

**RESOLUTION NO: \_\_\_\_\_**

**RESOLUTION APPROVING ALIGNMENT**

**Thompson Nursery Road Phase I – Segment 2**

**WHEREAS**, the Polk County Board of County Commissioners ("Board"), after being fully informed on the matter and upon proper consideration, has previously authorized improvements for the extension of Thompson Nursery Road Phase I – Segment 2 ("Project") as part of the Capital Improvement Program (CIP); and

**WHEREAS**, the alignment study attached hereto as "Exhibit A" has been completed for the Project; and

**WHEREAS**, the alignment study was conducted to develop route alternatives and determine the preferred alignment for the Project; and

**WHEREAS**, prior to this Board approving the preferred alignment for the extension of Thompson Nursery Road Phase I – Segment 2 as recommended in "Exhibit A", this Board considered several factors including, without limitation, alternative routes, environmental impact, costs, long range planning, and safety; and

**WHEREAS**, this Board, after proper consideration, makes the following findings for the alignment recommended in "Exhibit A":

A. ALTERNATIVE ROUTE: The Board of County Commissioners considered various alternatives, the costs thereof, and projected improvements to the levels of service before approving the recommended alignment for this Project which provides the best alignment for the existing and future roadway.

B. ENVIRONMENTAL FACTORS: Necessary permits will be submitted to appropriate permitting agencies. The recommended alignment will have minimized adverse impacts to the environment and it is anticipated that no substantial environmental impacts will result from this recommended alignment.

C. COSTS: The recommended alignments are cost effective within the required designed criteria.

D. LONG RANGE PLANNING: The recommended alignment is consistent with the long range plan for Polk County and is part of the CIP previously adopted by the Board, and it complements prior improvements made by and future improvements planned by Polk County;

E. SAFETY CONSIDERATIONS: The recommended alignment improves traffic safety by allowing the addition of travel lanes, drainage, curbs, gutters, sidewalks and/or bike lanes to the existing corridor.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of Polk County, Florida, in regular session duly assembled, find that the above stated recitals are true and correct and are incorporated herein. The Board of County Commissioners of Polk County, Florida after due consideration hereby approves the recommended alignment in "Exhibit A" for the widening of Thompson Nursery Road Phase I – Segment 2. Deviations to the alignment may be made as needed to address engineering and construction issues that may arise during the engineering and construction of this project.

This Resolution shall be effective upon adoption.

PASSED AND CERTIFIED AS TO PASSAGE this 15th day of July, 2025.

ATTEST: Stacy M. Butterfield, Clerk

POLK COUNTY, FLORIDA

Board of County Commissioners

By: \_\_\_\_\_

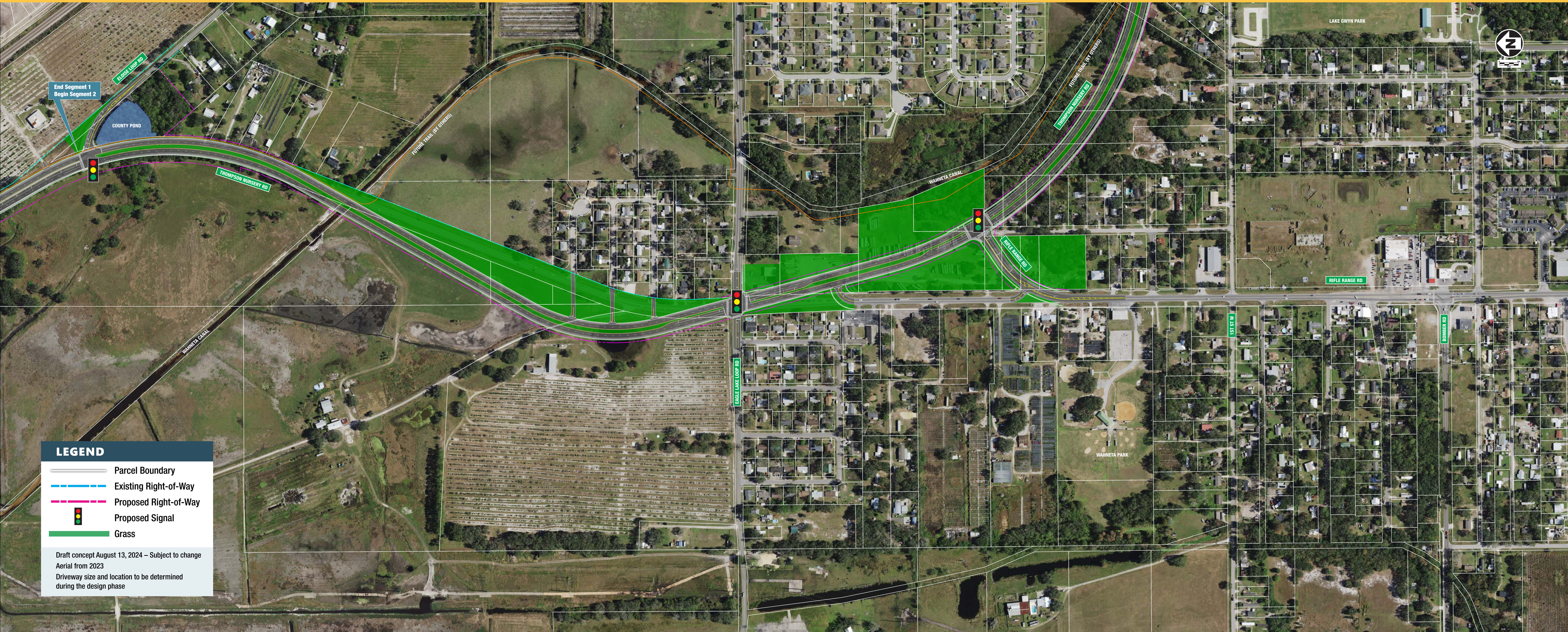
Deputy Clerk

By: \_\_\_\_\_

Rick Wilson, Chairman

## **EXHIBIT A**





End Segment 1  
Begin Segment 2

EAGLE LAKE LOOP RD

COUNTY POND

THOMPSON NURSERY RD

FUTURE TRAIL (BY OTHERS)

WAHNETA CANAL

WAHNETA CANAL

FUTURE TRAIL (BY OTHERS)

THOMPSON NURSERY RD

RIFLE RANGE RD

RIFLE RANGE RD

EAGLE LAKE LOOP RD

M ST

BOMBER RD

WAHNETA PARK

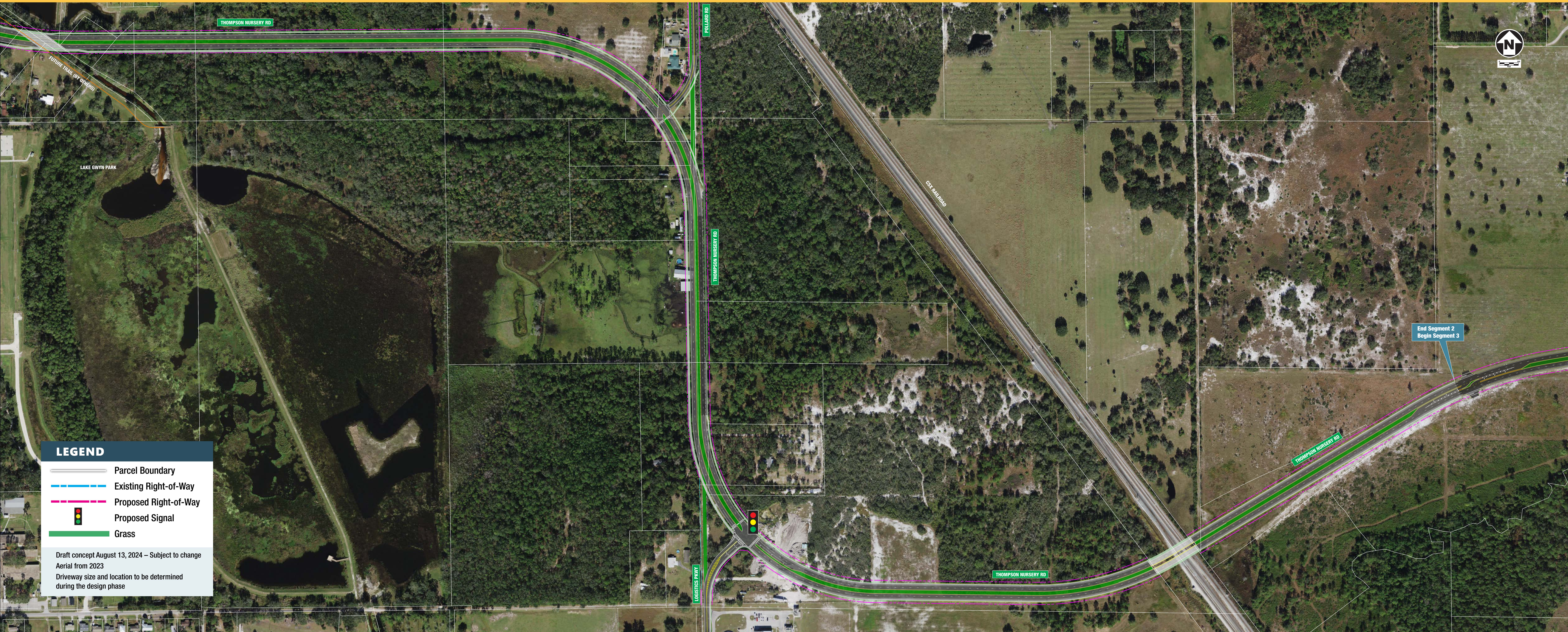
LAKE GWYN PARK

LEGEND

- Parcel Boundary
- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Signal
- Grass

Draft concept August 13, 2024 – Subject to change  
Aerial from 2023  
Driveway size and location to be determined  
during the design phase



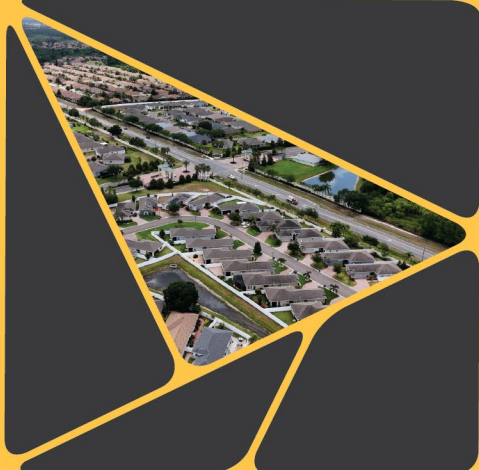
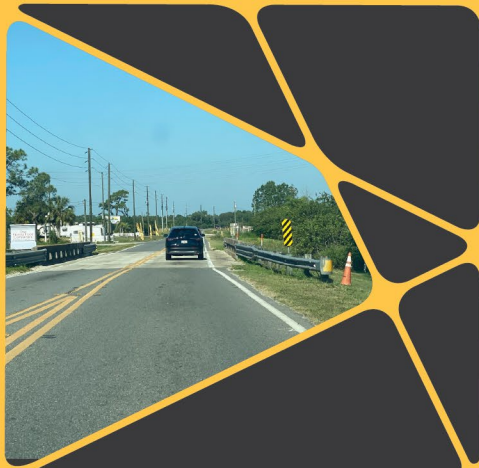


LEGEND

- Parcel Boundary
- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Signal
- Grass

Draft concept August 13, 2024 – Subject to change  
Aerial from 2023  
Driveway size and location to be determined  
during the design phase





# Thompson Nursery Road Segment 2

*Rifle Range Road to East of CSX Railroad*

Polk County, FL

Board of County Commissioners Meeting

July 15<sup>th</sup>, 2025





# Project Description

## Project Purpose

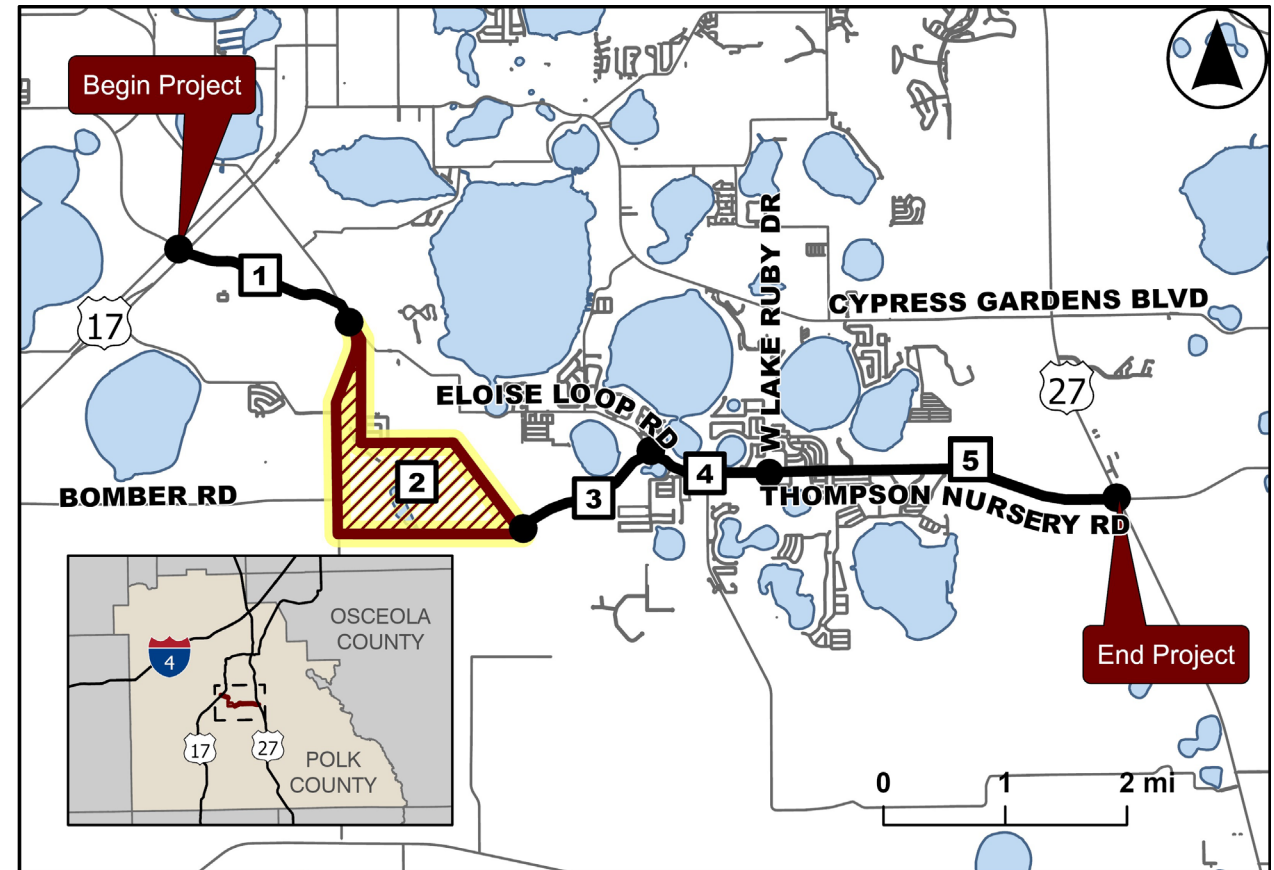
- Connection between US 17 and US 27

## Existing Conditions

- Lack of connectivity, discontinuous sidewalks, no dedicated bicycle facilities

## Proposed Condition

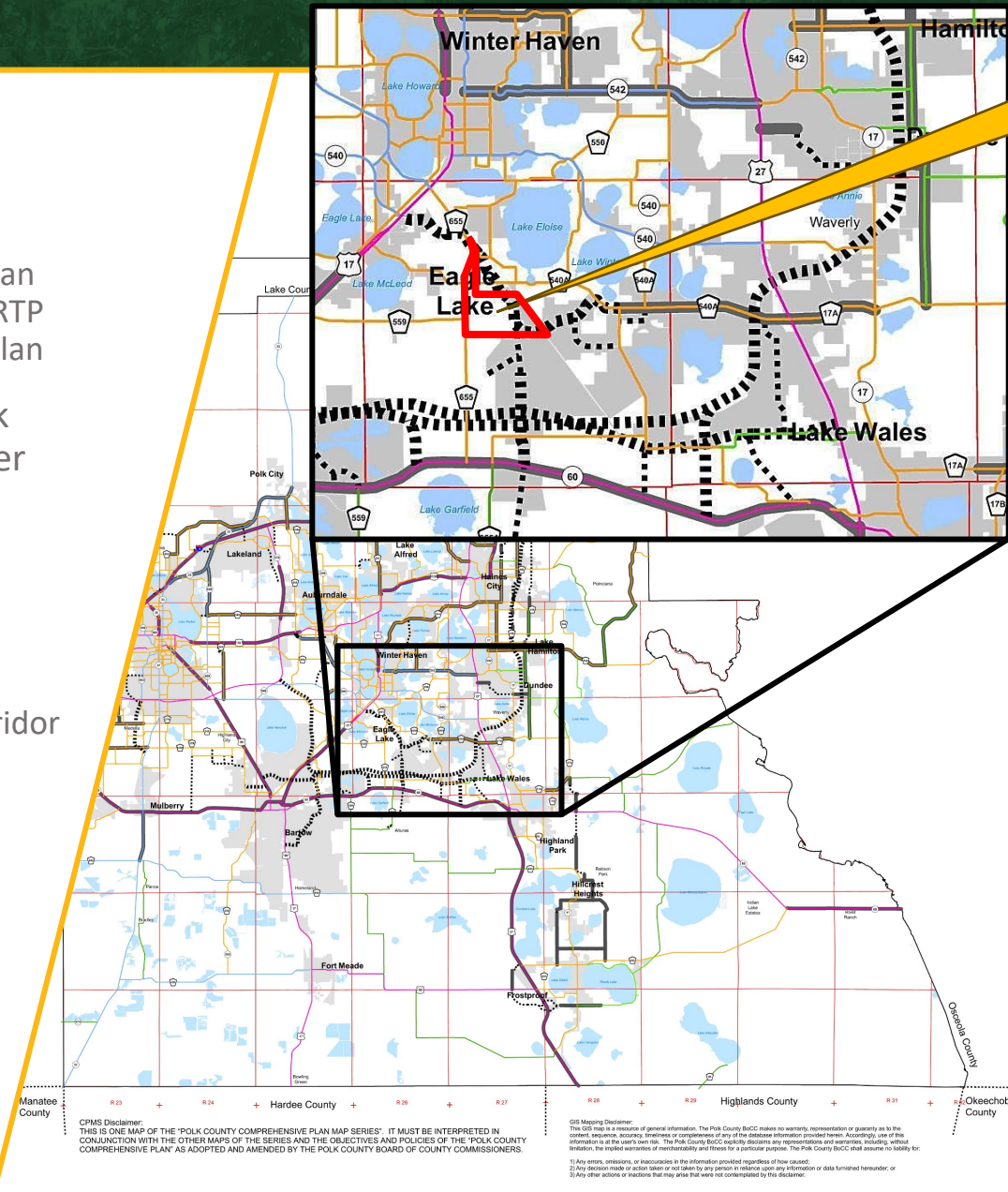
- 4 lane divided with bike lanes and sidewalks
- Minor Arterial
- ROW 120 ft





# Need for the Project

- Consistency with Current Plans
  - Project is identified in Polk County Comprehensive Plan Transportation Element (see right), plus Polk TPO's LRTP and TIP, and City of Winter Haven's Comprehensive Plan
- Accommodating Population growth – per BEBR, Polk County population expected to increase by 232K over the next 20 years
  - 2025: 0.83M population
  - 2045: 1.06M population (+28%)
- Enhancing Safety
  - Polk TPO lists Rifle Range Road as #5 High-Injury Corridor in the county
- Providing East-West multimodal connectivity
  - Connection to CSX Intermodal Terminal and Logistics Parkway Extension
  - New pedestrian and cyclist connection and trail integration



Project Location

## 2030 COMPREHENSIVE PLAN MAP SERIES

### Road System Legend

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

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

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

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

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

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



POLK COUNTY  
BOARD OF COUNTY COMMISSIONERS  
Prepared by: IT/GIS Division  
CPMS Managed by: Office of Planning and Development

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

GIS Mapping Disclaimer:  
The GIS map is a resource of general information. The Polk County B/C/C makes no warranty, representation or guarantee as to the content, accuracy, timeliness or completeness of any of the database information provided herein. Accordingly, use of this information is at the user's own risk. The Polk County B/C/C explicitly disclaims any representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. The Polk County B/C/C shall assume no liability for:

- Any errors, omissions, or inaccuracies in the information provided regardless of how caused;
- Any decision made or action taken or not taken by any person in reliance upon any information or data furnished hereunder; or
- Any other actions or reactions that may arise that were not contemplated by this disclaimer.

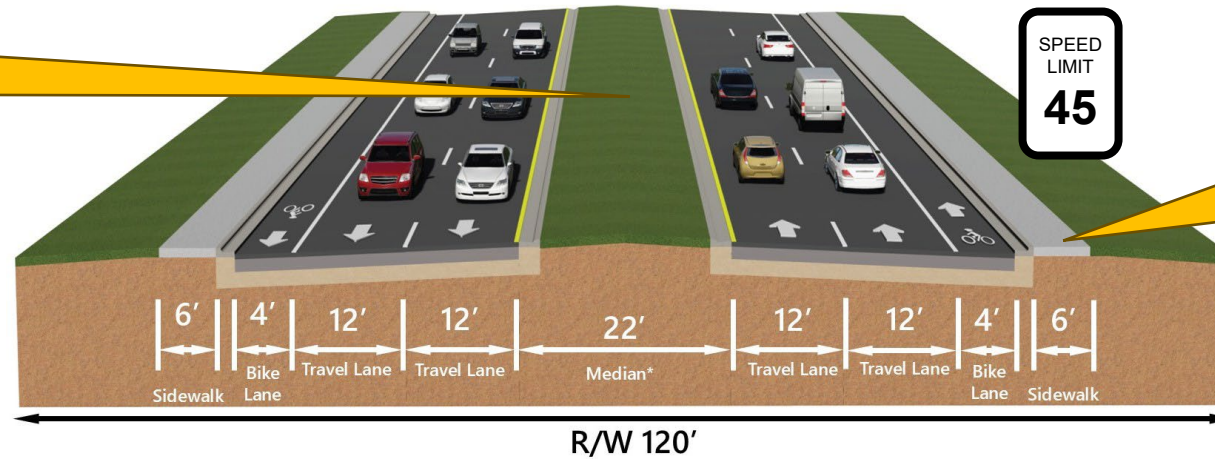


# Typical Section

## Proposed

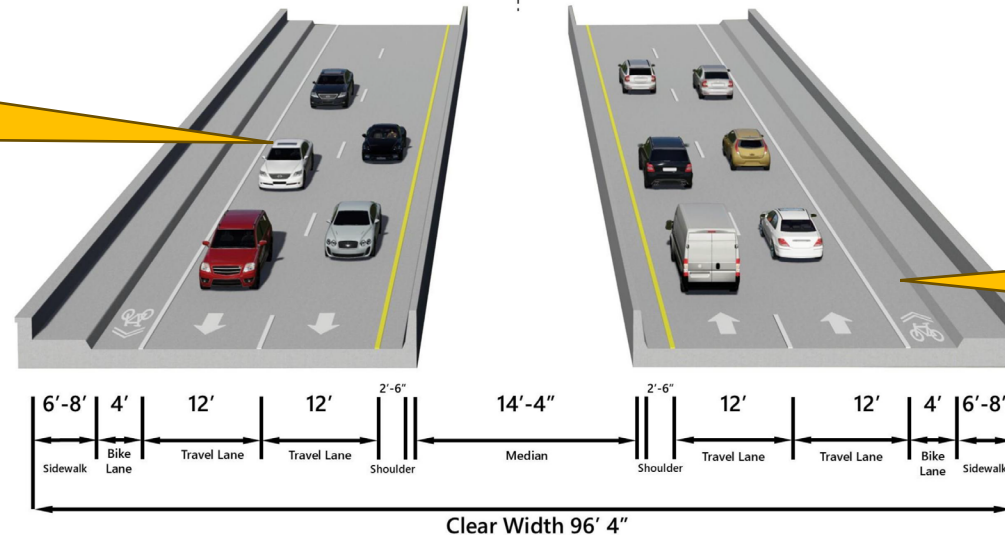
**Raised median  
(71% crash  
reduction)**

**Install  
sidewalks (40%  
pedestrian  
crash  
reduction)**



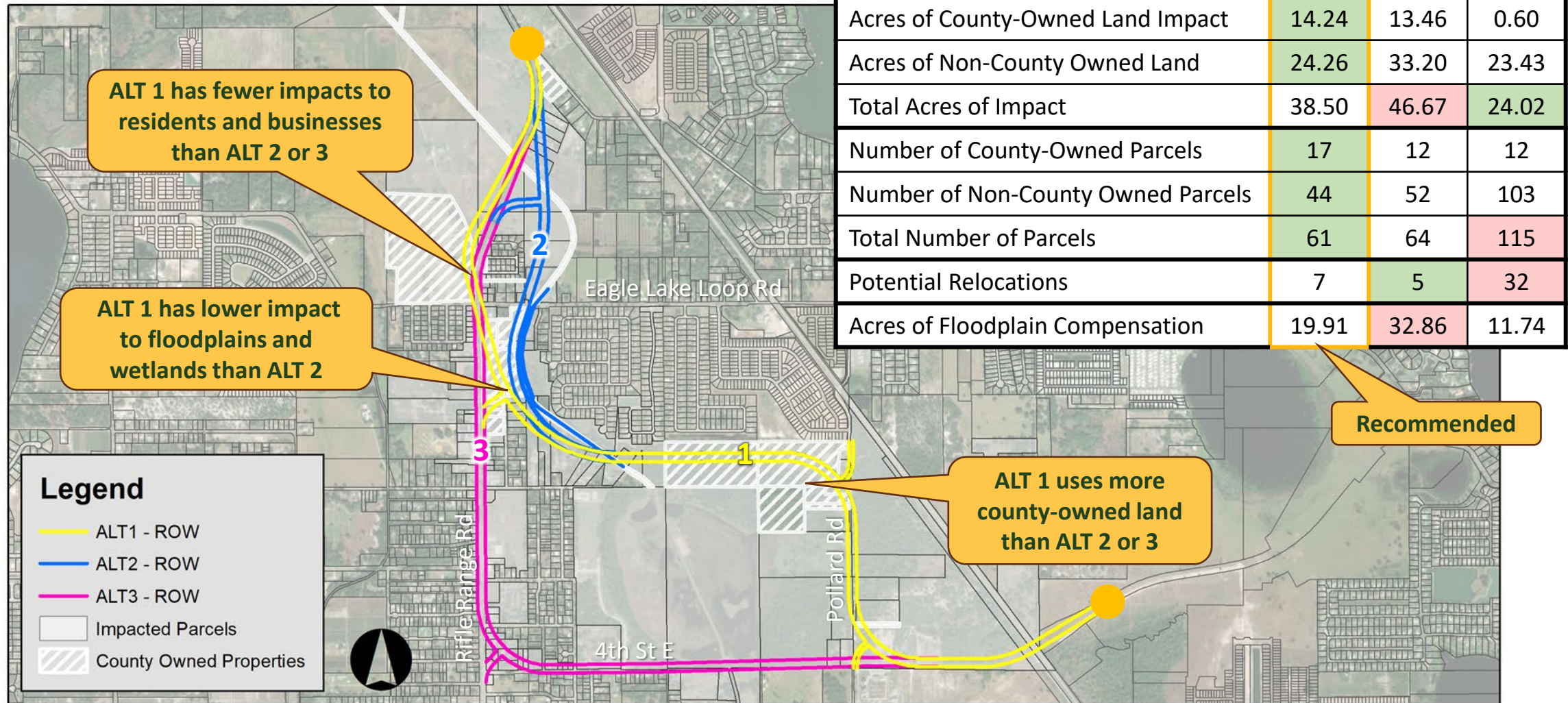
**Widen from 2-  
lanes to divided 4-  
lanes  
(66% crash  
reduction)**

**Bike lanes  
(21% crash  
reduction)**





# Alternative Alignments





# Public Meeting – November 14, 2024



## Comment Report

Turnout Data	Invitation/Turnout Rate		Turnout/Comment Rate			Comments/Support Rate	
	Notices Mailed	645	Attendance		77	Support / Alt 1	4
	Notices Returned	-	Comments Received	Total	12	Oppose / No-Build	1
	Notices Received	-		At the Meeting	8	Other	6
	Attendance	77		Via Email/Website	4		
	Attendance Rate	12%	Comment Rate		16%		

## Notable/Specific Concerns or Requested Improvements

- Minimize impacts to property and limit changes to community character (67% of respondents)
- Prevent unsafe driving speeds and roadway departures (25% of respondents)
- Widen bike lanes and sidewalks (8% of respondents)



# Evaluation Matrix

Evaluation Factors		No-Build	ALT-1 Rifle Range Rd & Pollard Rd (Recommended)	ALT-2 Wahneta Canal & Pollard Rd	ALT-3 Rifle Range Rd & 4 <sup>th</sup> St
Right-of-Way	Number of Parcels Impacted	0	61	64	115
	Residential Relocations	0	6	5	22
	Business Relocations	0	1	0	10
	Roadway R/W Acquisition (acres)	0	38.5	46.67	24.02
	Pond R/W Acquisition (acres)	0	55.01	50.8	48.51
Environmental Impacts	Wetlands (acres)	0	10.06	14.35	4.83
	Floodplains (acres)	0	8.31	15.45	3.93
	Archaeological / Historical Sites / Parks (potential)	0	22	20	27
	Contamination Sites (potential)	0	6	6	13
Estimated Project Costs	Roadway R/W Acquisition	\$0	\$12.5M	\$11.1M	\$33.0M
	Pond Sites R/W Acquisition		\$10.1M	\$9.7M	\$11.3M
	Environmental Mitigation	\$0	\$2.0M	\$2.9M	\$1.0M
	Utility Relocation/Impacts	\$0	\$8.7M	\$8.3M	\$9.2M
	Roadway Construction	\$0	\$83.2M	\$78.9M	\$87.0M
	Bridge Construction	\$0	\$10.3M	\$19.8M	\$10.8M
	Construction Engineering and Inspection (CEI)	\$0	\$9.3M	\$8.9M	\$9.8M
	Engineering Design	\$0	\$14.0M	\$13.3M	\$14.6M
	<b>Total estimated cost</b>	<b>\$0.00</b>	<b>\$150.1M</b>	<b>\$152.9M</b>	<b>\$176.7M</b>

- Benefits of the Recommended Alternative:**
- Add Lanes for Vehicular Capacity
  - Raised Median to Enhance Safety
  - Sidewalks for Pedestrians, Transit Riders
  - Bicycle Facilities for Cyclists