

Growth Management Department

Thomas M. Deardorff, AICP, Director



Board of County Commissioners

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Date: April 10, 2008

To: Brian Sodt, AICP
Jennifer Codo-Salisbury, AICP

Cc: Tom Deardorff, AICP, Polk County Growth Management

From: Tom Wodrich, AICP, Polk County Land Development Division

Re: Evansville Western Railway, Inc. (CSX)
Rail Terminal Facility Development of Regional Impact (DRI)
2nd Round Sufficiency Comments

Polk County's Growth Management Department has reviewed the applicant's response to the 1st Round of Sufficiency Comments for the Evansville Western Railway, Inc. (CSX) Rail Terminal Facility ADA. 2nd Round comments are provided below. The document includes TPO staff comments on transportation.

Question 6 – Development Information

Letters sent to the Department of Community Affairs (DCA) from the applicant regarding a clearance letter were not included. Please provide the letters requesting the DCA clearance letters.

Question 9 – Maps

1. The 12.84 acre tract of land between the subject site and the Pollard Road extension is essential to the function and viability of the proposed development, yet it has been left out of the 318 acre ADA except as an "easement". Please explain why this land isn't included in the ADA.
2. It is still unclear why *Map H* indicates that the development plan is for Industrial uses if the city has designated the property Business Park Center.

Question 10 – General Project Description

1. *Please re-address each sub-section within Question #10, providing substantial and quantifiable supporting documentation for each answer on pages 10-4 through 10-6.* The sufficiency response indicates that Pollard Road is currently scheduled in Winter Haven's CIE for fiscal year 2009/2010. Please provide a list of other developments for which the improvements to Pollard Road were based and indicate the whether this improvement was based upon the development of the CSX intermodal facility.

Question 21 – Transportation (Polk TPO Staff Comments)

1. Table 21.E.1 includes a significance analysis for project traffic on State Road 60 between CR 655 (Rifle Range Road) and US 27. County staff acknowledges that project traffic is not “significant” on State Road 60; however, CR 655 (Rifle Range Road) has a lower service volume than State Road 60. Therefore, the referenced table should include an application of the significance test for CR 655 (Rifle Range Road).

Also, Polk County staff deems it important that the applicant demonstrate that they are not significant on other facilities such as US 27 and US 98 (provide written documentation). If the applicant has already done the analysis that demonstrates that these facilities are not being significantly impacted, then it should not be an issue to provide the documentation supporting this claim.

2. The applicant has not analyzed the intersection of State Road 60 and US 27 because as stated it is not located within the “traffic impact area.” Polk County’s Roadway Network Database includes the defined segment of State Road 60 from CR 655 (Rifle Range Road) to US 27. Under Polk County’s Land Development Code, this segment of State Road 60 would be considered the “directly accessed segment” if the proposed project was evaluated as part of a Major Traffic Study. Typically, the intersections at either end of the directly accessed segment are evaluated as part of a Major Traffic Study. To address concurrency at the referenced intersection, the County may need to request an intersection analysis as part of its future review of the driveway connection permit for the Pollard Road Extension at Old Bartow Lake Wales Road.