



What happens next?

Following this public hearing, FDOT will complete a final review of the engineering and environmental findings of this study. We will finalize the draft study reports that are displayed this evening and make a recommendation that will be submitted to the FDOT District One secretary for approval.

If the build alternative is approved, the project includes funding for design to continue this fiscal year. Right of way acquisition is funded to begin later this fiscal year. Construction is not funded in FDOT's tentative five year work program for fiscal years 2018 through 2022.

Right-of-way acquisition and relocation program


If the build alternative is approved, FDOT will implement a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Brochures that describe the Department's Relocation Assistance Program and Right of Way Acquisition Program are available. Department right of way representatives are also available this evening to assist you and discuss the program.

You also can ask about right of way by contacting the District One Right of Way office located at the Florida Department of Transportation, 801 North Broadway, Bartow, Florida 33830; telephone 863-519-2407. Business hours are 8 a.m. to 5 p.m., Monday through Friday.

How you can participate


We urge you to participate in this study. Please ask questions and provide comments to FDOT representatives at this hearing. Also, you may complete a comment sheet this evening or take it home, complete it and mail it to Roxann Lake, Project Manager, Florida Department of Transportation, P. O. Box 1249, Bartow, Florida 33831, telephone 863-519-2990 or e-mail Roxann.Lake@dot.state.fl.us. If you would like to add a name and/or address to the study mailing list, please contact Ms. Lake.

www.swflroads.com/sr60/over-csx



STATE ROAD 60

grade separation over CSX railroad



PUBLIC HEARING
FPID: 436559-1-22-01
November 17, 2016

www.swflroads.com/sr60/over-csx

Welcome

The Florida Department of Transportation (FDOT) District One welcomes you to the public hearing for the State Road (SR) 60 railroad overpass Project Development and Environment (PD&E) Study. We are doing this study in cooperation with Polk County and the Polk Transportation Planning Organization (TPO). The study is about a proposed new overpass to carry SR 60 over the CSX Railroad crossing located about 11 miles east of Bartow and four miles west of Lake Wales in Polk County.

The project limits for this 1.25-mile study are shown on the aerial photo. They are SR 60 from 3,900 feet west of the CSX crossing to 2,700 feet east of the crossing. The proposed overpass is listed as a cost affordable project in Polk TPO's Momentum 2040 Plan, the county's long range transportation plan.

The purpose of this proposed project is to improve safety by separating vehicle traffic from train traffic and reduce travel delays by removing the need to stop traffic for trains. A no-build option also is a viable alternative throughout the study process.



Tonight's agenda

This hearing is conducted to allow you an opportunity to express your views concerning the social, economic, and environmental effects of the proposed SR 60 railroad overpass. We welcome your comments about the project presented this evening.

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

You also can complete a comment sheet and leave it with us this evening, or you can take home a comment sheet, complete it and mail it to us postmarked by November 30, 2016.

This public hearing is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Anyone who feels that he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability or family status may complete a complaint form available this evening.

Project overview

SR 60 within the project limits is part of Florida's Strategic Intermodal System, or SIS, our state's network of high priority transportation facilities. SR 60 within Polk County is a designated hurricane evacuation route.

Currently, SR 60 within the project limits operates at an acceptable level of service. In 2015, existing traffic volumes east of Rifle Range Road averaged about 23,000 vehicles each day. In 2040, traffic volumes are predicted to increase to over 40,000 vehicles each day. While the purpose and need for this project is not to add capacity, we are studying an ultimate six-lane overpass in order to accommodate future widening along SR 60. In addition, train traffic has increased as a result of construction of the CSX Intermodal Logistics Center and will continue to do so.

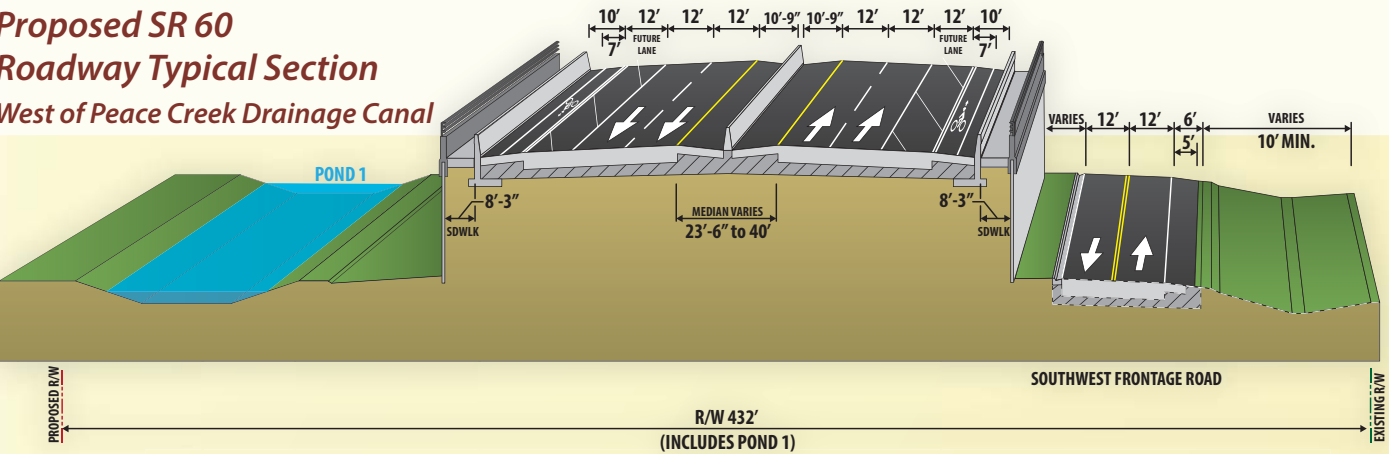
Build alternative

One build alternative was evaluated. Three pairs of bridges are proposed to carry SR 60 over the Peace Creek Drainage Canal, a driveway and gas line, and the CSX railroad. Within the project limits, SR 60 will be a rural roadway that includes two, 12-foot lanes in each direction. The travel lanes will be on embankment with retaining walls approaching the bridges over the railroad. The lanes are separated by a 23 1/2-foot median that includes 10-foot paved shoulders and a barrier wall. Ten-foot paved outside shoulders will include seven-foot buffered bicycle lanes. Additional pavement will be constructed to accommodate future widening of SR 60 to six lanes. The Polk County Comprehensive Plan identifies SR 60 in the study area as a Future Sidewalk Priorities roadway; therefore, sidewalks are also included.

Two-way, two-lane frontage roads will be provided in the northwest, southwest, and northeast quadrants of SR 60 and the CSX Railroad. All the improvements fit within a maximum of 432 feet of right of way. Right of way acquisition will be required from both sides of SR 60 to accommodate the frontage roads, as shown in the project plans displayed this evening.

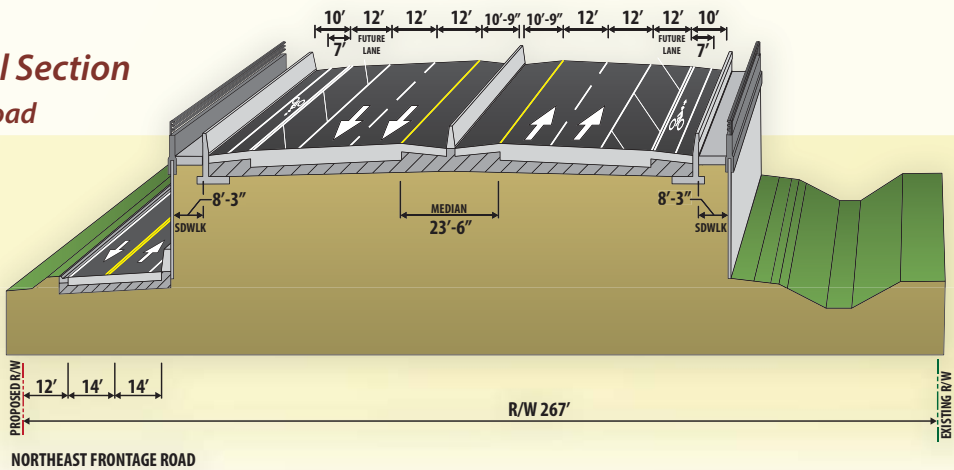
Proposed SR 60 Roadway Typical Section

West of Peace Creek Drainage Canal

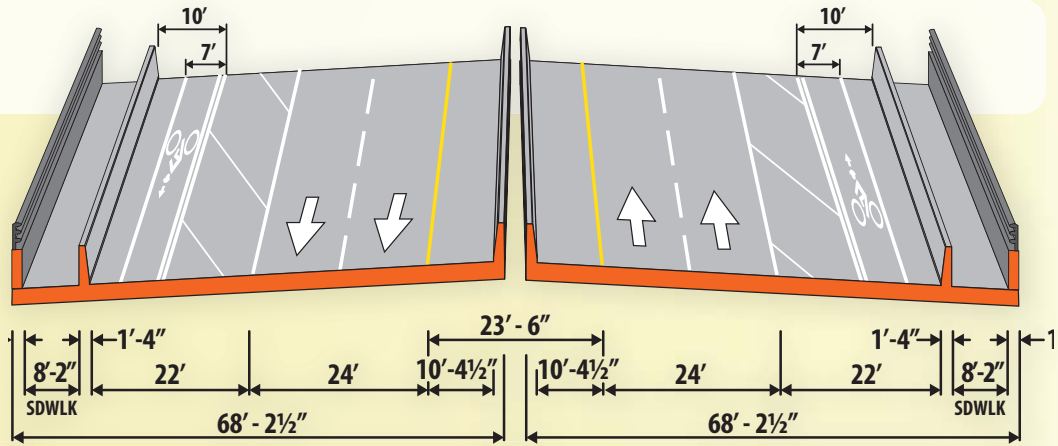


Proposed SR 60 Roadway Typical Section

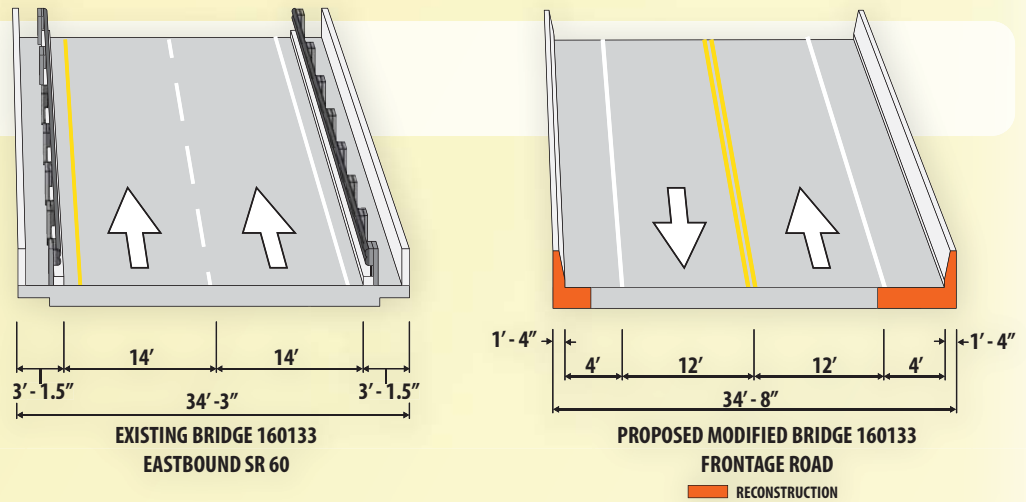
East of the CSX Railroad



Proposed SR 60 Bridge Typical Section



Frontage Road Bridge Typical Sections



No-build alternative

The no-build alternative is also an option and remains a viable alternative throughout this PD&E study. The no-build alternative would not construct the SR 60 grade separation. It would leave the existing roadway in its current configuration. However, the no-build alternative option does not fulfill the project's purpose and need to improve safety at the railroad crossing.

Environmental effects

The PD&E study evaluated potential environmental effects associated with the recommended build alternative. FDOT completed the evaluations in compliance with the National Environmental Policy Act of 1969, as amended.

The evaluation matrix displayed this evening shows a detailed comparison of the recommended build alternative and the no build alternative. The matrix lists potential effects to the social and natural environments and cultural resources. It also identifies preliminary costs.

FDOT Work Program Schedule

Phase	Fiscal Year
Design	Ongoing
Right of Way	2016/2017
Construction	Unfunded