets, prompting FDOT to develop the 2025 HSIP Implementation Plan.

The plan identifies priorities focused on improving coordination among safety partners,

Performance Management

maximizing safety investments, enhancing data and analysis capabilities, implementing proven countermeasures, expanding targeted safety education, and leveraging available funding opportunities. FDOT uses crash data, systemic and location-specific safety analyses, and predictive modeling to identify projects that provide the greatest potential safety benefit in coordination with MPOs, local governments, law enforcement agencies, and regional partners. During Fiscal Year 2025, Florida allocated approximately \$167 million in HSIP funding to safety projects and programs, including intersection improvements, lane departure countermeasures, and pedestrian and bicyclist safety improvements, with approximately \$140 million invested on the State Highway System and \$27 million on locally maintained roadways.



*Based on daily averages between 2020 and 2024 in Florida

Bridge and Pavement Condition Measures (PM2)

State Timeline and Reporting

State DOTs must establish two-year and four-year targets for bridge and pavement condition measures. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide bridge and pavement targets, and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition.

Polk TPO Timeline and Reporting

On April 10, 2025, Polk TPO agreed to support FDOT's statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving statewide targets.

Table 5: MPO Pavement and Bridge Condition Targets

Performance Measure	2025 MPOTarget
Percent of NHS bridges (by deck area) in good condition	50%
Percent of NHS bridges (by deck area) in poor condition	5%
Percent of Interstate pavements in good condition	60%
Percent of Interstate pavements in poor condition	5%
Percent of non-Interstate pavements in good condition	40%
Percent of non-Interstate pavements in poor condition	5%

In establishing the TPO's targets for bridge and pavement condition performance measures,



Polk TPO considered many factors. Maintaining continuity between neighboring MPO's while keeping a standard for bridge and pavement performance is essential in setting these targets. While Polk County is growing at a fast pace, keeping up with the performance of the pavements and bridges is essential. Additional funding will be needed to continue to maintain pavements as these facilities are worn and weathered.

FHWA's Bridge and Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

Bridges

- Percent of NHS bridges (by deck area) classified as in good condition;
- Percent of NHS bridges (by deck area) classified as in poor condition;

Pavement

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition.

As population and travel demand continue to increase, the number of roadway users and overall vehicle miles traveled are also expected to increase. Polk County's population grew from 602,095 in 2010 to 725,046 in 2020 and reached an estimated 874,790 residents in 2025, representing approximately 20.7 percent growth since 2020. Although increased population and travel activity influence transportation safety trends, Polk TPO, FDOT, and local transportation partners remain committed to advancing policies, programs and infrastructure improvements that support the long-term goal of eliminating traffic-related fatalities and serious injuries on Polk County roadways.

System Performance and Air Quality Improvement Program Measures (PM3)

State Timeline and Reporting

The Federal Highway Administration's (FHWA) System Performance and Freight Reliability Measures Final Rule (PM3) require state departments of transportation to establish two-year and four-year performance targets for system reliability and freight movement on the National Highway System (NHS). State DOTs are required to report progress toward these targets at the midpoint and conclusion of each performance period. At the midpoint of the reporting cycle, states may adjust their four-year performance targets based on updated performance data and system conditions.

On December 16, 2022, the Florida Department of Transportation (FDOT) established statewide system performance and freight reliability targets in accordance with federal performance management requirements. In September 2024, FDOT updated the 2025 reliability targets for

Performance Management

the percentage of person-miles traveled on both the Interstate System and the non-Interstate National Highway System that are considered reliable.

Polk TPO Timeline and Reporting

Metropolitan Planning Organizations (MPOs) are required to establish four-year targets for the following federally required PM3 measures within 180 days of FDOT’s adoption of statewide targets:

- Percent of person-miles traveled on the Interstate System that are reliable;
- Percent of person-miles traveled on the non-Interstate National Highway System that are reliable; and
- Truck Travel Time Reliability Index (TTTR).

On April 10, 2025, Polk TPO agreed to support FDOT’s statewide system performance and freight reliability targets. By supporting the statewide targets, Polk TPO agrees to plan and program transportation projects within the Transportation Improvement Program (TIP) that are intended to contribute toward achieving statewide system reliability and freight performance objectives.

Performance data for Polk TPO planning area indicates that the region currently performs better than the established statewide targets for both Interstate reliability and non-Interstate NHS reliability measures. Freight reliability performance, as measured by the Truck Travel Time Reliability Index, continues to improve and remains a key focus area for future transportation investments and operational improvements throughout the region.

Table 6: MPO System Performance and Freight Targets

Performance Measure	2025 Statewide Target
Percent of person-miles traveled on the Interstate that are reliable	75%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	60%
Truck travel time reliability (Interstate)	2.0

Transit Asset Management Measures

For equipment and rolling stock asset classes, the Useful Life Benchmark (ULB) represents the expected service life of a capital asset within a transit provider’s operating environment. ULB determinations consider factors such as service frequency, operating conditions, geography, and maintenance practices specific to the transit agency.



Table 7: Transit Asset Categories and TAM Performance Measures

Asset Category	Performance Measure	
Equipment Non-revenue support service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful ULB.	"State of good repair" is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset: 1. Is able to perform its designed function. 2. Does not pose a known unacceptable safety risk. 3. Lifecycle investment needs have been met or recovered.
Rolling Stock Revenue Vehicles	Percentage of revenue vehicles that have met or exceeded their ULB.	
Infrastructure Rail fixed-guideway track	Percentage of track segments with performance restrictions.	
Facilities Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale.	

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

TAM Target Coordination and Reporting Requirements

Federal regulations require public transportation providers to establish annual Transit Asset Management (TAM) targets and coordinate those targets with the Metropolitan Planning Organizations (MPOs) where they operate service or program projects in the Transportation Improvement Program (TIP). MPOs may either support the transit provider's targets through planning and programming activities or establish separate regional TAM targets. The FTA TAM Rule categorizes transit providers as either Tier I or Tier II based on system size and operating characteristics. Tier I providers establish and report their own TAM targets directly to FTA, while Tier II providers may establish independent targets or participate in a group TAM plan coordinated by a state DOT or other sponsor.

Table 8: Tier I versus Tier II Agencies

Tier I	Tier II
Operates rail OR ≥101 vehicles across all fixed route modes OR ≥101 vehicles across all fixed route modes	Subrecipient of 5311 funds OR American Indian Tribe OR ≤100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode

Citrus Connection Transit Asset Management Targets

Polk TPO's planning area is served by the Lakeland Area Mass Transit District, operating as Citrus Connection, which is classified as a Tier II transit provider under the FTA TAM Rule.

Performance Management

Citrus Connection established Transit Asset Management targets for applicable asset categories on October 6, 2022. On June 8, 2023, Polk TPO agreed to support Citrus Connection's TAM targets and to program projects within the TIP that are intended to contribute toward achieving those targets.

The transit provider's TAM targets are based on the age, condition, and performance of existing transit assets, as well as planned investments in rolling stock, equipment, and transit facilities. These targets reflect current asset conditions and anticipated capital investments intended to maintain and improve the transit system in a state of good repair.

Table 9: Transit Asset Management Targets for Citrus Connection

Asset Category - Performance Measure	Asset Class	FY 2027 Asset Condition	FY 2031 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have or exceed their ULB	Bus	25%	8%
	Cutaway Bus	77%	9%
	Van	100%	17%
	Low Speed Vehicle	20%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Automobile	72%	20%
	Trucks and other Rubber Tire Vehicles	90%	30%
	Fuel Tanks and Canopy	25%	25%
	Maintenance Equipment	75%	5%
	ITS Equipment	35%	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	1%	1%
	Maintenance	1%	1%
	Parking Structures	1%	1%
	Passenger Facilities	1%	1%
	Rolling Gate and Related Equipment	1%	1%
	Bus Wash Bay	90%	5%

Lakeland Area Mass Transit District Transit Asset Management Plan dated March 5, 2026



Transit Safety Performance Measures

The Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) Rule established federal transit safety performance management requirements for public transportation providers receiving federal financial assistance under Chapter 53 of Title 49, United States Code.

The PTASP requirements apply to all public transportation agencies receiving Urbanized Area Formula Grant funding under 49 U.S.C. Section 5307, as well as operators of rail transit systems subject to FTA's State Safety Oversight Program. Transit modes regulated by other federal agencies, such as passenger ferry systems regulated by the United States Coast Guard or commuter rail systems regulated by the Federal Railroad Administration, are excluded from these requirements.

In Florida, all public transportation providers operating under Sections 5307 or 5311 are required to develop and maintain a System Safety Program Plan (SSPP) in accordance with Chapter 14-90 of the Florida Administrative Code. FDOT technical guidance recommends that transit agencies update existing SSPPs to ensure consistency with federal PTASP requirements.

Each public transportation provider subject to the PTASP Rule must certify that its SSPP satisfies federal PTASP requirements, including establishment of annual transit safety performance targets for federally required safety measures. Once established, transit safety targets must be coordinated with Metropolitan Planning Organizations to support the transportation planning and programming process.

Polk TPO coordinates with Citrus Connection and FDOT to incorporate transit safety considerations into the TIP and support implementation of projects intended to improve transit system safety, reliability and operational performance throughout the planning area.

Citrus Connection Timeline and Reporting

Citrus Connection established transit safety performance targets through its Public Transportation Agency Safety Plan (PTASP) on December 10, 2025. The PTASP establishes performance measures and safety targets intended to improve transit system safety, reduce safety-related risks, and support implementation of a Safety Management System (SMS) framework consistent with Federal Transit Administration (FTA) requirements.

Transit safety performance measures established through the PTASP include targets related to:

- Fatalities;
- Injuries;
- Safety events; and
- System reliability and risk reduction performance measures.

Table 10: Transit Safety and Risk Reduction Measures and Performance Targets for Citrus Connection (2022-2024 average)

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0.33	0.01	5.30	0.23	1.00	0.07	6,471
Paratransit	0.00	0.00	2.60	0.08	n/a	n/a	14,040

Polk TPO Transit Safety Timeline and Reporting

The Polk TPO FY 2026/27–2030/31 Transportation Improvement Program (TIP) was developed and is managed in coordination with Citrus Connection and reflects the transit investment priorities established in the Envision 2050 Long Range Transportation Plan (LRTP).

Federal Transit Administration (FTA) funding programmed through Citrus Connection and FDOT supports projects and programs intended to improve transit safety, reliability, accessibility, and operational performance throughout the Polk TPO planning area. Transit safety-related investments included in the TIP consist of operating assistance, capital improvements, preventative maintenance activities and corridor improvement projects supporting fixed-route transit operations.

Examples of transit safety-related projects programmed in the TIP include:

- FM 410149-2 Operating Expenses for Fixed Route (Lakeland Urban Area)
- FM 410150-2 Operating Expenses for Fixed Route (Winter Haven Area)
- FM 448715-1 Pilot Project – Urban Corridor Improvements (Lakeland Area Mass Transit)
- FM 455183-1 Operating for Fixed Route (Poinciana Small Urban Area)
- FM 455184-1 Capital for Fixed Route (Four Corners Small Urban Area)
- FM 455572-2 Operating for Fixed Route (Four Corners Small Urban Area)

Transit safety is an important consideration within Polk TPO’s project prioritization and selection methodology for the TIP. The TIP includes investment priorities that support implementation of Polk TPO’s adopted transportation goals, including transit safety, system reliability, and state of good repair objectives established through the LRTP.

Polk TPO will continue coordinating with Citrus Connection and FDOT to maintain and improve the safety, reliability, and condition of the region’s transit system and to support implementation of transit asset management and transit safety initiatives.





2025 Polk TPO Priority Projects



2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
Candidate Priority Road Projects (Non-SIS Roads) - State Funds and other Surface Transportation Program (STP) Funds										
			PD&E	Design	ROW	CST				
1	US 98 Widening, TSM & Operational Improvements FPN: 197564-4	This portion of US 98 is one the most congested state highways in Lakeland and is a long-standing priority of the TPO to widen the corridor from 4 to 6-lanes from Edgewood Dr to Sylvester Rd. Project is broken down into three segments. Portions of the corridor are operating over capacity.	Complete	Complete	Complete	Unfunded	Construction	FY 2026/27 - 2030/31	STP/other State funds	\$38,814
2	US 17/92 FPN: 431351-1	Long-standing priority of the TPO to widen a small section of US 17/92 in Downtown Haines City between 1st St. and 17th St. Volume approaching capacity of the roadway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
3	SR 544 FPN: 440273-1	Roadway widening, intersection, safety and complete street improvements from Avenue Y NE to SR 17. Project has been divided into 8 segments for design and construction. The priority is the intersection of SR 544 and US 27. Improvements should be consistent to extent feasible with the ultimate Improvements identified in the 2045 LRTP, and PD&E Study that is underway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$22,500
4	US 92 (New Tampa Highway) FPN: 433558-2	Intersection Improvements requested along corridor (County Line Rd to Wabash Ave) to address failing/congested turning movements at County Line Road, SR 572 (Airport Rd) and Wabash Avenue.	Complete	Unfunded	NA	Unfunded	Design/CST	FY 2026/27 - 2030/31	STP/other State funds	\$27,071
5	US 17/92 Lake Alfred FPN: 442404-3	Polk County will be widening CR 557 from US 17/92 to Interstate 4. This project will evaluate the needed Intersection Improvement at US 17/92 and CR 557 in Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
6	US 17/92 Lake Alfred (442404-3)	Project will evaluate complete street improvements as recommended in FDOT US 17/92 Study (2019) through Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
7	Wabash Avenue Extension	Construction of a new 2-lane road between Harden Blvd and Ariana St. intended to provide additional north-south capacity in southwest Lakeland. The City of Lakeland is seeking Federal funding for construction of this new roadway.	Complete	Complete	Committed	Unfunded	Construction, CEI & Post-Des. Services	FY 2026/27 - 2030/31	Federal Funds	\$35,058
8	US 17	The US 17 Vision Plan Improvements consist of Complete Street project on US 17 from SR 540 (Cypress Gardens Blvd) to SR 544 (Havendale Blvd) - a distance of 2.8 miles. The goal of the project is to improve safety, improve the multimodal framework, intersection improvements, building place making features (gateway, way finding), and other improvements for the environment and comfort of the corridor users.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$881 PE \$7,340 CST
9	Cypress Gardens Blvd Corridor (West)	The City is requesting funding for the design and implementation of the recommendations from FDOT's Corridor Study for the portion of State Road 540 (Cypress Gardens Blvd) between 1st Street and CR 550 (Overlook Drive). Volume is approaching the capacity of the roadway.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
10	Cypress Gardens Blvd Corridor (East)	Complete Street project on SR 540/Cypress Gardens Boulevard from East Lake Summit Drive to Waterview Way extending approximately 1.75 miles. The project includes adding sidewalk connections, changing the typical section of the roadway, reconstructing the intersection at SR 540/Cypress Gardens Boulevard and Legoland Way.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$1,553 PE \$12,942 CST
11	Main Street Roundabout	The City of Bartow is requesting funding for the design and construction of a roundabout at the intersection of Main Street and North Second Avenue.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	Federal Funds	\$181 PE \$952 CST
Total										\$167,292



2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
Candidate Freight Projects for Strategic Intermodal System (SIS) Funds										
1	State Road 60 widening FPN: 433856-2/3	State Road 60 is planned to be widened from two to four-lanes in eastern Polk County from CR 630 to just east of the Kissimmee River. State Road 60 is a regionally significant SIS freight corridor in Central Florida serving the seaports of Port of Tampa and Port Canaveral on either coast and one of Florida's largest inland ports in the Central Florida Integrated Logistics Center (ILC) in Winter Haven. The two-lane portion of State Road 60 in eastern Polk and western Osceola County between CR 630 and Florida's Turnpike is the only portion of the road that is not four or more lanes in Florida. The two-lane section of roadway, with little or no shoulders, presents an increased safety hazard for high-speed truck and automobile travel. This portion of State Road 60 has a high number of severe crashes and fatalities which result in very long road closures and delays.	Complete	Partially Funded	Unfunded	Unfunded	Design/ROW	FY 2026	SIS/State Funds/NHFP Funds & TMA SU Funds (\$2M to match NHFP Grant)	\$19,600
Total									Total	\$19,600
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
Candidate Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP) Projects										
1	Thompson Nursery Road Widening	Thompson Nursery Road is planned to be widened from two to four-lanes between West Lake Ruby Drive and US 27 in South Winter Haven. This segment of Thompson Nursery Road serves as Phase 2 of the larger improvement to extend and realign Thompson Nursery Road between US 17 and US 27. Upon completion, the expanded corridor will, along with State Road 540 (Winter Lake Road), provide a new contiguous four-lane connection between State Road 570 (Polk Parkway) and US 27.	Complete	Underway	Funded	Funded	Construction	FY 2026 - 2028	State TRIP/CIGP Funds	\$5,000
Total									Total	\$5,000
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
Candidate Transit Projects - FTA and TMA-SU Funds										
1	Lakeland Intermodal Center	The Lakeland Intermodal Center will be a state-of-the-art transit terminal for the Citrus Connection, with a new transportation center for Citrus Connection staff, a parking garage supporting potential future SunRail commuter rail service, a re-located AMTRAK Station, as well as, planned re-development activity around the RP Funding Center convention center and arena complex.	Underway	Unfunded	Unfunded	Unfunded	Design	FY 2025 - 2029	FTA Funds	\$5,000
Total									Total	\$5,000



2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
Candidate Surface Transportation Program Projects - Lakeland & Winter Haven TMA SU & Transportation Alternative Funds (TAP) - Complete Streets & Multi-Use Trails										
			PD&E	Design	ROW	CST				
1	8th Street NW & Ave L NW Complete Street Enhancements FPN: 453407-1	This project was a priority of the TPO in 2023, was funded by FDOT, then Deleted from the Work Program due to the removal of Carbon Reduction funding from the Work Program. As a result, the TPO is establishing this project as its number one priority in this category for 2025. Project requests funding for complete street improvements including sidewalks, crosswalks, a roundabout and bike sharrows in Winter Haven.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2029/30	TMA SU (4125302)/TAP Funds	\$1,115
2	Lake Parker - Tenoroc Conenctor Trail	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center. This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27-2029/30	TMA SU (4125302)/TAP Funds/SUN Trail Funds	\$3,268
3	Fairbanks Street Sidewalk	The Fairbanks Street Sidewalk project will add a sidewalk along the south side of Fairbanks Street between W. Bella Vista Street and FL-539/Kathleen Road addressing the bicycle/pedestrian needs and will support the redevelopment goals of this area and fill a gap in the connectivity of sidewalks and pedestrian network.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2025/26 - 2029/30	TMA SU (4125302)/TAP Funds	\$500
4	Jackson Avenue Corridor Safety Project	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/TAP Funds/SUN Trail Funds	\$752 PE \$3,363 CST
5	US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)	This project consists of a request for PD&E and preliminary design phase (up to 30%) for appropriate bicycle/pedestrian infrastructure on, or adjacent to, the US 92/Memorial Boulevard that spans the CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland. This project is in response to the recommendation from FDOT's AAA Study (2019).	Not Applicable	Unfunded	Unfunded	Unfunded	PD&E/Design (30%)	FY 2026/27 - 2029/30	TMA SU (4125302)/TAP Funds	\$2,000
Total										\$10,998



2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)	
Candidate Regional Multi-Use Trail Projects - Transportation Alternative Funds (TAP), SUNTrail and Lakeland/Winter Haven TMA SU Funds											
			PD&E	Design	ROW	CST					
1	Old Dixie Trail - Auburndale to Haines City FPN: 435391-2	Regional multi-use trail between Auburndale and Haines City. Joint application prepared by Auburndale, Lake Alfred, Winter Haven and Polk County. Trail will link the Auburndale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail. Part of Florida's SUN Trail network.	Complete	Underway	Unfunded	Unfunded	ROW, Construction	FY 2026/27 - 2030/31	Florida SUN Trail Funds	\$14,750	
2	Lake Parker - Tenoroc Conenctor Trail (Lakeland)	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center. This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$3,268	
3	Lakeshore Drive SUN Trail Project	The project replaces 5-6-foot wide sidewalk along the the east side of Lakeshore Drive with a 10-foot-wide multi-use trail between Parker St. and southern terminus of the West Lake Parker Trail just north of Memorial Blvd. The trail will also cross US 92 (Memorial Blvd.) which is a top five intersection for fatal/severe injury angle crashes within Lakeland.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/CST	FY 2027/28 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$2,142	
4	Jackson Avenue Corridor Safety Project (Bartow)	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$752 PE \$3,363 CST	
							Total				\$24,275
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)	
			PD&E	Design	ROW	CST					
Candidate Projects from Lakeland Area Alternative Analysis (AAA) - State Funds, Surface Transportation Program Funds, or TMA-SU Funds											
1	SR 539 (Kathleen Rd)	Pedestrian/complete street and intersection improvements between 8th and 14th Streets.	Unfunded	Unfunded	Unfunded	Unfunded	Design/CST	FY 2025/26 - 2029/30	SF/STP/TMA SU Funds	\$1,000	
2	Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel - Sloan Avenue	With the opening of Bonnet Springs Park immediately north of SR 548/George Jenkins Boulevard, a bicycle/pedestrian route has become an even more important connection to Downtown and will complement the roundabout recently completed at the adjacent "Five Points" intersection.	FDOT's Polk Rail Study	Unfunded	Unfunded	Unfunded	Funding for Design & ROW	FY 2025/26 - 2029/30	Other State/ Federal Rail - Intermodal Funds	\$2,000	
							Total				\$3,000
							Total Cost of All Projects				\$235,165

Legend

Funded Highway Projects FY 2025 - 2030

- Committed/Funded Highway Projects
- + Committed/Funded Intersection/Interchange/Bridge Project

Candidate Highway Projects FY 2025/26 - 2030/31

- New Road/Road Widening Project
- + Intersection/Interchange Project

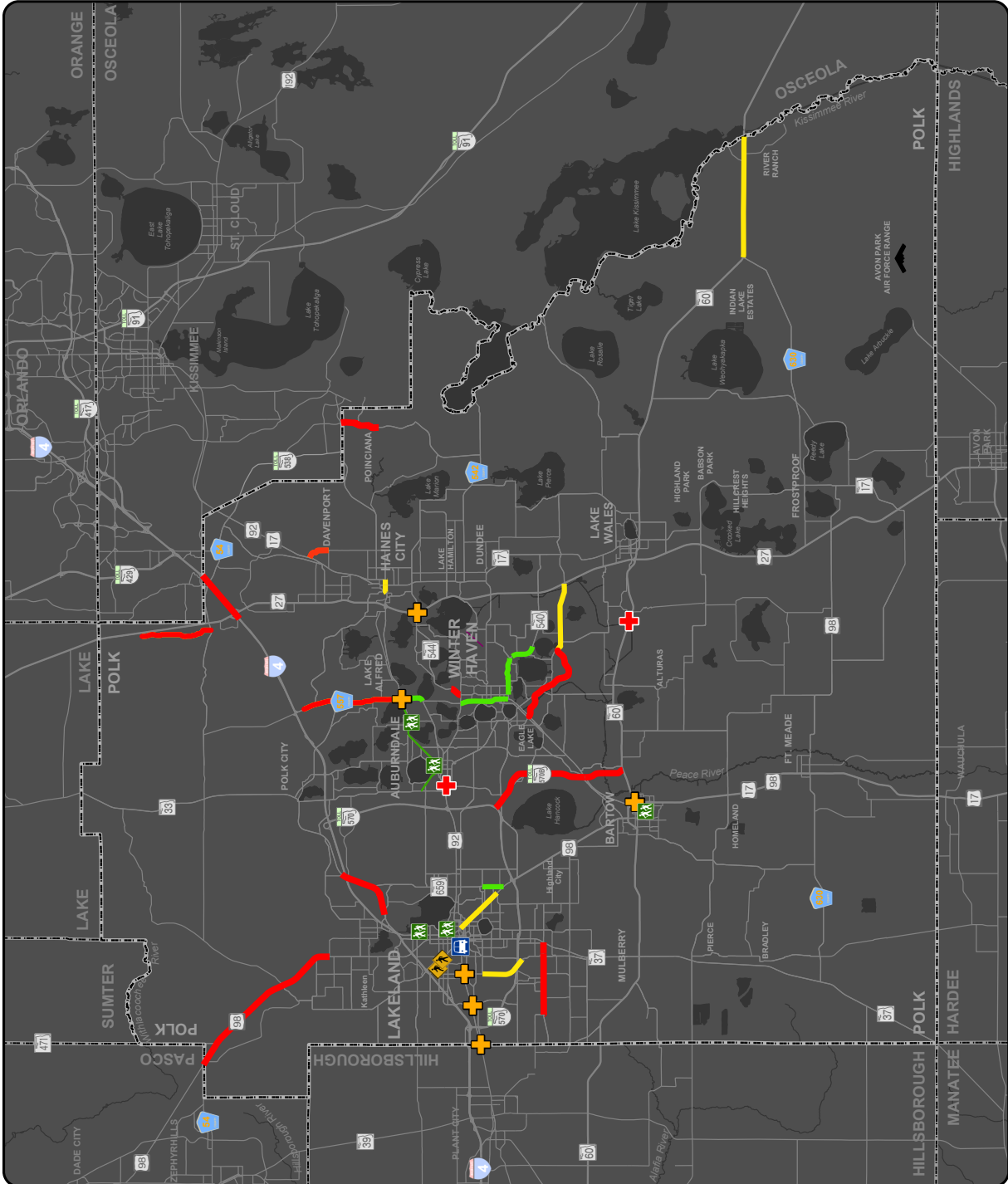
Other Candidate Projects FY 2025/26 - 2030/31

- Complete Street/Congestion Management
- + Bicycle/Pedestrian
- Multi-Use Trail



Polk Transportation
Planning Organization

June 12, 2025





Polk Transportation
Planning Organization

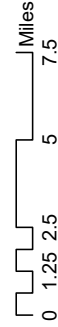
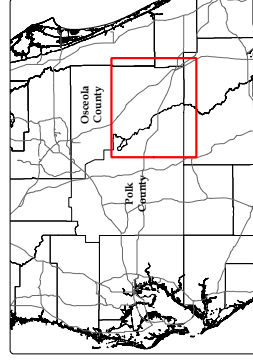
State Road 60 CR 630 - US 441

Legend

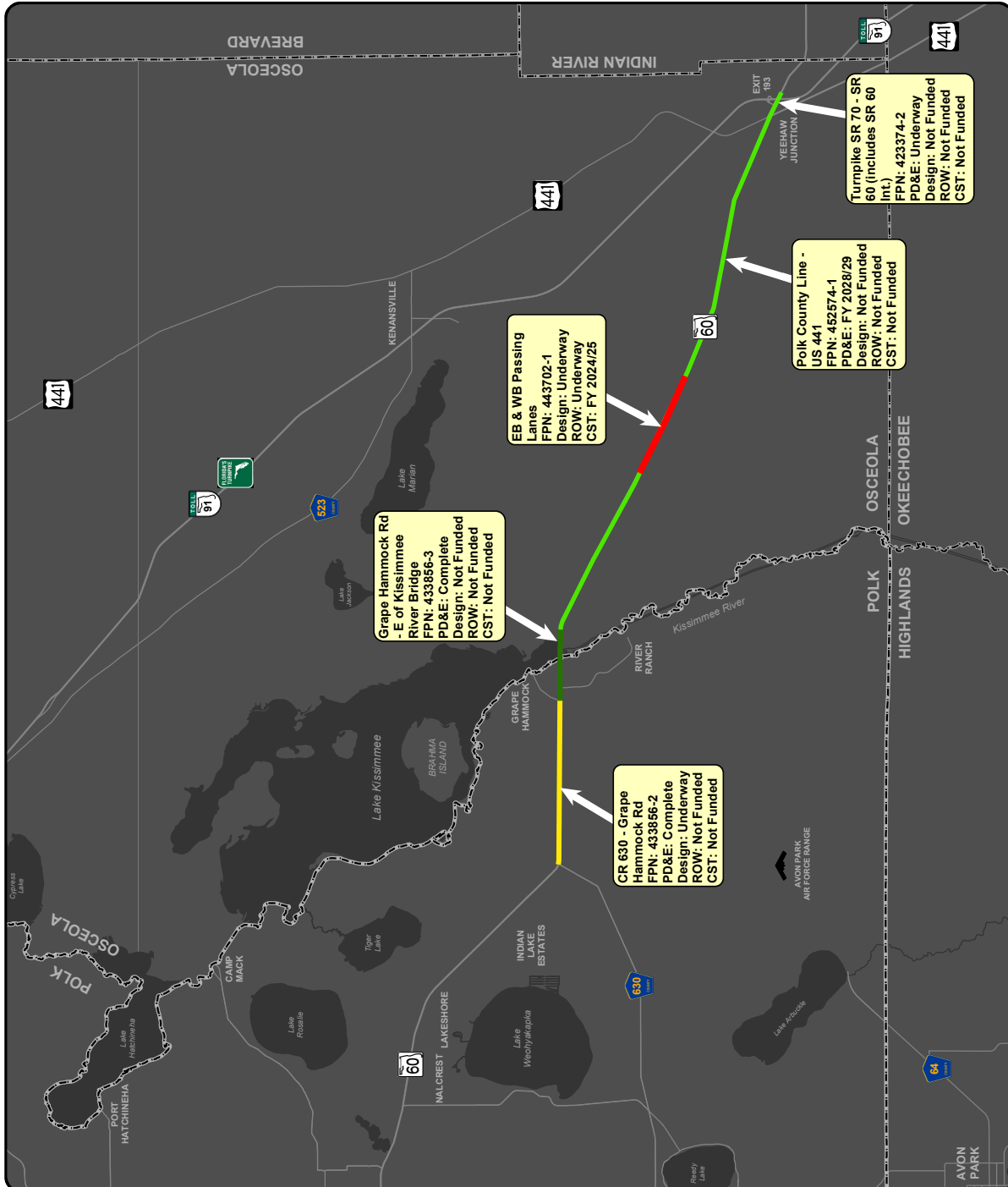
Funded Highway Projects FY 2024 - 2029

- PD&E Study Programmed
- PD&E Study Complete
- Design Underway
- Construction (Passing Lanes)

Map Locator



June 12, 2025



SCTPA District 1 MPOs - DRAFT 2025 TRIP Project List							
2025 Rank	FPN #	Project Name	Description	Agency	Requested Phase(s)	TRIP Funding Request	Total Project Cost
1		THOMPSON NURSERY RD FROM WEST LAKE RUBY DRIVE TO US 27	Widen from 2 Lanes to 4 Lanes	Polk County TPO	ROW	\$ 5,000,000	\$22,000,000
2		FRUITVILLE RD FROM SARASOTA CENTER BLVD TO LORRAINE RD	Widen from 2 Lanes to 4 Lanes	Sarasota/Manatee MPO	CST	\$ 12,533,934	\$25,067,869
3		LORRAINE RD FROM PALMER BLVD TO FRUITVILLE RD	Construct two outer lanes of new four lane roadway	Sarasota/Manatee MPO	CST	\$ 25,072,461	\$50,144,922
4		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT B	Construct new four lane roadway	Sarasota/Manatee MPO	CST	\$ 24,569,060	\$49,138,119
5		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT C	Construct new four lane roadway	Sarasota/Manatee MPO	CST	\$ 33,587,042	\$67,174,084
6		SR 72/CLARK RD AT MCINTOSH RD	Intersection improvements at Clark Rd (SR 72) and McIntosh Rd	Sarasota/Manatee MPO	PE	\$ 1,000,000	\$2,000,000
		*FORT HAMER RD FROM RIVE ISLE RUN TO US 301	Project is not listed in current MPO LRTP	Sarasota/Manatee MPO		\$ 9,692,150	
		CR 557 FROM NORTH OF US 17/92 TO INTERSTATE 4		Polk County TPO		\$ 5,000,000	
		NORTH RIDGE TRAIL FROM DEEN STILL RD TO SAND MINE RD		Polk County TPO		\$ 5,000,000	
		HONORE AVE FROM FRUITVILLE RD TO 12TH ST		Sarasota/Manatee MPO		\$ 5,010,000	



Thompson Nursery Rd
 US 17 - US 27

Legend

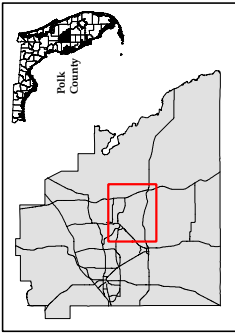
Thompson Nursery Rd Projects

- New 4-Lane Road
- 2 to 4-Lane Road Widening
- New 4-Lane Road - Corridor being Studied

Other Map Features

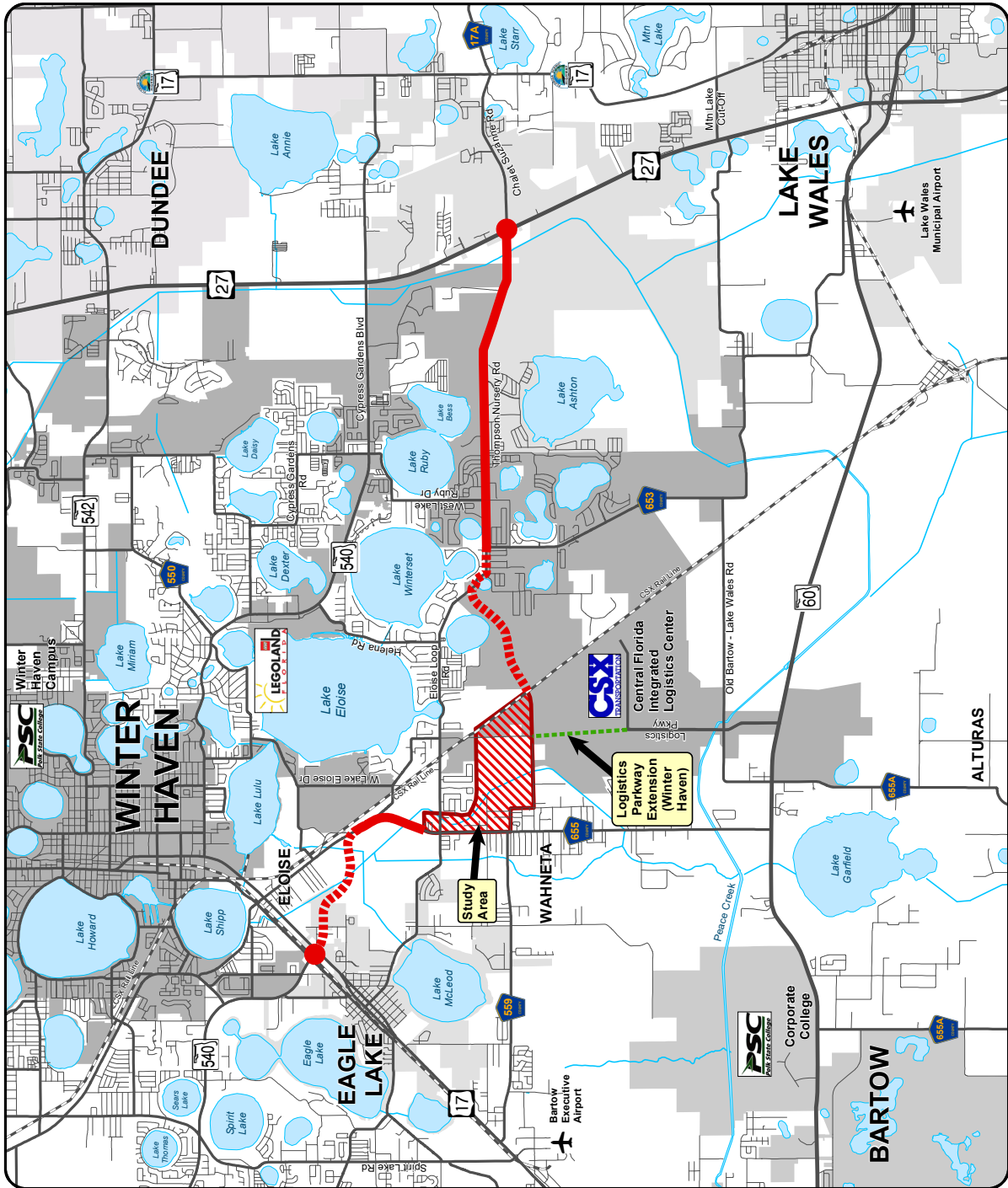
- Other Road Projects
- Other Major Roads
- City Limits (color varies)

Map Locator



0 0.5 1 2 3 Miles

Polk Transportation Planning Organization
June 12, 2025





Five Year TIP Fund Summary

STIP Project Detail And Summaries Report

** Repayment Phases are not included in the Summary Reports

Fund	Fund Name	<2027	2027	2028	2029	2030	2031	>2031	All Years
	TOTAL OUTSIDE YEARS	23,301,454							23,301,454
	TOTAL OUTSIDE YEARS	349,179							349,179
	TOTAL OUTSIDE YEARS	350,568,547							350,568,547
	TOTAL OUTSIDE YEARS	312,904,313						1,359	312,905,672
ACCM	ADVANCE CONSTRUCTION (CM)		1,052,308	2,143,406	338,039	2,382,833			5,916,586
ACFP	AC FREIGHT PROG (NFP)	36,699	11,213,256						11,249,955
ACNP	ADVANCE CONSTRUCTION NHPP	9,064,137				52,024,495	20,170,005		81,258,637
ACNR	AC NAT HWY PERFORM RESURFACING			53,879,652	12,037,857				65,917,509
ACPL	ADVANCE CONSTRUCTION PLANNING		1,365,146	1,365,146	1,365,146	1,365,146	1,365,146		6,825,730
ACPR	AC - PROTECT GRANT PGM			543,540					543,540
ACSA	ADVANCE CONSTRUCTION (SA)	829,486	4,758,375	7,120,817	150,278	24,235,162	2,350,291		39,444,409
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	9,720	1,858,400	2,562,580	187,515	3,025,055			7,643,270
ACSU	ADVANCE CONSTRUCTION (SU)	2,516,101	11,198,097	8,722,338	8,722,338	8,722,338	7,722,338		47,603,550
ARPA	AMERICAN RESCUE PLAN ACT	9,000,000							9,000,000
ARPI	ARPA INTEREST	114,999							114,999
ART	ARTERIAL HIGHWAYS PROGRAMS	746,207							746,207
ARTW	ARTERIAL WIDENING PROGRAM	2,000				14,900,000			14,902,000
BRP	STATE BRIDGE REPLACEMENT	75,419							75,419
CD24	CONGRESS GF EARMARKS HIP 2024		7,500,000						7,500,000
D	UNRESTRICTED STATE PRIMARY	66,696,168	7,798,580	5,284,200	5,254,200	5,254,200	5,254,200		95,541,548
DDR	DISTRICT DEDICATED REVENUE	53,261,362	52,862,556	67,981,265	75,310,475	7,670,343	13,075,648		270,161,649
DEM	ENVIRONMENTAL MITIGATION	4,000,000							4,000,000
DI	ST. - S/W INTER/INTRASTATE HWY	2,519,347		1,125,000				928,945	4,573,292
DIH	STATE IN-HOUSE PRODUCT SUPPORT	2,160,191	1,592,537	563,871	322,435	1,325,640	640,750		6,605,424
DIOH	STATE 100% - INDIRECT/OVERHEAD	25,537,212	8,126,636	5,988,131	7,092,781	5,739,498	2,420,247	58,712	54,963,217
DIS	STRATEGIC INTERMODAL SYSTEM	825,000	4,200,000		396,201				5,421,201
DITS	STATEWIDE ITS - STATE 100%.	8,549,383	2,408,222			400,000	4,010,378		15,367,983
DPTO	STATE - PTO	27,609,425	3,283,974	9,963,641	58,433,397	41,151,495	2,000,000		142,441,932
DS	STATE PRIMARY HIGHWAYS & PTO	19,706,971	15,552,685	7,517,697	23,386,600	379,144	3,179,067		69,722,164
DU	STATE PRIMARY/FEDERAL REIMB	6,621,081	795,486	913,000	800,000	805,000	984,041		10,918,608
EM19	GAA EARMARKS FY 2019	12,910,770							12,910,770
FAA	FEDERAL AVIATION ADMIN	3,956,434	1,296,000	3,594,986	2,205,000	2,884,140			13,936,560
FC5	OPEN GRADE FRICTION COURSE FC5		10,493,186						10,493,186
FTA	FEDERAL TRANSIT ADMINISTRATION	91,797,253	6,207,558	12,429,645	12,901,188	17,667,987	18,352,834		159,356,465
GMR	GROWTH MANAGEMENT FOR SIS	5,965,260			41,469,631				47,434,891
GRTR	FY2024 SB106 TRAIL NETWORK	395,000							395,000
HSP	SAFETY (HIWAY SAFETY PROGRAM)	209,902							209,902
LF	LOCAL FUNDS	100,431,340	76,266,042	27,061,387	72,438,867	59,138,344	20,480,007		355,815,987
MFF	MOVING FLORIDA FOWARD	24,193,041	796,576	1,215,810	1,215,810	1,897,719	1,435,209	94,473	30,848,638
NFP	NATIONAL FREIGHT PROGRAM	1,014,587							1,014,587
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	30,020,531							30,020,531
PKBD	TURNPIKE MASTER BOND FUND	246,146,226	2,210,000						248,356,226
PKED	2012 SB1998-TURNPIKE FEEDER RD	21,195,780							21,195,780
PKM1	TURNPIKE TOLL MAINTENANCE	16,463,934	14,261,572	14,649,052	14,707,099	14,812,949	14,847,091		89,741,697
PKOH	TURNPIKE INDIRECT COSTS	27,612,779	1,615,595	89,744	1,041,248				30,359,366
PKYI	TURNPIKE IMPROVEMENT	310,524,692	64,002,911	3,678,048	42,674,100				420,879,751
PKYO	TURNPIKE TOLL COLLECTION/OPER.	1,637,832	900,087	900,087	900,087	900,087			5,238,180
PKYR	TURNPIKE RENEWAL & REPLACEMENT	164,014							164,014
RHH	RAIL HIGHWAY X-INGS - HAZARD	229,866	397,591		641,610	889,854			2,158,921
RHP	RAIL HIGHWAY X-INGS - PROT DEV	144,214							144,214
SA	STP, ANY AREA	1,200,000							1,200,000
SIBF	FEDERAL FUNDED SIB	6,232,824							6,232,824
SIWR	2015 SB2514A-STRATEGIC INT SYS	7,889,032			5,817,926				13,706,958
SL	STP, AREAS <= 200K	405,560							405,560
STED	2012 SB1998-STRATEGIC ECON COR	1,173,296	406,207						1,579,503
SU	STP, URBAN AREAS > 200K	2,140,091							2,140,091
TALT	TRANSPORTATION ALTS- ANY AREA		4,823,240	861,939		391,591			6,076,770
TALU	TRANSPORTATION ALTS- >200K	1,661,215	1,288,360	1,262,356	1,262,356	1,262,356	1,262,356		7,998,999
TLWR	2015 SB2514A-TRAIL NETWORK	249,628	4,000,000	110,102			919,355		5,279,085
TRIP	TRANS REGIONAL INCENTIVE PROGM	12,443,806	4,376,786						16,820,592
TRWR	2015 SB2514A-TRAN REG INCT PRG			1,138,157			2,434,391		3,572,548
Grand Total:		1,855,413,308	328,907,969	242,665,597	391,072,184	269,225,376	122,903,354	1,083,489	3,211,271,277

Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
External	114,999							114,999
Federal	190,391,155	46,253,817	95,399,405	40,611,327	115,655,957	52,207,011		540,518,672
Federal Earmark	349,179	7,500,000						7,849,179
Local	100,431,340	76,266,042	27,061,387	72,438,867	59,138,344	20,480,007		355,815,987
State 100%	648,672,845	115,897,945	100,887,874	218,699,456	78,718,039	35,369,245	1,082,130	1,199,327,534
Toll/Turnpike	915,453,790	82,990,165	19,316,931	59,322,534	15,713,036	14,847,091	1,359	1,107,644,906
Grand Total:	1,855,413,308	328,907,969	242,665,597	391,072,184	269,225,376	122,903,354	1,083,489	3,211,271,277



Obligated Federally Funded Projects

DATE RUN: 10/01/2025
TIME RUN: 09.49.12
MROBLTP

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PAGE 1
POLK TPO

HIGHWAYS

PROJECT DESCRIPTION: CITY OF LAKE LAND LEASE OF FIBER OPTIC NETWORK

NON-SIS
TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

COUNTY: POLK
PROJECT LENGTH: .000

ITEM NUMBER: 197620 4	FUND	2025
DISTRICT: 01	CODE	
ROADWAY ID:		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SL	20,278
TOTAL 197620 4		20,278
TOTAL 197620 4		20,278

PROJECT DESCRIPTION: I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532

SIS
TYPE OF WORK: ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 4

COUNTY: POLK
PROJECT LENGTH: 4.022MI

ITEM NUMBER: 201210 3	FUND	2025
DISTRICT: 01	CODE	
ROADWAY ID: 16320000		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	35,619
TOTAL 201210 3		35,619
TOTAL 201210 3		35,619

PROJECT DESCRIPTION: I-4 (SR 400) AT SR 557

SIS
TYPE OF WORK: INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0

COUNTY: POLK
PROJECT LENGTH: 1.840MI

ITEM NUMBER: 201215 3	FUND	2025
DISTRICT: 01	CODE	
ROADWAY ID: 16320000		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	307,083
	SA	-15,000
TOTAL 201215 3		292,083
TOTAL 201215 3		292,083

PROJECT DESCRIPTION: I-4 (SR 400) AT CSX RAILROAD

SIS
TYPE OF WORK: BRIDGE REPLACEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

COUNTY: POLK
PROJECT LENGTH: .004MI

ITEM NUMBER: 201217 8	FUND	2025
DISTRICT: 01	CODE	
ROADWAY ID: 16320000		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	6,819
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	5,337,890
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	45,507
TOTAL 201217 8		5,390,216
TOTAL 201217 8		5,390,216

DATE RUN: 10/01/2025
TIME RUN: 09.49.12
MEROBLTP

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HIGHWAYS
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ITEM NUMBER: 410666 3 PROJECT DESCRIPTION: SR 542 FROM BUCKEYE LOOP ROAD TO US 27
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16280000 PROJECT LENGTH: 3.526MI
FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA	1,788
SA	-14,261
TOTAL 410666 3	-12,473
TOTAL 410666 3	-12,473

NON-SIS
TYPE OF WORK: ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

SIS
TYPE OF WORK: INTERCHANGE - ADD LANES
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

ITEM NUMBER: 419243 4 PROJECT DESCRIPTION: SR 25 (US 27) AT SR 60
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16180000 PROJECT LENGTH: .909MI
FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP	32,483
SA	1,704
SU	-872,818
TOTAL 419243 4	-838,631
TOTAL 419243 4	-838,631

ITEM NUMBER: 430185 2 PROJECT DESCRIPTION: SR 33 FROM OLD COMBEE RD TO N OF TOMKOW RD
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16070000 PROJECT LENGTH: 3.721MI
FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA	1,500,000
SU	-217,793
TOTAL 430185 2	1,282,207
TOTAL 430185 2	1,282,207

NON-SIS
TYPE OF WORK: PRELIMINARY ENGINEERING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER: 431376 1 PROJECT DESCRIPTION: I-4 (SR 400) FROM SR 33 TO CR 557 (OLD GRADE RD)
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16320000 PROJECT LENGTH: 8.996MI
FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA	1,000
TOTAL 431376 1	1,000
TOTAL 431376 1	1,000

SIS
TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

HIGHWAYS
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TYPE OF WORK: PD&E/EMO STUDY *SIS*
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

PROJECT DESCRIPTION: FT FRASER TRL EXT FROM SR 540 - WINTER LK RD TO COMBEE RD - LAKE LAND
COUNTY: POLK
PROJECT LENGTH: .946MI

ITEM NUMBER: 433268 1			
DISTRICT: 01			
ROADWAY ID: 16060000			
FUND CODE		2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA			2,000
TOTAL 433268 1			2,000
TOTAL 433268 1			2,000

TYPE OF WORK: ADD LANES & RECONSTRUCT *SIS*
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

PROJECT DESCRIPTION: SR 60 FROM CR 630 TO GRAPE HAMMOCK RD
COUNTY: POLK
PROJECT LENGTH: 5.523MI

ITEM NUMBER: 433856 2			
DISTRICT: 01			
ROADWAY ID: 16130000			
FUND CODE		2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP			436,658
TOTAL 433856 2			436,658
TOTAL 433856 2			436,658

TYPE OF WORK: SIDEWALK *NON-SIS*
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

PROJECT DESCRIPTION: DAVENPORT COMPLETE STREET PHASE I AND PHASE II
COUNTY: POLK
PROJECT LENGTH: .495MI

ITEM NUMBER: 435094 2			
DISTRICT: 01			
ROADWAY ID: 16900006			
FUND CODE		2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA			2,000
TALU			-33,837
TOTAL 435094 2			-31,837
TOTAL 435094 2			-31,837

TYPE OF WORK: SIDEWALK *NON-SIS*
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

PROJECT DESCRIPTION: US 92 FROM GALLOWAY ROAD TO N CHESTNUT RD
COUNTY: POLK
PROJECT LENGTH: 1.558MI

ITEM NUMBER: 435108 1			
DISTRICT: 01			
ROADWAY ID: 16010000			
FUND CODE		2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU			-4,037
TOTAL 435108 1			-4,037
TOTAL 435108 1			-4,037

HIGHWAYS

TYPE OF WORK: PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

PROJECT DESCRIPTION: OLD DIXIE TRAIL FROM AUBURNDALE TO HAINES CITY
COUNTY: POLK
PROJECT LENGTH: .001MI

ITEM NUMBER: 435391 1			
DISTRICT: 01			
ROADWAY ID: 16000000			
	FUND	2025	
	CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
	SU		-8,209
TOTAL 435391 1			-8,209
TOTAL 435391 1			-8,209

TYPE OF WORK: BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

PROJECT DESCRIPTION: OLD DIXIE TRAIL FROM AUBURNDALE TO HAINES CITY
COUNTY: POLK
PROJECT LENGTH: .100MI

ITEM NUMBER: 435391 2			
DISTRICT: 01			
ROADWAY ID: 16000000			
	FUND	2025	
	CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
	TALT		1,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION			
	SU		20,000
	TALU		1,193,404
TOTAL 435391 2			1,214,404
TOTAL 435391 2			1,214,404

TYPE OF WORK: RIGID PAVEMENT REHABILITATION
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

PROJECT DESCRIPTION: SR 546 (US 92) FROM WABASH AVENUE TO E GARY RD
COUNTY: POLK
PROJECT LENGTH: 3.971MI

ITEM NUMBER: 436569 1			
DISTRICT: 01			
ROADWAY ID: 16100000			
	FUND	2025	
	CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
	HSP		-17,107
	SA		-162,984
TOTAL 436569 1			-180,091
TOTAL 436569 1			-180,091

TYPE OF WORK: PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

PROJECT DESCRIPTION: SR 35 (US 98) FROM WEST DAUGHTERY ROAD TO NORTH OF WEST SOCRUM RD
COUNTY: POLK
PROJECT LENGTH: 3.382MI

ITEM NUMBER: 436672 1			
DISTRICT: 01			
ROADWAY ID: 16210000			
	FUND	2025	
	CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
	SU		15,125
TOTAL 436672 1			15,125
TOTAL 436672 1			15,125

HIGHWAYS

ITEM NUMBER: 438009 1 PROJECT DESCRIPTION: SR 572 FROM N OF ROOMS TO GO ENTRANCE TO DRANE FIELD RD
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16011000 PROJECT LENGTH: 2.075MI

TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

NON-SIS

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA
TOTAL 438009 1 79,151
TOTAL 438009 1 79,151

ITEM NUMBER: 438027 1 PROJECT DESCRIPTION: SR 563 FROM S OF BEAKER ROAD TO FOREST PARK STREET
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16003001 PROJECT LENGTH: 2.322MI

TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

NON-SIS

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA
TOTAL 438027 1 54,277
TOTAL 438027 1 54,277

ITEM NUMBER: 438265 1 PROJECT DESCRIPTION: SOUTH LAKE SILVER DR FROM 5TH STREET NW TO SR 549 (1ST STREET) N
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16000000 PROJECT LENGTH: .330MI

TYPE OF WORK: SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

NON-SIS

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF WINTER HAVEN

SU
TOTAL 438265 1 652,127
TOTAL 438265 1 652,127

ITEM NUMBER: 438266 1 PROJECT DESCRIPTION: ARIANA ST SIDEWALK FROM S. WABASH AVE TO LOTUS AVE
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16000055 PROJECT LENGTH: .740MI

TYPE OF WORK: SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

NON-SIS

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU
TOTAL 438266 1 -792
TOTAL 438266 1 -792

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ITEM NUMBER: 438269 1 PROJECT DESCRIPTION: CR 580 (E JOHNSON AVE) FROM US 17/US 92 TO N 24TH STREET
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16840000 PROJECT LENGTH: .389MI

TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
NON-SIS

FUND		2025
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		
TOTAL 438269 1		2,000
TOTAL 438269 1		2,000

ITEM NUMBER: 439436 1 PROJECT DESCRIPTION: SR 37 FROM IMPERIAL BLVD TO GLENDALE ST
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16250000 PROJECT LENGTH: .431MI

TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
NON-SIS

FUND		2025
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		
TOTAL 439436 1		-42,752
TOTAL 439436 1		-42,752

ITEM NUMBER: 439439 1 PROJECT DESCRIPTION: SR 540 FROM DECASTRO RD TO JIM KEENE BLVD
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16119000 PROJECT LENGTH: 2.842MI

TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
NON-SIS

FUND		2025
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		
TOTAL 439439 1		-3,383
TOTAL 439439 1		-3,383

ITEM NUMBER: 439441 1 PROJECT DESCRIPTION: COUNTYLINE RD OVER PEACE RIVER BRIDGE #160101
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 06620000 PROJECT LENGTH: .058MI

TYPE OF WORK: BRIDGE REPLACEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
NON-SIS

FUND		2025
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHR		
TOTAL 439441 1		2,824,763
TOTAL 439441 1		2,824,763

ITEM NUMBER: 439826 1 PROJECT DESCRIPTION: SR 555 (US 17) / SOUTH OF SPIRIT LAKE / NORTH OF SPIRIT LAKE
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16030000 PROJECT LENGTH: 1.005MI

TYPE OF WORK: INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
NON-SIS

FUND		2025
CODE		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		
		-89,506

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP	1,167,656
SA	1,413,338
TOTAL 439826 1	2,491,488
TOTAL 439826 1	2,491,488

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

PROJECT DESCRIPTION:FORT FRASER TRAIL OVER SR 60
COUNTY:POLK
PROJECT LENGTH: .000

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

TAL	64,042
TOTAL 440272 1	64,042
TOTAL 440272 1	64,042

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

PROJECT DESCRIPTION:SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17
COUNTY:POLK
PROJECT LENGTH: 7.966MI

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA	25,311
SU	1,048,199
TOTAL 440273 1	1,073,510
TOTAL 440273 1	1,073,510

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

PROJECT DESCRIPTION:SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y
COUNTY:POLK
PROJECT LENGTH: .482MI

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU	-771,785
TOTAL 440273 4	-771,785
TOTAL 440273 4	-771,785

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

PROJECT DESCRIPTION:INWOOD MULTI-USE PATH FROM AVENUE S TO W LAKE CANNON DRIVE
COUNTY:POLK
PROJECT LENGTH: .000

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION

SU	1,000
TOTAL 440275 1	1,000
TOTAL 440275 1	1,000

HIGHWAYS

ITEM NUMBER:440276 1 PROJECT DESCRIPTION:AVENUE C SW FROM FIFTH STREET SW TO FIRST STREET S
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16000000 PROJECT LENGTH: .329MI

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU
TOTAL 440276 1 -504
TOTAL 440276 1 -504

ITEM NUMBER:440278 1 PROJECT DESCRIPTION:CR 655 (RIFLE RANGE) FROM 12TH ST EAST TO DOLLY BEN CT
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16590000 PROJECT LENGTH: .001MI

TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSU
TOTAL 440278 1 -942
TOTAL 440278 1 -942

ITEM NUMBER:440339 1 PROJECT DESCRIPTION:SR 555 (US 17) FROM SR 544 (HAVENDALE) TO BRIGHAM RD
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16030000 PROJECT LENGTH: 1.474MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU 2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU
TOTAL 440339 1 -23,840
TOTAL 440339 1 -21,840

ITEM NUMBER:440347 1 PROJECT DESCRIPTION:SR 17 (SCENIC HWY) FROM EAST CENTRAL PARK TO LAKE MARIE PARK
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16090000 PROJECT LENGTH: 1.080MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU 1,000

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA
TOTAL 440347 1 -28,755
TOTAL 440347 1 -27,755

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ITEM NUMBER: 440356 1
DISTRICT: 01
ROADWAY ID: 16000027

PROJECT DESCRIPTION: EDGEWOOD DRIVE N FROM US 98 TO 9TH STREET NE
COUNTY: POLK
PROJECT LENGTH: .698MI

TYPE OF WORK: BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

FUND	2025
CODE	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-49,893
TALU	-41,126
TOTAL 440356 1	-91,019
TOTAL 440356 1	-91,019

ITEM NUMBER: 440444 1
DISTRICT: 01
ROADWAY ID: 16070000

PROJECT DESCRIPTION: SR 33 (LAKELAND HILLS BLVD) FROM PARKVIEW PLACE TO GRANADA ST
COUNTY: POLK
PROJECT LENGTH: 1.130MI

TYPE OF WORK: FLEXIBLE PAVEMENT RECONSTRUCT.
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

NON-SIS

FUND	2025
CODE	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	2,526,585
SU	1,225,527
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-54,281
TOTAL 440444 1	3,697,831
TOTAL 440444 1	3,697,831

ITEM NUMBER: 440684 1
DISTRICT: 01
ROADWAY ID: 16070000

PROJECT DESCRIPTION: SR 33 FROM SOUTH OF CAROL DR TO SOUTH OF N FLORIDA AVENUE
COUNTY: POLK
PROJECT LENGTH: .225MI

TYPE OF WORK: INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

NON-SIS

FUND	2025
CODE	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,000
TOTAL 440684 1	2,000
TOTAL 440684 1	2,000

ITEM NUMBER: 441481 2
DISTRICT: 01
ROADWAY ID:

PROJECT DESCRIPTION: CRYSTAL LAKE ELEMENTARY
COUNTY: POLK
PROJECT LENGTH: .000

TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

FUND	2025
CODE	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,000
TOTAL 441481 2	1,000
TOTAL 441481 2	1,000

HIGHWAYS
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ITEM NUMBER:441556 1 PROJECT DESCRIPTION:SR 517 (US 92) FROM US 92 (SR 600) TO SR 546
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16100001 PROJECT LENGTH: .871MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		2,000
TOTAL 441556 1		2,000
TOTAL 441556 1		2,000

ITEM NUMBER:441844 1 PROJECT DESCRIPTION:THREE PARKS TRAIL W FROM CLEVELAND HEIGHTS BLVD TO WESTOVER ST
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16000000 PROJECT LENGTH: .033MI

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF LAKE LAND		
SU		-26,926
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-924
TOTAL 441844 1		-27,850
TOTAL 441844 1		-27,850

ITEM NUMBER:441847 1 PROJECT DESCRIPTION:WABASH AVE FROM ARIANA ST TO HICKORY ST
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16000000 PROJECT LENGTH: 2.113MI

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION		
CARU		-44,616
TOTAL 441847 1		-44,616
TOTAL 441847 1		-44,616

ITEM NUMBER:441847 2 PROJECT DESCRIPTION:WABASH AVE FROM ARIANA ST TO HICKORY ST
DISTRICT:01 COUNTY:POLK
ROADWAY ID: PROJECT LENGTH: .000

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-182
TOTAL 441847 2		-182
TOTAL 441847 2		-182

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ITEM NUMBER: 441889 1
DISTRICT: 01
ROADWAY ID: 16320000

PROJECT DESCRIPTION: I-4 (SR 400) FROM SR 35 (US 98) TO SR 33
COUNTY: POLK
PROJECT LENGTH: 5.453MI

TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

TOTAL 441889 1 -910
TOTAL 441889 1 -910

ITEM NUMBER: 442115 1
DISTRICT: 01
ROADWAY ID: 16180000

PROJECT DESCRIPTION: SR 25 (US 27) AT FLORENCE VILLA GROVE RD
COUNTY: POLK
PROJECT LENGTH: .247MI

TYPE OF WORK: LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP
SA

TOTAL 442115 1 -150,841
TOTAL 442115 1 -42,749
TOTAL 442115 1 -193,590

ITEM NUMBER: 442116 1
DISTRICT: 01
ROADWAY ID: 16180000

PROJECT DESCRIPTION: SR 25 (US 27) AT POLO PARK
COUNTY: POLK
PROJECT LENGTH: .256MI

TYPE OF WORK: LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP
SA

TOTAL 442116 1 -211,250
TOTAL 442116 1 -5,130
TOTAL 442116 1 -216,380

ITEM NUMBER: 442117 1
DISTRICT: 01
ROADWAY ID: 16180000

PROJECT DESCRIPTION: SR 25 (US 27) AT SANDMINE ROAD
COUNTY: POLK
PROJECT LENGTH: .237MI

TYPE OF WORK: LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP
SA

TOTAL 442117 1 -207,797
TOTAL 442117 1 -5,130
TOTAL 442117 1 -212,927

HIGHWAYS

ITEM NUMBER:442333 1 PROJECT DESCRIPTION:SR 600 (US 17/92) SIDEWALK FROM S OF HINSON AVE TO JOHNSON AVE
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16050000 PROJECT LENGTH: .517MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-5
TOTAL 442333 1		-5
TOTAL 442333 1		-5

ITEM NUMBER:442395 2 PROJECT DESCRIPTION:HURRICANE IAN ON STATE (16) SIGN REPAIR/REPLACEMENT
DISTRICT:01 COUNTY:POLK
ROADWAY ID: PROJECT LENGTH: .000

TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		5,071
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		19,396
TOTAL 442395 2		24,467
TOTAL 442395 2		24,467

ITEM NUMBER:442395 5 PROJECT DESCRIPTION:HURRICANE IAN INTERSTATE (16) SIGN REPAIR/REPLACEMENT
DISTRICT:01 COUNTY:POLK
ROADWAY ID: PROJECT LENGTH: .000

TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-14,936
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-124,470
TOTAL 442395 5		-139,406
TOTAL 442395 5		-139,406

ITEM NUMBER:442404 1 PROJECT DESCRIPTION:DOWNTOWN LAKE ALFRED ONE-WAY PAIR
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16020000 PROJECT LENGTH: 2.355MI

TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		1,000,000
TOTAL 442404 1		1,000,000
TOTAL 442404 1		1,000,000

HIGHWAYS

ITEM NUMBER:444209 1 PROJECT DESCRIPTION:JOSEPHINE ST S/W FROM CENTRAL AVE TO WESTGATE-CENTRAL TRL
 DISTRICT:01 COUNTY:POLK
 ROADWAY ID:16000054 PROJECT LENGTH: .099MI

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF LAKELAND

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

-220,271

TOTAL 444209 1 -848
 TOTAL 444209 1 -221,119
 TOTAL 444209 1 -221,119

TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

NON-SIS

ITEM NUMBER:444209 2 PROJECT DESCRIPTION:JOSEPHINE ST S/W FROM CENTRAL AVE TO WESTGATE-CENTRAL TRL
 DISTRICT:01 COUNTY:POLK
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

TOTAL 444209 2 -1,191
 TOTAL 444209 2 -1,191
 TOTAL 444209 2 -1,191

TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

ITEM NUMBER:444275 1 PROJECT DESCRIPTION:INWOOD ELEMENTARY - SRTS
 DISTRICT:01 COUNTY:POLK
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE 2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

TOTAL 444275 1 1,000
 TOTAL 444275 1 1,000
 TOTAL 444275 1 1,000

TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

ITEM NUMBER:444393 2 PROJECT DESCRIPTION:US 92 FROM WEST OF HOWARD RD TO WEST OF BERKLEY RD
 DISTRICT:01 COUNTY:POLK
 ROADWAY ID:16020000 PROJECT LENGTH: .385MI

FUND CODE 2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

TOTAL 444393 2 6,182
 TOTAL 444393 2 6,182
 TOTAL 444393 2 6,182

TYPE OF WORK:SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

NON-SIS

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HIGHWAYS

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ITEM NUMBER:444779 1 PROJECT DESCRIPTION:SR 37 SIDEWALKS FROM CARTER ROAD TO FITZGERALD ROAD
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16250000 PROJECT LENGTH: 2.368MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	2,058
TOTAL 444779 1	2,058
TOTAL 444779 1	2,058

ITEM NUMBER:445142 1 PROJECT DESCRIPTION:SR 35 (US 17) FROM N OF BRIDGE NO. 160233 TO SOUTH OF LUNN RD
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16030000 PROJECT LENGTH: 3.181MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,000
TOTAL 445142 1	4,000
TOTAL 445142 1	4,000

ITEM NUMBER:445467 1 PROJECT DESCRIPTION:SR 60 FROM CR 555 TO BROADWAY AVE
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16261000 PROJECT LENGTH: 1.084MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	2,759,646
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-16,927
TOTAL 445467 1	2,742,719
TOTAL 445467 1	2,742,719

ITEM NUMBER:445469 1 PROJECT DESCRIPTION:SR 655 FROM COLEMAN RD TO CR 542
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16120000 PROJECT LENGTH: 1.819MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,000
TOTAL 445469 1	2,000
TOTAL 445469 1	2,000

HIGHWAYS

ITEM NUMBER:445930 1 PROJECT DESCRIPTION:US 92 MEMORIAL BLVD FROM WALKER AVE TO SR 33 LAKELAND HILLS BLVD
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16100000 PROJECT LENGTH: .779MI

TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-58
TOTAL 445930 1		-58
TOTAL 445930 1		-58

ITEM NUMBER:446268 1 PROJECT DESCRIPTION:SR 37 FROM LIME ST TO LEMON ST
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16250000 PROJECT LENGTH: .081MI

TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		315,136
TOTAL 446268 1		315,136
TOTAL 446268 1		315,136

ITEM NUMBER:446274 1 PROJECT DESCRIPTION:SR 563 AT PEAR ST / PARKER ST
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16003000 PROJECT LENGTH: .100MI

TYPE OF WORK:MEDIAN MODIFICATION
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		209,901
TOTAL 446274 1		209,901
TOTAL 446274 1		209,901

ITEM NUMBER:446294 1 PROJECT DESCRIPTION:MAINE AVE SIDEWALK FROM COMBEE RD TO PARK ST & IOWA RD TO WANDA WAY
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16900116 PROJECT LENGTH: .120MI

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		1,002
SU		2,328,997
TOTAL 446294 1		3,183,907
TOTAL 446294 1		3,183,907

HIGHWAYS

ITEM NUMBER: 446345 1 PROJECT DESCRIPTION: I-4 (SR 400) FROM SR 557 TO OSCEOLA COUNTY LINE
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16320000 PROJECT LENGTH: 8.157MI

TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	
TOTAL 446345 1	660,945
TOTAL 446345 1	660,945

ITEM NUMBER: 446346 1 PROJECT DESCRIPTION: I-4 (SR 400) FROM GALLOWAY RD TO SR 35
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16320000 PROJECT LENGTH: 5.600MI

TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	
TOTAL 446346 1	4,782
TOTAL 446346 1	4,782

ITEM NUMBER: 446347 1 PROJECT DESCRIPTION: I-4 (SR 400) FROM HILLSBOROUGH COUNTY LINE TO GALLOWAY RD
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16320000 PROJECT LENGTH: 2.556MI

TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	8,200
SA	7,374,581
TOTAL 446347 1	-60,074
TOTAL 446347 1	7,322,707

ITEM NUMBER: 446365 1 PROJECT DESCRIPTION: SIXTH ST SW FROM S OF AVE G SW TO US 17 (SR 555)
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16900153 PROJECT LENGTH: .200MI

TYPE OF WORK: SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF WINTER HAVEN	
CARU	
TOTAL 446365 1	-114,999
TOTAL 446365 1	-114,999

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ITEM NUMBER: 446369 1
DISTRICT: 01
ROADWAY ID: 16090000
PROJECT DESCRIPTION: DRAINAGE IMPROVEMENT PROJECT ON SR 17 AT HILLCREST AVE
COUNTY: POLK
PROJECT LENGTH: .200MI
TYPE OF WORK: DRAINAGE IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
NON-SIS

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446369 1	476,005
TOTAL 446369 1	476,005

ITEM NUMBER: 446452 1
DISTRICT: 01
ROADWAY ID: 16900569
PROJECT DESCRIPTION: BOONE MIDDLE SW CONN 4 SIDEWALK SEGMENTS AT BOONE MIDDLE SCHOOL
COUNTY: POLK
PROJECT LENGTH: .744MI
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
NON-SIS

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446452 1	-55,959
TOTAL 446452 1	-12,499
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446452 1	316,632
TOTAL 446452 1	230,886
TOTAL 446452 1	479,060

ITEM NUMBER: 446535 1
DISTRICT: 01
ROADWAY ID: 16140000
PROJECT DESCRIPTION: SR 544 FROM LAKE BLUE DR. TO 26TH ST NW
COUNTY: POLK
PROJECT LENGTH: .992MI
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
NON-SIS

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446535 1	-41,552
TOTAL 446535 1	16,658
TOTAL 446535 1	-24,894

ITEM NUMBER: 446560 1
DISTRICT: 01
ROADWAY ID: 16000173
PROJECT DESCRIPTION: LEE JACKSON HIGHWAY SIDEWALK FROM STUART AVENUE TO BAKER AVENUE
COUNTY: POLK
PROJECT LENGTH: .709MI
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
NON-SIS

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446560 1	-11,279
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TOTAL 446560 1	-454,197
TOTAL 446560 1	45,833
TOTAL 446560 1	-419,643

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 POLK TPO

DATE RUN: 10/01/2025
 TIME RUN: 09.49.12
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 =====
 HIGHWAYS
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ITEM NUMBER: 446814 1 PROJECT DESCRIPTION: US 98 PED PLAZA AT SR 35 (US 98) FROM W. 2ND ST TO W. 5TH ST
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16210000 PROJECT LENGTH: .166MI

NON-SIS
 TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT
 LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND	2025
CODE	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-18,831
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-29,389
TALU	46,787
TOTAL 446814 1	-1,433
TOTAL 446814 1	-1,433

ITEM NUMBER: 447075 2 PROJECT DESCRIPTION: SR 563 FROM LK HUNTER BOAT RAMP TO LIME ST
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16003001 PROJECT LENGTH: .339MI

NON-SIS
 TYPE OF WORK: BIKE PATH/TRAIL
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND	2025
CODE	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	416,560
TOTAL 447075 2	416,560
TOTAL 447075 2	416,560

ITEM NUMBER: 447436 2 PROJECT DESCRIPTION: SR 559 AT SR 400 (I-4) RAMP SIGNALIZATION
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16160000 PROJECT LENGTH: .341MI

SIS
 TYPE OF WORK: INTERCHANGE IMPROVEMENT
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND	2025
CODE	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	80,771
SU	-6,838
TOTAL 447436 2	73,933
TOTAL 447436 2	73,933

ITEM NUMBER: 447437 1 PROJECT DESCRIPTION: SR 25 (US 27) FROM N OF SR 540 TO N OF KOKOMO RD
 DISTRICT: 01 COUNTY: POLK
 ROADWAY ID: 16180000 PROJECT LENGTH: 5.372MI

SIS
 TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND	2025
CODE	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	-300,000
HSP	-8,279
NHRE	766,081
SA	202,631
TOTAL 447437 1	660,433
TOTAL 447437 1	660,433

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ITEM NUMBER: 447822 1 PROJECT DESCRIPTION: CHURCH ST FROM SW 2ND ST TO PHOSPHATE AVE #624517B
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16250000 PROJECT LENGTH: .014MI

TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

FUND CODE	2025
RED	-468,939
TOTAL 447822 1	-468,939
TOTAL 447822 1	-468,939

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER: 447874 1 PROJECT DESCRIPTION: SR 544 (HAVENDALE BLVD NW) AT US 17 (8TH ST NW)
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16140000 PROJECT LENGTH: .224MI

TYPE OF WORK: SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 3 / 3 / 0

FUND CODE	2025
HSP	229,242
TALT	-105,290
TOTAL 447874 1	123,952
TOTAL 447874 1	123,952

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER: 448426 1 PROJECT DESCRIPTION: AMERICAN SUPERIOR BL FROM SNIVELY AVE TO SHELL RD
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16000168 PROJECT LENGTH: .407MI

TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2 / 0 / 0

FUND CODE	2025
RHH	-75,807
TOTAL 448426 1	-75,807
TOTAL 448426 1	-75,807

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER: 449232 1 PROJECT DESCRIPTION: SR 35 (US 17) FROM 9TH ST NW TO N OF OAK HAMMOCK LOOP
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: 16030000 PROJECT LENGTH: 7.613MI

TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

FUND CODE	2025
SA	-357,969
TOTAL 449232 1	-357,969
TOTAL 449232 1	-357,969

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HIGHWAYS

ITEM NUMBER:449276 1 PROJECT DESCRIPTION:SR 60 FROM W OF SADDLEBAG LAKE ROAD TO E OF TIGER LAKE ROAD
DISTRICT:01 COUNTY:POLK
ROADWAY ID:16130000 PROJECT LENGTH: 6.244MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	1,325,832
NHRE	11,928,108
SA	998,770
TOTAL 449276 1	14,252,710
TOTAL 449276 1	14,252,710

ITEM NUMBER:449655 1 DISTRICT:01 ROADWAY ID:16140000	PROJECT DESCRIPTION:SR 544 AT DERBY AVE COUNTY:POLK PROJECT LENGTH: .172MI	*NON-SIS*
FUND CODE	2025	TYPE OF WORK:SAFETY PROJECT LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	17,975	
TOTAL 449655 1	17,975	
TOTAL 449655 1	17,975	

ITEM NUMBER:449682 1 DISTRICT:01 ROADWAY ID:16900019	PROJECT DESCRIPTION:CROTON ROAD FROM SNIVELY ROAD TO SHELL ROAD COUNTY:POLK PROJECT LENGTH: .300MI	*NON-SIS*
FUND CODE	2025	TYPE OF WORK:RAIL SAFETY PROJECT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	-201,918	
TOTAL 449682 1	-201,918	
TOTAL 449682 1	-201,918	

ITEM NUMBER:449737 1 DISTRICT:01 ROADWAY ID:16320050	PROJECT DESCRIPTION:I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING COUNTY:POLK PROJECT LENGTH: .850MI	*SIS*
FUND CODE	2025	TYPE OF WORK:PARKING FACILITY LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	1,014,587	
TOTAL 449737 1	1,014,587	
TOTAL 449737 1	1,014,587	

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NON-SIS
TYPE OF WORK: TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0

ITEM NUMBER: 450528 1	PROJECT DESCRIPTION: SR 33 (COMMONWEALTH AVE SW) FROM YAMAHA LN TO STEVEN DR
DISTRICT: 01	COUNTY: POLK
ROADWAY ID: 16070000	PROJECT LENGTH: 4.865MI
FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-53,028
TOTAL 450528 1	-53,028
TOTAL 450528 1	-53,028

SIS
TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 6 / 6 / 0

ITEM NUMBER: 450888 1	PROJECT DESCRIPTION: SR 25 (US 27) FROM S OF SR 544 (SCENIC HWY) TO N OF BLUE HERON BLVD
DISTRICT: 01	COUNTY: POLK
ROADWAY ID: 16180000	PROJECT LENGTH: 3.711MI
FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	267,116
TOTAL 450888 1	267,116
TOTAL 450888 1	267,116

NON-SIS
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0

ITEM NUMBER: 451349 1	PROJECT DESCRIPTION: CROWN AVE FROM W POLK ST TO W MAIN ST
DISTRICT: 01	COUNTY: POLK
ROADWAY ID: 16000188	PROJECT LENGTH: .255MI
FUND CODE	2025
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	372,602
TOTAL 451349 1	372,602
TOTAL 451349 1	372,602

NON-SIS
TYPE OF WORK: BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

ITEM NUMBER: 452132 2	PROJECT DESCRIPTION: RSH CONNECTOR TRAIL E OF RSH & CENTRAL AVE TO FIRST STREET
DISTRICT: 01	COUNTY: POLK
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	91,818
TOTAL 452132 2	91,818
TOTAL 452132 2	91,818

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HIGHWAYS

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ITEM NUMBER:452246 1 PROJECT DESCRIPTION:LAKE WALES STREET RESURFACING, ADA AND STREET TREE IMPROVEMENTS *NON-SIS*

DISTRICT:01 COUNTY:POLK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ROADWAY ID:16900027 PROJECT LENGTH: .168MI

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION		
CD22		800,000
TOTAL 452246 1		800,000
TOTAL 452246 1		800,000

ITEM NUMBER:453423 1 PROJECT DESCRIPTION:PEDESTRIAN SAFETY IMPROVEMENTS TO AIRFIELD DR AND DON EMERSON *NON-SIS*

DISTRICT:01 COUNTY:POLK LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ROADWAY ID:16900093 PROJECT LENGTH: .287MI

FUND	2025	
CODE		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
NFP		597,300
TOTAL 453423 1		597,300
TOTAL 453423 1		597,300

ITEM NUMBER:453504 2 PROJECT DESCRIPTION:NORTH LAKE FITNESS TRAIL *NON-SIS*

DISTRICT:01 COUNTY:POLK LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ROADWAY ID: PROJECT LENGTH: .000

FUND	2025	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		104,224
TOTAL 453504 2		104,224
TOTAL 453504 2		104,224

ITEM NUMBER:453810 1 PROJECT DESCRIPTION:US 98 AT LYLE PARKWAY *NON-SIS*

DISTRICT:01 COUNTY:POLK LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

ROADWAY ID:16060000 PROJECT LENGTH: .067MI

FUND	2025	
CODE		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		1,380,983
TOTAL 453810 1		1,380,983
TOTAL 453810 1		1,380,983

HIGHWAYS
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ITEM NUMBER:453811 1
DISTRICT:01
ROADWAY ID:16090000

PROJECT DESCRIPTION:SR 17 AT KOKOMO ROAD
COUNTY:POLK
PROJECT LENGTH: .109MI

TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

NON-SIS

FUND		2025	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU			989,805
TOTAL 453811 1			989,805
TOTAL 453811 1			989,805

ITEM NUMBER:454030 1
DISTRICT:01
ROADWAY ID:16070000

PROJECT DESCRIPTION:SR 33 AT MOUNT OLIVE ROAD
COUNTY:POLK
PROJECT LENGTH: .001MI

TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

FUND		2025	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU			1,096,537
TOTAL 454030 1			1,096,537
TOTAL 454030 1			1,096,537

ITEM NUMBER:454031 1
DISTRICT:01
ROADWAY ID:16140000

PROJECT DESCRIPTION:SR 544 AT OLD LUCERNE PARK ROAD (EAST CONNECTION)
COUNTY:POLK
PROJECT LENGTH: .001MI

TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

NON-SIS

FUND		2025	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU			528,775
TOTAL 454031 1			528,775
TOTAL 454031 1			528,775

ITEM NUMBER:454941 1
DISTRICT:01
ROADWAY ID:16140000

PROJECT DESCRIPTION:SR544 FROM SR600(US92) TO W OF 8TH ST NW
COUNTY:POLK
PROJECT LENGTH: 3.160MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

NON-SIS

FUND		2025	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA			1,200,000
TOTAL 454941 1			1,200,000
TOTAL 454941 1			1,200,000
TOTAL DIST: 01			55,246,044
TOTAL HIGHWAYS			55,246,044

PLANNING

ITEM NUMBER: 439313 4 PROJECT DESCRIPTION: POLK COUNTY MPO FY 2022/2023-2023/2024 UPWP
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION	
TOTAL 439313 4	-869,286
TOTAL 439313 4	-869,286

ITEM NUMBER: 439313 5 PROJECT DESCRIPTION: POLK COUNTY MPO FY 2024/2025-2025/2026 UPWP
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY POLK CO A POLITICAL SUBDIVISION	
PL	1,354,423
SU	200,000
TOTAL 439313 5	1,554,423
TOTAL 439313 5	1,554,423

ITEM NUMBER: 449695 1 PROJECT DESCRIPTION: UPPER PEACE RIVER TR AT VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-962
TOTAL 449695 1	-962
TOTAL 449695 1	-962
TOTAL DIST: 01	684,175
TOTAL PLANNING	684,175

RAIL
=====

ITEM NUMBER: 451335 1
DISTRICT: 01
ROADWAY ID:
PROJECT DESCRIPTION: E TILLMAN AVE FROM S 2ND ST TO S 4TH ST
COUNTY: POLK
PROJECT LENGTH: .000
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0
NON-SIS

FUND	2025
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-50,455
TOTAL 451335 1	-50,455
TOTAL 451335 1	-50,455

ITEM NUMBER: 451337 1
DISTRICT: 01
ROADWAY ID:
PROJECT DESCRIPTION: E JOHNSON AVE FROM S 2ND ST TO S 4TH ST
COUNTY: POLK
PROJECT LENGTH: .000
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0
NON-SIS

FUND	2025
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-52,825
TOTAL 451337 1	-52,825
TOTAL 451337 1	-52,825

ITEM NUMBER: 451355 1
DISTRICT: 01
ROADWAY ID:
PROJECT DESCRIPTION: E JOHNSON AVE FROM S 2ND ST TO S 4TH ST
COUNTY: POLK
PROJECT LENGTH: .000
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0
NON-SIS

FUND	2025
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	150,749
RHP	24,302
TOTAL 451355 1	175,051
TOTAL 451355 1	175,051
TOTAL DIST: 01	71,771
TOTAL RAIL	71,771

DATE RUN: 10/01/2025
TIME RUN: 09.49.12
MBROBLTP

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

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POLK TPO

=====

ITEM NUMBER: 451799 1 PROJECT DESCRIPTION: HURRICANE IAN DISASTER RECOVERY - POLK COUNTY
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND		2025
CODE		

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-41,599
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-164,036
TOTAL 451799 1		-205,635
TOTAL 451799 1		-205,635

ITEM NUMBER: 451932 1 PROJECT DESCRIPTION: HURRICANE IAN PERMANENT SIGNAL REPAIR
DISTRICT: 01 COUNTY: POLK
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND		2025
CODE		

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		77,079
TOTAL 451932 1		77,079
TOTAL 451932 1		77,079
TOTAL DIST: 01		-128,556
TOTAL MISCELLANEOUS		-128,556

GRAND TOTAL 55,873,434



Transportation Disadvantaged Program Element

Transportation Disadvantaged Program

Element

Each county in the state has a Transportation Disadvantaged program to provide transportation to those people who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life- sustaining activities, or children who are handicapped or high-risk. The Polk TPO serves as the Designated Official Planning Agency for Polk County pursuant to s. 427.015(1) F.S. and 41- 2.009(2), F.A.C.

Each county has a Community Transportation Coordinator, a single entity which is responsible for coordinating the trips in the Transportation Disadvantaged program. Lakeland Area Mass Transit District (LAMTD) d/b/a Citrus Connection is the CTC for Polk County.

Each county has a Local Transportation Coordinating Board (LCB) to oversee the transit agency providing the service to the transportation disadvantaged population. This board is comprised of a cross-section of users or user representatives including, but not limited to, state social service agencies, local agencies, users of the system, elderly citizens, and school board representatives.

Every year the LCB approves the Transportation Disadvantaged Service Plan (TDSP) which consists of a minor update annually and a major update every five years. For more detailed information, go to www.fdot.gov/ctd. A copy of the TDSP for Polk County may be obtained by contacting the Polk TPO at (863) 534-6529.

Table 11: The FY 2024-25 allocation for the Trip and Equipment Grant, and Voluntary Dollars are as follows:

Funding	Trip & Equipment Grant	Voluntary Dollars	Total Funding
Total Project Cost (100%)	\$1,461,054	\$50	\$1,461,109
Local Match (10%)	\$146,105	\$5	\$146,110
Commission Share (90%) - Grant Amt	\$1,314,949	\$50	\$1,314,999

Table 12: FY 2024-25 allocation for the Transportation Disadvantaged Planning Grant is as follows:

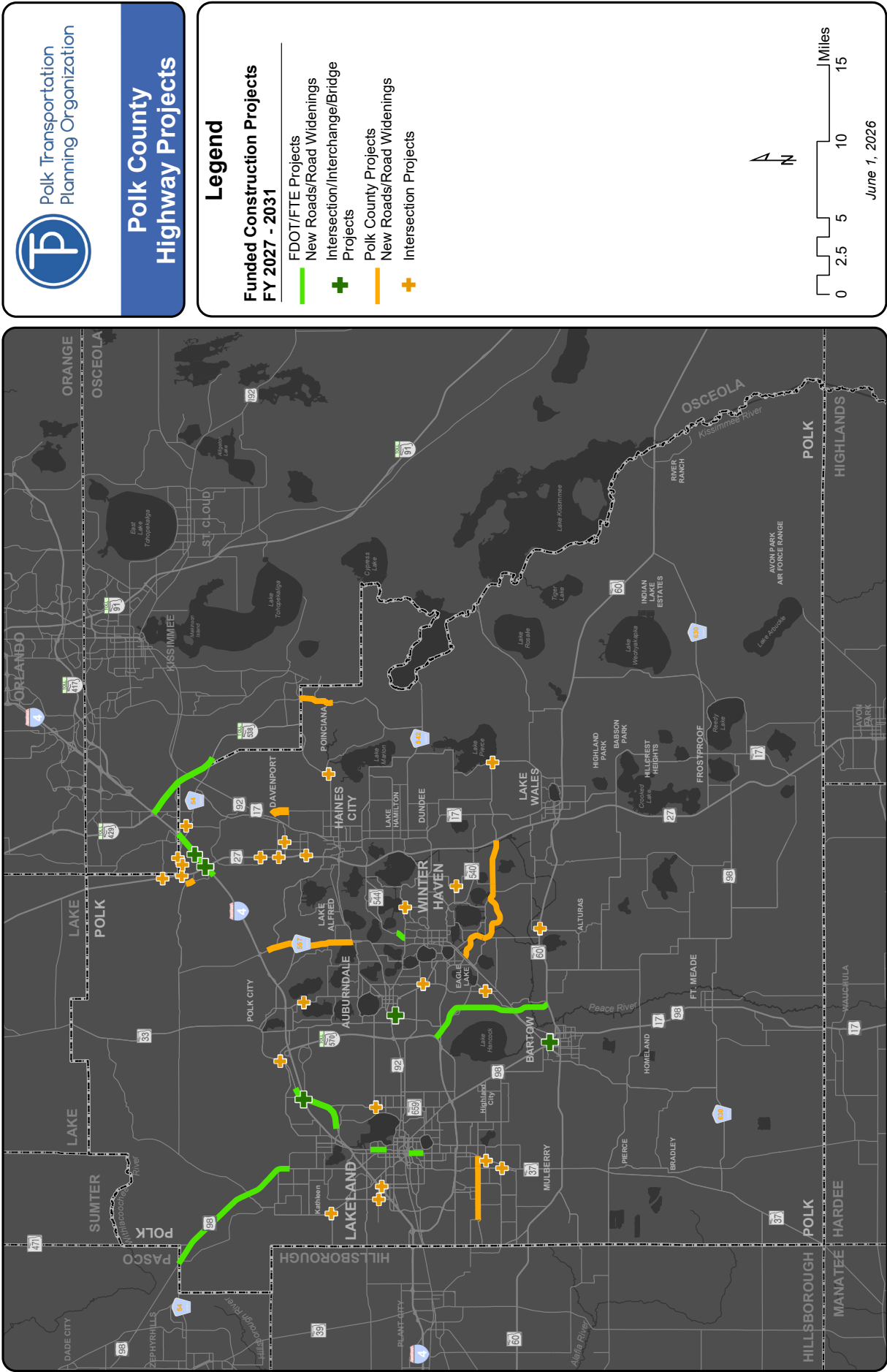
Total Project Cost	\$40,412
Commission Share (100%)	\$40,412

Notes: The Trip Equipment Grant and Voluntary Dollars table are updated based upon the most recent table dated 3/6/2025, received from the Commission for the Transportation Disadvantaged agency on 4/21/2025.





Listing of State and Local Transportation Projects





Polk Transportation
Planning Organization

Polk County Multi-Modal Projects

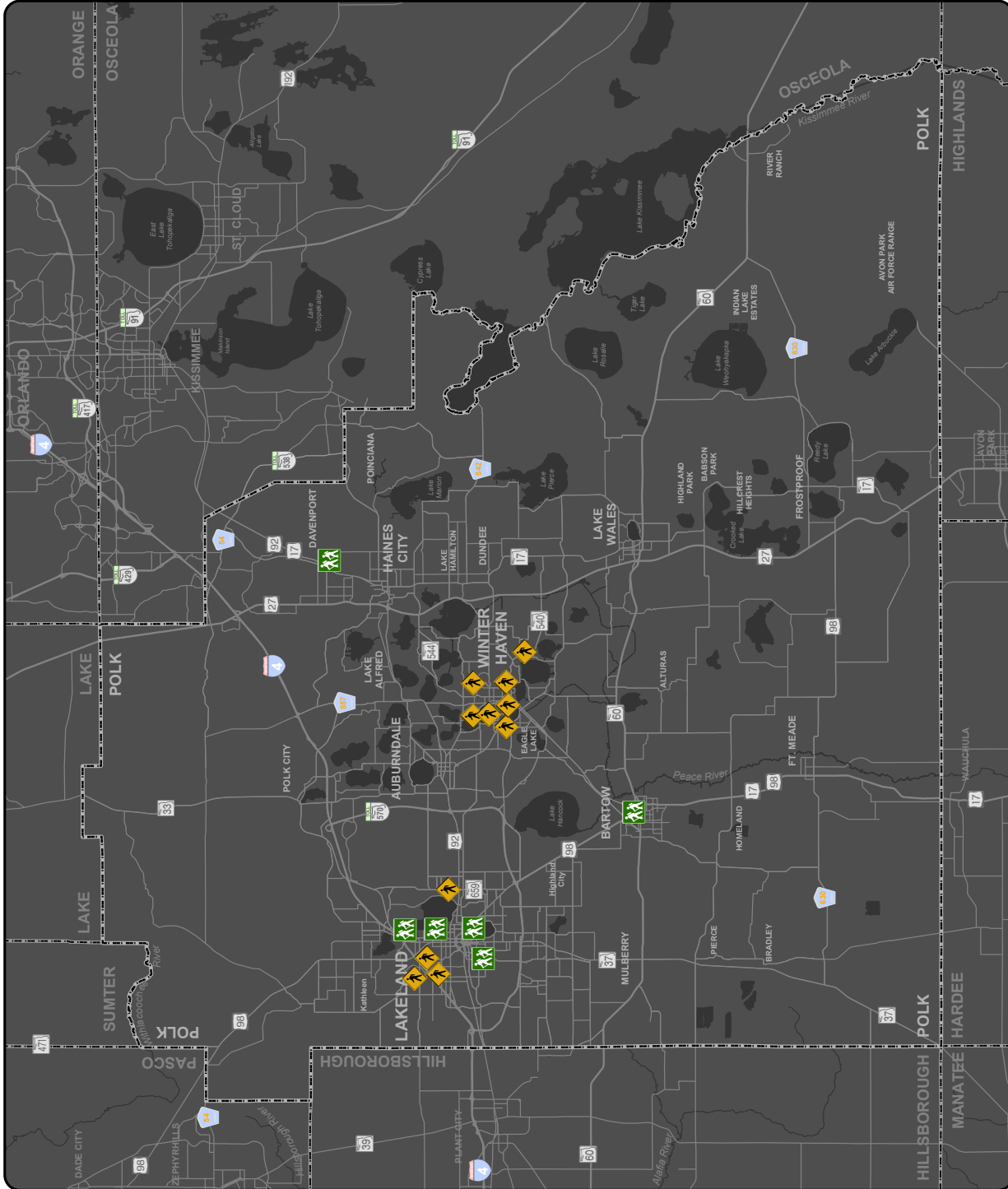
Legend

Multi-Modal Projects
FY 2027 - 2031

- Bicycle/Pedestrian
- Multi-Use Trail



June 1, 2026





Polk Transportation
Planning Organization

Polk County Highway Projects

Legend

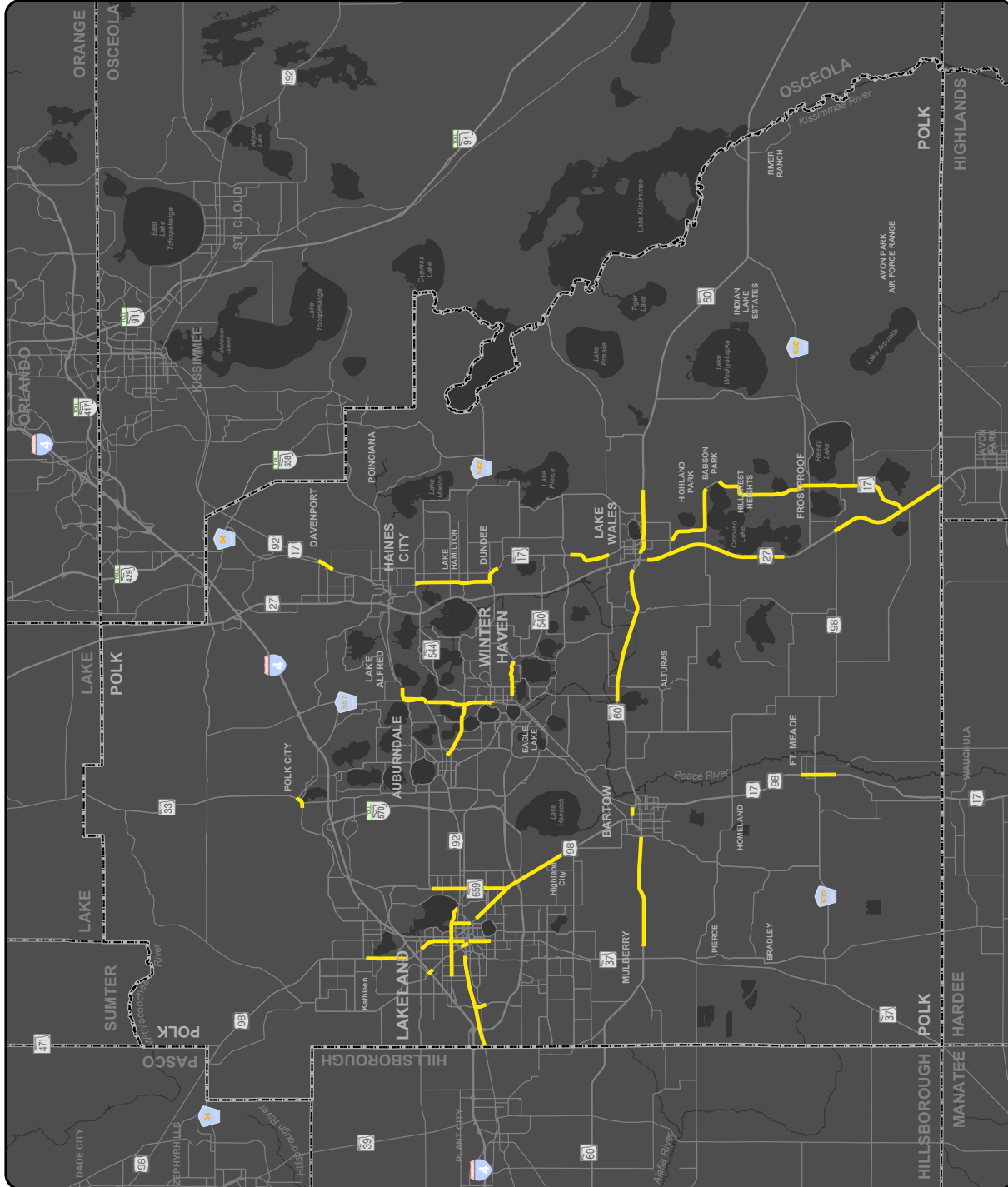
Funded Construction Projects
FY 2027 - 2031

FDOT/FTE Projects
Highway Resurfacing



0 2.5 5 10 15 Miles

June 1, 2026



Polk TPO 2026/27 - 2030/31 Adopted TIP

HIGHWAYS															
Number: 197620 1 District: 01		Project Description: POLK COUNTY LAKELAND COMPUTER SYSTEM County: POLK L RTP 2-1			Type of Work: TRAFFIC SIGNAL UPDATE			Project Length: 0.000							
Phase / Responsible Agency		<2027		Fiscal Year											
PRELIMINARY ENGINEERING / MANAGED BY FDOT				2027		2028		2029		2030		2031 >2031		All Years	
Fund Code: -TOTAL OUTSIDE YEARS				799,589										799,589	
PRELIM ENG - IND SUPP / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				43,631										43,631	
Item: 197620 1 Totals				843,220										843,220	
Number: 197620 2 District: 01		Project Description: POLK COUNTY LAKELAND COMPUTER SYSTEM County: POLK L RTP 2-1			Type of Work: TRAFFIC SIGNAL UPDATE			*SIS* Project Length: 0.000							
Phase / Responsible Agency		<2027		Fiscal Year											
PRELIMINARY ENGINEERING / MANAGED BY FDOT				2027		2028		2029		2030		2031 >2031		All Years	
Fund Code: -TOTAL OUTSIDE YEARS				50,000										50,000	
PRELIM ENG - IND SUPP / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				2,704										2,704	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				258,335										258,335	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				30,626										30,626	
DESIGN BUILD / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				6,991,262										6,991,262	
Item: 197620 2 Totals				7,332,927										7,332,927	
Number: 197620 3 District: 01		Project Description: CITY OF LAKELAND COMPUTER SYSTEM FIBER OPTIC NETWORK County: POLK L RTP 2-1			Type of Work: TRAFFIC SIGNAL UPDATE			Project Length: 0.000							
Phase / Responsible Agency		<2027		Fiscal Year											
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE				2027		2028		2029		2030		2031 >2031		All Years	
Fund Code: -TOTAL OUTSIDE YEARS				1,770,243										1,770,243	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT															
Fund Code: -TOTAL OUTSIDE YEARS				159,499										159,499	
Item: 197620 3 Totals				1,929,742										1,929,742	
Number: 197620 4		Project Description: CITY OF LAKELAND LEASE OF FIBER OPTIC NETWORK													

State and Local Transportation Projects

FY 2026/27 - 2030/31

District: 01	County: POLK	Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM	Project Length: 0.000										
Extra Description:	YEARLY MAINTENANCE FEE FOR ATMS FIBER CABLE			L RTP 2-1									
Phase / Responsible Agency				Fiscal Year									
OPERATIONS / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031 >2031	All Years			
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)					100,000	100,000	100,000	100,000	100,000	500,000			
SL-STP AREAS <= 200K										405,560			
Phase: OPERATIONS Totals					100,000	100,000	100,000	100,000	100,000	905,560			
OPERATIONS - IND SUPP / MANAGED BY FDOT													
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				12,793	7,450	7,450	7,450	7,450	7,450	50,043			
Item: 197620 4 Totals				418,353	107,450	107,450	107,450	107,450	107,450	955,603			
Project Totals				10,524,242	107,450	107,450	107,450	107,450	107,450	11,061,492			
Number: 201210 1													
Project Description: I-4 FROM HILLSBOROUGH C/I TO OSCEOLA C/I				*SIS*									
District: 01				Type of Work: CORRIDOR IMPROVEMENT				Project Length: 32.022MI					
County: POLK													
L RTP 2-1													
Phase / Responsible Agency				Fiscal Year									
P D & E / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031 >2031	All Years			
Fund Code: TOTAL OUTSIDE YEARS											767,166		
P D & E - IND SUPP / MANAGED BY FDOT													
Fund Code: TOTAL OUTSIDE YEARS				140,158							140,158		
Item: 201210 1 Totals				907,324							907,324		
Number: 201210 2													
Project Description: I-4 US 27 POLK/OSCEOLA COUNTY LINE				*SIS*									
District: 01				Type of Work: PD&E/EMO STUDY				Project Length: 4.022MI					
County: POLK													
L RTP 2-1													
Phase / Responsible Agency				Fiscal Year									
P D & E / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031 >2031	All Years			
Fund Code: TOTAL OUTSIDE YEARS											736,816		
P D & E - IND SUPP / MANAGED BY FDOT													
Fund Code: TOTAL OUTSIDE YEARS				45,175							45,175		
Item: 201210 2 Totals				781,991							781,991		
Number: 201210 3													
Project Description: I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532				*SIS*									
District: 01				Type of Work: ADD LANES & RECONSTRUCT				Project Length: 4.022MI					
County: POLK													
L RTP 2-1													
Phase / Responsible Agency				Fiscal Year									
PRELIMINARY ENGINEERING / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031 >2031	All Years			
Fund Code: TOTAL OUTSIDE YEARS											6,765,999		
Item: 201210 2 Totals				6,765,999							6,765,999		

State and Local Transportation Projects
FY 2026/27 - 2030/31

PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				759,333								759,333
RIGHT OF WAY / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				79								79
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				3								3
Item: 201210 3 Totals				7,523,414								7,523,414
Number: 201210 5 Project Description: I-4 AT US 27 (SR 25) *SIS* Project Length: 1.530MI District: 01 County: POLK Type of Work: INTERCHANGE - ADD LANES Extra Description: RECONSTRUCT INTERCHANGE TO ACCOMMODATE EXPRESS LANES L RTP 2-1												
Phase / Responsible Agency				Fiscal Year								
P D & E / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031	>2031	All Years	
Fund Code: TOTAL OUTSIDE YEARS				912,369								912,369
P D & E - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				64,620								64,620
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				2,081,019								2,081,019
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				165,051								165,051
Item: 201210 5 Totals				3,223,059								3,223,059
Number: 201210 6 Project Description: I-4 (SR 400) MANAGED LANES FROM WEST OF US 27 TO OSCEOLA *SIS* Project Length: 4.022MI District: 01 County: POLK Type of Work: ADD LANES & RECONSTRUCT L RTP 4-1 THRU 4-3												
Phase / Responsible Agency				Fiscal Year								
RIGHT OF WAY / MANAGED BY FDOT				<2027	2027	2028	2029	2030	2031	>2031	All Years	
Fund Code: TOTAL OUTSIDE YEARS				20,534,308								20,534,308
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS				1,760,984								1,760,984
Item: 201210 6 Totals				22,295,292								22,295,292
Number: 201210 7 Project Description: I-4 AT US 27 BACKAGE ROAD Project Length: 1.530MI District: 01 County: POLK Type of Work: INTERCHANGE - ADD LANES L RTP 4-1 THRU 4-3												
Phase / Responsible Agency				Fiscal Year								
<2027				2027	2028	2029	2030	2031	>2031	All Years		

State and Local Transportation Projects
FY 2026/27 - 2030/31

P D & E / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			236,761							236,761
P D & E - IND SUPP / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			16,915							16,915
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			195,621							195,621
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			22,052							22,052
Item:		2012107 Totals			471,349							471,349
		Project Totals			35,204,429							35,204,429
Number: 201217 1 Project Description: I-4 FROM W OF MEMORIAL BLVD TO W OF US 98 *SIS* Project Length: 3.817MI												
District: 01		County: POLK			Type of Work: ADD LANES & RECONSTRUCT							
		LRTP 4-1 & 4-2										
Phase / Responsible Agency												
Fund Code:		-<2027			2027		2028		2029		2030	
											2031 >2031	
											All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			955,795							955,795
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			371,281							371,281
RIGHT OF WAY / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			12,325,429							12,325,429
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			1,672,682							1,672,682
RAILROAD & UTILITIES / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			2,249,257							2,249,257
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			93,131							93,131
Item:		2012171 Totals			17,667,575							17,667,575
Number: 201217 2 Project Description: I-4 FROM W OF MEMORIAL BLVD TO W OF US 98 *SIS* Project Length: 3.029MI												
District: 01		County: POLK			Type of Work: ADD LANES & REHABILITATE PVMIT							
		LRTP 4-1 & 4-2										
Phase / Responsible Agency												
Fund Code:		-<2027			2027		2028		2029		2030	
											2031 >2031	
											All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:		-TOTAL OUTSIDE YEARS			220,000							220,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT												

State and Local Transportation Projects

FY 2026/27 - 2030/31

Fund Code: TOTAL OUTSIDE YEARS		14,564								14,564
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		2,022,959								2,022,959
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		77,185								77,185
CONTRACT INCENTIVES / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		310,000								310,000
ENVIRONMENTAL / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		130,000								130,000
DESIGN BUILD / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		67,645,184								67,645,184
Item: 201217 2 Totals		70,419,892								70,419,892
Number: 201217 3	Project Description: I-4 W OF US 98(MEMORIAL BLVD)		Type of Work: EMERGENCY OPERATIONS		*SIS*		Project Length: 3.817MI			
District: 01	County: POLK		LRTP 4-1 & 4-2							
Phase / Responsible Agency		<2027			2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		3,199								3,199
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		202								202
Item: 201217 3 Totals		3,401								3,401
Number: 201217 4	Project Description: HURRICANE FRANCES I-4 FROM W OF MEMORIAL TO W OF US 98		Type of Work: EMERGENCY OPERATIONS		*SIS*		Project Length: 3.817MI			
District: 01	County: POLK		LRTP 2-1							
Phase / Responsible Agency		<2027			2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		1,785								1,785
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		112								112
Item: 201217 4 Totals		1,897								1,897
Number: 201217 6	Project Description: HURRICANE JEANNE I-4 FROM W OF MEMORIAL TO W OF US 98		Type of Work: EMERGENCY OPERATIONS		*SIS*		Project Length: 3.817MI			
District: 01	County: POLK		LRTP 2-1							
Phase / Responsible Agency										
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS										
Item: 201217 4 Totals										
Phase / Responsible Agency										
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS										
Item: 201217 4 Totals										
Phase / Responsible Agency										
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS										
Item: 201217 4 Totals										
Phase / Responsible Agency										

State and Local Transportation Projects

FY 2026/27 - 2030/31

Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS	24,834						24,834
CONSTRUCTION - IND SUPP / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS	747						747
CONST SUPPORT - IND SUPP / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS	990						990
Item: 201217 6 Totals	26,571						26,571
Number: 201217 7 District: 01	Project Description: I-4 FROM W OF MEMORIAL BLVD TO W OF US 98 Type of Work: EMERGENCY OPERATIONS County: POLK L RTP 2-1						
		SIS					
		Project Length: 3.817MI					
MISCELLANEOUS / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS	4,859						4,859
Item: 201217 7 Totals	4,859						4,859
Number: 201217 8 District: 01	Project Description: I-4 (SR 400) AT CSX RAILROAD Type of Work: BRIDGE REPLACEMENT County: POLK L RTP 2-5						
		SIS					
		Project Length: 0.004MI					
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP	13,724						13,724
DDK-DISTRICT DEDICATED REVENUE	5,976						5,976
DS-STATE PRIMARY HIGHWAYS & PTO	27,373						27,373
NHPP-IM, BRDG REPL, NAT'L HWY-MAP21	2,241,640						2,241,640
PKYI-TURNPIKE IMPROVEMENT	3,463						3,463
Phase: PRELIMINARY ENGINEERING Totals	2,292,176						2,292,176
PRELIM ENG - IND SUPP / MANAGED BY FDOT							
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD	262,961						262,961
PKOH-TURNPIKE INDIRECT COSTS	99						99
Phase: PRELIM ENG - IND SUPP Totals	263,060						263,060
RAILROAD & UTILITIES / MANAGED BY FDOT							
Fund Code: BRP-STATE BRIDGE REPLACEMENT	75,419						75,419
DS-STATE PRIMARY HIGHWAYS & PTO	581,378						581,378
SWR-2015 SB2514A-STRATEGIC INT SYS	7,889,032						7,889,032
STED-2012 SB1998-STRATEGIC ECON COR	1,170,000						1,170,000
Phase: RAILROAD & UTILITIES Totals	9,715,829						9,715,829
CONSTRUCTION / MANAGED BY FDOT							

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Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	9,039,935								9,039,935
	ACSA-ADVANCE CONSTRUCTION (SA)	284,533								284,533
	DDR-DISTRICT DEDICATED REVENUE	6,173,243	8,232,000							14,405,243
	DI-ST - SW INTER/INTRA STATE HWY	2,519,347								2,519,347
	DS-STATE PRIMARY HIGHWAYS & PTO	11,313,038								11,313,038
	NHPP-IM. BRDG REPL. NATL HWY-MAP21	22,842,656								22,842,656
	PKYI-TURNPIKE IMPROVEMENT	1,029								1,029
	STED-2012 SB1998-STRATEGIC ECON COR	3,296								3,296
	Phase: CONSTRUCTION Totals	52,177,077	8,232,000							60,409,077
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	2,821,859	262,601	35,888						3,120,348
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	610,368								610,368
	PKOH-TURNPIKE INDIRECT COSTS	31								31
	Phase: CONST SUPPORT - IND SUPP Totals	610,399								610,399
CONTRACT INCENTIVES / MANAGED BY FDOT										
Fund Code:	DI-ST - SW INTER/INTRA STATE HWY			1,125,000						1,125,000
ENVIRONMENTAL / MANAGED BY FDOT										
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	50,000								50,000
	NHPP-IM. BRDG REPL. NATL HWY-MAP21	45,507								45,507
	Phase: ENVIRONMENTAL Totals	95,507								95,507
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT										
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	7,075								7,075
	Item: 201217 8 Totals	67,982,982	8,494,601	1,160,888						77,638,471
	Project Totals	156,107,177	8,494,601	1,160,888						165,762,666
Number: 412530 1	Project Description: POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING									
District: 01	County: POLK	Type of Work: TRAFFIC OPS IMPROVEMENT		Project Length: 0.000						
	L RTP 2-5									
Phase / Responsible Agency										
CONSTRUCTION / MANAGED BY FDOT		<2027		2027	2028	2029	2030	2031	>2031	All Years
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)	451,066	593,813							1,044,879
	TALU-TRANSPORTATION ALTS->200K	293,606	13,606							307,212
	Phase: CONSTRUCTION Totals	744,672	607,419							1,352,091
	Item: 412530 1 Totals	744,672	607,419							1,352,091
Number: 412530 2	Project Description: POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING									
District: 01	County: POLK	Type of Work: TRAFFIC OPS IMPROVEMENT		Project Length: 0.000						
	L RTP 2-5									
Fiscal Year										

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Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)	565,990	1,284,269	1,277,443		3,112,695		6,240,397
TALU-TRANSPORTATION ALTS- >200K	951,049	614,268					1,565,317
Phase: CONSTRUCTION Totals	1,517,039	1,898,537	1,277,443		3,112,695		7,805,714
Item: 412530 2 Totals	1,517,039	1,898,537	1,277,443		3,112,695		7,805,714
Number: 412530 3							
District: 01	Project Description: POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING						
	Type of Work: TRAFFIC OPS IMPROVEMENT						
	County: POLK						
	LRTP 2-5						
Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)				1,690,166	4,563,674	3,563,674	9,817,514
TALU-TRANSPORTATION ALTS- >200K					346,133	660,486	1,006,619
Phase: CONSTRUCTION Totals				1,690,166	4,909,807	4,224,160	10,824,133
Item: 412530 3 Totals				1,690,166	4,909,807	4,224,160	10,824,133
Number: 412530 4							
District: 01	Project Description: POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING						
	Type of Work: TRAFFIC OPS IMPROVEMENT						
	County: POLK						
	LRTP 2-5						
Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)				872,190		810,794	1,682,984
TALU-TRANSPORTATION ALTS- >200K						601,870	601,870
Phase: CONSTRUCTION Totals				872,190		1,412,664	2,284,854
Item: 412530 4 Totals				872,190		1,412,664	2,284,854
Project Totals	2,261,711	2,505,956	1,277,443	2,562,356	8,022,502	5,636,824	22,266,792
Number: 412675 1							
District: 01	Project Description: POLK COUNTY TSMCA						
	Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM						
	County: POLK						
	LRTP 2-5						
Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
OPERATIONS / MANAGED BY POLK CO A POLITICAL SUBDIVISION							
Fund Code: DOR-DISTRICT DEDICATED REVENUE			143,539				4,854,380
DITS-STATEWIDE ITS - STATE 100%		1,328,497					6,592,273
Phase: OPERATIONS Totals		1,328,497	143,539				11,446,653
OPERATIONS - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		98,973	10,694				911,599
Item: 412675 1 Totals		1,427,470	154,233				12,358,252
Project Totals		1,427,470	154,233				12,358,252
Number: 413647 1							
District: 01	Project Description: TOWN OF DUNDEE TSMCA						
	Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM						
	County: POLK						
	Project Length: 1.065MI						

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L RTP 2-5										
Phase / Responsible Agency		Fiscal Year								
OPERATIONS / MANAGED BY CITY OF DUNDEE		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: DDR-DISTRICT DEDICATED REVENUE		186,546	21,746	22,599					230,891	
OPERATIONS - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		14,437	1,620	1,684					17,741	
Item: 413647 1 Totals		200,983	23,366	24,283					248,632	
Project Totals		200,983	23,366	24,283					248,632	
Number: 413651 1										
District: 01										
Project Description: CITY OF HAINES CITY TSMCA		Project Length: 1.270MI								
County: POLK										
L RTP 2-5										
Phase / Responsible Agency		Fiscal Year								
OPERATIONS / MANAGED BY CITY OF HAINES CITY		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: DDR-DISTRICT DEDICATED REVENUE		771,107	95,075	98,948					965,130	
OPERATIONS - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		62,565	7,083	7,372					77,020	
Item: 413651 1 Totals		833,672	102,158	106,320					1,042,150	
Project Totals		833,672	102,158	106,320					1,042,150	
Number: 413653 1										
District: 01										
Project Description: CITY OF LAKE WALES TSMCA		Project Length: 1.017MI								
County: POLK										
L RTP 2-5										
Phase / Responsible Agency		Fiscal Year								
OPERATIONS / MANAGED BY CITY OF LAKE WALES		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: DDR-DISTRICT DEDICATED REVENUE		670,175	83,410	87,291					840,876	
OPERATIONS - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		49,748	6,214	6,503					62,465	
Item: 413653 1 Totals		719,923	89,624	93,794					903,341	
Project Totals		719,923	89,624	93,794					903,341	
Number: 413654 1										
District: 01										
Project Description: CITY OF LAKE LAND TSMCA		Project Length: 4.770MI								
County: POLK										
L RTP 2-5										
Phase / Responsible Agency		Fiscal Year								
OPERATIONS / MANAGED BY LAKE LAND, CITY OF		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: DDR-DISTRICT DEDICATED REVENUE		5,461,251		94,516					5,555,767	
DITS-STATEWIDE ITS - STATE 100%		3,211,029	865,840						4,076,869	
Phase: OPERATIONS Totals		8,672,280	865,840	94,516					9,632,636	

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OPERATIONS - IND SUPP / MANAGED BY LAKE LAND, CITY OF											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		635,078		64,505		7,041					
Item: 413654 1 Totals		9,307,398		930,345		101,557					
Project Totals		9,307,398		930,345		101,557					
Number: 413655 1		Project Description: CITY OF WINTER HAVEN TSMCA									
District: 01		County: POLK		Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM							
		LRTP 2-5		Project Length: 2.880MI							
Phase / Responsible Agency		<2027		2027		2028		2029		2030	
										2031 >2031	
OPERATIONS / MANAGED BY WINTER HAVEN CITY OF										All Years	
Fund Code: DDR-DISTRICT DEDICATED REVENUE		2,184,421								2,184,421	
		DITS-STATEWIDE ITS - STATE 100%		74,578		213,885				288,463	
Phase: OPERATIONS Totals		2,258,999		213,885						2,472,884	
OPERATIONS - IND SUPP / MANAGED BY WINTER HAVEN CITY OF											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		177,836		15,934						193,770	
Item: 413656 1 Totals		2,436,835		229,819						2,666,654	
Project Totals		2,436,835		229,819						2,666,654	
Number: 430185 1		Project Description: SR 33 FROM OLD COMBEE RD TO N OF TOMKOW RD									
District: 01		County: POLK		Type of Work: PD&E/EMO STUDY							
		LRTP 4-4		Project Length: 3.721MI							
Phase / Responsible Agency		<2027		2027		2028		2029		2030	
										2031 >2031	
P D & E / MANAGED BY FDOT										All Years	
Fund Code: TOTAL OUTSIDE YEARS		1,346,720								1,346,720	
P D & E - IND SUPP / MANAGED BY FDOT											
Fund Code: TOTAL OUTSIDE YEARS		73,791								73,791	
Item: 430185 1 Totals		1,420,511								1,420,511	
Number: 430185 2		Project Description: SR 33 FROM OLD COMBEE RD TO N OF TOMKOW RD									
District: 01		County: POLK		Type of Work: PRELIMINARY ENGINEERING							
		LRTP 4-4		Project Length: 3.721MI							
Phase / Responsible Agency		<2027		2027		2028		2029		2030	
										2031 >2031	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										All Years	
Fund Code: TOTAL OUTSIDE YEARS		13,270,549								13,270,549	
PRELIM ENG - IND SUPP / MANAGED BY FDOT											
Fund Code: TOTAL OUTSIDE YEARS		1,039,235								1,039,235	
CONSTRUCTION / MANAGED BY FDOT											
Fund Code: TOTAL OUTSIDE YEARS		3,866								3,866	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											

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Fund Code: TOTAL OUTSIDE YEARS		142								142
Item: 430185 2 Totals		14,313,792								14,313,792
Number: 430185 3	Project Description: I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION									
District: 01	County: POLK									
	LRTP 4-4									
	Type of Work: INTERCHANGE - ADD LANES									
	Project Length: 3.765MI									
	SIS									
Phase / Responsible Agency										
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		105,645								105,645
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		6,303								6,303
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		4,944,639								4,944,639
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		376,472								376,472
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		6,567,115								6,567,115
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		128,465,081								128,465,081
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		11,564,023								11,564,023
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		701,259								701,259
ENVIRONMENTAL / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		1,423,265								1,423,265
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		70,825								70,825
Item: 430185 3 Totals		154,224,627								154,224,627
Number: 430185 4	Project Description: SR 33 FROM OLD COMBEE RD TO S OF FIRSTPARK BLVD S									
District: 01	County: POLK									
	LRTP 4-4									
	Type of Work: ADD LANES & REHABILITATE PVMNT									
	Project Length: 2.528MI									
Phase / Responsible Agency										
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,086								1,086
Fund Code: US-STATE PRIMARY HIGHWAYS & PTO		888								888

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Phase: PRELIMINARY ENGINEERING Totals										1,974										1,974
PRELIM ENG - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										125										125
RIGHT OF WAY / MANAGED BY FDOT																				
Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS										746,207										746,207
ARTW-ARTERIAL WIDENING PROGRAM										2,000										2,000
DDR-DISTRICT DEDICATED REVENUE										730,592										730,592
DIH-STATE IN-HOUSE PRODUCT SUPPORT										35,167										35,167
DS-STATE PRIMARY HIGHWAYS & PTO										1,766										1,766
Phase: RIGHT OF WAY Totals										1,515,732										1,515,732
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										133,201										133,201
RAILROAD & UTILITIES / MANAGED BY FDOT																				
Fund Code: LF-LOCAL FUNDS										2,993,647										2,993,647
CONSTRUCTION / MANAGED BY FDOT																				
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT										9,000,000										9,000,000
DDR-DISTRICT DEDICATED REVENUE										8,860										8,860
DIH-STATE IN-HOUSE PRODUCT SUPPORT										3,130										3,130
DS-STATE PRIMARY HIGHWAYS & PTO										9,044										9,044
LF-LOCAL FUNDS										3,160,696										3,160,696
MFF-MOVING FLORIDA FORWARD										24,193,041										24,193,041
SIBF-FEDERAL FUNDED SIB										6,232,824										6,232,824
Phase: CONSTRUCTION Totals										42,607,595										42,607,595
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										3,793,619										3,793,619
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										244,997										244,997
REPAYMENTS / MANAGED BY FDOT																				
Fund Code: JAGU-ADVANCE CONSTRUCTION (SU)																1,000,000				1,000,000
DS-STATE PRIMARY HIGHWAYS & PTO																1,000,000				1,000,000
Phase: REPAYMENTS Totals																				
Item: 430185 4 Totals										51,290,890										51,290,890
Number: 430185 5	Project Description: I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT										*SIS*									
District: 01	County: POLK										Project Length: 0.650MI									
	L RTP 4-4																			
Phase / Responsible Agency										<2027	Fiscal Year									
											2027	2028	2029	2030	2031	>2031	All Years			

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Item: 430185 7 Totals		10,293,840																		10,293,840
Project Totals			238,318,156																	238,318,156
Number: 431775 1		Project Description: I-4 WEST ASSET MAINTENANCE				Type of Work: ROUTINE MAINTENANCE				Project Length: 28.000MI				*SIS*						
District: 01		County: POLK				L RTP 4-4														
Phase / Responsible Agency		<2027				2027		2028		2029		2030		2031		>2031		All Years		
CONSTRUCTION / MANAGED BY FDOT																				
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,209,021																1,209,021		
DIH-STATE IN-HOUSE PRODUCT SUPPORT		1,000																1,000		
US-STATE PRIMARY HIGHWAYS & PTO		85,959																85,959		
Phase: CONSTRUCTION Totals		1,295,980																1,295,980		
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		60,021																60,021		
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		124																124		
Item: 431775 1 Totals		1,356,125																1,356,125		
Project Totals		1,356,125																1,356,125		
Number: 433856 2		Project Description: SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				Type of Work: ADD LANES & RECONSTRUCT				Project Length: 5.523MI				*SIS*						
District: 01		County: POLK				L RTP 5-4														
Phase / Responsible Agency		<2027				2027		2028		2029		2030		2031		>2031		All Years		
PRELIMINARY ENGINEERING / MANAGED BY FDOT																				
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP		10,478																10,478		
DDR-DISTRICT DEDICATED REVENUE		891,537																891,537		
US-STATE PRIMARY HIGHWAYS & PTO		5,113																5,113		
NHPP-IM, BRDG REPL, NAT'L HWY-MAP21		4,890,728																4,890,728		
Phase: PRELIMINARY ENGINEERING Totals		5,797,856																5,797,856		
PRELIM ENG - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		654,896																654,896		
RIGHT OF WAY / MANAGED BY FDOT																				
Fund Code: ARTW-ARTERIAL WIDENING PROGRAM												13,700,000						13,700,000		
DIH-STATE IN-HOUSE PRODUCT SUPPORT												1,320,000						1,320,000		
Phase: RIGHT OF WAY Totals												15,020,000						15,020,000		
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT																				
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD												1,009,002						1,009,002		
CONSTRUCTION / MANAGED BY FDOT																				
Fund Code: DDR-DISTRICT DEDICATED REVENUE		6,664																6,664		

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DS-STATE PRIMARY HIGHWAYS & PTO		7,819						7,819
Phase: CONSTRUCTION Totals		14,483						14,483
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		527						527
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: ARTW-ARTERIAL WIDENING PROGRAM							1,200,000	1,200,000
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							89,400	89,400
Item: 433856 2 Totals		6,467,762					17,318,402	23,786,164
Project Totals		6,467,762					17,318,402	23,786,164
Number: 436560 2	Project Description: US 92 FROM RECKER HWY TO KELLY LANE		Type of Work: INTERSECTION IMPROVEMENT		Project Length: 0.220MI			
District: 01	County: POLK		L RTP 5-26					
Phase / Responsible Agency		Fiscal Year						
<2027			2027	2028	2029	2030	2031 >2031	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE					953,197			953,197
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					26,439			26,439
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					5,142			5,142
Item: 436560 2 Totals					984,778			984,778
Project Totals					984,778			984,778
Number: 437107 1	Project Description: LAKELAND TMC OPS FUND CITY WIDE		Type of Work: OTHER ITS		Project Length: 0.001MI			
District: 01	County: POLK		L RTP 2-3					
Phase / Responsible Agency		Fiscal Year						
<2027			2027	2028	2029	2030	2031 >2031	All Years
OPERATIONS / MANAGED BY LAKELAND, CITY OF								
Fund Code: DDR-DISTRICT DEDICATED REVENUE		660,000		250,000	250,000	250,000	250,000	660,000
DS-STATE PRIMARY HIGHWAYS & PTO		933,500						2,183,500
Phase: OPERATIONS Totals		1,593,500	250,000	250,000	250,000	250,000	250,000	2,843,500
OPERATIONS - IND SUPP / MANAGED BY LAKELAND, CITY OF								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		123,890	18,625	18,625	18,625	18,625	18,625	217,015
Item: 437107 1 Totals		1,717,390	268,625	268,625	268,625	268,625	268,625	3,060,515
Project Totals		1,717,390	268,625	268,625	268,625	268,625	268,625	3,060,515
Number: 440273 1	Project Description: SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17							

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District: 01		County: POLK LRTP 5-10		Type of Work: PD&E/IMO STUDY		Project Length: 7.966MI				
Phase / Responsible Agency				<2027	Fiscal Year					
P D & E / MANAGED BY FDOT					2027	2028	2029	2030	2031 >2031	All Years
Fund Code: - TOTAL OUTSIDE YEARS				2,048,309						2,048,309
P D & E - IND SUPP / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS				129,072						129,072
Item: 440273 1 Totals				2,177,381						2,177,381
Number: 440273 4		Project Description: SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y								
District: 01		County: POLK LRTP 5-10		Type of Work: ADD LANES & RECONSTRUCT		Project Length: 0.482MI				
Phase / Responsible Agency				<2027	Fiscal Year					
PRELIMINARY ENGINEERING / MANAGED BY FDOT					2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DIH-STATE INHOUSE PRODUCT SUPPORT				26,794						26,794
DS-STATE PRIMARY HIGHWAYS & PTO				2,212						2,212
SU-SIP, URBAN AREAS > 200K				1,946,216						1,946,216
Phase: PRELIMINARY ENGINEERING Totals				1,975,222						1,975,222
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD				279,072						279,072
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)				800,000	1,766,982					2,566,982
DIH-STATE INHOUSE PRODUCT SUPPORT				186,000	186,000					372,000
TRIP-TRANS REGIONAL INCENTIVE PROGM				2,659,321						2,659,321
TRWR-2015 SB2514A-TRAN REG INCT PRG						1,138,157				1,138,157
Phase: RIGHT OF WAY Totals				3,645,321	1,952,982	1,138,157				6,736,460
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD				236,203	132,124	69,997				438,324
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)								750,000		750,000
LF-LOCAL FUNDS								2,000,000		2,000,000
Phase: RAILROAD & UTILITIES Totals								750,000	2,000,000	2,750,000
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)								2,250,291		2,250,291
ACSU-ADVANCE CONSTRUCTION (SU)								3,347,870		3,347,870
DDR-DISTRICT DEDICATED REVENUE								9,974,870		9,974,870
DIH-STATE INHOUSE PRODUCT SUPPORT								58,250		58,250
LF-LOCAL FUNDS								116,500		116,500

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DESIGN BUILD / MANAGED BY FDOT												
Fund Code: IDITS-STATEWIDE ITS - STATE 100%		Item: 442103 1 Totals									3,910,378	3,910,378
		Project Totals								429,800	4,157,274	4,587,074
										429,800	4,157,274	4,587,074
Number: 443606 1												
Project Description: TENOROC TRAIL SEG 2-6 FROM E OF LAKE CRAGO PARK TO BRADDOCK RD												
District: 01												
County: POLK												
LRTP 4-4												
Type of Work: BIKE PATH/TRAIL												
Project Length: 0.000												
Fiscal Year												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
P D & E / MANAGED BY FDOT												
Fund Code: TLWR-2015 SB2514A-TRAIL NETWORK			2,000,000									2,000,000
P D & E - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD			149,000									149,000
Item: 443606 1 Totals			2,149,000									2,149,000
Project Totals			2,149,000									2,149,000
Number: 444627 1												
Project Description: SR 37 FROM ARIANA ST TO LIME ST - PILOT STUDY												
District: 01												
County: POLK												
LRTP 4-13												
Type of Work: MISCELLANEOUS CONSTRUCTION												
Project Length: 1.253MI												
Fiscal Year												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			100,548									100,548
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			2,622									2,622
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			1,048,670									1,048,670
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			33,066									33,066
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			4,332									4,332
Item: 444627 1 Totals			1,189,238									1,189,238
Number: 444627 2												
Project Description: SR 37 FROM ARIANA ST TO LIME ST												
District: 01												
County: POLK												
LRTP 4-13												
Type of Work: MISCELLANEOUS CONSTRUCTION												
Project Length: 1.028MI												
Fiscal Year												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code: -TOTAL OUTSIDE YEARS			1,514,243									1,514,243

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PRELIM ENG - IND SUPP / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	1,732			1,732
RIGHT OF WAY / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	1,664,000			1,664,000
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	103,240			103,240
CONSTRUCTION / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	17,505			17,505
CONST SUPPORT - IND SUPP / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	1,509			1,509
ENVIRONMENTAL / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	75,000			75,000
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT					
Fund Code:	-TOTAL OUTSIDE YEARS	5,588			5,588
Item:	444627 2 Totals	3,382,817			3,382,817
Number: 444627 3	Project Description: SR 37 FROM ARIANA ST TO LIME ST				
District: 01	County: POLK	Type of Work: MISCELLANEOUS CONSTRUCTION	Project Length: 1.028MI		
L RTP# 4-13					
Phase / Responsible Agency		Fiscal Year			
<2027		2027	2028	2029	2030
		2031	>2031	All Years	
CONSTRUCTION / MANAGED BY CITY OF LAKELAND					
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	563,816			563,816
	ACSU-ADVANCE CONSTRUCTION (SU)	2,500,000			2,500,000
	DDR-DISTRICT DEDICATED REVENUE	720			720
	DS-STATE PRIMARY HIGHWAYS & PTO	12,072,432			12,072,432
	LF-LOCAL FUNDS	6,251,910			6,251,910
	TALT-TRANSPORTATION ALTS- ANY AREA	4,823,240			4,823,240
	TRIP-TRANS REGIONAL INCENTIVE PROGIM	4,376,786			4,376,786
Phase: CONSTRUCTION Totals		1,089	30,587,815		30,588,904
CONSTRUCTION - IND SUPP / MANAGED BY FDOT					
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	679,619			679,619
CONST SUPPORT - IND SUPP / MANAGED BY FDOT					
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	81	110,033		110,114
Item:	444627 3 Totals	1,170	31,377,467		31,378,637
Project Totals		4,573,225	31,377,467		35,950,692
Number: 446274 1	Project Description: SR 563 AT PEAR ST / PARKER ST				

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District: 01		County: POLK LRTP 5-14	Type of Work: MEDIAN MODIFICATION	Project Length: 0.100MI						
Phase / Responsible Agency		<2027		Fiscal Year						
				2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS:HSP)				3,750						3,750
DDR-DISTRICT DEDICATED REVENUE				28,909						28,909
DIH-STATE IN-HOUSE PRODUCT SUPPORT				165						165
DS-STATE PRIMARY HIGHWAYS & PTO				17,711						17,711
HSP-SAFETY (HIWAY SAFETY PROGRAM)				209,902						209,902
Phase: PRELIMINARY ENGINEERING Totals				260,437						260,437
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				26,821						26,821
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS:HSP)				970	433,113					434,083
DS-STATE PRIMARY HIGHWAYS & PTO				93						93
Phase: CONSTRUCTION Totals				1,063	433,113					434,176
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					11,256					11,256
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				123	3,307					3,430
Item: 446274.1 Totals				288,444	447,676					736,120
Number: 451469.1		Project Description: SR 563 FROM S OF SR 539 (KATHLEEN RD) TO S OF SR 546 (US 92)								
District: 01		County: POLK LRTP 5-14	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)	Project Length: 0.628MI						
Phase / Responsible Agency		<2027		Fiscal Year						
				2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE				1,026						1,026
DIH-STATE IN-HOUSE PRODUCT SUPPORT				146,561						146,561
DS-STATE PRIMARY HIGHWAYS & PTO				40,241						40,241
Phase: PRELIMINARY ENGINEERING Totals				187,818						187,818
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				21,731						21,731
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE					1,322,639					1,322,639
DIH-STATE IN-HOUSE PRODUCT SUPPORT					10,290					10,290
DS-STATE PRIMARY HIGHWAYS & PTO				93	157,154					157,247
Phase: CONSTRUCTION Totals				93	1,490,083					1,490,176

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CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD						42,192						42,192
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD			3			6,979						6,982
Item: 451469 1 Totals		209,645				1,539,254						1,748,899
Project Totals		498,089				1,986,930						2,485,019
Number: 446365 1 District: 01 Project Description: SIXTH ST SW FROM S OF AVE G SW TO US 17 (SR 555) County: POLK L RTP 4-4 Type of Work: SIDEWALK Project Length: 0.200MI												
Phase / Responsible Agency												
PRELIMINARY ENGINEERING / MANAGED BY CITY OF WINTER HAVEN												
Fund Code: ARPA/ARPA INTEREST			114,999									114,999
DIH-STATE IN-HOUSE PRODUCT SUPPORT			87									87
SU-STP, URBAN AREAS > 200K			28									28
Phase: PRELIMINARY ENGINEERING Totals			115,114									115,114
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD			23,863									23,863
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN												
Fund Code: JACSU-ADVANCE CONSTRUCTION (SU)												25,613
LF-LOCAL FUNDS												300,371
VALU-TRANSPORTATION ALTS > 200K												601,870
Phase: CONSTRUCTION Totals												927,854
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD												19,985
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD												124
Item: 446365 1 Totals		138,977				947,963						1,086,940
Number: 446365 2 District: 01 Project Description: SIXTH ST SW FROM S OF AVE G SW TO US 17 (SR 555) County: POLK L RTP 4-4 Type of Work: SIDEWALK Project Length: 0.000												
Phase / Responsible Agency												
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS			50,000									50,000
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS			1,815									1,815
Item: 446365 2 Totals			51,815									51,815

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Project Totals		190,792	947,963							1,138,755
Number: 446561 1 District: 01 Project Description: SR 659 (COMBEE RD) FROM US 92 (MEMORIAL BLVD) TO MORGAN COMBEE RD County: POLK Type of Work: SIDEWALK Project Length: 1.008MI L RTP 4.4										
Phase / Responsible Agency		Fiscal Year								
		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: JACSU-ADVANCE CONSTRUCTION (SU)		699,045							699,045	
DDR-DISTRICT DEDICATED REVENUE		50							50	
DIH-STATE IN-HOUSE PRODUCT SUPPORT		32,306							32,306	
DS-STATE PRIMARY HIGHWAYS & PTO		294							294	
SU-STP, URBAN AREAS > 200K		193,847							193,847	
Phase: PRELIMINARY ENGINEERING Totals		925,542							925,542	
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD		64,094							64,094	
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: JACSU-ADVANCE CONSTRUCTION (SU)			18,500						18,500	
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: JACPR-AC - PROTECT GRANT PGM				543,540					543,540	
JACSU-ADVANCE CONSTRUCTION (SU)				3,003,815					3,003,815	
DDR-DISTRICT DEDICATED REVENUE		1,200							1,200	
DS-STATE PRIMARY HIGHWAYS & PTO		1,152							1,152	
TALU-TRANSPORTATION ALTS > 200K				505,186					505,186	
Phase: CONSTRUCTION Totals		2,352		4,052,541					4,054,893	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD			590	111,739					112,329	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD		84		21,040					21,124	
ENVIRONMENTAL / MANAGED BY FDOT										
Fund Code: JACSU-ADVANCE CONSTRUCTION (SU)			49,870						49,870	
TALU-TRANSPORTATION ALTS > 200K				150,000					150,000	
Phase: ENVIRONMENTAL Totals			49,870	150,000					199,870	
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD			3,715	11,175					14,890	
Item: 446561 1 Totals		992,072	72,675	4,346,495					5,411,242	
Project Totals		992,072	72,675	4,346,495					5,411,242	
Number: 447075 1		Project Description: W LAKE HUNTER TRAIL STUDY ON SR 563 BW ARIANA ST & LIME ST								

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District: 01	County: POLK LRTP 4.4	Type of Work: FEASIBILITY STUDY	Project Length: 1.416MI							
Phase / Responsible Agency				Fiscal Year						
PLANNING / MANAGED BY FDOT			<2027	2027	2028	2029	2030	2031 >2031	All Years	
Fund Code: TOTAL OUTSIDE YEARS		284,673							284,673	
PLANNING - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS		16,422							16,422	
Item: 447075 1 Totals		301,095							301,095	
Number: 447075 2	Project Description: SR 563 FROM LK HUNTER BOAT RAMP TO LIME ST									
District: 01	County: POLK LRTP 4.4	Type of Work: BIKE PATH/TRAIL	Project Length: 0.339MI							
Phase / Responsible Agency				Fiscal Year						
PRELIMINARY ENGINEERING / MANAGED BY FDOT			<2027	2027	2028	2029	2030	2031 >2031	All Years	
Fund Code: TALTU-TRANSPORTATION ALTS- >200K		416,560							416,560	
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		60,192							60,192	
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)			40,000						40,000	
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)					1,808,485				1,808,485	
DS-STATE PRIMARY HIGHWAYS & PTO		25,917							25,917	
TALT-TRANSPORTATION ALTS- ANY AREA					861,939				861,939	
TALTU-TRANSPORTATION ALTS- >200K					5,300				5,300	
Phase: CONSTRUCTION Totals		25,917			2,675,724				2,701,641	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				1,276	75,531				76,807	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		941			12,352				13,293	
Item: 447075 2 Totals		503,610	41,276		2,763,607				3,308,493	
Project Totals		804,705	41,276		2,763,607				3,609,568	
Number: 448431 1	Project Description: AVENUE C SE FROM FIRST STREET SOUTH TO SIXTH STREET SE									
District: 01	County: POLK LRTP 4.4	Type of Work: SIDEWALK	Project Length: 0.126MI							
Phase / Responsible Agency				Fiscal Year						
PRELIMINARY ENGINEERING / MANAGED BY FDOT			<2027	2027	2028	2029	2030	2031 >2031	All Years	

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Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)		1,000								1,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		136								136
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN										
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)								1,118,408		1,118,408
LE-LOCAL FUNDS								219,019		219,019
Phase: CONSTRUCTION Totals								1,337,427		1,337,427
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD								35,645		35,645
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD								124		124
Item: 448431 1 Totals						1,136		1,373,196		1,374,332
Project Totals						1,136		1,373,196		1,374,332
Number: 449049 1 Project Description: SR646(US92)(MEMORIAL BLVD) FROM WABASH AVE TO WEST OF E GARY DR District: 01 County: POLK Type of Work: RIGID PAVEMENT RECONSTRUCTION Project Length: 4.004MI L RTP 4-13										
Phase / Responsible Agency		<2027				2027	2028	2029	2030	2031>2031
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)						1,052,308				1,052,308
ACSA-ADVANCE CONSTRUCTION (SA)					10,000	2,550,559				2,560,559
DDR-DISTRICT DEDICATED REVENUE					3,447	3,197,133				3,200,580
Phase: PRELIMINARY ENGINEERING Totals					13,447	6,800,000				6,813,447
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						1,618				511,298
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)									2,382,833	2,382,833
ACNP-ADVANCE CONSTRUCTION NHPP									52,024,495	52,024,495
ACSA-ADVANCE CONSTRUCTION (SA)									23,385,162	23,385,162
Phase: CONSTRUCTION Totals									77,792,490	77,792,490
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									2,234,715	2,234,715
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										
Item: 449049 1 Totals					15,065	7,309,680			311,703	311,703
Project Totals					15,065	7,309,680			80,338,908	87,663,653
Project Totals									80,338,908	87,663,653

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Number: 449655 1 District: 01 Project Description: SR 544 AT DERBY AVE County: POLK L RTP 2-1 Type of Work: SAFETY PROJECT Project Length: 0.172MI												
Phase / Responsible Agency		<2027	Fiscal Year									All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2027	2028	2029	2030	2031 > 2031					
Fund Code: TOTAL OUTSIDE YEARS		124,424									124,424	
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS		9,486									9,486	
Item: 449655 1 Totals		133,910									133,910	
Number: 450884 1 District: 01 Project Description: SR 544 FROM 8TH ST NW (US17) TO 10TH ST S County: POLK L RTP 2-2 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 8.437MI												
Phase / Responsible Agency		<2027	Fiscal Year									All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2027	2028	2029	2030	2031 > 2031					
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			100,000								100,000	
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD			13,610								13,610	
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: DOR-DISTRICT DEDICATED REVENUE					16,237,653						16,237,653	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD					462,483						462,483	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD					63,153						63,153	
Item: 450884 1 Totals			113,610		16,763,289						16,876,899	
Project Totals		133,910	113,610		16,763,289						17,010,809	
Number: 449659 1 District: 01 Project Description: SR 25 (US 27) AT AIRPORT RD/PATTERSON RD AND SOUTH BLVD County: POLK L RTP 2-2 Type of Work: SAFETY PROJECT Project Length: 0.971MI												
Phase / Responsible Agency		<2027	Fiscal Year									All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2027	2028	2029	2030	2031 > 2031					
Fund Code: JACS-ADVANCE CONSTRUCTION (SS HSP)			5,000								5,000	
DS-STATE PRIMARY HIGHWAYS & PTO			333								333	
Phase: PRELIMINARY ENGINEERING Totals			5,333								5,333	
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD			704								704	

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CONSTRUCTION / MANAGED BY FDOT											
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)								3,025,055		3,025,055
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD								86,321		86,321
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD								11,682		11,682
Item:	449659 1 Totals	6,037							3,123,058		3,129,095
Project Totals		6,037							3,123,058		3,129,095
Number: 449660 1 District: 01 Project Description: PROVIDENCE RD FROM SR 539 KATHLEEN RD TO CR 582 GRIFFIN RD County: POLK Type of Work: SIDEWALK L RTP 4-4 Project Length: 1.111MI											
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031	>2031		All Years
CONSTRUCTION / MANAGED BY CITY OF LAKELAND											
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)			3,420,155							3,420,155
LF-LOCAL FUNDS				754,359							754,359
TALU-TRANSPORTATION ALTS- >200K				660,486							660,486
Phase: CONSTRUCTION Totals				4,835,000							4,835,000
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			130,013							130,013
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			619							619
Item:	449660 1 Totals			4,965,632							4,965,632
Project Totals				4,965,632							4,965,632
Number: 449737 1 District: 01 Project Description: I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING County: POLK Type of Work: PARKING FACILITY L RTP 2-3 Project Length: 0.850MI											
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031	>2031		All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT											
Fund Code:	ACFPAC FREIGHT PROG (NFP)			36,699							36,699
DOR-DISTRICT DEDICATED REVENUE				1,703							1,703
DS-STATE PRIMARY HIGHWAYS & PTO				32,736							32,736
NFP-NATIONAL FREIGHT PROGRAM				1,014,587							1,014,587
Phase: PRELIMINARY ENGINEERING Totals				1,085,725							1,085,725
PRELIM ENG - IND SUPP / MANAGED BY FDOT											
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			145,363							145,363
CONSTRUCTION / MANAGED BY FDOT											

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Fund Code: ACFP-AC FREIGHT PROG (NFP)		11,213,256								11,213,256
DDR-DISTRICT DEDICATED REVENUE		755								755
DS-STATE PRIMARY HIGHWAYS & PTO		1,593								1,593
Phase: CONSTRUCTION Totals		2,348								11,213,256
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			312,732							312,732
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		84	53,925							54,009
Item: 449737 1 Totals		1,233,520	11,579,913							12,813,433
Project Totals		1,233,520	11,579,913							12,813,433
Number: 449979 1 District: 01	Project Description: LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33 County: POLK L RTP 4.4, 5-3, 7-4	*SIS* Project Length: 4.770MI								
Phase / Responsible Agency										
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,000								5,000
DS-STATE PRIMARY HIGHWAYS & PTO		214,586								214,586
Phase: PRELIMINARY ENGINEERING Totals		219,586								219,586
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		31,345								31,345
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE										1,768,861
DIH-STATE IN-HOUSE PRODUCT SUPPORT										5,640
DS-STATE PRIMARY HIGHWAYS & PTO										54,144
Phase: CONSTRUCTION Totals										1,828,645
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										50,381
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										11,612
Item: 449979 1 Totals		250,931								2,141,569
Project Totals		250,931								2,141,569
Number: 450872 1 District: 01	Project Description: SR 669 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD County: POLK L RTP 2-3	Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 4.341MI								
Phase / Responsible Agency										
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			100,000							100,000

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PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							13,610			13,610
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE							1,249,226			1,249,226
DIH-STATE IN-HOUSE PRODUCT SUPPORT							54,650			54,650
DS-STATE PRIMARY HIGHWAYS & PTO							6,556,980			6,556,980
Phase: CONSTRUCTION Totals							7,860,856			7,860,856
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							226,380			226,380
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							32,526			32,526
Item: 450872 1 Totals						113,610	8,119,762			8,233,372
Project Totals						113,610	8,119,762			8,233,372
Number: 450873 1	Project Description: SR 572 FROM SR 600 (US 92) TO N OF ROOMS TO GO ENT									
District: 01	County: POLK									
	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)									
	LRTP 2-3									
	Project Length: 0.621MI									
Phase / Responsible Agency		Fiscal Year								
		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE			149,204							149,204
DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,358							10,358
DS-STATE PRIMARY HIGHWAYS & PTO			27,726							27,726
Phase: PRELIMINARY ENGINEERING Totals			187,288							187,288
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			31,034							31,034
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE			130,000							130,000
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE							1,299,114			1,299,114
DIH-STATE IN-HOUSE PRODUCT SUPPORT							5,300			5,300
Phase: CONSTRUCTION Totals							1,304,414			1,304,414
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			12,522				37,577			50,099
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							5,662			5,662
Item: 450873 1 Totals			360,844				1,347,653			1,708,497
Project Totals			360,844				1,347,653			1,708,497

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Number: 450875 1 District: 01 Project Description: SR 555(US17) FROM S OF AVENUE A TO S OF SR 600 County: POLK Type of Work: RESURFACING Project Length: 3.755MI LRTP 2-3									
Phase / Responsible Agency		Fiscal Year							
		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,811,155							1,811,155
DIH-STATE IN-HOUSE PRODUCT SUPPORT		40,401							40,401
Phase: PRELIMINARY ENGINEERING Totals		1,851,556							1,851,556
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD		319,317							319,317
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)			395,000						395,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING				27,625,109					27,625,109
ACSA-ADVANCE CONSTRUCTION (SA)				2,816,620					2,816,620
DS-STATE PRIMARY HIGHWAYS & PTO		22,881							22,881
Phase: CONSTRUCTION Totals		22,881		30,441,729					30,464,610
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD			12,604	871,457					884,061
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD		741		118,013					118,754
Item: 450875 1 Totals		2,194,495	407,604	31,431,199					34,033,298
Project Totals		2,194,495	407,604	31,431,199					34,033,298
Number: 450876 1 District: 01 Project Description: SR 600 (US 92/US 17) FROM S OF SOUTH BLVD TO N OF NORTH BLVD County: POLK Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 0.964MI LRTP 2-3									
Phase / Responsible Agency		Fiscal Year							
		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		222,773							222,773
DIH-STATE IN-HOUSE PRODUCT SUPPORT		19,107							19,107
DS-STATE PRIMARY HIGHWAYS & PTO		23,241							23,241
Phase: PRELIMINARY ENGINEERING Totals		265,121							265,121
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: DIH-STATE 100% - INDIRECT/OVERHEAD		46,210							46,210
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		574	1,124,256						1,124,830

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DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,150								5,150
DS-STATE PRIMARY HIGHWAYS & PTO		3,215								3,215
Phase: CONSTRUCTION Totals		8,339	1,124,256							1,133,195
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			31,520							31,520
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		774	5,140							5,914
Item: 450876 1 Totals		321,044	1,160,916							1,481,960
Project Totals		321,044	1,160,916							1,481,960
Number: 450877 1	Project Description: SR 35/700 (US 98) FROM S OF SR 540 (WINTER LAKE RD) TO N OF BROOKS ST									
District: 01	County: POLK	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)								
	L RTP 2-3	Project Length: 0.735MI								
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,450								1,450
DIH-STATE IN-HOUSE PRODUCT SUPPORT		7,000								7,000
DS-STATE PRIMARY HIGHWAYS & PTO		231,704								231,704
Phase: PRELIMINARY ENGINEERING Totals		240,154								240,154
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		30,410								30,410
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		46,106	2,708,868							2,754,974
DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,145							5,145
DS-STATE PRIMARY HIGHWAYS & PTO		2,290	350,781							353,071
Phase: CONSTRUCTION Totals		48,396	3,064,794							3,113,190
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			86,413							86,413
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		1,582	13,567							15,149
Item: 450877 1 Totals		320,542	3,164,774							3,485,316
Project Totals		320,542	3,164,774							3,485,316
Number: 450879 1	Project Description: SR 17 FROM SR 25 (US 27) TO 5TH AVE									
District: 01	County: POLK	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)								
	L RTP 2-3	Project Length: 11.798MI								
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE			974							974

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DIH-STATE IN-HOUSE PRODUCT SUPPORT		4,381								4,381
DS-STATE PRIMARY HIGHWAYS & PTO		1,673,730								1,673,730
Phase: PRELIMINARY ENGINEERING Totals		1,679,085								1,679,085
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		241,720								241,720
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		30,000								30,000
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		946				10,280,372				10,281,318
DIH-STATE IN-HOUSE PRODUCT SUPPORT						106,000				106,000
DS-STATE PRIMARY HIGHWAYS & PTO						37,175				37,175
Phase: CONSTRUCTION Totals		38,121				10,386,372				10,424,493
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		2,812				297,209				300,021
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		1,245				49,312				50,557
Item: 450879 1 Totals		1,992,983				10,732,893				12,725,876
Project Totals		1,992,983				10,732,893				12,725,876
Number: 450880 1	Project Description: SR 17 FROM S OF N CROOKED LAKE DR TO N OF JACK TOWNSEND RD									
District: 01	County: POLK	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)		Project Length: 4.503MI						
	L RTP 2-3									
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		168							168	
DIH-STATE IN-HOUSE PRODUCT SUPPORT		4,000							4,000	
DS-STATE PRIMARY HIGHWAYS & PTO		324,005							324,005	
Phase: PRELIMINARY ENGINEERING Totals		328,173							328,173	
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		39,883							39,883	
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE		3,143				3,515,898			3,519,041	
DIH-STATE IN-HOUSE PRODUCT SUPPORT						53,000			53,000	
DS-STATE PRIMARY HIGHWAYS & PTO									2,571	
Phase: CONSTRUCTION Totals		5,714				3,568,898			3,574,612	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						102,741			102,741	

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CONST SUPPORT - IND SUPP / MANAGED BY FDOT															
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		185		17,478								17,663			
Item: 450880 1 Totals		373,955		3,689,117								4,063,072			
Project Totals		373,955		3,689,117								4,063,072			
Number: 450881 1 District: 01 Project Description: SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE County: POLK Type of Work: PAVEMENT ONLY RESURFACE (FLEX) LRTP 2-3 Project Length: 2.436MI															
Phase / Responsible Agency		<2027		2027		2028		2029		2030		2031 >2031		All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT															
Fund Code: DDR-DISTRICT DEDICATED REVENUE		168												168	
DIH-STATE IN-HOUSE PRODUCT SUPPORT		4,115												4,115	
DS-STATE PRIMARY HIGHWAYS & PTO		145,024												145,024	
Phase: PRELIMINARY ENGINEERING Totals		149,307												149,307	
PRELIM ENG - IND SUPP / MANAGED BY FDOT															
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		27,310												27,310	
CONSTRUCTION / MANAGED BY FDOT															
Fund Code: DDR-DISTRICT DEDICATED REVENUE				2,804,036										2,804,036	
DIH-STATE IN-HOUSE PRODUCT SUPPORT				21,860										21,860	
Phase: CONSTRUCTION Totals				2,825,896										2,825,896	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT															
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				81,057										81,057	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT															
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				12,255										12,255	
Item: 450881 1 Totals		176,617		2,919,208										3,095,825	
Project Totals		176,617		2,919,208										3,095,825	
Number: 450883 1 District: 01 Project Description: SR 17 FROM NORTH OF OLD SCENIC HWY TO LAKE MARION RD / SR 544 County: POLK Type of Work: PAVEMENT ONLY RESURFACE (FLEX) LRTP 2-3 Project Length: 5.315MI															
Phase / Responsible Agency		<2027		2027		2028		2029		2030		2031 >2031		All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT															
Fund Code: DDR-DISTRICT DEDICATED REVENUE		589,712												589,712	
DIH-STATE IN-HOUSE PRODUCT SUPPORT		34,292												34,292	
DS-STATE PRIMARY HIGHWAYS & PTO		6,169												6,169	
Phase: PRELIMINARY ENGINEERING Totals		630,173												630,173	
PRELIM ENG - IND SUPP / MANAGED BY FDOT															
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		67,036												67,036	

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CONSTRUCTION / MANAGED BY FDOT												
Fund Code: DDR-DISTRICT DEDICATED REVENUE		3,629	4,796,174									4,799,803
DIH-STATE IN-HOUSE PRODUCT SUPPORT			20,580									20,580
DS-STATE PRIMARY HIGHWAYS & PTO		68,841										68,841
Phase: CONSTRUCTION Totals		72,470	4,816,754									4,889,224
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			139,220									139,220
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		2,367	18,816									21,183
Item: 450883 1 Totals		772,046	4,974,790									5,746,836
Project Totals		772,046	4,974,790									5,746,836
Number: 450885 1	Project Description: SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO N OF SR 700 (US 98)											
District: 01	County: POLK											
	Type of Work: PAVEMENT ONLY RESURFACE (FLEX)											
	L RTP 2-3											
			SIS	Project Length: 6.976MI								
Phase / Responsible Agency												
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,639										1,639
DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,189										5,189
DS-STATE PRIMARY HIGHWAYS & PTO		2,479										2,479
Phase: PRELIMINARY ENGINEERING Totals		9,307										9,307
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		964										964
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: DDR-DISTRICT DEDICATED REVENUE		10,198	14,300,898									14,311,096
DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,300									5,300
DS-STATE PRIMARY HIGHWAYS & PTO		36,161	1,726,708									1,762,869
Phase: CONSTRUCTION Totals		46,359	16,032,906									16,079,265
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			456,199									456,199
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		1,669	63,741									65,410
Item: 450885 1 Totals		58,299	16,552,846									16,611,145
Number: 450885 2	Project Description: SR 25 (US 27) FROM GEORGE ST TO CHARLES ST											
District: 01	County: POLK											
	Type of Work: MEDIAN MODIFICATION											
	L RTP 2-3											
			SIS	Project Length: 0.139MI								
Phase / Responsible Agency												
<2027			2027	2028	2029	2030	2031	>2031				All Years

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RAILROAD & UTILITIES / MANAGED BY FDOT												
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)						51,000						51,000
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS:HSP)							1,546,268					1,546,268
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						1,627						46,226
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							6,307					6,307
Item: 450885 2 Totals						52,627	1,997,174					1,649,801
Project Totals						58,299	18,150,020					18,260,946
Number: 450886 1 District: 01 Project Description: SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60 County: POLK L RTP 2-3 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 8.142MI *SIS*												
Phase / Responsible Agency							Fiscal Year					
CONSTRUCTION / MANAGED BY FDOT						<2027	2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DDR-DISTRICT DEDICATED REVENUE									13,978,748			13,978,748
DHS-STATE INHOUSE PRODUCT SUPPORT									109,300			109,300
DS-STATE PRIMARY HIGHWAYS & PTO									11,150,991			11,150,991
Phase: CONSTRUCTION Totals									25,239,039			25,239,039
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									730,859			730,859
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									95,326			95,326
Item: 450886 1 Totals									26,065,224			26,065,224
Project Totals									26,065,224			26,065,224
Number: 451381 2 District: 01 Project Description: GRANDVIEW PKWY FROM NORTH OF POSNER BLVD TO DUNSON RD County: POLK L RTP 4-3, 5-2 Type of Work: NEW BRIDGE CONSTRUCTION Project Length: 0.550MI *SIS*												
Phase / Responsible Agency							Fiscal Year					
PRELIMINARY ENGINEERING / MANAGED BY FDOT						<2027	2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DI-ST - SIW INTERINTRA STATE HWY												
MFF-MOVING FLORIDA FORWARD							287,672	287,672	287,672	287,672	575,343	575,343
Phase: PRELIMINARY ENGINEERING Totals							287,672	287,672	287,672	287,672	575,343	2,301,374
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							21,432	21,432	21,432	21,432	42,863	171,454
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												

Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		1,822,023	12,055	12,055	33,808	9,041	3,014	1,891,996
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		19,501	19,974	19,974	19,974	20,925	12,835	113,183
CONTRACT INCENTIVES / MANAGED BY FDOT									
Fund Code:	MIF-MOVING FLORIDA FOWARD		377,894	377,894	377,894	377,894	283,420	94,473	1,889,469
DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DII-ST - SW INTERINTRASTATE HWY							353,602	353,602
	LFL-LOCAL FUNDS		56,738,793						56,738,793
	MIF-MOVING FLORIDA FOWARD		131,010	550,244	550,244	1,232,153	576,446		3,040,097
	SIED-2012 SB1998-STRATEGIC ECON OOR		406,207						406,207
	Phase: DESIGN BUILD Totals		57,276,010	550,244	550,244	1,232,153	576,446	353,602	60,538,699
	Item: 451381 2 Totals		59,804,532	1,269,271	1,269,271	1,972,933	1,508,038	1,082,130	66,906,175
	Project Totals		59,804,532	1,269,271	1,269,271	1,972,933	1,508,038	1,082,130	66,906,175
Number: 451423 1 District: 01	Project Description: SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92) County: POLK L RTP 2-3		Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 1.111MI						
Phase / Responsible Agency	<2027	Fiscal Year							
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2027	2028	2029	2030	2031	>2031	All Years
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,310							1,310
	DII-STATE IN-HOUSE PRODUCT SUPPORT	50,300							50,300
	Phase: PRELIMINARY ENGINEERING Totals	51,610							51,610
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	6,944							6,944
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DII-STATE IN-HOUSE PRODUCT SUPPORT				27,325				27,325
	DS-STATE PRIMARY HIGHWAYS & PTO				3,071,950				3,071,950
	Phase: CONSTRUCTION Totals				3,099,275				3,099,275
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				86,573				86,573
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				16,380				16,380
	Item: 451423 1 Totals	58,554			3,202,228				3,260,782
	Project Totals	58,554			3,202,228				3,260,782
Number: 451470 1 District: 01	Project Description: SR 539 FROM N OF ELLIOT ST TO N OF I-4 County: POLK L RTP 2-3		*SIS* Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 0.373MI						
Fiscal Year									

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Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,319					1,319
DIH-STATE IN-HOUSE PRODUCT SUPPORT		55,015					55,015
DS-STATE PRIMARY HIGHWAYS & PTO		2,120					2,120
Phase: PRELIMINARY ENGINEERING Totals		58,454					58,454
PRELIM ENG - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		6,816					6,816
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,290					10,290
DS-STATE PRIMARY HIGHWAYS & PTO		947,796					947,796
Phase: CONSTRUCTION Totals		958,086					958,272
CONSTRUCTION - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		23,994					23,994
CONST SUPPORT - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		8,966					8,973
Item: 451470 1 Totals		65,463					1,056,509
Project Totals		65,463					1,056,509
Number: 451473 1 Project Description: SR 600 (US 92) FROM COUNTY LINE RD TO E OF CHURCHILL AVE District: 01 County: POLK Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 2.46MI L RTP 2-3							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DDR-DISTRICT DEDICATED REVENUE		1,015					1,015
DIH-STATE IN-HOUSE PRODUCT SUPPORT		134,867					134,867
DS-STATE PRIMARY HIGHWAYS & PTO		52,163					52,163
Phase: PRELIMINARY ENGINEERING Totals		188,045					188,045
PRELIM ENG - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		19,857					19,857
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: DDR-DISTRICT DEDICATED REVENUE		486	2,553,414				2,553,900
DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,290				10,290
DS-STATE PRIMARY HIGHWAYS & PTO		33,769	1,250,888				1,284,657
Phase: CONSTRUCTION Totals		34,255	3,814,592				3,848,847
CONSTRUCTION - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			110,549				110,549
CONST SUPPORT - IND SUPP / MANAGED BY FDOT							

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Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	Item: 451473 1 Totals	1,234	13,574							14,808
		243,391	3,938,715							4,182,106
Number: 457272 1 District: 01 Project Description: US92 FROM CLARK RD TO GLADES AVE County: POLK L RTP 2-3 Type of Work: DRAINAGE IMPROVEMENTS Project Length: 0.332MI										
Phase / Responsible Agency		Fiscal Year								
		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE			864							864
DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000							10,000
DS-STATE PRIMARY HIGHWAYS & PTO			24,515							24,515
Phase: PRELIMINARY ENGINEERING Totals			35,379							35,379
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			3,251							3,251
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DDR-DISTRICT DEDICATED REVENUE			988,812							988,812
DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,290							10,290
DS-STATE PRIMARY HIGHWAYS & PTO			93							93
Phase: CONSTRUCTION Totals			999,102							999,195
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			23,438							23,438
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			3	10,498						10,501
Item: 457272 1 Totals			38,726	1,033,038						1,071,764
Project Totals			282,117	4,971,753						5,253,870
Number: 451475 1 District: 01 Project Description: SR 600 (US 92) FROM W OF SR 555 (US 17) TO E ECHO ST County: POLK L RTP 2-3 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 0.747MI										
Phase / Responsible Agency		Fiscal Year								
		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			66,015							66,015
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			8,922							8,922
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			23,661	267,071						267,071
DS-STATE PRIMARY HIGHWAYS & PTO			23,661	2,316,918						2,340,579
Phase: CONSTRUCTION Totals			23,661	2,583,989						2,607,650

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CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						65,119		65,119
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						43,066		43,925
	Item: 451475 1 Totals	859					2,692,174		2,791,631
	Project Totals	99,457					2,692,174		2,791,631
Number: 451476 1 District: 01	Project Description: SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE		County: POLK		Type of Work: RESURFACING		Project Length: 0.741MI		
L RTP 2-3									
Phase / Responsible Agency									
		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	400,000							400,000
	DII-STATE IN-HOUSE PRODUCT SUPPORT	5,000							5,000
	Phase: PRELIMINARY ENGINEERING Totals	405,000							405,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	30,481							30,481
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACCM-ADVANCE CONSTRUCTION (CM)				338,039				338,039
	ACNR-ACC NAT HWY PERFORM RESURFACING				3,028,917				3,028,917
	ACSA-ADVANCE CONSTRUCTION (SA)				1,093				1,093
	ACSS-ADVANCE CONSTRUCTION (SS/HSP)				187,515				187,515
	Phase: CONSTRUCTION Totals				3,555,564				3,555,564
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						102,604		102,604
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						13,032		13,032
	Item: 451476 1 Totals	435,481					3,671,200		4,106,681
	Project Totals	435,481					3,671,200		4,106,681
Number: 451477 1 District: 01	Project Description: SR 60 FROM E OF MICHIGAN BLVD TO SCENIC HIGHWAY OVERPASS		County: POLK		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)		Project Length: 9.664MI		
L RTP 2-3									
Phase / Responsible Agency									
		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,769							1,769
	DII-STATE IN-HOUSE PRODUCT SUPPORT	155,185							155,185
	Phase: PRELIMINARY ENGINEERING Totals	156,954							156,954

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Number: 451479 1 District: 01	Project Description: SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD County: POLK L RTP 2-3	*SIS* Project Length: 2.884MI							
			Fiscal Year						
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	3,346							3,346
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	94,920							94,920
	DS-STATE PRIMARY HIGHWAYS & PTO	156,540							156,540
Phase:	PRELIMINARY ENGINEERING Totals	254,806							254,806
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	21,618							21,618
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			8,503,533					8,503,533
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,600					10,600
	DS-STATE PRIMARY HIGHWAYS & PTO	140		1,800,443					1,800,583
Phase:	CONSTRUCTION Totals	140		10,314,576					10,314,716
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			298,816					298,816
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	5		35,315					35,320
Item:	451479 1 Totals	276,569		10,648,707					10,925,276
	Project Totals	276,569		10,648,707					10,925,276
Number: 451480 1 District: 01	Project Description: SR 35 (US 98) FROM N OF SR 546 TO S OF GRIFFIN RD County: POLK L RTP 2-3	Project Length: 1.723MI							
			Fiscal Year						
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	72,140							72,140
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	125,068							125,068
	DS-STATE PRIMARY HIGHWAYS & PTO	12,450							12,450
Phase:	PRELIMINARY ENGINEERING Totals	209,658							209,658
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	19,842							19,842
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	24,484		4,026,697					4,051,181
	DS-STATE PRIMARY HIGHWAYS & PTO	502		524,003					524,505
Phase:	CONSTRUCTION Totals	24,986		4,550,700					4,575,686

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CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD								128,452		128,452
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD		812						19,021		19,833
		Item: 451480 1 Totals		255,298						4,698,173		4,993,471
		Project Totals		255,298						4,698,173		4,993,471
Number: 451481 1 District: 01 Project Description: SR 35 (US 98) FROM SHARON DR TO N OF NORTON RD County: POLK L RTP 2-3 Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT. Project Length: 2.413MI												
Phase / Responsible Agency				<2027	Fiscal Year							
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:		DDDR-DISTRICT DEDICATED REVENUE		4,924								4,924
		DIH-STATE IN-HOUSE PRODUCT SUPPORT		17,538								17,538
		DS-STATE PRIMARY HIGHWAYS & PTO		1,483,752								1,483,752
		Phase: PRELIMINARY ENGINEERING Totals		1,506,214								1,506,214
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD		194,106								194,106
CONSTRUCTION / MANAGED BY FDOT												
Fund Code:		DDDR-DISTRICT DEDICATED REVENUE								16,298,323		16,298,323
		DIH-STATE IN-HOUSE PRODUCT SUPPORT								10,290		10,290
		DS-STATE PRIMARY HIGHWAYS & PTO		54,129								54,129
		Phase: CONSTRUCTION Totals		54,129						16,308,613		16,362,742
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD								481,323		481,323
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD		2,820						46,370		49,190
		Item: 451481 1 Totals		1,757,269						16,836,306		18,593,575
		Project Totals		1,757,269						16,836,306		18,593,575
Number: 451484 1 District: 01 Project Description: SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17) County: POLK L RTP 2-3 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 0.495MI												
Phase / Responsible Agency				<2027	Fiscal Year							
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:		DIIH-STATE IN-HOUSE PRODUCT SUPPORT		24,794								24,794
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD		3,338								3,338

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CONSTRUCTION / MANAGED BY FDOT												
Fund Code:	DDR-DISTRICT DEDICATED REVENUE									2,297,789		2,297,789
	DIH-STATE IN-HOUSE PRODUCT SUPPORT									54,650		54,650
	DS-STATE PRIMARY HIGHWAYS & PTO									275,735		275,735
	Phase: CONSTRUCTION Totals									2,628,174		2,628,174
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:	DIH-STATE 100% - INDIRECT/OVERHEAD									73,299		73,299
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code:	DIH-STATE 100% - INDIRECT/OVERHEAD									16,775		16,775
Item: 451484 1 Totals		28,132								2,718,248		2,746,380
	Project Totals	28,132								2,718,248		2,746,380
Number: 451485 1 District: 01 Project Description: SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR County: POLK L RTP 2-3 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 2.065MI												
Phase / Responsible Agency												
		<2027										All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code:	DDR-DISTRICT DEDICATED REVENUE									6,032		6,032
	DIH-STATE IN-HOUSE PRODUCT SUPPORT									145,541		145,541
	DS-STATE PRIMARY HIGHWAYS & PTO									107,264		107,264
	Phase: PRELIMINARY ENGINEERING Totals									258,837		258,837
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:	DIH-STATE 100% - INDIRECT/OVERHEAD									25,879		25,879
CONSTRUCTION / MANAGED BY FDOT												
Fund Code:	DDR-DISTRICT DEDICATED REVENUE									8,326,204		8,326,204
	DIH-STATE IN-HOUSE PRODUCT SUPPORT									10,600		10,600
	Phase: CONSTRUCTION Totals									8,336,804		8,336,804
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:	DIH-STATE 100% - INDIRECT/OVERHEAD									241,460		241,460
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code:	DIH-STATE 100% - INDIRECT/OVERHEAD									28,788		28,788
Item: 451485 1 Totals		284,716								8,607,052		8,891,768
	Project Totals	284,716								8,607,052		8,891,768
Number: 452963 1 District: 01 Project Description: POWERLINE ROAD SOUTH EXTENSION FROM HINSON AVE TO LAKE TRASK RD County: POLK L RTP 4-7, 4-9, 5-4, 5-13 Type of Work: NEW ROAD CONSTRUCTION Project Length: 0.000												
Phase / Responsible Agency												
		<2027										All Years
P D & E / MANAGED BY POLK CO A POLITICAL SUBDIVISION												

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Fund Code: TOTAL OUTSIDE YEARS		10,000,000								10,000,000
P D & E - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code: TOTAL OUTSIDE YEARS		745,000								745,000
Item: 452963 1 Totals		10,745,000								10,745,000
Number: 452963 2	Project Description: POWERLINE ROAD SOUTH EXTENSION FROM HINSON AVE TO S SCENIC HWY 17									
District: 01	County: POLK									
	LRTP 4-7, 4-9, 5-4, 5-13									
	Project Length: 0.000									
Phase / Responsible Agency		Fiscal Year								
PRELIMINARY ENGINEERING / MANAGED BY POLK CO A POLITICAL SUBDIVISION		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: CD24-CONGRESS GF EARMARKS HIP 2024			7,500,000							7,500,000
PRELIM ENG - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			558,750							558,750
Item: 452963 2 Totals			8,058,750							8,058,750
Number: 452963 3	Project Description: POWER LINE ROAD SEGMENT 2 SOUTH BLVD TO HINSON AVE									
District: 01	County: POLK									
	LRTP 4-7, 4-9, 5-4, 5-13									
	Project Length: 3.252MI									
Phase / Responsible Agency		Fiscal Year								
RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: TOTAL OUTSIDE YEARS			7,500,000							7,500,000
RIGHT OF WAY - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code: TOTAL OUTSIDE YEARS			461,250							461,250
Item: 452963 3 Totals			7,961,250							7,961,250
Project Totals			18,706,250							26,765,000
Number: 453407 1	Project Description: 8TH STREET NW AND AVE L NW COMPLETE STREETS ENHANCEMENTS									
District: 01	County: POLK									
	LRTP 2-2, 4-4									
	Project Length: 0.662MI									
Phase / Responsible Agency		Fiscal Year								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF WINTER HAVEN		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: LF-LOCAL FUNDS			167,021							167,021
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN										
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)				1,712,842						1,712,842
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				54,640						54,640
Item: 453407 1 Totals			167,021	1,767,482						1,934,503
Project Totals			167,021	1,767,482						1,934,503

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Number: 453408 1 District: 01 Project Description: OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS County: POLK Type of Work: SIDEWALK Project Length: 0.603MI LRTP 4.4												
Phase / Responsible Agency		<2027		Fiscal Year								
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN				2027	2028	2029	2030	2031	>2031	All Years		
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)					884,140					884,140		
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD					28,172					28,172		
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD					36					36		
Item: 453408 1 Totals					912,348					912,348		
Project Totals					912,348					912,348		
Number: 453409 1 District: 01 Project Description: 8TH STREET SE COMPLETE STREETS ENHANCEMENTS County: POLK Type of Work: SIDEWALK Project Length: 0.485MI LRTP 4.4												
Phase / Responsible Agency		<2027		Fiscal Year								
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN				2027	2028	2029	2030	2031	>2031	All Years		
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)						1,623,640				1,623,640		
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD						46,245				46,245		
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD						6,315				6,315		
Item: 453409 1 Totals						1,676,200				1,676,200		
Project Totals						1,676,200				1,676,200		
Number: 453504 1 District: 01 Project Description: NORTH LAKE FITNESS TRAIL County: POLK Type of Work: BIKE PATH/TRAIL Project Length: 0.000 LRTP 4-4, 4-27, 4-28												
Phase / Responsible Agency		<2027		Fiscal Year								
CONSTRUCTION / MANAGED BY POLK CO A POLITICAL SUBDIVISION				2027	2028	2029	2030	2031	>2031	All Years		
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)				1,523,508						1,523,508		
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD				45,340						45,340		
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100%- INDIRECT/OVERHEAD				3,797						3,797		
Item: 453504 1 Totals				1,572,645						1,572,645		

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Number: 453504 2 District: 01	Project Description: NORTH LAKE FITNESS TRAIL County: POLK L RTP 4-4, 4-27, 4-28	Type of Work: BIKE PATH/TRAIL Project Length: 0.000							
Phase / Responsible Agency			Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: TOTAL OUTSIDE YEARS	105,224								105,224
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: TOTAL OUTSIDE YEARS	15,207								15,207
Item: 453504 2 Totals	120,431								120,431
Project Totals	120,431		1,572,645						1,693,076
Number: 454603 1 District: 01	Project Description: SR663 (SIKES BLVD) FROM LIME TO MLK County: POLK L RTP 2-3	Type of Work: RIGID PAVEMENT RECONSTRUCTION Project Length: 0.452MI							
Phase / Responsible Agency			Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE			2,000,000						2,000,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			149,000						149,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP							20,170,005		20,170,005
DIH-STATE IN-HOUSE PRODUCT SUPPORT							582,500		582,500
DS-STATE PRIMARY HIGHWAYS & PTO							2,679,067		2,679,067
Phase: CONSTRUCTION Totals							23,431,572		23,431,572
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD							658,109		658,109
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									
Item: 454603 1 Totals			2,149,000				152,653		152,653
Project Totals			2,149,000				24,242,334		26,391,334
Number: 454941 1 District: 01	Project Description: SR544 FROM SR600(US92) TO W OF 8TH ST NW County: POLK L RTP 2-3	Type of Work: RESURFACING Project Length: 3.160MI							
Phase / Responsible Agency			Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)	534,953								534,953
DDR-DISTRICT DEDICATED REVENUE	613								613
DIH-STATE IN-HOUSE PRODUCT SUPPORT	18,360								18,360

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DS-STATE PRIMARY HIGHWAYS & PTO													3,476									3,476						
SA-STP, ANY AREA													1,200,000									1,200,000						
Phase: PRELIMINARY ENGINEERING Totals													1,757,402									1,757,402						
PRELIM ENG - IND SUPP / MANAGED BY FDOT																												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD													131,814									131,814						
RAILROAD & UTILITIES / MANAGED BY FDOT																												
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)													181,000									181,000						
CONSTRUCTION / MANAGED BY FDOT																												
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)																					2,143,406	2,143,406						
ACNR-AC NAT HWY PERFORM RESURFACING																					14,885,213	14,885,213						
ACSA-ADVANCE CONSTRUCTION (SA)																					1,914,058	1,914,058						
ACSS-ADVANCE CONSTRUCTION (SS,HSP)																					1,016,312	1,016,312						
DDR-DISTRICT DEDICATED REVENUE													1,175									1,175						
DS-STATE PRIMARY HIGHWAYS & PTO													43,425									43,425						
Phase: CONSTRUCTION Totals													44,600								19,958,989	20,003,589						
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD													5,774								575,633	581,407						
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD													1,618								71,825	73,443						
Item: 454941 1 Totals													1,935,434								20,606,447	22,728,655						
Project Totals													1,935,434								20,606,447	22,728,655						
Number: 455923 1													Project Description: LAKE MARTHA DR FROM AVE C TO AVE K NE							Project Length: 0.619MI								
District: 01													County: POLK															
													L RTP 4-27, 4-28															
Phase / Responsible Agency													Fiscal Year															
PRELIMINARY ENGINEERING / MANAGED BY CITY OF WINTER HAVEN													<2027								2027	2028	2029	2030	2031	>2031	All Years	
Fund Code: LF-LOCAL FUNDS																						175,276						175,276
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN																												
Fund Code: ACSU-ADVANCE CONSTRUCTION (SU)																										674,603		674,603
TAL-T-TRANSPORTATION ALTS- ANY AREA																										391,591		391,591
TALU-TRANSPORTATION ALTS- >200K																										102,314		102,314
Phase: CONSTRUCTION Totals																										1,168,508		1,168,508
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																										37,276		37,276
Item: 455923 1 Totals																										175,276		1,381,060
Project Totals																										175,276		1,381,060

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Number: 455930 1 District: 01 Project Description: MALL HILL DR SIDEWALK - OR35A KATHLEEN RD TO GRAND BAY CIRCLE County: POLK Type of Work: SIDEWALK Project Length: 0.830MI L RTP 4-5, 4-27, 4-28											
Phase / Responsible Agency		Fiscal Year									
		<2027	2027	2028	2029	2030	2031	2031 >	2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CITY OF LAKELAND											
Fund Code: LF-LOCAL FUNDS				154,276						154,276	
CONSTRUCTION / MANAGED BY CITY OF LAKELAND											
Fund Code: TALU-TRANSPORTATION ALTS->200K						314,353				314,353	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						7,548				7,548	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						2,822				2,822	
Item: 455930 1 Totals				154,276		324,723				478,999	
Project Totals				154,276		324,723				478,999	
Number: 455931 1 District: 01 Project Description: ROSELAWN ST SW COMPLETE ST ENHANCEMENTS FROM AVE O SW TO 15TH ST SW County: POLK Type of Work: PEDESTRIAN SAFETY IMPROVEMENT Project Length: 0.396MI L RTP 4-28											
Phase / Responsible Agency		Fiscal Year									
		<2027	2027	2028	2029	2030	2031	2031 >	2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CITY OF WINTER HAVEN											
Fund Code: LF-LOCAL FUNDS			171,877							171,877	
CONSTRUCTION / MANAGED BY CITY OF WINTER HAVEN											
Fund Code: ACQU-ADVANCE CONSTRUCTION (SU)					544,426					544,426	
TALU-TRANSPORTATION ALTS->200K					601,870					601,870	
Phase: CONSTRUCTION Totals					1,146,296					1,146,296	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					36,552					36,552	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					55					55	
Item: 455931 1 Totals			171,877		1,182,903					1,354,780	
Project Totals			171,877		1,182,903					1,354,780	
Number: 455932 1 District: 01 Project Description: W CENTRAL AVE COMPLETE STREETS ENHANCEMENTS County: POLK Type of Work: PEDESTRIAN SAFETY IMPROVEMENT Project Length: 0.237MI L RTP 4-27											
Phase / Responsible Agency		Fiscal Year									
		<2027	2027	2028	2029	2030	2031	2031 >	2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CITY OF WINTER HAVEN											

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CONSTRUCTION / MANAGED BY FDOT										
Fund Code:		DDR-DISTRICT DEDICATED REVENUE						5,434,323		5,434,323
		DIH-STATE IN-HOUSE PRODUCT SUPPORT						27,325		27,325
		DS-STATE PRIMARY HIGHWAYS & PTO						543,432		543,432
		Phase: CONSTRUCTION Totals						6,005,080		6,005,080
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD						173,355		173,355
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD						23,110		23,110
		Item: 456241 1 Totals				113,610		6,201,545		6,315,155
		Project Totals				113,610		6,201,545		6,315,155
Number: 456252 1		Project Description: SR 600 (US 92) FROM E OF CHURCH-HILL AVE TO S OF MAIN ST		Type of Work: RESURFACING		Project Length: 2.840MI				
District: 01		County: POLK		L RTP 23						
Phase / Responsible Agency					2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:		ACSA-ADVANCE CONSTRUCTION (SA)			835,000					835,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			62,824					62,824
CONSTRUCTION / MANAGED BY FDOT										
Fund Code:		JACNR-AC NAT HWY PERFORM RESURFACING					9,008,940			9,008,940
		ACSA-ADVANCE CONSTRUCTION (SA)					49,185			49,185
		Phase: CONSTRUCTION Totals					9,058,125			9,058,125
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD					261,259			261,259
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD								
		Item: 456252 1 Totals				897,824		34,741		34,741
		Project Totals				897,824		9,354,125		10,251,949
								9,354,125		10,251,949
Number: 456254 1		Project Description: SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)		Project Length: 6.357MI		*SIS*		
District: 01		County: POLK		L RTP 23						
Phase / Responsible Agency					2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:		DIH-STATE IN-HOUSE PRODUCT SUPPORT			100,000					100,000

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PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD		13,610							13,610
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: IDOR-DISTRICT DEDICATED REVENUE									17,014,800
IDH-STATE PRIMARY HIGHWAYS & PTO									1,255,204
Phase: CONSTRUCTION Totals									18,270,004
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD						542,772			542,772
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									45,564
Item: 456254 1 Totals									18,971,950
Project Totals									18,971,950
Number: 456255 1 Project Description: SR35(US98) FROM MAIN STREET TO NORTH OF SR546 Type of Work: PAVEMENT ONLY RESURFACE (FLEX) County: POLK L RTP 2-3 Project Length: 0.901MI									
Phase / Responsible Agency									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: IDH-STATE IN-HOUSE PRODUCT SUPPORT									100,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,610
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: IDOR-DISTRICT DEDICATED REVENUE									2,823,078
IDH-STATE IN-HOUSE PRODUCT SUPPORT									27,325
IDH-STATE PRIMARY HIGHWAYS & PTO									282,308
Phase: CONSTRUCTION Totals									3,132,711
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									90,056
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,631
Item: 456255 1 Totals									3,236,398
Project Totals									3,350,008
Number: 457164 1 Project Description: SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW Type of Work: PAVEMENT ONLY RESURFACE (FLEX) County: POLK L RTP 2-3 Project Length: 2.034MI									
Phase / Responsible Agency									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: IDH-STATE IN-HOUSE PRODUCT SUPPORT									100,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,610
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: IDOR-DISTRICT DEDICATED REVENUE									2,823,078
IDH-STATE IN-HOUSE PRODUCT SUPPORT									27,325
IDH-STATE PRIMARY HIGHWAYS & PTO									282,308
Phase: CONSTRUCTION Totals									3,132,711
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									90,056
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,631
Item: 456255 1 Totals									3,236,398
Project Totals									3,350,008
Number: 457164 1 Project Description: SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW Type of Work: PAVEMENT ONLY RESURFACE (FLEX) County: POLK L RTP 2-3 Project Length: 2.034MI									
Phase / Responsible Agency									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: IDH-STATE IN-HOUSE PRODUCT SUPPORT									100,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,610
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: IDOR-DISTRICT DEDICATED REVENUE									2,823,078
IDH-STATE IN-HOUSE PRODUCT SUPPORT									27,325
IDH-STATE PRIMARY HIGHWAYS & PTO									282,308
Phase: CONSTRUCTION Totals									3,132,711
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									90,056
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,631
Item: 456255 1 Totals									3,236,398
Project Totals									3,350,008
Number: 457164 1 Project Description: SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW Type of Work: PAVEMENT ONLY RESURFACE (FLEX) County: POLK L RTP 2-3 Project Length: 2.034MI									
Phase / Responsible Agency									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: IDH-STATE IN-HOUSE PRODUCT SUPPORT									100,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,610
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: IDOR-DISTRICT DEDICATED REVENUE									2,823,078
IDH-STATE IN-HOUSE PRODUCT SUPPORT									27,325
IDH-STATE PRIMARY HIGHWAYS & PTO									282,308
Phase: CONSTRUCTION Totals									3,132,711
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									90,056
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD									13,631
Item: 456255 1 Totals									3,236,398
Project Totals									3,350,008

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Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			100,000					100,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			13,610					13,610
CONSTRUCTION / MANAGED BY FDOT Fund Code: DDR-DISTRICT DEDICATED REVENUE					6,073,238			6,073,238
CONSTRUCTION - IND SUPP / MANAGED BY FDOT Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					172,979			172,979
CONST SUPPORT - IND SUPP / MANAGED BY FDOT Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					23,621			23,621
Item: 457164 1 Totals			113,610		6,269,838			6,383,448
Project Totals			113,610		6,269,838			6,383,448
Number: 457232 1 District: 01 Project Description: PED GATE CORRIDOR POLK COUNTY County: POLK LRTP 2-3, 7-1 Type of Work: RAIL SAFETY PROJECT Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD					267,530			267,530
CONSTRUCTION - IND SUPP / MANAGED BY FDOT Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD								
Item: 457232 1 Totals					6,554			6,554
Project Totals					274,084			274,084
Number: 457234 1 District: 01 Project Description: EAST CENTRAL AVENUE CROSSING 625481Y County: POLK LRTP 2-3, 7-1 Type of Work: RAIL SAFETY PROJECT Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD					374,080			603,946
RHP-RAIL HIGHWAY X-INGS - PROT DEV								144,214
Phase: RAILROAD & UTILITIES Totals					374,080			748,160
CONSTRUCTION - IND SUPP / MANAGED BY FDOT Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD								
Item: 457234 1 Totals				9,165	9,165			18,330
Project Totals				383,245	383,245			766,490

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Number: 457236 1 District: 01										Project Description: EAST F STREET CROSSING 627541M County: POLK LRTP 2-3, 7-1										Type of Work: RAIL SAFETY PROJECT Project Length: 0.006MI									
Phase / Responsible Agency RAILROAD & UTILITIES / MANAGED BY FDOT										Fiscal Year																			
Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD										<2027	2027	2028	2029	2030	2031	>2031	All Years												
														484,261															
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																				484,261									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																													
Item: 457236 1 Totals														11,864			11,864												
Project Totals														496,125			496,125												
														496,125			496,125												
Number: 457237 1 District: 01										Project Description: GATE ROAD CROSSING 623054C County: POLK LRTP 2-3, 7-1										Project Length: 0.000									
Phase / Responsible Agency RAILROAD & UTILITIES / MANAGED BY FDOT										Fiscal Year																			
Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD										<2027	2027	2028	2029	2030	2031	>2031	All Years												
														405,593			405,593												
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																				405,593									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																													
Item: 457237 1 Totals														9,937			9,937												
Project Totals														415,530			415,530												
														415,530			415,530												
Number: 457247 1 District: 01										Project Description: FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST County: POLK LRTP 2-3										*SIS* Project Length: 6.950MI									
Phase / Responsible Agency PRELIMINARY ENGINEERING / MANAGED BY CITY OF LAKELAND										Fiscal Year																			
Fund Code: LF-LOCAL FUNDS										<2027	2027	2028	2029	2030	2031	>2031	All Years												
											90,000						90,000												
CONSTRUCTION / MANAGED BY CITY OF LAKELAND																													
Fund Code: LF-LOCAL FUNDS																													
TALU-TRANSPORTATION ALTS->200K																				50,000									
Phase: CONSTRUCTION Totals																				499,556									
																				549,556									
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																													
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD														9,818			9,818												
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																													
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD														6,961			6,961												
Item: 457247 1 Totals											90,000			566,335			656,335												
Project Totals											90,000			566,335			656,335												

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Number: 457280 1 District: 01		Project Description: US 27 AT SOUTH BLVD County: POLK L RTP 2-3		*SIS*		Type of Work: TRAFFIC SIGNALS		Project Length: 0.322MI									
Phase / Responsible Agency						Fiscal Year											
CONSTRUCTION / MANAGED BY FDOT				<2027		2027		2028		2029		2030		2031 >2031		All Years	
Fund Code: JACS-ADVANCE CONSTRUCTION (SS,HSP)						1,425,287										1,425,287	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																	
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						36,901										36,901	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																	
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						9,836										9,836	
Item: 457280 1 Totals						1,472,024										1,472,024	
Project Totals						1,472,024										1,472,024	
Number: 457697 1 District: 01		Project Description: LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT County: POLK L RTP 4-5, 4-27, 7-7				Type of Work: BIKE PATH/TRAIL		Project Length: 0.000									
Phase / Responsible Agency				<2027		2027		2028		2029		2030		2031 >2031		All Years	
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE																	
Fund Code: TLWR-2015 SB2514A-TRAIL NETWORK								110,102								110,102	
PRELIM ENG - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE								8,203								8,203	
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																	
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE														919,355		919,355	
Fund Code: TLWR-2015 SB2514A-TRAIL NETWORK																	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT																	
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD														29,327		29,327	
Item: 457697 1 Totals								118,305				948,682		1,066,987		1,066,987	
Project Totals								118,305				948,682		1,066,987		1,066,987	
Number: 457732 1 District: 01		Project Description: SR35(US98) FROM CR540A TO SOUTH OF BONNEY PARK County: POLK L RTP 2-3				Type of Work: RESURFACING		Project Length: 6.970MI									
Phase / Responsible Agency				<2027		2027		2028		2029		2030		2031 >2031		All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT																	
Fund Code: DIOH-STATE IN-HOUSE PRODUCT SUPPORT		35,000				347,500										35,000	
FC5-OPEN GRADE FRICTION COURSE FC5						347,500										347,500	
Phase: PRELIMINARY ENGINEERING Totals		35,000				347,500										382,500	
PRELIM ENG - IND SUPP / MANAGED BY FDOT																	
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		4,764				25,889										30,653	

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CONSTRUCTION / MANAGED BY FDOT												
Fund Code:		DIH-STATE IN-HOUSE PRODUCT SUPPORT			729,362			729,362			729,362	
		FC5-OPEN GRADE FRICTION COURSE FC5			10,145,686			10,145,686			10,145,686	
Phase:		CONSTRUCTION Totals			10,875,048			10,875,048			10,875,048	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			313,800			313,800			313,800	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			101,501			101,501			101,501	
Item:		457732 1 Totals			39,764			11,663,738			11,703,502	
Project Totals					39,764			11,663,738			11,703,502	
Number: 457926 1 District: 01 Project Description: CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538 County: POLK Type of Work: NEW ROAD CONSTRUCTION L RTP 5-11 Project Length: 0.000												
Phase / Responsible Agency												
Fund Code:		PRELIMINARY ENGINEERING / MANAGED BY FDOT			20,000,000			20,000,000			29,000,000	
Fund Code:		PRELIM ENG - IND SUPP / MANAGED BY FDOT			488,000			488,000			707,600	
RIGHT OF WAY / MANAGED BY FDOT												
Fund Code:		PKYI-TURNPIKE IMPROVEMENT			40,000			40,000			40,000	
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT												
Fund Code:		PKOH-TURNPIKE INDIRECT COSTS			976			976			976	
Item:		457926 1 Totals			9,260,576			20,488,000			29,748,576	
Project Totals					9,260,576			20,488,000			29,748,576	
Number: 437300 1 District: 01 Project Description: SUNTRAX TEST FACILITY County: POLK Type of Work: MISCELLANEOUS CONSTRUCTION L RTP 2-3 Project Length: 1.380MI												
Phase / Responsible Agency												
Fund Code:		PRELIMINARY ENGINEERING / MANAGED BY FDOT			6,099,429			6,099,429			6,099,429	
PRELIM ENG - IND SUPP / MANAGED BY FDOT												
Fund Code:		PRELIM ENG - IND SUPP / MANAGED BY FDOT			219,510			219,510			219,510	
RIGHT OF WAY / MANAGED BY FDOT												
Fund Code:		TOTAL OUTSIDE YEARS			14,307,036			14,307,036			14,307,036	

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RIGHT OF WAY - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									409,877		409,877
RAILROAD & UTILITIES / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									1,024,996		1,024,996
CONSTRUCTION / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									39,271,928		39,271,928
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									1,315,739		1,315,739
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									266,564		266,564
CONTRACT INCENTIVES / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									2,430,000		2,430,000
ENVIRONMENTAL / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									1,934,388		1,934,388
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									54,550		54,550
Item: 437300 1 Totals									67,334,017		67,334,017
Number: 437300 2 District: 01 Project Description: SUNTRAX TOLL FACILITIES County: POLK LRTP 2-3 Type of Work: MISCELLANEOUS CONSTRUCTION Project Length: 1.380MI *SIS*											
Phase / Responsible Agency											
CONSTRUCTION / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									13,270,736		13,270,736
CONSTRUCTION - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									615,402		615,402
CONST SUPPORT - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									23		23
CAPITAL / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									440		440
CAPITAL - IND SUPP / MANAGED BY FDOT											
Fund Code: - TOTAL OUTSIDE YEARS									47		47
Item: 437300 2 Totals									13,886,648		13,886,648

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Number: 437300 3 District: 01		Project Description: SUNTRAX TOLL FACILITY OPERATIONS County: POLK L RTP 2-3	*SIS* Project Length: 1.380MI							
		Type of Work: TOLL PLAZA		Fiscal Year						
			<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY FDOT										
Fund Code: PKYO-TURNPIKE TOLL COLLECTION/OPER.		1,523,563		765,000	765,000	765,000	765,000			4,583,563
OPERATIONS - IND SUPP / MANAGED BY FDOT										
Fund Code: PKYO-TURNPIKE TOLL COLLECTION/OPER.		64,708		32,647	32,647	32,647	32,647			195,296
CAPITAL / MANAGED BY FDOT										
Fund Code: PKYO-TURNPIKE TOLL COLLECTION/OPER.		47,764		100,000	100,000	100,000	100,000			447,764
CAPITAL - IND SUPP / MANAGED BY FDOT										
Fund Code: PKYO-TURNPIKE TOLL COLLECTION/OPER.		1,807		2,440	2,440	2,440	2,440			11,567
Item: 437300 3 Totals		1,637,832		900,087	900,087	900,087	900,087			5,238,180
Number: 437300 4 District: 01		Project Description: SUNTRAX CONNECTED/AUTOMATED VEHICLE TEST FACILITY County: POLK L RTP 2-3	*SIS* Project Length: 1.380MI							
		Type of Work: MISCELLANEOUS CONSTRUCTION		Fiscal Year						
			<2027	2027	2028	2029	2030	2031	>2031	All Years
P D & E / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		851,360								851,360
P D & E - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		33,888								33,888
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		23,134,097								23,134,097
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		794,248								794,248
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		120,624								120,624
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		2,137								2,137
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		162,947,462								162,947,462
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		4,724,251								4,724,251

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CONST SUPPORT - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			324,441						324,441		
CONTRACT INCENTIVES / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			6,000,000						6,000,000		
CAPITAL / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			1,414,574						1,414,574		
CAPITAL - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			43,126						43,126		
Item: 437300 4 Totals					200,390,208						200,390,208		
Number: 437300 5													
Project Description: SUNTRAX HARDSCAPING													
Type of Work: MISCELLANEOUS CONSTRUCTION													
County: POLK													
L RTP 2-3													
Project Length: 1.380MI													
Fiscal Year													
Phase / Responsible Agency		<2027			2027			2028			2029		
PRELIMINARY ENGINEERING / MANAGED BY FDOT											2031 >2031		
Fund Code:		-TOTAL OUTSIDE YEARS			188,966						188,966		
PRELIM ENG - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			5,370						5,370		
CONSTRUCTION / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			4,652,248						4,652,248		
CONSTRUCTION - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			132,227						132,227		
CONST SUPPORT - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			10,516						10,516		
Item: 437300 5 Totals					4,989,327						4,989,327		
Number: 437300 6													
Project Description: SUNTRAX LANDSCAPING													
OPERATIONS BLDG AND SITE													
Type of Work: ROUTINE MAINTENANCE													
County: POLK													
L RTP 2-3													
Project Length: 0.300MI													
Fiscal Year													
Phase / Responsible Agency		<2027			2027			2028			2029		
PRELIMINARY ENGINEERING / MANAGED BY FDOT											2031 >2031		
Fund Code:		-TOTAL OUTSIDE YEARS			56						56		
PRELIM ENG - IND SUPP / MANAGED BY FDOT													
Fund Code:		-TOTAL OUTSIDE YEARS			1						1		
Item: 437300 6 Totals					57						57		

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Number: 437300 7 District: 01		Project Description: SUNTRAX TEST FACILITY County: POLK L RTP 2-3		*SIS* Type of Work: MISCELLANEOUS CONSTRUCTION Project Length: 1.380MI	
Phase / Responsible Agency		<2027		Fiscal Year	
PRELIMINARY ENGINEERING / MANAGED BY FDOT					
Fund Code: -TOTAL OUTSIDE YEARS		57		57	
PRELIM ENG - IND SUPP / MANAGED BY FDOT					
Fund Code: -TOTAL OUTSIDE YEARS		1		1	
CONSTRUCTION / MANAGED BY FDOT					
Fund Code: -TOTAL OUTSIDE YEARS		2,000		1,284 3,284	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT					
Fund Code: -TOTAL OUTSIDE YEARS		24		24	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT					
Fund Code: -TOTAL OUTSIDE YEARS		24		75 99	
Item: 437300 7 Totals		2,106		1,359 3,465	
Number: 437300 8 District: 01		Project Description: SUNTRAX CONNECTED/AUTOMATED VEHICLE TEST FACILITY OPERATIONS County: POLK L RTP 2-3		Project Length: 0.000	
Phase / Responsible Agency		<2027		Fiscal Year	
P D & E / MANAGED BY FDOT					
Fund Code: PKYI-TURNPIKE IMPROVEMENT		34,830		34,830	
PRELIMINARY ENGINEERING / MANAGED BY FDOT					
Fund Code: PKYI-TURNPIKE IMPROVEMENT		20,745		20,745	
PRELIM ENG - IND SUPP / MANAGED BY FDOT					
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		506		506	
CONSTRUCTION / MANAGED BY FDOT					
Fund Code: PKYR-TURNPIKE RENEWAL & REPLACEMENT		115,109		115,109	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT					
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		2,377		2,377	
CONST SUPPORT - IND SUPP / MANAGED BY FDOT					
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		1,035		1,035	
OPERATIONS / MANAGED BY FDOT					

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Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		8,203,822	12,087,500	12,471,875	12,521,875	12,621,875	12,721,875	70,628,822
OPERATIONS - IND SUPP / MANAGED BY FDOT								
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		213,914	342,675	363,989	366,914	372,764	378,614	2,038,870
CAPITAL / MANAGED BY FDOT								
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		1,000						1,000
Item: 437300 8 Totals		8,593,338	12,430,175	12,835,864	12,888,789	12,994,639	13,100,489	72,843,294
Number: 437300 9	Project Description: SUNTRAX VISUAL BARRIER FROM POLK PKWY (SR570)		*SIS*					
District: 01	County: POLK	Type of Work: MISCELLANEOUS CONSTRUCTION	Project Length: 1.380MI					
	L RTP 2-3							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		338,681						338,681
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		10,140						10,140
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		6,001,674						6,001,674
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		162,261						162,261
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		26,362						26,362
Item: 437300 9 Totals		6,539,118						6,539,118
Project Totals		303,372,651	13,330,262	13,735,951	13,788,876	13,894,726	13,100,489	371,224,314
Number: 440897 1	Project Description: CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO SR 60		*SIS*					
District: 01	County: POLK	Type of Work: NEW ROAD CONSTRUCTION	Project Length: 13.000MI					
	L RTP 5-2, 5-21							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years
P D & E / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		220,186						220,186
P D & E - IND SUPP / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		7,006						7,006
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS		404,299						404,299
PRELIM ENG - IND SUPP / MANAGED BY FDOT								

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Fund Code: - TOTAL OUTSIDE YEARS		9,758								9,758
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS		24,800								24,800
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS		699								699
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS		77,819								77,819
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS		2,203								2,203
Item: 440897 1 Totals		746,770								746,770
Number: 440897 2 Project Description: CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35) *SIS* Project Length: 6.000MI										
District: 01 County: POLK Type of Work: NEW ROAD CONSTRUCTION L RTP 4-3, 4-7, 5-2										
Phase / Responsible Agency		Fiscal Year								
		<2027				2027	2028	2029	2030	2031 >2031
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: EM19-GAA EARMARKS FY 2019		7,550,191								7,550,191
PKED-2012 SB1998-TURNPIKE FEEDER RD		5,451,520								5,451,520
PKYI-TURNPIKE IMPROVEMENT		8,484,427								8,484,427
Phase: PRELIMINARY ENGINEERING Totals		21,486,138								21,486,138
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		402,427								402,427
PKOH-TURNPIKE INDIRECT COSTS		382,295								382,295
Phase: PRELIM ENG - IND SUPP Totals		784,722								784,722
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: EM19-GAA EARMARKS FY 2019		5,136,291								5,136,291
PKED-2012 SB1998-TURNPIKE FEEDER RD		14,114,510								14,114,510
PKYI-TURNPIKE IMPROVEMENT		30,120,085								30,120,085
Phase: RIGHT OF WAY Totals		49,370,886								49,370,886
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		1,314,964								1,314,964
PKOH-TURNPIKE INDIRECT COSTS		900,766								900,766
Phase: RIGHT OF WAY - IND SUPP Totals		2,215,730								2,215,730
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: PKYI-TURNPIKE IMPROVEMENT		12,977,674								12,977,674
CONSTRUCTION / MANAGED BY FDOT										

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Fund Code: PKBD-TURNPIKE MASTER BOND FUND		160,376,160	2,210,000						162,586,160
PKYI-TURNPIKE IMPROVEMENT		117,905,754							117,905,754
Phase: CONSTRUCTION Totals		278,281,914	2,210,000						280,491,914
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		14,807,108	249,195						15,056,303
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		1,538,903							1,538,903
CONTRACT INCENTIVES / MANAGED BY FDOT									
Fund Code: PKYI-TURNPIKE IMPROVEMENT			8,002,911						8,002,911
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code: IDEM-ENVIRONMENTAL MITIGATION		4,000,000							4,000,000
PKYI-TURNPIKE IMPROVEMENT		1,186,164							1,186,164
Phase: ENVIRONMENTAL Totals		5,186,164							5,186,164
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		128,000							128,000
PKOH-TURNPIKE INDIRECT COSTS		35,486							35,486
Phase: ENVIRONMENTAL - IND SUPP Totals		163,486							163,486
Item: 440897 2 Totals		386,812,725	10,462,106						397,274,831
Number: 440897 3	Project Description: CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60		*SIS*						
District: 01	County: POLK		Project Length: 3.000MI						
LRTP 4-3, 4-7, 5-2									
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: EMT9-GAA EARMARKS FY 2019		115,403							115,403
PKYI-TURNPIKE IMPROVEMENT		13,765,269							13,765,269
Phase: PRELIMINARY ENGINEERING Totals		13,880,672							13,880,672
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		3,335							3,335
PKOH-TURNPIKE INDIRECT COSTS		435,933							435,933
Phase: PRELIM ENG - IND SUPP Totals		439,268							439,268
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code: ID-UNRESTRICTED STATE PRIMARY		75,264							75,264
EMT9-GAA EARMARKS FY 2019		108,885							108,885
PKED-2012 SB1998-TURNPIKE FEEDER RD		1,121,574							1,121,574
PKYI-TURNPIKE IMPROVEMENT		32,637,243							32,637,243
Phase: RIGHT OF WAY Totals		33,942,966							33,942,966

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RIGHT OF WAY - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		100,766										100,766
PKOH-TURNPIKE INDIRECT COSTS		899,425										899,425
Phase: RIGHT OF WAY - IND SUPP Totals		1,000,191										1,000,191
RAILROAD & UTILITIES / MANAGED BY FDOT												
Fund Code: PKYI-TURNPIKE IMPROVEMENT		1,100,224										1,100,224
CONSTRUCTION / MANAGED BY FDOT												
Fund Code: PKBD-TURNPIKE MASTER BOND FUND		85,770,066										85,770,066
PKYI-TURNPIKE IMPROVEMENT		63,977,296				3,128,048		2,674,100				69,779,444
Phase: CONSTRUCTION Totals		149,747,362				3,128,048		2,674,100				155,549,510
CONSTRUCTION - IND SUPP / MANAGED BY FDOT												
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		7,020,855						65,248				7,086,103
CONST SUPPORT - IND SUPP / MANAGED BY FDOT												
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		776,504				76,324						852,828
ENVIRONMENTAL / MANAGED BY FDOT												
Fund Code: PKYI-TURNPIKE IMPROVEMENT		4,550,499										4,550,499
PKYR-TURNPIKE RENEWAL & REPLACEMENT		48,905										48,905
Phase: ENVIRONMENTAL Totals		4,599,404										4,599,404
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT												
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		184,076										184,076
Item: 440897 3 Totals		212,691,522				3,204,372		2,739,348				218,635,242
Number: 440897 4	Project Description: PD&E CENTRAL POLK PARKWAY - US 17(SR35) TO SR60											
District: 01	County: POLK L RTP 4-3, 4-7, 5-2 Type of Work: PD&E/STUDY Project Length: 3.000MI											
Phase / Responsible Agency		Fiscal Year										
P D & E / MANAGED BY FDOT		<2027		2027	2028	2029	2030	2031	>2031	All Years		
Fund Code: TOTAL OUTSIDE YEARS												2,061,453
P D & E - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS												59,887
Item: 440897 4 Totals												2,121,340
Number: 440897 5	Project Description: CENTRAL POLK PKWY FROM OLD MINE RD. TO SR 60 & CONNECTION RAMPS											
District: 01	County: POLK L RTP 4-3, 4-7, 5-2 Type of Work: NEW ROAD CONSTRUCTION Project Length: 0.300MI											
Phase / Responsible Agency		Fiscal Year										
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2027		2027	2028	2029	2030	2031	>2031	All Years		

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Fund Code: -TOTAL OUTSIDE YEARS		1,500								1,500
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		88								88
Item: 440897 5 Totals		1,588								1,588
Project Totals		602,373,945	10,462,106	3,204,372	2,739,348					618,779,771
Number: 446619 1 District: 01 Project Description: PD&E STUDY TO WIDEN POLK PARKWAY (SR 570) FROM I-4 TO SR 540 (MP 0-14) County: POLK Type of Work: PD&E/EMO STUDY LRTP 4-3, 4-7, 5-2 Project Length: 14,000MI *SIS*										
Phase / Responsible Agency		Fiscal Year								
P D & E / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031	>2031	All Years	
Fund Code: PKYI-TURNPIKE IMPROVEMENT		4,621	4,000,000							4,004,621
P D & E - IND SUPP / MANAGED BY FDOT										
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		150	97,600							97,750
Item: 446619 1 Totals		4,771	4,097,600							4,102,371
Project Totals		4,771	4,097,600							4,102,371
Number: 451419 1 District: 01 Project Description: PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538 County: POLK Type of Work: PD&E/EMO STUDY LRTP 4-3, 4-7, 5-2 Project Length: 0.000 *SIS*										
Phase / Responsible Agency		Fiscal Year								
P D & E / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031	>2031	All Years	
Fund Code: -TOTAL OUTSIDE YEARS		4,402,186								4,402,186
P D & E - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		239,793								239,793
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		3,000								3,000
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		73								73
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		601								601
CONST SUPPORT - IND SUPP / MANAGED BY FDOT										
Fund Code: -TOTAL OUTSIDE YEARS		15								15
Item: 451419 1 Totals		4,645,668								4,645,668
Number: 451419 2 District: 01 Project Description: ACE FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92 County: POLK Type of Work: PD&E/EMO STUDY LRTP 4-3, 4-7, 5-2 Project Length: 0.000 *SIS*										

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Phase / Responsible Agency		Fiscal Year									
		<2027	2027	2028	2029	2030	2031	>2031	All Years		
P D & E / MANAGED BY FDOT											
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD											
PKYT-TURNPIKE IMPROVEMENT											
Phase: P D & E Totals											
P D & E - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD											
PKOH-TURNPIKE INDIRECT COSTS											
Phase: P D & E - IND SUPP Totals											
PRELIMINARY ENGINEERING / MANAGED BY FDOT											
Fund Code: PKYT-TURNPIKE IMPROVEMENT											
PRELIM ENG - IND SUPP / MANAGED BY FDOT											
Fund Code: PKOH-TURNPIKE INDIRECT COSTS											
Item: 451419 2 Totals											
Number: 451419 3											
District: 01											
Project Description: PD&E CPP EAST FROM US 27 TO N. OF LAKE MABEL LOOP RD											
County: POLK											
LRTP 4-7, 4-9, 4-12											
Type of Work: PD&E/EMO STUDY											
Project Length: 0.000											
Phase / Responsible Agency											
P D & E / MANAGED BY FDOT											
Fund Code: TOTAL OUTSIDE YEARS											
P D & E - IND SUPP / MANAGED BY FDOT											
Fund Code: TOTAL OUTSIDE YEARS											
Item: 451419 3 Totals											
Project Totals											
Number: 451420 1											
District: 01											
Project Description: CENTRAL POLK PARKWAY EAST FROM S OF JOHNSON AVE TO N OF US 17/92											
County: POLK											
LRTP 4-7, 4-9, 4-12											
Type of Work: NEW ROAD CONSTRUCTION											
Project Length: 7.960MI											
Phase / Responsible Agency											
P D & E / MANAGED BY FDOT											
Fund Code: PKYT-TURNPIKE IMPROVEMENT											
P D & E - IND SUPP / MANAGED BY FDOT											
Fund Code: PKOH-TURNPIKE INDIRECT COSTS											
PRELIMINARY ENGINEERING / MANAGED BY FDOT											
Fund Code: PKYT-TURNPIKE IMPROVEMENT											
PRELIM ENG - IND SUPP / MANAGED BY FDOT											

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Fund Code: PKOH-TURNPIKE INDIRECT COSTS		531	341,600							342,131
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: PKYI-TURNPIKE IMPROVEMENT		1,000				20,000,000				20,001,000
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		24				488,000				488,024
Item: 451420 1 Totals		20,649	14,341,600			20,488,000				34,850,249
Project Totals		20,649	14,341,600			20,488,000				34,850,249
Number: 451421 1	Project Description: CENTRAL POLK PARKWAY EAST- N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE									
District: 01	County: POLK Type of Work: NEW ROAD CONSTRUCTION Project Length: 6.140MI LRTP 4-7, 4-9, 4-12									
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: PKYI-TURNPIKE IMPROVEMENT		8,317	11,000,000							11,008,317
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		246	268,400							268,646
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code: PKYI-TURNPIKE IMPROVEMENT		1,000			20,000,000					20,001,000
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT										
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		24			488,000					488,024
Item: 451421 1 Totals		9,587	11,268,400		20,488,000					31,765,987
Project Totals		9,587	11,268,400		20,488,000					31,765,987
Number: 451422 1	Project Description: CENTRAL POLK PARKWAY EAST FROM US 27 TO N. OF LAKE MABEL LOOP RD									
District: 01	County: POLK Type of Work: NEW ROAD CONSTRUCTION Project Length: 3.540MI LRTP 4-7, 4-9, 4-12									
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: PKYI-TURNPIKE IMPROVEMENT		3,950	6,000,000							6,003,950
PRELIM ENG - IND SUPP / MANAGED BY FDOT										
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		146	146,400							146,546
Item: 451422 1 Totals		4,096	6,146,400							6,150,496
Project Totals		4,096	6,146,400							6,150,496
Number: 452228 6	Project Description: HPS TO LED LIGHTING CONVERSION TPKWIDE - PHASE I POLK PKWY									
District: 01	County: POLK Type of Work: LIGHTING Project Length: 38.287MI LRTP 2-3									
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years	

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Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: TOTAL OUTSIDE YEARS	37,964							37,964
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: TOTAL OUTSIDE YEARS	1,042							1,042
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: TOTAL OUTSIDE YEARS	9,797,777							9,797,777
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: TOTAL OUTSIDE YEARS	425,365							425,365
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: TOTAL OUTSIDE YEARS	76,687							76,687
Item: 452228 6 Totals	10,338,835							10,338,835
Project Totals	10,338,835							10,338,835
Number: 455878 1 District: 01 Project Description: PD&E CPP EAST FROM N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE Type of Work: PD&E/EMO STUDY County: POLK LRTP 4-7, 4-9, 4-12								
Project Length: 0.000								
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
P D & E / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT	3,395,129	500,000						3,895,129
P D & E - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS	83,482	12,200						95,682
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT	2,000,000							2,000,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS	48,800							48,800
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT	276							276
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS	7							7
Item: 455878 1 Totals	5,527,694	512,200						6,039,894
Project Totals	5,527,694	512,200						6,039,894
Number: 455879 1 District: 01 Project Description: PD&E CPP EAST FROM S OF JOHNSON AVE TO N OF US 17/92 Type of Work: PD&E/EMO STUDY County: POLK LRTP 4-7, 4-9, 4-12								
Project Length: 0.000								
Fiscal Year								

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Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
P D & E / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT		3,431,063	500,000					3,931,063
P D & E - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		84,384	12,200					96,584
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT		2,000,000						2,000,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		48,800						48,800
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT		92						92
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: PKOH-TURNPIKE INDIRECT COSTS		2						2
Item: 455879 1 Totals		5,564,341	512,200					6,076,541
Project Totals		5,564,341	512,200					6,076,541
TRANSPORTATION PLANNING								
Number: 439313 1	Project Description: POLK COUNTY MPO FY 2016/2017-2017/2018 UPWP							
District: 01	Type of Work: TRANSPORTATION PLANNING Project Length: 0.000							
	County: POLK							
	LRTP 1-1, 5-1, 6-2							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: TOTAL OUTSIDE YEARS		1,058,368						1,058,368
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: TOTAL OUTSIDE YEARS		95,336						95,336
Item: 439313 1 Totals		1,153,704						1,153,704
Number: 439313 2	Project Description: POLK COUNTY MPO FY 2018/2019-2019/2020 UPWP							
District: 01	Type of Work: TRANSPORTATION PLANNING Project Length: 0.000							
	County: POLK							
	LRTP 1-1, 5-1, 6-2							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PLANNING / MANAGED BY POLK CO A POLITICAL SUBDIVISION								
Fund Code: TOTAL OUTSIDE YEARS		1,417,004						1,417,004
PLANNING - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION								
Fund Code: TOTAL OUTSIDE YEARS		128,562						128,562
Item: 439313 2 Totals		1,545,566						1,545,566
Number: 439313 3	Project Description: POLK COUNTY MPO FY 2020/2021-2021/2022 UPWP							
District: 01	Type of Work: TRANSPORTATION PLANNING Project Length: 0.000							
	County: POLK							

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LRTP 1-1, 5-1, 6-2										
Phase / Responsible Agency			Fiscal Year							
		<2027	2027	2028	2029	2030	2031>2031	All Years		
PLANNING / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		1,398,789						1,398,789	
PLANNING - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		55,007					55,007		
Item:	439313 3 Totals		1,453,796					1,453,796		
Number: 439313 4 Project Description: POLK COUNTY MPO FY 2022/2023-2023/2024 UPWP District: 01 County: POLK Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 LRTP 1-1, 5-1, 6-2										
Phase / Responsible Agency			Fiscal Year							
		<2027	2027	2028	2029	2030	2031>2031	All Years		
PLANNING / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		1,965,036					1,965,036		
PLANNING - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		147,768					147,768		
Item:	439313 4 Totals		2,112,804					2,112,804		
Number: 439313 5 Project Description: POLK COUNTY MPO FY 2024/2025-2025/2026 UPWP District: 01 County: POLK Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 LRTP 1-1, 5-1, 6-2										
Phase / Responsible Agency			Fiscal Year							
		<2027	2027	2028	2029	2030	2031>2031	All Years		
PLANNING / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		4,249,416					4,249,416		
PLANNING - IND SUPP / MANAGED BY POLK CO A POLITICAL SUBDIVISION										
Fund Code:	TOTAL OUTSIDE YEARS		694,595					694,595		
Item:	439313 5 Totals		4,944,011					4,944,011		
Number: 439313 6 Project Description: POLK COUNTY MPO FY 2026/2027-2027/2028 UPWP District: 01 County: POLK Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 LRTP 1-1, 5-1, 6-2										
Phase / Responsible Agency			Fiscal Year							
		<2027	2027	2028	2029	2030	2031>2031	All Years		
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code:	ACPL-ADVANCE CONSTRUCTION PLANNING		1,365,146	1,365,146				2,730,292		
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code:	DI0H-STATE 100%- INDIRECT/OVERHEAD		194,670	194,670				389,340		
Item:	439313 6 Totals		1,559,816	1,559,816				3,119,632		
Number: 439313 7 Project Description: POLK COUNTY MPO FY 2028/2029-2029/2030 UPWP										

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District: 01	County: POLK LRTP 1-1, 5-1, 6-2	Type of Work: TRANSPORTATION PLANNING	Project Length: 0.000	Fiscal Year						
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031 > 2031	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code: ACPL-ADVANCE CONSTRUCTION PLANNING						1,365,146	1,365,146			2,730,292
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						194,670	194,670			389,340
Item: 439313 7 Totals						1,559,816	1,559,816			3,119,632
Number: 439313 8	Project Description: POLK COUNTY MPO FY 2030/2032-2031/2032 UPWP									
District: 01	County: POLK LRTP 1-1, 5-1, 6-2	Type of Work: TRANSPORTATION PLANNING	Project Length: 0.000	Fiscal Year						
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031 > 2031	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code: ACPL-ADVANCE CONSTRUCTION PLANNING								1,365,146		1,365,146
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD										
Item: 439313 8 Totals								194,670		194,670
Project Totals	11,209,881		1,559,816	1,559,816	1,559,816	1,559,816	1,559,816	1,559,816		15,559,961
Number: 201217 3	Project Description: I-4 W OF US 98(MEMORIAL BLVD)									
District: 01	County: POLK LRTP 2-3, 4-3	Type of Work: EMERGENCY OPERATIONS	*SIS* Project Length: 3.817MI	Fiscal Year						
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031 > 2031	All Years	
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS			158,992							158,992
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS			46,394							46,394
Item: 201217 3 Totals			205,386							205,386
Number: 201217 4	Project Description: HURRICANE FRANCES I-4 FROM W OF MEMORIAL TO W OF US 98									
District: 01	County: POLK LRTP 2-3, 4-3	Type of Work: EMERGENCY OPERATIONS	*SIS* Project Length: 3.817MI	Fiscal Year						
Phase / Responsible Agency		<2027		2027	2028	2029	2030	2031 > 2031	All Years	
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS			255,000							255,000
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: TOTAL OUTSIDE YEARS			76,423							76,423
Item: 201217 4 Totals			331,423							331,423

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Number: 201217 6 District: 01	Project Description: HURRICANE JEANNE I-4 FROM W OF MEMORIAL TO W OF US 98 County: POLK LRTP 2-3, 4-3	*SIS* Project Length: 3.817MI							
Phase / Responsible Agency			Fiscal Year						
			<2027	2027	2028	2029	2030	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code: TOTAL OUTSIDE YEARS		87,000							87,000
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: TOTAL OUTSIDE YEARS		26,073							26,073
Item: 201217 6 Totals		113,073							113,073
Project Totals		649,882							649,882
Number: 412583 1 District: 01	Project Description: POLK COUNTY HIGHWAY LIGHTING County: POLK LRTP 2-3	Project Length: 0.000							
Phase / Responsible Agency			Fiscal Year						
			<2027	2027	2028	2029	2030	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY POLK CO A POLITICAL SUBDIVISION									
Fund Code: D-UNRESTRICTED STATE PRIMARY		3,818,042		556,469					4,374,511
DOR-DISTRICT DEDICATED REVENUE		1,925,689							1,925,689
Phase: BRDGRDWY/CONTRACT MAINT Totals		5,743,731		556,469					6,300,200
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		660,662		32,609					693,271
Item: 412583 1 Totals		6,404,393		589,078					6,993,471
Project Totals		6,404,393		589,078					6,993,471
Number: 413553 1 District: 01	Project Description: AUBURNDALE HIGHWAY LIGHTING County: POLK LRTP 2-3	Project Length: 0.000							
Phase / Responsible Agency			Fiscal Year						
			<2027	2027	2028	2029	2030	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY CITY OF AUBURNDALE									
Fund Code: D-UNRESTRICTED STATE PRIMARY		596,478		62,833					659,311
DOR-DISTRICT DEDICATED REVENUE		574,546							574,546
Phase: BRDGRDWY/CONTRACT MAINT Totals		1,171,024		62,833					1,233,857
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		141,310		3,682					144,992
Item: 413553 1 Totals		1,312,334		66,515					1,378,849
Project Totals		1,312,334		66,515					1,378,849
Number: 413554 1 District: 01	Project Description: BARTOW HIGHWAY LIGHTING County: POLK LRTP 2-3	Project Length: 0.000							

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Phase / Responsible Agency		Fiscal Year									
		<2027	2027	2028	2029	2030	2031	>2031	2030	2031	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY CITY OF BARTOW											
Fund Code: D-UNRESTRICTED STATE PRIMARY			632,706								716,609
DDR-DISTRICT DEDICATED REVENUE			607,448								607,448
Phase: BRDG/RDWAY/CONTRACT MAINT Totals			1,240,154								1,324,057
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			173,237		4,917						178,154
Item: 413554 1 Totals			1,413,391		88,820						1,502,211
Project Totals			1,413,391		88,820						1,502,211
Number: 413555 1 District: 01 Project Description: DAVENPORT HIGHWAY LIGHTING County: POLK LRTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency											
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY CITY OF DAVENPORT											
Fund Code: D-UNRESTRICTED STATE PRIMARY			55,415		9,030						64,445
DDR-DISTRICT DEDICATED REVENUE			61,205								61,205
Phase: BRDG/RDWAY/CONTRACT MAINT Totals			116,620		9,030						125,650
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			14,419		529						14,948
Item: 413555 1 Totals			131,039		9,559						140,598
Project Totals			131,039		9,559						140,598
Number: 413557 1 District: 01 Project Description: EAGLE LAKE HIGHWAY LIGHTING County: POLK LRTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency											
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY CITY OF EAGLE LAKE											
Fund Code: D-UNRESTRICTED STATE PRIMARY			97,198		25,209						122,407
DDR-DISTRICT DEDICATED REVENUE			131,052								131,052
Phase: BRDG/RDWAY/CONTRACT MAINT Totals			228,250		25,209						253,459
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			30,345		1,477						31,822
Item: 413557 1 Totals			258,595		26,686						285,281
Project Totals			258,595		26,686						285,281
Number: 413558 1 District: 01 Project Description: FROSTPROOF HIGHWAY LIGHTING County: POLK LRTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency											
<2027											
2027											
2028											
2029											
2030											
2031											
>2031											
All Years											

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BRDGRDWY/CONTRACT MAINT / MANAGED BY CITY OF FROSTPROOF									
Fund Code:	ID-UNRESTRICTED STATE PRIMARY	200,078	27,842						227,920
	DDR-DISTRICT DEDICATED REVENUE	148,356							148,356
Phase:	BRDGRDWY/CONTRACT MAINT Totals	348,434	27,842						376,276
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	IDIOH-STATE 100% - INDIRECT/OVERHEAD	42,807	1,632						44,439
Item:	413558 1 Totals	391,241	29,474						420,715
	Project Totals	391,241	29,474						420,715
Number: 413559 1	Project Description: FT MEADE HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK LRTP 2-3								
Phase / Responsible Agency									
BRDGRDWY/CONTRACT MAINT / MANAGED BY FORT MEADE, CITY OF									
Fund Code:	ID-UNRESTRICTED STATE PRIMARY	339,108	47,407						386,515
	DDR-DISTRICT DEDICATED REVENUE	168,047							168,047
Phase:	BRDGRDWY/CONTRACT MAINT Totals	507,155	47,407						554,562
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	IDIOH-STATE 100% - INDIRECT/OVERHEAD	60,983	2,778						63,761
Item:	413559 1 Totals	568,138	50,185						618,323
	Project Totals	568,138	50,185						618,323
Number: 413560 1	Project Description: HAINES CITY HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK LRTP 2-3								
Phase / Responsible Agency									
BRDGRDWY/CONTRACT MAINT / MANAGED BY CITY OF HAINES CITY									
Fund Code:	ID-UNRESTRICTED STATE PRIMARY	1,280,323	188,123						1,468,446
	DDR-DISTRICT DEDICATED REVENUE	690,895							690,895
Phase:	BRDGRDWY/CONTRACT MAINT Totals	1,971,218	188,123						2,159,341
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	IDIOH-STATE 100% - INDIRECT/OVERHEAD	265,387	11,024						276,411
Item:	413560 1 Totals	2,236,605	199,147						2,435,752
	Project Totals	2,236,605	199,147						2,435,752
Number: 413561 1	Project Description: LAKE ALFRED HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK LRTP 2-3								
Phase / Responsible Agency									
BRDGRDWY/CONTRACT MAINT / MANAGED BY LAKE ALFRED, CITY OF									
Fund Code:	ID-UNRESTRICTED STATE PRIMARY	362,995	50,041						413,036

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DDR-DISTRICT DEDICATED REVENUE		213,234							213,234
Phase: BRDGRDWWY/CONTRACT MAINT Totals		576,229	50,041						626,270
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		75,137	2,932						78,069
Item: 413561 1 Totals		651,366	52,973						704,339
Project Totals		651,366	52,973						704,339
Number: 413562 1	Project Description: LAKELAND HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK								
		L RTP 2-3							
Phase / Responsible Agency				Fiscal Year					
BRDGRDWWY/CONTRACT MAINT / MANAGED BY LAKELAND, CITY OF		<2027		2027	2028	2029	2030	2031	All Years
Fund Code: D-UNRESTRICTED STATE PRIMARY				563,241					5,112,284
DDR-DISTRICT DEDICATED REVENUE				2,539,839					2,539,839
Phase: BRDGRDWWY/CONTRACT MAINT Totals				563,241					7,652,123
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		943,615	33,006						976,621
Item: 413562 1 Totals		8,032,497	596,247						8,628,744
Project Totals		8,032,497	596,247						8,628,744
Number: 413563 1	Project Description: LAKE WALES HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK								
		L RTP 2-3							
Phase / Responsible Agency				Fiscal Year					
BRDGRDWWY/CONTRACT MAINT / MANAGED BY LAKE WALES, CITY OF		<2027		2027	2028	2029	2030	2031	All Years
Fund Code: D-UNRESTRICTED STATE PRIMARY				123,033					1,008,271
DDR-DISTRICT DEDICATED REVENUE				697,319					697,319
Phase: BRDGRDWWY/CONTRACT MAINT Totals				123,033					1,705,590
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		183,434	7,210						190,644
Item: 413563 1 Totals		1,765,991	130,243						1,896,234
Project Totals		1,765,991	130,243						1,896,234
Number: 413564 1	Project Description: WINTER HAVEN HIGHWAY LIGHTING		Project Length: 0.000						
District: 01	County: POLK								
		L RTP 2-3							
Phase / Responsible Agency				Fiscal Year					
BRDGRDWWY/CONTRACT MAINT / MANAGED BY WINTER HAVEN, CITY OF		<2027		2027	2028	2029	2030	2031	All Years
Fund Code: D-UNRESTRICTED STATE PRIMARY				287,452					2,356,671
DDR-DISTRICT DEDICATED REVENUE				750,781					750,781
Phase: BRDGRDWWY/CONTRACT MAINT Totals				287,452					3,107,452

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MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		359,448	16,845									376,293
Item: 413564 1 Totals		3,179,448	304,297									3,483,745
Project Totals		3,179,448	304,297									3,483,745
Number: 414087 1 District: 01 Project Description: ASSET MAINTENANCE EASTERN POLK COUNTY Type of Work: ROUTINE MAINTENANCE County: POLK L RTP 2-3 Project Length: 0.000												
Phase / Responsible Agency		Fiscal Year										
BRDG/RDWC/CONTRACT MAINT / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031	>2031	All Years			
Fund Code: TOTAL OUTSIDE YEARS		12,114,483										12,114,483
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: TOTAL OUTSIDE YEARS		1,174,010										1,174,010
Item: 414087 1 Totals		13,288,493										13,288,493
Number: 414087 2 District: 01 Project Description: ASSET MAINTENANCE NE POLK COUNTY Type of Work: ROUTINE MAINTENANCE County: POLK L RTP 2-3 Project Length: 0.000												
Phase / Responsible Agency		Fiscal Year										
BRDG/RDWC/CONTRACT MAINT / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031	>2031	All Years			
Fund Code: DUNRESTRICTED STATE PRIMARY		17,263,763	1,448,901	4,052,969	4,052,969	4,052,969	4,052,969	4,052,969				34,924,540
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		1,781,938	84,906	237,504	237,504	237,504	237,504	237,504				2,816,860
Item: 414087 2 Totals		19,045,701	1,533,807	4,290,473	4,290,473	4,290,473	4,290,473	4,290,473				37,741,400
Project Totals		32,334,194	1,533,807	4,290,473	4,290,473	4,290,473	4,290,473	4,290,473				51,029,893
Number: 417967 1 District: 01 Project Description: MULBERRY HIGHWAY LIGHTING Type of Work: ROUTINE MAINTENANCE County: POLK L RTP 2-3 Project Length: 0.000												
Phase / Responsible Agency		Fiscal Year										
BRDG/RDWC/CONTRACT MAINT / MANAGED BY CITY OF MULBERRY		<2027	2027	2028	2029	2030	2031	>2031	All Years			
Fund Code: DUNRESTRICTED STATE PRIMARY												
DDR-DISTRICT DEDICATED REVENUE		447,858	61,328									509,186
Item: 417967 1 Totals		199,976										199,976
Phase: BRDG/RDWC/CONTRACT MAINT Totals		647,834	61,328									709,162
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		69,465	3,594									73,059
Item: 417967 1 Totals		717,299	64,922									782,221
Project Totals		717,299	64,922									782,221
Number: 427785 1		Project Description: ITS DEVICES ELECTRIC										
		SIS										

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District: 01	County: POLK	Type of Work: OTHER ITS	Project Length: 0.000							
Extra Description: ELECTRICITY FOR ITS DEVICES IN POLK COUNTY ON I-4 L RTP 2-3										
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years	
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: ID-UNRESTRICTED STATE PRIMARY		467,485		30,000	30,000					527,485
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD		48,616		1,758	1,758					52,132
Item: 427785 1 Totals		516,101		31,758	31,758					579,617
Project Totals		516,101		31,758	31,758					579,617
Number: 431775 1	Project Description: I-4 WEST ASSET MAINTENANCE		*SIS*							
District: 01	County: POLK	Type of Work: ROUTINE MAINTENANCE	Project Length: 28.000MI							
L RTP 2-3										
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years	
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: ID-UNRESTRICTED STATE PRIMARY		33,230,807		4,168,768	1,201,231	1,201,231	1,201,231	1,201,231		42,204,499
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: IDIOH-STATE 100% - INDIRECT/OVERHEAD		3,389,779		244,290	70,392	70,392	70,392	70,392		3,915,637
Item: 431775 1 Totals		36,620,586		4,413,058	1,271,623	1,271,623	1,271,623	1,271,623		46,120,136
Project Totals		36,620,586		4,413,058	1,271,623	1,271,623	1,271,623	1,271,623		46,120,136
Number: 436729 8	Project Description: HIGHWAY LIGHTING - POLK PKWY (SR 570)		Project Length: 0.000							
District: 01	County: POLK	Type of Work: LIGHTING								
L RTP 2-3										
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years	
RAILROAD & UTILITIES / MANAGED BY FDOT										
Fund Code: IPKM1-TURNPIKE TOLL MAINTENANCE		287,346								287,346
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: IPKM1-TURNPIKE TOLL MAINTENANCE		2,721,753		300,000	300,000	300,000	300,000	300,000		4,221,753
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: IPKM1-TURNPIKE TOLL MAINTENANCE		87,138		7,320	7,320	7,320	7,320	7,320		123,738
Item: 436729 8 Totals		3,096,237		307,320	307,320	307,320	307,320	307,320		4,632,837
Project Totals		3,096,237		307,320	307,320	307,320	307,320	307,320		4,632,837
Number: 437300 3	Project Description: SUNTRAX TOLL FACILITY OPERATIONS		*SIS*							
District: 01	County: POLK	Type of Work: TOLL PLAZA	Project Length: 1.380MI							
L RTP 2-3										
Phase / Responsible Agency			<2027	2027	2028	2029	2030	2031 >2031	All Years	

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BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		3,962,729	157,775	70,000	70,000	70,000	70,000					4,330,504
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		142,592	3,850	1,708	1,708	1,708	1,708					151,566
Item: 437300 3 Totals		4,105,321	161,625	71,708	71,708	71,708	71,708					4,482,070
Number: 437300 6 District: 01 Project Description: SUNTRAX LANDSCAPING OPERATIONS BLDG AND SITE County: POLK Type of Work: ROUTINE MAINTENANCE L RTP 2-3 Project Length: 0.300MI *SIS*												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: I-TOTAL OUTSIDE YEARS		34,080					34,080					
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: I-TOTAL OUTSIDE YEARS		866						866				
Item: 437300 6 Totals		34,946					34,946					
Number: 437300 8 District: 01 Project Description: SUNTRAX CONNECTED/AUTOMATED VEHICLE TEST FACILITY OPERATIONS County: POLK Type of Work: TRAFFIC MANAGEMENT CENTERS L RTP 2-3 Project Length: 0.000												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		314,592						314,592				
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		8,891						8,891				
Item: 437300 8 Totals		323,483					323,483					
Project Totals		4,463,750	161,625	71,708	71,708	71,708		4,840,499				
Number: 449680 1 District: 01 Project Description: ADA MAT REPLACEMENT County: POLK Type of Work: ROUTINE MAINTENANCE L RTP 2-3 Project Length: 0.000												
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031 >2031	All Years				
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: D-UNRESTRICTED STATE PRIMARY		325,148	65,000					390,148				
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		36,310	3,809					40,119				
Item: 449680 1 Totals		361,458	68,809				430,267					
Project Totals		361,458	68,809					430,267				
Number: 455314 1 District: 01 Project Description: SUNTRAX PLUMBING County: POLK Type of Work: ROUTINE MAINTENANCE Project Length: 0.000												

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L RTP 2-3											
Phase / Responsible Agency	Fiscal Year										
	<2027	2027	2028	2029	2030	2031 >2031	2031 >2031	2031 >2031	2031 >2031	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	7,320
Item: 455314 1 Totals		51,220	51,220	51,220	51,220	51,220	51,220	51,220	51,220	51,220	307,320
Number: 455314 2 District: 01 Project Description: SUNTRAX PRESSURE CLEANING County: POLK L RTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency	Fiscal Year										
	<2027	2027	2028	2029	2030	2031 >2031	2031 >2031	2031 >2031	2031 >2031	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		4,880	4,880	4,880	4,880	4,880	4,880	4,880	4,880	4,880	24,400
Item: 455314 2 Totals		204,880	204,880	204,880	204,880	204,880	204,880	204,880	204,880	204,880	1,024,400
Number: 455314 3 District: 01 Project Description: SUNTRAX HVAC MAINTENANCE County: POLK L RTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency	Fiscal Year										
	<2027	2027	2028	2029	2030	2031 >2031	2031 >2031	2031 >2031	2031 >2031	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		1,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	651,000
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		24	3,172	3,172	3,172	3,172	3,172	3,172	3,172	3,172	15,884
Item: 455314 3 Totals		1,024	133,172	133,172	133,172	133,172	133,172	133,172	133,172	133,172	666,884
Number: 455314 4 District: 01 Project Description: SUNTRAX FIRE ALARM SERVICES County: POLK L RTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000											
Phase / Responsible Agency	Fiscal Year										
	<2027	2027	2028	2029	2030	2031 >2031	2031 >2031	2031 >2031	2031 >2031	2031 >2031	All Years
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		32,230	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	407,230
MAINTENANCE - IND SUPP / MANAGED BY FDOT											
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE		786	1,830	1,830	1,830	1,830	1,830	1,830	1,830	1,830	9,936
Item: 455314 4 Totals		33,016	76,830	76,830	76,830	76,830	76,830	76,830	76,830	76,830	417,166
Number: 455314 5 Project Description: SUNTRAX SWEEPING SERVICES											

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District: 01	County: POLK LRTP 2-3	Type of Work: ROUTINE MAINTENANCE	Project Length: 0.000							
				Fiscal Year						
Phase / Responsible Agency				<2027	2027	2028	2029	2030	2031	>2031
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				75,000	75,000	75,000	80,000	80,000	80,000	465,000
Item: 455314 5 Totals										
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				1,830	1,830	1,830	1,952	1,952	1,952	11,346
Item: 455314 5 Totals				76,830	76,830	76,830	81,952	81,952	81,952	476,346
Number: 455314 6										
Project Description: SUNTRAX HVAC MAINT & WTP CHILLER										
District: 01										
County: POLK										
LRTP 2-3										
				Fiscal Year						
Phase / Responsible Agency				<2027	2027	2028	2029	2030	2031	>2031
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				1,000	10,000	10,000	10,000	10,000	10,000	51,000
Item: 455314 6 Totals										
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				24	244	244	244	244	244	1,244
Item: 455314 6 Totals				1,024	10,244	10,244	10,244	10,244	10,244	52,244
Number: 455314 7										
Project Description: SUNTRAX LANDSCAPING SERVICES										
District: 01										
County: POLK										
LRTP 2-3										
				Fiscal Year						
Phase / Responsible Agency				<2027	2027	2028	2029	2030	2031	>2031
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				51,130	445,000	445,000	445,000	445,000	445,000	2,276,130
Item: 455314 7 Totals										
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				1,485	10,858	10,858	10,858	10,858	10,858	55,775
Item: 455314 7 Totals				52,615	455,858	455,858	455,858	455,858	455,858	2,331,905
Number: 455314 8										
Project Description: SUNTRAX TOW TRUCK SERVICES										
District: 01										
County: POLK										
LRTP 2-3										
				Fiscal Year						
Phase / Responsible Agency				<2027	2027	2028	2029	2030	2031	>2031
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				35,000	50,000	50,000	50,000	50,000	50,000	285,000
Item: 455314 8 Totals										
MAINTENANCE - IND SUPP / MANAGED BY FDOT										
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE				854	1,220	1,220	1,220	1,220	1,220	6,954
Item: 455314 8 Totals				35,854	51,220	51,220	51,220	51,220	51,220	291,954

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Number: 455314 9 District: 01													Project Description: SUNTRAX BUILDING AUTOMATIC SCHEDULE (BAS) MAINTENANCE SERVICES County: POLK L RTP 2-3													Project Length: 0.000 Type of Work: ROUTINE MAINTENANCE																																																																																																							
Phase / Responsible Agency													Fiscal Year																																																																																																																				
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT													<2027													2027													2028													2029													2030													2031 >2031													All Years																																						
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													50,000													50,000													50,000													50,000													50,000													50,000													300,000																																						
MAINTENANCE - IND SUPP / MANAGED BY FDOT																																																																																																																																	
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													1,220													1,220													1,220													1,220													1,220													1,220													7,320																																						
Item: 455314 9 Totals													51,220													51,220													51,220													51,220													51,220													51,220													307,320																																						
Project Totals													302,803													1,111,474													1,111,474													1,116,596													1,116,596													1,116,596													5,875,539																																						
Number: 455317 1 District: 01													Project Description: SUNTRAX ELECTRICAL, LIFE SAFETY, AND LIGHTNING PROTECTION SERVICES County: POLK L RTP 2-3													Project Length: 0.000 Type of Work: ROUTINE MAINTENANCE																																																																																																							
Phase / Responsible Agency													Fiscal Year																																																																																																																				
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT													<2027													2027													2028													2029													2030													2031 >2031													All Years																																						
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE																																							70,000													70,000													70,000													70,000													280,000																																						
MAINTENANCE - IND SUPP / MANAGED BY FDOT																																																																																																																																	
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE																																							1,708													1,708													1,708													1,708													6,832																																						
Item: 455317 1 Totals																																							71,708													71,708													71,708													71,708													286,832																																						
Number: 455317 2 District: 01													Project Description: SUNTRAX GENERATOR MAINTENANCE SERVICES County: POLK L RTP 2-3													Project Length: 0.000 Type of Work: ROUTINE MAINTENANCE																																																																																																							
Phase / Responsible Agency													Fiscal Year																																																																																																																				
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT													<2027													2027													2028													2029													2030													2031 >2031													All Years																																						
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													29,980													35,000													35,000													35,000													35,000													35,000													204,980																																						
MAINTENANCE - IND SUPP / MANAGED BY FDOT																																																																																																																																	
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													732													854													854													854													854													854													5,002																																						
Item: 455317 2 Totals													30,712													35,854													35,854													35,854													35,854													35,854													209,982																																						
Number: 455317 3 District: 01													Project Description: SUNTRAX - MAINTENANCE GENERAL - PCARD EXPENSES County: POLK L RTP 2-3													Project Length: 0.000 Type of Work: ROUTINE MAINTENANCE																																																																																																							
Phase / Responsible Agency													Fiscal Year																																																																																																																				
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT													<2027													2027													2028													2029													2030													2031 >2031													All Years																																						
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													75,000													75,000													75,000													75,000													75,000													75,000													450,000																																						
MAINTENANCE - IND SUPP / MANAGED BY FDOT																																																																																																																																	
Fund Code: PKM1-TURNPIKE TOLL MAINTENANCE													1,830													1,830													1,830													1,830													1,830													1,830													10,980																																						

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Item: 455317 3 Totals												
Project Description: SUNTRAX ELEVATOR MAINTENANCE SERVICES County: POLK L RTP 2-3 Type of Work: ROUTINE MAINTENANCE Project Length: 0.000												
Phase / Responsible Agency												
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: JPKM1-TURNPIKE TOLL MAINTENANCE												
Fiscal Year												
<2027												
2027												
2028												
2029												
2030												
2031 >2031												
All Years												
209,772												
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: JPKM1-TURNPIKE TOLL MAINTENANCE												
Item: 455317 4 Totals												
848												
854												
854												
854												
35,854												
35,854												
35,854												
214,890												
214,890												
Number: 455317 5												
Project Description: DRAINAGE MAINTENANCE - SUNTRAX												
County: POLK												
L RTP 2-3												
Type of Work: ROUTINE MAINTENANCE Project Length: 0.000												
Phase / Responsible Agency												
BRDGRDWY/CONTRACT MAINT / MANAGED BY FDOT												
Fund Code: JPKM1-TURNPIKE TOLL MAINTENANCE												
72,425												
100,000												
100,000												
100,000												
100,000												
100,000												
572,425												
MAINTENANCE - IND SUPP / MANAGED BY FDOT												
Fund Code: JPKM1-TURNPIKE TOLL MAINTENANCE												
Item: 455317 5 Totals												
1,767												
2,440												
2,440												
2,440												
2,440												
2,440												
2,440												
13,967												
586,392												
586,392												
1,759,076												
FLP: INTERMODAL												
Number: 450036 1												
Project Description: BARTOW EXECUTIVE AIRPORT ENTRANCE ROAD												
County: POLK												
L RTP 2-3												
Project Length: 0.000												
Phase / Responsible Agency												
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE												
Fund Code: JDDR-DISTRICT DEDICATED REVENUE												
3,681,304												
68,112												
258,343												
884,911												
17,028												
4,924,558												
85,140												
85,140												
85,140												
85,140												
85,140												
85,140												
3,749,416												
258,343												
1,001,939												
5,009,698												
5,009,698												
5,009,698												
Number: 453426 1												
Project Description: LAKELAND LINDER INTL AIRPORT MAINTENANCE, REPAIR AND OPERATIONS HANGER												
County: POLK												
L RTP 4-14, 4-15, 4-16												
Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000												
Number: 453426 1												
Project Description: TO CONTINUE VITAL DATA COLLECTION THAT HELP FL PREPARE FOR WEATHER EVENTS, THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION(NOAA) IS EXPANDING ITS FLEET TO INCLUDE UP TO 4 NEW AND LARGER AIRCRAFT BY 2030. TO ACCOMMODATE THE NEW VESSELS AN ADDITIONAL MRO IS BEING BUILT AT LAKLAND LINDER AIRPORT WHERE NOAA AIRCRAFT HAVE BEEN BASED SINCE 2017												

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Phase / Responsible Agency		Fiscal Year							
		<2027		2027	2028	2029	2030	2031 >2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DDR-DISTRICT DEDICATED REVENUE				3,322,086	4,224,124	3,963,848			11,510,058
DPTO-STATE - PTO					105,509				105,509
LF-LOCAL FUNDS				3,322,086	4,622,672	3,963,848			11,908,606
Phase: CAPITAL Totals				6,644,172	8,952,305	7,927,696			23,524,173
Item: 453426 1 Totals				6,644,172	8,952,305	7,927,696			23,524,173
Project Totals				6,644,172	8,952,305	7,927,696			23,524,173
FLP: AVIATION									
Number: 440928 1		Project Description: BARTOW MUNICIPAL AIRPORT REHAB RUNWAY 9R27L							
District: 01		County: POLK							
		L RTP 2-3							
		Project Length: 0.000							
		PROJECT							
Phase / Responsible Agency		Fiscal Year							
CAPITAL / MANAGED BY BARTOW MUNICIPAL AIRPORT DEVELO		<2027		2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DDR-DISTRICT DEDICATED REVENUE						300,000	2,400,000		2,700,000
DPTO-STATE - PTO						75,000	600,000		675,000
LF-LOCAL FUNDS						375,000	3,000,000		3,375,000
Phase: CAPITAL Totals									
CAPITAL - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						7,350	58,800		66,150
Item: 440928 1 Totals						382,350	3,058,800		3,441,150
Project Totals						382,350	3,058,800		3,441,150
Project Length: 0.000									
PROJECT									
Number: 441851 1		Project Description: BARTOW MUNICIPAL AIRPORT REHABILITATE TAXIWAY C							
District: 01		County: POLK							
		L RTP 2-3							
		Project Length: 0.000							
		PROJECT							
Phase / Responsible Agency		Fiscal Year							
CAPITAL / MANAGED BY BARTOW MUNICIPAL AIRPORT DEVELO		<2027		2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DPTO-STATE - PTO						400,000	803,265		1,203,265
LF-LOCAL FUNDS						100,000	200,816		300,816
Phase: CAPITAL Totals						500,000	1,004,081		1,504,081
CAPITAL - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						9,800	19,680		29,480
Item: 441851 1 Totals						509,800	1,023,761		1,533,561
Project Totals						509,800	1,023,761		1,533,561
Project Length: 0.000									
PROJECT									
Number: 441852 1		Project Description: BARTOW MUNICIPAL AIRPORT REHABILITATE RUNWAY 5-23							
District: 01		County: POLK							
		L RTP 2-3							
		Project Length: 0.000							
		PROJECT							
Phase / Responsible Agency		Fiscal Year							
CAPITAL / MANAGED BY BARTOW MUNICIPAL AIRPORT DEVELO		<2027		2027	2028	2029	2030	2031 >2031	All Years
Fund Code: DDR-DISTRICT DEDICATED REVENUE			200,248		70,560				270,808

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DPTO-STATE - PTO			500,000	752,104					1,252,104
FAA-FEDERAL AVIATION ADMIN		3,809,434							3,809,434
LF-LOCAL FUNDS		125,248	125,000	205,666					455,914
Phase: CAPITAL Totals		4,134,930	625,000	1,028,330					5,788,260
CAPITAL - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		4,906	12,250	20,156					37,312
Item: 441852 1 Totals		4,139,836	637,250	1,048,486					5,825,572
Project Totals		4,139,836	637,250	1,048,486					5,825,572
Number: 444616 1 Project Description: LAKE WALES MUNICIPAL ARPT FBO APRON EXPANSION District: 01 County: POLK Type of Work: AVIATION SAFETY PROJECT Project Length: 0.000 L RTP 2-3									
Phase / Responsible Agency		Fiscal Year							
CAPITAL / MANAGED BY CITY OF LAKE WALES		<2027	2027	2028	2029	2030	2031 >2031	All Years	
Fund Code: DPTO-STATE - PTO									
FAA-FEDERAL AVIATION ADMIN		10,000	90,000						100,000
Phase: CAPITAL Totals		90,000	810,000						900,000
CAPITAL - IND SUPP / MANAGED BY FDOT		100,000	900,000						1,000,000
CAPITAL - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		245	2,205						2,450
Item: 444616 1 Totals		100,245	902,205						1,002,450
Project Totals		100,245	902,205						1,002,450
Number: 445718 1 Project Description: LAKELAND UNDER INTERNATIONAL AIRPORT UPGRADE ILS TO CATEGORY III District: 01 County: POLK PROJECT L RTP 4-14, 4-15, 4-16									
Phase / Responsible Agency		Fiscal Year							
CAPITAL / MANAGED BY LAKELAND, CITY OF		<2027	2027	2028	2029	2030	2031 >2031	All Years	
Fund Code: DDR-DISTRICT DEDICATED REVENUE									
DPTO-STATE - PTO		8,307,271	1,197,013						8,307,271
LF-LOCAL FUNDS		5,985,612	299,253						7,182,625
Phase: CAPITAL Totals		3,570,432	1,496,266						3,869,685
CAPITAL - IND SUPP / MANAGED BY LAKELAND, CITY OF		17,863,315							19,359,581
CAPITAL - IND SUPP / MANAGED BY LAKELAND, CITY OF									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		387,816	29,327						417,143
Item: 445718 1 Totals		18,251,131	1,525,593						19,776,724
Project Totals		18,251,131	1,525,593						19,776,724
Number: 450036 1 Project Description: BARTOW EXECUTIVE AIRPORT ENTRANCE ROAD District: 01 County: POLK PROJECT Project Length: 0.000 L RTP 2-3									
Phase / Responsible Agency		Fiscal Year							
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE		<2027	2027	2028	2029	2030	2031 >2031	All Years	

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Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		160,170	1,669						161,839
Item: 450036 1 Totals		160,170	1,669						161,839
Project Totals		160,170	1,669						161,839
Number: 453425 1	Project Description: LAKELAND LINDER INTL AIRPORT VOR RELOCATION PROJECT County: POLK LRTP 4-14, 4-15, 4-16 Project Length: 0.000								
District: 01									
Phase / Responsible Agency									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		<2027	2027	2028	2029	2030	2031	>2031	All Years
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									
Item: 453425 1 Totals						400,000		2,000,000	400,000
DPTO-STATE - PTO									2,000,000
LF-LOCAL FUNDS						600,000			600,000
Phase: CAPITAL Totals						1,000,000		2,000,000	3,000,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD						9,800	49,000		58,800
Item: 453425 1 Totals						1,009,800	2,049,000		3,058,800
Project Totals						1,009,800	2,049,000		3,058,800
Number: 453426 1	Project Description: LAKELAND LINDER INTL AIRPORT MAINTENANCE, REPAIR AND OPERATIONS HANGER County: POLK LRTP 4-14, 4-15, 4-16 Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000								
District: 01									
Extra Description:									
TO CONTINUE VITAL DATA COLLECTION THAT HELP FL PREPARE FOR WEATHER EVENTS, THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION(NOAA) IS EXPANDING ITS FLEET TO INCLUDE UP TO 4 NEW AND LARGER AIRCRAFT BY 2030. TO ACCOMMODATE THE NEW VESSELS AN ADDITIONAL MRO IS BEING BUILT AT LAKLND LINDER AIRPORT WHERE NOAA AIRCRAFT HAVE BEEN BASED SINCE 2017									
Phase / Responsible Agency									
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		<2027	2027	2028	2029	2030	2031	>2031	All Years
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									
Item: 453426 1 Totals			81,391	106,076	97,114				284,581
Project Totals			81,391	106,076	97,114				284,581
Number: 453834 1	Project Description: WINTER HAVEN REGIONAL AIRPORT TAXIWAY E EXTENSION PROJECT County: POLK LRTP 2-3 Project Length: 0.000								
District: 01									
Phase / Responsible Agency									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DPTO-STATE - PTO		<2027	2027	2028	2029	2030	2031	>2031	All Years
Fund Code: DPTO-STATE - PTO									
FAA-FEDERAL AVIATION ADMIN				10,500	105,000				115,500
LF-LOCAL FUNDS				189,000	1,890,000				2,079,000
Phase: CAPITAL Totals				10,500	105,000				115,500
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE				210,000	2,100,000				2,310,000
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				257	2,573				2,830

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Item: 453834 1 Totals					210,257	2,102,573			2,312,830
Project Totals					210,257	2,102,573			2,312,830
Number: 455461 1 Project Description: LAKE WALES AIRPORT AMOS-II BEACON INSTALLATION District: 01 County: POLK Type of Work: AVIATION SAFETY PROJECT Project Length: 0.000 L RTP 2-3									
Phase / Responsible Agency									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DPTO-STATE - PTO			2,400	31,200					33,600
FAA-FEDERAL AVIATION ADMIN			57,000	351,000					408,000
LF-LOCAL FUNDS			600	7,800					8,400
Phase: CAPITAL Totals			60,000	390,000					450,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			59	764					823
Item: 455461 1 Totals			60,059	390,764					450,823
Project Totals			60,059	390,764					450,823
Number: 455569 1 Project Description: WINTER HAVEN AIRPORT PAPIS AND REELS FOR RWY 11/29 District: 01 County: POLK Type of Work: AVIATION SAFETY PROJECT Project Length: 0.000 L RTP 2-3									
Phase / Responsible Agency									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DPTO-STATE - PTO									188,000
LF-LOCAL FUNDS									47,000
Phase: CAPITAL Totals									235,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									4,606
Item: 455569 1 Totals									239,606
Project Totals									239,606
Number: 456014 1 Project Description: LAKE LAND UNDER INTL AIRPORT CONSTRUCT RUNWAY 10R/28L (NEW PARALLEL) District: 01 County: POLK Type of Work: AVIATION CAPACITY PROJECT Project Length: 0.000 L RTP 4-14, 4-15, 4-16									
Phase / Responsible Agency									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DPTO-STATE - PTO									100,000,000
LF-LOCAL FUNDS									100,000,000
Phase: CAPITAL Totals									200,000,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									2,450,000
Item: 456014 1 Totals									202,450,000

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Project Totals						16,196,000	105,274,000	80,980,000			202,450,000													
Number: 457277 1 District: 01		Project Description: LAKE WALES AIRPORT WILDLIFE HAZARD FENCE County: POLK L RTP 2-3				PROJECT Project Length: 0.000																		
Phase / Responsible Agency		Fiscal Year																						
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		<2027				2027			2028			2029			2030			2031	>2031	All Years				
Fund Code: DPTO-STATE - PTO									12,000			240,000									252,000			
FAA-FEDERAL AVIATION ADMIN									135,000			2,700,000									2,835,000			
LF-LOCAL FUNDS									3,000			60,000									63,000			
Phase: CAPITAL Totals									150,000			3,000,000									3,150,000			
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE																								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD									294			5,880									6,174			
Item: 457277 1 Totals									150,294			3,005,880									3,156,174			
Project Totals									150,294			3,005,880									3,156,174			
Number: 457279 1 District: 01		Project Description: WINTER HAVEN AIRPORT 5/23 & NORTH TAXIWAY B REHABILITATION County: POLK L RTP 2-3				PROJECT Project Length: 0.000																		
Phase / Responsible Agency		Fiscal Year																						
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		<2027							2027			2028				2029			2030			2031	>2031	All Years
Fund Code: DPTO-STATE - PTO															17,500			160,230						177,730
FAA-FEDERAL AVIATION ADMIN															315,000			2,884,140						3,199,140
LF-LOCAL FUNDS															17,500			160,230						177,730
Phase: CAPITAL Totals															350,000			3,204,600						3,554,600
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE																								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD															429			3,926						4,355
Item: 457279 1 Totals															350,429			3,208,526						3,558,955
Project Totals															350,429			3,208,526						3,558,955
Number: 457284 1 District: 01		Project Description: BARTOW AIRPORT RUNWAY APPROACH CLEARING County: POLK L RTP 2-3				PROJECT Project Length: 0.000																		
Phase / Responsible Agency		Fiscal Year																						
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		<2027							2027			2028				2029			2030			2031	>2031	All Years
Fund Code: DOR-DISTRICT DEDICATED REVENUE												39,221												39,221
FAA-FEDERAL AVIATION ADMIN												705,986												705,986
LF-LOCAL FUNDS												39,221												39,221
Phase: CAPITAL Totals												784,428												784,428
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE																								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD												961												961

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Item: 457284 1 Totals							785,389					785,389				
Project Totals							785,389					785,389				
FLP: RAIL																
Number: 436560 1	Project Description: SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO											*SIS*				
District: 01	County: POLK	Type of Work: RAIL CAPACITY PROJECT											Project Length: 0.696MI			
L RTP 2-3																
Phase / Responsible Agency																
P D & E / MANAGED BY FDOT		<2027						2027			2028	2029	2030	2031	>2031	All Years
Fund Code: DDR-DISTRICT DEDICATED REVENUE																3,494
DIH-STATE IN-HOUSE PRODUCT SUPPORT																93,871
DS-STATE PRIMARY HIGHWAYS & PTO																2,872
Phase: P D & E Totals																100,237
P D & E - IND SUPP / MANAGED BY FDOT																
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																4,771
PRELIMINARY ENGINEERING / MANAGED BY FDOT																
Fund Code: DDR-DISTRICT DEDICATED REVENUE																42,103
DIH-STATE IN-HOUSE PRODUCT SUPPORT																178,555
DS-STATE PRIMARY HIGHWAYS & PTO																80,985
Phase: PRELIMINARY ENGINEERING Totals																301,643
PRELIM ENG - IND SUPP / MANAGED BY FDOT																
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																14,776
RIGHT OF WAY / MANAGED BY FDOT																
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT																354,861
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT																
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																22,387
CONSTRUCTION / MANAGED BY FDOT																
Fund Code: DDR-DISTRICT DEDICATED REVENUE																25,923
DS-STATE PRIMARY HIGHWAYS & PTO																41,446
Phase: CONSTRUCTION Totals																67,369
CONST SUPPORT - IND SUPP / MANAGED BY FDOT																
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD																4,112
Item: 436560 1 Totals																870,156
Project Totals																870,156
Number: 446404 1		Project Description: US92/COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)														
District: 01	County: POLK	Type of Work: PTO STUDIES														
L RTP 5-10, 5-14		Project Length: 0.824MI														

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Phase / Responsible Agency		Fiscal Year								
P D & E / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: - TOTAL OUTSIDE YEARS		43,345							43,345	
P D & E - IND SUPP / MANAGED BY FDOT										
Fund Code: - TOTAL OUTSIDE YEARS		4,722							4,722	
Item: 446404 1 Totals		48,067							48,067	
Project Totals		48,067							48,067	
Number: 451348 1	Project Description: E TILLMAN AVE FROM S 2ND ST TO S 4TH ST									
District: 01	County: POLK									
	LRTP 2-1, 2-3									
		Type of Work: RAIL SAFETY PROJECT								
		Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year								
RAILROAD & UTILITIES / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD			150,749						150,749	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD			3,693						3,693	
Item: 451348 1 Totals			154,442						154,442	
Project Totals			154,442						154,442	
Number: 451354 1	Project Description: E SEMINOLE AVE FROM N 1ST ST TO N 3RD ST									
District: 01	County: POLK									
	LRTP 2-1, 2-3									
		Type of Work: RAIL SAFETY PROJECT								
		Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year								
RAILROAD & UTILITIES / MANAGED BY FDOT		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: RHH-RAIL HIGHWAY X-INGS - HAZARD			246,842						246,842	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT										
Fund Code: IDOH-STATE 100% - INDIRECT/OVERHEAD			6,048						6,048	
Item: 451354 1 Totals			252,890						252,890	
Project Totals			252,890						252,890	
FLP: TRANSIT										
Number: 410149 1	Project Description: LAMTD/LKND UZA/FTA SECT 5307 CAPITAL ASSIST LKLD UZA									
District: 01	County: POLK									
Extra Description:	LAMTD IS THE DESIGNATED RECIPIENT BUSES, PREV MAINT, MISC EQUIP - SHELTERS									
	LRTP 2-1, 2-2, 2-6, 4-16									
		Type of Work: CAPITAL FOR FIXED ROUTE								
		Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year								
CAPITAL / MANAGED BY LAKELAND		<2027	2027	2028	2029	2030	2031 >2031	All Years		
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION			1,062,476	1,654,180	1,667,371	2,185,561	2,129,482		34,537,337	
LF-LOCAL FUNDS			265,619	413,545	416,843	546,390	532,371		8,629,336	
Phase: CAPITAL Totals			1,328,095	2,067,725	2,084,214	2,731,951	2,661,853		43,166,673	
Item: 410149 1 Totals			1,328,095	2,067,725	2,084,214	2,731,951	2,661,853		43,166,673	

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Number: 410149 2 District: 01 Extra Description: Project Description: LAMTD/KND UZA/FTA SECT 5307 OPERATING ASSIST County: POLK Type of Work: OPERATING FOR FIXED ROUTE Project Length: 0.000 LAMTD IS THE DESIGNATED RECIPIENT LRTP 2-1, 2-2, 2-6, 4-16												
Phase / Responsible Agency												
OPERATIONS / MANAGED BY LAKELAND												
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION												
LF-LOCAL FUNDS												
Phase: OPERATIONS Totals												
Item: 410149 2 Totals												
Project Totals												
Number: 410150 1 District: 01 Extra Description: Project Description: LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 CAPITAL ASSISTANCE County: POLK Type of Work: CAPITAL FOR FIXED ROUTE Project Length: 0.000 LAMTD IS THE DESIGNATED RECIPIENT MISC CAPITAL EQUIPMENT BUS PURCHASES & EQUIP LRTP 2-1, 2-2, 2-6, 4-16												
Phase / Responsible Agency												
CAPITAL / MANAGED BY LAKELAND												
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION												
LF-LOCAL FUNDS												
Phase: CAPITAL Totals												
Item: 410150 1 Totals												
Number: 410150 2 District: 01 Extra Description: Project Description: LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE County: POLK Type of Work: OPERATING FOR FIXED ROUTE Project Length: 0.000 LAMTD IS THE DESIGNATED RECIPIENT LRTP 2-1, 2-2, 2-6, 4-16												
Phase / Responsible Agency												
OPERATIONS / MANAGED BY LAKELAND												
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION												
LF-LOCAL FUNDS												
Phase: OPERATIONS Totals												
Item: 410150 2 Totals												
Project Totals												
Number: 414063 1 District: 01 Extra Description: Project Description: LAKELAND AREA MASS TRANSIT (LAMTD)-OPERATING ASSISTANCE - CORRIDOR County: POLK Type of Work: URBAN CORRIDOR IMPROVEMENTS TRANSIT CORRIDOR PROGRAM SR 37/SOUTH FLORIDA AVE CORRIDOR IMPROVEMENTS LAKELAND LRTP 2-1, 2-2, 2-6, 4-16												
Phase / Responsible Agency												
OPERATIONS / MANAGED BY LAKELAND												

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DPTO-STATE - PTO		9,693,823	31,555					9,725,378
LF-LOCAL FUNDS		12,550,786	2,055,366	2,117,027	2,180,539	2,245,954	2,313,334	23,463,006
Phase: OPERATIONS Totals		26,672,455	4,110,732	4,234,054	4,361,078	4,491,908	4,626,668	48,496,895
OPERATIONS - IND SUPP / MANAGED BY LAKELAND								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		498,895	50,356	51,867	53,423	55,026	56,677	766,244
Item: 440757 1 Totals		27,171,350	4,161,088	4,285,921	4,414,501	4,546,934	4,683,345	49,263,139
Project Totals		27,171,350	4,161,088	4,285,921	4,414,501	4,546,934	4,683,345	49,263,139
Number: 445916 1		Project Description: LAMTD OPERATING SR37 CIRCULATOR		Project Length: 0.000				
District: 01		County: POLK		Type of Work: OPERATING/ADMIN ASSISTANCE				
LRTP 2-1, 2-2, 2-6, 4-16								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
OPERATIONS / MANAGED BY LAKELAND								
Fund Code: DDO-DISTRICT DEDICATED REVENUE		301,154				150,577	235,000	686,731
DPTO-STATE - PTO		657,873	150,577	150,577	150,577			1,109,604
LF-LOCAL FUNDS		959,027	150,577	150,577	150,577	235,000		1,796,335
Phase: OPERATIONS Totals		1,918,054	301,154	301,154	301,154	470,000		3,592,670
OPERATIONS - IND SUPP / MANAGED BY LAKELAND								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		25,313	3,689	3,689	3,689	5,758		45,827
Item: 445916 1 Totals		1,943,367	304,843	304,843	304,843	475,758		3,638,497
Project Totals		1,943,367	304,843	304,843	304,843	475,758		3,638,497
Number: 448715 1		Project Description: LAKELAND AREA MASS TRANSIT DIST - OPERATING - CORRIDOR - PILOT PROJECT		Project Length: 0.000				
District: 01		County: POLK		Type of Work: URBAN CORRIDOR IMPROVEMENTS				
LRTP 2-1, 2-2, 2-6, 4-16								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
OPERATIONS / MANAGED BY LAKELAND								
Fund Code: DDO-DISTRICT DEDICATED REVENUE						249,740	67,444	317,184
DPTO-STATE - PTO		852,302	249,740	249,740	249,740			1,601,522
LF-LOCAL FUNDS		103,082	249,740	249,740	249,740	249,740	67,444	1,169,486
Phase: OPERATIONS Totals		955,384	499,480	499,480	499,480	499,480	134,888	3,088,192
OPERATIONS - IND SUPP / MANAGED BY LAKELAND								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		33,769	6,119	6,119	6,119	6,119	1,652	59,897
Item: 448715 1 Totals		989,153	505,599	505,599	505,599	505,599	136,540	3,148,089
Project Totals		989,153	505,599	505,599	505,599	505,599	136,540	3,148,089
Number: 455183 1		Project Description: FTA SECTION 5339 LAMTD POINCIANA SMALL URBAN CAPITAL ASSISTANCE		Project Length: 0.000				
District: 01		County: POLK		Type of Work: CAPITAL FOR FIXED ROUTE				
LRTP 2-1, 2-2, 2-6, 4-16								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years
CAPITAL / MANAGED BY LAKELAND								

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Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION LF-LOCAL FUNDS		26,953	18,199	20,929	24,068	27,678	26,534	144,361
	Phase: CAPITAL Totals	6,738	4,550	5,232	6,017	6,920	6,634	36,091
	Item: 455183 1 Totals	33,691	22,749	26,161	30,085	34,598	33,168	180,452
	Project Totals	33,691	22,749	26,161	30,085	34,598	33,168	180,452
Number: 455184 1 District: 01 Project Description: FTA SECTION 5339 LAMTDF FOUR CORNERS SMALL URBAN CAPITAL ASSISTANCE County: POLK L RTP 2-1, 2-2, 2-6, 4-16 Type of Work: CAPITAL FOR FIXED ROUTE Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
CAPITAL / MANAGED BY LAKE LAND		<2027	2027	2028	2029	2030	2031 >2031	All Years
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION LF-LOCAL FUNDS		9,212	5,112	5,879	6,761	7,774	10,755	45,493
	Phase: CAPITAL Totals	2,303	1,278	1,470	1,690	1,944	2,689	11,374
	Item: 455184 1 Totals	11,515	6,390	7,349	8,451	9,718	13,444	56,867
	Project Totals	11,515	6,390	7,349	8,451	9,718	13,444	56,867
Number: 455571 1 District: 01 Project Description: LAMTDF FTA SECTION 5307 POINCIANA SMALL URBAN AREA - CAPITAL County: POLK L RTP 2-1, 2-2, 2-6, 4-16 Type of Work: CAPITAL FOR FIXED ROUTE Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
CAPITAL / MANAGED BY LAKE LAND		<2027	2027	2028	2029	2030	2031 >2031	All Years
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION LF-LOCAL FUNDS		103,635	68,667	78,967	90,812	104,434	104,013	550,528
	Phase: CAPITAL Totals	25,909	17,167	19,742	22,703	26,109	26,003	137,633
	Item: 455571 1 Totals	129,544	85,834	98,709	113,515	130,543	130,016	688,161
	Project Totals	129,544	85,834	98,709	113,515	130,543	130,016	688,161
Number: 455571 2 District: 01 Project Description: LAMTDF FTA SECTION 5307 POINCIANA SMALL URBAN AREA - OPERATING County: POLK L RTP 2-1, 2-2, 2-6, 4-16 Type of Work: OPERATING FOR FIXED ROUTE Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
OPERATIONS / MANAGED BY LAKE LAND		<2027	2027	2028	2029	2030	2031 >2031	All Years
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION LF-LOCAL FUNDS		310,903	205,998	236,898	272,433	313,297	312,040	1,651,569
	Phase: OPERATIONS Totals	621,806	411,996	473,796	544,866	626,594	624,080	3,303,138
	Item: 455571 2 Totals	621,806	411,996	473,796	544,866	626,594	624,080	3,303,138
	Project Totals	751,350	497,830	572,505	658,381	757,137	754,096	3,991,299
Number: 455572 1 District: 01 Project Description: LAMTDF FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - CAPITAL County: POLK L RTP 2-1, 2-2, 2-6, 4-16 Type of Work: CAPITAL FOR FIXED ROUTE Project Length: 0.000								
Phase / Responsible Agency		Fiscal Year						
		<2027	2027	2028	2029	2030	2031 >2031	All Years

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CAPITAL / MANAGED BY LAKELAND												
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		32,735	15,431	17,746	20,408	23,469	42,373		152,162			
LF-LOCAL FUNDS		8,184	3,858	4,437	5,102	5,867	10,593		38,041			
Phase: CAPITAL Totals		40,919	19,289	22,183	25,510	29,336	52,966		190,203			
Item: 455572 1 Totals		40,919	19,289	22,183	25,510	29,336	52,966		190,203			
Number: 455572 2	Project Description: LAMTD FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - OPERATING											
District: 01	Type of Work: OPERATING FOR FIXED ROUTE											
	County: POLK											
	LRTP 2-1, 2-2, 2-6, 4-16											
	Project Length: 0.000											
Phase / Responsible Agency												
OPERATIONS / MANAGED BY LAKELAND												
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		98,204	46,293	53,237	61,223	70,406	127,118		456,481			
LF-LOCAL FUNDS		98,204	46,293	53,237	61,223	70,406	127,118		456,481			
Phase: OPERATIONS Totals		196,408	92,586	106,474	122,446	140,812	254,236		912,962			
Item: 455572 2 Totals		196,408	92,586	106,474	122,446	140,812	254,236		912,962			
Project Totals		237,327	111,875	128,657	147,956	170,148	307,202		1,103,165			
Number: 457667 1	Project Description: LAMTD OPERATING SERVICE DEVELOPMENT EXTENDED ROUTE HOURS											
District: 01	Type of Work: OPERATING/ADMIN. ASSISTANCE											
	County: POLK											
	LRTP 2-1, 2-2, 2-6, 4-16											
Phase / Responsible Agency												
OPERATIONS / MANAGED BY LAKELAND												
Fund Code: DPTO-STATE - PTO			566,678						566,678			
LF-LOCAL FUNDS			566,678						566,678			
Phase: OPERATIONS Totals			1,133,356						1,133,356			
OPERATIONS - IND SUPP / MANAGED BY LAKELAND												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			13,884						13,884			
Item: 457667 1 Totals			1,147,240						1,147,240			
Project Totals			1,147,240						1,147,240			
FLORIDA RAIL ENTERPRISE												
Number: 436560 1	Project Description: SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK											
District: 01	Type of Work: RAIL CAPACITY PROJECT											
	County: POLK											
	LRTP 2-3, 5-26											
	Project Length: 0.696MI											
Phase / Responsible Agency												
P D & E / MANAGED BY FDOT												
Fund Code: DPTO-STATE - PTO		1,127,261							1,127,261			
P D & E - IND SUPP / MANAGED BY FDOT												
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		96,136							96,136			
PRELIMINARY ENGINEERING / MANAGED BY FDOT												
Fund Code: TRIP-TRANS REGIONAL INCENTIVE PROGM		3,133,336							3,133,336			

Polk TPO 2026/27 - 2030/31 Adopted TIP

PRELIM ENG - IND SUPP / MANAGED BY FDOT	Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	204,687								204,687
RIGHT OF WAY / MANAGED BY FDOT	Fund Code: DPTO-STATE - PTO	2,069,890								2,069,890
	DS-STATE PRIMARY HIGHWAYS & PTO	289,192								289,192
	GMR-GROWTH MANAGEMENT FOR SIS	5,965,260								5,965,260
	TRIP-TRANS REGIONAL INCENTIVE PROG	6,393,289								6,393,289
	Phase: RIGHT OF WAY Totals	14,717,631								14,717,631
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT	Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	388,774								388,774
RAILROAD & UTILITIES / MANAGED BY FDOT	Fund Code: DIS-STRATEGIC INTERMODAL SYSTEM	600,000								600,000
	GMR-GROWTH MANAGEMENT FOR SIS					3,300,000				3,300,000
	LF-LOCAL FUNDS					2,226,942				2,226,942
	TRIP-TRANS REGIONAL INCENTIVE PROG	257,860								257,860
	Phase: RAILROAD & UTILITIES Totals	857,860				5,526,942				6,384,802
CONSTRUCTION / MANAGED BY FDOT	Fund Code: DIS-STRATEGIC INTERMODAL SYSTEM					396,201				396,201
	DPTO-STATE - PTO					5,055,369				5,055,369
	GMR-GROWTH MANAGEMENT FOR SIS					38,169,631				38,169,631
	SWIR-2015 SB2514A-STRATEGIC INT SYS					5,817,926				5,817,926
	Phase: CONSTRUCTION Totals					49,439,127				49,439,127
CONSTRUCTION - IND SUPP / MANAGED BY FDOT	Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	60,207				1,241,165				1,301,372
CONST SUPPORT - IND SUPP / MANAGED BY FDOT	Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD					105,503				105,503
ENVIRONMENTAL / MANAGED BY FDOT	Fund Code: DIS-STRATEGIC INTERMODAL SYSTEM	225,000								225,000
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT	Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	5,513								5,513
	Item: 436560 1 Totals	20,816,405				56,312,737				77,129,142
	Project Totals	20,816,405				56,312,737				77,129,142
Number: 446404 1	Project Description: US92/COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)									
District: 01	County: POLK									
	Type of Work: PTO STUDIES									
	Project Length: 0.824MI									
	LRTP 2-3, 5-26									
										Fiscal Year

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Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031 >2031	All Years
P D & E / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS		1,999,848					1,999,848
P D & E - IND SUPP / MANAGED BY FDOT							
Fund Code: TOTAL OUTSIDE YEARS							
Item: 446404 1 Totals		114,865					114,865
		2,114,713					2,114,713
Number: 446404 2	Project Description: US 92 / COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH) County: POLK L RTP 2-3, 5-26 *SIS* Project Length: 0.000 Type of Work: RAIL CAPACITY PROJECT						
District: 01							
Phase / Responsible Agency	Fiscal Year						
	<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DIS-STRATEGIC INTERMODAL SYSTEM		4,200,000					4,200,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		102,900					102,900
Item: 446404 2 Totals		4,302,900					4,302,900
Project Totals		4,302,900					6,417,613
	MISCELLANEOUS						
Number: 440358 2	Project Description: TENOROC TRL SEGMENT 1 FROM LAKE CRAGO DR TO SR 33 AT OLD COMBEE ROAD County: POLK L RTP 4-4, 7-1 Project Length: 0.000 Type of Work: BIKE PATH/TRAIL						
District: 01							
Phase / Responsible Agency	Fiscal Year						
	<2027	2027	2028	2029	2030	2031 >2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF LAKELAND							
Fund Code: GRTR-FY2024 SB106 TRAIL NETWORK		395,000					395,000
TLWR-2015 SB2514A- TRAIL NETWORK		249,628					249,628
Phase: PRELIMINARY ENGINEERING Totals		644,628					644,628
PRELIM ENG - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		81,201					81,201
CONSTRUCTION / MANAGED BY CITY OF LAKELAND							
Fund Code: TLWR-2015 SB2514A- TRAIL NETWORK		2,000,000					2,000,000
CONSTRUCTION - IND SUPP / MANAGED BY FDOT							
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		63,800					63,800
Item: 440358 2 Totals		725,829					2,789,629
Project Totals		725,829					2,789,629
Grand Total		1,855,413,308	242,665,597	391,072,184	269,225,376	122,903,354	3,211,271,277



Appendix A: State and Federal Funding Codes

STATE AND FEDERAL FUNDING CODES

Code	Description
ACBR	ADVANCE CONSTRUCTION (BRT)
ACBZ	ADVANCE CONSTRUCTION (BRTZ)
ACCM	ADVANCE CONSTRUCTION (CM)
ACER	ADVANCE CONSTRUCTION (ER)
ACFP	AC FREIGHT PROG (NFP)
ACID	ADV CONSTRUCTION SAFETY (HSID)
ACLD	ADV CONSTRUCTION SAFETY (HSLD)
ACNP	ADVANCE CONSTRUCTION NHPP
ACNR	AC NAT HWY PERFORM RESURFACING
ACPL	ADVANCE CONSTRUCTION PLANNING
ACPR	AC - PROTECT GRANT PGM
ACSA	ADVANCE CONSTRUCTION (SA)
ACSL	ADVANCE CONSTRUCTION (SL)
ACSM	STBG AREA POP. W/ 5K TO 49,999
ACSN	ADVANCE CONSTRUCTION (SN)
ACSS	ADVANCE CONSTRUCTION (SS,HSP)
ACSU	ADVANCE CONSTRUCTION (SU)
AG26	DEPT OF AGRICULTURE 2026 ASST
ARDR	ARPA- SCETS MOTOR FUEL TAX
ARHF	ARPA- SHS MOTOR FUEL TAX
ARPI	ARPA INTEREST
ART	ARTERIAL HIGHWAYS PROGRAMS
ARTW	ARTERIAL WIDENING PROGRAM
BNBR	AMENDMENT 4 BONDS (BRIDGES)
BNDS	BOND - STATE
BNIR	INTRASTATE R/W & BRIDGE BONDS
BRAS	ANCILLARY STRUCTURES
BRP	STATE BRIDGE REPLACEMENT
BRRP	STATE BRIDGE REPAIR & REHAB
BRRR	BRIDGE REPAIR RAILROADS
BRTD	FED BRIDGE REPL--DISCRETIONARY
BRTZ	FED BRIDGE REPL - OFF SYSTEM
CARB	CARBON REDUCTION GRANT PGM
CARU	CARB FOR URB. AREA > THAN 200K
CD22	CONGRESS GF EARMARKS HIP 2022
CD23	CONGRESS GF EARMARKS HIP 2023
CD24	CONGRESS GF EARMARKS HIP 2024
CD26	CONGRESS GF EARMARKS HIP 2026

Code	Description
CIGP	COUNTY INCENTIVE GRANT PROGRAM
CM	CONGESTION MITIGATION - AQ
D	UNRESTRICTED STATE PRIMARY
DC	STATE PRIMARY PE CONSULTANTS
DDR	DISTRICT DEDICATED REVENUE
DEM	ENVIRONMENTAL MITIGATION
DEO	DEPT OF COMMERCE
DER	EMERGENCY RELIEF - STATE FUNDS
DFTA	FED PASS-THROUGH \$ FROM FTA
DI	ST. - S/W INTER/INTRASTATE HWY
DIFC	FINC DEBT SERVICE
DIH	STATE IN-HOUSE PRODUCT SUPPORT
DIOH	STATE 100% - INDIRECT/OVERHEAD
DIS	STRATEGIC INTERMODAL SYSTEM
DITS	STATEWIDE ITS - STATE 100%
DL	LOCAL FUNDS - PTO - BUDGETED
DPTO	STATE - PTO
DRA	REST AREAS - STATE 100%
DS	STATE PRIMARY HIGHWAYS & PTO
DSB0	UNALLOCATED TO FACILITY
DSBH	I-4 ML TOLL CAP IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT
DU	STATE PRIMARY/FEDERAL REIMB
DUCA	TRANSIT CARES/CRRSAA ACT
DWS	WEIGH STATIONS - STATE 100%
EB	EQUITY BONUS
EM25	GAA EARMARKS FY 2025
EM26	GAA EARMARKS FY 2026
ER17	2017 EMERGENCY RELIEF EVENTS
ER22	2022 EMERGENCY RELIEF EVENTS
ER23	2023 EMERGENCY RELIEF EVENTS
ER24	2024 EMERGENCY RELIEF EVENTS
ER25	2025 EMERGENCY RELIEF EVENTS
F001	FEDERAL DISCRETIONARY - US19
FAA	FEDERAL AVIATION ADMIN
FBD	FERRYBOAT DISCRETIONARY
FC5	OPEN GRADE FRICTION COURSE FC5
FCO	PRIMARY/FIXED CAPITAL OUTLAY



Appendix B: Local Capital Improvement Plans

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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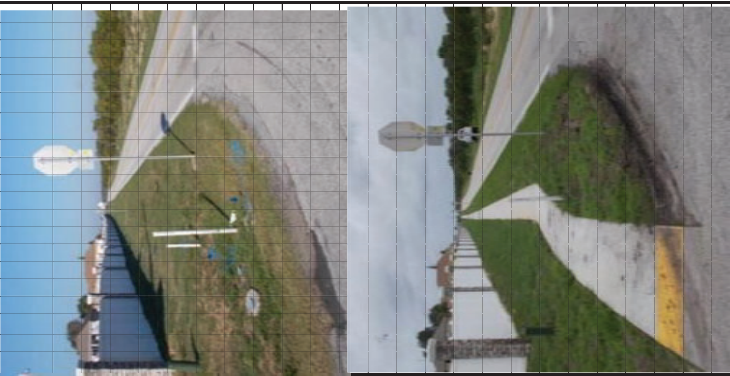
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Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

RECURRING PROGRAMS		PROJECT # 5400012		FY 2026-2030 Community Investment Program Budget Project Detail										PAGE #		10	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED		PROJECT		PROJECT SCHEDULE		PROJECT		PROJECT		PROJECT		PROJECT	
Project Title:		Project listed in CIP?		Yes		CRITERIA		Safety		Design/Arch		Land/ROW		Construct		Equipment	
Functional Area :		Roads and Drainage		Objective 3.202-E		Mandate		Replace		Growth							
Department:		LOS/Concurrency Related:		No													
Location:		Polk County-Variou Locations															
PROJECT DESCRIPTION:																	
Candidate sidewalk projects requested by the public and other sources are evaluated and prioritized by the Sidewalk Advisory Committee based on their proximity to schools, pedestrian crash history, and corridor condition; among other categories. The prioritized sidewalk list is reviewed by the county staff and projects are constructed as the budget allows.																	
OPERATING BUDGET IMPACT:																	
Fund 30801: Chestnut Sidewalk Project																	
Fund 11208: Old Dixie Multi Use Sidewalk																	
Fund 11191: North Lake Fitness Trail Project																	
Fund 11199: Polk County Children and Pedestrian Safety Project (HUD)																	
Fund 11163: Inwood Elementary SRTS Sidewalk																	
Fund 11201: Maine Avenue Sidewalk Project																	
Fund 11164: Streetscape improvements East Orange East Crystal																	
Prior Cumulative		FY 25 Budget		FY 25 Projected Expenses		FY 26		FY 27		FY 28		FY 29		FY 30		FUTURE YEARS	
Design/Arch/Eng																	
Land (or ROW)																	
Construction		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		23,875,436	
Other																	
Equipment																	
Total Project Cost		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		23,875,436	
Trans Millage Fund-14971		Ongoing		2,000,000		2,000,000		2,000,000		2,000,000		2,000,000		2,000,000		12,000,000	
12265 School Imp Fee		Ongoing		250,000		250,000		250,000		250,000		250,000		250,000		1,500,000	
Grant Fund - 11208				2,000,335		15,000		1,985,335								2,000,335	
Grant Fund - 11163				914,719		130,000		784,719								914,719	
Grant Fund - 11164				800,000		5,000		795,000								800,000	
Grant Fund - 11191				381,940		5,000		376,940								381,940	
Grant Fund (HUD) -11199				850,000		5,000		845,000								850,000	
Grant Fund - 11201				3,228,442		20,000		3,208,442								3,228,442	
General Capital Fund-30801				2,200,000				2,200,000								2,200,000	
Total Funding		Ongoing		12,625,436		2,430,000		12,445,436		2,250,000		2,250,000		2,250,000		23,875,436	
Personal Svc.																	
Non-personal																	
Capital																	
Total Operating																	



POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

RECURRING PROGRAMS		PROJECT # 5400083										PAGE # 11									
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		PROJECT		PROJECT		PROJECT		PROJECT					
Project Title:		Project listed in CIE?		Yes		CRITERIA		SCHEDULE		FY 26		FY 27		FY 28		FY 29					
Americans with Disabilities Act Intersection Improvements		Comp. Plan reference:		Objective 3.202-C, 3.203-A, 3.203-B, 3.202-E		Safety		X		Design/Arch		FY 30		FY 31		FY 32					
Functional Area :		Roads and Drainage				Mandate				Land/ROW		FY 33		FY 34		FY 35					
Department:		LOS/Concurrency Related:		No		Replace		X		Construct		FY 36		FY 37		FY 38					
Location:		Polk County-Various Locations				Growth				Equipment		FY 39		FY 40		FY 41					
PROJECT DESCRIPTION:		This program is an ongoing activity of upgrading pedestrian facilities on the county road network to comply with the American with Disabilities Act (ADA). Specifically, all sidewalks on county roads have to be upgraded to ADA standards at the time of adjoining roadway resurfacing.				PROJECT RATIONALE (Include Additional LOS Detail, if necessary):		Improves safety													
OPERATING BUDGET IMPACT:		FUND / COST CENTER																			
None		14971.540152101																			

Polk TPO 2026/27 - 2030/31 Adopted TIP

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[illegible]

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

RECURRING PROGRAMS		PROJECT # 5400240										PAGE # 14									
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:		Project listed in CIE?	No			CRITERIA		SCHEDULE	1	2	3	4	1	2	3	4	1	2	3	4	
Intersection Equipment Upgrades		Comp. Plan reference:	Objective 3.203-B					Safety	X												
Functional Area :		Roads and Drainage						Mandate													
Department:		LOS/Concurrency Related:	No					Replace	X												
Location:	Polk County-Various Locations							Growth													
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):													
Recurring replacement of Traffic Cabinets and replacement of video detection equipment with underground loops.								Install and replace traffic markings to enhance safety.													
OPERATING BUDGET IMPACT:						FUND / COST CENTER															
None						14971.540152101															

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400128		FY 2026-2030 Community Investment Program Budget Project Detail												PAGE #		15															
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30															
Project Title:				Project listed in CIE?		Yes		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4		1		2		3		4	
West Pipkin Road (S. Florida Ave. to Medulla Road)				Comp. Plan reference:		Objective 3.202-C, 3.203		Safety		X		Design/Arch																							
Functional Area :		Roads and Drainage		LOS/Concurrency Related:		Yes		Mandate				Land/ROW																							
Department:								Replace				Construct																							
Location:		Lakeland						Growth		X		Equipment																							
PROJECT DESCRIPTION:										PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																									
Widen road from 2 lanes to 3/4 lanes from Florida Ave South to Harden Boulevard; approx. 4.2 miles.										This improvement is necessary based on the projected level of service.																									
OPERATING BUDGET IMPACT:						FUND / COST CENTER																													
Increased roadway and/or traffic maintenance						12257.620524080																													
						10104.540541095																													
						12267.620524080																													
						14971.540152101																													

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400181																		PAGE #		16	
FY 2026-2030 Community Investment Program Budget Project Detail																									
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT				FY 30											
		Project listed in CIE?		Yes		CRITERIA		SCHEDULE		FY 26		FY 27		FY 28		FY 29									
Project Title:								Safety		1		2		3		4		1		2		3		4	
West Pipkin Road Utility JPA (S. Florida Ave. to Medulla Rd)				Comp. Plan reference:		Objective 3.202-C, 3.203																			
Functional Area :		Roads and Drainage						Mandate																	
Department:				LOS/Concurrency Related:		Yes		Replace				X													
Location:		Lakeland						Growth																	
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																							
Utility work completed in conjunction with the West Pipkin Road Widening Project. City of Lakeland to provide funding for this project.		Agreement with the city of Lakeland.																							
OPERATING BUDGET IMPACT:						FUND / COST CENTER																			
						14971.540152101																			

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400135												PAGE #		17	
FY 2026-2030 Community Investment Program Budget Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:																	
Project Title:		Project listed in CIE?		Yes															
CR 557 PH I (I-4 to West Swoope Street)		Comp. Plan reference:		Objective 3.202-C, 3.203															
Functional Area :		Roads and Drainage																	
Department:		LOS/Concurrency Related:		Yes															
Location:		Lake Alfred																	
PROJECT DESCRIPTION:		Widen road from 2 lanes to 4 lanes from West Alfred Street to I-4 (approx. 4.5 miles).																	
PROJECT RATIONALE (Include Additional LOS Detail, if necessary): This improvement is necessary based on the projected level of service.																			
OPERATING BUDGET IMPACT:																			



Polk TPO 2026/27 - 2030/31 Adopted TIP

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Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400206														PAGE #		20									
FY 2026-2030 Community Investment Program Budget Project Detail																													
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:										PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30					
Project Title:		Project listed in CIE?		Yes						CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4	
Northridge Trail Phase 1 Segment 1		Comp. Plan reference:		Objective 3.202-E, 3.023						Safety		Design/Arch																	
Functional Area :		Roads and Drainage								Mandate		Land/ROW																	
Department:		LOS/Concurrency Related:		No						Replace		Construct																	
Location:		Davenport								Growth		Equipment																	
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																											
New 2 Lane Road from Deen Still Road to Sand Mine Road; approx. 4 miles. \$27.5M in construction is currently unfunded pending Grant Submission.		This improvement is necessary based on the projected level of service.																											

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400203		PAGE #																		21	
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30					
Project Title:		Project listed in CIE?				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4					
Thompson Nursery Road Ph I US17 to West Lake Ruby		Comp. Plan reference:				Safety		Design/Arch															
Functional Area :						Mandate		Land/ROW															
Department:		LOS/Concurrency Related:				Replace		Construct															
Location:		Unincorporated Polk County				Growth		Equipment															
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																					
Widen road from 2 lanes to 4 from US 17 to Rifle Range Road; approx. 2 miles, Widen road from 2 lanes to 4 from Rifle Range Road to east of CSX Rail Road Track; approx. 2.6 miles, and Widen road from 2 lanes to 4 from Eloise Loop Road to East of West Lake Ruby; approx. 1 mile.		This improvement is necessary based on the projected level of service.																					
OPERATING BUDGET IMPACT:		FUND / COST CENTER				REPLACEMENT COUNTY PROPERTY NO.:																	
No operating costs		10104.540541095				N/A																	
		14971.540152101																					
		11176.540559014																					

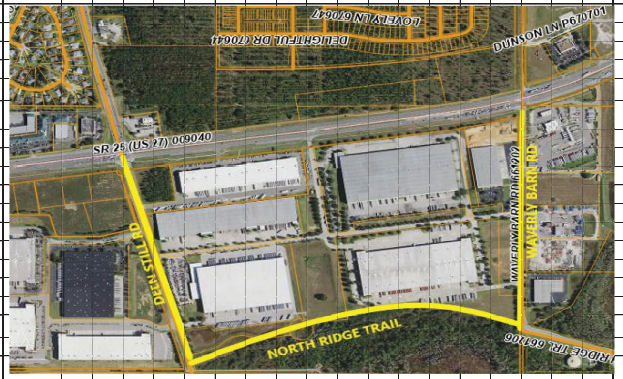
Polk TPO 2026/27 - 2030/31 Adopted TIP

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Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400239		FY 2026-2030 Community Investment Program Budget Project Detail																				PAGE #		26									
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT				FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:				Project listed in CIE? Yes				CRITERIA				SCHEDULE				1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4				1 2 3 4 1 2 3 4 1 2 3 4				1 2 3 4 1 2 3 4											
FDC Grove Road/Northridge Flyover				Comp. Plan reference: Objective 3.202-E, 3.023				Safety				Design/Arch																							
Functional Area :				Roads and Drainage				Mandate				Land/ROW																							
Department:				LOS/Concurrency Related: No				Replace				Construct																							
Location: Davenport								Growth				Equipment																							
PROJECT DESCRIPTION:				The County will allow local traffic to bypass that interchange by moving local north/south traffic on a route parallel to US Highway 27. Moving local traffic to an alternative roadway creates more capacity on US Highway 27 for the movement of commerce through this area.								PROJECT RATIONALE (include Additional LOS Detail, if necessary):																							
				FUND / COST CENTER																															
No operating costs				11137.540559014																															
				11198.540559014																															

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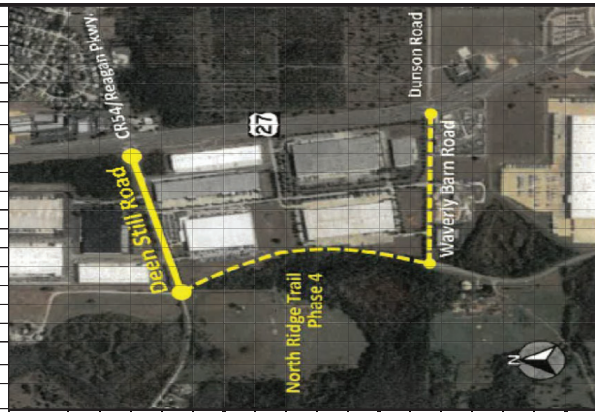
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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400273		FY 2026-2030 Community Investment Program Budget Project Detail																								PAGE #		31	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED				PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30									
Project Title:				Project listed in CIE?				CRITERIA				SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4									
Powerline Road Phase 2 (South Blvd to Hinson Ave in Davenport and Haines City)				Comp. Plan reference:				Safety				Design/Arch																			
				Roads and Drainage				Mandate				Land/ROW																			
				Department:				Replace				Construct																			
Location:				Unincorporated Polk County				Growth				Equipment																			
PROJECT DESCRIPTION:				One time funding provided by the board for the purchase of right of way.				PROJECT RATIONALE (include Additional LOS Detail, if necessary):																							

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400274		FY 2026-2030 Community Investment Program Budget Project Detail																				PAGE #		32	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Title:				Project listed in CIE?		Yes		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4	
Deen Still Road Improvements (North Ridge Trail to Hwy 27)				Comp. Plan reference:		Objective 3.202-E, 3.023		Safety		X																	
Functional Area :		Roads and Drainage						Mandate																			
Department:				LOS/Concurrency Related:		No		Replace																			
Location:		Unincorporated Polk County						Growth		X																	
PROJECT DESCRIPTION:				PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																							
One time funding provided by the board for the purchase of right of way and construction.				This improvement is necessary based on the projected level of service.																							



Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

Polk TPO 2026/27 - 2030/31 Adopted TIP

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400190		FY 2026-2030 Community Investment Program Budget Project Detail												PAGE #		34									
GENERAL PROJECT DATA:						COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Title:						Project listed in CIE?		No		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4	
CR 542 A @ 10th Street						Comp. Plan reference:				Safety		X																	
Functional Area :		Roads and Drainage								Mandate																			
Department:						LOS/Concurrency Related:		Yes		Replace																			
Location:		Lakeland								Growth		X																	
PROJECT DESCRIPTION:												PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
												Project will improve traffic level of service																	

[illegible]

Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400194														PAGE #		37			
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:				Project listed in CIE?		No		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
CR 540 at Lake Ned Signal				Comp. Plan reference:				Safety		Design/Arch		█		█		█		█		█	
Functional Area :		Roads and Drainage						Mandate		Land/ROW		█		█		█		█		█	
Department:				LOS/Concurrency Related:		Yes		Replace		Construct		█		█		█		█		█	
Location:		Winter Haven						Growth		Agreement		█		█		█		█		█	
PROJECT DESCRIPTION:								X		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Intersection improvements and signalization for the intersection of CR540 at Lake Ned.										Project will improve traffic level of service											
OPERATING BUDGET IMPACT:						FUND / COST CENTER															
						12270.620524080															
None.						10104.540541095															

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

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Polk TPO 2026/27 - 2030/31 Adopted TIP

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Polk TPO Transportation Improvement Program

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Polk TPO 2026/27 - 2030/31 Adopted TIP

PROJECT #		5400258		FY 2026-2030 Community Investment Program Budget Project Detail		PAGE #		49	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED		PROJECT		FY 30	
Project Title:		Project listed in CIE?		CRITERIA		SCHEDULE		FY 29	
US 27 at Bates Road Intersection		No		Safety		Design/Arch		FY 28	
Functional Area :		Comp. Plan reference:		Mandate		Land/ROW		FY 27	
Department:		LOS/Concurrency Related:		Replace		Construct		FY 26	
Location: Davenport		Yes		Growth		Agreement		FY 25	
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):		FUTURE YEARS		Proposed Project Total		FY 24	
Modify intersection to improve level of service, add right turn lane.		Project will improve traffic level of service						N/A	
OPERATING BUDGET IMPACT:		FUND / COST CENTER		FY 27		FY 28		FY 29	
None.		10104 54054 1095		FY 26		FY 27		FY 28	
				FY 25		FY 26		FY 27	
				Projected Expenses		FY 25		FY 26	
				FY 25 Budget		FY 25		FY 26	
				Prior Cumulative		FY 25		FY 26	
				EXPENDITURE PLAN		FY 25		FY 26	
Design/Arch/Eng		200,000		FY 27		FY 28		FY 29	
Land (or ROW)		200,000		FY 26		FY 27		FY 28	
Construction		1,000,000		FY 25		FY 26		FY 27	
CEI				FY 24		FY 25		FY 26	
Equipment				FY 23		FY 24		FY 25	
Total Project Cost		0		0		0		0	
		FUNDING PLAN		FY 26		FY 27		FY 28	
Trans Trust Fund - 10104		400,000		FY 25		FY 26		FY 27	
		1,000,000		FY 24		FY 25		FY 26	
				FY 23		FY 24		FY 25	
Total Funding		0		0		0		0	
		OPERATING BUDGET IMPACT:		FY 27		FY 28		FY 29	
Personal Svc.				FY 26		FY 27		FY 28	
Non-personal		395		FY 25		FY 26		FY 27	
Capital				FY 24		FY 25		FY 26	
Total Operating		395		FY 23		FY 24		FY 25	
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				FY 27		FY 28		FY 29	
				FY 26		FY 27		FY 28	
				FY 25		FY 26		FY 27	
				FY 24		FY 25		FY 26	
				FY 23		FY 24		FY 25	
				FY 22		FY 23		FY 24	
				FY 21		FY 22		FY 23	
				FY 20		FY 21		FY 22	
				FY 19		FY 20		FY 21	
				FY 18		FY 19		FY 20	
				FY 17		FY 18		FY 19	
				FY 16		FY 17		FY 18	
				FY 15		FY 16		FY 17	
				FY 14		FY 15		FY 16	
				FY 13		FY 14		FY 15	
				FY 12		FY 13		FY 14	
				FY 11		FY 12		FY 13	
				FY 10		FY 11		FY 12	
				FY 09		FY 10		FY 11	
				FY 08		FY 09		FY 10	
				FY 07		FY 08		FY 09	
				FY 06		FY 07		FY 08	
				FY 05		FY 06		FY 07	
				FY 04		FY 05		FY 06	
				FY 03		FY 04		FY 05	
				FY 02		FY 03		FY 04	
				FY 01		FY 02		FY 03	
				FY 00		FY 01		FY 02	
				FY 99		FY 00		FY 01	
				FY 98		FY 99		FY 00	
				FY 97		FY 98		FY 99	
				FY 96		FY 97		FY 98	
				FY 95		FY 96		FY 97	
				FY 94		FY 95		FY 96	
				FY 93		FY 94		FY 95	
				FY 92		FY 93		FY 94	
				FY 91		FY 92		FY 93	
				FY 90		FY 91		FY 92	
				FY 89		FY 90		FY 91	
				FY 88		FY 89		FY 90	
				FY 87		FY 88		FY 89	
				FY 86		FY 87		FY 88	
				FY 85		FY 86		FY 87	
				FY 84		FY 85		FY 86	
				FY 83		FY 84		FY 85	
				FY 82		FY 83		FY 84	
				FY 81		FY 82		FY 83	
				FY 80		FY 81		FY 82	
				FY 79		FY 80		FY 81	
				FY 78		FY 79		FY 80	
				FY 77		FY 78		FY 79	
				FY 76		FY 77		FY 78	
				FY 75		FY 76		FY 77	
				FY 74		FY 75		FY 76	
				FY 73		FY 74		FY 75	
				FY 72		FY 73		FY 74	
				FY 71		FY 72		FY 73	
				FY 70		FY 71		FY 72	
				FY 69		FY 70		FY 71	
				FY 68		FY 69		FY 70	
				FY 67		FY 68		FY 69	
				FY 66		FY 67		FY 68	
				FY 65		FY 66		FY 67	
				FY 64		FY 65		FY 66	
				FY 63		FY 64		FY 65	
				FY 62		FY 63		FY 64	
				FY 61		FY 62		FY 63	
				FY 60		FY 61		FY 62	
				FY 59		FY 60		FY 61	
				FY 58		FY 59		FY 60	
				FY 57		FY 58		FY 59	
				FY 56		FY 57		FY 58	
				FY 55		FY 56		FY 57	
				FY 54		FY 55		FY 56	
				FY 53		FY 54		FY 55	
				FY 52		FY 53		FY 54	
				FY 51		FY 52		FY 53	
				FY 50		FY 51		FY 52	
				FY 49		FY 50		FY 51	
				FY 48		FY 49		FY 50	
				FY 47		FY 48		FY 49	
				FY 46		FY 47		FY 48	
				FY 45		FY 46		FY 47	
				FY 44		FY 45		FY 46	
				FY 43		FY 44		FY 45	
				FY 42		FY 43		FY 44	
				FY 41		FY 42		FY 43	
				FY 40		FY 41		FY 42	
				FY 39		FY 40		FY 41	
				FY 38		FY 39		FY 40	
				FY 37		FY 38		FY 39	
				FY 36		FY 37		FY 38	
				FY 35		FY 36		FY 37	
				FY 34		FY 35		FY 36	
				FY 33		FY 34		FY 35	
				FY 32		FY 33		FY 34	
				FY 31		FY 32		FY 33	
				FY 30		FY 31		FY 32	
				FY 29					

PROJECT #		5400259		FY 2026-2030 Community Investment Program Budget Project Detail																				PAGE #		50																							
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:										PROJECT NEED		PROJECT		FY 26				FY 27				FY 28				FY 29				FY 30															
Project Title:				Project listed in CIE?										CRITERIA		SCHEDULE		1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4				1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4				1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4																							
US 27 @ North Blvd Intersection				Comp. Plan reference:										Safety		Design/Arch																																	
														Mandate		Land/ROW																																	
				LOS/Concurrency Related: Yes										Replace		Construct																																	
														Growth		Agreement																																	
Functional Area :				Roads and Drainage																																													
Department:																																																	
Location:				Davenport																																													
PROJECT DESCRIPTION:				Add right turn lane to North Blvd at the intersection with US 27.																																													

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

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[illegible]

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400262		FY 2026-2030 Community Investment Program Budget Project Detail																								PAGE #		53	
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30											
Project Title:				Project listed in CIE?		No		CRITERIA		Safety		1		2		3		4		1		2		3		4					
Masterpiece Rd @ Timberlane Rd				Comp. Plan reference:				X		Design/Arch		1		2		3		4		1		2		3		4					
Functional Area :		Roads and Drainage								Mandate																					
Department:				LOS/Concurrency Related:		Yes				Replace																					
Location:		Lake Wales						X		Agreement																					
PROJECT DESCRIPTION:		Construct a new roundabout																													
OPERATING BUDGET IMPACT:						FUND / COST CENTER																									
						12273.62052408																									
None.																															

[illegible]

[illegible]

[illegible]

[illegible]

Polk TPO Transportation Improvement Program

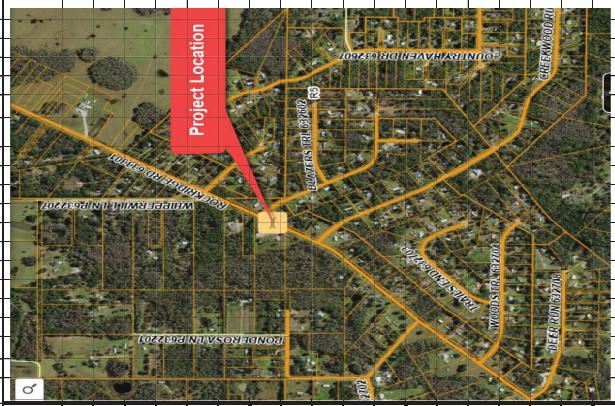
page 240

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400253		FY 2026-2030 Community Investment Program Budget Project Detail																				PAGE #		59	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30									
Project Title:		Project listed in CIE?		No		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4									
Avon Park Cutoff Road Bridge #164312		Comp. Plan reference:		3.203		Safety		Design/Arch																			
Functional Area :		Roads and Drainage				Mandate		Land/ROW																			
Department:		LOS/Concurrency Related:		No		Replace		X																			
Location:		Fort Meade				Growth		Equipment																			
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																			
Alternatives study to provide recommended replacement of Bridge # 164312								Replacement of a functionally obsolete bridge.																			
OPERATING BUDGET IMPACT:						FUND / COST CENTER																					
						14971.540152101																					

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400263												PAGE #		60									
FY 2026-2030 Community Investment Program Budget Project Detail																											
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA				PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30							
Project Title:		Project listed in CIE?		No						Safety		1		2		3		4		1		2		3		4	
Rockridge Road Bridge #164138		Comp. Plan reference:		3.203						Mandate																	
Functional Area :		Roads and Drainage								Replace		X															
Department:				LOS/Concurrency Related:		No																					
Location:		Fort Meade								Growth																	
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																									
The Rock Ridge Road Bridge is located approximately 0.8 miles east of US 98 within Section 22, Township 26 south, and Range 23 East. The project proposed to replace the Rock Ridge Road over Rock Ridge Ditch Bridge 164138, in Lakeland.																				Replacement of a functionally obsolete bridge.							
OPERATING BUDGET IMPACT:						FUND / COST CENTER								REPLACEMENT COUNTY PROPERTY NO.:				N/A									
						10104.540541095																					



POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400268														PAGE #		61	
FY 2026-2030 Community Investment Program Budget Project Detail																					
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:		Project listed in CIE?		No		CRITERIA		SCHEDULE		1		2		3		4		1		2	
Rockridge Road Bridge #164144		Comp. Plan reference:		3.203		Safety		Design/Arch													
Functional Area :		Roads and Drainage				Mandate		Land/ROW													
Department:		LOS/Concurrency Related:		No		Replace		X													
Location:		Lakeland				Growth		Equipment													
PROJECT DESCRIPTION:																					
Alternatives study to provide recommended replacement of Rockridge Road Bridge # 164144 over Matress Drain. The Rockridget Road Bridge is located approximately 2.4 miles north of Deen Still Road within Section 19, Township 25 south, and Range 24 East.																					
OPERATING BUDGET IMPACT:																					
						FUND / COST CENTER															
						10104.540541095															

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400264		PAGE # 62															
FY 2026-2030 Community Investment Program Budget Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE?		No		CRITERIA		SCHEDULE		1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4		1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4		1 2 3 4 1 2 3 4 1 2 3 4		1 2 3 4 1 2 3 4 1 2 3 4			
Kraft Road Bridge #164121		Comp. Plan reference:		3.203		Safety		Design/Arch											
Functional Area :		Roads and Drainage				Mandate		Land/ROW											
Department:		LOS/Concurrency Related:		No		Replace		Construct											
Location:		Fort Meade				Growth		Equipment											
PROJECT DESCRIPTION:		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																	
Alternatives study to provide recommended replacement of Kraft Road Bridge # 164121 over Foods Canal. The Kraft Road Bridge is located approximately 0.26 miles north of US 92 within Section 20, Township 28 south, and Range 23 East.		Replacement of functionally obsolete bridge.																	
OPERATING BUDGET IMPACT:		REPLACEMENT COUNTY PROPERTY NO.:																	
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Polk TPO 2026/27 - 2030/31 Adopted TIP

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

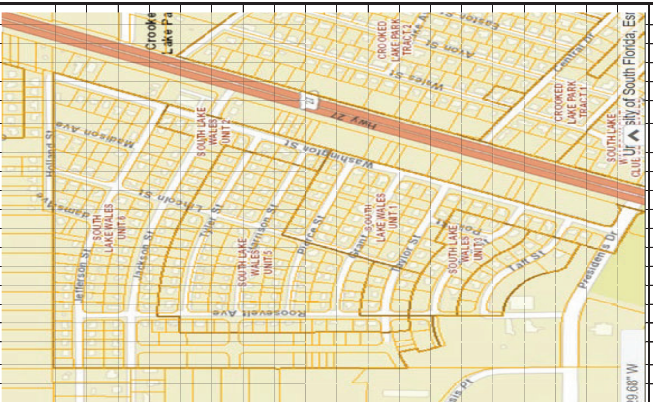
PROJECT #		5400145	FY 2026-2030 Community Investment Program Budget Project Detail										PAGE #		64
GENERAL PROJECT DATA:		FY 2026-2030 Community Investment Program Budget Project Detail										PROJECT		PROJECT	
Project Title:		COMPREHENSIVE PLAN INFORMATION:										SCHEDULE		SCHEDULE	
Rolling Oaks Drainage Improvements		Project listed in CIE? No										1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4		1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4	
Functional Area :		Comp. Plan reference: Objective 3.201										Design/Arch		Design/Arch	
Department:		LOS/Concurrency Related: No										Land/ROW		Land/ROW	
Location: Lakeland		Growth										Construct		Construct	
PROJECT DESCRIPTION:		X										Equipment		Equipment	
This project is located in Northwest Lakeland off of Duff Road West of Kathleen Road. The project would consist of establishing an outfall that has been filled in over time.		PROJECT RATIONALE (Include Additional LOS Detail, if necessary):										Rolling Oaks Subdivision has experienced flooding for several years. This project would provide flood relief to the citizens and the road system.		Rolling Oaks Subdivision has experienced flooding for several years. This project would provide flood relief to the citizens and the road system.	
OPERATING BUDGET IMPACT:		FUND / COST CENTER										REPLACEMENT COUNTY PROPERTY NO.:		REPLACEMENT COUNTY PROPERTY NO.:	
		30201.530125005										N/A		N/A	

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400209																PAGE #		67	
FY 2026-2030 Community Investment Program Budget Project Detail																							
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30					
Project Title:		Project listed in CIE?				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4					
South Lake Wales Drainage		Comp. Plan reference:				Safety		Design/Arch															
Functional Area :		3.104-B1,B2,B4				Mandate		Land/ROW															
Department:		LOS/Concurrency Related:				Replace		Construct															
Location:		Yes				Growth		Equipment															
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):															
Pipe upgrades and retention ponds to alleviate flooding.								Project will improve driver safety by preventing roadway flooding.															
OPERATING BUDGET IMPACT:						FUND / COST CENTER																	
						14501.300001110																	



PROJECT #		5400215		FY 2026-2030 Community Investment Program Budget Project Detail																												PAGE #		68			
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:										PROJECT NEED		PROJECT		FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:				Project listed in CIE?		No		CRITERIA		SCHEDULE		1		2		3		4		1		2		3		4		1		2		3		4			
Palmer Road Drainage				Comp. Plan reference:		3:104-B1.B2.B4		Safety		Design/Arch																											
Functional Area :				Roads and Drainage				Mandate																													
Department:				LOS/Concurrency Related:		Yes		Replace																													
Location:				Lakeland				Growth																													
PROJECT DESCRIPTION:				PROJECT RATIONALE (Include Additional LOS Detail, if necessary):		Project will improve driver safety by preventing roadway flooding.																															
OPERATING BUDGET IMPACT:				FUND / COST CENTER		14501.30000110																															

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400217														PAGE #		70															
GENERAL PROJECT DATA:						FY 2026-2030 Community Investment Program Budget Project Detail										PROJECT SCHEDULE																			
Project Title: Stonewood Subdivision Drainage Functional Area : Roads and Drainage Department: Location: Lakeland PROJECT DESCRIPTION: Install underdrains adjacent to the road to lower groundwater levels.						COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA				PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30											
						Project listed in CIE?				No				Safety				X		1		2		3		4		1		2		3		4	
						Comp. Plan reference:				3.104-B1,B2,B4				Mandate																					
						LOS/Concurrency Related:				Yes				Replace																					
OPERATING BUDGET IMPACT:						FUND / COST CENTER																													
						14501.300001110																													

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400105												PAGE #		71	
FY 2026-2030 Community Investment Program Budget Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED		PROJECT		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE?				CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4	
Wahneta Infrastructure Master Plan		No				Safety		Design/Arch											
Functional Area :		3.104-B1,B2,B4				Mandate		Land/ROW											
Department:		Yes				Replace		Construct											
Location:						Growth		Equipment											
PROJECT DESCRIPTION:								PROJECT RATIONALE (Include Additional LOS Detail, if necessary):											
Complete drainage and road reconstruction in the Wahneta area.								Project will improve driver safety by preventing roadway flooding.											
OPERATING BUDGET IMPACT:						FUND / COST CENTER													
						10240.340553108													
						14971.540152101													

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400106		FY 2026-2030 Community Investment Program Budget Project Detail																PAGE #				72													
GENERAL PROJECT DATA:						COMPREHENSIVE PLAN INFORMATION:						PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30															
Project Title:						Project listed in CIE?		No				Safety		X		1		2		3		4		1		2		3		4		1		2		3		4	
Lake Deer Outfall Design						Comp. Plan reference:		3.104-B1,B2,B4				Mandate				Design/Arch																							
Functional Area :		Roads and Drainage				LOS/Concurrency Related:		Yes				Replace				Land/ROW																							
Department:																																							
Location:		Inwood										Growth																											
PROJECT DESCRIPTION:																																							
Design a drainage improvement system to help alleviate flooding conditions at the Lake Deer area of Inwood. The drainage system will benefit low and moderate income persons in the Inwood Community.																																							
OPERATING BUDGET IMPACT:										FUND / COST CENTER																													
												10240.340553079																											

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400222		PAGE #																								73																							
FY 2026-2030 Community Investment Program Budget Project Detail																																																			
GENERAL PROJECT DATA:				COMPREHENSIVE PLAN INFORMATION:										PROJECT NEED				PROJECT				FY 26				FY 27				FY 28				FY 29				FY 30													
Project Title:				Project listed in CIE?				No				CRITERIA				SCHEDULE				1				2				3				4				1				2				3				4			
Fairway Avenue Drainage				Comp. Plan reference:				3-104-B1,B2,B4				Safety				X				Design/Arch																															
Functional Area :				Roads and Drainage								Mandate								Land/ROW																															
Department:				LOS/Concurrency Related:				Yes				Replace								Construct																															
Location:				Section 16, Township 28, Range 24								Growth								Equipment																															
PROJECT DESCRIPTION:																																																			
This project is located in the Combee Road / East Lake Parker Area. Engineering will be needed to improve the drainage in this area that has old and miss matched infrastructure.																																																			
PROJECT RATIONALE (include Additional LOS Detail, if necessary):																																																			
A few flooding complaints over the years. The corner of Fairway Ave and Golfview Street has flooding problems as well. Overall the drainage system is old with different size pipes and drainage boxes.																																																			
REPLACEMENT COUNTY PROPERTY NO.:																																																			
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Polk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

Polk TPO 2026/27 - 2030/31 Adopted TIP

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olk TPO Transportation Improvement Program

Polk TPO 2026/27 - 2030/31 Adopted TIP

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400171		PAGE #																				78									
FY 2026-2030 Community Investment Program Budget Project Detail																																	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA				PROJECT SCHEDULE				FY 26				FY 27				FY 28				FY 29				FY 30			
Project Title:				Project listed in CIE?		No				Safety		Design/Arch		1		2		3		4		1		2		3		4					
Northridge Trail/Preserves Development				Comp. Plan reference:						Mandate		Land/ROW																					
Functional Area :		Roads and Drainage		LOS/Concurrency Related:		No				Replace		Construct																					
Department:										Growth		X																					
Location:		Davenport																															
PROJECT DESCRIPTION:																																	
The county will initiate an infrastructure agreement with regards to the Northridge Trail design and construction. The developer will receive impact fee credits for the segment of North Ridge Trail north of the project entrance and cash reimbursement for the segment south of the project entrance.																																	
OPERATING BUDGET IMPACT:																																	

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

		PROJECT #		5400172												PAGE #		79	
FY 2026-2030 Community Investment Program Budget Project Detail																			
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:				PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30	
Project Title:		Project listed in CIE? No				Safety		X		1		2		3		4		1	
Winter Haven Quiet Zones		Comp. Plan reference:				Mandate				2		3		4		1		2	
Functional Area :		Roads and Drainage				Replace				3		4		1		2		3	
Department:		LOS/Concurrency Related: No				Growth				4		1		2		3		4	
Location:		Winter Haven								1		2		3		4		1	
PROJECT DESCRIPTION:										2		3		4		1		2	
"Quiet Zones" at 5 locations in the Winter Haven area (3 City Crossings and 2 County Crossings). Given the repeated request to address these situations, especially from residents in these areas, the County has agreed to co-fund these locations in a cooperative fashion with the City of Winter Haven. This will be a cash contribution; project management will be the responsibility of the City of Winter Haven.																			
OPERATING BUDGET IMPACT:																			
						FUND / COST CENTER													
						14971.540152101													

Polk TPO 2026/27 - 2030/31 Adopted TIP

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POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400230		FY 2026-2030 Community Investment Program Budget Project Detail												PAGE #		82																																																																																																																																																																													
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED CRITERIA		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30																																																																																																																																																																															
Project Title:		Project listed in CIE?		Safety		Design/Arch		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4																																																																																																																																																																															
Developer Agreements for Road Improvements		Comp. Plan reference:		Mandate		Land/ROW		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4																																																																																																																																																																															
Functional Area :		LOS/Concurrency Related:		Replace		Construct		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4																																																																																																																																																																															
Department:		Location:		Growth		Agreements		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4																																																																																																																																																																															
Location: VARIOUS																																																																																																																																																																																															
PROJECT DESCRIPTION:				PROJECT RATIONALE (Include Additional LOS Detail, if necessary): Funding budgeted to provide for Agreements with Developers to assist in the construction of County Roadway Improvements. Agreements will be presented to the Board of County Commissioners for approval via Board Meetings as the agreements arise.																																																																																																																																																																																											
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[illegible]

POLK COUNTY FY 2026 - FY 2030 COMMUNITY INVESTMENT PROGRAM ROADS & DRAINAGE CIP SUMMARY

PROJECT #		5400245		FY 2026-2030 Community Investment Program Budget Project Detail												PAGE #		84	
GENERAL PROJECT DATA:		COMPREHENSIVE PLAN INFORMATION:		PROJECT NEED		PROJECT SCHEDULE		FY 26		FY 27		FY 28		FY 29		FY 30			
Project Title:		Project listed in CIE?		CRITERIA		SCHEDULE		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4		1 2 3 4			
Vaughn Road		Comp. Plan reference:		Safety		Design/Arch													
Functional Area :		Roads and Drainage		Mandate		Land/ROW													
Department:		LOS/Concurrency Related:		Replace		Construct													
Location:		Winter Haven		Growth		Agreements													
PROJECT DESCRIPTION:																			
Project to widen Vaughn Road to allow access for Fire Apparatus to a newly built Fire Training Facility located adjacent to Polk Utilities Property																			
PROJECT RATIONALE (Include Additional LOS Detail, if necessary):																			
Provide for roadway improvements to County Roads utilizing one-time money for this program.																			
OPERATING BUDGET IMPACT:				FUND / COST CENTER															
				14971.540152101															
Funded by the Utilities Division.																N/A			
		</																	

**CITY OF LAKE LAND
FY 2026 ADOPTED BUDGET**

**DIXIELAND CRA FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Tax Increment Revenues	421,549	435,772	448,800	462,300	476,200	490,500	505,200	520,400			
Interest on Pooled Investments	58,000	60,000	62,000	64,000	66,000	68,000	50,000	29,895			
Unappropriated Surplus	2,285,763	64,500	76,791	63,703	125,229	86,369	92,125	14,937			
Total Revenue	2,765,312	560,272	587,591	590,003	667,429	644,869	647,325	565,232			
Expense											
Operating Expense											
Community Redevelopment Agency	101,891	104,099	106,000	108,000	110,000	112,000	114,000	117,000			
Unspecified											
Redevelopment of Belmar Ave Properties	679,075	150,000	150,000	150,000	100,000	100,000	100,000	125,559			
Misc Projects											
Small Project Assistance	243,677	100,000	100,000	100,000	250,000	250,000	250,000	250,000			
Landscaping Maintenance by Other City Departments	2,466	2,540	2,617	2,696	2,777	2,862	2,950	3,039			
Alley Maintenance	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600			
Arts & Entertainment	45,255	10,000	10,000	10,000	10,000	10,000	10,000	10,000			
Infill Adaptive Reuse Program	300,000										
CRA Annual Report	2,070	2,177	2,260	2,327	2,397	2,468	2,542	2,617			
Community Policing Innovation	7,514	7,856	8,114	8,380	8,655	8,939	9,233	9,274			
Corridor Enhancement											
Alley Improvement Project	160,408	50,000	75,000	75,000	50,000	25,000	25,000	25,000			
Redevelopment Plan Update	1,039,356	125,000	125,000	125,000	125,000	125,000	125,000	14,143			
SFLA Corridor Improvements	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000			
Dixieland Sign Maintenance	2,765,312	560,272	587,591	590,003	667,429	644,869	647,325	565,232			
Total Expenses											
Unappropriated Surplus											
Beginning Balance	2,809,417	523,654	459,154	382,363	318,660	193,431	107,062	14,937			
Sources / (Uses)	(2,285,763)	(64,500)	(76,791)	(63,703)	(125,229)	(86,369)	(92,125)	(14,937)			
Ending Balance	523,654	459,154	382,363	318,660	193,431	107,062	14,937				

**CITY OF LAKE LAND
FY 2026 ADOPTED BUDGET**

**DOWNTOWN CRA FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Tax Incremental Revenues	3,883,664	4,557,739	4,694,500	4,835,300	4,980,400	5,129,800	5,283,700	5,442,200	5,605,500	5,773,700	5,943,900
Interest on Pooled Investments	175,000	180,000	185,000	191,000	197,000	203,000	209,000	200,000	190,000		
Unappropriated Surplus	5,258,945	(536,884)	69,764	396,785	269,694	304,499	685,014	638,491	28,101	482,661	159,927
Total Revenue	9,317,609	4,201,055	4,949,264	5,423,085	5,447,094	5,637,299	6,177,714	6,280,691	5,823,601	6,256,361	6,103,827
Expense											
Operating Expense											
Community Redevelopment Agency	142,194	254,191	236,000	244,000	252,000	263,000	271,000	279,000	287,000	300,000	225,000
Neighborhood Projects											
Small Project Assistance	677,470	350,000	350,000	350,000	350,000	500,000	500,000	500,000	500,000	500,000	500,000
Downtown Infrastructure	160,000	165,000	170,000	175,000	180,000	191,000	197,000	203,000	210,000	310,000	360,000
Catalyst Development	729,183	500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Affordable Housing	500,000	500,000	750,000	750,000	750,000	1,000,000	1,000,000	1,500,000	1,500,000	1,750,000	1,500,000
Misc Projects											
Property Management	5,994	6,029	6,142	6,176	6,211	6,247	6,285	6,324	6,324	6,324	6,324
Arts & Entertainment	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Tax Increment Financing Agreements (TIF)	1,046,213	1,300,000	1,300,000	1,750,000	1,750,000	1,500,000	1,600,000	1,600,000	1,125,000	1,194,760	1,000,000
Business Technical Assistance Funding	80,000										
CRA Annual Report	8,183	7,946	8,989	9,369	9,766	10,180	10,613	11,066	11,417	11,417	11,417
Redevelopment Plan Update	175,000						175,000				
Community Policing Innovation	60,032	64,889	68,133	71,540	75,117	78,872	82,816	85,301	87,860	87,860	87,860
Oak Street Development	1,836,000										
Peachtree Flats Development	775,000										
Corridor Enhancement											
Downtown Streetscape	600,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	587,226
Bay St Streetscape & Drainage Improvements	229,116										
SFLA Corridor Improvements	1,661,849	575,000	575,000	575,000	575,000	575,000	575,000	575,000	575,000	575,000	575,000
Downtown Corridor Enhancements	621,375	218,000	225,000	232,000	239,000	253,000	500,000	261,000	261,000	261,000	261,000
Total Expenses	9,317,609	4,201,055	4,949,264	5,423,085	5,447,094	5,637,299	6,177,714	6,280,691	5,823,601	6,256,361	6,103,827
Unappropriated Surplus											
Beginning Balance	7,757,197	2,498,252	3,034,936	2,965,172	2,568,387	2,298,693	1,994,194	1,309,180	670,689	642,588	159,927
Sources / (Uses)	(5,258,945)	536,884	(69,764)	(396,785)	(269,694)	(304,499)	(685,014)	(638,491)	(28,101)	(482,661)	(159,927)
Ending Balance	2,498,252	3,034,936	2,965,172	2,568,387	2,298,693	1,994,194	1,309,180	670,689	642,588	159,927	

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**MID-TOWN CRA FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Tax Incremental Revenues	8,255,733	9,035,080	9,306,100	9,585,300	9,872,900	10,169,100	10,474,200	10,788,400			
Reimbursements / Loss Recovery	8,592										
Interest on Pooled Investments	241,000	248,000	255,000	263,000	271,000	279,000	275,000	120,771			
All Other Reimbursements & Recoveries											
Property Management	108,248										
Reimbursements / Loss Recovery											
Property Management	89,837										
Haus 820 Leasehold Improvements	32,006										
Rental Income											
Property Management	162,000	167,000	172,000	177,000	182,000	187,000	193,000	199,000			
Principal Payments - Housing Loans											
Northwest Neighborhood	6,000										
Unappropriated Surplus	10,902,061	(1,433,967)	3,035,617	64,253	736,057	2,534,591	2,524,052	1,212,991			
Total Revenue	19,805,477	8,016,113	12,768,717	10,089,553	11,061,957	13,169,691	13,468,252	12,321,162			

Expense											
Operating Expense											
Community Redevelopment Agency	1,144,149	1,130,000	1,145,000	1,165,000	1,190,000	1,225,000	1,261,750	1,371,800			
Community Redevelopment Agency											
FDOT-Chase Street Trail	243,180										
Planning-Affordable Housing Incentive Plan	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000			
Small Project Assistance	531,640	750,000	750,000	750,000	1,000,000	1,000,000	1,000,000	500,000			
Property Management	607,768	381,464	418,151	432,220	446,788	460,125	473,864	488,012			
Beautification Project-Lakeland Hills Blvd	250,000										
Providence Rd - W 10th St to Griffin Rd	2,553,873	950,000									
Hartsell Ave	75,000										
Infrastructure Projects		500,000	500,000	500,000	500,000	500,000	500,000	500,000			
Landscape - Ingraham Ave	136	141	146	150	155	160	165	170			
Arts & Entertainment	69,640	25,000	50,000	50,000	50,000	100,000	100,000	100,000			
Business Technical Assistance Funding	170,000										
Lakeshore Aquatic Preservation	10,000	5,000									
Florida Taxable Pension Liability Reduction Note, Series 2020	19,754	19,990	20,227	20,463	20,698	20,947	11,952	61,750			
Northwest Neighborhood	3,924,274	1,100,845	1,100,732	1,100,754	1,000,777	1,500,800	1,500,824	1,500,849			
Redevelop Massachusetts Ave Properties	910,929	750,000	750,000	1,000,000	1,000,000	1,000,000	250,000	250,000			
Memorial Blvd	550,000		500,000	500,000	500,000	1,000,000	1,294,296	1,650,928			
CRA Annual Report	17,869	12,946	19,368	19,950	20,548	21,165	21,800	22,454			
Redevelopment Plan Update	325,000					325,000					
East Main Street Master Plan	1,537,589	250,000	250,000	250,000	250,000	250,000	500,000	500,000			
Northwest Neighborhood	1,638,817	500,000	500,000	500,000	500,000	750,000	750,000	750,000			
Memorial Blvd Economic Development Strategy	86,000										
Affordable Housing Partnerships	2,000,000		1,000,000	1,000,000	1,500,000	1,500,000	2,000,000	2,000,000			
N. Scott Ave Sidewalk	267,000										
Neighborhood Alley Improvements	100,000	100	100,000	100,000	100,000	250,000	250,000	250,000			
Code Enforcement											
Community Policing Innovation	62,056	67,079	70,433	73,955	77,653	81,535	85,612	88,180			
Housing											
Residential Incentives	1,505,491	1,000,000	1,500,000	2,000,000	2,250,000	2,500,000	2,750,000	1,550,000			
Police											
Community Policing Innovation	416,018	449,670	472,154	495,761	520,550	546,577	573,906	591,123			
Engineering											
Providence Rd - W 10th St to Griffin Rd	12,322										
N. Scott Ave Sidewalk	35,366										
Public Works Construction & Maintenance											
Property Management	250,000										
Providence Road			3,494,584								
Lakehurst Street	370,000										

**CITY OF LAKE LAND
FY 2026 ADOPTED BUDGET**

**MID-TOWN CRA FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Parks											
MLK - Memorial to 10th St	10,960	11,289	11,628	11,977	12,336	12,706	13,087	13,480			
Landscape - US 98 - Memorial to 10th St	20,356	20,967	21,596	22,244	22,911	23,599	24,307	25,036			
Landscape - US 98 - Griffin to 10th St	24,288	24,057	25,579	26,346	27,136	27,951	28,790	29,653			
Landscape - Parker Street	10,960	11,289	11,628	11,977	12,336	12,706	13,087	13,480			
Landscape - Ingraham Ave	12,772	13,188	13,550	13,957	14,376	14,807	15,251	15,709			
Landscape - Inflow Bypass Phase 1 Outparcels	10,960	11,289	11,628	11,977	12,336	12,706	13,087	13,480			
E. Main Street Landscaping Maintenance	16,310	16,799	17,303	17,822	18,357	18,907	19,474	20,058			
Total Expenses	19,805,477	8,016,113	12,768,717	10,089,553	11,061,957	13,169,691	13,466,252	12,321,162			
Unappropriated Surplus											
Beginning Balance	19,575,655	8,673,594	10,107,561	7,071,944	7,007,691	6,271,634	3,737,043	1,212,991			
Sources / (Uses)	(10,902,061)	1,433,967	(3,035,617)	(64,253)	(736,057)	(2,534,591)	(2,524,052)	(1,212,991)			
Ending Balance	8,673,594	10,107,561	7,071,944	7,007,691	6,271,634	3,737,043	1,212,991				

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
8th Cent Motor Fuel Tax	982,523	1,006,000	1,026,000	1,047,000	1,068,000	1,089,000	1,111,000	1,133,000	1,156,000	1,179,000	1,203,000
Local Option Gas Tax - 6 Cents	3,223,952	3,373,000	3,440,000	3,509,000	3,579,000	3,651,000	3,724,000	3,798,000	3,874,000	3,951,000	4,030,000
9th Cent Gas Tax	580,343	649,000	662,000	675,000	689,000	703,000	717,000	731,000	746,000	761,000	776,000
Local Option Gas Tax - 5 Cents	2,008,627	2,098,000	2,140,000	2,183,000	2,227,000	2,272,000	2,317,000	2,363,000	2,410,000	2,458,000	2,507,000
Special Assessment - Streets	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Interest on Pooled Investments	150,000	153,000	156,060	159,181	162,365	165,612	169,924	172,302	175,748	179,263	183,000
Federal Grants											
FDOT-Tenoroc Trail - Segment 1	159,526										
FDOT-LAP Josephine Sidewalk (Central Avenue to Pinewood Avenue)	28,332										
FDOT-Chase Street Trail	9,956	1,385,000									
Glendale St		960,000									
Hartselle Avenue Sidewalk		850,000									
Fairbanks St. (W. Bella Vista to SR 539)			499,556								
Ingraham Avenue Trail (FLW Way to US 98)					3,533,994						
State Grants											
FDOT-Hwy Lighting & Traffic Signal Maint. Agreements	807,585	823,737	840,212	857,016	874,156	891,639	909,472	927,861	946,214	965,138	984,000
FDOT-Tenoroc Trail - Segment 1	241,789		2,000,000								
Traffic Project - Advanced Traffic Management System O&M	165,000	165,000				960,759					
Lakeshore Drive Trail											
Connected and Automated Vehicles - ICASP	18,531										
Providence Road			4,075,645								
Contributions & Donations											
Sidewalk Contingency - Developer Contributions	3,774										
Transfer from General Fund											
Resurfacing & Sealing	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Transfer from Internal Loan Fund											
Providence Road			6,205,000								
Transfer from Parking System											
ADA Compliance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Transfer from CRA											
FDOT-Chase Street Trail	243,180										
Lakehurst Street	370,000										
Providence Road			3,494,594								
Transfer from Impact Fees											
N. Lakeland East. Connector - Crevasse St. Ext.	15,110										
Hwy 33 Road Improvements - Parkview to Granada	1,000,000										
Hwy 33 Road Improvements - I4 to City Limits	1,390,315										
Waring Road Corridor Improvements	1,174,881										
Cleveland Heights Left Turn at Westover Street	62,500										
Winston Park Boulevard Connector at Laurel Heights	350,000										
Impact Fee Study	62,614										
South Wabash Ave Extension	3,000,000		1,000,000		1,000,000		500,000				
Chase St. Trail Ph 2 (Veterans to Bonnet Springs)		25,000	200,000								
Sidewalks for Collector Streets			350,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Interim Signalization SR-33 & I-4	40,533										
Providence Road			500,000	500,000	500,000	500,000	500,000	500,000	500,000	200,000	
Lakeland Park Center Drive West Connector	796,846										
Fairbanks St. (W. Bella Vista to SR 539)	250,000										
Redevelopment of Belmar Ave Properties	70,925										
Unappropriated Surplus	6,268,669	274,401	(32,655)	3,476,950	(1,520,466)	237,914	203,666	407,965	(671,402)	(142,044)	(1,005,655)
Total Revenue	24,505,511	12,792,138	27,586,412	13,737,147	13,443,049	11,800,924	11,481,062	11,362,828	10,466,560	10,881,357	10,007,345
Expense											
Operating Expense											
Traffic Engineering	60,000										
Unspecified											

CITY OF LAKELAND
FY 2026 ADOPTED BUDGET

TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
USDOT Safe Streets and Roads SS4A Grant	45,000										
Sidewalk Projects											
FDOT-LAP Josephine Sidewalk (Central Avenue to Pinewood Avenue)	28,482										
FDOT-Chase Street Trail	288,136	1,550,000									
Sidewalk Repair & Replacement	1,289,499	1,239,087	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,300,000	1,300,000	1,300,000	1,300,000
Glendale St	74,543	1,090,100									
Sidewalk Contingency - Developer Contributions	186,948										
Intersection Video Detectors	50,000										
S. Edgewood Drive (Taft St to US 98S)	407,760										
Beacon Road Sidewalk	215	235,000									
7th Street	124,247										
Sylvester Road Phase II	339,258										
Towne Park Trail	129,937										
Hartsell Ave	25,100										
Cleveland Heights Left Turn at Westover Street	62,500										
Winston Park Boulevard Connector at Laurel Heights	350,000										
CIP Project Development	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Chase St Trail Ph 2 Veterans to Bonnet Springs		25,000	200,000								
Lakeshore Drive Trail				106,000		975,759					
S. Webster Ave. (Sidewalk and Road)		225,000									
Hartselle Avenue Sidewalk		865,000									
Mall Hill Rd (CR35A to Grand Bay)				27,000							
Sidewalks for Collector Streets		190,000			50,000	50,000	50,000	550,000	550,000	550,000	550,000
E Bay St (Lawview to Lake)		340,000									
Dixieland Pedestrian Infrastructure Improvement											
Lakehurst Street	387,937										
Fairbanks St. (W. Bella Vista to SR 539)	250,000		559,556								
Towne Park Trail	85,000										
Ingraham Avenue Trail (FLW Way to US 98)	200,000				3,563,994						
Dixieland Pedestrian Infrastructure Improvement	60,000	10,000									
Street Resurf & Sealing											
Pavement Management Information System	20,270	120,000			120,000			130,000			135,000
Resurfacing & Sealing	5,687,211	4,466,063	4,635,097	4,686,852	4,688,695	5,740,630	5,742,682	5,744,795	5,747,035	5,749,387	5,749,387
Street Resurfacing & Sealing Project - Pavement Markings	165,000	165,000	165,000	165,000	165,000	165,000	165,000	165,000	165,000	165,000	165,000
Providence Road Milling and Resurfacing	15,000										
East Edgewood Drive (Troy to New Jersey)	480,000										
Pavement Marking Inventory & Assessment	175,000	175,000	175,000	175,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Griffin Road						520,000					
Resurfacing Lakeland Highlands Road from the Polk Parkway to Edgewood D								735,000		275,000	
Old Road 37											
W. Edgewood Drive						560,000					
Resurfacing University Boulevard from SR 33 to east of Polk Parkway				4,600,000							
Resurfacing Sleepy Hill Road from Kathleen Road to US 98 North			1,024,000								
Resurfacing of East Edgewood Drive from New Jersey to 98 South							900,000				
Hallam Dr	344,000										
Street Improvements											
Alley Improvement Project	80,000	113,652	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000
Hwy 33 Road Improvements - I4 to City Limits	634,401										
Waring Road Corridor Improvements	1,174,881										
South Wabash Ave Extension	1,900,219	250,000									
Rebuild Traffic Signals at N. Socrum Loop				450,000							
Oakbridge Blvd Bridge Replacement				13,775,239							
Providence Road											
Carpenters Way/US 98 Intersection	32,300										
Sleepy Hill Road Safety Improvements	75,000										
Trans Impact Fee-Dist 1											
N. Lakeland East. Connector - Crevasse St. Ext.	15,110										
Hwy 33 Road Improvements - Parkview to Granada	1,000,000										

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Hwy 33 Road Improvements - I4 to City Limits	1,390,315										
Impact Fee Study	31,307										
Sidewalks for Collector Streets			250,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Interim Signalization SR-33 & I-4	40,533										
Providence Road			500,000	500,000	500,000	500,000	500,000	500,000	500,000	200,000	
Lakeland Park Center Drive West Connector	796,846										
Trans Impact Fee-Dist 2											
Impact Fee Study	31,307										
South Wabash Ave Extension	3,000,000		1,000,000		1,000,000						
Redevelopment of Belmar Ave Properties	70,925										
Traffic Projects											
Pedestrian Safety Awareness Campaign	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
ITS Maintenance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Traffic Operations Projects	68,593	20,000	20,000	20,000	20,000	10,000	10,000	10,000	10,000	10,000	10,000
Traffic Calming Projects	102,013	50,000	50,000	50,000	50,000	50,000	50,000	50,000	70,000	70,000	70,000
LED Traffic Signal Retrofit	29,576	30,000	38,000	39,000	40,000	41,000	42,000	42,000	42,000	42,000	
Baricades/Traffic Cones	3,000	3,000	3,000	3,000	3,000						
TMC Service Maintenance Agreement (SMA)	30,000	30,000	30,000	30,000	30,000						
COBALT Traffic Signal Controller Upgrade			75,000								
Rectangular Rapid Flashing Beacons	43,965	15,000	15,000	15,000	15,000						
Traffic Signal SR 33 @ Lake Crago Drive	60,000										
Traffic Project - Traffic Studies & Analysis	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Traffic Project - Advanced Traffic Management System O&M	540,000	522,000	595,000	625,000	656,250	689,062	723,515	759,691	797,675	837,560	879,438
Traffic Control Cabinets	25,424	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Overhead Street Sign Replacement		30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Traffic Safety Software		50,000	50,000								
Upgrade Intersection Network Switches					125,000						
Connected and Automated Vehicles - ICASP	6,124										
UPS Battery Maintenance	8,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
Intersection Video Detectors	40,943	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Traffic Safety Software	50,000	50,000	50,000								
Misc Improvements											
FDOT-Tenoroc Trail - Segment 1	459,965		2,000,000								
Concrete Crushing	12,881	75,000		75,000		75,000		75,000		75,000	
ADA Compliance	10,000										
Utility Locates	18,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	
Capital Contingency	96,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
CSX Railroad Crossing Maintenance	40,000	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500	41,500
Right of Way Mowing	77,000	78,941	79,000	80,000	81,000	82,000	83,000	84,000	85,000	85,000	85,000
APWA Accreditation		10,000		20,000		20,000		20,000			
GIS Staff	87,360	111,295	113,520	115,795	118,110	120,473	122,885	125,342	127,850	130,410	133,020
Street Lighting - Ralston Road	23,600										
City Streetlights	400	40,000									
Contrib to Other Funds											
Orange St Garage-Structural Repairs	11,670		17,000			20,000			20,000		
Structural Inspection								60,000			
Resurfacing of Parking Lots	50,000	35,000									
Orange St Garage - Exterior Coating	228,470										
Gate Replacement		26,000									
Main St. Parking Garage - Ext. Coating	300,000			350,000			400,000			400,000	
Pressure Wash	27,094	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
NuPark	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Pay Stations		75,000									
Parking Guidance System	3,989										
Golf Cart and Sweepers Purchase for Parking System	17,000										
Accommodations for Programs and Services											
ADA Compliance	69,257	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Misc Projects											

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Clear Guide Arterial Data	30,000										
Traffic Signal Performance Measures	10,000										
School Speed Zone Modem Replacement				37,500							
Survey Equipment		40,000									
Capital Equipment	27,000	35,000									
Wheel Loaders	159,000										
Total Expenses	24,505,511	12,792,138	27,586,412	13,737,147	13,443,049	11,800,924	11,481,062	11,362,828	10,466,560	10,881,357	10,007,345
Unappropriated Surplus											
Beginning Balance	10,922,251	4,653,582	4,379,181	4,411,836	934,886	2,455,352	2,217,438	2,013,772	1,605,907	2,277,309	2,419,353
Sources / (Uses)	(6,268,669)	(274,401)	32,655	(3,476,950)	1,520,466	(237,914)	(203,666)	(407,865)	671,402	142,044	1,005,655
Ending Balance	4,653,582	4,379,181	4,411,836	934,886	2,455,352	2,217,438	2,013,772	1,605,907	2,277,309	2,419,353	3,425,008

**CITY OF LAKE LAND
FY 2026 ADOPTED BUDGET**

**TRANSPORTATION FUND
SCHOOL ZONE SAFETY
CAPITAL IMPROVEMENT**

	Adjusted 2025 Budget	2026 Proposed	PLAN		2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
School Zone Speed Safety Enforcement Citations		3,240,000	3,078,000	2,924,100	2,777,895	2,639,000	2,507,050	2,381,698	2,262,613	2,149,482	2,042,008
Unappropriated Surplus	-	(2,097,000)	(1,912,140)	(1,734,923)	(1,564,934)	(1,401,780)	(1,245,085)	(1,094,494)	(949,665)	(810,275)	(676,017)
Total Revenue	-	1,143,000	1,165,860	1,189,177	1,212,961	1,237,220	1,261,965	1,287,204	1,312,948	1,339,207	1,365,991
Expense											
School Zone Speed Safety Enforcement											
Contractual Services	-	1,080,000	1,101,600	1,123,632	1,146,105	1,169,027	1,192,408	1,216,256	1,240,581	1,265,393	1,290,701
Operating Expenses		63,000	64,260	65,545	66,856	68,193	69,557	70,948	72,367	73,814	75,290
Total Expenses	-	1,143,000	1,165,860	1,189,177	1,212,961	1,237,220	1,261,965	1,287,204	1,312,948	1,339,207	1,365,991
Unappropriated Surplus											
Beginning Balance	-	-	2,097,000	4,009,140	5,744,063	7,308,997	8,710,777	9,955,862	11,050,356	12,000,021	12,810,296
Sources / (Uses)	-	2,097,000	1,912,140	1,734,923	1,564,934	1,401,780	1,245,085	1,094,494	949,665	810,275	676,017
Ending Balance	-	2,097,000	4,009,140	5,744,063	7,308,997	8,710,777	9,955,862	11,050,356	12,000,021	12,810,296	13,486,313

**CITY OF LAKE LAND
FY 2026 ADOPTED BUDGET**

**PARKING SYSTEM FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
Transfer from Transportation Fund											
Orange St Garage-Structural Repairs	11,670										
Structural Inspection						20,000			20,000		
Resurfacing of Parking Lots	50,000	35,000	17,000					60,000	60,000		
Orange St Garage - Exterior Coating	228,470										
Gate Replacement		26,000									
Main St. Parking Garage - Ext. Coating	300,000			350,000			400,000			400,000	
Pressure Wash	27,094	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
NuPark	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Pay Stations		75,000									
Parking Guidance System	3,989										
Golf Cart and Sweepers Purchase for Parking System	17,000										
Transfer from Public Improvement Fund											
Parking Guidance System	28,663										
Unappropriated Surplus											
Total Revenue	706,886	188,500	69,500	402,500	52,500	72,500	452,500	112,500	132,500	452,500	52,500
Expense											
Parking System - Main Street Garage											
Structural Inspection			17,000			20,000			20,000		
Gate Replacement		26,000									
Main St. Parking Garage - Ext. Coating	274,248			350,000			400,000			400,000	
Pressure Wash	14,874	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
NuPark	65,752	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Parking Guidance System	32,652										
Golf Cart and Sweepers Purchase for Parking System	17,000										
Parking System - Orange Street Garage											
Orange St Garage-Structural Repairs	11,670										
Orange St Garage - Exterior Coating	228,470										
Pressure Wash	12,220										
Parking Enforcement											
Pay Stations		75,000									
Parking Lots											
Resurfacing of Parking Lots	50,000	35,000						60,000	60,000		
Total Expenses	706,886	188,500	69,500	402,500	52,500	72,500	452,500	112,500	132,500	452,500	52,500
Unappropriated Surplus											
Beginning Balance	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880
Sources / (Uses)											
Ending Balance	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880	47,880

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**LAKELAND LINDER INTERNATIONAL AIRPORT RENEWAL REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
Federal Grants											
FAAFDOT ARFF Equipment	859,217										
TWY A Shoulders	977,418	6,929,889	4,685,206								
Consolidated Fuel Farm	315,000										
Terminal Area Master Plan	439,330										
FDOT - Airport and Terminal Area Study Project	282,810										
State Grants											
ILS Upgrade to Cat III	2,500,000	1,197,013									
FAAFDOT ARFF Equipment	191,466										
TWY A Shoulders	546,495	182,366	25,961								
Security Enhancements & Upgrades	145,350										
AWOS Replacement	4,566										
Consolidated Fuel Farm	17,500										
Terminal Area Master Plan	24,407										
FDOT - Airport and Terminal Area Study Project	15,424										
FDOT-Skiddometer Measurement System	69,754										
FDOT-Light Tower Plants	44,244										
FDOT-Pedestrian Safety Improvements to Airfield Dr and Don Emerson Dr	597,300										
FDOT - Airport Business Plan	177,031		295,609	4,524,124	4,659,848						
Design and Construct MRO Hangar - NOAA						400,000	2,000,000				
LAL VOR Relocation											
Airport Business Plan Update		177,031									
Transfer from Lakeland Airport											
Capital Improvement Revenue and Refunding Bonds, Series 2025A		518,750	510,213	515,213	514,462	513,213	511,463	514,213	511,212	512,713	513,463
Capital Improvement Revenue and Refunding Bonds, Series 2025B		1,049,188	1,037,613	1,037,362	1,036,112	1,033,863	1,035,613	1,036,113	1,035,362	1,038,363	1,034,863
Passenger Terminal Modification	115,169										
FDOT-Airport Fuel Farm	12,183		12,182	12,183	12,183	12,195					
FAAFDOT ARFF Equipment	83,667										
TWY A Shoulders	546,495	182,366	25,961								
Security Enhancements & Upgrades	36,338										
AWOS Replacement	1,142										
Consolidated Fuel Farm	17,500										
Terminal Area Master Plan	24,407										
FDOT - Airport and Terminal Area Study Project	15,424										
FDOT-Skiddometer Measurement System	17,438										
FDOT-Light Tower Plants	11,061										
FDOT - Airport Business Plan	177,031										
Miscellaneous Maintenance Projects	350,000		350,000								
Design and Construct MRO Hangar - NOAA			295,609	4,524,124	4,659,848						
LAL VOR Relocation						100,000	500,000				
Airport Business Plan Update		177,031									
Capital Improvement Revenue and Refunding Bonds, Series 2021A	341,001	643,387	1,224,501	961,989	640,500	638,500	640,750	642,001	637,250	641,750	640,001
Capital Improvement Revenue and Refunding Bonds, Series 2021B	858,800	858,801	865,351	1,131,100	1,442,850	1,447,600	1,452,850	1,444,600	1,447,600	1,448,800	1,448,200
Unappropriated Surplus	1,636,028	384,547									
Total Revenue	11,450,996	12,300,169	9,328,206	12,706,105	12,965,803	4,145,371	6,140,676	6,136,927	3,631,424	3,641,626	3,636,527

Expense											
Unspecified											
Capital Improvement Revenue and Refunding Bonds, Series 2025A	85,434	518,750	510,213	515,213	514,462	513,213	511,463	514,213	511,212	512,713	513,463
Capital Improvement Revenue and Refunding Bonds, Series 2025B	172,633	1,049,188	1,037,613	1,037,362	1,036,112	1,033,863	1,035,613	1,036,113	1,035,362	1,038,363	1,034,863
Passenger Terminal Modification	1,813,373										
FDOT-Airport Fuel Farm	12,183	12,183	12,182	12,183	12,183	12,195					
FAAFDOT ARFF Equipment	1,134,350										
TWY A Shoulders	2,070,408	7,294,621	4,737,128								
Security Enhancements & Upgrades	181,688										
AWOS Replacement	5,708										
Terminal Area Master Plan	488,144										

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**LAKELAND LINDER INTERNATIONAL AIRPORT RENEWAL REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
FDOT- Airport and Terminal Area Study Project	314,233										
FDOT-Skiddometer Measurement System	87,192										
FDOT-Light Tower Plants	55,305										
FDOT-Pedestrian Safety Improvements to Airfield Dr and Don Emerson Dr	597,300										
FDOT - Airport Business Plan	354,062										
Miscellaneous Maintenance Projects	379,182	372,364	350,000								
Design and Construct MRO Hangar - NOAA			591,218	9,048,248	9,319,696	500,000	2,500,000	2,500,000			
LAL YOR Relocation											
Airport Business Plan Update		354,062									
Capital Improvement Revenue and Refunding Bonds, Series 2021A	2,841,001	1,840,400	1,224,501	961,999	640,500	638,500	640,750	642,001	637,250	641,750	640,001
Capital Improvement Revenue and Refunding Bonds, Series 2021B	858,800	858,601	865,351	1,131,100	1,442,850	1,447,600	1,452,850	1,444,600	1,447,600	1,448,800	1,448,200
Total Expenses	11,450,996	12,300,169	9,328,206	12,706,105	12,965,803	4,145,371	6,140,676	6,136,927	3,631,424	3,641,626	3,636,527
Unappropriated Surplus											
Beginning Balance	4,961,384	3,325,356	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809
Sources / (Uses)	(1,636,028)	(384,647)									
Ending Balance	3,325,356	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809	2,940,809

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**WASTEWATER IMPACT FEES
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Interest on Pooled Investments	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Impact Fees	958,000	2,600,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000
Unappropriated Surplus	19,163,339	6,771,000	(694,000)	(1,164,000)	(1,194,000)	(608,800)	(608,800)	(608,800)	(608,800)	(608,800)	(608,800)
Total Revenue	20,221,339	9,471,000	1,206,000	736,000	706,000	1,291,200	1,291,200	1,291,200	1,291,200	1,291,200	1,291,200
Expense											
Non-Departmental											
Wastewater Impact Fee Study	30,000			30,000							
Western Trunk San Gully Rd Line Relocation						585,200	585,200	585,200	585,200	585,200	585,200
Sewage Pumping Stations											
Southwest Pump Station Redirection	43,539										
L3845 Skyview Waters Panel Upsizing	6,885										
Cypress Point Repump Station Reimbursement	1,000,000										
Sewer Line Maintenance											
Force Main Parkway to Glendale	572,886										
Southwest Lakeland Sewer Upgrade	5,835,000										
Western Trunk San Gully Rd Line Relocation	7,216,017	8,000,000									
Waring Rd-Pipkin to Dranefield FM	2,000,000										
Master Plan-Crystal Lake/Sylvester Combined		210,000									
Airpark System Expansion Reimbursement	2,645,597										
Wastewater Engineering											
Subdivision and Commercial Development	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000	506,000
Undesignated Capacity Expansion	150,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Southwest Lakeland Sewer Upgrade	215,000										
West Lakeland Waste Load Facility Expansion Study		105,000									
Southwest Pump Station Redirection	615										
Master Plan-Crystal Lake/Sylvester Combined		450,000									
Wastewater Master Plan		500,000									
Total Expenses	20,221,339	9,471,000	1,206,000	736,000	706,000	1,291,200	1,291,200	1,291,200	1,291,200	1,291,200	1,291,200
Unappropriated Surplus											
Beginning Balance	26,501,501	7,338,162	567,162	1,261,162	2,425,162	3,619,162	4,227,962	4,836,762	5,445,562	6,054,362	6,663,162
Sources / (Uses)	(19,163,339)	(6,771,000)	694,000	1,164,000	1,194,000	608,800	608,800	608,800	608,800	608,800	608,800
Ending Balance	7,338,162	567,162	1,261,162	2,425,162	3,619,162	4,227,962	4,836,762	5,445,562	6,054,362	6,663,162	7,271,962

CITY OF LAKELAND
FY 2026 ADOPTED BUDGET

WATER RENEWAL AND REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Interest on Pooled Investments	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Transfer from Water Operations	9,016,850	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	8,900,000	4,600,000	6,500,000
Unappropriated Surplus	18,955,743	(1,328,200)	4,172,775	3,239,337	2,409,572	308,365	86,226	651,669	609,174	40,254	91,554
Total Revenue	28,372,393	4,071,800	9,572,775	8,639,337	7,809,572	5,708,365	5,486,226	6,051,669	9,909,174	5,040,254	6,991,554
Expense											
Non-Departmental											
Maximo Upgrade City Wide	220,000										
Water Production-General											
CWP4001 Production - Tools & Equip	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
CWP4002 PICS Capital Equipment	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
CWP5030 Equipment Replacement (007)	75,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
CWP5505 NW Plant Auxiliary System Upgrades	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
CWP5519 NE Monitoring Well Equipment Replacement	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Williams Filter Rehabilitation	2,015,478										
Liquid Chlorine Conversion	2,140,729										
Lead and Copper Rule Compliance	330,786										
Williams WTP Chemical Feed Equipment Replacement	78,058										
Williams WTP Paint	120,000										
Water Utilities Cybersecurity Vulnerability Evaluation	90,000										
Combee WTP Control Room Remodel				45,000							
Water ARC Flash Study	50,000										
Williams WTP Softener Mechanical Equipment Replacement								750,000			
- Williams WTP PRWC Tie			450,000								
- Williams WTP ATS Replacement				750,000							
- Ground Storage Tanks Rehabilitation									850,000		
- Williams WTP Filter Blower Replacement						350,000					
Delta V Equipment Hardware Replacement		225,000									
Combee Water Treatment Plant - General											
Combee WTP Filter Rehabilitation				400,000	400,000						
Combee WTP Generator Control Conversion to Delta V	43,406										
Combee WTP Control Room Remodel	35,000										
Water ARC Flash Study	50,000										
Pump Replacements	25,000										
Water T&D-General											
Capital Contingency	39,000	220,000	220,000	220,000	240,000	240,000	240,000	260,000	260,000	260,000	260,000
Lead and Copper Rule Compliance	250,000	257,500	265,225	273,200	281,400	289,800	298,500	307,500	316,700	326,200	326,200
CWE4001 Subdv. & Comm. Dev. Cap. Proj.	(12,000)	144,200	148,500	153,000	157,600	162,300	167,200	172,200	177,300	182,700	182,700
CWD4002 New Service Connections	267,349	200,000	206,000	212,180	218,545	225,101	231,854	238,810	245,974	253,354	260,954
CWE4004 Minor Ext & Sys Improvements (007)	414,717	335,000	344,800	355,000	365,800	376,800	388,000	399,700	411,700	424,000	436,800
CWD4009 Hydrant Install-New Annex (007)	30,000	40,000	40,000	40,000	40,000	40,000	40,000	45,000	45,000	45,000	45,000
CWD4011 City Project Support (007)	237,000	325,000	334,800	344,800	355,100	365,800	376,800	388,000	399,700	411,700	424,000
CWD4018 Dist Facilities Replacemnt	132,273	200,000	206,000	212,200	218,500	225,100	231,900	238,800	246,000	253,400	261,000
CWE4022 Tools & Equip	47,330	40,000	40,000	40,000	45,000	45,000	45,000	45,000	50,000	50,000	50,000
CWD5039 Undesignated Long Term Project Support (007)											
CWD5067 Meter Relocation/Improvement	75,000	120,000	120,000	120,000	130,000	130,000	130,000	140,000	140,000	140,000	150,000
CWD15100 Traffic Control Support Capital	7,500	7,500	8,000	8,000	8,000	8,000	8,000	8,500	8,500	8,500	8,500
CWE5146 Purchase of Radios	8,000	7,500	8,000	8,000	8,000	8,000	8,000	8,500	8,500	8,500	8,500
Transfer to Fleet - Water Vehicle Purchases		8,100	8,200	8,300	8,400	8,500	8,600	8,700	8,800	8,900	8,900
CWD5230 SmartGrid Installation	12,127,498										
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale W. Lk Parker AC W.L. Replace to Bonaire)	196,687										
W. Lk Parker AC W.L. Replace to Bonaire	308,400										
Lakeland Hills Blvd (Parkview to Granada)	251,151										
E Lk Parker AC Replace (Lk View to Blawid)	102,946										
Water Main Replacement Group 1 - Meters Useful Life <20 yrs	10,000										
Water Main Replacement Group 3 - Mains useful life <-10 yrs	145,260	500,000	4,866,000	3,466,000	3,611,000	1,500,000	1,580,000	1,280,000	1,330,000		

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**WATER RENEWAL AND REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Chestnut Rd Sidewalk Improvements	94,061										
Townepark & Myrtle Hill Tie				75,000							
Modifications to Water Distribution Facility Stairwell	39,409										
US 92 Resurfacing (Gary to Combee)	60,000										
Edgewood Dr S AC Pipe Replacement	149,947										
SR. 33 Wildlife Crossing Water		135,000									
Sylvester Rd. 67 AC replacement	179,127										
Fairway Ave 67 AC Replacement	245,000										
Diane Field Rd 127 WM Reimbursement	8,805										
McRorie St (Success Av. and Johnson Av) Rep 650' of 2" GLV WM	120,000										
Custer Rd 2" WM Extension	18,200										
5th St. and Kathleen Rd. Water Main Replacement	188,000										
LWE9592 W. Pipkin Widening (Medulla to Harden)	169,492										
Ashwood-Creekview Waterline Tie		90,000									
PCGP Condition Assessment				274,000							
Water T&D-Meters											
Water Meter Replacement - Capital	256,000	175,000	180,250	185,657	191,227	196,964	202,872	208,959	750,000	1,000,000	3,000,000
Water T&D-Cross Connection Control											
CWD4010 Backflow Prevention	45,000	126,000	132,000	139,000	146,000	152,000	159,000	167,000	176,000	184,000	184,000
Water Engineering											
Capital Contingency	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Williams Filter Rehabilitation	5,211										
Liquid Chlorine Conversion	7,794										
Lead and Copper Rule Compliance	5,765										
CWE4001 Subdiv. & Comm. Dev. Cap. Proj.	606,000	406,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000
CWE4004 Minor Ext. & Sys Improvements (007)	50,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
CWD4011 City Project Support (007)	50,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
CWD4012 Polk County Project Support	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
CWD4013 State/FDOT Project Support	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
CWD4014 City Parks & Rec Support (007)	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
CDA5006 CROW Water Projects Easements	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
CWD5230 SmartGrid Installation	2,889										
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale	10,000										
Utility relocation SR33 at I4 - Tomkowi to Old Combee Interchange	173,594										
Polk County-Bartow-US 98 Interconnect	1,650,613										
W. Lk Parker AC W.L. Replace (Valencia to Bonaire)	2,969										
Lakeland Hills Blvd (Parkview to Granada)	240,264										
E Lk Parker AC Replace (Lk View to Idlewild)	2,000										
Chestnut Rd Sidewalk Improvements	8,941										
Bartow Hwy Widening (Edgewood Dr to Main St)/W.L. Adjust S									3,100,000		
Fairway & US92 - Tie lines	15,000										
Townepark & Myrtle Hill Tie	15,000										
Water Capital Equipment		20,000									
Water Master Plan	15,000										
Diane Field Rd at Waring Rd Widening	426,855										
6" HDPE Replacement on Central Ave SE (Highland City)	10,000										
US 92 Resurfacing (Gary to Combee)	6,285										
SR. 33 Wildlife Crossing Water	123,000										
Oak Street Public Right of Way Improvements	21,000										
Sylvester Rd. 67 AC replacement	11,628										
Fairway Ave 67 AC Replacement	5,105										
Diane Field Rd 127 WM Reimbursement	9,885										
Custer Rd 2" WM Extension	10,000										
S Fla Ave Reconst WL Replacement	194,740										
5th St. and Kathleen Rd. Water Main Replacement	18,000										
LWE9592 W. Pipkin Widening (Medulla to Harden)	80,540										
FDOT Proposed Water Projects	443,611		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Water Asset Management Plan	618										

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**WATER RENEWAL AND REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Hamilton Rd Water Line Extension Reimbursement	133,000										
Water Administration											
Radio Replacement 2011	72,264										
Sixth Floor Furnishings			500,000								
Timekeeping System	50,000										
Maximo GIS Integration	11,978										
Targeted Economic Opportunities - Water	357,415		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Undesignated Growth - Water	218,520										
Smartgrid MDM	200,000										
Total Expenses	28,372,393	4,071,800	9,572,775	8,639,337	7,809,572	5,708,365	5,486,226	6,051,669	9,909,174	5,040,254	6,991,554
Unappropriated Surplus											
Beginning Balance	29,661,309	10,705,566	12,033,766	7,860,991	4,621,654	2,212,082	1,903,717	1,817,491	1,165,822	556,648	516,394
Sources / (Uses)	(18,955,743)	1,328,200	(4,172,775)	(3,239,337)	(2,409,572)	(308,365)	(86,226)	(651,669)	(609,174)	(40,254)	(91,554)
Ending Balance	10,705,566	12,033,766	7,860,991	4,621,654	2,212,082	1,903,717	1,817,491	1,165,822	556,648	516,394	424,840

**CITY OF LAKELAND
FY 2026 ADOPTED BUDGET**

**WATER IMPACT FEES
CAPITAL IMPROVEMENT PLAN**

	Adjusted 2025 Budget	2026 Proposed	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected	2034 Projected	2035 Projected
Revenue											
General Revenue											
Connection Fees	800,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000
Interest on Pooled Investments	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Unappropriated Surplus	239,685	204,914	(1,402,045)	(1,267,986)	(1,278,245)	(1,279,927)	(1,141,690)	(1,189,774)	179,022	2,089,888	2,084,802
Total Revenue	1,139,685	3,004,914	1,397,955	1,532,014	1,521,755	1,520,073	1,658,310	1,610,226	2,979,022	4,889,888	4,884,802
Expense											
Water Engineering											
Water Master Plan	488,817										
SW Water Expansion - Medulla Rd	200,000	2,450,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000
Waring Rd WL Ext Developer Reimbursement	100,000										
Anchuca Dr to Hamilton Rd WL Tie Developer Reimbursement	50,000										
Water Administration											
PRWC Debt Service	300,868	554,914	1,047,955	1,182,014	1,171,755	1,170,073	1,308,310	1,260,226	2,629,022	4,539,888	4,534,802
Total Expenses	1,139,685	3,004,914	1,397,955	1,532,014	1,521,755	1,520,073	1,658,310	1,610,226	2,979,022	4,889,888	4,884,802
Unappropriated Surplus											
Beginning Balance	13,024,396	12,784,711	12,579,797	13,981,842	15,249,828	16,528,073	17,808,000	18,949,690	20,139,464	19,960,442	17,870,554
Sources / (Uses)	(239,685)	(204,914)	1,402,045	1,267,986	1,278,245	1,279,927	1,141,690	1,189,774	(179,022)	(2,089,888)	(2,084,802)
Ending Balance	12,784,711	12,579,797	13,981,842	15,249,828	16,528,073	17,808,000	18,949,690	20,139,464	19,960,442	17,870,554	15,785,752

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Capital Improvements Element										
Schedule of Capital Improvements										
Fiscal Years 2025/2026 through 2029/2030										
PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	FISCAL YEAR 2027/2028	FISCAL YEAR 2028/2029	FISCAL YEAR 2029/2030	COMMENTS
TRANSPORTATION										
Multi-modal										
Avenue C, SE (First Street/S to 6th Street SE)	\$1,621,427	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Transportation Grant-Enhancement Grant- \$1,336,427; Ad Valorem Taxes- \$285,000		\$285,000 (Design)		\$1,336,427 (Construction)		Proposed improvements will reduce oversized lane widths of a 2-lane collector street into a corridor with an 8-foot sidewalk along the north side of the street, reconstruction of the existing 5-foot sidewalk located along the south side of the street, reducing travel lanes to 11 feet, adding defined on-street parking where space permits, landscaping, and minor drainage improvements.
Avenue D, NW	\$2,000,000	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grants (To be applied for); Ad Valorem Taxes					\$2,000,000 (Design & Construction)	Avenue D, NW is a key east/west collector roadway lying immediately north of downtown. With many pedestrian oriented improvements occurring in the core of downtown along Central Avenue, Avenue D, NW is experiencing increased traffic. The 2015 Winter Haven Downtown Transportation Plan recognizes this and indicated improvements are needed along this corridor.
West Central Avenue	\$656,366	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grant- \$371,366; City- \$285,000			\$285,000 (Design)		\$371,366 (Construction)	Design and construction of sidewalk upgrades, lighting, and on-street parking along West Central Avenue between West Lake Howard Drive and Sixth Street, SW (US 17).
Cypress Gardens Blvd Corridor Vision Plan Implementation	\$4,000,000	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grants (To be applied for); Ad Valorem Taxes					\$4,000,000	This will be an initial project to begin implementation of findings identified in FDOT's 2020 Corridor Vision Plan for Cypress Gardens Boulevard between Cypress Gardens Road and Waterview Way. The end goal is to begin transforming this corridor from a rural cross-section to an urban cross-section. Initial efforts will focus on upgraded sidewalks, street lighting, and landscaping.
Eighth Street/Avenue L NW	\$1,542,720	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$1,257,720; Ad Valorem Taxes	\$285,000 (Design)		\$1,257,720 (Construction)			Design and construct approximately 2,400 feet of multi-modal improvements to include sidewalks/multi-use path, intersection improvements, and a lane width reduction for Eighth Street, NW and Avenue L, NW between North Lake Howard Drive and Sixth Street, NW (US Highway 17)
Eighth Street SE	\$1,279,377	Transportation Objective 1.3; Objective 1.7, Objective 1.14; Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$893,377; Ad Valorem Taxes- \$386,000	\$285,000 (Design)	\$894,377 (Construction)				Design and construct approximately 2,400 feet of multi-modal improvements to include sidewalks/multi-use path and intersection improvements between Cypress Gardens Blvd and Avenue K, SE

Note: Projects contained in Years One through Three as notated in **Red** can be used to meet concurrency requirements.

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PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	FISCAL YEAR 2027/2028	FISCAL YEAR 2028/2029	FISCAL YEAR 2029/2030	COMMENTS
East Lake Howard Trail and Trailhead (Avenue B, NW to Lake Howard/Lake May Canal)	\$735,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	Ad Valorem Taxes	\$160,000 (Design)			\$575,000 (Construction)		Design and construction of a 3,500+-foot multi-use trail and sidewalks along the eastern side of Lake Howard from Avenue B, NW to Lake Howard/Lake May Canal. This trail will provide a connection to neighborhoods in southwest Winter Haven from the Chain of Lakes Trail network. This project is identified in the Sidewalk, Pedestrian Multi-modal Infrastructure Access Plan as a priority multi-use trail.
Fifth Street, SE	\$1,400,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	FDOT Grants- To be applied for; Ad Valorem Taxes					\$1,400,000	Design and construction of approximately 2,600 feet of multi-modal improvements along Fifth Street, SE between Avenue G, SE and Avenue C, SE
Fourth Street, NE	\$1,000,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	FDOT Grants- To be applied for; Ad Valorem Taxes					\$1,000,000	Design and construction of approximately 1,500 feet of multi-modal improvements along Fourth Street, NE between Avenue K, NE and Avenue O, NE
North Lake Maude Drive	\$1,000,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	FDOT Grants- To be applied for; Ad Valorem Taxes					\$1,000,000	Design and construction of approximately 1,200 feet of multi-modal improvements along North Lake Maude Drive between Third Street, NE and Edwin Street, NE. This project would include a connecting sidewalk(s) along either Third Street, NE or Fourth Street, NE back to Martin Luther King Boulevard
South Lake Howard Trail (15th St SW to Avenue G NW)	\$3,294,800	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	Congressional Appropriation- \$750,000; Ad Valorem Taxes	\$294,800 (Design)			\$3,000,000 (Construction)		(15th Street SW to Avenue C, SW): Design and construct a 3,200-foot multi-use trail along the shore of Lake Howard from 15th Street, SW to Avenue C, SW. The trail will aid in providing a connection between downtown and the Lake Howard Nature Park. This project is identified in the Sidewalk Pedestrian Multi-modal Infrastructure Access Plan as a multi-use trail; (Avenue C, SW to Avenue G, NW): Corridor analysis for a trail connection along the western side of Lake Howard between Avenue C, SW and Avenue G, NW. The specific route for this trail has not been finalized. This project is identified in the Sidewalk Pedestrian Multi-modal Infrastructure Access Plan as a priority multi-use trail.
East Lake Martha Drive	\$1,453,508	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grant- \$1,168,508; City- \$285,000			\$285,000 (Design)		\$1,168,508 (Construction)	Design and construction of upgraded sidewalks and crosswalks along both sides of East Lake Martha Drive between Avenue C, NE and Avenue K, NE.

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PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	FISCAL YEAR 2027/2028	FISCAL YEAR 2028/2029	FISCAL YEAR 2029/2030	COMMENTS
Sixth Street, SW	\$1,230,873	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$1,042,854; Ad Valorem Taxes- \$188,019	\$165,000 (Design)		\$1,065,873 (Construction)			The Sixth Street, SW Complete Street improvements will convert the existing former 4-lane roadway between Avenue C, SW and Avenue G, SW into a corridor with two, 10 to 11-foot travel lanes (existing), a median/center turn lane, landscaping, rain gardens, and an 8-foot sidewalk along the eastern side of the roadway. The project will also provide 5 to 6-foot wide infill sidewalks along Avenue G, SW between Fifth Street, SW and Seventh Street, SW. This project was identified by the 2015 Winter Haven Downtown Transportation Plan.
North Lake Shipp Drive Reconstruction (Avenue Q, SW to CSX RR Tracks)	\$4,285,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	Ad Valorem Taxes- \$150,000; FDOT Grants (To be applied for)	\$285,000 (Design)			\$4,000,000 (Construction)		A Major focus of this effort is accommodating safer pedestrian movement. Additional improvements include bicycle facilities, drainage improvements, sidewalks,
Old Helena Road Multi-use Trail	\$1,235,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	NA	Ad Valorem Taxes; FDOT Grant- \$592,094	\$285,000 (Design)	\$950,000 (Construction)				Design and construction of a minimum 8-foot wide, 3,800-foot long multi-use trail along Old Helena Road between Legland Way and Cypress Gardens Boulevard. This project supports concepts contained in FDOT's 2021 Cypress Gardens Boulevard Corridor Study.
Roselawn Street SW	\$1,317,725	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$1,145,848; Ad Valorem Taxes- \$171,877			\$171,877 (Design)		\$1,145,848 (Construction)	Design and construction of multi-modal improvements to include sidewalks and intersection improvements from 15th Street, SW to Avenue O, SW
Third Street, NW (Avenue D, NW to S Lake Silver Dr)	\$3,500,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$1,690,315; Ad Valorem Taxes- \$1,809,685	\$3,500,000 (Construction)					The 3rd Street NW multi-modal improvements will convert the existing roadway between Avenue D, NW and South Lake Silver Drive into a corridor with two, 10 to 11-foot travel lanes, upgraded parking, landscaping, rain gardens, and a roundabout, and improved pedestrian safety amenities.
US Highway 17 Corridor Vision Plan Implementation	\$2,000,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	FDOT Grants (To be applied for); Ad Valorem Taxes					\$2,000,000	This will be an initial project to begin implementation of findings identified in FDOT's 2020 Corridor Vision Plan for US Highway 17 between Cypress Gardens Boulevard and Motor Pool Road. Focus will be on upgrading sidewalks and crosswalks, traffic calming, and addressing midblock crossing opportunities.
Neighborhood Sidewalks	\$825,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3, Recreation Objective 1.6	LOS D + 10%	General Fund- \$560,000; DT CRA- \$75,000; FV CRA- \$75,000; Transportation Fund- \$150,000	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	Sidewalk improvement program to address ongoing sidewalk improvements, including construction of infill sidewalks throughout the City.

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Roadways										
PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	FISCAL YEAR 2027/2028	FISCAL YEAR 2028/2029	FISCAL YEAR 2029/2030	COMMENTS
Cypress Gardens Blvd (SR 540) Congestion Improvements (6th, 8th, and 9th Street, SE)	\$1,900,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	Ad Valorem Taxes- \$2,400,000; Transportation Impact Fees- \$200,000	\$1,900,000 (R-O-W Acquisition)					This project will address congestion and delays along Cypress Gardens Boulevard at the 6th Street, SE, 8th Street, SE, and 9th Street, SE intersections.
Logistics Parkway Extension	\$2,157,285	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	Interlocal Agreement- \$1,807,579; Water Connections Fees- \$349,706	\$2,157,285					Project will connect Pollard Road to the existing Logistics Parkway. The project will also include a multi-use trail, sidewalk, and lighting.
Roosevelt Drive Extension (Cypress Gardens Blvd to Register Rd)	\$1,000,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Grants- \$927,935; Ad Valorem Taxes; Trans Impact Fees	\$1,000,000 (Construction)					Reconstruction and completion of Roosevelt Drive with sidewalks between Cypress Gardens Blvd and Register Rd. This project was identified in FDOT's 2021 Cypress Gardens Boulevard Corridor Study.
Transportation and Sidewalk Improvement Program	\$10,000,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	Ad Valorem Taxes	\$2,000,000	\$2,000,000		\$2,000,000	\$2,000,000	Re-paving and sidewalk projects City-wide.
Signalized Intersection Timing Upgrades	\$75,000	Transportation Objective 1.1	LOS D + 10%	Ad Valorem Taxes	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	Identified upgrades will aid in traffic flow and improve overall level of service of the roadway network.
Airport										
Eastern Itinerant Aircraft Parking Apron	\$500,000	Transportation Objective 1.11	NA	FDOT- \$400,000; City- \$100,000					\$500,000	Design and construction of additional itinerant aircraft parking apron to the North Apron
Executive Hangar #139	\$792,710	Transportation Objective 1.11	NA	FAA- \$630,810; FDOT- \$80,950; City- \$80,950				\$792,710		This project will construct additional itinerant aircraft parking adjacent to the north apron, resulting in additional capacity.
Runway 5/23 and Taxiway B Rehabilitation	\$288,400	Transportation Objective 1.11	NA	FDOT- \$230,720; City- \$57,680					\$288,400	This project would rehabilitate runway 5/23, Taxiway B, and the intersection of Runways 11/29 and 5/23.
T-Hangar Taxi-lane Rehabilitation	\$2,760,000	Transportation Objective 1.11	NA	FAA Grant- \$2,484,000; FDOT Grant- \$138,000; Ad Valorem Taxes- \$138,000	\$2,760,000 (Design & Construction)					Rehabilitate existing taxi-lanes between t-hangar buildings located in the south quadrant of the airport. The proposed approach includes a mill and overlay of the asphalt.
Runway 11/29 PAPIs	\$225,000	Transportation Objective 1.11	NA	FDOT- \$180,000; City- \$45,000	\$225,000 (Construction)					Addition of these navigational aids will enhance safety at airport
Taxiway E Extension	\$2,310,000	Transportation Objective 1.11	NA	FAA- \$2,079,000; FDOT- \$115,500; City- \$115,500			\$210,000 (Design)	\$2,100,000 (Construction)		Design and construct an extension to Taxiway E from midfield to approach end of Runway 29. The extension will help with development of the eastern quadrant of the airport
TOTAL TRANSPORTATION					\$15,257,085	\$4,634,377	\$5,455,470	\$13,984,137	\$17,054,122	



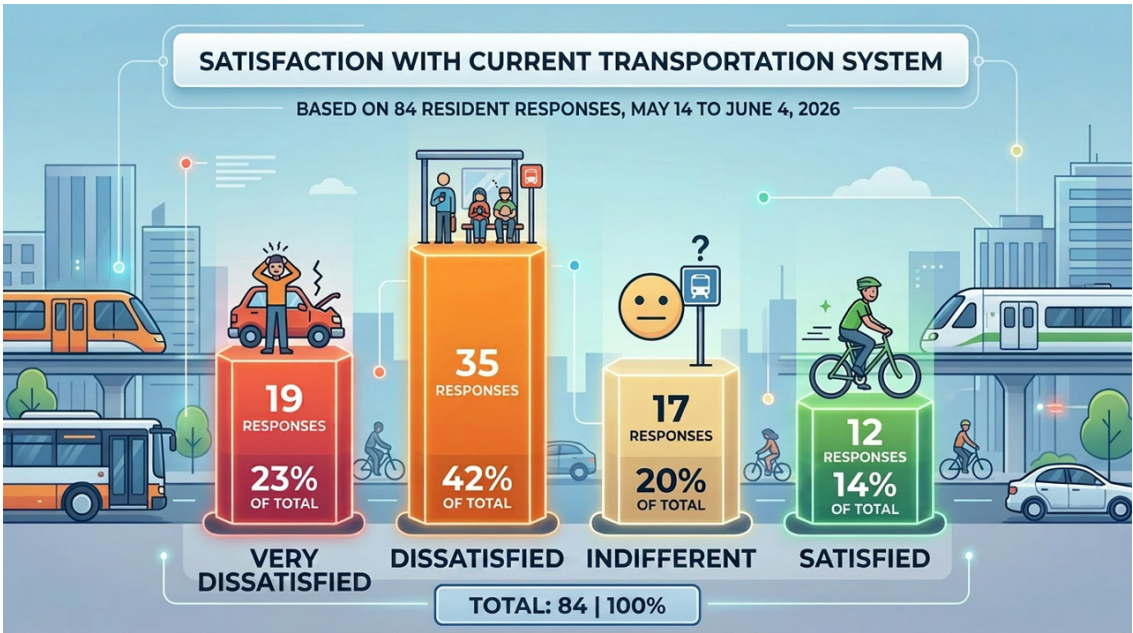
Appendix C: Public Comments

Public Comments

From May 14 through June 4, 2026, the Polk TPO collected public input on the Draft FY 2026/27–2030/31 TIP through a published notice, outreach to the TPO Adviser Network and online engagement tools. A total of 84 residents submitted 245 comments, offering detailed feedback on transportation conditions across Polk County and its 17 municipalities.

According to the survey, 65% of respondents reported being dissatisfied or very dissatisfied, citing congestion, roadway conditions and limited pedestrian infrastructure as recurring concerns. Respondents also identified specific priorities for improvement. The most frequently selected needs included road widening (57%), traffic signal retiming (56%) and sidewalk improvements (38%), followed by requests for turn lanes, crosswalks and safer roadway design. This feedback provides valuable insight into community.

Table 11: Satisfaction with current transportation system



Summary of Comments Received:

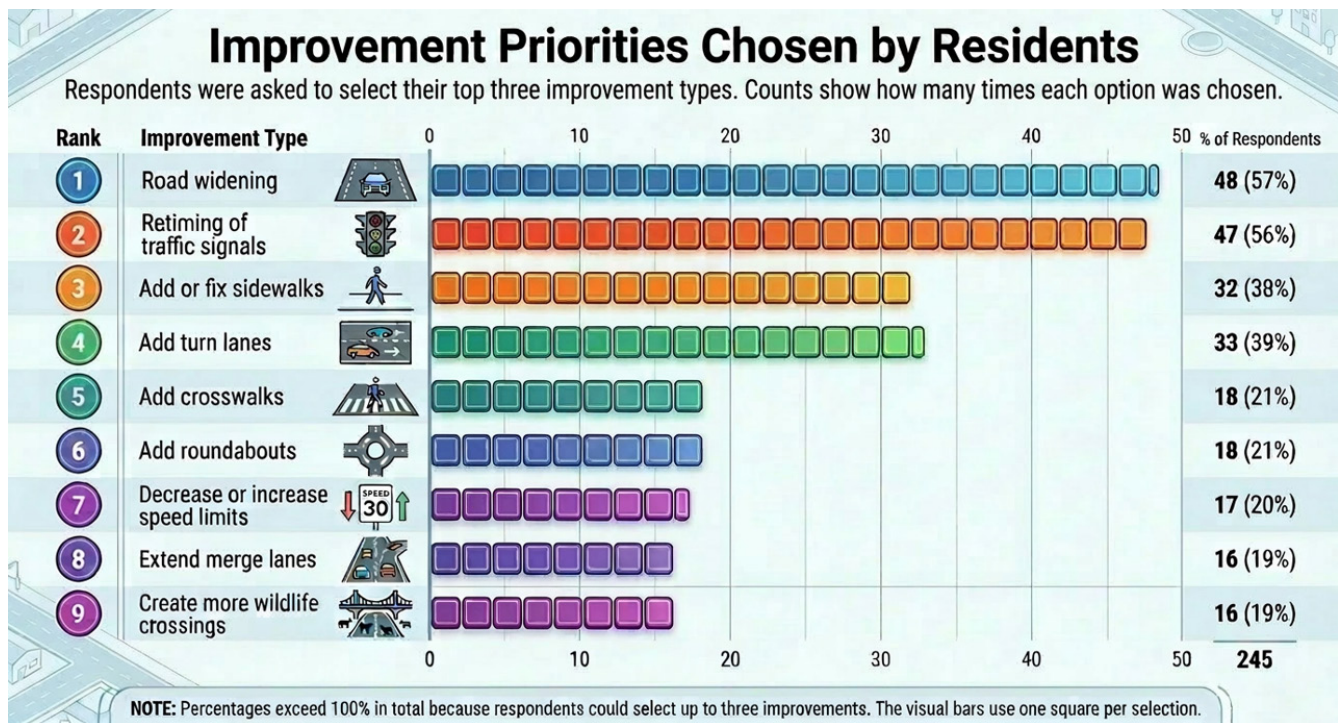
1. Road Widening and Additional Lanes

Many comments emphasize the urgent need to widen roads and add turn lanes, especially in areas experiencing rapid development and population growth. Specific roads and intersections are repeatedly mentioned as bottlenecks, with residents frustrated that infrastructure improvements lag behind new housing and commercial projects.

2. Traffic Light Timing and Signal Improvements

A significant number of statements focus on poorly timed traffic lights, leading to unnecessary congestion and long waits. Suggestions include retiming signals, synchronizing lights along major corridors and introducing adaptive or dynamic traffic signals that respond to real-time conditions.



Table 12: Improvement priorities chosen by residents

3. Sidewalks and Pedestrian Safety

The lack of sidewalks and safe pedestrian crossings is a recurring concern. Residents call for more sidewalks, especially near schools, bus stops, and residential areas, to ensure safety for those walking or biking. Many note that existing sidewalks are inconsistent, abruptly ending or in poor condition.

4. Public Transportation and Bus Service

Comments frequently criticize the current bus system as inadequate, with empty buses and routes that don't meet community needs. Suggestions include expanding bus service, improving schedules and considering alternative transportation options like commuter rail or mass transit.

5. Overdevelopment and Infrastructure Planning

Many statements express frustration with ongoing housing and apartment construction without corresponding improvements to roads and infrastructure. Residents urge local authorities to prioritize infrastructure before approving new developments and to require developers to contribute more to capacity upgrades. A recurring theme is the lack of long-term planning, with roads often widened only after development is complete. Residents urge authorities to plan 20 years ahead, considering future growth and traffic patterns.

6. Road Maintenance and Surface Quality

Poor road conditions, including potholes, ruts, and inferior resurfacing, are commonly cited. Residents report frequent vehicle damage and call for better maintenance and higher-quality resurfacing, especially on county roads.

7. Traffic Enforcement and Safety:

There are repeated calls for increased traffic enforcement—addressing speeding, dangerous driving, and illegal maneuvers. Some suggest speed calming measures, stricter enforcement in residential areas, and improved signage.

8. Roundabouts and Alternative Intersection Designs:

Several comments advocate for more roundabouts, citing their effectiveness in Europe and the potential to reduce congestion and improve traffic flow. Others request specific intersection redesigns to enhance safety and efficiency.

9. Bike Paths and Multi-Use Trails:

Residents want more bike lanes, multi-use trails, and safer routes for cyclists. They emphasize the need for connected, shaded trails and improved crossings to encourage biking and walking.



Comments received

At Lake Wilson and Osceola Polk Line intersection, I know that Lake Wilson will be widened towards Reunion, but at current state in cause significant congestion in the actual intersection in the mornings. Leading to very long backups down Osceola Polk Line.
Add turn lanes.
Winter Haven: Light at intersection of Ave K SE & First St. Please add left turn signal heading East turning north onto First St. It's a nightmare due to traffic on Ave K.
Some of the lights are too quick when you have more residents on the road driving.
Please stop building houses and ugly apartment complexes, and work on the roads and infrastructure first.
Require developers to create more capacity than they are now. They only have to create a minimum amount of new capacity on already taxed roadways. That's the "Cost of Doing Business". They can make a few million dollars less and help society.
Old county roads which were never wide enough do not have any paved shoulders, big trucks cause damage to the soil shoulders and leave drop-offs.
Based on the increase in people moving to the county, speed limits need to be increased in the 570 and I-4 corridor through the county.
More enforcement.
Bartow Road has sidewalks that disappear in front of the cemetery/funeral home causing people to walk in the road. Also, there is no sidewalk along the side of the road that has the train tracks. As there are bus stops etc. people walk and bike on that side.
Intersection of Old Lake Wilson Road and Ronald Regan Parkway. Additional lanes on Old Lake Wilson side next to Dollar General to alleviate the traffic backup in the afternoon.
US 98 towards Ernest Smith Blvd. and on SR 17 towards the airport.
Add more sidewalks, especially in Haines City on Kokomo Rd.
The bus system is a joke. I see lots of EMPTY buses around. Provide Uber service if you MUST provide transportation... but only for the truly needy. The Disabled, elderly, poor.
Intersections with exit/entrance ramps to the Polk Parkway often get backed up in every direction. Dedicated turn lanes, better light timing, or protected turns from perpendicular roads would improve this.
Polk 557 County Road should have been widened prior to the construction of new homes and a Publix shopping center. Traffic into Lake Alfred backs up onto I-4 several times a day, with conversation continuing to grow as new residents move in.
Speed calming.
Add extended turn lanes.
Improve the existing roads, we don't need any new toll roads.
Add merge lanes, widen, US 27 Haines City & Davenport & US 17 and 6th Street NW.
Repaving and maintenance of all roadways. Since moving to Polk County 10 years ago, I've replaced my windshield SIX times. I primarily drove 98 north out of Bartow to mid-town Lakeland. The main issue seems to be the large tractor-trailers.

The intersection of Overlook and CGB is very dangerous. Because of the angle of the merge lane from Overlook to CGB headed toward Lake Shipp viability is very poor. This area could use a roundabout.
US 27 at Posner Park. Too many apartments and townhouses with residents and not enough relief roads to exit out safely.
Ewell Rd & Old Hwy 37 intersection backed up traffic is crazy.
Clubhouse Road/Andros Blvd - Island Walk (Lakeland) needs a center turn lane. Stopped to make a left turn, vehicles swerve to the right instead of stopping and causing the next vehicle to almost rear end the stopped car is the norm and dangerous.
Many areas of Polk County are without pedestrian sidewalks, making it incredibly dangerous for those without personal transportation to commute on foot.
The quality of the road surface is horrible. The vast majority require resurfacing.
The state resurfacing quality is great, but county road resurfacing is inferior.
Heavy congestion and poorly timed traffic lights are leading to gridlock. Improving timing could help improve flow of traffic. This is a general comment for most parts of the county, but the northeast is especially bad.
Sidewalks are inconsistent in Bartow.
Please consider widening CR 544 (Lucerne Park Road). With the recent housing additions in this area, there's quite a bit of traffic backup, especially during rush hour.
All of County Road 559 needs to be widened to at least a 2-lane road as all the developments in Auburndale with the hundreds of extra houses being added from all of the new developments causing significant traffic and increased delays.
I don't have any specific location but there are quite a few narrow 2-lane roads in Polk County that could be made safer with a road widening project.
Synchronize the signals along Lakeland Highlands Rd (especially the ones near Sams/Lowes and the signal at the Parkway interchange). The signals in front of George Jenkins High School and Peterson Rd. are terrible in the evening. They turn red for no reason.
Open the county roads to two lanes in Davenport and Haines City.
Marigold Avenue from Cypress Parkway all the way to Lake Hatchineha Road in Poinciana needs to be widened to 4 lanes and include left and right turn lanes.
Continuous verification of signal timing on all major arterials throughout the County. This is made easier with each passing year with the technology advancements and can greatly improve the flow of traffic.
Lakeland: The roadway infrastructure cannot handle the sudden influx of population. There is no specific problem location; traffic problems are throughout Lakeland. Home development needs to stop. Development approvers should stop accepting bribes.
Home Run Blvd: Davenport (across from Posner Park). This traffic light only possesses one left turn lane onto US-27, which will typically back up all the way past the Heller Brothers Blvd intersection. One more turning lane would solve this issue.
Alturas Babson Park Cut-Off Rd. (aka. ABC Road) needs to be widened. There are parts of that road that if two large pickup trucks or SUV tries to pass each other, one has to ride in the grass.
Quit adding more lights, close the center turns and make traffic go to the next light.



Crossing Highway 60 at Crown Avenue/CR 555. Please add a manual method (a crosswalk button) to trigger the light. Bicycles do not trigger the light and that creates a very dangerous situation.
Old Highway 37.
Road widening or additional lanes on Eagle Lake Loop E. road from 655 Rifle Range Road to Thompson Nursery Road.
Stop the housing development. We are overcrowded as is. This would help tremendously. Also remove flock cameras/red light cameras. The number of people slamming on their brakes at the last minute has almost caused countless accidents every day.
Northeast Polk County is absolutely gridlock.
Across Polk County, the timing of stop lights needs adjusted. Often, cars sit at stop lights waiting for a light to turn. Meanwhile, no one is coming in the other direction, so there's no need to keep their light green, especially at non-peak hours
Another system or route for dump trucks on single lane roads that extend for a while, so that people commuting/buses aren't stuck behind these dump trucks for extended times causing delays or car damage if the dump trucks are carrying rocks/debris.
Increase bus service in North Lakeland and Kathleen areas.
Biggest improvement is needed on Cypress Gardens Rd and 17 especially near the St Johns Church.
Adding increased density to roads that are inadequate just so the developer will at least improve their portion of the road in a piecemeal fashion used to be considered not safe. What has changed?
Widening of US 27 from Haines City to I-4.
The Backside of Auburndale along 559 to I-4. Needs a bus route added to I-4. There is a shopping center with Publix as well as a very heavy construction of homes. This includes a lot of young people. Young and older need to be able to use buses.
Extend and connect trail systems, remove at grade crossings in high traffic areas. Add Bike racks to commercial destinations along and next to Trails.
US 27 to I-4 is a major problem in both directions.
Please fix the traffic lights.
Sidewalk ends on Lake Parker Drive behind firefighter training facility, next to Tigertown.
Add another exit from I-4 besides exit 55 & 58. Too many people come and go from Orlando, and these exits are not enough.
Reduce speeds in residential areas and centers of town.
All over the county - repave many of the roads as they are rough and add additional wear and tear to vehicles.
Intersection of 98 and 540A southbound. A turning lane needed for Montessori school and timing of traffic lights same intersection and the use of U-turns to go from east to west.
Replace some emergency signal traffic lights with functional traffic lights (with protected left turns if needed; if unprotected, use flashing yellow arrow rather than solid green light) at busy intersections.

Add sidewalks to Reynolds Road for Crystal Lake Middle students. On my way home there are buses holding traffic for several minutes. If there were sidewalks they could walk to school (<2 mi). Also, the ones who walk now are walking in the road.
540 and Cleveland heights at George W. Jenkins High School the turning light will block the Intersection.
Streetscape along State Road 60 in Lake Wales
Connecting sidewalks for safe pedestrian travel
Spirit Lake Road (from 540 to Hwy 17) To much semi-truck traffic for a two lane road especially with all the bus stops on this road. In addition, it only takes 2 of these trucks to fill a turn lane before the overflow then clogs the thru lanes.
Passing turnouts on CR 640.
Not allowing semi-trucks to use Rockridge Road to Old Dade City Road as a way to get to Kathleen Road. The roads aren't wide enough nor were constructed to handle semi-trucks.
I'm disappointed that development is being done in my area (large businesses, housing developments, apartments/townhomes, etc.) but the roads are not adequately improved to handle the additional traffic.
Polk County is a large county, and it should have a more reliable public transportation throughout the county. Currently the 3 buses go the either Eagle Ridge or Legoland and do not run on real time schedule.
Add a traffic light at the intersections of CR 559 and Juliana Village Boulevard and Kingsley Boulevard. It is becoming increasingly difficult to make left turns out of our developments with the addition of over 800 homes in the area.
Every road project should be evaluated to whether or not a wildlife crossing is needed.
The County only relies on US 60 from the east side, it's 2026 and the only road to access the County from the Turnpike, which is the main artery from Miami/Palm Beach into Central Florida is a 2-lane road. US 60 needs to be expanded to 4-lanes.
Public Transportation service need improvement -more people using public transportation means less cars. Adjust speed limits for LESS golf carts on the roads and sidewalks!
Improve Spirit Lake Road to Thornhill Road. To many semi-trailers go through there and create a backlog of traffic at the CR 540/Winter Lake Road light. No semi-trailers should use this route but use US 17 to 540.
New Jersey and Edgewood. Intersection could be a roundabout. Additionally, Glendale and New Jersey could also be a roundabout. This would better support school drop-offs that occur right there as well as help better connect the multi-use trail
Scott Lake Road, 540A, this light has terrible timing. Coming from 540A to head East, you can get that light red 3-4 times during rush hour. Scott Lake Road turning left onto 540A, it is very common to get that light 2 times.
Hwy 17 through Winter Haven also none as 6th Street as well as 8th Street NW in some areas. Cypress Gardens Blvd at Hwy 17. Cypress Gardens Boulevard in general more speed enforcement on Lake Howard Drive.
Socrum Loop Road.
Please add a right turn lane onto CR 535 (Lee Jackson) from Ronald Reagan. This will greatly improve traffic congestion on Ronald Reagan



Improve left turn lane on north First Street heading to Havendale. Traffic backs up due to middle lane going straight to Lucerne Park Road.
Roads have a lot of unfinished work and potholes. Messing with my car
Do something about the stop lights in Haines City. You have a green on your light, but the one ahead of you, and you can't advance.
Retime stop lights so there is less dead time. Stop having opposing LT lanes get a green arrow when no cars are there. Cars sitting idling are wasting millions of gallons of gas.
Several paved roads have ruts from truck traffic. More resurfacing needed.
Timing of traffic lights needs to be adjusted during school entry/exit hours to accommodate for the increased school bus traffic.
There are more than a few lights on 98 that are a pain and have most people turning at them. I don't know if a roundabout will help the flow of traffic, but it might help traffic get backed up for a mile because a truck wants to turn left.
Widen some road in Haines City that are narrow.
More bike paths and ALL streets need sidewalks. New subdivisions should be REQUIRED to widen roads, put in turn lanes and build sidewalks. STOP OVERBUILDING. Get infrastructure up to date BEFORE subdivisions are added.
Longer turn lanes for intersections along high speed/traffic roads (17, 540, 60) allowing traffic flow to continue around vehicles turning off the main roadways.
Traffic could be improved in Winter Haven if lights were properly scanned on 17 and if lights didn't give arrows when there was no one turning.
Roundabouts instead of traffic lights.
Add roundabout.
I sit at too many red lights when there are no other cars around for too long.
US 27 Haines City & Davenport & US 17 and 6th Street NW.
Sidewalks and multi-use paths so that biking and walking a longer distance is feasibly safe. I was hit while crossing the crosswalk at Wilson and 60 while on the Fort Fraiser trail. This is true for all connecting paths in Polk.
The residential area around WHHS could benefit from sidewalks - specifically the streets and avenues in front of the school and 8th St SE/Ave K SE.
US 27 between US 192 and US 17/92. Too much development and not enough side roads with proper amount of lanes to handle the increased traffic flow each day.
Hwy 37 from Pipkin Road to Memorial Boulevard needs widening.
Roads are never widened until after all the houses are built. Can't you plan out 20 years ahead.
Increased enforcement of traffic laws, both people driving too fast and too slow would help with traffic flow issues.
While there are sidewalks just outside of the housing communities, additional sidewalks need to be added on Lucerne Park Road as well as some parts of Old Lucerne Park Road.
South Florida Ave throughout all of downtown Lakeland needs to be fixed and remade into a 2 lane road as traffic is so slow now just to get from one side of Lakeland to another on it takes at least an Hour if not more.

I'm sure we have a list of roads that could use a turn lane to prevent traffic back-ups from occurring.
Add more connected Trails (shaded please) throughout the county and connecting to other county and state trails.
Add turning lanes in Polk County side of Poinciana to help with traffic flow. (It's crazy that sometimes you have to wait 10-20 mins to go straight since the person can't turn in front of you. Also open up single lanes in Poinciana as well.
Cypress Pkwy/Marian Creek Rd/E Johnson Ave from Poinciana Pkwy to Power Line Rd needs to be widened to 4 lanes including left and right turn lanes.
US-27 Haines City section. Traffic lights in the Haines City section of US-27 lead to severe traffic backups. There are too many traffic lights on that stretch of highway, most of which aren't on the same timing.
The new traffic pattern at Hwy 60 and Walk in Water Rd is dangerous. Turning right and then having to make a u turn is not a safe option.
Prioritize widening roads with schools on them so the traffic does not back up onto 27 impeding traffic flow.
Add bike lanes & speed tables on Colbert Road & Yarborough. These small roads are now used as cut throughs to avoid Clubhouse. Bike lanes will make them safer for commuting (remember complete streets?) & speed tables will slow car traffic.
Road needs to widen because of the close proximity to cars going in the opposite direction.
Add left turning lane on Eagle Lake Loop E. at intersection of Eloise Loop Road and Pollard Road.
Actually fix the cracks and holes in the roads, not just fill them in. It creates an uneven, bumpy terrain and people are driving around them, swerving into other lanes to avoid them.
Polk County carries so much more traffic than it once did. Thornhill Road at Winter Lake is a perfect example. I sat through that traffic light last week for 3 cycles of the light before I was able to proceed. Thornhill desperately needs widened.
Adding Bus routes to include from I-4/Hwy 559 to Winter Haven, Bartow, Lake Wales/Haines City and Lakeland. Bus routes to get college level kids to the colleges.
We need more multi use trails.
Add more sidewalks and paths.
Also need to fix many of the railroad crossings so they are smooth to go over. the one on Route 60 in West Bartow / Altuna is extremely rough.
Polk Parkway and 98 - Lanes need to be repaved and timing of lights looked at.
Increase speed limits when road design feels like it is meant for higher speeds. For example, a 2 lane road with minimal traffic lights, no crosswalks, and minimal curves as well as wide lanes should not have a limit of 25 or 30 mph.
The light coming off Reynolds onto Memorial (US 92) turning left (West). Sometimes it's red for so long I have to back up and reapproach the light or turn right and make a U-turn.
All of the bus stops should have sunshade.
Too many red light cameras.
Need more sidewalks to ensure pedestrians & bicyclists' safety.



The merge lane on CR 559 at C. Fred Jones Boulevard is a dangerous area. People do well more than 45 mph and are running people off the road in an effort to get out of the merge lane and ahead of others.
US 27 needs a parallel highway from Lake Hamilton to I-4 due to all the growth in the area. US 27 won't be enough at some point to handle all the development.
More adaptive lights at intersections! Adjusting timings is a losing battle. There should be more intersections that self-adapt to traffic conditions.
Lewis Griffin Rd to Hwy 60 needs a light. Heavy traffic creates difficulties to cross over opposing traffic. Very dangerous.
Old Rt 37 and 540A, heading north on old 37, there needs to be a right turn lane.
Entrance ramps on I-4
Widen the roads could help but there is no space in Bartow.
Add turn lanes and traffic lights specially in Kokomo Road and 17 Hwy.
More traffic circles. It has worked in Europe for years! I was first introduced to them in 1973 in Germany. They really speed up traffic.
Increased support for pedestrian and public traffic. Extra/wider sidewalks, protected pedestrian crossings, bus lanes to allow traffic to continue around an un/loading vehicle.
More public information on road safety. Ie how to use a roundabout, closing speed, speed calming etc.
Add and fix sidewalks.
We need to improve the roads we already have and not build new ones, cutting off wildlife corridors. With the ones we already have cut off that's where the crossings need to be installed.
US 27 HC & Davenport & US 17 and 6th Street NW.
Alternative truck routes or bypass lanes for cars only. Commuting while on the road with large commercial vehicles is a car killer. I did not have to replace tires or windshields nearly as much in Hillsborough County.
Along Lake Elbert Dr SE, specifically the area directly around the lake, people are exceeding the speed limit all the time. It is very challenging to turn right or left out of streets across the way during high traffic times. 8th St SE 9th St SE.
US 27 between US 192 and US 17/92 - Many of the new developments (homes and businesses) do not have proper right hand turn lanes into those locations and causes backup in right lanes and even minor accidents which in turn slow everyone down in other.
County Line Rd from HWY 92 to HWY 60 has way too many red lights. This road used to be a great route to use and now it's horrible. Also, it needs to be milled and paved.
I know Rt 60 is a state road, but there needs to be a bypass around Lake Wales. It should start west of the Lake Wales airport and rejoin 5 miles or more east of the center of town.
Please consider adding additional crosswalks with yield signals in the Lucerne Park area. I believe this could improve the safety of pedestrian traffic.
33 from University Drive into Lakeland should be consistently a 2 lane road as the merge lanes and widening tend to make traffic back up and cause accidents for those not paying the correct amount of attention to the road.

Re-timing of traffic signals. I also believe there is a list of these that could be addressed around the county. One in particular is the eastbound turn lane heading south on broadways avenue at Old Bartow/Eagle Lake Road in Bartow, beside KFC.
Introduce more modern roundabouts (modern, dog bone, turbo, etc.) around the county. These help me not stay stuck at a light and help move traffic along.
Offer Carpool systems that county employees can use in a streamlined method so that all county employees can take advantage of it. Separate it by cities so it is clean and organized. Make it an incentive that would also reduce the traffic as well.
Lake Hatchineha Rd. from Marigold Ave to 17 in Lake Hamilton needs to be widened to 4 lanes including left and right turn lanes.
Polk Parkway/570 - Lanes are half paved on the curve following the Winter Lake Road exit. These half paving can cause cars to veer off to the right if they cross over to the unpaved side. This area also kicks up a high number of rocks.
There is so much state forest along Walk In Water Road. It would be nice to be able to ride a bicycle or have a safe walking path to get to those parks.
Create a bypass at the 27 I-4 exchange to allow I-4 traffic to merge onto 27 past the Posner Park area.
Develop, implement and enforce e-moto and out of class e-bike rules, especially for minors. Hold parents criminally liable for allowing their kids to ride these vehicles.
Crosswalk and lights and traffic lights.
Get the work trucks and semis off the busy highways and roads. ESPECIALLY in Bartow. They take up multiple lanes, slowing traffic and people are forced to either speed or cut off other drivers dangerously to maneuver around them.
Just yesterday, I saw a man walking in the grass down Highway 17 just south of Eagle Lake. Walkways are needed outside of city limits in Polk.
Add Bus routes to include from I-4/Hwy 559 to Winter Haven, Bartow, Lake Wales/Haines City, and Lakeland. Help people who do not have their own vehicles be able to get to work.
Improve transit service.
Glendale and New Jersey (Lakeland) needs roundabout or stoplight. (Most people just roll through the intersection)
Add more sidewalks and repave old ones, especially along certain segments of 27 if possible. There's no reason my only option is to walk along the shoulder in a local road.
In addition to my request for sidewalks down Reynolds Rd there should be adequate and illuminated crossings. Skyview and Reynolds are the worst.
More street trees, bring back the tree canopy along roadsides.
Dynamic yellow light usage.
People make illegal U-turns on CR 559 at Baylake Resort Road and impede traffic, including semi-trucks that will block the lanes for several minutes. Add signs further up CR559 indicating where the legal lane is to make that turn.
Winter Lake Rd 540 needs urgently to be connected with Eagle Loop Rd E and Eloise Loop Rd to alleviate the heavy traffic on Cypress Gardens Blvd.
Sidewalks need to be fixed in Bartow and added in some areas of Bartow.
Add crosswalk in any intersection.



Europe has very large mechanical "people" who hold up traffic signals and are on timers or remote controlled for road construction. Replaces two high paid people (one on either end) holding a stupid stop sign.
Speed and dangerous driving enforcement.
Road widening.
US 27 HC & Davenport & US 17 and 6th Street NW.
Need a red light at Hwy 60 and Coronet Road intersections. Really bad accidents all the time.
You are building the East Polk Expressway, someday, but it will fall short. It needed to start in Sebring and run all the way to I-4. Lake Placid, Sebring and Avon Park are only going to bring more and more traffic north.
Include more drought resistant landscaping and shade along sidewalks, paths, trails, etc.
It would be nice if the SunRail came down to the Courthouse the same way it does for the other counties that participate in the SunRail system.
Decrease the number of permits issues to developers for new houses until roads can catch up. My commute has doubled from 45-50 minutes to an hour and a half in the last 4 years. Too much new housing development and not enough road improvements.
Of course, all of this congestion is the lack of preplanning for the amount of cars from the overdevelopment of the area, 27 in the 4 Corners area has become so congested that what once was a few minutes' drive has become a frustrating nightmare
Increase traffic enforcement in non-incorporated areas. Not just speeding, but stop sign & stop light running, passing on the shoulder, passing on double yellow are some obvious places to start.
Either force semis and work trucks to stay all in ONE lane or force them to drive during non-work hours. They shouldn't be blocking or slowing traffic during the morning rush to work and the rush hour after work or during before/after school hours.
Add more sidewalks along busy/fast roads so that kids or anyone who rides a bicycle do not have to ride alongside traffic.
Make the speed bumps permanent on Glendale between New Jersey and Lakeland Highlands so people are not crossing lanes to avoid them. Currently just 3 pillows at each bump and people are just driving down the middle of the street.
Add crosswalks and fix certain pedestrian crossings that do not work (such as the one adjacent to AdventHealth Heart of FL Hospital, which just gives you a red hand forever regardless of presses).
Stop with the roundabouts. No one here is coordinated enough for a straight road and you're putting in roundabouts requiring several cars to simultaneously coordinate.
Pay attention to urban design and placemaking at intersections
Quicker attention to dangerous road designs/intersections, etc.
Federal government, the State of Florida and Polk and Osceola should look for the possibility of a road from Haines City/Dundee/Poinciana area to connect with the Turnpike. There is not enough access from the East into Polk.



Appendix D: Florida Transportation Performance Measures Consensus Planning Document



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

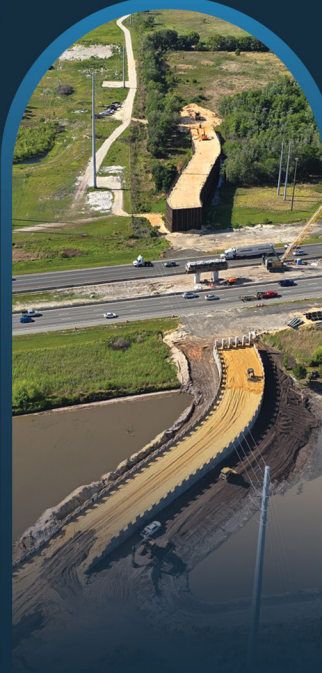
For more information, contact:

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Appendix E: Amendments and Modifications



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