



District One
Priority Project Information Packet

Please fill out this application completely. Please ensure all attachments are LEGIBLE. Applications containing insufficient information will not be reviewed by the FDOT.

NAME OF APPLYING AGENCY: City of Winter Haven

PROJECT NAME: 8th Street NW and Ave L NW Complete Streets Enhancements

PROJECT CATEGORY:

Congestion Management ☐ TRIP ☐ CIGP ☐

Transportation Alternative ☒ Transit/Modal ☐ ☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here](#).

IS APPLICANT LAP CERTIFIED? YES ☒ NO ☐

IS PROJECT ON STATE HIGHWAY SYSTEM? YES ☐ NO ☒

If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

IS THE ROADWAY ON THE FEDERAL AID ELIGIBLE SYSTEM YES ☐ NO ☒

If yes, provide Federal Aid roadway number

If no, give local jurisdiction: City of Winter Haven

<http://www.fdot.gov/statistics/fedaid/>

DETAILED PROJECT LIMITS/LOCATION: *Describe begin and end points of project, Ex., from ABC Rd. to XYZ Ave. Limits run south to north or west to east. Include jurisdiction (city/county), project length, attach a labeled project map.*

Project limits and length:

- 8th Street NW from Lake Howard Drive to Mirror Terrace – approximately .5 miles
- Ave L NW from 8th Street NW to US 17 (6th Street NW) – approximately 980'

Jurisdiction:

- City of Winter Haven

DISCUSS HOW THIS PROJECT IS CONSISTENT WITH THE MPO/TPO LONG RANGE TRANSPORTATION PLAN? Page number (attach page from LRTP).

The proposed project supports the Momentum 2045 plan's goal and objectives for livability, mobility, and safety for vulnerable road users because it includes additional non-motorized facilities and connections which offer a choice of travel modes that previously were not previously available. Providing designated facilities for bicycle and pedestrian users increases safety and comfort levels for vulnerable roadway users, aligning with safety plans and initiatives of Polk TPO and FDOT, as well as the overarching target of reaching zero fatalities and serious injuries on the transportation network.

This project is consistent with Polk TPO's LRTP: Momentum 2045. First, the project supports the overarching goal of the plan to, "Develop and maintain and integrated multimodal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity." The project aligns with several objectives that stem from this goal:

- Mobility Objective 3 – Provide transportation options for intercity and local travel.
- Livability Objective 1 – Provide travel options for persons of all ages and abilities.
- Livability Objective 2 – Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents.
- Safety Objective 1 – Safe and fatality free travel conditions on all Polk County roads.

See Appendix for LRTP pages.

DISCUSS THE PROJECT IN THE LOCAL JURISDICTION'S CAPITAL IMPROVEMENT PLAN? (Attach page from CIP):

Yes – 8th Street NW and Ave L NW project is on page 2 of Exhibit A of the City of Winter Haven's Capital Improvement Plan (CIP). See Appendix for excerpt from CIP.

PROJECT DESCRIPTION

PHASE(S) REQUESTED:

Planning Study ☐ PD&E ☐ PE ☐ ROW ☐ CST ☒ CEI ☒

PROJECT COST ESTIMATES BY PHASE (please include detailed cost estimate and documentation in back-up information)

PHASE (PD&E, ROW, PE, CST)	ESTIMATED TOTAL COST	FUNDS REQUESTED	MATCHING LOCAL FUNDS	LOCAL FUND SOURCE	TYPE OF MATCH (CASH, IN-KIND)
PE	167,021	0	167,021	0	-
CST	1,114,676	1,114,676	0	0	-
TOTAL PROJECT COST: \$1,281,877					

The City of Winter Haven intends to incur the cost of design for the project. A full cost breakdown is included in the Appendix. Estimates for pay items were developed using the most recent FDOT pay items list and historical average item costs for Market Area 8.

PROJECT DETAILS: *Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. Add additional pages if needed.*

Existing Conditions: 8th St NW is a two-lane local street which runs south to north from Lake Howard Drive to Mirror Terrace. The existing typical section is curbed with drainage inlets on both sides. The width of pavement is approximately 26' and travel lanes are unmarked. There are no sidewalks on either side of the street, except for a very short segment of concrete sidewalk in front of one house on the east side just south of the intersection with Ave L NW. Bike lanes are not present. There are no transit stops. Pavement is in fair condition and utility poles run along the west side. Maps indicating the location of storm sewers, water mains and sewer lines are included in the Appendix. There is no street lighting present. Posted speed is 25 mph. There are three speed humps in this segment. This is a residential street and neighborhood surrounding Lake Howard and set back from the commercial corridor of US 17 (6th NW). The intersection with Howard Terrace allows long, sweeping right turns from the northbound direction and is configured in a Y-shape to accommodate left turns from the southbound direction and turning movements from Howard Terrace onto 8th St NW. The intersection with Ave L NW is controlled with a three-way stop and is geometrically skewed with a wide turning radius in the SE quadrant.

Ave L NW runs west to east from 8th St NW to US 17 (6th St NW) and continues east to the Chain of Lakes Trail. It is a two-lane local street with an eastbound left turn lane at the intersection with US 17 (6th St NW). Marked crosswalks are present in the intersection with US 17 (6th St NW), which is controlled by a traffic signal. Bikes lanes are not present. Street lighting is not present. Speed is not posted. The surrounding area is commercial (adjacent to US 17) and residential. There is a transit stop located on the NW quadrant of the intersection with US 17 (6th St NW). Pavement is in fair condition and utility poles run along the south side. Maps indicating the location of storm sewers, water mains and sewer lines are included in the Appendix. There is no street lighting present. Speed is not posted. This is primarily a residential street and neighborhood with commercial uses in the block west of US 17 (6th St NW).

Proposed Enhancements: Enhancement features along 8th St NW include design and construction of a minimum 6' concrete sidewalk on both sides of the street from Lake Howard Drive to Mirror Terrace as well as a roundabout at the intersection of 8th St NW and Howard Terrace. Additionally, sharrows bike lanes will be marked as appropriate.

Enhancements along Ave L NW include design and construction of a 6' concrete sidewalk along the south side of the street from 8th St NW to the eastern driveway of St. Paul's Episcopal Church where it will connect with existing 6' sidewalk beginning at the back of curb. As part of the project, removal and replacement of a short segment of existing sidewalk in front of St. Paul's Episcopal Church and removal of a crosswalk and pedestrian crossing signs in front the Church from 7th St NW is expected. New and appropriate pedestrian crossing treatments and signs at cross streets will be evaluated and designed. Sidewalk will be designed from back of curb. Additionally, the intersection of 8th St NW and Ave L NW will be evaluated for stop control and reconfiguration of geometry for the SE quadrant to tighten the turning radius and align stop bars and signs appropriately.

The proposed enhancements of this project represent Complete Streets principles which aim to improve and increase safety, increase and better connect the existing multimodal network, enhance the local street network, provide more travel mode choices and improve access to amenities, employment centers, life sustaining activities and intermodal connections.

8th Street NW:

- Design and construct a minimum 6' concrete sidewalk on both sides of the street from Lake Howard Drive to Mirror Terrace, approximately .5 miles

- Design will give consideration to shifting roadway to allow sidewalk to meander around large oak tree on east side of street between Howard Terrace and Ave L NW
- Design and construct roundabout at intersection of 8th St NW and Howard Terrace
- Remove speed hump on 8th St NW at Ave I NW
- Install pedestrian crosswalks, signing and appropriate safety counter measures, such as RRFB, raise crosswalk, etc. as appropriate
- Removal of all speed humps (3 total) and install other speed calming treatments that can be included in the design of the roundabout and sidewalks
- Add striping/pavement marking and signs for sharrows bike lanes
- Install conduit for future street lighting installation

Ave L NW:

- Design and construct a minimum 6' concrete sidewalk on the south side of street from 8th St NW to approximately 250' west of US 17 (6th St NW) – approximately 730' of sidewalk
- Remove existing 5' sidewalk in front of church from 7th St NW – approximately 256' (this will be replaced with the new 6' sidewalk)
- Remove crosswalk and pedestrian signs at 7th St NW in front of church
- Reconstruct southeast quadrant of intersection of Ave L NW and 8th St NW to tighten turning radius
- Restripe stop bar and place stops signs at appropriate spacing

The proposed enhancements will provide multimodal connections from the neighborhood to both the Lake Howard Trail and the Chain of Lakes trail. These improvements will also offer better connections to and within the overall community surrounding Lake Howard. These enhancements will improve access to Downtown Winter Haven, employment, transit routes on US 17 (6th St NW), shopping and life sustaining activities, as well as additional travel mode choices. Adding sidewalks along 8th St NW will allow continuity and connections to existing sidewalks in the surround area. Installing sharrows along the street will provide bicyclists with an added facility that allows space for bicycles to share the road. This will increase safety and comfort for bicyclists as they move between the two trails and offer a direct connection to Lake Howard Trail. By adding multimodal facilities like these, more connections and travel options that previously did not exist help support mobility and healthy communities, the local economy and increase safety for vulnerable road users.

This project supports all four components of Polk TPO's Complete Streets Policy:

- Supporting multimodal travel and travel choices
- Providing convenient access to community land uses
- Creating a sense of place and livable communities

The US 17 Corridor Vision Plan was completed in 2020 by FDOT and has been adopted into the LRTP by reference. This project is one of many identified in the plan and with the reference in the LRTP to the corridor vision plan, confirms its consistency with the LRTP. The corridor vision plan recommends more connections to Downtown Winter Haven and increasing the connections to existing trails, such as Lake Howard Trail and Chain of Lakes Trail. The proposed multimodal enhancements and additional access and connections will deepen quality of life for residents of the area with more options for travel and

recreation.

CONSTRUCTABILITY REVIEW

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. DISCUSS OTHER PROJECTS (EX. DRAINAGE, UTILITY, ETC.) PROGRAMMED (LOCAL, STATE, OR FEDERAL) WITHIN THE LIMITS OF THIS PROJECT?

There are no other projects programmed in the vicinity of this project.

2. DOES THIS APPLICANT HAVE AN ADOPTED ADA TRANSITION PLAN?

YES ☒ NO ☐

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

No retrofitting for ADA compliance is anticipated with this project.

IS THERE A RAIL CROSSING ALONG THE PROJECT?

YES ☐ NO ☒

What is the Rail MP?

3. ARE THERE ANY TRANSIT STOPS/SHELTERS/AMENITIES WITHIN THE PROJECT LIMITS?

YES ☐ NO ☒

How many?

Stop ID number?

4. IS THE PROJECT WITHIN 10-MILE OF AN AIRPORT?

YES ☐ NO ☒

5. COORDINATE WITH LOCAL TRANSIT AND DISCUSS IMPROVEMENTS NEEDED OR REQUESTED FOR BUS STOPS? (Add additional pages if needed)

6. ARE TURN LANES BEING ADDED?

YES ☐ NO ☒

If yes, provide traffic counts, length, and location of involved turn lanes.

7. DRAINAGE STRUCTURES:

- **Number of culverts or pipes currently in place:** See stormwater and sewer maps in Appendix.
- **Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are**

to be replaced, upgraded, or extended?

- Discuss drainage ditches to be filled in? *(Discuss limits and quantify fill in cubic yards)*
- Describe the proposed conveyances system *(add additional pages if needed)*
- Are there any existing permitted stormwater management facilities/ponds within the project limits?

YES ☐ NO ☒

- If yes, provide the location and permit number *(add additional pages if needed)*
- Discuss the proposed stormwater management permits needed for the improvements.
- List specific utilities within the project limits and describe any potential conflicts *(add additional pages if needed)*:
- Discuss Bridges within project limits? No bridges within project limits.
- Can bridges accommodate proposed improvements?

YES ☐ NO ☒

If no, what bridge improvements are proposed? *(Offset and dimensions of the improvements, add additional pages if needed)*:

8. HAS RIGHT-OF-WAY (ROW), EASEMENTS, OR ROW ACTIVITY ALREADY BEEN PERFORMED/ACQUIRED FOR THE PROPOSED IMPROVEMENTS? IF YES, PLEASE PROVIDE DOCUMENTATION.

YES ☒ NO ☐

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

9. DISCUSS REQUIRE PERMITS (ERP, DRAINAGE, DRIVEWAY, RIGHT OF WAY, ETC.): None

If none are needed, state the qualified exemption:

10. ARE THERE ANY WETLANDS WITHIN THE PROJECT LIMITS?

YES ☐ NO ☒

If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide additional information:

11. ARE THERE ANY FEDERAL OR STATE LISTED/PROTECTED SPECIES WITHIN THE PROJECT LIMITS?

YES ☐ NO ☒

If yes, list the species and what, if any mitigation or coordination will be necessary: No impacts to species habitat is anticipated.

If yes, discuss critical habitat within the project limits:

12. DISCUSS WHETHER ANY PRIOR REVIEWS OR SURVEYS HAVE BEEN COMPLETED FOR HISTORICAL AND ARCHAEOLOGICAL RESOURCES (INCLUDE YEAR, PROJECT, RESULTS): None

13. ARE ANY RECREATIONAL, HISTORICAL PROPERTIES OR RESOURCES COVERED UNDER SECTION 4(F) PROPERTY WITHIN THE PROJECT LIMITS?

YES | ☐ NO ☒

(Provide details?)

14. DISCUSS WHETHER ANY PRIOR REVIEWS OR SURVEYS HAVE BEEN COMPLETE FOR SITES/FACILITIES WHICH MAY HAVE POTENTIAL CONTAMINATION INVOLVEMENT WITH THE PROPOSED IMPROVEMENTS. THIS SHOULD INCLUDE A DISCUSSION OF LOCATIONS WHICH MAY DIRECTLY IMPACT THE PROJECT LOCATION, OR BE WHICH MAY EXACERBATED BY THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. None

15. ARE LIGHTING IMPROVEMENTS REQUESTED AS PART OF THIS PROJECT?

YES | ☐ NO ☒

Please provide a lighting justification report for the proposed lighting.

16. IS A MID-BLOCK CROSSING PROPOSED AS PART OF THE PROJECT?

YES | ☐ NO ☒

Please provide a lighting justification report for mid-block crossing.

REQUIRED ATTACHMENTS

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP Page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW) is needed/included in request or estimate)

REQUIRED ATTACHMENTS

AGENCY NAME

Mailing Address: City of Winter Haven, 451 Third St NW, Winter Haven, FL 33880

Contact Name: Sean Byers

Email: sbyers@mywinterhaven.com

Phone: 863-291-5600

Signature: 

Date

1/25/2023

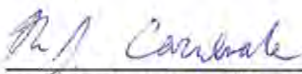
Your signature indicates that the information included with this application is accurate.

MAINTAINING AGENCY

Contact Name: M.J. Carnevale

Email: mcarnevale@mywinterhaven.com

Phone: 863-291-5600

Signature: 

Date

1/25/2023

Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO

Contact Name: Ryan Kordek

Email: ryankordek@pokitka-county.net

Phone: 863-534-6558

Signature: _____

Date _____

Your signature indicates that the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.

Appendix

8th Ave NW and Ave L NW Complete Streets Enhancements

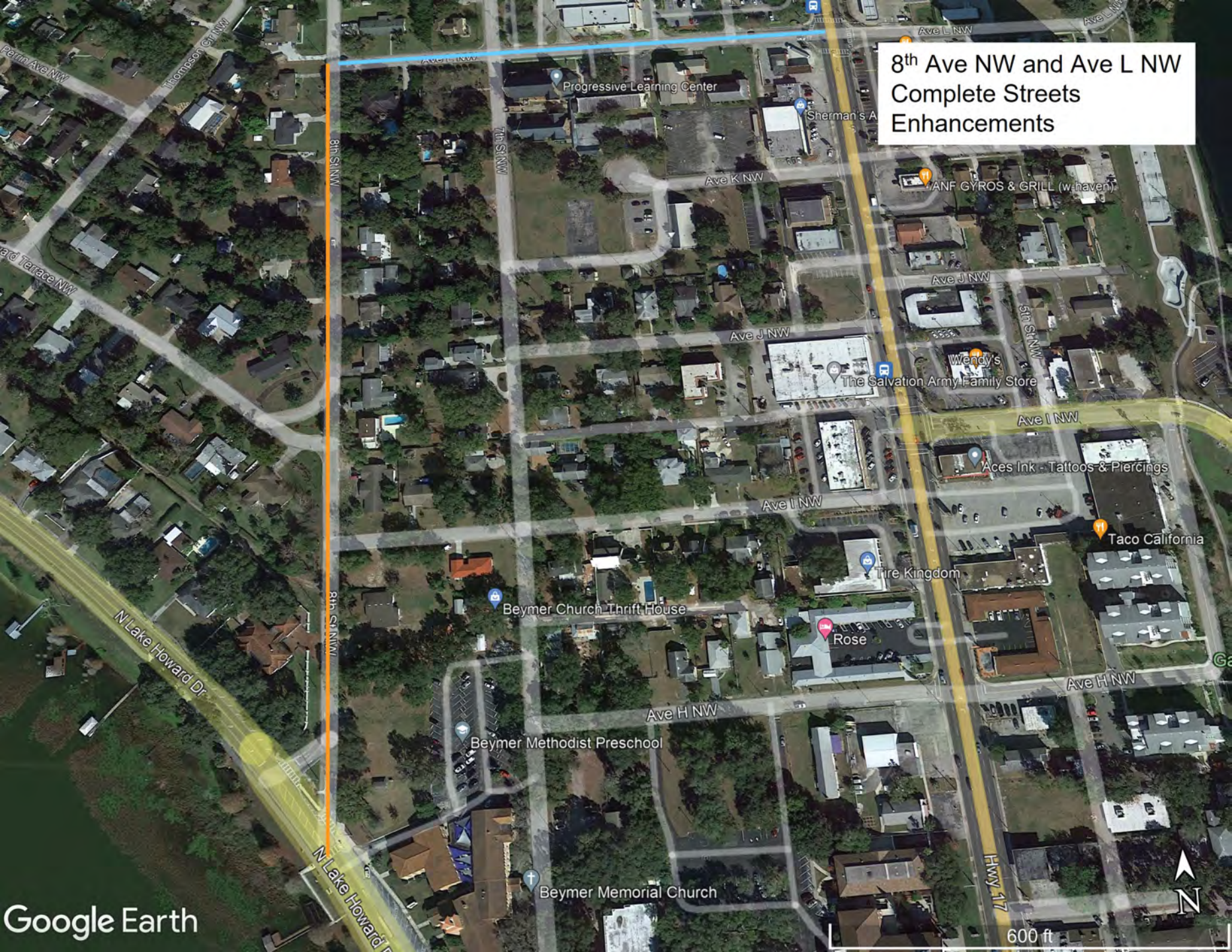


Figure 2-2: Polk TPO Momentum 2045 Goal, Objectives, and Performance Measures





SPECIAL STUDIES

CYPRESS GARDENS BOULEVARD VISION PLAN

Cypress Gardens Boulevard has historically been an important corridor in Winter Haven as a connection between US 17 and US 27 that supports significant economic development activity in a vibrant area of Polk County. The City of Winter Haven, Polk County, and the Florida Department of Transportation (FDOT) developed the Cypress Gardens Boulevard Vision Plan to “right size” the corridor to an appropriate scale for walking and bicycling. The Vision Plan includes an in-depth existing conditions analysis, case studies of comparable places, and proposed alternatives to realize the future vision. Proposed alternatives include short-term and long-term improvements focusing on block structure, street sections for modal mix, and intersection improvements, plus short-term and long-term policy recommendations.

LAKE SHORE WAY / SHINN BLVD (US 17/92) CORRIDOR PLANNING STUDY

The City of Lake Alfred initiated this Corridor Planning Study to define a vision for and identify investments to be made along the US 17/92 corridor from US 17 to Rochelle Avenue. The overarching goal of the study was to support the city's economic development plan by making Complete Streets improvements in support of FDOT and the TPO. Partnering with the FDOT, the City of Lake Alfred and other local partners established project goals, developed alternatives, and outlined recommendations that will ensure US 17/92 through Lake Alfred supports the growth of a pedestrian friendly, sustainable, and prosperous urban downtown while providing for safe local and regional travel. Support of the study's goals and objectives as well as short-term, mid-term, and long-term recommendations was adopted as TPO Resolution 02-20 on January 21, 2020.

LAKELAND AREA ALTERNATIVES ANALYSIS

The Lakeland Area Alternatives Analysis (LAAA) study assisted FDOT District One and transportation partners (City of Lakeland, Polk County, LAMTD/Citrus Connection) in defining a program of context-based projects envisioned to improve all modes of transportation for safety, mobility, quality of life and economic development. The LAAA evaluates a variety of objectives for all transportation modes in the north Lakeland area with the aim to provide a direct Planning to Environmental Linkage (PEL) that will define the community's transportation needs with alternatives to meet operational, safety, freight, and capacity needs for automobiles, bicyclists, pedestrians, and transit users.

LAKELAND INTERMODAL CENTER FEASIBILITY STUDY

The purpose of this study was to identify and evaluate potential sites for a new transportation “hub” in Lakeland. This “hub” would facilitate efficient connectivity between all modes of travel and access including local bus, intercity bus, intercity rail, bicycles, pedestrians, carpooling, ridesharing, taxis and transportation network companies (Uber, Lyft), vehicle sharing, and bicycle sharing among others. The Lakeland Intermodal Center would serve as a “mobility center” for the region, it is designed for the future, has the ability to grow with the community and encourage economic development. The recommended alternative is the Downtown West Option (RP Funding Center Site Area). The RP Funding Center site area is located between Main Street and Lemon Street directly north of the RP Funding Center. It consists of vacant and industrial use parcels, several of which are in public ownership. While it is adjacent to the CSX tracks, it is separated from them by Main Street. The recommended alternative was determined as a result of the study process involving the two-tier screening processes and identification, input and guidance from stakeholders and public input. Refined cost estimates were developed for the final concept design. The total construction cost estimate in 2020 dollars is \$27,185,000 with an estimated range of construction cost between \$25 million and \$30 million.

SOUTH FLORIDA AVENUE (SR 37) ROAD DIET PILOT PROJECT

The Florida Department of Transportation (FDOT) District One, developed a master plan to include the development of a community-based vision, desirable economic and redevelopment growth for the South Florida Avenue corridor, improvements to pedestrian safety and traffic flow, and incorporation of complete streets policies. FDOT will conduct a Road Diet Test and Traffic Study using a new configuration for South Florida Avenue. FDOT started the Road Diet Pilot Project in Summer 2020 and this project includes removing two travel lanes to enable the widening of the remaining lanes to standard widths, while providing space to expand the adjacent sidewalks within existing right-of-way. The long-term permanent improvements to the corridor will be identified following an analysis of the Pilot Project.

US 17 VISION AND ACTION PLAN (WINTER HAVEN)

The Florida Department of Transportation (FDOT) with the City of Winter Haven and other partners developed a two-phased Vision and Action Plan for the US 17 corridor from Motor Pool Road to Cypress Gardens Blvd. US 17 runs through central Winter Haven, just west of downtown as a north-south arterial serving as a key corridor for access (to employment, commercial, and retail activity), freight, and commuter activities. Stakeholders established a vision of identifying this corridor as the Gateway to Winter Haven, establishing place, lake and trail connections, and safe areas for all travel modes. The Action Plan portion of the report identifies several immediate, short-term, and long-term implementation activities for reaching this vision, which include speed reduction, redefining land use policies, and establishing new design guidelines and an overlay district.

US 17/92 HINSON AVENUE PD&E STUDY

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to provide conceptual design, traffic engineering, environmental analysis and environmental documentation for improvements along US 17/92 (Hinson Avenue) from South 1st Street to 17th Street in Haines City, Polk County. The purpose of this project is to address the deficient capacity of US 17/92 within downtown Haines City. This in turn will alleviate existing congestion on the corridor and accommodate projected travel demand to the year 2040 as a result of area-wide growth. Bicycle and pedestrian facilities will be evaluated as part of this improvement providing connections to community points of interest. Other goals of the project are to enhance safety conditions, mobility options, and to improve local transportation network connectivity.

Figure 3-4: Total Population Map (2015 – 2045)

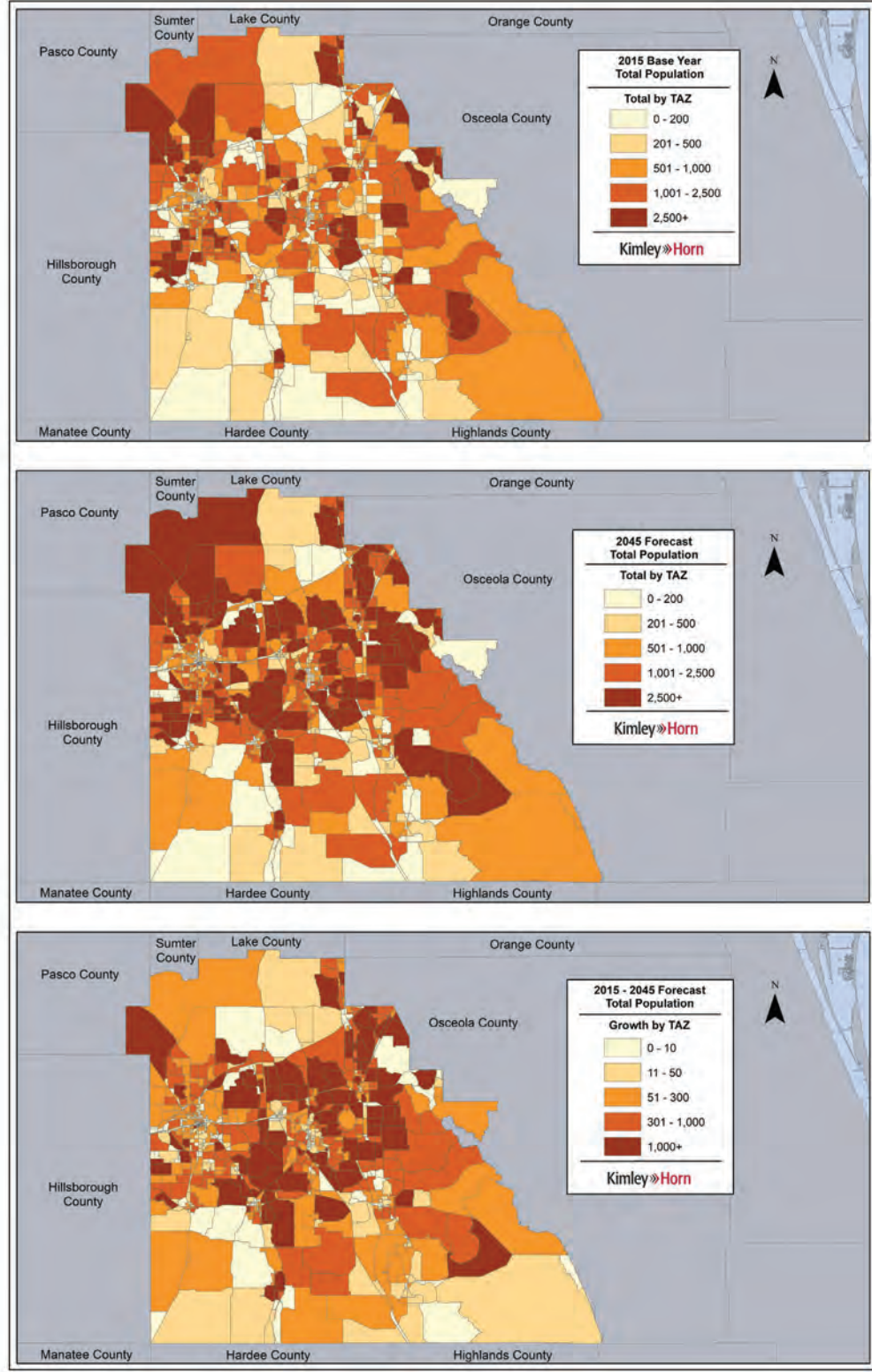


Figure 3-5: Industrial Employment Map (2015 – 2045)

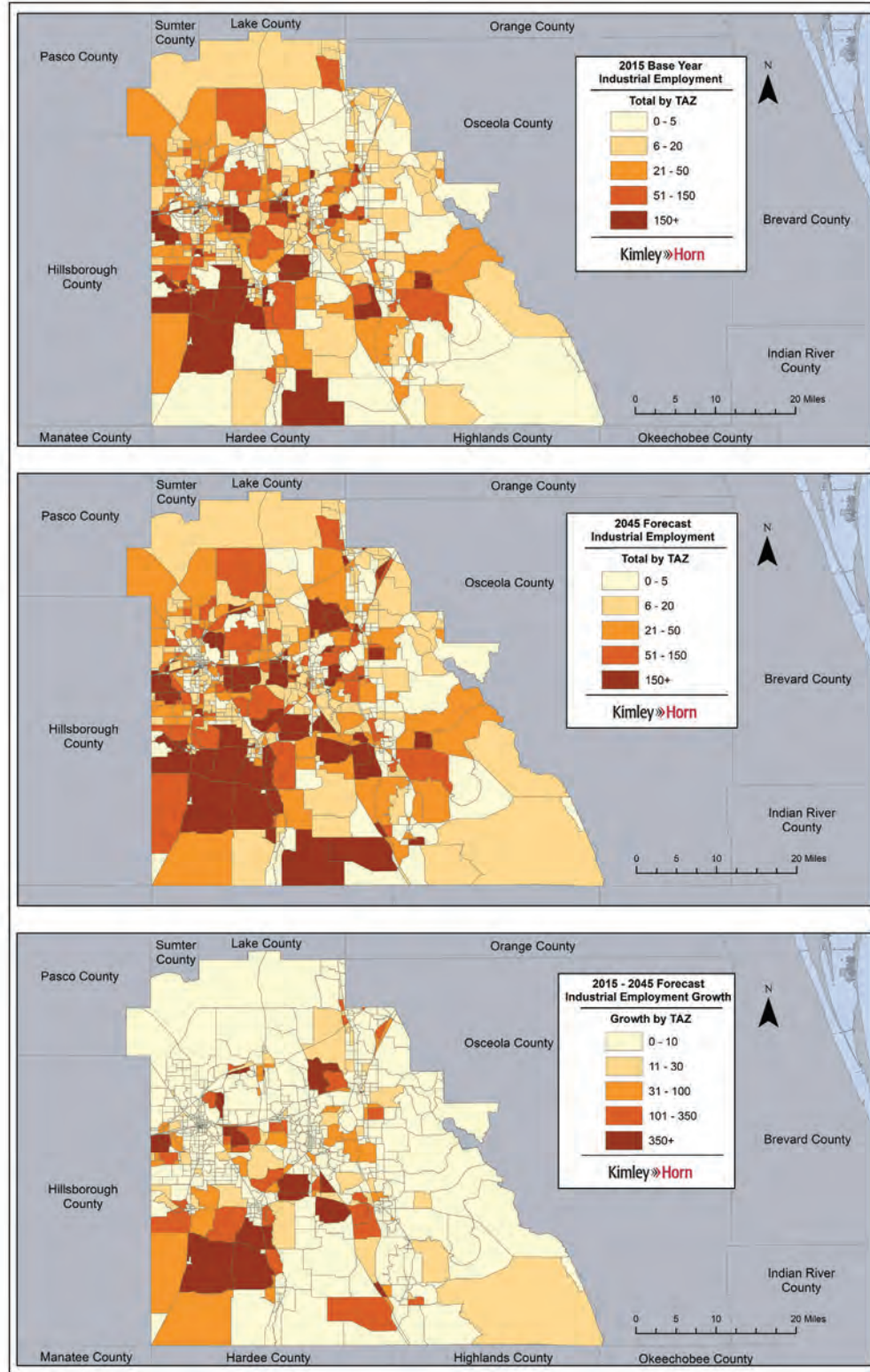


Figure 3-6: Commercial Employment Map (2015 – 2045)

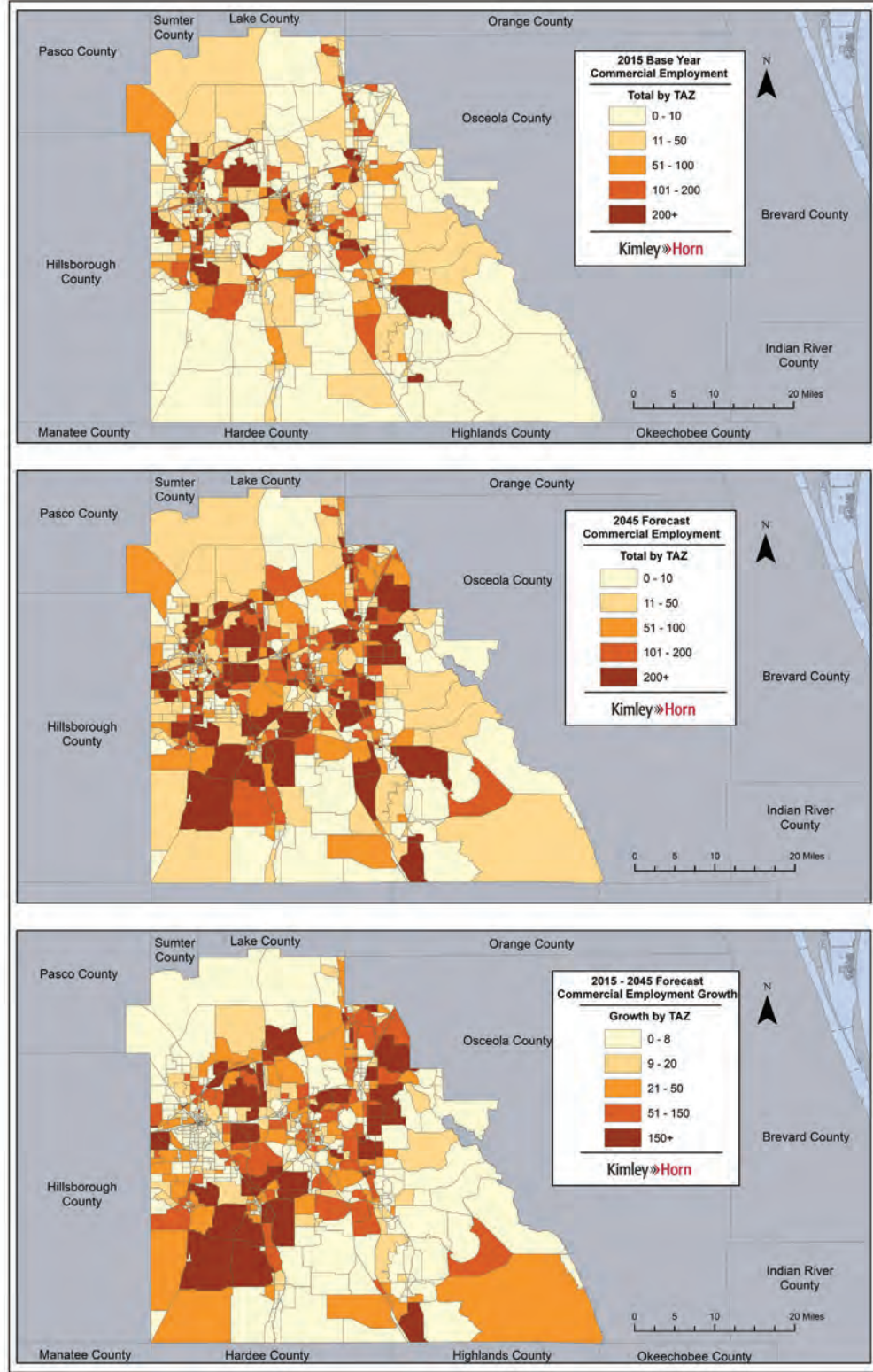


Figure 3-7: Service Employment Map (2015 – 2045)

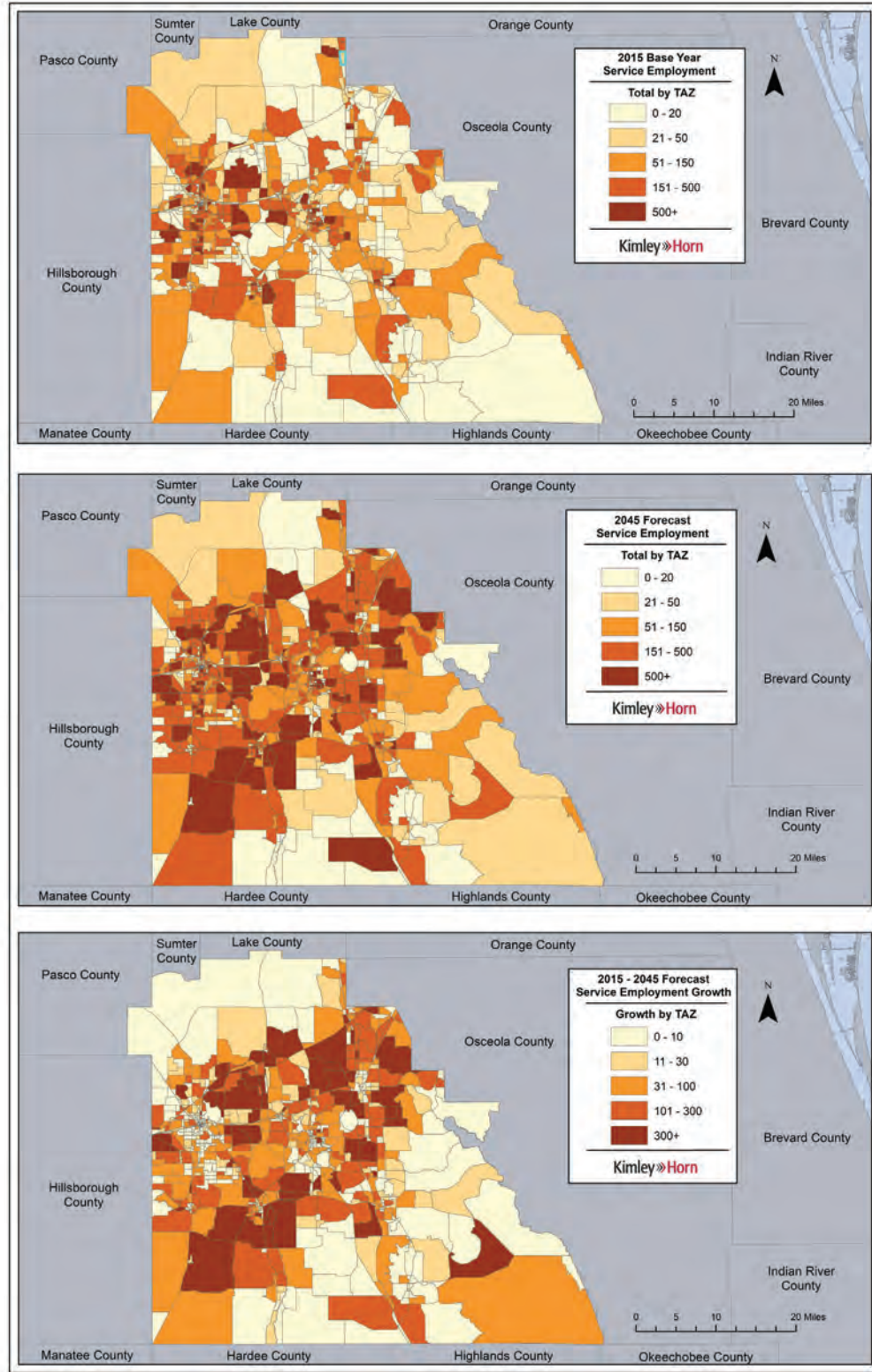
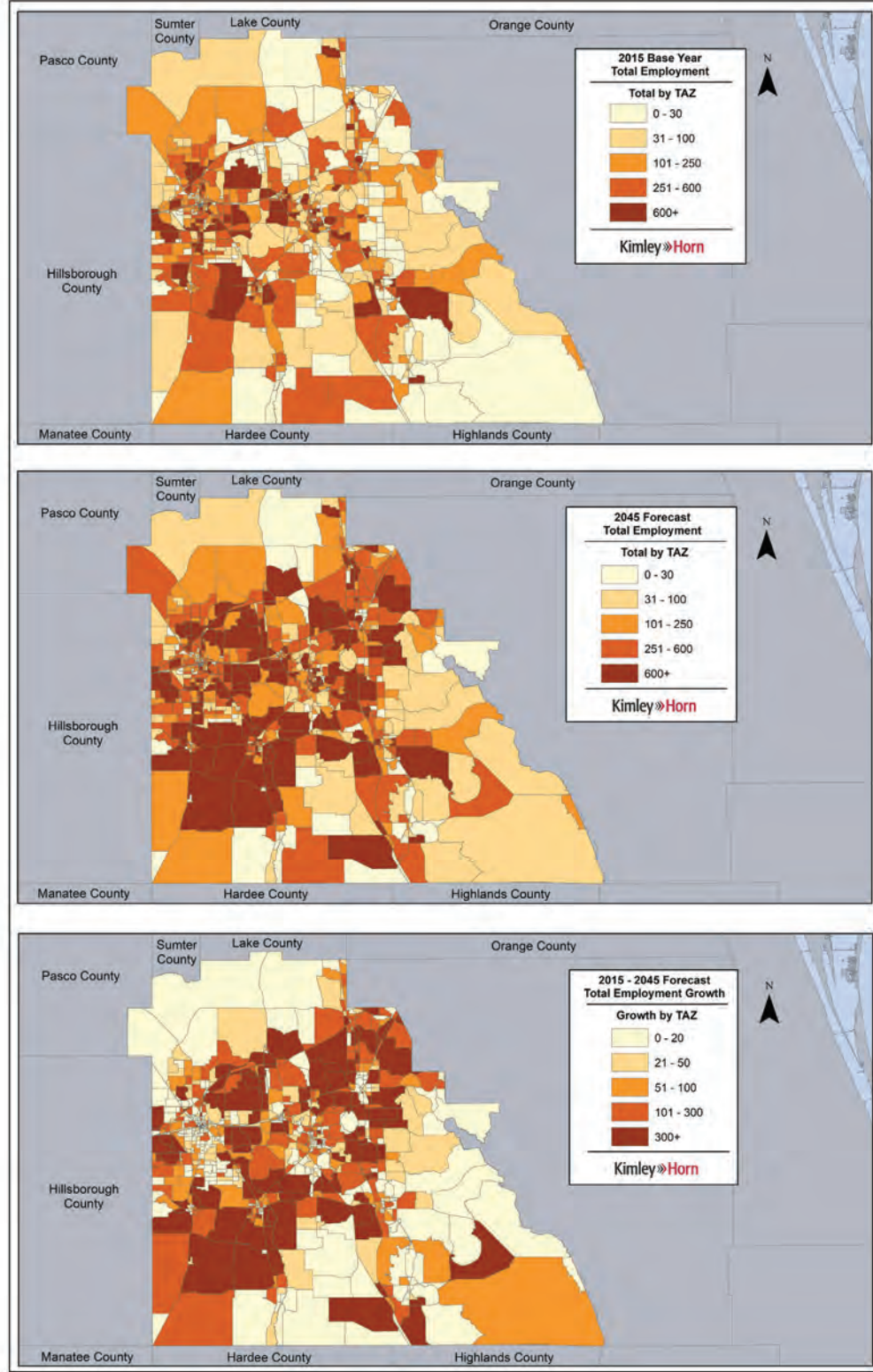


Figure 3-8: Total Employment Map (2015 – 2045)



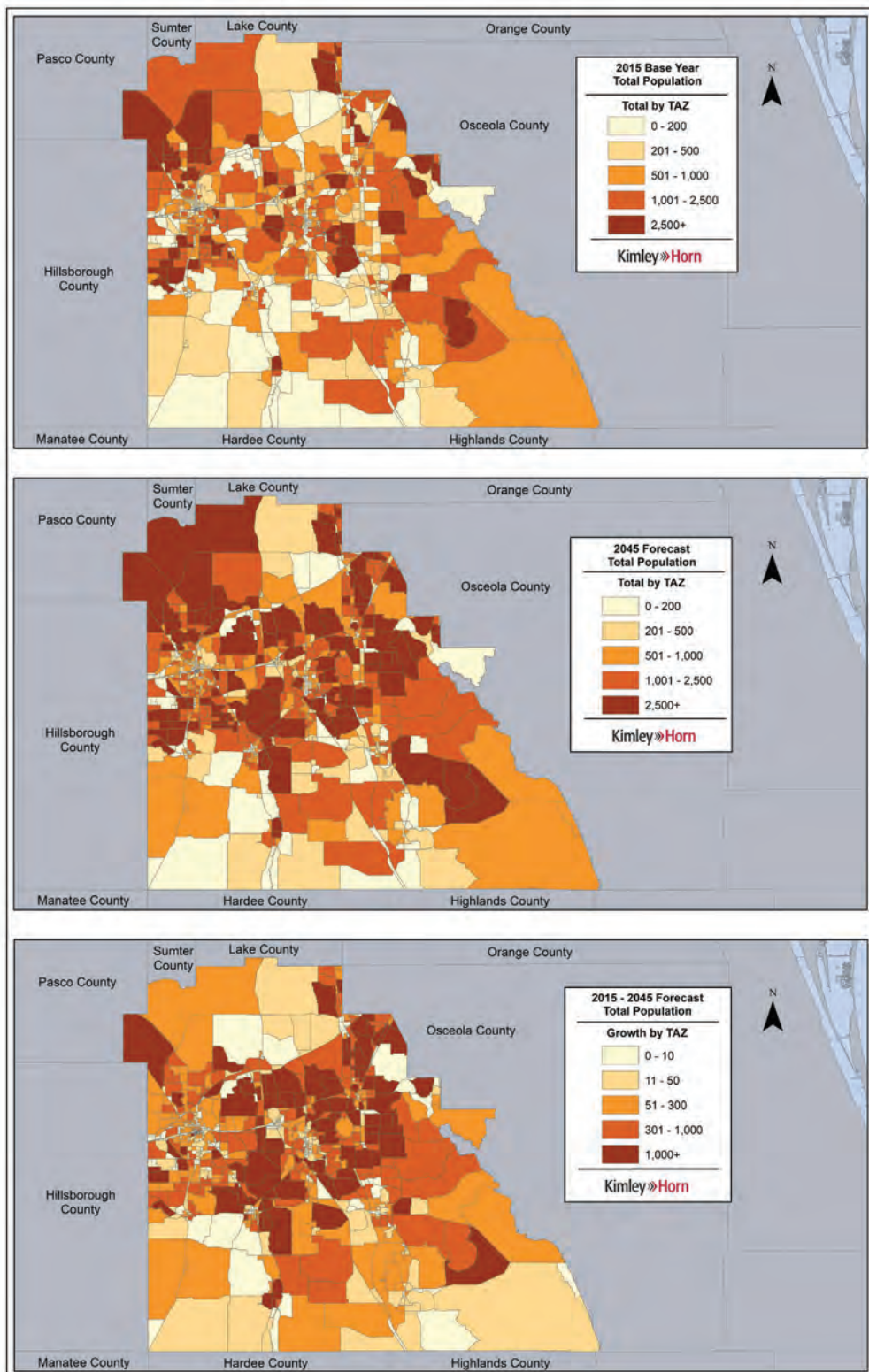
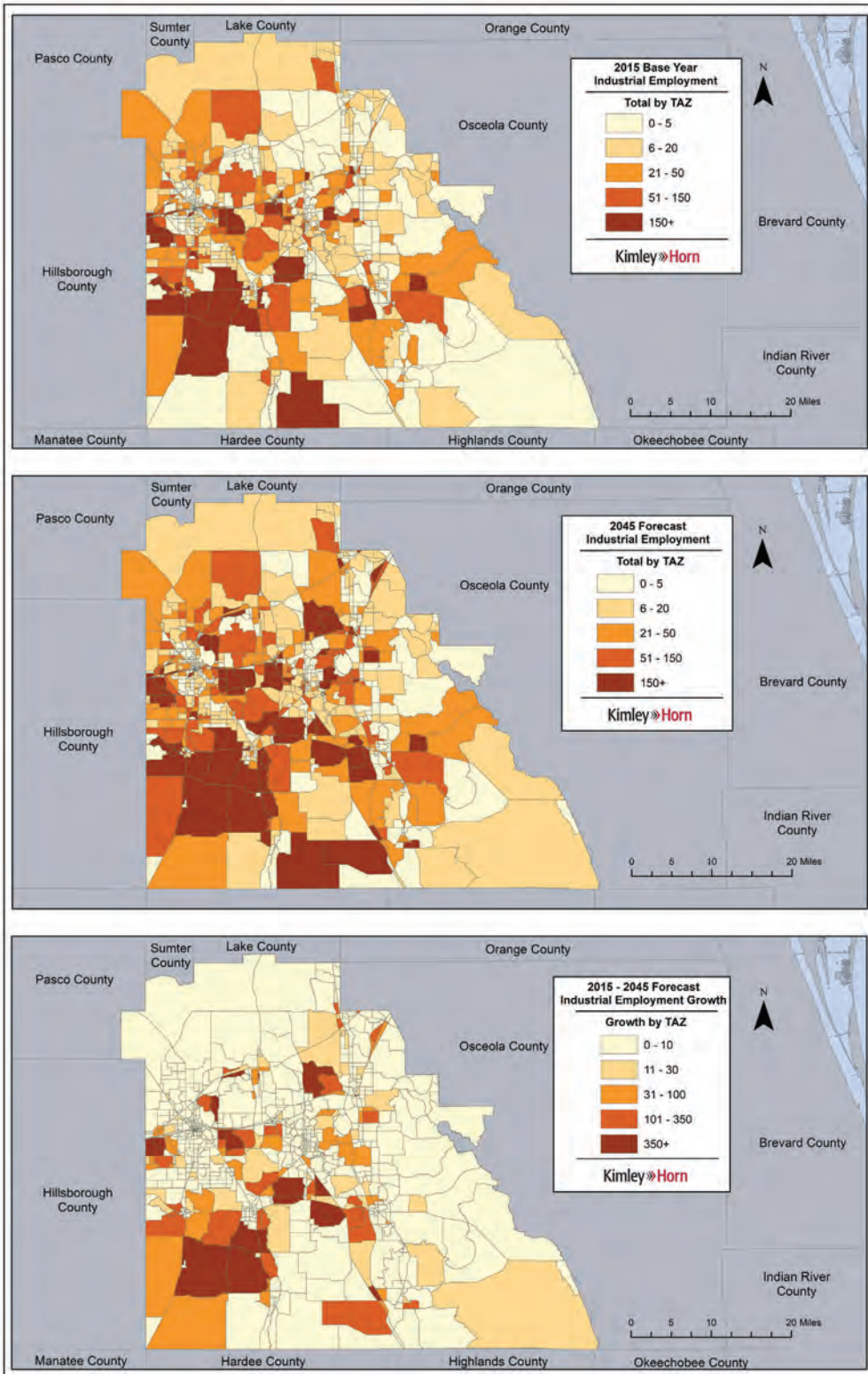


Figure 3-4: Total Population Map (2015 – 2045)

Figure 3-5: Industrial Employment Map (2015 – 2045)



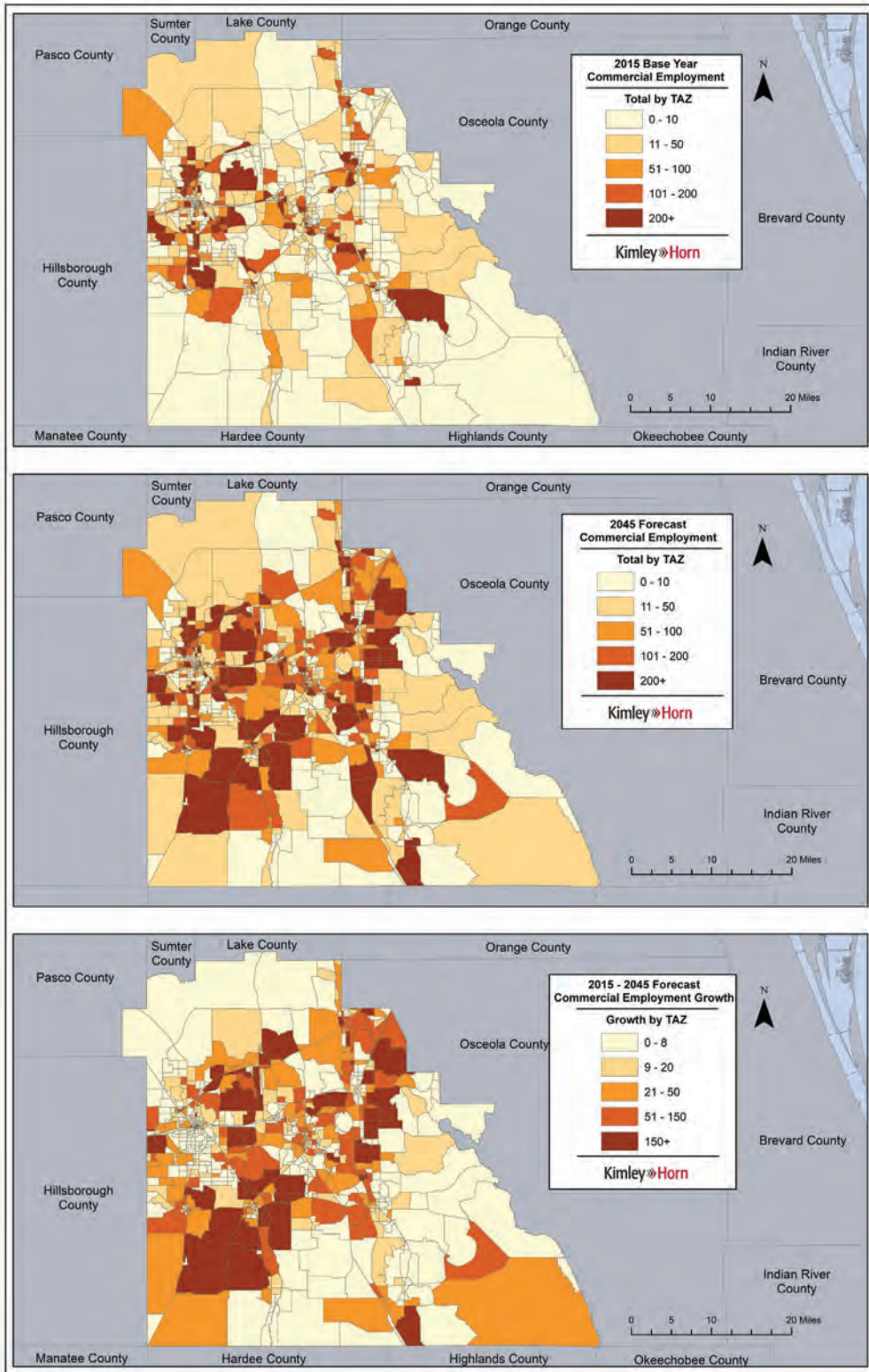


Figure 3-6: Commercial Employment Map (2015 – 2045)

Figure 3-7: Service Employment Map (2015 – 2045)

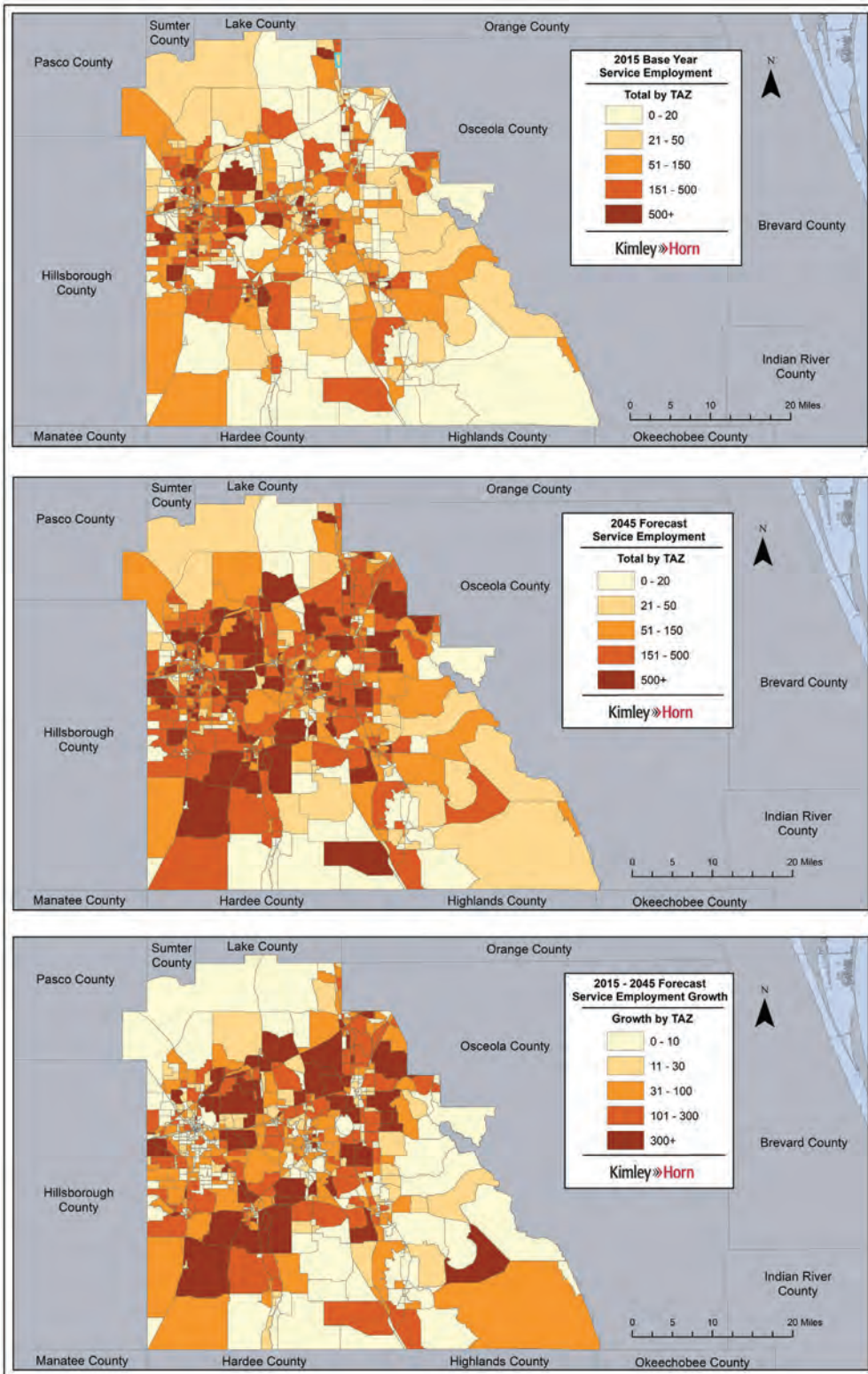
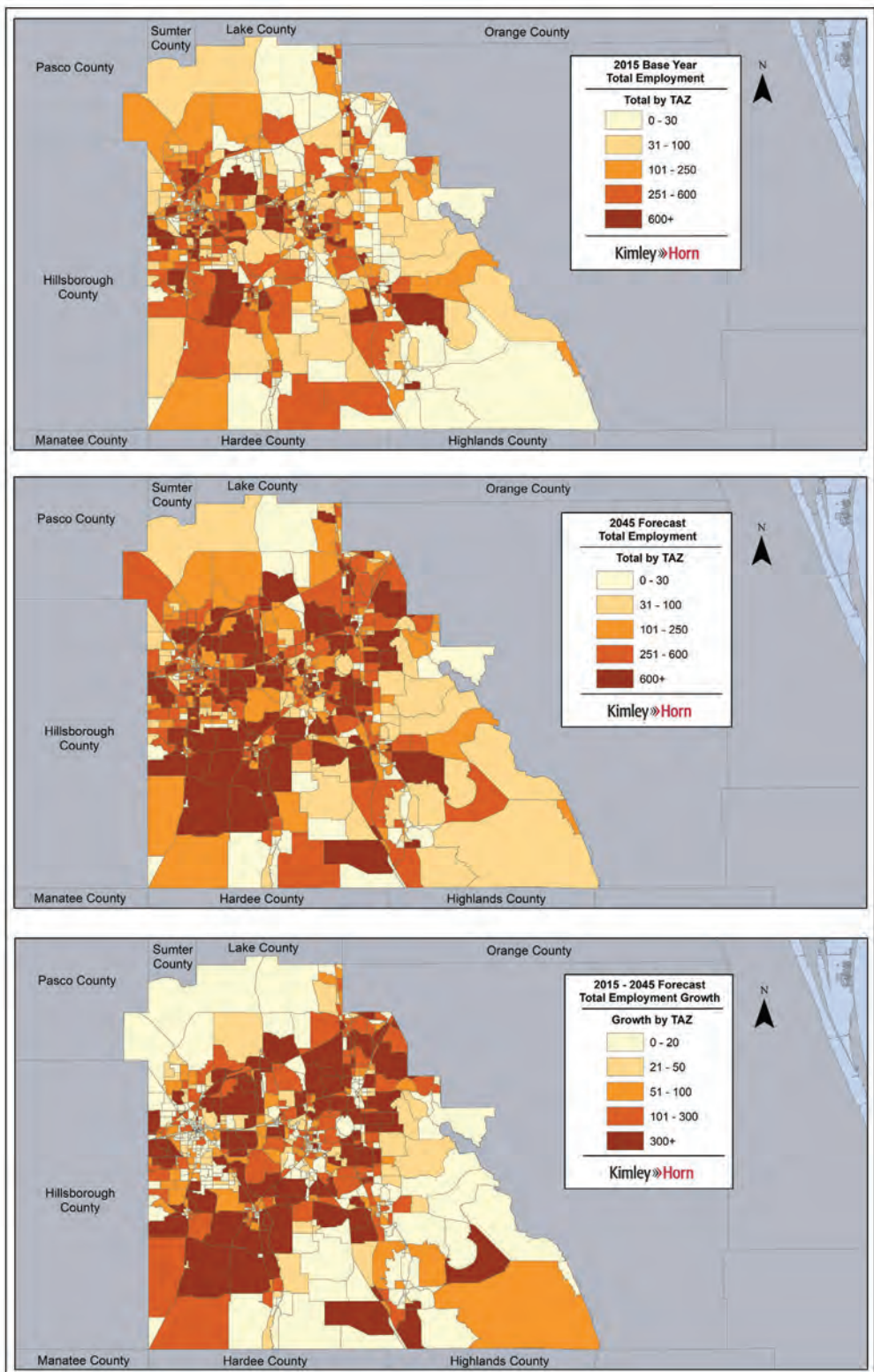




Figure 3-8: Total Employment Map (2015 – 2045)



Capital Improvements Element										
Schedule of Capital Improvements										
Fiscal Years 2022/2023 through 2026/2027					Note: Projects contained in Years One through Three as notated in Red can be used to meet concurrency requirements.					
PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2022/2023	FISCAL YEAR 2023/2024	FISCAL YEAR 2024/2025	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	COMMENTS
TRANSPORTATION										
Multi-modal										
Avenue C, SE (First Street S to 6th Street SE)	\$1,004,206	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 Enhancement Grant- \$84,206; Ad Valorem Taxes- \$960,000		\$104,206 (Design)		\$900,000 (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.
Avenue K, NE Complete Street Project (East Lake Martha Drive to East Lake Silver Drive)	\$1,400,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	LOS D + 10%	FDOT Transportation Enhancement Grants - \$1,301,000; Ad Valorem Taxes- \$99,000	\$1,400,000 (Construction)					Design and construct 2,000 feet of multi-modal improvements including enhanced sidewalks, enhanced crosswalks, and improved drainage, intersection upgrades, and lighting.
Avenue O, SW	\$700,000	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				\$115,000 (Design)		The Winter Haven Downtown Transportation Plan focused on increasing traffic congestion along the Cypress Gardens Boulevard corridor. Avenue O, SE/SW from Eighth Street, SE to Third Street, SW (US 17) was identified as a potential parallel route to relieve a portion of this congestion. This project provides for multi-modal improvements between First Street, South and Third Street, SW.
Avenue O, SE Phase 1	\$950,000	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					\$115,000 (Design)	The Winter Haven Downtown Transportation Plan focused on increasing traffic congestion along the Cypress Gardens Boulevard corridor. Avenue O, SE/SW from Eighth Street, SE to Third Street, SW (US 17) was identified as a potential parallel route to relieve a portion of this congestion. This project provides for multi-modal improvements between First Street, South and Sixth Street, SE.
Avenue O, SE Phase 2	\$800,000	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					\$150,000 (Design)	The Winter Haven Downtown Transportation Plan focused on increasing traffic congestion along the Cypress Gardens Boulevard corridor. Avenue O, SE/SW from Eighth Street, SE to Third Street, SW (US 17) was identified as a potential parallel route to relieve a portion of this congestion. This project provides for multi-modal improvements between Sixth Street, SE and Eighth Street, SE.

PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2022/2023	FISCAL YEAR 2023/2024	FISCAL YEAR 2024/2025	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	COMMENTS
Eighth Street/Avenue L NW	\$1,500,000	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 (To be Applied For); Ad Valorem Taxes; Trans Impact Fees			\$150,000 (Design)		\$1,350,000	Design and construct complete street 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	\$1,300,000	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; Trans Impact Fees			\$125,000 (Design)		\$1,175,000	Design and construct complete street improvements to include sidewalks/multi-use path and intersection improvements between Cypress Gardens Blvd and Avenue K, SE)
Lake Elbert Trail	\$2,700,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	Ad Valorem Taxes	\$1,150,000 (Construction)	\$800,000 (Construction)				Design and construct a 7,500±-foot multi-use trail along the eastern and western sides of Lake Elbert. This project is identified in the Sidewalk Pedestrian Multi-modal Infrastructure Access Plan as a priority sidewalk connection.
East Lake Howard Trail and Trailhead (Avenue B, NW to Lake Howard/Lake May Canal)	\$1,500,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	Ad Valorem Taxes	\$50,000 (Design); \$40,000 (R-O-W Acquisition)	\$50,000 (Design)	\$1,360,000 (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.
South Lake Howard Trail (Lake Howard/Lake May Canal to 15th Street SW & 15th St SW to Avenue G NW)	\$4,275,000	Transportation Objective 1.3, Objective 1.7, Objective 1.14, Objective 2.2, Objective 2.3; Recreation Objective 1.6	NA	FDOT- Transportation Enhancement Grant- \$428,525; Congressional Appropriation	\$1,178,000 (Construction Ave D SW to 15th St SW and Design 15th St to Ave C SW)					- Design and construct a 1,900-foot sidewalk along the southeastern shore of Lake Howard from the Lake Howard/Lake May Canal to 15th Street, SW. This project is identified in the Sidewalk Pedestrian Multi-modal Infrastructure Access Plan as a priority multi-use trail; (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.

PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2022/2023	FISCAL YEAR 2023/2024	FISCAL YEAR 2024/2025	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	COMMENTS
Sixth Street, SW	\$1,102,854	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- \$793,482; Ad Valorem Taxes- \$350,371; Trans Impact Fees	\$40,000 (Design)	\$75,000 (Design)		\$977,854 (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.
Motor Pool Road Complete Street	\$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%	CDGB Funds- \$230,450; Ad Valorem Taxes	\$900,000					The Motorpool project will convert a two lane street into a multi-modal corridor connecting the Chain of Lakes Trail, Highway 17, Ave Y. NE, and Lake Conine Nature Park.
North Lake Shipp Drive Reconstruction (Avenue Q, SW to CSX RR Tracks)	\$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%	Ad Valorem Taxes- \$150,000; FDOT Grants (To be applied for)	\$150,000 (Design)				\$3,850,000	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	\$1,500,000	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 Grants (To be applied for)			\$125,000 (Design)		\$1,375,000	Design and construction of a minimum 8-foot wide, 3,800-foot long multi-use trail along Old Helena Road bewteen Legoland Way and Cypress Gardens Boulevard. This project supports concepts contained in FDOT's 2021 Cypress Gardens Boulevard Corridor Study .
Third Street, NW (Avenue D, NW to S Lake Silver Dr)	\$1,675,000	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- \$766,598; Ad Valorem Taxes; Trans Impact Fees		\$175,000 (Design)	\$1,500,000 (Construction)			The 3rd Street NW Complete Street 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.
Roadways										
Cypress Gardens Boulevard Corridor Improvements	\$2,600,000	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; Impact Fees- \$200,000;	\$2,600,000					These projects will address congestion in the Cypress Gardens Boulevard corridor between US Highway 17 and Ninth Street, SE.
Roosevelt Drive Extension (Cypress Gardens Blvd to Register Rd)	\$875,000	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; Trans Impact Fees			\$125,000 (Design)		\$750,000 (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	\$9,250,000	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	\$1,250,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	Re-paving and sidewalk projects City-wide.
Signalized Intersection Timing Upgrades	\$70,000	Transportation Objective 1.1	LOS D + 10%	Ad Valorem Taxes	\$14,000 (3rd St NW & Ave D NW)	\$14,000 (3rd St SW & Ave C SW)	\$14,000 (First St Timing)	\$14,000	\$14,000	Identified upgrades will aid in traffic flow and improve overall level of service of the roadway network.

PROJECT	TOTAL PROJECT COST	COMPREHENSIVE PLAN POLICY IMPLEMENTATION	LEVEL OF SERVICE STANDARD	FUNDING SOURCE	FISCAL YEAR 2022/2023	FISCAL YEAR 2023/2024	FISCAL YEAR 2024/2025	FISCAL YEAR 2025/2026	FISCAL YEAR 2026/2027	COMMENTS
Airport										
Winter Haven Airport Executive Hangar & Jet hangar	\$3,818,000	Transportation Objective 1.11	NA	FDOT- \$1,909,000; Ad Valorem Taxes- \$1,909,000				\$3,818,000		Construction of a new executive hangar and a jet hangar.
Airport Commerce Park	\$984,046	Transportation Objective 1.11	NA	Ad Valorem Taxes- \$492,023; FDOT Funding- \$492,023	\$984,046					Phase I will include the construction of the necessary infrastructure to support the design and construction, including utility connections, roadway and parking system, aircraft apron and connecting taxiway of Phase I in the Northwest Development Area of the airport.
T-Hangar Taxi-lane Rehabilitation	\$3,818,000	Transportation Objective 1.11	NA	FAA Grant- \$135,000; FDOT Grant- \$7,500; Ad Valorem Taxes- \$7,500					\$150.000 (Design)	Rehabilitate existing taxilanes between t-hangar buildings located in the south quadrant of the airport. The proposed approach includes a mill and overlay of the asphalt
Winter Haven Airport Runway 5	\$2,000,000	Transportation Objective 1.11	NA	FDOT Grant- \$1,600,000; Ad Valorem Taxes- \$400,000			\$2,000,000- Design and Construction			This project would remove the obstructions and bring our Runway 5 approach end back into compliance with the FDOT.
Winter Haven Airport South Apron	\$4,608,507	Transportation Objective 1.11	NA	FAA Grant- \$4,132,600; FDOT Grant- \$230,426; Ad Valorem Taxes- \$245,481	\$348,915 (Design)	\$4,259,592 (Construction)				Rehabilitation of the South Apron at Winter Haven Regional Airport (GIF)- The base course will be reworked and graded to meet grading and drainage requirements.
Winter Haven Airport Security Fencing	\$2,018,004	Transportation Objective 1.11	NA	FDOT Grant; Ad Valorem Taxes	\$942,081					Design and construction of fencing, gates, access control, and cameras at the Winter Haven Regional Airport in order to follow TSA guidelines for Airport security.
TOTAL TRANSPORTATION	\$57,348,617				\$10,104,961	\$7,477,798	\$7,399,000	\$7,824,854	\$12,929,000	

Attachment D - Project Area Photos

8th St NW



8th Street NW looking north



8th Street NW looking south toward Lake Howard



8th St NW @ Howard Terrace southbound approach



Howard Terrace approach to 8th St NW



Speed hump on 8th Street NW

Ave L NW



Ave L NW looking east @ 7th Street NW



Ave L NW looking west @ 7th Street NW



Ave L NW crosswalk in front of church @ 7th Street NW



Ave L NW pedestrian crossing sign



Ave L NW @ 8th Street NW

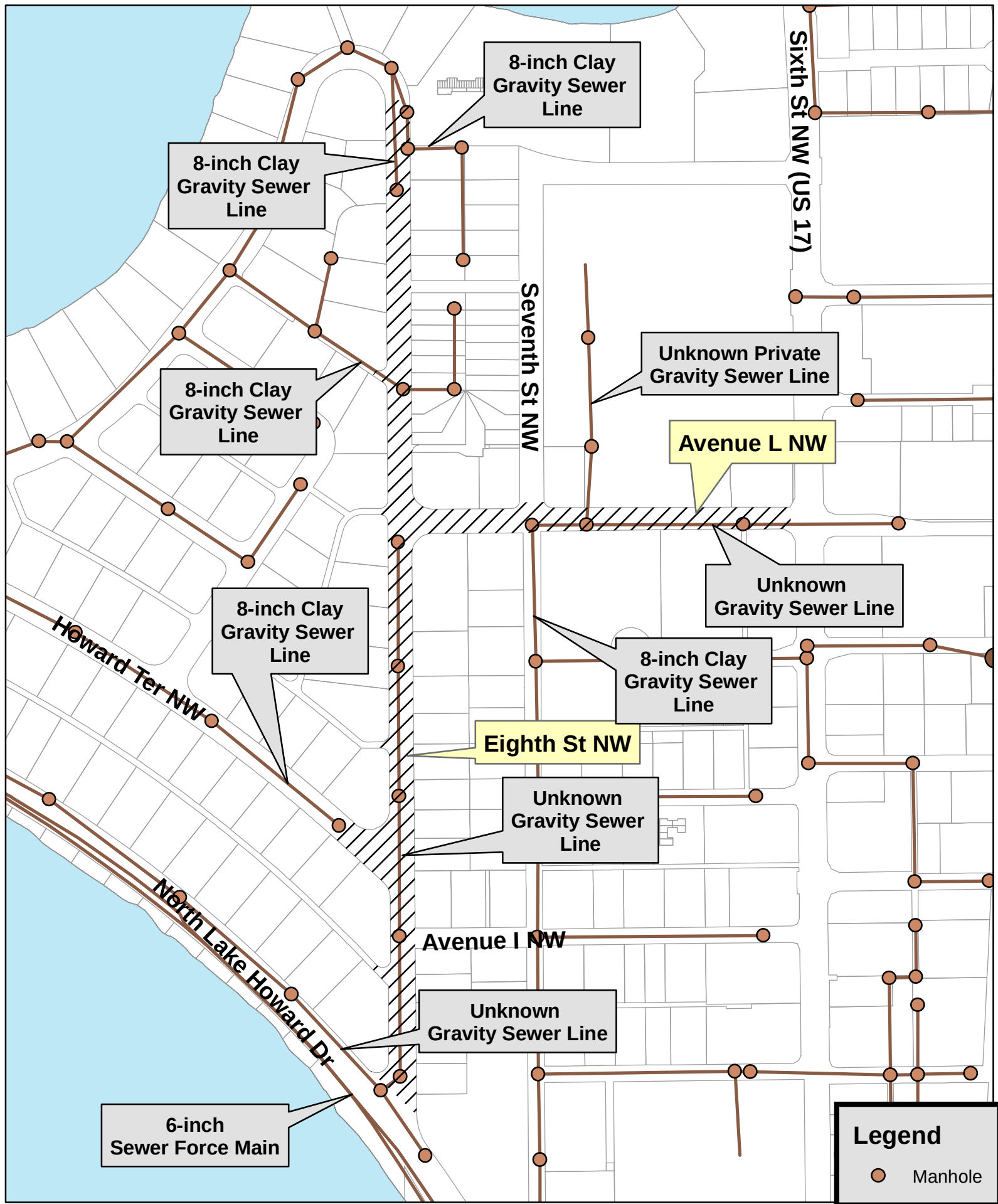


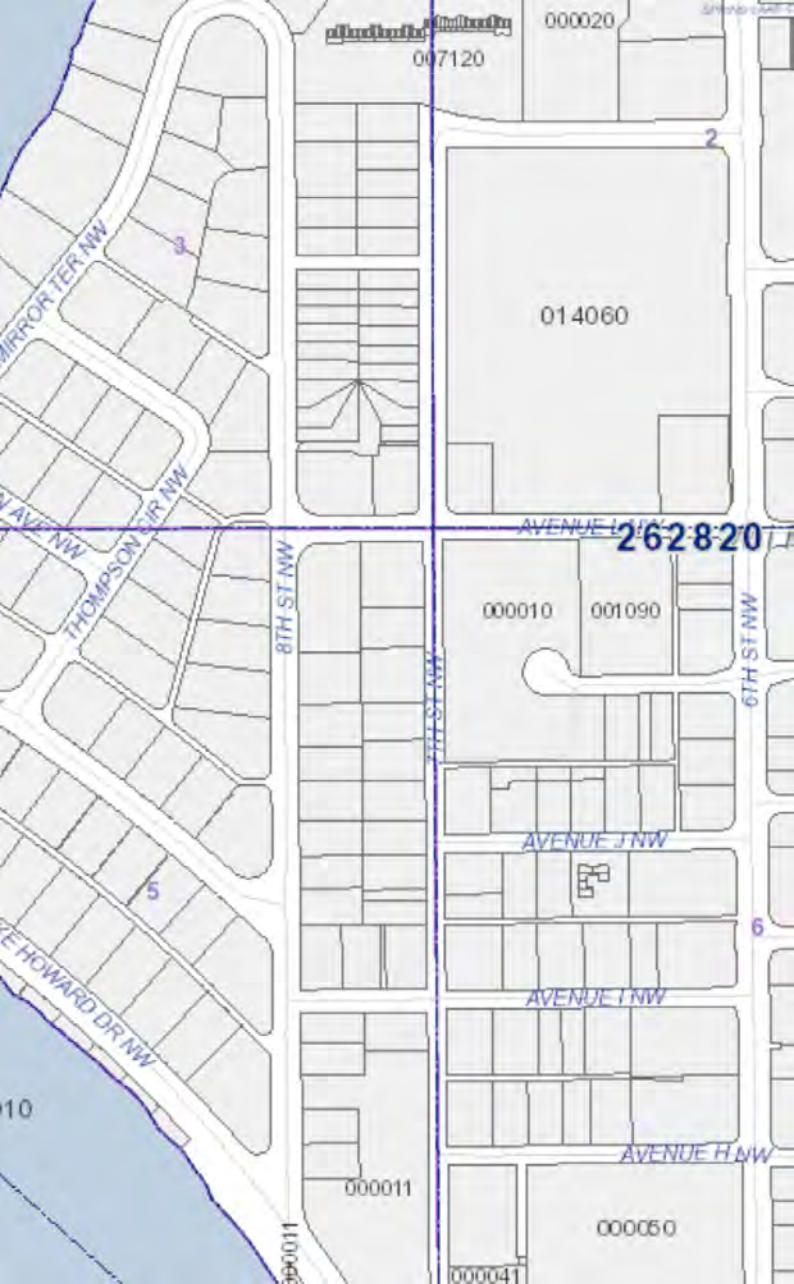
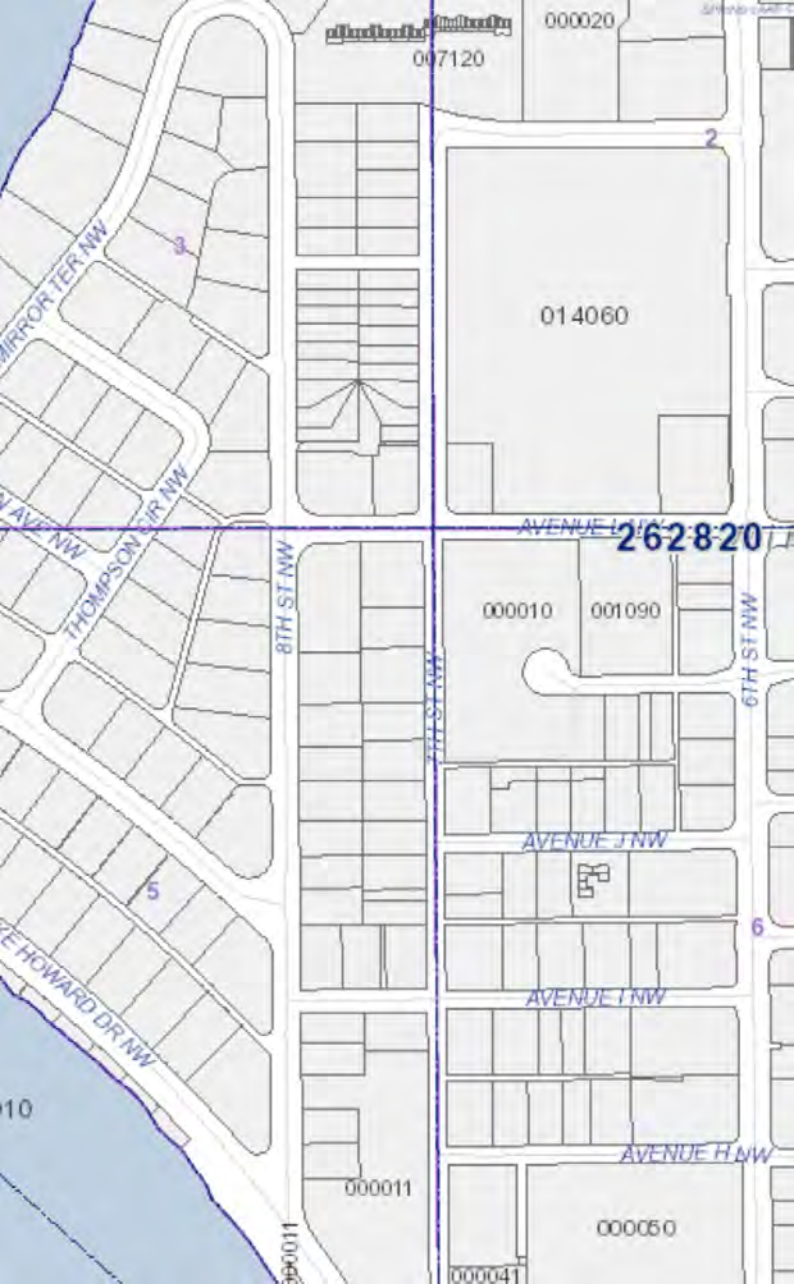
8th Street NW @ Ave L NW – north approach



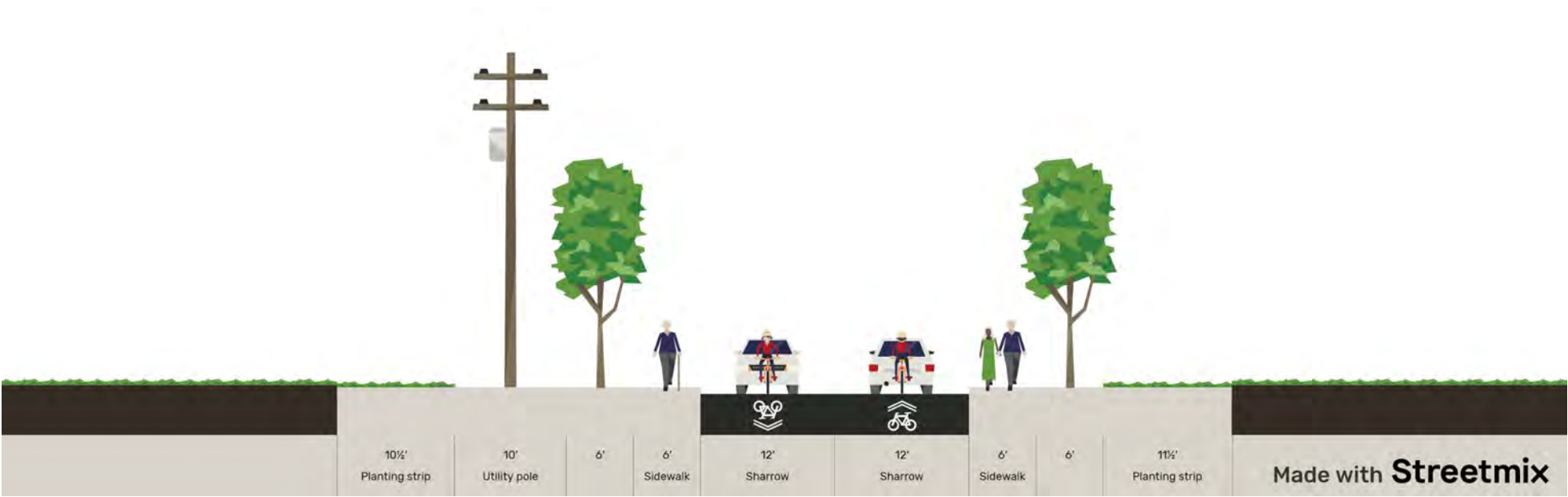
8th Street NW @ Ave L NW – north approach

Eighth Street, NW/Avenue L, NW Sanitary Sewer Map





8th Street NW Cross-section Concept



Preliminary Estimates for 8th Street NW and Avenue L NW Complete Street Enhancements

PAY ITEM	DESCRIPTION	TOTAL QUANTITY	UNIT	WEIGHTED AVG. UNIT PRICE	TOTAL AMOUNT	NOTES
						8th Street NW from Lake Howard Drive to Avenue L NW (0.3 miles or 1600-ft) and Avenue L NW from 8th Street NW to US 17 (0.14 miles or 730-ft)
110-1-1	CLEARING & GRUBBING	1.14	AC	\$ 49,119.02	\$ 55,825.53	Clear area to build approximately 1600-ft of 6-ft concrete sidewalk on both sides of this segment of 8th Street NW , 730-ft of concrete sidewalk along Ave L NW and area at intersection of Howard & 8th Street to construct roundabout (Assume a big circle of 150-ft diameter) and removal of 3 speed bumps (6-ft & 22-ft each)
160-4	TYPE B STABILIZATION	3,144.74	SY	\$ 12.30	\$ 38,680.32	Assume stabilization for the entire roundabout circle
285-706	OPTIONAL BASE GROUP 06	3,144.74	SY	\$ 27.95	\$ 87,895.53	Assume Group Base 6 for the travel lane only
334-1-12	SUPERPAVE ASPHALTIC CONCRETE	526.14	TN	\$ 123.94	\$ 65,210.08	Assume 3-inch structural Course FC 12.5 for a 1 lane roundabout and the areas where the speed bumps are removed
520-1-10	CONCRETE CURB AND GUTTER, TYPE F	3,745.39	LF	\$ 39.52	\$ 148,017.76	Construct curb and gutter along 8th St NW both sides, excluding the 20 driveways on 8th Street (Assume 12-ft width for each driveway) and construct curb & gutter along roundabout inside circle and outside circle
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	2,903.59	SY	\$ 65.39	\$ 189,865.91	Construct 6-ft sidewalk 4" thick along 8th St NW both sides, excluding the 20 driveways on 8th Street (Assume 12-ft width for each driveway) and construct 6-ft sidewalk 4" thick along potential roundabout inside circle and outside circle on 8th street and Construct 6-ft sidewalk 4" thick along Avenue L NW south side, excluding the 10 driveways on this segment of Avenue L NW (Assume 12-ft width for each driveway)
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	640.00	SY	\$ 67.29	\$ 43,065.60	Construct 6-ft sidewalk 6" thick along 8th St NW both sides for the 20 driveways on 8th Street (Assume 12-ft width for each driveway). In addition, Assume 10-ft for each driveway for harmonization. Construct 6-ft sidewalk 6" thick along Avenue L NW south side for 10 driveways on this segment of Avenue L NW (Assume 12-ft width for each driveway). Assume also an additional 10-ft for harmonization
570-1-2	PERFORMANCE TURF,SOD	302.22	SY	\$ 4.68	\$ 1,414.40	Restore disturbed sod. Assume 2-ft along both sides of 8th Street, excluding the driveways.
580-5-11	LANDSCAPE-TREES, CONTRACTORS OPTION FROM PROJECT LIST, CONTAINER GROWN 7 GALLON	20	EA	\$ 2,220.75	\$ 44,415.00	Install landscape/trees in the inscribed circle of the potential roundabout
630-2-11	CONDUIT, FURNISH & INSTALL , OPEN TRENCH	4,660	LF	\$ 21.07	\$ 98,186.20	Install conduit for potential future lighting
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	20.00	EA	\$ 461.47	\$ 9,229.40	Replace 20 signs along both streets
715-4-11	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT	4	EA	\$ 6,482.61	\$ 25,930.44	Potential Lighting within the roundabout area on 8th Street
	Partial Total				\$ 807,736.16	
	MOT	10%			\$ 80,773.62	
	MOBILIZATION	10%			\$ 80,773.62	
	Roadway Total				\$ 969,283.40	
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	15%	LS		\$ 145,392.51	
	DESIGN FEES	15%	LS		\$ 167,201.39	
GRAND TOTAL					\$ 1,281,877	