POLK TPO

ENVISION 2050

LONG RANGE TRANSPORTATION PLAN

FINAL REPORT

March 2, 2026

ENVISION 2050 LONG RANGE TRANSPORTATION PLAN ADOPTION

The Polk Transportation Planning Organization (TPO) held a public hearing on December 9th, 2025, at a regularly scheduled TPO Board meeting to obtain comments on Envision 2050, prior to the Board's adoption of the Plan. Pursuant to the TPO's adopted Public Participation Process (PPP), the public hearing followed a public comment period that was established by the Board on October 8, 2025. Advertisement for the public comment period and hearing was published in The Ledger (Lakeland) on November 9, 2025. The public comment period and public hearing were also announced on the TPO's website and on social media. Following the staff's presentation and TPO Board discussion, the TPO chairman opened the public hearing. No public comments were made, and the public hearing was closed by the chairman. The Board adopted Envision 2050 with a unanimous roll call vote.

ENVISION 2050

March 2026

Prepared for

Polk Transportation Planning Organization

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TABLES

Except where noted, all photographs, maps, and figures in this document are provided by the project team and/or developed as part of the plan.

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ENVISION 2050

PLAN OVERVIEW

CHAPTER 1

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1.0 PLAN OVERVIEW

1.1 INTRODUCTION

The Polk Transportation Planning Organization (TPO) guides transportation planning and decision-making processes in Polk County. As a liaison between the local community and the Florida Department of Transportation (FDOT), the TPO provides comprehensive and cooperative plans for the near-term and long-term futures of the area. Per federal mandate, metropolitan areas with populations that exceed 50,000 must establish a TPO to guide transportation development. The current TPO area, which includes all of Polk County, was established in 1977.

The Long Range Transportation Plan (LRTP), called Envision 2050, is a strategic document that addresses short- and long-term multimodal transportation needs within the TPO jurisdiction. This Plan is required to be updated every 5 years and shall address a minimum 20-year planning horizon. The 2050 LRTP as prepared by the Polk TPO serves as the primary guidance for further developing the transportation system in Polk County over the next 25 years.

The LRTP must be fiscally constrained, meaning the TPO cannot plan to spend more money than it can reasonably receive through the year 2050. Transportation projects must be included in the LRTP to be eligible for federal funding.

The plan considers the adopted Comprehensive Plan for Polk County and adheres to federal standards for metropolitan transportation planning.

The LRTP addresses the transportation needs of both people and freight, covering roadway facilities, public transit assets, bicycle accommodations, and pedestrian facilities. It relies on input from the community, engaging stakeholders and the public throughout its development to ensure comprehensive, inclusive planning.

This plan:

- Is consistent with applicable state and federal requirements,
- Is consistent and coordinated locally, and within the region and state,
- Integrates detailed and general community and stakeholder input,
- Aligns community vision with project priorities,
- Identifies a multimodal, fiscally constrained Cost Feasible Plan to enhance the area's transportation network over the next 25 years, and
- Provides benefits to the entire population without disproportionate adverse impacts.

1.2 FEDERAL LEGISLATION AND GUIDANCE

The previous Polk TPO LRTPs were guided by the Fixing American's Surface Transportation (FAST) Act of 2015. This federal legislation established performance-based planning, emphasized multimodal transportation, and expanded stakeholder involvement. Key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

The 2050 LRTP is guided by the new legislation per the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA serves as a reauthorization of the FAST Act, building upon that legislation and upon the 2012 MAP-21 Act. The IIJA introduced new priorities to address contemporary transportation challenges.

Key goals of the IIJA include the following:

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability
- Promoting climate resilience through investments in clean energy and sustainable transportation
- Enhancing transportation planning practices to best serve all communities
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles

By incorporating these new priorities, the 2050 LRTP aims to provide a resilient, equitable, and sustainable transportation system that meets future needs, building on the foundations of MAP-21 and the FAST Act while addressing critical issues outlined in the Infrastructure Investment and Jobs Act.

1.3 PLAN ORGANIZATION

This Long Range Transportation Plan is organized with an emphasis on the adopted plan and summarizes the activities and assumptions that were used to develop the plan. The Technical Appendix is a companion document to this report.

The *Envision 2050* LRTP is organized as follows:

- **Chapter 1 – Introduction**
- **Chapter 2 – Goals and Objectives**
- **Chapter 3 – Planning Assumptions**
- **Chapter 4 – Transportation Needs**
- **Chapter 5 – Cost Feasible**
- **Chapter 6 – Public Involvement**
- **Chapter 7 – Performance Evaluation**
- **Chapter 8 – Implementation**

Downtown Lakeland

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GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

CHAPTER 2

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2.0 GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

2.1 INTRODUCTION

The scale and focus of transportation plans continue to be a challenge for transportation planning agencies, including Polk TPO. Planning tools have historically prioritized auto-oriented performance measures, which has led to substantial investment in travel demand models that primarily address roadway capacity needs and auto mobility benefits. This approach has been effective for large-scale automobile infrastructure, while overlooking the needs of other modes of transportation such as bicycles, pedestrians, public transit, and other micromobility initiatives. As a result, there is a growing recognition for the need to incorporate all modes of travel into the overall transportation planning strategy.

The Polk TPO Goals, Objectives, Performance Measures, and Performance Indicators align with the current federal and state transportation planning requirements. This includes policies established in the Infrastructure Investment and Jobs Act (IIJA) and those in the Florida Transportation Plan.

Building on previous efforts, *Envision 2050* aims to provide residents, visitors, and businesses with balanced transportation solutions that efficiently and safely move people and goods while addressing contemporary challenges. This updated plan incorporates several key elements:

- **Multimodal Focus:** Expanding planning for pedestrian, bicycle, and public transit infrastructure to create a more balanced and interconnected transportation system
- **Emerging Technologies:** Addressing the impact of autonomous vehicles, electric vehicles, and e-commerce on transportation infrastructure and planning.
- **Sustainability:** Developing strategies to reduce transportation-related impacts to the environment and incorporate resilience planning.
- **Community Considerations:** Ensuring transportation investments and policies promote fairness for all communities.
- **Innovative Funding:** Exploring alternative funding sources and financing approaches to address the evolving funding landscape.
- **Post-Pandemic Adaptations:** Incorporating lessons learned from COVID-19, including changes in travel patterns and public transit ridership.

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

2.2 UPDATED GOALS AND PERFORMANCE MEASURES

The Polk TPO has developed a primary Goal, along with Objectives, Performance Measures, and Performance Indicators, to guide the *Envision 2050* plan. These align with the requirements of the latest federal legislation, as well as those from the Florida Department of Transportation (FDOT). The new framework aims to support a sustainable transportation system that preserves existing infrastructure, enhances Florida's economic competitiveness, improves travel choices to ensure mobility, and addresses emerging priorities such as sustainability, outreach, and technology adoption.

The goal elements are presented below. Federally required performance measures are identified in bold, along with corresponding performance measures. The relationship between the TPO's goals, objectives, and performance measures and indicators reflects a comprehensive and forward-looking approach to transportation planning in Polk County.

2.3 GOALS AND OBJECTIVES

The driving vision of *Envision 2050* is as follows:

> *Develop and **maintain** an integrated **multi-modal** 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 TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

GOAL 1 – SAFETY

Support safe movement for all users

- Objective 1.1 – Strive for safe and fatality-free travel conditions on all Polk County roads.
  - Performance Measure: 0 Nonmotorized Fatalities and Serious Injuries
  - Performance Measure: 0% Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
  - Performance Measure: 0% Rate of Serious Injuries per 100 million VMT
  - Performance Target: 0 Fatalities
  - Performance Target: 0 Serious Injuries
- Objective 1.2 – Facilitate safe and secure travel conditions on public transportation
  - Performance Indicator: Maintain zero traffic-related fatalities on public transportation system
  - Performance Indicator: Annually reduce injuries and accidents/incidents on public transportation system

Citrus Connection Bus Shelter

GOAL 2 – MOBILITY

Enhance connectivity for seamless travel options

- Objective 2.1 – Maintain stable traffic flow on major roads, especially those facilitating intercity travel and freight movement (arterial roads)
  - Performance Measure: Interstate Level of Travel Time Reliability (LOTTR)/75% of Reliable Person-Miles (2-year target)
  - Performance Measure: Non-Interstate NHS LOTTR/50% of Reliable Person-Miles (4-year target)
- Objective 2.2 – Support stable flow of truck traffic on the freight network
  - Performance Measure: Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)
- Objective 2.3 – Expand transportation options for both intercity and local travel.
  - Performance Indicator: Provide fixed-route transit service to all municipalities in the County.
  - Performance Indicator: Consider potential future regional travel opportunities including express bus and rail options.
  - Performance Indicator: Provide regional multi-use trail connections to all municipalities in Polk County
- Objective 2.4 – Improve access to the Regional Multi-Use Trails Network
  - Performance Indicator: 90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%)
  - Performance Indicator: 40 continuous miles on the Regional Multi-Use Trails Network
- Objective 2.5 – Incorporate future transportation technologies, including automated, connected, electric, and shared mobility options
  - Performance Indicator: Incorporate future-ready technology when improving or building new system facilities

GOAL 3 – LIVABILITY

Foster vibrant communities and high quality of life

- Objective 3.1 – Provide travel options for persons of all ages and abilities
  - Performance Indicator: 50% of Multimodal Network with bicycle facilities
  - Performance Indicator: 50% of Multimodal Network with sidewalks
  - Performance Indicator: Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups
  - Performance Indicator: 75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index
- Objective 3.2 – Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents
  - Performance Indicator: 100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)
  - Performance Indicator: Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations

GOAL 4 – ECONOMY

Drive growth through efficient transportation

- Objective 4.1 – Enhance transportation infrastructure and services to support economic vitality and job creation
  - Performance Indicator: The plan improves access to major employment hubs and freight distribution facilities
  - Performance Indicator: The plan completes street projects in residential and commercial areas to promote economic development

GOAL 5 – SUSTAINABLE RESOURCES

Maintain infrastructure and minimizing environmental impacts

- Objective 5.1 – Maintain highway infrastructure in a state of good repair (Non-CMP Objective)
  - Performance Measure: ≥ 60.0 % Interstate Pavements in Good Condition
  - Performance Measure: ≥ 40.0% Non-Interstate NHS Pavements in Good Condition
  - Performance Measure: ≥ 50.0% NHS Bridges Condition
  - Performance Measure: Transit Asset Management Plan (TAM) / Various Targets
- Objective 5.2 – Minimize environmental impacts from transportation projects
  - Performance Indicator: Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects
  - Performance Indicator: Meet or exceed National Ambient Air Quality Standards in Polk County
- Objective 5.3 – Improve transportation resiliency
  - Performance Indicator: Does the plan identify key vulnerabilities and identify resiliency priorities on the major transportation network to enable the programming of resiliency funds?
- Objective 5.4 – Improve air quality and reduce carbon emissions
  - Performance Indicator: Does the plan identify the types of projects that should be considered for carbon reduction funding?
  - Performance Indicator: Does the plan reduce per capita vehicle miles of travel (VMT)?

GOAL 6 – IMPLEMENTATION

Transform plans into impactful action

- OBJECTIVE 6.1 – Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding.
  - Performance Indicator: The plan will identify projects that can be funded for implementation within a 5–10 year period.
  - Performance Indicator: The plan will identify planning studies to prepare future projects for funding and implementation.

WHY MEASURE PERFORMANCE?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements set forth in federal law and regulations. The Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, and represents a significant shift in federal transportation funding and planning priorities. This legislation emphasizes the importance of performance measurement as a foundation for planning and funding transportation system improvements.

WHAT ARE THE BENEFITS OF PERFORMANCE MEASUREMENT?

Perhaps the best way to respond is to acknowledge, “You do what you measure!” Transportation planning has a rich history of balancing the technical/analytical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and the analytical approaches to transportation planning. This can make it difficult to evaluate how well the transportation system addresses the community’s needs or how well future transportation projects may improve the quality of life in the community. The funding for transportation projects is limited, and we need to ensure the right projects and programs are being implemented.

WHEN WILL PERFORMANCE MEASUREMENT BE USED?

Performance Measurement is used in all the major transportation planning efforts and guides the planning process for all the major modes of travel, including automobile, public transportation, bicycle, pedestrian, truck (freight/goods movement), and other emerging modes such as shared and connected vehicles. Performance measurement is an ongoing effort that guides long- and short-term planning efforts of the TPO, as well as the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system in the County.

2.4 PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The IIJA provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. *Envision 2050* has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

In alignment with the priorities of the IIJA, the Carbon Reduction Program (CRP) was established to support projects that reduce transportation-related carbon emissions. This funding opportunity encourages investment in strategies that promote cleaner, more efficient mobility options. Eligible projects include improvements to traffic flow through signal optimization and roundabouts, expansion of public transit services, development of bicycle and pedestrian infrastructure, deployment of electric vehicle charging stations, and implementation of advanced transportation technologies. *Envision 2050* incorporates these priorities by identifying projects that not only enhance mobility and safety but also contribute to long-term environmental sustainability and climate resilience.

IIJA (FEDERAL) GOALS

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety -** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition -** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction -** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability -** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality -** To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability -** To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays -** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

A matrix showing consistency between *Envision 2050* Goals and the IIJA Goals is shown in **Table 2-1**

Table 2-1. Envision 2050 Goals and IIJA Goals

IIJA (Federal) Goals	*Envision 2050* Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety	•		•		•	•
Infrastructure Condition	•	•			•	•
Congestion Reduction	•	•		•	•	•
System Reliability	•	•	•	•		•
Freight Movement and Economic Vitality		•		•	•	•
Environmental Sustainability	•		•		•	•
Reduced Project Delivery Delays		•		•		•

IIJA (FEDERAL) PLANNING FACTORS

Further, the federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to *Envision 2050* and include the following:

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for motorized and non-motorized users.
- Increase the **security** of the transportation system for motorized and non-motorized users.
- Increase **accessibility and mobility** of people and freight.
- Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote **efficient** system management and operation.
- Emphasize the **preservation** of the existing transportation system.
- Improve **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
- Enhance travel and **tourism**.

A matrix showing consistency between Envision 2050 Goals and the IIJA Planning Factors is shown in **Table 2-2**.

Table 2-2. Envision 2050 Goals and IIJA Planning Factors

IIJA (Federal) Planning Factors	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Economic Vitality		•	•	•	•	•
Safety	•		•			•
Security	•		•			•
Movement of People and Freight	•	•	•	•	•	•
Environment and Quality of Life	•		•		•	•
Integration/Connectivity		•		•	•	•
Efficiency		•		•		•
System Preservation					•	•
Resiliency	•	•	•		•	•
Tourism	•	•		•	•	•

FDOT GUIDANCE

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The FTP was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP Policy Element is a component of Florida's long-range transportation plan as required by both state and federal law. This element points toward a future transportation system that embraces all modes of travel, innovation, and change.

NOTE THAT *ENVISION 2050* ADDRESSES THE GOALS INCLUDED IN THE 2045 FTP. AT THE TIME OF POLK TPO'S *ENVISION 2050* LRTP UPDATE, THE 2055 FTP HAS NOT BEEN ADOPTED. THEREFORE, THE GOALS INCLUDED IN *ENVISION 2050* INCLUDE THE FOLLOWING FROM THE 2045 FTP POLICY ELEMENT (DECEMBER 2020):

- **Safety and Security** – using emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes
- **Infrastructure** – evaluating and adopting infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology
- **Mobility** - prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service
- **Accessibility and Equity** - enhancing access for all Floridians to jobs, education, health care, and other services, especially for those who need it most
- **Economy** - Supporting regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
- **Communities** - Supporting quality places reflect community visions and values
- **Environment** - Proactively enhancing and restoring natural systems for future generations

TPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

A matrix showing consistency between the *Envision 2050* and the Florida Transportation Plan Goals is shown in **Table 2-3**.

Table 2-3. Envision 2050 Goals and 2045 FDOT FTP Goals

2045 FDOT FTP Goals	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety and security **for residents, visitors, and businesses**	•	•	•	•		•
Agile, resilient**, and quality infrastructure**	•				•	•
Connected, efficient, and reliable mobility for people and freight	•	•	•	•	•	•
Transportation choices **that improve equity and accessibility**		•	•		•	•
Transportation solutions that strengthen Florida's economy		•		•		•
Transportation solutions that enhance Florida's communities	•	•	•		•	•
Transportation solutions that enhance Florida's environment			•	•	•	•

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. Envision 2050 is consistent with the following plans adopted by partnering agencies and FDOT:

- The Florida Transportation Plan (FTP)
- FDOT Strategic Highway Safety Plan (SHSP)
- Comprehensive Plans for Polk County and Cities in the County
- Polk TPO Public Participation Plan (PPP)
- Polk TPO Transportation Improvement Program (TIP)
- Polk TPO Congestion Management Process (CMP)

2.5 POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and TPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a

coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

The FDOT is required to establish statewide targets for the required performance measures and TPOs have the option to support the statewide targets or adopt their own. Based on this information, the Polk TPO has adopted the transportation performance measure targets included in this section. In addition, local transit agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the TPO must consider including the TAM targets in the LRTP and TIP updates.

The TPO adopted Resolution 2018-06 is dated. On April 10, 2025, we adopted TPO resolution 2025-03 for PM2 and PM3 Measures. On February 13, 2025, we adopted 2025-01 for PM1 Measures to support the FDOT Performance Targets. The current TIP as adopted in June 12, 2025 reestablishes the TPO's support of the FDOT Performance targets as follows:

SAFETY PERFORMANCE TARGETS (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025.

The TPO supports FDOT's Safety Performance Targets of a Vision Zero Policy. The Polk TPO and statewide PM1 targets are listed in **Table 2-4**.

Table 2-4. Polk TPO and Statewide PM1 Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average, 2020-2024)	FDOT Statewide Targets (Calendar Year 2025)	Polk County Conditions (Five-Year Rolling Average, 2020-2024)	Polk TPO Safety Targets (Calendar Year 2025)
Number of Fatalities	3,423.2	0	141.8	0
Number of Serious Injuries	15,564.2	0	423.0	0
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.510	0	1.761	0
Rate of Serious Injuries per 100 million VMT	6.868	0	5.227	0
Total number of nonmotorized fatalities and nonmotorized serious injuries	3,145.2	0	84.4	0

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- Percent of Interstate NHS pavements in good condition
- Percent of Interstate NHS pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges (by deck area) classified as in good condition
- Percent of NHS bridges (by deck area) classified as in poor condition

On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2-5** presents baseline performance for each PM2 measure for the State and for the Polk TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 2-5. Polk TPO and Statewide PM2 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Pavement Performance and Measures					
Percent of Interstate NHS pavements in good condition	65.3%	≥60.0%	≥60.0%	81.7%	≥60.0%
Percent of Interstate NHS pavements in poor condition	0.1%	≤5.0%	≤5.0%	0.0%	≤5.0%
Percent of non-Interstate NHS pavements in good condition	50.2%	≥40.0%	≥40.0%	34.6%	≥40.0%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤5.0%	≤5.0%	0.7%	≤5.0%
Bridge Targets and Measures					
Percent of NHS bridges by deck area in good condition	53.9%	≥50.0%	≥50.0%	69.7%	≥50.0%
Percent of NHS bridges by deck area in poor condition	0.8%	≤10.0%	≤5.0%	0.0%	≤5.0%

SYSTEM PERFORMANCE AND FREIGHT MEASURES (PM3)

FHWA's System Performance/Freight Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and TPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

- Percent of person-miles traveled on the Interstate NHS that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable

National Highway Freight Program (NHFP)

- Truck Travel Time Reliability Index (TTTR)

The first two performance measures assess the percent of person-miles traveled on the interstate or the non-interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times compared to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The third performance measure assesses the reliability of truck travel on the interstate system. The TTTR assesses how reliable the interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

On Dec. 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percentage of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

The Polk TPO agreed to support FDOT's PM3 targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2-6** presents baseline performance for each PM3 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 2-6. Polk TPO and Statewide PM3 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Percent of person-miles on the Interstate system that are reliable	80.7%	≥75.0%	≥75.0%	79.5%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥50.0%	96.8%	≥60.0%
Truck travel time reliability	1.54	≤1.75	≤2.00	1.81	≤2.00

TRANSIT ASSET MANAGEMENT TARGETS

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II provider. Citrus Connection is subject to the Federal Transit Administration's regulations related to public transportation capital assets. On June 8, 2023, the Polk TPO agreed to support Citrus Connection's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. **Table 2-7** shows the FTA's TAM performance measures used to assess performance across each asset category. **Table 2-8** through **Table 2-10** present LAMTD's performance by asset category.

Table 2-7. FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

Table 2-8. Performance Measures for Transit Vehicles

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)	
		FY 2023 Asset Condition	FY 2028 Target
Revenue Vehicles	Bus	56%	50%
	Cutaway Bus	47%	40%
	Van	0%	50%

Table 2-9. Performance Measures for Transit Equipment

Asset Category	Asset Class	FY 2023 Asset Condition	FY 2028 Target
Equipment	Non-Revenue/Service Automobile	52%	30%

Table 2-10. Performance Measures for Transit Facilities

Asset Category	Asset Class	% of Facilities with a TERM Rating below 3.0 on the FTA Transit Economic Requirements Model (TERM Scale)	
		FY 2023 Asset Condition	FY 2028 Target
Facilities	Administration	3.46%	3.50%
	Maintenance	3.22%	3.50%
	Parking Structures	3.98%	4.00%
	Passenger Facilities	3.27%	3.50%
	Shelter	3.50%	3.75%

TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on April 9, 2024. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable safety events and rate per total vehicle revenue miles by mode
- System reliability – mean distance between major mechanical failures by mode

The PTASP rule took effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than December 31, 2020. (The LAMTD/Citrus Connection's PTASP was adopted December 10, 2025.) TPOs then have 180 days to establish transit safety targets for the TPO planning area. Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. The Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. Citrus Connection's Safety and Risk Reduction Measures and Performance Targets are listed in **Tables 2-11** and **Table 2-12**.

Table 2-11. Safety and Risk Reduction Measures and Performance Targets

Category	Measure	Fixed Route Target				Paratransit Target			
		2024	2023	2022	Average	2024	2023	2022	Average
Major Events	Major Events	2	8	2	4	0	0	0	0
	Major Events Rate	0.05	0.3	0.1	0.15	0	0	0	0
	Pedestrian Collision Rate	0	0.04	0	0.01	0	0	0	0
	Vehicular Collision Rate	0.05	0.3	0.1	0.15	0	0	0	0
Fatalities	Fatalities	0	1	0	0.33	0	0	0	0
	Fatality Rate	0	0.04	0	0.01	0	0	0	0
	Transit Worker Fatality Rate	0	0	0	0	0	0	0	0
Injuries	Injuries	9	7	0	5.3	2	0	6	2.6
	Injury Rate	0.39	0.31	0	0.23	0.25	0	0	0.08
	Transit Worker Injury Rate	0.06	0.03	0.03	0.04	0	0	0	0
Assault	Assaults on Transit Workers	2	2	1	1				
	Assault on Transit Workers Rate	0.08	0.09	0.05	0.07				
System Reliability	System Reliability	6,648	7,949	4,818	6,471	13,514	23,529	5,077	14,040

Table 2-12. Safety Risk Reduction Program Measure and Targets

Safety Risk Reduction Program Measure		Fixed Route	Paratransit
1	Major Events	≤ 4 per calendar year	≤ 1 per calendar year
2	Major Event Rate	≤ 0.23 per 100K VRM	≤ 0.03 per 100K VRM
3	Collisions	≤ 3 per calendar year	≤ 3 per calendar year
4	Collision Rate	≤ 0.14 per 100K VRM	≤ 0.03 per 100K VRM
5	Injuries	≤ 5.3 per calendar year	≤ 1 per calendar year
6	Injury Rate	≤ 0.23 per calendar year	≤ 0.13 per calendar year
7	Assaults on Transit Workers	≤ 1.6 per calendar year	
8	Rate of Assaults on Transit Workers	≤ 0.06 per 100K VRM	

Photo: ridecitrus.com

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ENVISION 2050

PLANNING ASSUMPTIONS

CHAPTER 3

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3.0 PLANNING ASSUMPTIONS

3.1 INTRODUCTION

The purpose of the Polk TPO's *Envision 2050* Long Range Transportation Plan LRTP is to identify needed transportation improvements within the county and a cost feasible plan for funding the highest priority improvements. One of the first steps in the LRTP process is to develop a forecast of the geographic distribution of the county's population and employment over the LRTP timeframe. These "socioeconomic" data document anticipated population and employment concentrations are at a traffic analysis zone level and are used to forecast future travel patterns. **Figure 3-1** illustrates the traffic analysis zone geographic structure for Polk County used for this forecast effort. The forecast data represents a cooperative effort among the Polk TPO, FDOT District One, and the local government jurisdictions in Polk County.

The local government Comprehensive Plans guide public policy in terms of land use through the Future Land Use Element. In addition to these policy documents, attempts were made to maintain an appropriate degree of consistency between the 2050 forecasts and the 2045 forecasts prepared five years ago.

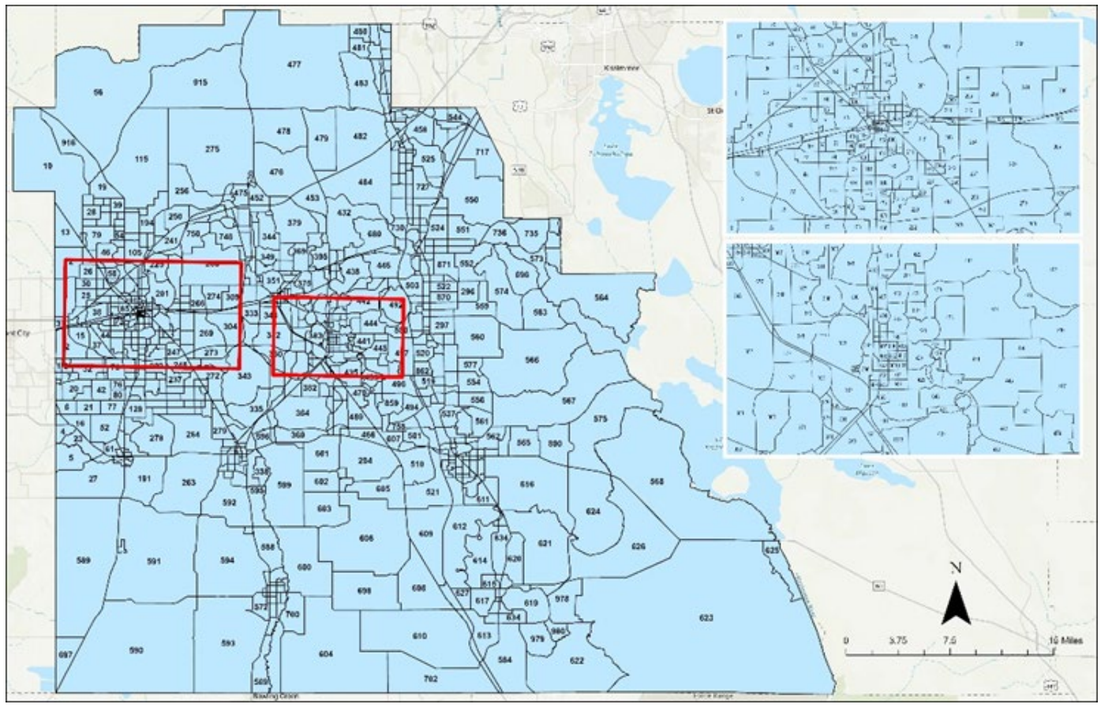


Figure 3-1. Polk Transportation Analysis Zones (TAZs)

3.2 POPULATION CONTROL TOTALS

The development of population control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts by county. These forecasts, prepared for each county, provide three countywide forecasts:

- Low: The low range of the forecasts
- Medium: The average of all forecasts (Typically used for planning forecasts)
- High: The High range of the forecasts

BEBR's forecasts have been significantly impacted/reduced by the Great Recession, which lasted from late 2007 through 2009. Historically, the BEBR Medium forecast has underestimated growth in high growth counties. This experience with the BEBR Medium forecast coupled with other factors, including Polk County's continued economic recovery from the recession, the rapid growth of the Lakeland-Winter Haven metropolitan area, the county's strategic logistics and manufacturing benefits as a gateway between the Orlando and Tampa markets, and its similar appeal for commuters, support the use of a population control total higher than the BEBR Medium forecast. The 2050 population forecast will assume a population control total based on the average of the 2023 BEBR Florida Estimates of Population Medium and High forecasts, resulting in a 2050 forecast of 1,233,050 persons. Polk County's population is forecasting to grow to nearly 1.2 million persons by the year 2050. This reflects an increase of over 471,500 persons from 2019 to 2050 as shown in **Table 3-1**. Employment is also forecasted to increase significantly from 222,666 employees in 2019 to 364,963 in 2050, an increase of 142,297 employees. This includes robust growth in the service sector employment and industrial/warehousing employment.

For the purposes of use with the Transportation Demand Model, only the permanent population—residents living in Polk County for more than six months per year—was forecasted. The permanent population includes Household population and Group Quarters population. The U.S. Census Bureau defines Household population as "all the people who occupy a housing unit as their usual place of residence." A housing unit, according to the U.S. Census Bureau is, "a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall...." The U.S. Census Bureau also describes "all people not living in households as living in group quarters. There are two types of group quarters: institutional (for example, correctional facilities, nursing homes, and mental hospitals) and non-institutional (for example, college dormitories, military barracks, group homes, missions, and shelters)."

Table 3-1. Polk County BEBR Population Forecast

Scenario	BEBR Forecast							Growth
	2021	2025	2030	2035	2040	2045	2050	21→50
BEBR Low	770,019	768,800	799,500	816,000	822,400	821,900	819,200	49,181
BEBR Medium	770,019	817,800	888,400	946,100	993,900	1,033,800	1,070,900	300,881
BEBR High	770,019	866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500	552,481
BEBR Avg of Medium and High	**770,019**	**842,350**	**932,800**	**1,011,150**	**1,079,600**	**1,139,750**	**1,196,700**	**426,681**

3.3 EMPLOYMENT CONTROL TOTALS

The employment control totals for each of the scenarios were developed based on a total employees/population ratio and an assumption that unemployment will be stable through 2050. Total employment was broken out into Industrial, Commercial, and Service employment categories. The categories are based on the Standard Industrial Classification (SIC) Manual, published by the U.S. Department of Commerce and described as follows:

- **Industrial Employment** - All full-time and regular part-time employees, and self-employed persons by job location, whose job is in an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing).
- **Commercial Employment** - All full-time and regular part-time employees and self-employed persons, by job location, whose job is in an industry classified in SIC categories 50 to 59 (retail trade and wholesale trade are commonly located in areas zoned for commercial land use activities.
- **Service Employment** - All full-time and regular part-time employees, and self-employed persons, by job location, whose job is in an industry classified in SIC categories 40 to 49 and 60 to 93 (i.e., transportation, communication and utilities services; finance, insurance and real estate services; selected personal services; tourism and recreational services, health and educational services; government services.

It is forecasted that Polk County's 2050 total population will be 1,233,050 persons with an employment total of approximately 1,196,700 employees. This represents an increase in population of 410,348 persons and employment of 153,648 employees from 2019 to 2050. The forecasted population and employment for Polk County from 2019 to 2050 represents a growth of nearly 65 percent for population and almost 79 percent for employment. The employment-to-population ratio is forecasted to increase from 2020 to 2025 and then remain consistent through the forecast horizon. This initial increase and subsequent stabilization reflect an economy enjoying the accelerated growth of post-recession recovery early on and then calming to settle at a consistent employment ratio through 2050. A graph showing the change in employment from 2019 to 2050 is shown in **Figure 3-2** below.

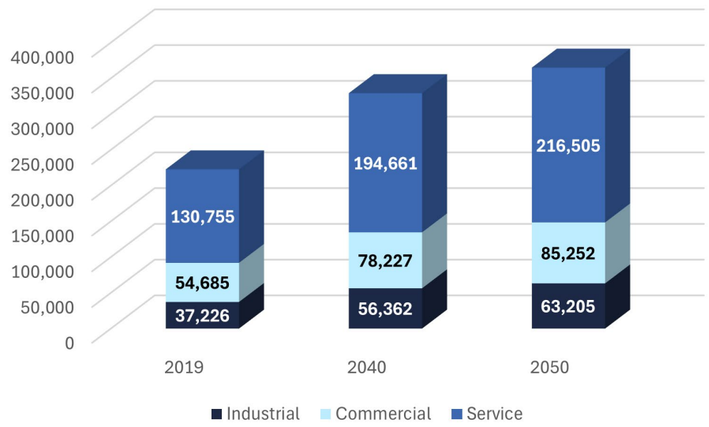


Figure 3-2. Change in Employment from 2019 to 2050

3.4 SCHOOL ENROLLMENT TOTALS

The projected school enrollment totals for Pre K to Grade 12 and College/University students are presented in **Table 3-2**.

Table 3-2. School Enrollment Projections

	Students		Growth
	2019	2050	19→50
Pre K to Grade 12	115,689	191,115	75,426
College/University	39,287	64,901	25,614

3.5 HOTEL/MOTEL CONTROL TOTALS

The forecasted hotel/motel units are shown in **Table 3-3**.

Table 3-3. Projected Hotel/Motel Units

	Units		Growth
	2019	2050	19→50
Hotel/Motel	6,814	11,257	4,443

3.6 PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2045 forecast, also strongly influenced the 2050 forecast. The county was delineated into three Planning Areas identified by the Polk TPO staff. Similar to other communities with a historically high growth rate, the economic recession that started in 2008 delayed the growth forecasted between 2008 and 2015 that was considered when developing the 2050 forecast. Attention was directed throughout the forecast in maintaining relative consistency between the allocation of growth by planning areas between the 2045 and 2050 forecasts.

The resulting growth forecasts by planning area are summarized in **Table 3-4** through **Table 3-10** for each of the major forecast categories (single family dwelling units, multi family dwelling units, industrial employment, commercial employment, and service employment). The Planning Areas are illustrated in **Figure 3-3**.

The primary criteria used to develop the forecasts include the following:

- Existing land use
- Future land use
- Existing population and employment
- Location of cities
- Major roadway corridors
- Character of areas
- Functional relationship of land uses

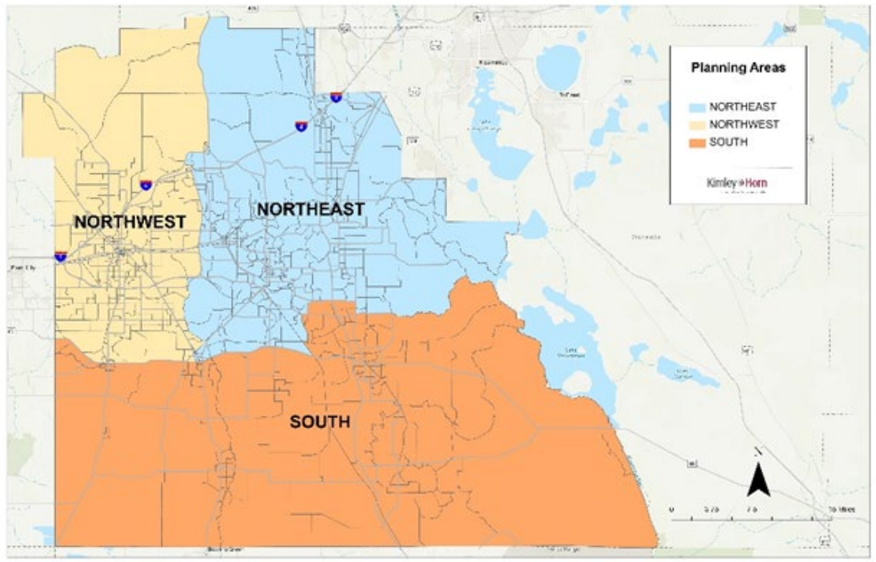


Figure 3-3. Polk County Planning Areas

Table 3-4. Planning Area Allocation Summary Table (Single Family Dwelling Units)

Planning Area	Single Family Dwelling Units			Single Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	94,741	146,192	51,451	48%	49%	52%
Northwest	74,963	106,641	31,678	38%	36%	32%
South	26,559	43,133	16,574	14%	15%	16%
Countywide	196,263	295,966	99,703	100%	100%	100%

Table 3-5. Planning Area Allocation Summary Table (Multi Family Dwelling Units)

Planning Area	Multi Family Dwelling Units			Multi Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	45,051	72,985	27,934	40%	40%	40%
Northwest	49,758	82,061	32,303	44%	45%	47%
South	17,791	26,959	9,168	16%	15%	13%
Countywide	112,600	182,005	69,405	100%	100%	100%

Table 3-6. Planning Area Allocation Summary Table (Total Household Population)

Planning Area	Total Household Population			Total Household Population %		
	2019	2050	19→50	2019	2050	19→50
Northeast	327,395	567,745	895,140	46%	48%	47%
Northwest	296,500	454,394	750,894	41%	38%	40%
South	91,077	158,972	250,049	13%	14%	13%
Countywide	714,972	1,181,111	1,896,083	100%	100%	100%

Table 3-7. Planning Area Allocation Summary Table (Industrial Employment)

Planning Area	Industrial			Industrial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	12,514	23,179	35,693	34%	37%	36%
Northwest	18,462	23,033	41,495	50%	36%	41%
South	6,250	16,993	23,243	16%	27%	23%
Countywide	37,226	63,205	100,431	100%	100%	100%

Table 3-8. Planning Area Allocation Summary Table (Commercial Employment)

Planning Area	Commercial			Commercial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	19,087	35,057	15,970	35%	41%	52%
Northwest	29,632	39,596	9,964	54%	46%	33%
South	5,966	10,627	4,661	11%	13%	15%
Countywide	54,685	85,280	30,595	100%	100%	100%

Table 3-9. Planning Area Allocation Summary Table (Service Employment)

Planning Area	Service			Service %		
	2019	2050	19→50	2019	2050	19→50
Northeast	47,874	90,956	43,082	37%	42%	50%
Northwest	65,742	94,789	29,047	50%	44%	34%
South	17,139	30,767	13,628	13%	14%	16%
Countywide	130,755	216,512	85,757	100%	100%	100%

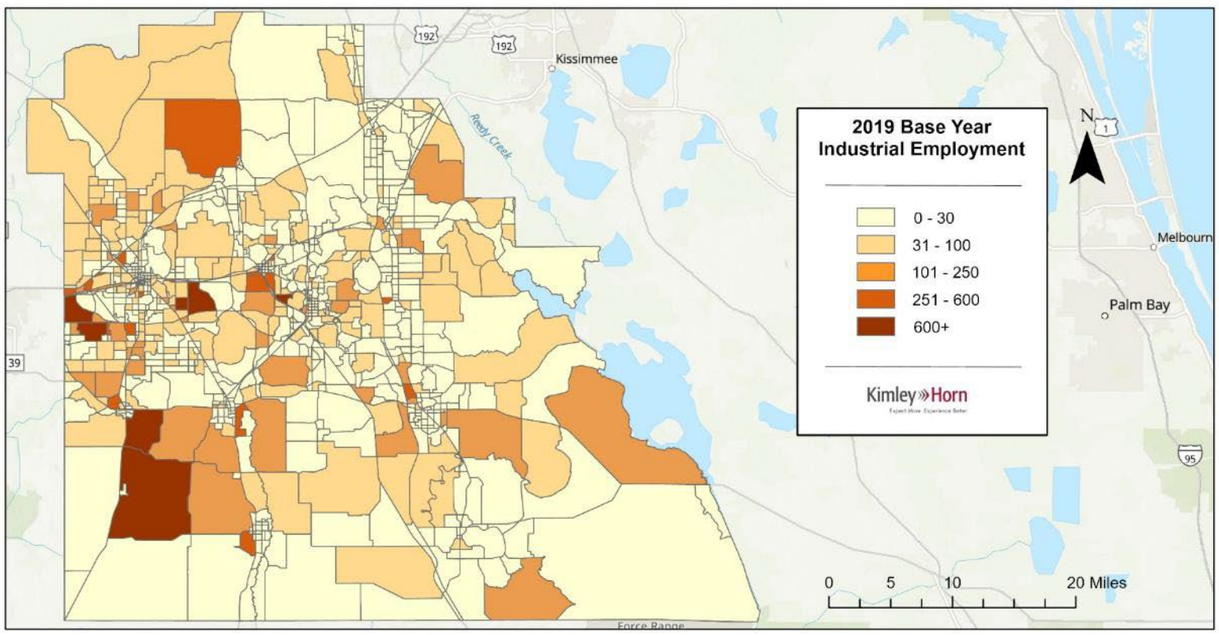
Table 3-10. Planning Area Allocation Summary Table (Total Employment)

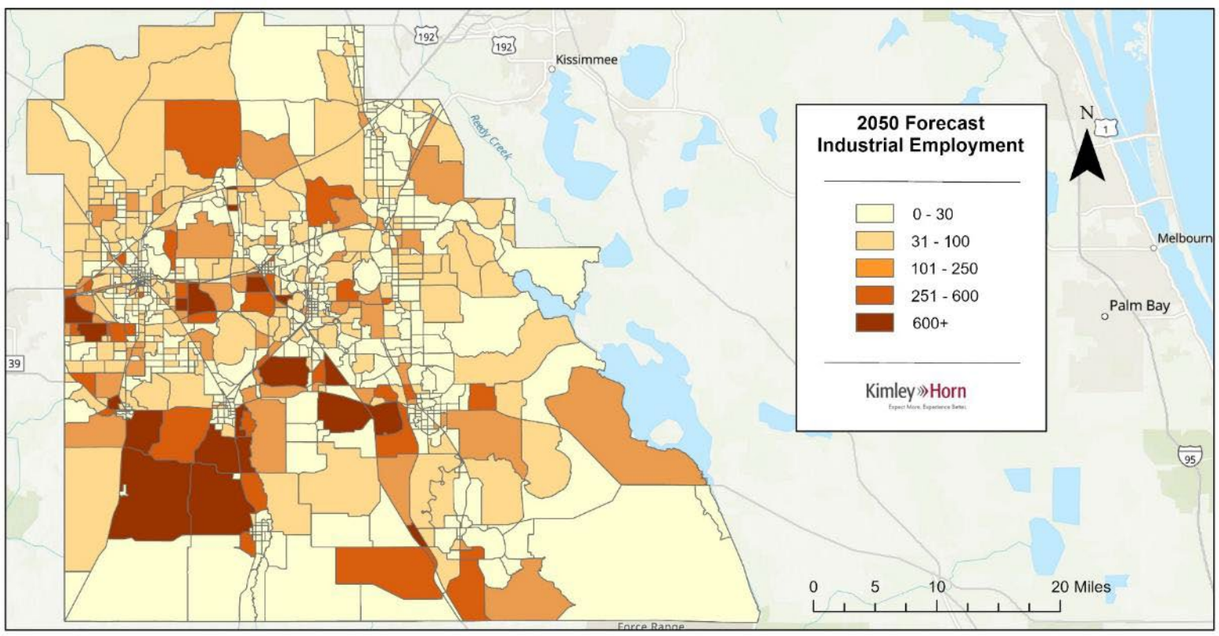
Planning Area	Employees			Employees %		
	2019	2050	19→50	2019	2050	19→50
Northeast	79,475	149,192	69,717	36%	41%	49%
Northwest	113,836	157,391	43,555	51%	43%	31%
South	29,355	58,387	29,032	13%	16%	20%
Countywide	222,666	364,969	142,304	100%	100%	100%

Figure 3-4 through **Figure 3-8** illustrate the projected total population, industrial employment, commercial employment, service employment, and total employment by TAZ.

Polk Parkway and South Florida Avenue

Figure 3-4. Projected Total Population Map by TAZ (2019-2050)





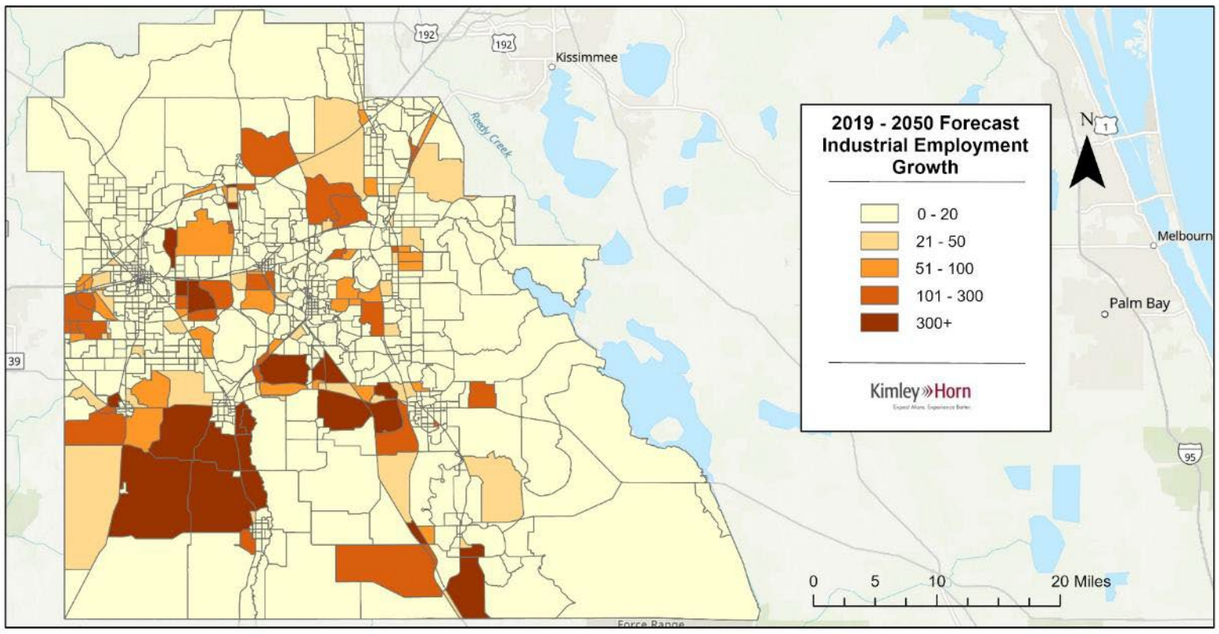


Figure 3-5. Projected Industrial Employment by TAZ (2019-2050)

Figure 3-6. Projected Commercial Employment by TAZ (2019-2050)

Figure 3-7. Projected Service Employment by TAZ (2019-2050)

Figure 3-8. Projected Total Employment by TAZ (2019-2050)

3.7 TRAVEL DEMAND MODEL

The key purpose of the forecasted population and employment data is to develop a forecast of the travel demand for the year 2050. This is accomplished by using a travel demand forecast model that converts the population and employment data into trips which are subsequently assigned to a roadway and/or transit network. The *Envision 2050* Plan makes use of the District One Regional Planning Model (D1RPM) which was developed by one of Polk TPO's partners, the Florida Department of Transportation.

The D1RPM is one of the larger models in the state of Florida with 5,288 traffic analysis zones (TAZ) covering 12,400 square miles in a twelve-county area and is used to represent the travel characteristics of a population of approximately 4.1 million. The D1RPM is a 'traditional' Florida Standard Urban Transportation Structure (FSUTMS) four-step, trip-based model that has been updated with many of the recommendations provided by the FDOT Transit Model Update project to improve the preparation of transit demand forecasts to a point consistent with federal expectations, and to incorporate state of the practice techniques and tools through a prototype model application.

A map showing the results of the travel demand model is provided in **Figure 3-9** on the next page. Roadway segments are color-coded based on their Volume-to-Capacity (V/C) ratio—a basic indicator of traffic congestion. The V/C ratio compares the amount of traffic a road carries (volume) to the amount it can handle (capacity). Segments with a V/C ratio greater than 1.0 are considered over capacity and are likely to experience delays.

3.8 REGIONAL COORDINATION

In Central Florida, there has and continues to be a need for regional transportation planning due to the amount of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the TPO has maintained strong regional alliances with our counterparts in the Tampa Bay and Orlando urbanized areas in Central and west Central Florida. The TPO has interlocal agreements with the Suncoast Transportation Planning Alliance (SCTPA) and Central Florida MPO Alliance (CFMPOA) regarding regional transportation planning and coordination. The TPO provided regular updates to these groups as the *Envision 2050* Plan was being developed. The TPO will ensure that the regional projects contained in *Envision 2050* are reflected in the regional transportation plan for both the SCTPA and CFMPOA.

Throughout the development of the D1RPM, Polk TPO also coordinated with FDOT District One as well as the other five MPOs/TPOs within District One, especially the Heartland TPO which is comprised of the six counties south of Polk. The Polk TPO recognizes there are several regional transportation corridors that link our regions and there may be opportunities in the future for coordination between the Polk TPO and Heartland TPO.

The D1RPM was prepared as one regional model for all twelve counties in District One to be used by each the MPOs/TPOs for their LRTPs. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in building the D1RPM, as each MPO/TPO provided data and input in support of the model validation, population and employment forecast, and subsequent model runs as various alternatives were tested for the LRTPs.

Downtown Winter Haven and Surrounding Lakes

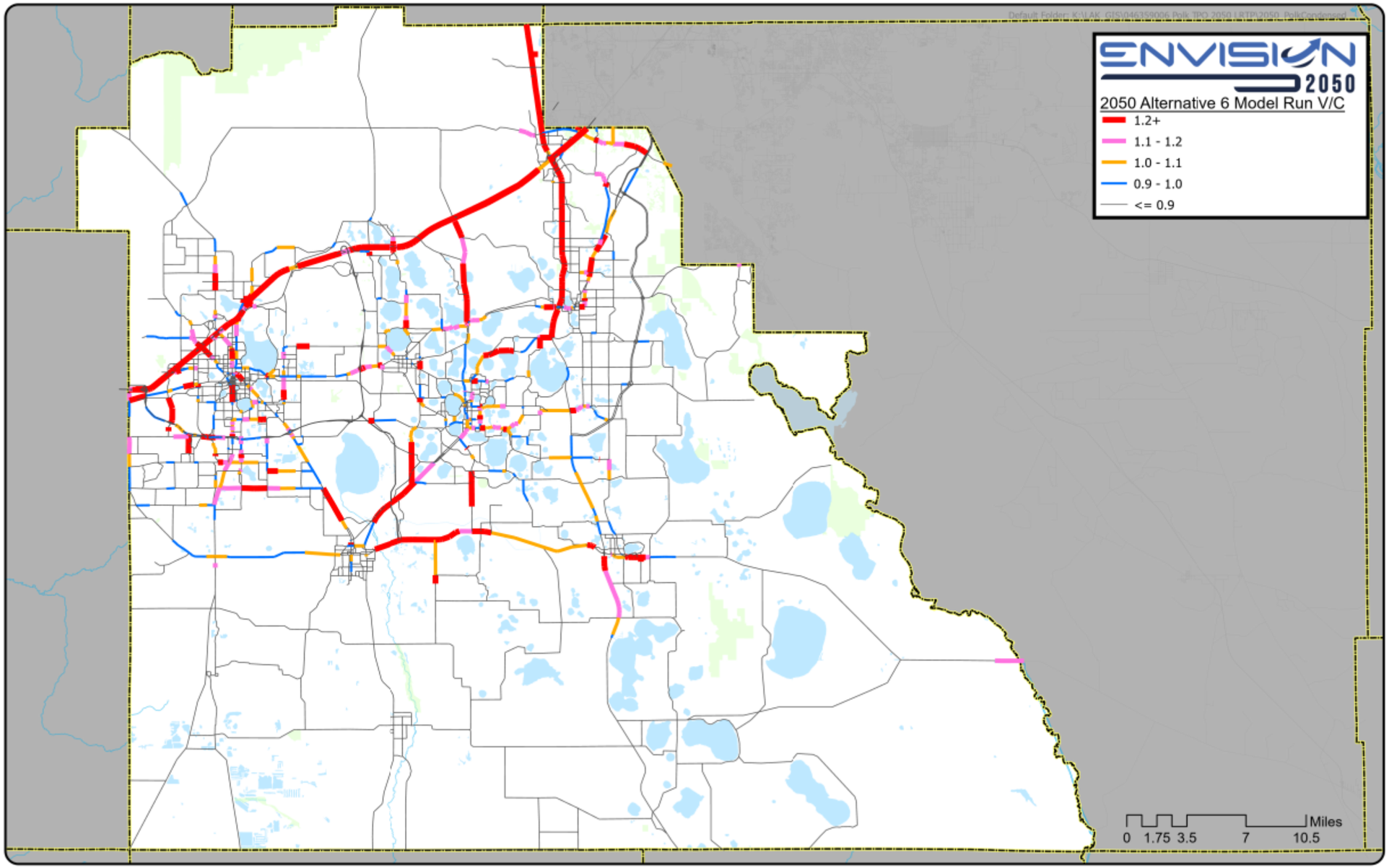


Figure 3-9. Travel Demand Model Results

TRANSPORTATION NEEDS

CHAPTER 4

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4.0 TRANSPORTATION NEEDS

4.1 INTRODUCTION

A key aspect of long-range transportation planning involves estimating the revenues that can be reasonably expected, which helps prioritize the Needs Plan and shape a Cost Feasible Plan. These revenue projections represent a snapshot of the current financial landscape and anticipated trends. Another critical component of the forecast is identifying how transportation funds are allocated between capital investments and operations and maintenance. Ensuring the continued upkeep of transportation infrastructure will remain a vital priority moving forward. However, compared to 20 years ago, when forecasted needs and revenues were more closely aligned, the cost of meeting transportation needs has risen dramatically while available revenues have remained relatively flat—widening the gap and creating increasing challenges in funding investment priorities over time. **Figure 4-1** illustrates this by comparing the costs of needs in 2005 (2030 Long Range Transportation Plan) to the cost of needs in 2025 (this 2050 Long Range Transportation Plan) and the forecasted revenue available within those plans to address the identified needs.

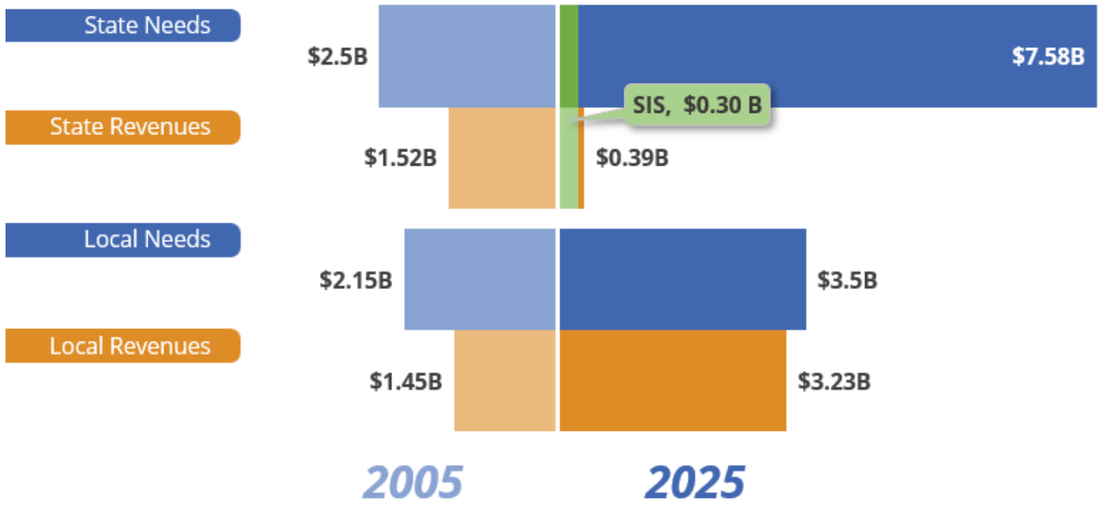


Figure 4-1. Transportation Needs and Revenues in 2005 vs. 2025

4.2 PROJECTED REVENUES

Table 4-1 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are shown in Year of Expenditure (YOE), which is the estimated value of the dollars at the time of spending in the future, including inflation.

Table 4-1. Federal and State Revenue Summary in Year of Expenditure (YOE)

Revenue	2031-2035	2035-2040	2041-2050	2050 LRTP Total
Surface Transportation Block Grant – Urbanized Area (SU)	$33,780,000	$33,780,000	$67,560,000	$135,120,000
Transportation Alternatives – Urbanized (TALU)	$6,170,000	$6,170,000	$12,340,000	$24,680,000
State Highway System (non-SIS)	$21,320,000	$22,160,000	$45,110,000	$88,590,000
State Highway System (non-SIS) SHS Product Support*	$4,690,000	$4,875,000	$9,924,000	$19,489,000
Other Roads (Non-SIS, Non-SHS)	$14,060,000	$14,630,000	$29,780,000	$58,470,000
Other Roads (Non-SIS, Non-SHS) Product Support*	$3,093,000	$3,219,000	$6,552,000	$12,864,000
Subtotal	$88,233,000	$89,954,000	$181,516,000	$359,703,000
Strategic Intermodal System (SIS)	$147,357,000	$0	$358,206,000	$505,563,000
Surface Transportation Block Grant (SN, SM, SL)*	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Transportation Alternatives (TALT, TALN, TALM, TALL)*	$8,146,000	$8,210,000	$16,613,000	$32,969,000
TRIP (Transportation Regional Incentive Program)*	$8,966,000	$9,445,000	$19,511,000	$37,922,000
Total State and Federal	**$349,579,000**	**$206,464,000**	**$775,503,000**	**$1,331,546,000**

Note: Estimated allocation of Districtwide funding based on Polk TPO's proportion of projected total population within District One
Note: Source for State and Federal Revenue Data: FDOT 2050 Revenue Forecast
Note: Planned SIS projects are sources from the SIS Funding Strategy document set (https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm), where the project list is not in priority order.
*Includes years 2030 to 2050 (21 years)
**In addition to TALU, other competitive funding sources include:
TALL (Transportation Alternatives for areas with populations between 5,000 and 200,000), TALT (Transportation Alternatives for any area of the state), TRIP (Transportation Regional Incentive Program), TLWR (SUN Trail), CIGP (County Incentive Grant Program), SCOP (Small County Outreach Program)

Locally generated revenues are also considered and are summarized in **Table 4-2**.

Table 4-2. Polk County Revenue Summary in Year of Expenditure (YOE)

Polk County Revenue Source	2031-2035	2036-2040	2041 - 2050	2050 LRTP Totals
County Gas Tax - 1¢ of 1¢	$25,084,050	$30,334,200	$75,446,600	**$130,864,850**
Constitutional Gas Tax - 2¢ of 2¢	$56,726,460	$68,599,440	$170,621,060	**$295,946,960**
Local Option Gas Tax - 6¢ of 6¢	$102,277,650	$123,684,600	$307,625,800	**$533,588,050**
Second Local Option Gas Tax 5¢ of 5¢	$64,712,850	$78,257,400	$194,640,200	**$337,610,450**
9th Cent Gas Tax 1¢ of 1¢	$18,576,000	$22,464,000	$55,872,000	**$96,912,000**
Transportation Millage Fund (Ad Valorem Tax)	$1,039,238,190	$1,387,559,160	$4,481,520,280	**$6,908,317,630**
Road Impact Fees	$158,541,000	$128,341,200	$627,784,000	**$914,666,200**
Total Polk County Revenues	**$1,465,156,200**	**$1,839,240,000**	**$5,913,509,940**	**$9,217,906,140**

Out of a total anticipated revenue amount of over $10.5 billion (year of expenditure) throughout the life of the plan, only a portion of that is available for capital projects, totaling about $5.5 billion. Not all revenue sources are eligible for every type of project, as some funds can only be applied to certain improvements, such as transit, operations and maintenance, or specific roadway classifications. Within the available capital funding, there is further division regarding how much can be allocated to different types of roads and projects.

4.3 ROADWAY PLAN

PHASING OF PROJECTS

Roadway and Highway projects in *Envision 2050* are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 4-2** below. Tier 1 through Tier 3 projects are fully funded, high priority, and included in the cost feasible plan. Tier 4 through Tier 6 projects are unfunded. Tier 4 projects are high priority and will be added to the cost feasible projects should funds become available.

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Interim Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Illustrative Projects / Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

Figure 4-2. Phasing Tiers

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in **Figure 4-3**. A detailed summary of the cost feasible projects is provided in Appendix B and Appendix C. Appendix B presents project costs in terms of Year of Expenditure and Appendix C presents project costs in terms of Present Day Value (PDV). The total unfunded needs include nearly $6.2 billion of roadway improvements in YOE costs. These tables ensure that the Cost Feasible Plan and the proposed improvements are described in sufficient detail to develop cost estimates per 23 C.F.R. 450.322(f)(6).

Main St., near Lake Marie, Dundee

Figure 4-3. Prioritization Criteria

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The first five years of the cost feasible Long Range Transportation Plan make up the Transportation Improvement Program (TIP), which is included in Appendix A. While the federal regulations call for a TIP that includes four years of improvements, Florida requires and recognizes a full five years. Because the TIP document is frequently amended, the current TIP is available on the Polk TPO website. Amendments and major changes to the TIP go through a formal process which includes a public hearing for major changes. Revenue sources for TIP projects are included in Appendix A.

Major capital and capacity projects listed in the TIP are shown in **Table 4-3**. For additional information on projects TIP projects, please reference the full FY 20256/26-2029/30 TIP available under separate cover.

The existing and committed roadway network is included in the map on **Figure 4-4**.

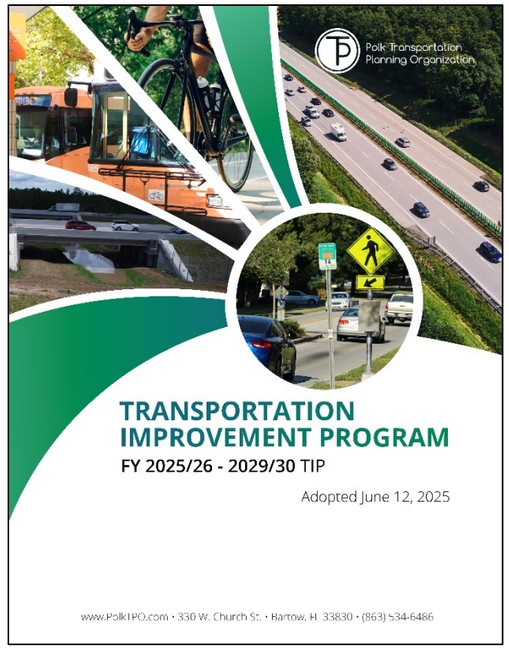


Table 4-3. Projects Listed in TIP FY 2025/2026-2029/2030

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
ROADWAY CAPACITY PROJECTS			
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS
US 27	AT SR 60		INTERCHANGE - ADD LANES
US 92	RECKER HWY	KELLY AVE	INTERSECTION IMPROVEMENT
SR 544	MLK BLVD	AVE Y	ADD LANES & RECONSTRUCT
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (PILOT STUDY)
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 2)
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 3)
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES/BRIDGE
LOGISTICS PKWY EXT/POLLARD RD EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES

MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
I-4 @ SR 33	OLD COMBEE RD	UNIVERSITY BLVD	INTERCHANGE IMPROVEMENTS AND WILDLIFE CROSSINGS
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	ADD LANES AND REHAB PVMT
BICYCLE AND PEDESTRIAN PROJECTS			
FORT FRASER	TRAIL	OVER SR 60	BIKE PATH/TRAIL
TENOROC TRL SEG1	LAKE CRAGO DR AT SR 33	AT OLD COMBEE RD	BIKE PATH/TRAIL
TENOROC TRL SEG2	E OF LAKE CRAGO DR	BRADDOCK RD	BIKE PATH/TRAIL
CHASE ST TRAIL	STRAIN BLVD	W OF VETERANS AVE	BIKE PATH/TRAIL
6TH ST	AVE G	US 17	SIDEWALK
SR 544	LAKE BLUE DR	26TH ST NW	SIDEWALK
COMBEE ACADEMY	SPORTS		SIDEWALK
SR 659	US 92	MORGAN COMBEE RD	SIDEWALK
SR 563	LK HUNTER BOAT RAMP	LIME ST	BIKE PATH/TRAIL
AVE C	1ST ST	6TH ST	SIDEWALK
PROVIDENCE RD	KATHLEEN RD	GRIFFIN RD	SIDEWALK
RSH CONNECTOR	E OF CENTRAL AVE	FIRST ST	BIKE PATH/TRAIL
GLENDALE ST TRAIL	NEW JERSEY RD	LAKELAND HIGHLANDS RD	BIKE PATH/TRAIL
HARTSELL AVE TRAIL	SR 563	LAKE BEULAH DR	BIKE PATH/TRAIL
OLD HELENA RD	CYPRESS GARDENS RD		SIDEWALK
SE 8TH ST			SIDEWALK
NORTH LAKE	FITNESS TRAIL		BIKE PATH/TRAIL

MALL HILL DR	KATHLEEN RD	GRAND BAY CIRCLE	SIDEWALK
INGRAHAM AVE TRAIL	FORT FRASER TRAIL EXT		BIKE PATH/TRAIL
PLANNING STUDIES			
US 27	HIGHLANDS C/L	N OF SR 60	PD&E/EMO STUDY
SR 544	MLK BLVD	SR 17	PD&E/EMO STUDY
SR 60	BONNIE MINE RD	MOSAIC ENTRANCE RD	PD&E/EMO STUDY
SR 544	MLK BLVD	SR 17	PD&E/EMO STUDY
SR 570	I-4	SR 540	PD&E/EMO STUDY
CENTRAL POLK PKWY EAST	US 17-92	SR 538	PD&E/EMO STUDY
CENTRAL POLK PKWY EAST	SR 60	US 17-92	PD&E/EMO STUDY
CENTRAL POLK PKWY EAST	US 27	N OF CR 546	PD&E/EMO STUDY
CENTRAL POLK PKWY EAST	N OF CR 546	US 17-92	PD&E/EMO STUDY

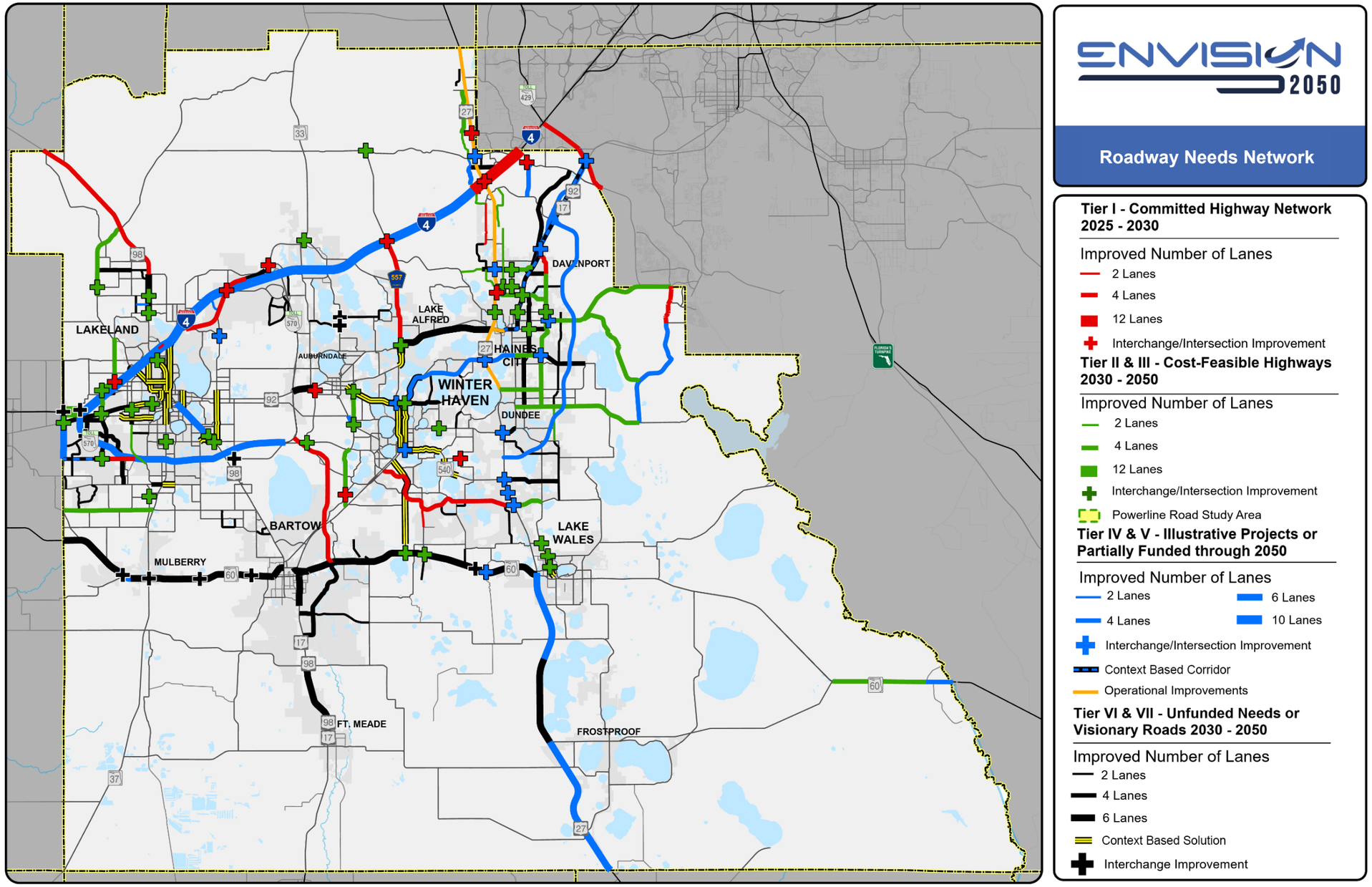


Figure 4-4. Roadway Needs Network Including Existing + Committed Projects

FREIGHT CORRIDORS

Polk County plays a critical role as an inland freight logistics hub in Florida, largely due to its advantageous position between the Tampa and Orlando metropolitan areas and its proximity to key highway routes—US 17, US 27, and SR 60—which connect to both southeast and southwest Florida. Recognizing this strategic location, CSX Transportation has established a major Intermodal Logistics Center in Winter Haven, adjacent to SR 60. In recent years, companies such as Amazon and Wal-Mart have significantly expanded their operations across the county.

Freight movement and warehousing have long been central to Polk County's economic strength and continue to drive growth. As a result, the Polk TPO places strong emphasis on freight corridors when setting project priorities and defining performance measures and objectives. Identifying major corridor upgrades is just one method used to address freight-related challenges.

REGIONAL PROJECTS

Northeast Polk Study

FDOT and Florida's Turnpike Enterprise (Enterprise) are conducting a PD&E study to evaluate corridor alternatives for a new tolled, limited access highway from SR 60 to US 17/92 (**Figure 4-5**). The proposed facility would provide a direct link to Interstate 4 and SR 429 through the future Poinciana Connector. The proposed corridor would provide some relief to the existing US 27 corridor in northeast Polk, which has become increasingly congested in recent years and is projected to worsen in the future due to forecasted population growth.

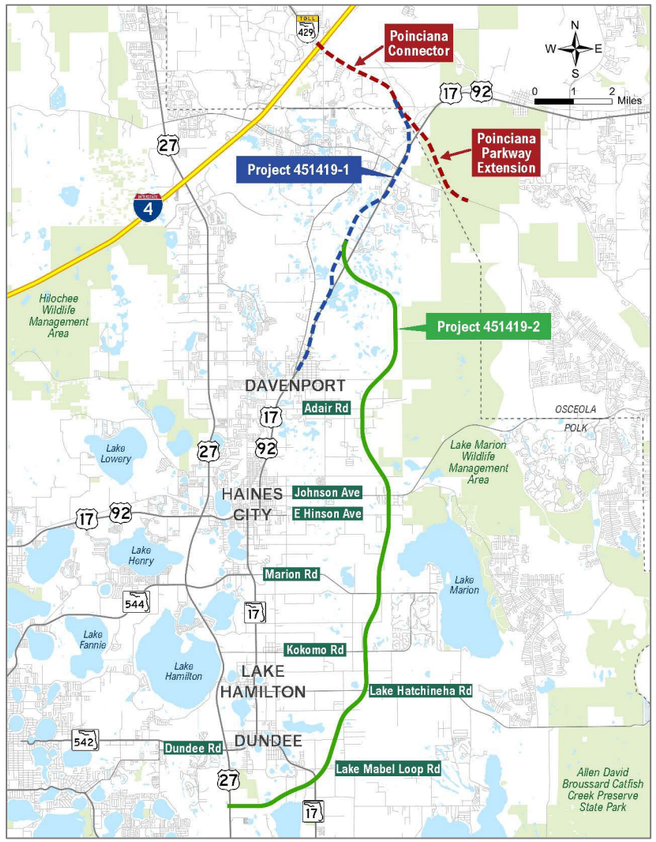


Figure 4-5. Northeast Polk Study Alignment as of February 4, 2026 (from FDOT)

A ladder-rung consensus-building exercise was conducted to determine the benefits, connectivity, impacts, and barriers of expanding east-west corridors to support connectivity to the planned Central Polk Parkway East roadway. The five east-west corridors most suitable for expansion and their proposed improvements, as determined during the consensus-building exercise include:

- Ernie Caldwell Boulevard – Interchange with Central Polk Parkway East
- Bates Road – Widen to four-lanes and extend east to connect to Powerline Road
- Marion Road (SR 544) – Widen to four-lanes to proposed interchange with Central Polk Parkway East
- Kokomo Road/CR 546E – Widen to four-lanes from US 27 east to Powerline Road
- Lake Hatchineha Road East – Widen to four-lanes east of Polk Parkway east to Powerline Road and construct interchange with Central Polk Parkway East

The Northeast Polk Study Area Map is shown in **Figure 4-6**.

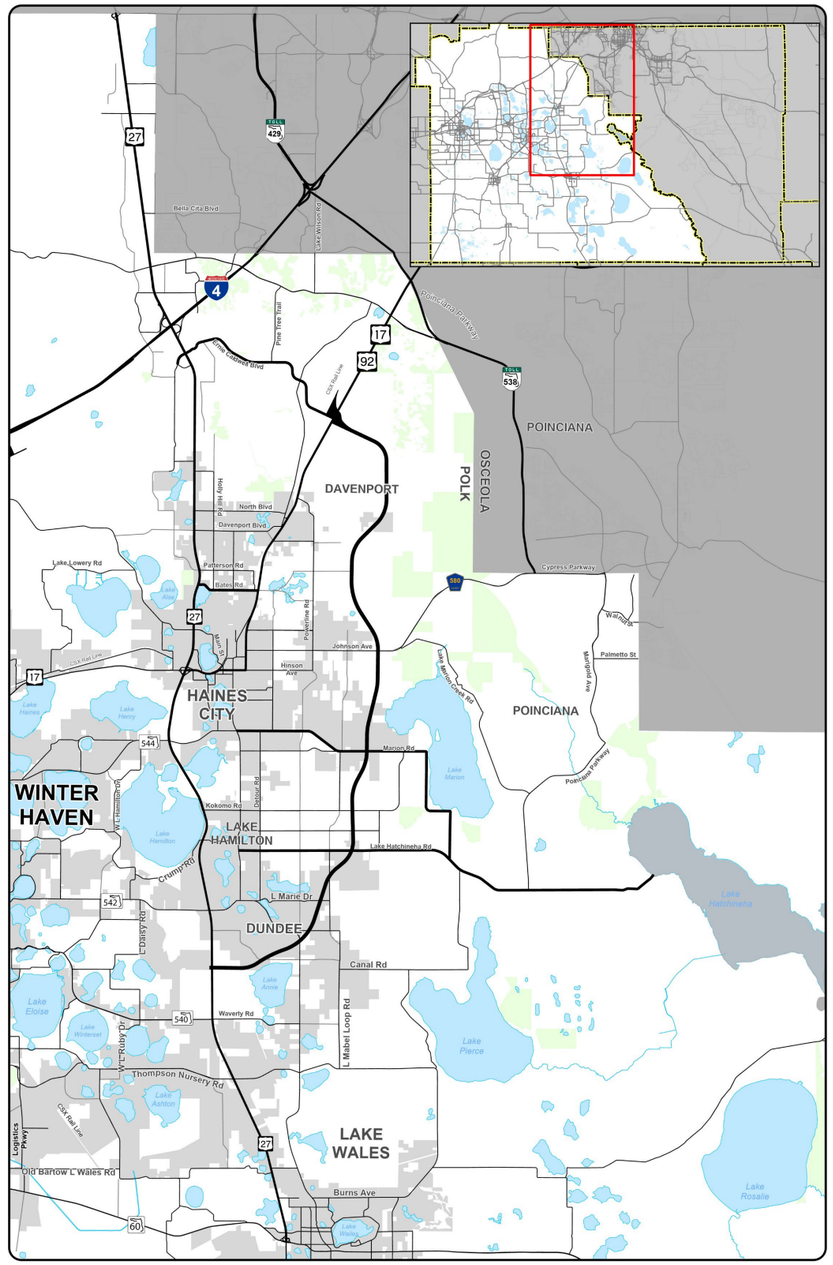


Figure 4-6. Northeast Polk Study Area Map

Table 4-4 shows dwelling unit growth within the study area through 2050 and **Table 4-5** shows employment growth within the study area through 2050. **Figure 4-7** and **Figure** 4-8 illustrate dwelling unit growth and employment growth by TAZ within the study area through 2050. The growth shown in these maps underscores the need for a limited access corridor to support the rapidly growing study area and provide some traffic relief to the roadway network on which conditions are expected to continue to worsen in the future.

In addition to the magnitude of this growth, the spatial pattern of development (concentrated residential expansion along the US 27 corridor and significant employment intensification near emerging activity centers) will generate substantial new travel demand both within and across the study area. As development continues to push eastward, much of this growth will be funneled onto a roadway network already operating near or above capacity during peak periods. Without new north-south and east-west capacity, particularly connections capable of bypassing local congestion, the region will face increasing delays, degraded reliability, and limited options for rerouting traffic during incidents or weather-related disruptions. The limited-access corridor under evaluation provides an opportunity to introduce meaningful system redundancy, improve connectivity between major growth nodes, and reduce dependency on US 27 as the sole high-capacity spine in the area. By offering a controlled-access facility that can accommodate longer-distance and through travel demands, the corridor would help preserve the function of existing arterial roadways, support economic activity tied to employment growth, and enhance overall regional mobility as Polk County approaches 2050.

Table 4-4. Study Area Dwelling Unit Growth

Area	Dwelling Units (2019)	Dwelling Units (2050)	Dwelling Unit Growth (2019 -> 2050)	Dwelling Unit Percent Change (2019 -> 2050)
NE Polk[1]	115,032	173,725	58,693	51.02%

[1]*Includes the TAZs shown in Figure 4-6 and Figure 4-7*

Table 4-5. Study Area Employment Growth

Area	Employment (2019)	Employment (2050)	Employment Growth (2019 -> 2050)	Employment Percent Change (2019 -> 2050)
NE Polk[1]	50,310	96,389	46,079	91.59%

[1]*Includes the TAZs shown in Figure 4-6 and Figure 4-7*

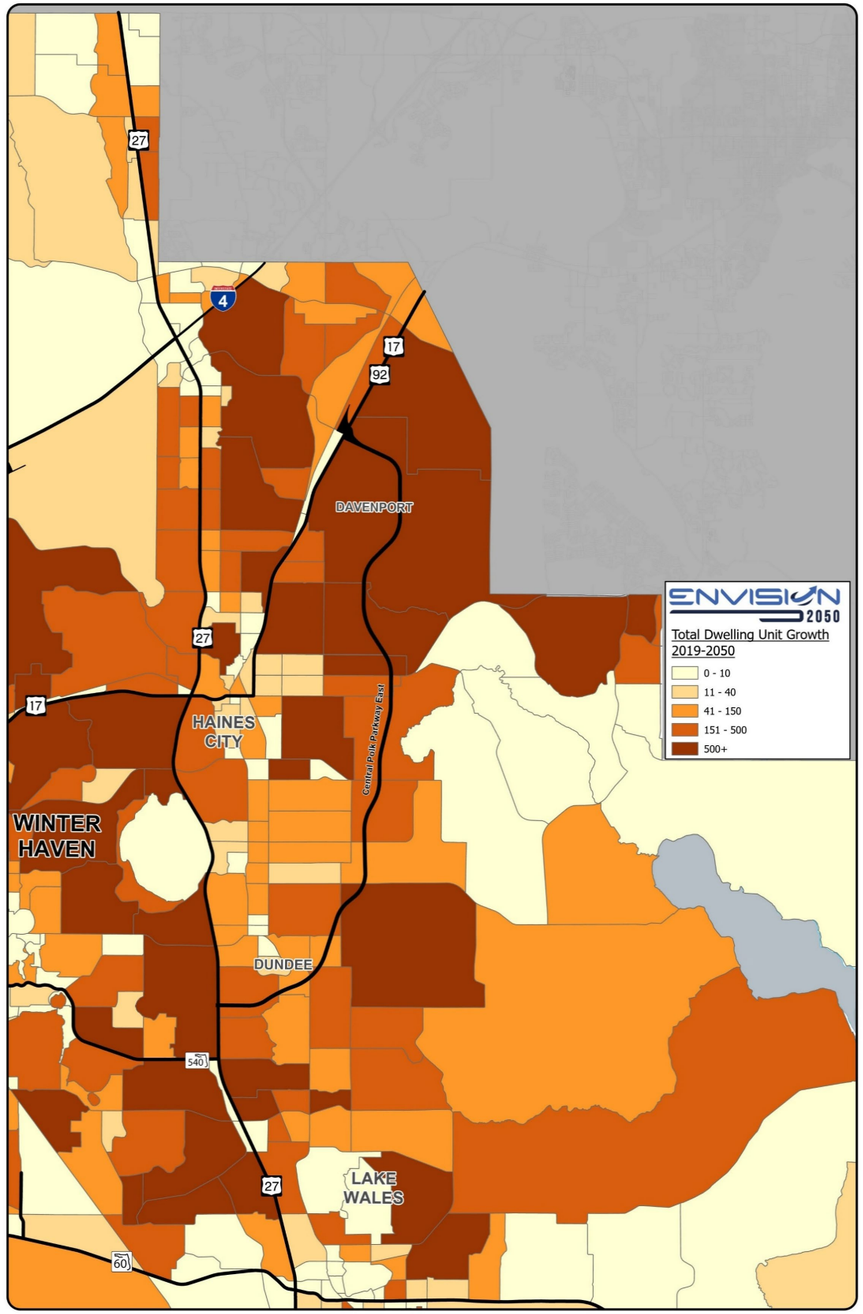


Figure 4-7. Northeast Polk Dwelling Unit Growth (2019 -> 2050)

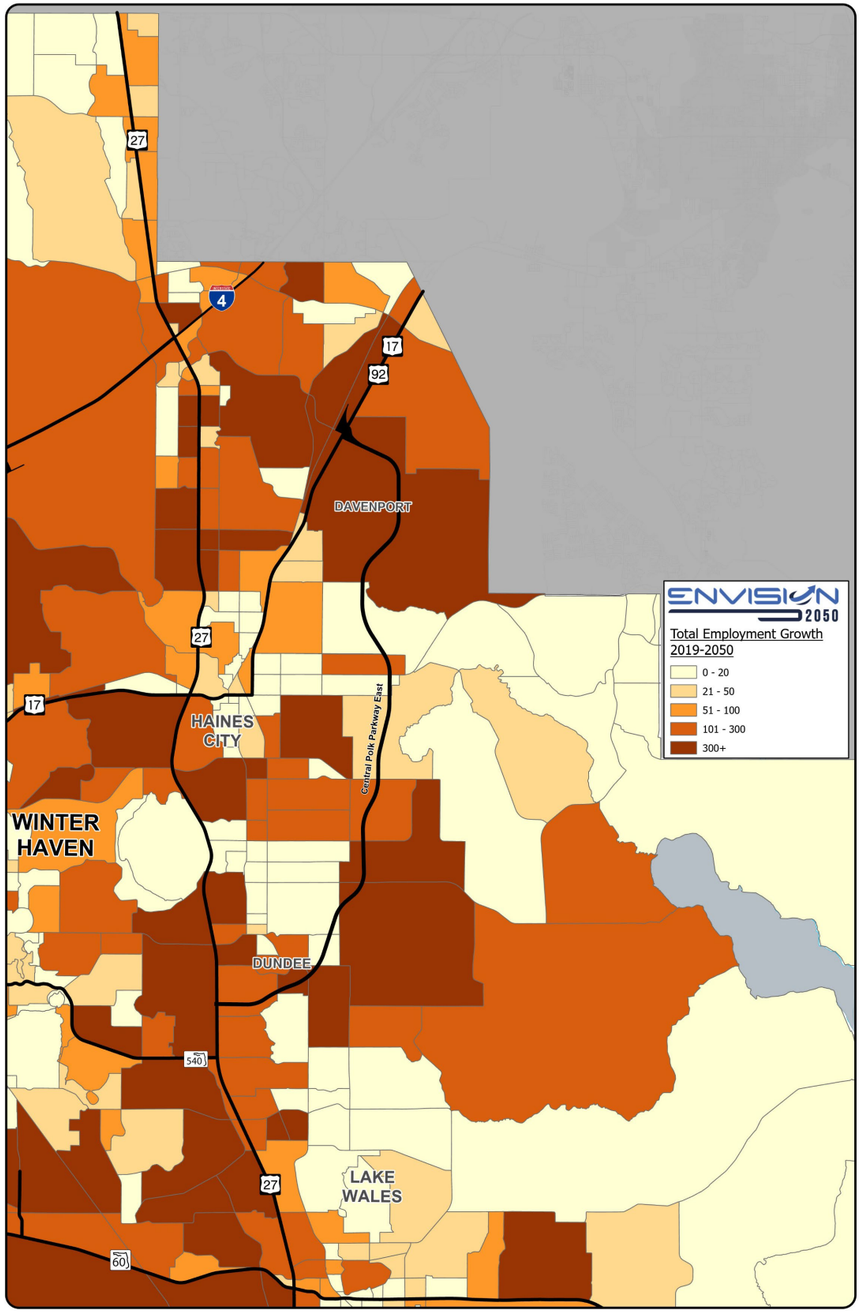


Figure 4-8. Northeast Polk Employment Growth (2019 -> 2050)

The proposed improvements for the five east-west corridors associated with each alternative are listed in **Table 4-6**. Maps illustrating each of the alternatives within the 2050 regional roadway network are shown in **Figure 4-9** through **Figure 4-13**.

Table 4-6. Alternatives Comparison

Corridor	Alternative 1	Alternative 2 without Toll	Alternative 2 with Toll	Alternative 3
Ernie Caldwell Boulevard 4-Lane	•	•	•	•
Central Polk Parkway East 6-Lane	•	•	•	•
Bates Road Extension 4-Lane				•
Powerline Road 4-Lane	•	•	•	•
Johnson Avenue 2-Lane	•	•	•	•
SR 544 west of Powerline Road 4-Lane	•	•	•	•
Lake Hatchineha Road 2-Lane	•			
Lake Hatchineha Road 4-Lane		•	•	•
SR 542 west of US 27 4-Lane	•	•	•	•
SR 540 west of US 27 4-Lane	•	•	•	•
Thompson Nursery Road 4-Lane	•	•	•	•

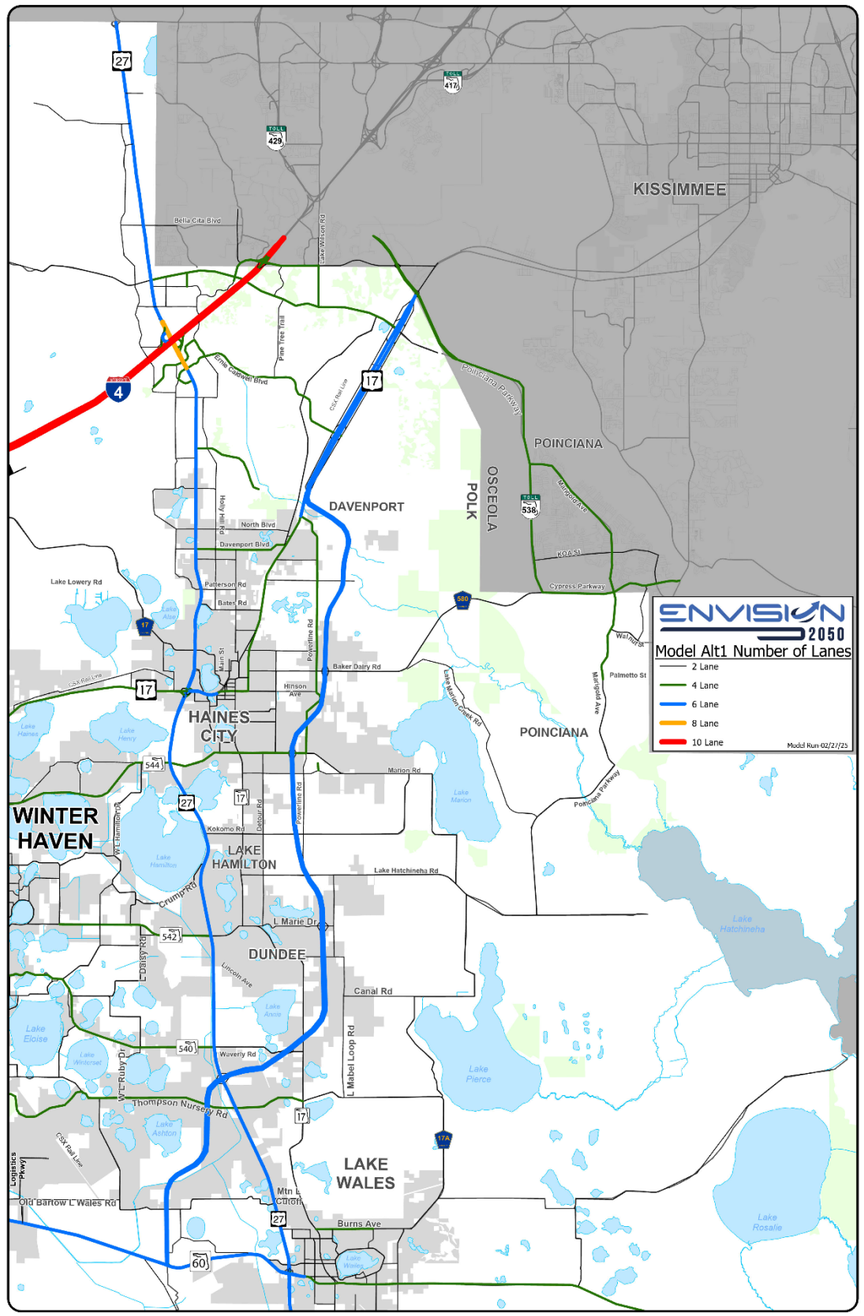


Figure 4-9. Northeast Polk Alternative 1 – Number of Lanes

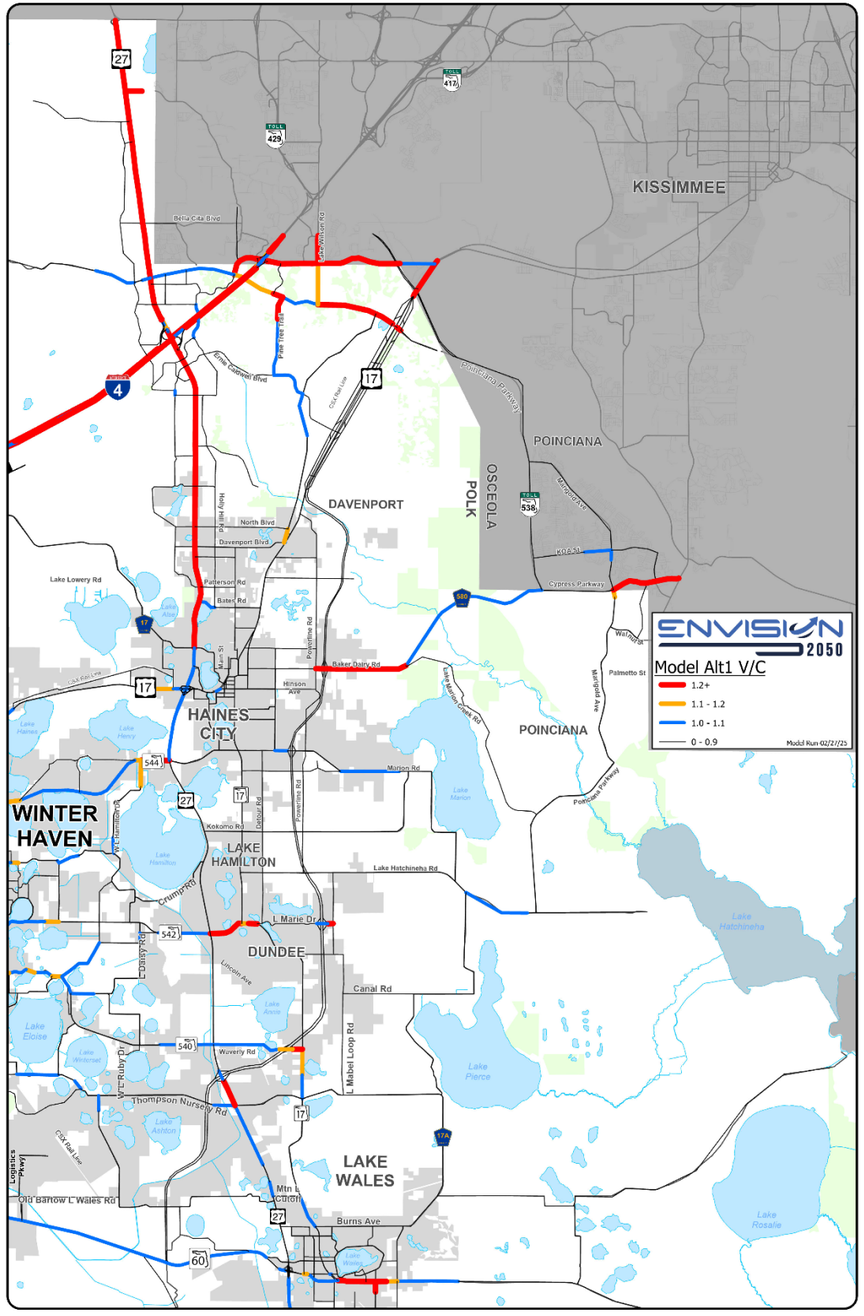


Figure 4-10. Northeast Polk Alternative 1 – V/C

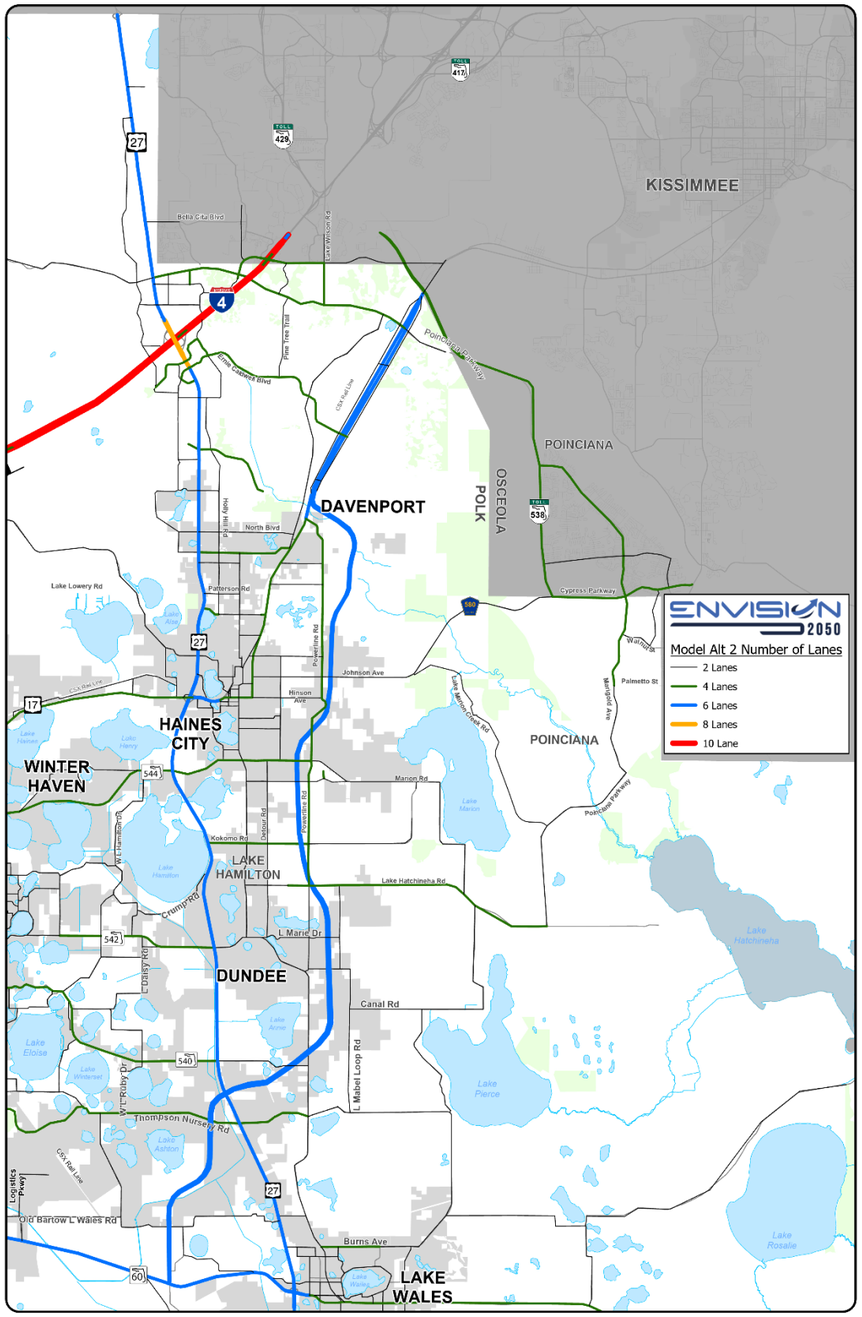


Figure 4-11. Northeast Polk Alternative 2 – Number of Lanes

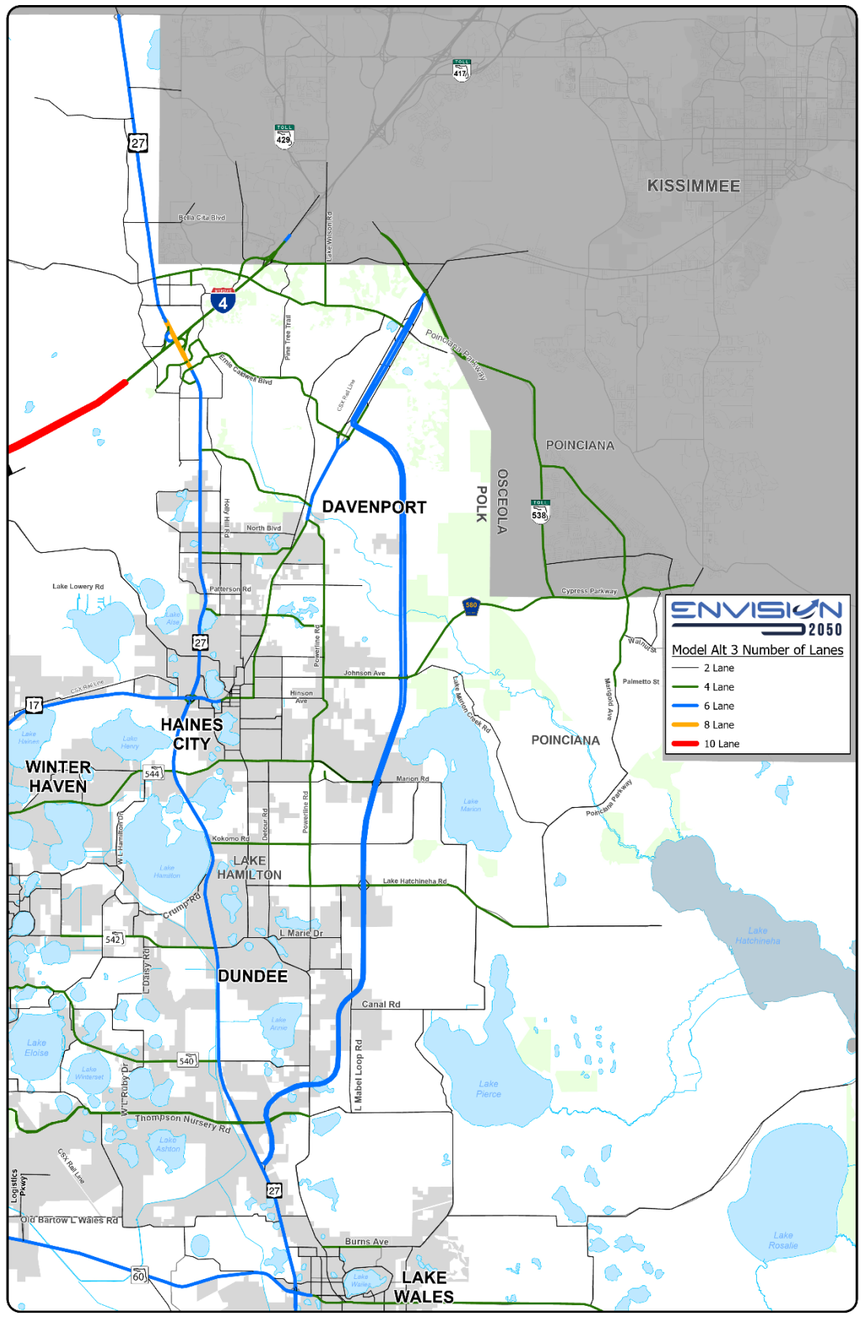


Figure 4-12. Northeast Polk Alternative 3 – Number of Lanes

As part of the Northeast Polk Network assessment, the study evaluated how the individual east-west roadway segments support or constrain future mobility within the Central Polk Parkway East influence area. **Table 4-7** summarizes the performance of each of the east-west segments across five criteria: Benefit, Connectivity, Impacts, Barriers, and Communities. These ratings provide a high-level comparison of how each segment functions within the broader network. Segments with higher Benefit and Connectivity scores indicate stronger support for future travel demand and regional circulation, while higher Impact or Barrier ratings highlight locations where environmental features, water bodies, rail corridors, or community considerations introduce challenges.

Table 4-7. Impacts Associated with East-West Segment Improvements

Map ID	Roadway	Benefit	Connectivity	Impacts	Barriers	Environmental Justice
A	**Ernie Caldwell Blvd**	High	High	Low	Low	Low
B	**North Blvd**	Medium	Low	High	High	Low
C	**Davenport Blvd**	High	Medium	High	Medium	High
D	**Patterson Blvd**	Medium	Medium-Low	High	High	Low
E	**Bates Rd**	High	High	Medium	Low	Low
F	**Main St**	Medium	Low	High	High	High
G	**US 17/92 + Hinson Ave**	High	High	High	High	High
H	**SR 544/Marion Rd**	High	High	Medium	Low	Low
I	**CR 546 E/Kokomo Rd**	High	High	Medium	Low	Medium
J	**Lake Hatchineha Rd (East)**	Medium	Medium	Low	Low	Low
K	**Dundee Rd**	Medium	Low	High	Low	High
L	**Lincoln Ave/Southern Rd**	Low	Low	High	High	Medium
M	**Waverly Rd**	Low	Low	High	High	High

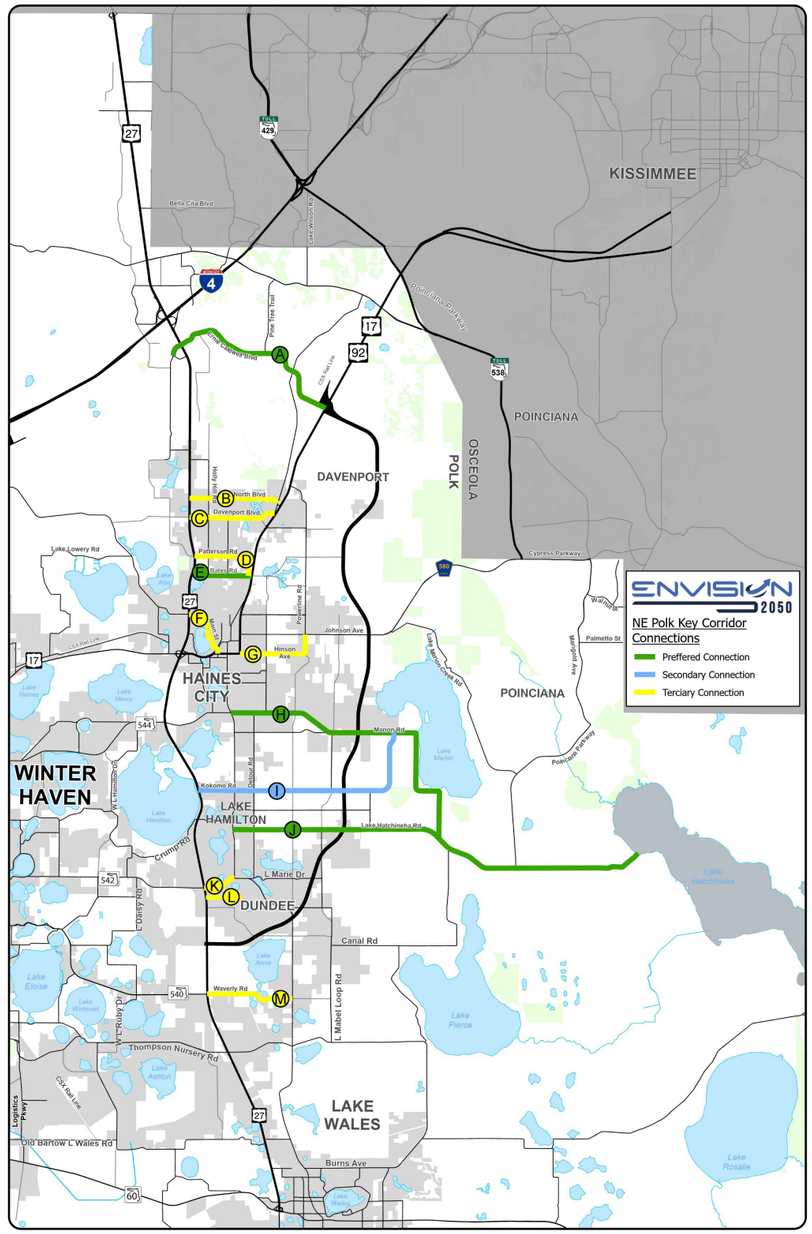


Figure 4-13. Northeast Polk Key Corridor Connections

SOUTHPORT CONNECTOR EXPRESSWAY PD&E STUDY

The Southport Connector Expressway is a proposed regional transportation corridor intended to improve mobility and relieve congestion in the rapidly growing Poinciana area of Osceola and Polk counties. In December 2025, the Central Florida Expressway Authority (CFX) Governing Board approved the Preferred Alternative for the Southport Connector Expressway Project Development & Environment (PD&E) Study. The Preferred Alternative proposes widening Cypress Parkway, upgrading eight intersections, and constructing an elevated expressway within the median of Cypress Parkway. The study is scheduled to be finalized in early 2026. The future schedule for design and construction will depend upon finding funding partners to increase financial viability for the project. **Figure 4-14** shows the preferred alternative of the Southport Connector.

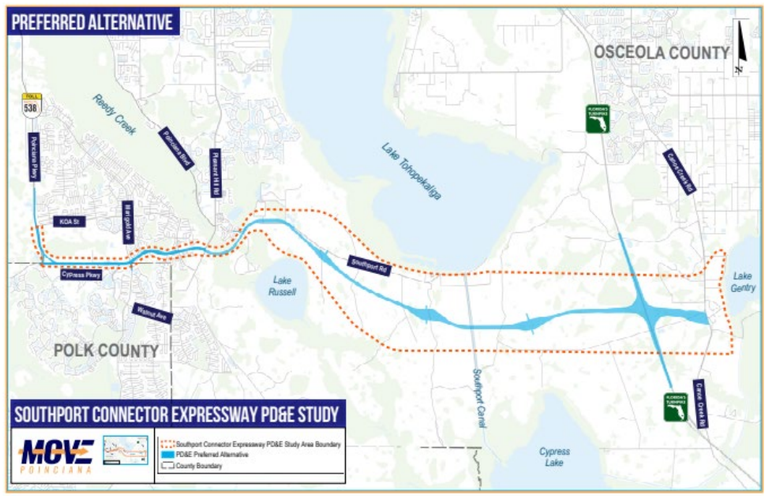


Figure 4-14: Southport Connector Map (from CFX)

OTHER SPECIAL STUDIES

SR 600 (US 17/92) Downtown Lake Alfred PD&E Study

This PD&E Study, which started in late 2024, evaluates potential improvements to SR 600 (US 17/92) through downtown Lake Alfred, focusing on enhancing mobility, safety, and multimodal access. The study includes engineering and environmental analyses of various alternatives, including a no-build option, and considers impacts to natural, cultural, and community resources. Public involvement and agency coordination are integral to the process, with the goal of identifying a preferred alternative that meets transportation needs while minimizing environmental impacts. The study supports long-range planning and positions the corridor for future funding and implementation.

Lakeland Area Alternatives Analysis

The Lakeland Area Alternatives Analysis (LAAA), completed in early 2020, conducted by FDOT in partnership with the City of Lakeland and the Polk TPO, is a multimodal planning study focused on improving safety, mobility, and connectivity across key corridors in north-central Lakeland. The study evaluated travel demand and developed corridor action plans for SR 539/Kathleen Road, US 92/Memorial Boulevard, US 98, and SR 33/Lakeland Hills Boulevard. Recommendations included lane eliminations, intersection redesigns, and enhanced pedestrian and bicycle infrastructure. The City of Lakeland formally endorsed the study through Resolution #5495, and its findings have been integrated into broader planning efforts such as the Midtown CRA and the City's Comprehensive Plan. The LAAA supports context-sensitive design principles and aligns with transit expansion initiatives, including the Peach Line circulator route, reinforcing the region's commitment to context-sensitive and multimodal transportation solutions.

Lakeland Intermodal Center

The Lakeland Intermodal Center project, led by the Citrus Connection, is currently in the PD&E Phase following the completion of the 2020 Feasibility Study. Envisioned as a multimodal mobility center, the facility is planned to integrate local and intercity bus service, passenger rail (Amtrak and future SunRail), rideshare, and full bicycle and pedestrian access. The initial study completed Tier 1 and Tier 2 screenings, culminating in the formal selection of the Downtown West, Option B site (located near the RP Funding Center) via Lakeland City Commission Resolution No. 19-081. The Citrus Connection, the City of Lakeland, and the Polk TPO are working on advancing the project through the required next steps, which include the PD&E, design, and property acquisition for the estimated $27 million facility. The project remains a key component of future regional mobility planning, serving as a critical hub for connecting downtown Lakeland with major transit systems.

South Florida Avenue (SR 37) Road Diet

The South Florida Avenue (SR 37) Road Diet is a transformative initiative launched by FDOT in partnership with the City of Lakeland to improve safety, multimodal access, and corridor aesthetics along the one-mile Dixieland segment between Ariana Street and Lime Street. Implemented in April 2020, the pilot reconfigured the corridor from five lanes to three—one lane in each direction with a center turn lane—allowing lane widths to meet FDOT standards and creating space for future pedestrian, bicycle, and streetscape enhancements. Extensive public engagement, including surveys, storefront design studios, and charrettes, informed the pilot's evaluation. FDOT deployed over 90 sensors and cameras to monitor traffic performance and safety impacts. As of early 2025, the project was in the design phase and is funded for construction in FY 2027.

US 17 Vision and Action Plan (Winter Haven)

The US 17 Vision and Action Plan is a corridor planning initiative developed by FDOT District One in collaboration with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along the US 17 corridor in Winter Haven. Covering the segment from Motor Pool Road to Cypress Gardens Boulevard, the plan was developed through FDOT's Planning Studio framework and emphasizes early community engagement, multimodal mobility, and context-sensitive design. The two-phase process included a Corridor Context Report and a Vision and Action Plan, which identified operational improvements, infrastructure investments, and land use strategies to support safety, connectivity, and economic development. The plan aligns with Winter Haven's broader redevelopment goals and reflects a commitment to placemaking and multimodal accessibility.

US 17/92 Hinson Avenue PD&E Study

The US 17/92 Hinson Avenue PD&E Study, led by FDOT, has been completed. The study evaluated alternatives to improve congestion, safety, and multimodal connectivity in downtown Haines City along a corridor from South 1st Street to 17th Street. It considered options such as reconstructing the existing underpass to maintain grade separation with the rail line and Haines City Trail or adding new at-grade lanes north of the current structure, though the latter option raised safety and clearance concerns due to the rail bridge's limited vertical clearance. FDOT conducted public workshops and released concept plans to gather community input, most recently with a virtual public workshop in December 2020. While a public hearing was initially considered for Winter 2024 or Spring 2025, no such hearing was held as part of the now-complete PD&E study phase. Completion of the PD&E phase allows the project to advance into the design and construction stages, with future funding identified.

US 17/92 Vision and Action Plan (Haines City and Davenport)

The US 17/92 Vision and Action Plan is a corridor planning initiative developed by FDOT District One in partnership with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along a 12-mile segment of US 17/92 from US 27 to the Polk/Osceola County Line. Developed through FDOT's Planning Studio framework, the plan emphasizes early community engagement and context-sensitive design to support multimodal mobility, safety, and economic development. The planning process included a Corridor Context Report and a Vision and Action Plan that identified operational improvements, infrastructure investments, and land use strategies aligned with community goals. The plan reflects a commitment to placemaking and integrated transportation solutions that enhance connectivity and support revitalization efforts in both Haines City and Davenport.

SR 66 to US 98 PD&E Study

FDOT District One is conducting a PD&E study for a new four-lane limited access roadway west of US 27 and east of US 17 between SR 66 and US 98. The study area is shown on **Figure 4-15**. The purpose of this project is to improve network connectivity in unincorporated Hardee, Polk, and Highlands Counties by providing an additional north-south road from SR 66 to US 98. The new roadway is also anticipated to improve freight movement and enhance roadway network safety conditions. The project is currently undergoing the PD&E process and is anticipated to receive future funds for advancement.

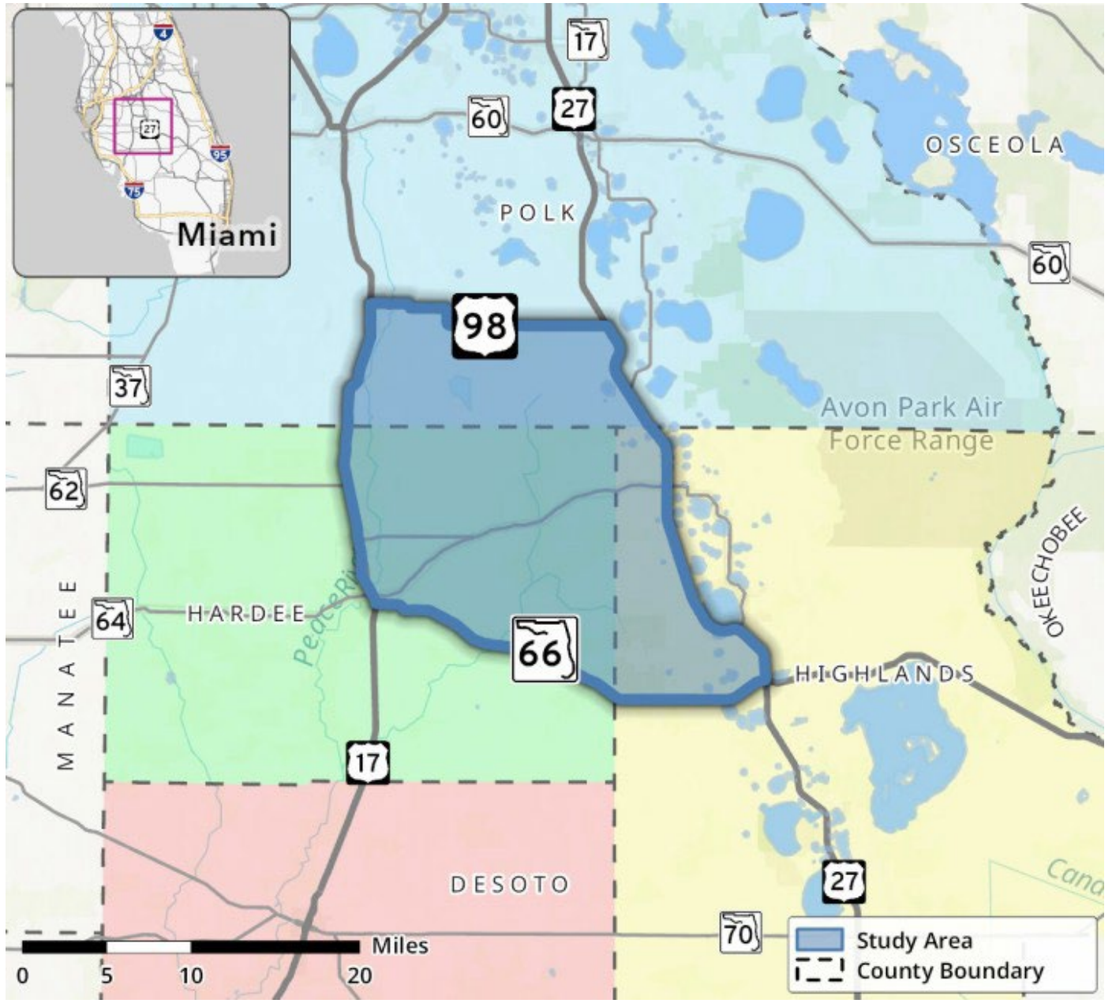


Figure 4-15: SR 66 to US 98 Study Area (from FDOT)

Vision Roadway Improvements

Vision Roadway Improvements (Tier 6) include public and private collector roads that are needed to serve long-term growth and development in Polk County. These roads are needed to provide adequate access to developing areas and surrounding arterial roads. In many cases these vision collector roads will help form a grid network that will relieve parallel corridors.

The need and suitability of each project should be considered in the preparation and review of land development plans or projects. Where possible, collector roads should be designed and constructed as part of, or in conjunction with, new development. Additional funding for these projects will be pursued through public-private partnerships. The proposed road alignments should be considered conceptual and subject to change until a more detailed alignment and engineering study can be completed. TPO staff will coordinate with local governments to include propose collector roads in local land use plans.

Lakeland Linder International Airport Master Plan

Lakeland Linder International Airport's (LAL) 2020 Master Plan provides a comprehensive roadmap for the airport's development through 2040, focusing on meeting projected aviation demand in a safe, efficient, and environmentally responsible manner. The plan is based on a detailed inventory of existing facilities, environmental considerations, and robust aviation activity forecasts. These forecasts, approved by the FAA, anticipate significant growth: based aircraft are projected to increase from 247 in 2017 to 390 by 2038, with annual operations expected to reach 223,200 by 2038, an average annual growth rate of 3.1%. The plan also recognizes the unique role of LAL as a reliever airport for Tampa and Orlando, as well as its growing importance as a cargo hub, particularly with the arrival of Amazon Air.

To accommodate this growth, the Master Plan (cover shown on **Figure 4-17**) identifies a series of phased facility improvements. Key airside projects include the eventual extension of the primary runway (10/28) to 10,000 feet, construction of a new 7,400-foot parallel runway, and upgrades to navigational aids and taxiway geometry to meet evolving FAA standards and the needs of larger aircraft such as the Boeing 767-300F which relaunched at the airport on June 13, 2024 with the arrival of Avelo Airlines. Landside improvements focus on expanding hangar and apron capacity, enhancing general aviation terminal facilities, and providing for future commercial passenger service. The plan also addresses the need for expanded fuel storage, improved access roads, and additional support infrastructure. An aerial view of the airport in late 2025 is included as **Figure 4-16**.

Environmental stewardship is a core component of the plan, with strategies to minimize impacts on wetlands, wildlife, and surrounding land uses. The plan includes a recycling and waste reduction program and outlines steps to ensure compliance with federal and state environmental regulations for all major projects. Public involvement and coordination with local agencies, including the Polk TPO, are emphasized throughout the planning process to ensure that airport development aligns with regional transportation and economic goals.

The Capital Improvement Plan (CIP) prioritizes projects into short-, medium-, and long-term phases, with an estimated total investment of over $427 million through 2040. Funding will be sourced from a combination of federal, state, and local resources. The Master Plan positions LAL to support continued economic growth in Polk County and the Central Florida region, while maintaining flexibility to adapt to changes in the aviation industry and community needs. **Table 4-8** provides a list of the projects included in the CIP.

Building on this comprehensive airport-wide vision, the Lakeland Linder International Airport Terminal Master Plan (TAMP), covered in the next section, provides a focused strategy for the terminal area, emphasizing next-generation mobility and multi-modal connectivity.

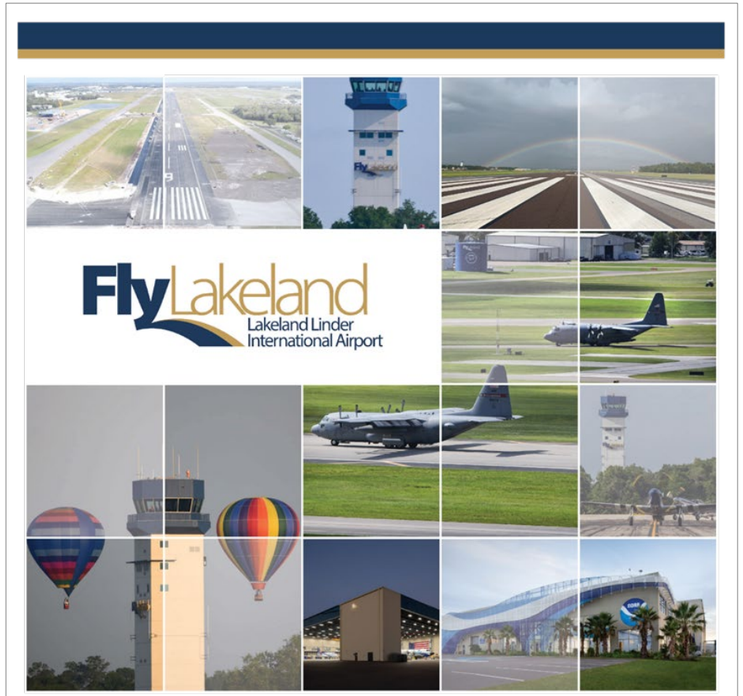


Figure 4-16: Lakeland Linder International Airport Master Plan 2020 (from LAL)

Figure 4-17: Lakeland Linder International Airport (Nov 2025)

LAL
LAKELAND INTERNATIONAL AIRPORT

A GROWING SIS AND CARGO HUB

Lakeland Linder International Airport continues to expand its role within Florida's SIS, driven by rapid growth in cargo, passenger service, and overall aviation activity.

Major Cargo Growth

- In 2024, LAL rose to Florida's third busiest Florida cargo airport, surpassing Tampa and ranking among the top cargo airports nationwide.
- Amazon Air has operated a major regional hub at LAL since 2020, and is continuing to expand both airfield and ramp operations.

Increasing Passenger Activity

- Commercial passenger service resumed in 2024, and passenger volumes continue to increase thanks in part to new destination offerings. This directly spurs regional economic activity.

A Resilient and Multifaceted Airport

- LAL's operations include NOAA's Hurricane Hunters, Draken International tactical aviation services, aviation schools, general aviation tenants, and expanding commercial service. The range of operations provides a balanced and resilient foundation for long-term growth.

Preparing for Future Demand

- The Terminal Area Master Plan outlines a long-range vision that includes new terminal capacity, airfield improvements, and strengthened SIS access via Drane Field Road and County Line Road, ensuring the airport can meet future regional and statewide mobility needs.

Table 4-8. Lakeland Linder International Airport Capital Improvement Plan Projects

Federal Fiscal Year	Project Description	Project Cost
FY 2026	Design & Construct TWY A Shoulders	$8,949,605
	Environmental Assessment Terminal Building	$350,000
	Airport Business Plan	$354,062
	Terminal Development Program Definition Plan	$650,000
	FY 2026 Total	**$10,303,667**
FY 2027	Construction TWY A Holdbays	$7,105,000
	Design Terminal Expansion	$2,300,000
	FY 2027 Total	**$9,405,000**
FY 2028	Construct Terminal Expansion	$22,000,000
	Airfield Maintenance Facility Relocation	$2,000,000
	FY 2028 Total	**$24,000,000**
FY 2029	Project TBD (Bank Funds)	$-
	FY 2029 Total	**$-**
FY 2030	Security Access Improvements	$500,000
	FY 2030 Total	**$500,000**
FY 2031	Project TBD (Bank Funds)	$-
	FY 2031 Total	**$-**
FY 2032	Benefit Cost Analysis (BCA) Reimbursement	$457,094
	FY 2032 Total	**$457,094**
FY 2033	Environmental Assessment (EIS) for RWY 10R/28L	$500,000
	VOR Relocation	$5,000,000
	FY 2033 Total	**$5,500,000**
FY 2034	Project TBD (Bank Funds)	$-
	FY 2034 Total	**$-**
FY 2035	Project TBD (Bank Funds)	$-
	FY 2035 Total	**$-**
	Land Acquisition 15.98 Acres	$1,500,000
	Design 10R/28L (New Parallel) & Associated Taxiways	$1,521,900
	FY 2036 Total	**$3,021,900**
FY 2037	Northern Shift of TWY D to Align with TWY P	$13,562
	Construct Runway 10R/28L New Parallel	$200,000,000
	Construct RWY 10R/28L Connectors – A4 & D2	$3,981,000
	FY 2037 Total	**$203,994,562**

Lakeland Linder International Airport Terminal Area Master Plan

The Lakeland Linder International Airport (LAL) Terminal Area Master Plan (TAMP) advances the airport's vision by focusing on the terminal's integration into Florida's Strategic Intermodal System (SIS). Notably, the TAMP introduces new designations for Drane Field Road and County Line Road as SIS connector roads, enhancing regional connectivity and supporting the airport's evolving role in Central Florida's transportation network.

The TAMP is guided by three primary goals: (1) enhancing the passenger experience, (2) attracting airlines to add new routes, and (3) achieving sustainable growth. To enhance the passenger experience the plan emphasizes modern terminal amenities, efficient passenger flows, and seamless connections to ground transportation. Attracting new airline service is supported by flexible terminal design and infrastructure that can accommodate a range of carriers and aircraft types. Sustainable growth is addressed through phased development, environmental stewardship, and the integration of advanced air mobility (AAM) technologies.

A key innovation in the TAMP is the proactive integration of advanced air mobility (AAM) into future development. The Preferred Development Alternative site plan establishes an "Advanced Air Mobility Zone," positioning LAL to support emerging aviation technologies such as electric vertical takeoff and landing (eVTOL) aircraft. This zone is incorporated into the phased development strategy, ensuring that infrastructure and operational planning will accommodate AAM services as the industry evolves. The plan's multimodal center further supports this vision by providing a hub for ground transportation, ride-share, and future mobility options, facilitating seamless connections between traditional air travel and advanced air mobility platforms.

By embracing AAM and multi-modal integration, the TAMP ensures that LAL remains adaptable, competitive, and aligned with SIS priorities—ready to serve both conventional and advanced air service.

4.4 PUBLIC TRANSPORTATION

CITRUS CONNECTION 2025 TRANSIT DEVELOPMENT PLAN UPDATE

The 2025 Citrus Connection Transit Development Plan (TDP), prepared by the Polk Transportation Planning Organization in partnership with Citrus Connection, presents a comprehensive 10-year vision for public transit in Polk County, Florida. The TDP includes public engagement, demographic analysis, and coordination with local, regional, and state agencies. Some key themes of the plan include rapid population growth, evolving travel patterns, and the need for enhanced regional connectivity. Extensive outreach—including stakeholder interviews, public workshops, and surveys—revealed strong community support for expanded service hours, increased frequency, improved regional connections (including future SunRail and Brightline extensions), and upgraded amenities such as shelters, Wi-Fi, and alternative-fuel vehicles. The TDP also emphasizes the importance of serving transit-dependent populations, supporting economic development, and integrating land use strategies that foster transit-supportive growth.

The TDP outlines a phased 10-year program of service and capital improvements designed to enhance mobility, reduce congestion, and support sustainable growth. Key recommendations include extending weekday service hours, increasing frequency on high-demand routes, introducing new local and regional services (such as express and microtransit options), and implementing premium Bus Rapid Transit (BRT) on major corridors like Florida Avenue and US 98. The plan prioritizes investments in infrastructure, including new and upgraded transit centers, park-and-ride facilities, and technology enhancements to improve rider experience and operational efficiency. Financial projections and a prioritized project list ensure that improvements are both ambitious and achievable, with funding strategies leveraging federal, state, local, and public-private partnerships. The TDP positions Citrus Connection to meet the county's growing and diversifying mobility needs, while supporting broader LRTP goals for a connected, accessible, and resilient transportation network.

Consistent with the TDP, costs and revenues were forecasted out to 2050. **Table 4-9** provides an overview of costs and revenues forecasted for transit needs. **Table 4-10** provides an overview of transit needs by time band. An excerpt from the TDP showing the comprehensive transit costs, revenues, and needs by time band is provided in Appendix D.

Table 4-9. Transit Costs and Revenues

Transit Needs 2026-2050				
	From 2025 TDP Major Update			
Cost/Revenue	**2026-2030**	**2031-2035**	**2036-2040**	**2041-2050**
Operating Costs	$144,763,927	$228,627,222	$271,139,896	$629,878,375
Capital Costs	$36,226,209	$20,395,685	$13,215,838	$41,559,249
Federal/State Revenues	$135,628,254	$141,997,120	$149,472,821	$360,452,624
Local Revenues	$71,630,870	$81,415,866	$92,765,124	$223,702,425
Rollover	$--	$26,268,988	-$25,609,921	-$42,117,790
Surplus/Shortfall	**$26,268,988**	**-$25,609,921**	**-$42,117,790**	**-$87,282,575**

Note: Cost and Revenue projections for Fiscal Years 2026-2035 are derived from the adopted 2025 Transit Development Plan (TDP) and reflect a balanced funding outlook during this period. Using assumptions consistent with those used in the TDP, Fiscal Years 2036-2050 project a funding deficit as operating and capital costs are anticipated to outpace currently identified revenue sources. For purposes of the LRTP, the Polk TPO assumes that future revenue adjustments, new funding sources, or policy actions will be identified and implemented to address potential funding shortfalls in the later years of the planning horizon.

Table 4-10. Transit Needs by Time Band

Needs	From 2025 TDP Major Update			
	2026-2030	2031-2035	2036-2040	2041-2050
Operational Needs				
Citrus Connection Network	•	•	•	•
Existing ADA Paratransit Service	•	•	•	•
Enhancements to Existing Service	•	•	•	•
New Transit Services - Local Services	•	•	•	•
New Transit Services - Microtransit	•	•	•	•
New Transit Services - Regional Services	•	•	•	•
New Transit Services - Premium Services	•	•	•	•
Capital Needs				
New Vehicles		•		
Replacement Vehicles - Existing Fixed-Route	•	•	•	•
Replacement Vehicles -Paratransit and microtransit vehicles		•		•
Expand Transit Marketing/UAP	•	•	•	•
Additional Bus Stop Infrastructure		•		
Queue Jumps		•		
Transit Signal Priority		•		
New Transit Center	•			
Super Stop	•			
Bus Facilities Repair and Enhancement	•			
Farebox Replacement and System Upgrades	•		•	
Mobile App/ Fare Options	•	•	•	•
Lakeland Intermodal PD&E Study	•			
Park-and-Ride Studies	•			
New Technology Upgrades	•	•		

TRANSIT DEVELOPMENT PLAN SERVICE IMPROVEMENTS

The TDP includes service improvement recommendations, which were developed to improve transit access to jobs and services in and next to Polk County and help reduce traffic congestion in core areas and corridors. These include strategies to enhance existing services and new services. New services include premium transit options, new express and local routes, and technology-based microtransit services. Service improvements identified in the TDP are shown below and explained in greater detail on the following pages. The complete list of service projects in the 10-year schedule for the TDP are provided in **Table 4-11**.

Enhancements to Existing Network

The TDP identified a need to improve the existing network by extending service and increasing frequency. The map in **Figure 4-18** shows the recommended improvements to enhance existing service. These recommended enhancements include the following:

- Extend weekday service span until 9:00 PM
- 15-minute service on Pink Line
- 30-minute service on Lemon Line and Route 30
- 45-minute service on Purple Line and Routes 15 and 22XW
- Saturday service on Pink Line
- Sunday service on Purple Line
- Convert Red Line to limited express service
- Extend Circulator Eastside to Orlando Health

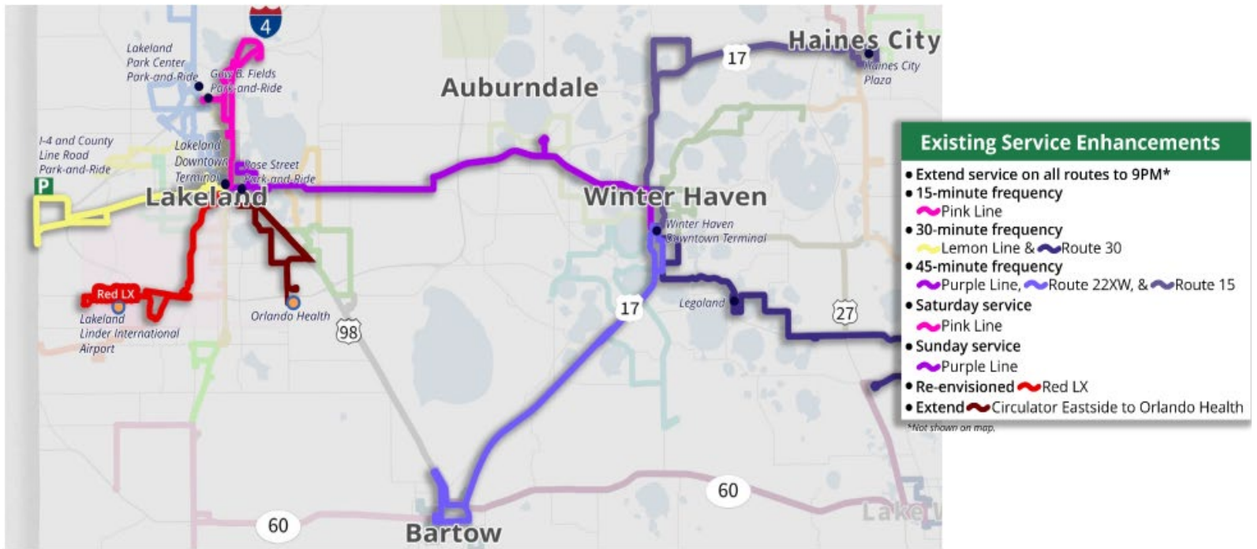


Figure 4-18: Identified Enhancements to Existing Transit Service (from 2025 TDP Update)

New Local Service

The TDP identified a need to expand service to potentially mitigate worsening traffic congestion resulting from the county's rapid growth. The recommended new local service expansions are listed below and shown in **Figure 4-19**.

- US-27 LX—Demand analyses indicated a need for additional connections from Winter Haven to Haines City and service along US-27. This route will connect Legoland to Haines City while also serving other businesses and residential areas every 45 minutes Monday through Friday.
- Bonnet Springs Park/Downtown Circulator—Staff direction and outreach suggest adding additional connections in Lakeland. This service will connect customers to the area adjacent to Bonnet Springs Park and downtown.
- Winter Haven Shuttle—Growing population and employment densities indicate the need for a flex service to connect residents in the northeast to businesses and medical offices in southwest Winter Haven. This route will enhance connectivity in Winter Haven Monday through Friday.
- Haines City Squeeze—This service will connect residents and workers to businesses and the proposed SunRail station when implemented on the weekdays.
- Winter Haven Squeeze—Throughout the community outreach process, stakeholders and the public indicated a need for a convenient travel alternative to restaurants and other businesses during lunch time on the weekdays. Depending on demand, this service may be extended to nights and weekends.

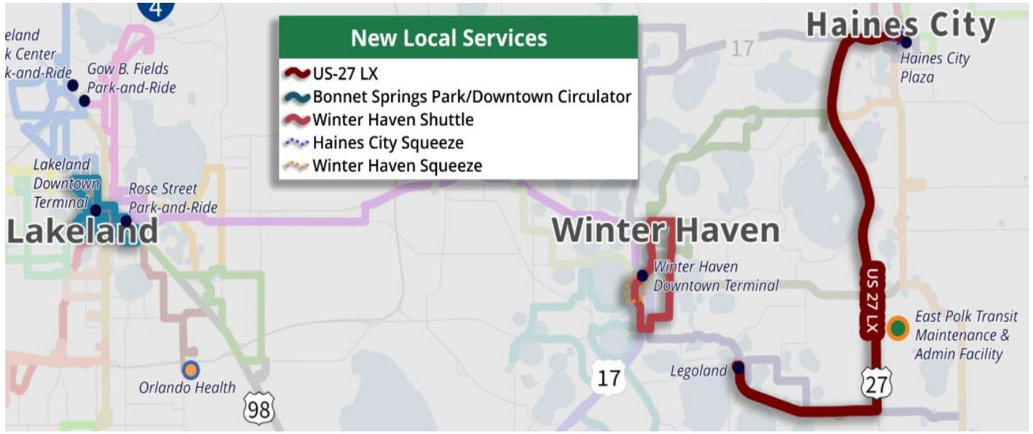


Figure 4-19: Identified New Local Transit Service (from 2025 TDP Update)

New Regional and Rail Services

The TDP identified regional and rail services as needed in order to support growth and enhance connectivity within and beyond Polk County. The recommended regional and rail services improvements are listed below and shown in Figure 4-20.

- Proposed SunRail Extension—FDOT's recently completed SunRail Extension Study recommends SunRail service be extended to Lakeland with stops possibly near the Polk Parkway, in either Auburndale, Winter Haven, Haines City, Davenport, and Loughman.
- I-4 Hopper—Public outreach and guidance from staff indicate a need to conveniently and quickly connect key trip generators, higher education centers, and shopping hubs adjacent to I-4. The
- I-4 Hopper would connect downtown Lakeland to Florida Polytechnic University, the Innovation District, and Posner Park during peak hours. If SunRail is extended to Polk County, this route would then extend to either the Loughman, Davenport, or Haines City station for a direct connection to SunRail.
- Lakeland-Tampa Express—This regional connection would link Lakeland to Tampa and the HART bus network via the eastern stop on SR-60 in Dover. Regional travel flow data in combination with discussion group feedback supports the connection to Hillsborough County during peak hours.
- High-Speed Rail—This TDP assumes high-speed rail on the I-4 corridor. This improvement is included as a long-term service option per TPO staff. No time frame, scale, or stations have been identified.

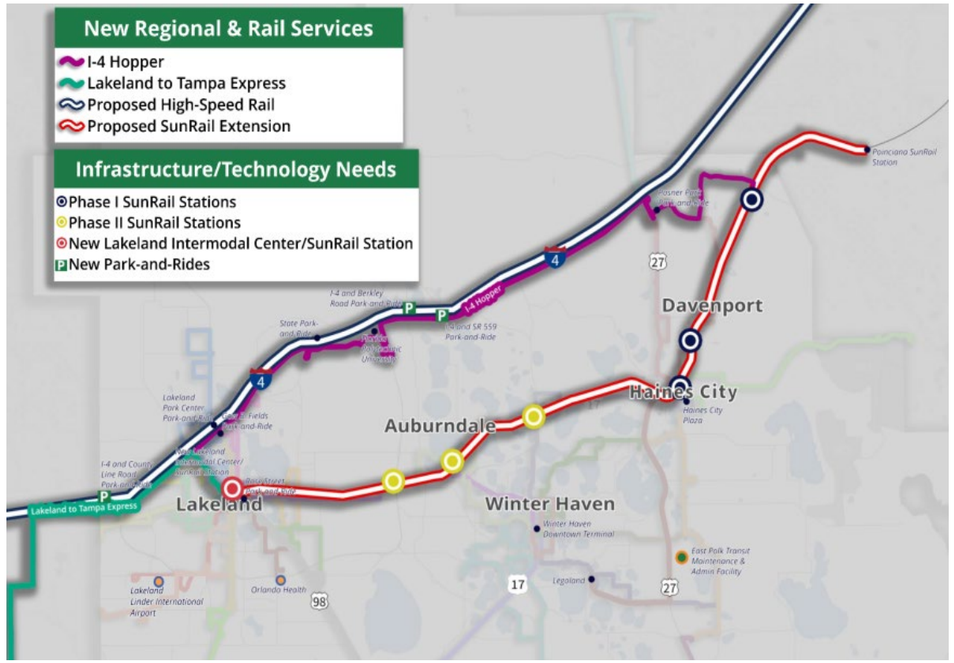


Figure 4-20: Identified New Regional Transit and Rail Needs (from 2025 TDP Update)

INTERCITY BUS

Greyhound Lines is currently the only bus operator that provides intercity bus service connecting Polk County to major cities across Florida and the broader United States. While Greyhound does not operate local fixed-route service within the county, it offers regional and national connectivity via terminals in Lakeland and Winter Haven. This service complements the county's local transit system, Citrus Connection, by offering residents and visitors access to long-distance travel options.

New Premium Service

The TDP identified a need to add premium service for high-demand corridors/areas in order to attract new customers and improve the quality of service for current customers. Key features of the expanded premium service include TSP/queue jumps at needed/applicable intersections, branded stations with enhanced amenities (covered/sheltered bus stops with real-time passenger information, WiFi, information kiosks, etc.) and branded low-floor BRT vehicles. The recommended new premium services are shown in Figure 4-21 below. These services are identified for Florida Avenue and US-98, both within the Lakeland area.

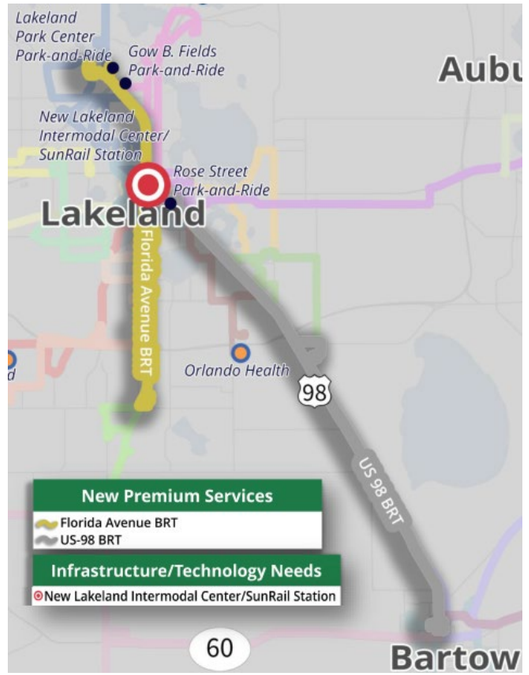


Figure 4-21: Identified New Premium Transit (from 2025 TDP Update)

New Microtransit Service

The TDP identified a need to provide microtransit service to increase accessibility and improve convenience, particularly in low-density areas where traditional bus service may be inefficient. The recommended new microtransit areas are shown on **Figure 4-22**.

The recommended microtransit service zones include the following:

- Lakeland/Airport
- Innovation District/Polk City
- Auburndale
- Winter Haven
- Bartow (under consideration)

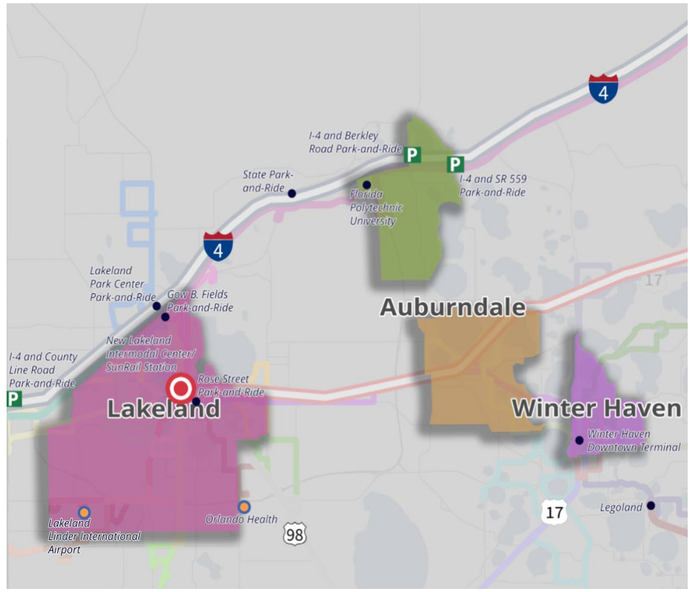


Figure 4-22: Identified Microtransit Zones (from 2025 TDP Update)

Table 4-11. 10-Year Schedule of Projects for TDP (Service)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Enhancements to Existing Services									
Extended weekday service until 9:00 PM	Throughout Polk County	Local	Various	Various	Monday-Friday	$3,951,176*	N/A	2-3 years	Local
15-minute Frequency on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	15	6:15 AM – 6:08 PM	Monday-Friday	$570,673*	$1,400,000	2-5 years	Local
30-minute Frequency on Lemon Line	Along George Jenkins Boulevard, US 92, and County Line Road	Local	30	5:45 AM – 5:38 PM	Monday-Friday	$397,109*	$700,000	2-5 years	Local
30-minute Frequency on Route 30	Along Central Avenue, Cypress Gardens Boulevard, Waverly Road, and Scenic Highway	Local	30	6:15 AM – 7:00 PM	Monday-Friday	$871,520*	$1,400,000	2-5 years	Local
45-minute Frequency on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	45	5:45 AM – 6:53 PM	Monday-Friday	$551,851*	$1,400,000	2-5 years	Local
45-minute Frequency on Route 15	Along 6th Street, Lake Alfred Road, and US 17	Local	45	5:45 AM – 7:10 PM	Monday-Friday	$440,171*	$700,000	2-5 years	Local
45-minute Frequency on Route 22XW	Along US 17, US 98, and Main Street	Local	45	5:45 AM – 7:04 PM	Monday-Friday	$439,139*	$700,000	2-5 years	Local
Saturday service on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	30	7:00 AM – 3:00 PM	Saturday	$103,533*	N/A	5-10 years	Local
Sunday service on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	90	9:00 AM – 3:00 PM	Sunday	$77,650*	N/A	5-10 years	Local
Convert Red Line to Limited Express	Along Sikes Boulevard and Drane Field Road	Local	30	5:45 AM – 5:35 PM	Monday-Friday	N/A	N/A	2-3 years	Local
Extend Circulator Eastside to Orlando Health	Along Lakeland Highlands Road	Local	60	6:15 AM – 6:15 PM	Monday-Saturday	$86,236*	N/A	1-2 years	Local
New Local Service									
US 27 LX	Along US 301 and Eiland Boulevard	Local	45	6:00 AM – 7:00 PM	Monday-Friday	$689,888	$1,400,000	5-10 years	Local
Bonnet Springs Park/Downtown Circulator	Along Kathleen Street, 5th Street, Martin Luther King Jr Boulevard, George Jenkins Boulevard, Lake Morton Drive, Bonnet Springs Boulevard	Local	45	7:30 AM – 6:45 PM	Monday-Friday	$208,768	$250,000	1-2 years	Local

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Winter Haven Shuttle	Along 6th Street, 1st Street, Martin Luther King Jr Boulevard, 7th Street, Avenue O, and Cypress Gardens Boulevard	Local	30	9:00 AM – 5:00 PM	Monday-Friday	$148,457	$250,000	1-2 years	Local
Haines City Squeeze	Along Main Street, 4th Street, Oak Avenue, Ledwith Avenue, and 8th Street	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	5-10 years	Local
Winter Haven Squeeze	Along Lake Howard Drive, Avenue C, 1st Street North, and Avenue E	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	2-3 years	Local
New Regional and Rail Services									
I-4 Hopper	Along I-4 from US 98 to Loughman Rail Station	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$376,303	$1,400,000	5-10 years	Local, Regional
Lakeland – Tampa Express	Along I-4 from downtown Lakeland to SR 60 in Dover	Express	90	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	5-10 years	Local, Regional
Haines City – Posner Express (Pre-SunRail)	Along US 27 from 17th Street to Ernie Caldwell Boulevard	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	2-5 years	Local
Lakeland – Haines City Express (Pre-SunRail)	Along US 92 from downtown Lakeland to Poinciana SunRail Station	Express	60	6:00 AM – 11:00 AM / 3:00 PM – 8:00 PM	Monday-Friday	$1,254,342	$2,800,000	2-5 years	Local
New Premium Service									
Florida Avenue BRT	Along Florida Avenue from downtown Lakeland to Lake Miriam Shopping Center	BRT	15	6:00 AM – 6:00 PM	Monday-Friday	$1,121,591*	$2,800,000	5-10 years	Local, Regional, State
US 98 BRT	Along US 98 from downtown Lakeland to downtown Bartow	BRT	20	6:00 AM – 6:00 PM	Monday-Friday	$3,469,350*	$4,200,000	5-10 years	Local, Regional, State
New Microtransit Service									
Auburndale	In Auburndale from Lake Ariana Boulevard to K-Ville Avenue between Berkley Road and Lynchburg Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	1-2 years	Local
Innovation District/Polk City	In central Polk County adjacent to I-4 and Polk Parkway	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	2-5 years	Local
Lakeland/Airport	In Lakeland, west of County Road 33A along Drane Field Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$403,200	$1,000,000	1-2 years	Local
Winter Haven	In central Winter Haven from US 17 to Buckeye Loop, north of Dundee Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$108,000	$250,000	1-2 years	Local

**Incremental cost*

Note: The High Speed Rail project and SunRail extension to Polk County are not included in the TDP Schedule of Projects. The SunRail extension continues to be studied by FDOT.

TDP CAPITAL IMPROVEMENTS

The TDP includes capital improvements recommendations such as technological and infrastructure improvements that will enhance rider experience. Key capital improvements identified in the TDP are described below.

Lakeland Intermodal Center/SunRail Station

The TDP has determined that the existing Lakeland Downtown Terminal is inadequate to accommodate expanded transit service improvements. It is anticipated that the Lakeland Intermodal Center will be relocated to one of the potential site locations as identified in the Lakeland Intermodal Feasibility Study, which is available under separate cover. The proposed facility will include bus based, park-and-ride facilities, multimodal amenities, a drop-off and pick-up area, and other amenities. A Project Development and Environment (PD&E) study will be conducted to support this effort. The potential locations for the proposed facility are shown in **Figure 4-23**. A conceptual rendering of the proposed facility is shown in **Figure 4-24**.

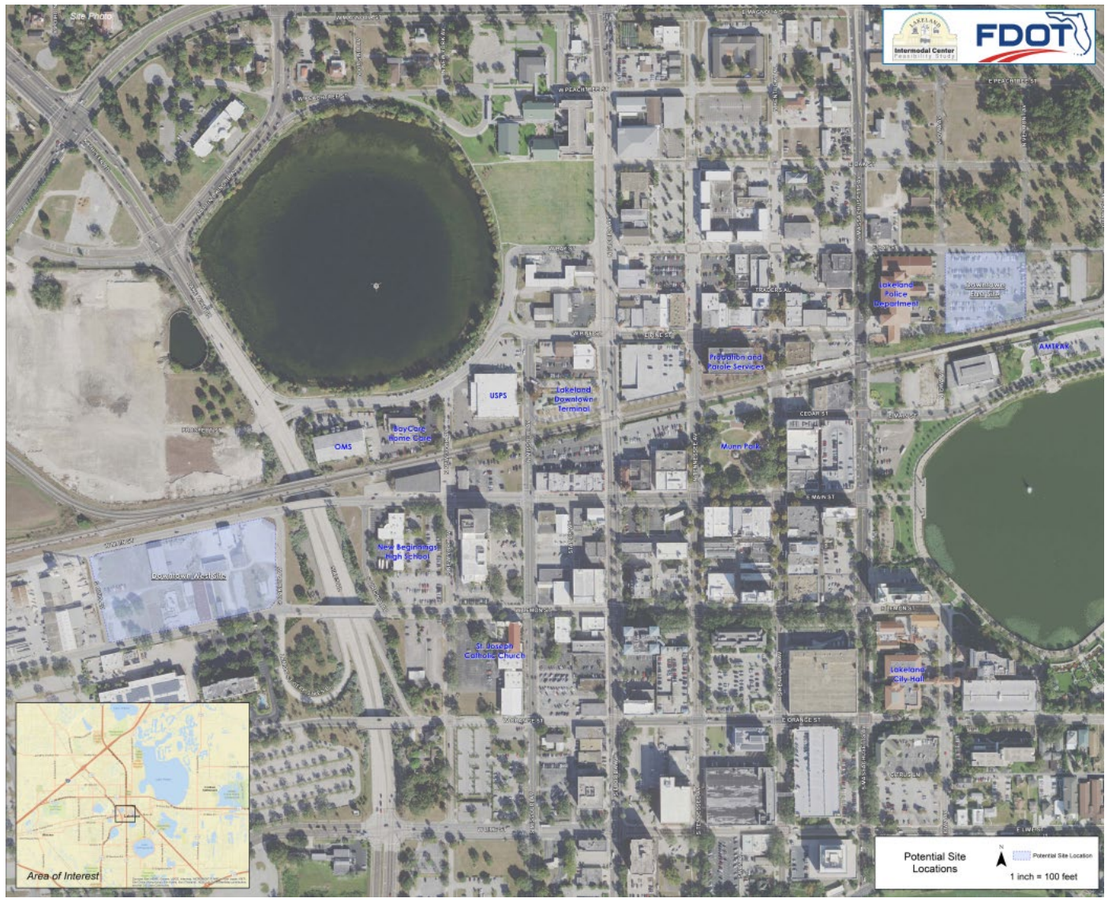


Figure 4-23. Lakeland Intermodal Center Potential Site Locations (from FDOT)

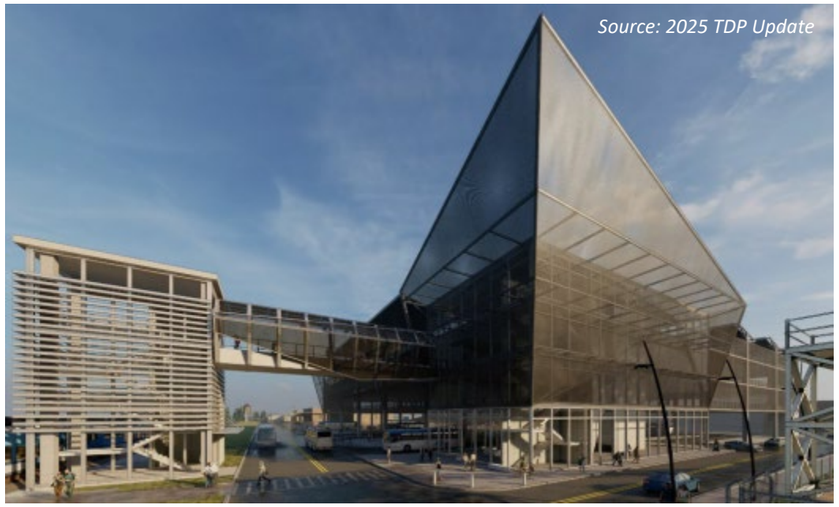


Figure 4-24. Lakeland Intermodal Center Conceptual Rendering (from FDOT)

East Polk Transit Maintenance and Administrative Facility

This facility has been planned to reduce deadhead mileage for services in east Polk County, to support increasing the system's efficiency. This facility will be utilized to consolidate administration, maintenance, and vehicle storage for routes in east Polk County. A site has been acquired for this proposed facility, located on Lincoln Avenue in Dundee.

Proposed New Transit Center and Super Stop

The TDP identified a need for a transit center and super stop to support the growing Citrus Connection network. The new transit center is proposed to serve Lakeland International Airport, connecting passengers and workers to and from the airport. The super stop is proposed at the new Orlando Health location adjacent to Lakeland Highlands Road to provide quality experience for customers with comfort and ease to access services.

New Park and Ride Facilities

There are currently five park-and-ride facilities serving Polk County. The TDP identified the need for additional park-and-ride facilities at the following locations to support the new regional/express services and the extended route network growth:

- I-4 and Berkley Road
- I-4 and SR 559
- I-4 and County Line Road

Implement Alternative Fuel Vehicles

Citrus connection continues to relace its fleet and add new vehicles to provide service improvements. With the proposed on-demand and Squeeze services, the TDP recommends that Citrus Connection consider acquiring alternative fuel vehicles as replacements, when possible.

Additional/Enhanced Facilities and Bus Stop Infrastructure

The TDP recommends that Citrus Connection should continue to enhance its infrastructure with amenities such as bus shelters, benches, and bike racks. These infrastructure enhancements will support the existing and proposed routes, enhance the customer experience, and potentially attract new customers.

TSP/Queue Jumps

The TDP recommends implementing bus preferential treatments on critical corridors such as Florida Avenue and US 98 to mitigate the effects of increased traffic. TSP and queue jumps are strategic enhancements designed to create more efficient transit travel, particularly during periods of peak congestion. These enhancements are essential to the successful implementation of BRT services. The TDP recommends that Citrus Connection reviews the 2024 FDOT District One Districtwide BRT Feasibility Study to plan for potential TSP and queue jump implementation, in coordination with the appropriate local agencies. **Figure 4-25** illustrates a conceptual TSP with Queue Jump that could be used to support BRT.

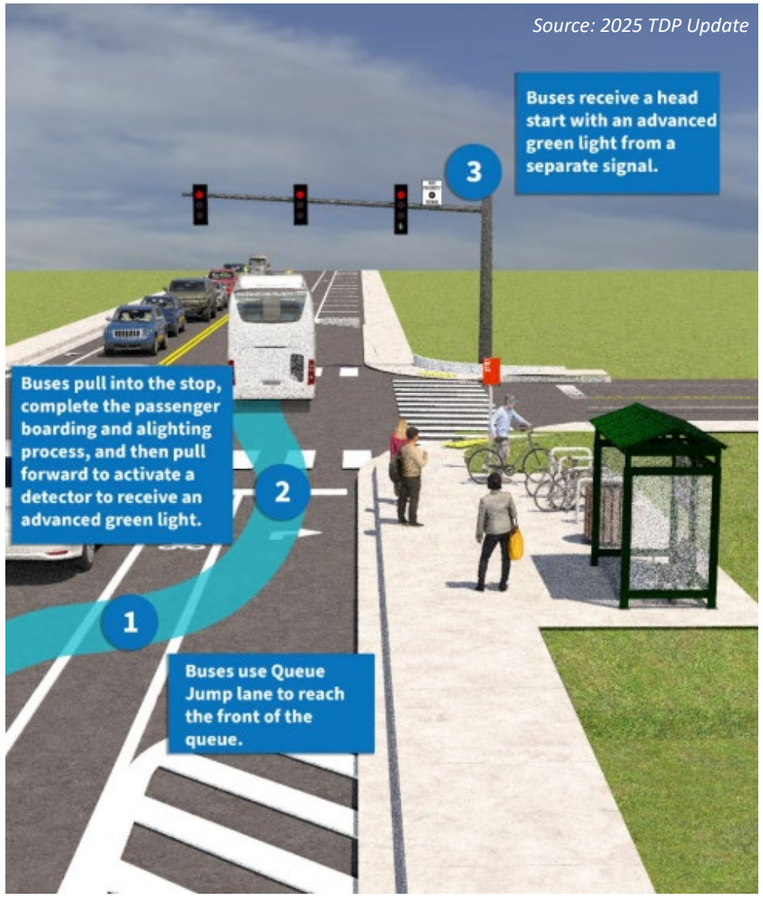


Figure 4-25. TSP with Queue Jump Concept to Support BRT (from Citrus Connection)

Expand Pass Sale Location and Implement Mobile Payment

The TDP recommends expanding the locations where customers can buy bus passes and allowing bus passes to be purchased via the Citrus Connection mobile app. This recommendation is supported by strong demand for these services, which was identified through the public outreach efforts for the TDP.

Enhance Marketing and Promote UAP Partnerships

The TDP recommends that Citrus Connection broadens its marketing reach by engaging major employers and higher education centers and implementing targeted social media campaigns to reach specific audiences. Doing so will help attract new customers and help educate the community as a whole about the services offered by Citrus Connection. **Figure 4-26** shows a photo of an effort to engage the public as part of the TDP.

Figure 4-26. TDP Public Engagement (from Citrus Connection)

The 10-year schedule of capital projects for the TDP are listed in **Table 4-12**. A map of the schedule of projects for the TDP is provided in **Figure 4-27**. A map of the 2050 transit service needs are shown in **Figure 4-28**.

Table 4-12. 10-Year Schedule of Projects for TDP (Capital)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Capital Improvements									
Lakeland Intermodal Center/SunRail Station	Intermodal facility in downtown Lakeland	Intermodal Center	N/A	N/A	N/A	N/A	$30,000,000	5-10 years	Local
East Polk Transit Maintenance and Administration Facility	Maintenance and Administration in Dundee, Florida	Maintenance/Administration Facility	N/A	N/A	N/A	N/A	$13,500,000	5-10 years	Local
Proposed New Transit Center/Super Stop	At the Lakeland Linder International Airport and Orlando Health Facility	Infrastructure	N/A	N/A	N/A	N/A	$500,000 / $250,000	2-5 years	Local
I-4 and County Line Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and County Line Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and Berkley Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and Berkley Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and SR 559 Park-and-Ride	Park-and-Ride facility adjacent to I-4 and SR 559	Park-and-Ride	N/A	N/A	N/A	$12/parking spot	TBD*	5-10 years	Local
Transit Signal Priority	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$32,000 each	5-10 years	Local, State
Queue Jumps	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$150,000 each	5-10 years	Local, State
Alternate-Fuel Vehicles	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$1,000,000 each	5-10 years	Local
Lakeland Intermodal Center PD&E Study	Intermodal facility in downtown Lakeland	Study	N/A	N/A	N/A	N/A	$2,000,000	1-2 years	Local
Additional/Enhanced Facilities and Bus Stop Infrastructure	Throughout Polk County	Infrastructure	N/A	N/A	N/A	N/A	$250,000**	5-10 years	Local
Expand Pass Sale Locations/Mobile Payment/Fare Options	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$25,000	2-5 years	Local
Expand Transit Marketing/UAP	Throughout Polk County	Marketing	N/A	N/A	N/A	N/A	$150,000**	2-5 years	Local

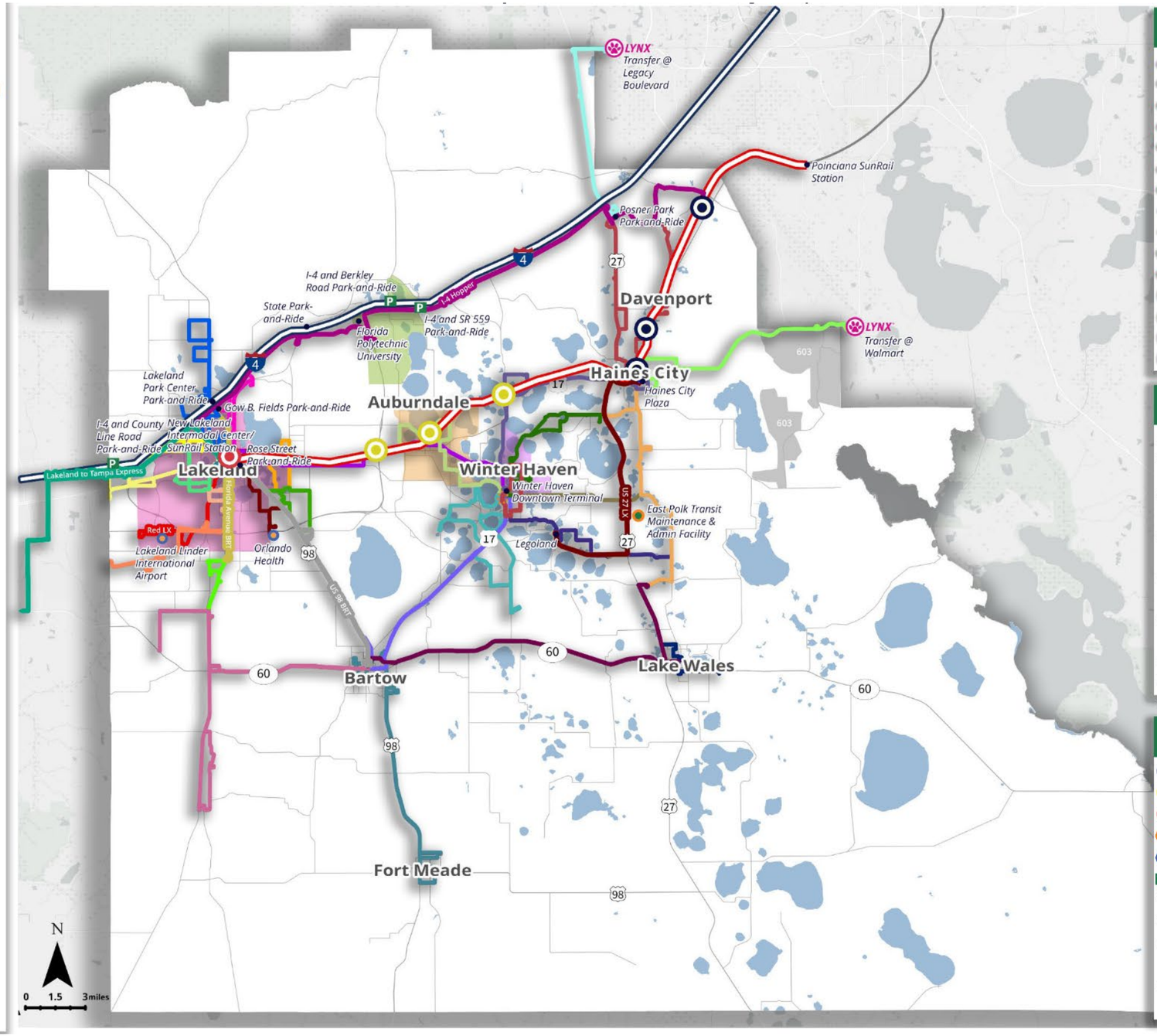
**The cost will be determined based on the cost of land and development. This cost will be explored in a later study.*

***Annually*

CitrusConnection
PROGRESS IN MOTION

East Routes
- 15
- 16X
- 17X
- 18X
- 20X
- 21X East
- 22XW
- 25
- 27X
- 30
- 40/44
- 50
- 60
- Lake Wales Circulator

West Routes
- Blue Line
- Circulator East
- Circulator West
- Coral Line
- Green Line
- Lemon Line
- Lime Flex Line
- Orange Line
- Peach Line
- Pink Line
- Purple Line
- Yellow Line
- 21X West



New Transit Services
- Florida Avenue BRT
- US-98 BRT
- I-4 Hopper
- Lakeland to Tampa Express
- US-27 LX
- Bonnet Springs Park/Downtown Circulator
- Winter Haven Shuttle
- Haines City Squeeze
- Winter Haven Squeeze
- Proposed High-Speed Rail
- Proposed SunRail Extension
- Auburndale Microtransit
- Innovation District/Polk City Microtransit
- Lakeland/Airport Microtransit
- Winter Haven Microtransit

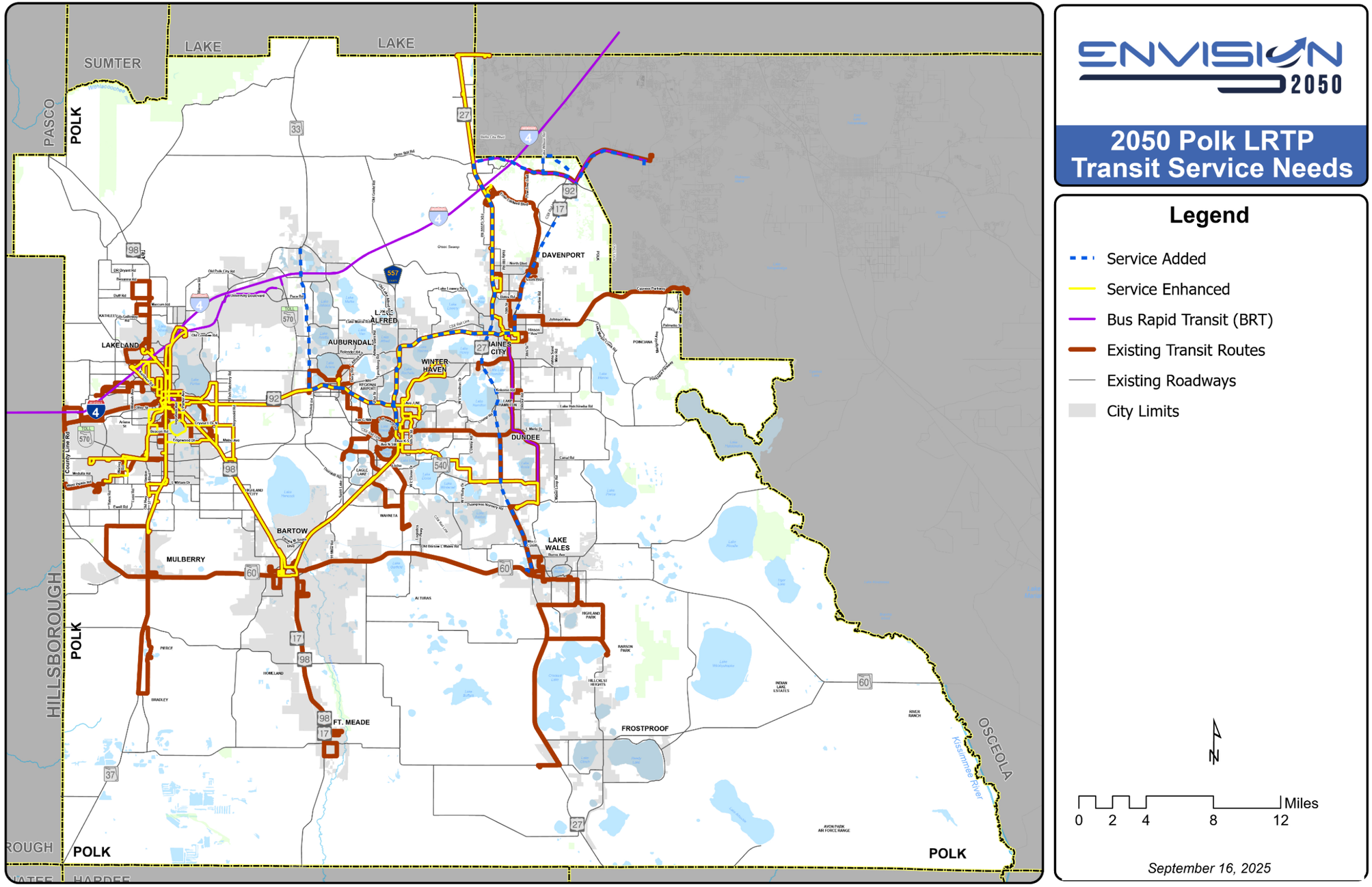
Existing Service Enhancements
- Extend service on all routes to 9PM*
- 15-minute frequency
  - Pink Line
- 30-minute frequency
  - Lemon Line & Route 30
- 45-minute frequency
  - Purple Line, Route 22XW, & Route 15
- Saturday service
  - Pink Line
- Sunday service
  - Purple Line
- Re-envisioned Red LX
- Extend Circulator Eastside to Orlando Health

*Not shown on map.

Infrastructure/Technology Needs
- Phase I SunRail Stations
- Phase II SunRail Stations
- New Lakeland Intermodal Center/SunRail Station
- East Polk Transit Maintenance & Admin Facility
- Proposed New Transit Center/Super Stop
- P New Park-and-Rides
- Transit Signal Priority/Queue Jumps for BRT*
- Alternate-Fuel Vehicles*
- Expand Pass Sale Location and Add Mobile Payment*
- Enhance Marketing and Promote Universal Access Partnership*

*Not shown on map.

Figure 4-27.Existing Service and Identified Needs (Service and Capital) from the 2025 TDP



ENVISION 2050

2050 Polk LRTP Transit Service Needs

Legend

- Service Added
- Service Enhanced
- Bus Rapid Transit (BRT)
- Existing Transit Routes
- Existing Roadways
- City Limits

N

0 2 4 8 12 Miles

September 16, 2025

Figure 4-28. 2050 Transit Service Needs

SUNRAIL

SunRail is a commuter rail system that currently operates over 61 miles with 17 stations, connecting DeLand in Volusia County to Poinciana in neighboring Osceola County. FDOT completed the Sunshine Corridor Transit Concept and Alternatives Review (TCAR) study, finalized in 2024, evaluated an east-west passenger rail expansion to connect SunRail to major activity centers in Central Florida, concluding that a rail option was the most viable alternative. Based on these findings, Phase 1 of the expansion into Polk County is currently in the PD&E phase. Phase 1 of the proposed extension would continue service southwest into Polk County with possible stations in the Loughman area, Davenport, and Haines City as shown in **Figure 4-29**.

Polk County is one of the fastest-growing counties in the country, with population projected to reach nearly 1.2 million by 2050. Much of this growth will occur in the northeastern portion of the county, directly along the I-4 corridor. Expanding SunRail service into Polk would provide new mobility options to support this growth, reduce pressure on congested highways, and improve access for both residents and visitors.

The PD&E Study will examine alternatives, environmental considerations, conceptual costs, ridership and revenue potential, and possible funding strategies. It will also assess how the extension could generate economic development and enhance regional connectivity. The study is scheduled to run through late 2026, with a locally preferred alternative recommended at its conclusion. A newsletter describing the PD&E process is shown as **Figure 4-30**.

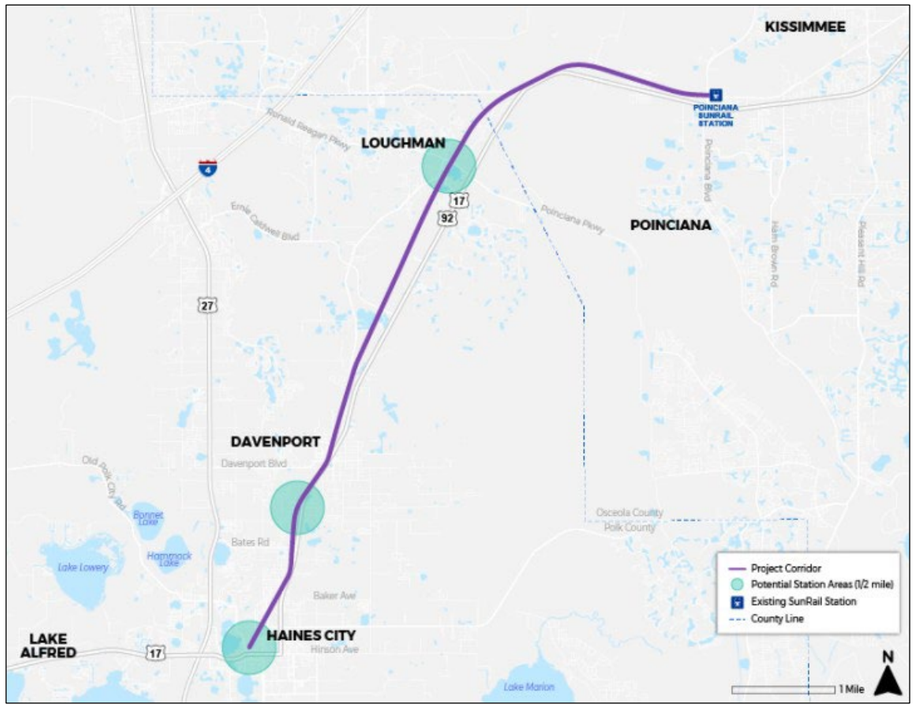


Figure 4-29. SunRail Expansion Study Area (from FDOT)

Looking ahead, Polk TPO and its partners are closely monitoring and supporting the study as part of the region's long-range vision. If advanced, the expansion could begin operating as early as the mid-2030s. Stations would be designed as multimodal hubs, connecting SunRail service with local bus routes, the LYNX transit network, bicycle and pedestrian facilities, and roadway access. This would further position Polk County as a critical link in Florida's transportation system.

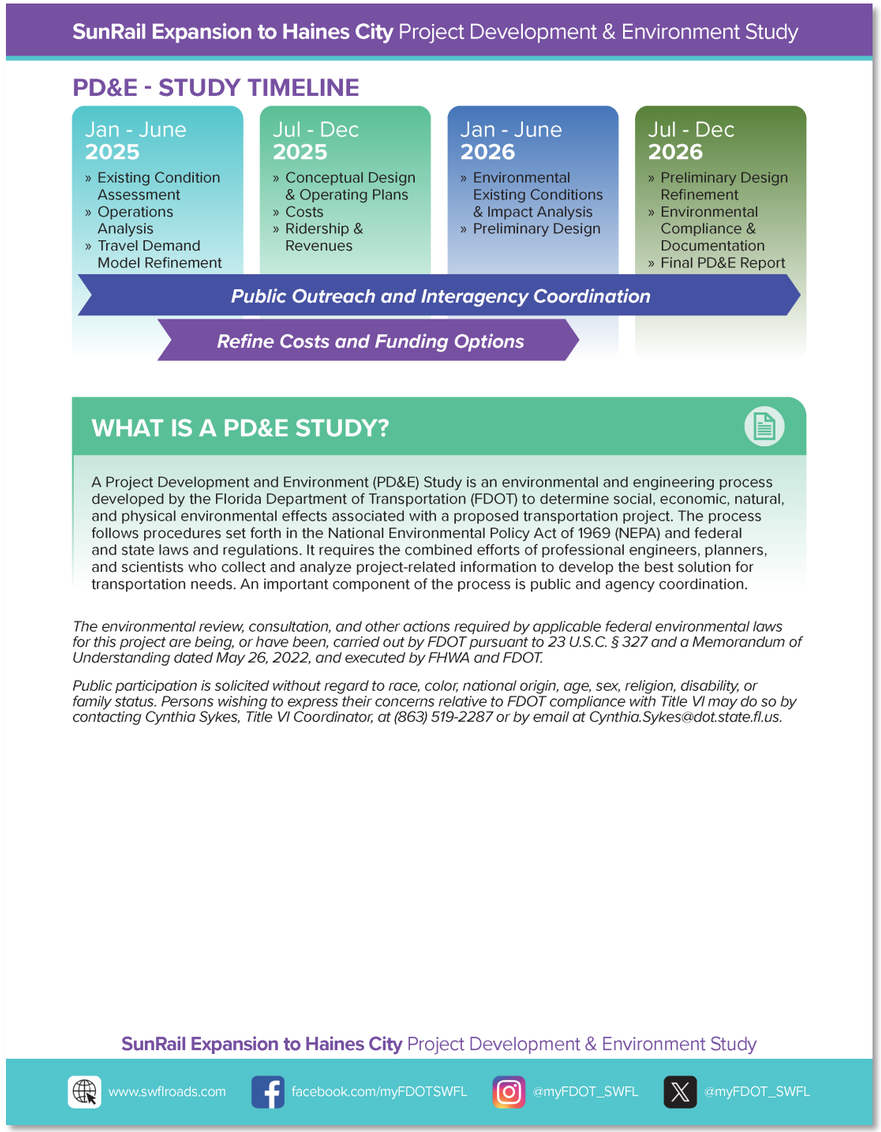


Figure 4-30. SunRail Expansion Newsletter (from FDOT)

HIGH SPEED RAIL

High-speed rail (HSR) has long been discussed as a transformative mobility option for Central Florida, particularly along the I-4 corridor between Tampa and Orlando. While earlier efforts were discontinued in 2011, interest in regional and statewide passenger rail continues to resurface as population growth, tourism, and economic activity place new pressures on the transportation system. The private-sector Brightline service has expanded operations in Florida, demonstrating the viability of higher-speed passenger rail and renewing discussion of potential future extensions westward toward Tampa and eastward toward Orlando International Airport.

Looking toward 2050, Polk TPO and its regional partners are committed to monitoring and supporting opportunities for HSR or similar advanced intercity passenger rail service as part of a balanced long-term transportation system. Such a service could provide an alternative to automobile travel on one of the state's most congested corridors while enhancing regional connectivity, economic development, and environmental sustainability. Should opportunities advance, potential station locations and supporting access investments would be reevaluated with an emphasis on multimodal connections to local transit, bicycle and pedestrian networks, and roadway access.

Sunshine Corridor Transit Concept and Alternatives Review (TCAR)

FDOT completed the Sunshine Corridor Study (shown in **Figure 4-31**), which evaluated new passenger rail service opportunities to improve regional mobility, focused on major employment centers, attractions, and transportation hubs in Central Florida. The recommended alternative—commuter rail expansion—would enhance connectivity between Polk County and key destinations such as Orlando International Airport, downtown Orlando, the Orange County Convention Center, and major theme parks. The expanded rail service would provide Polk County residents and workers with more reliable and efficient transportation options, reducing dependence on single-occupancy vehicles and alleviating congestion on I-4. The study projects significant increases in ridership and improved access to jobs, education, and entertainment, supporting both local economic development and regional travel needs.

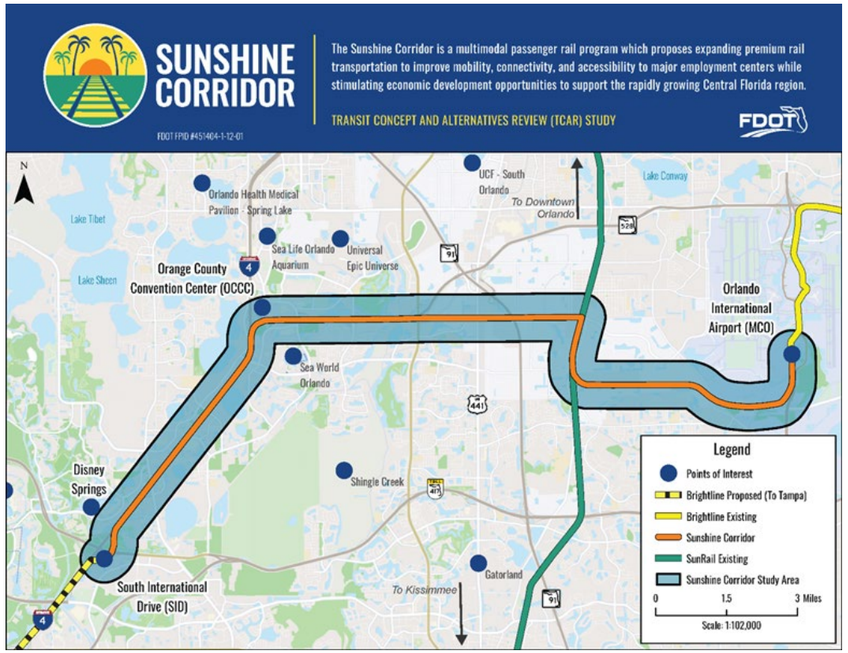


Figure 4-31. Sunshine Corridor HSR Concept (from FDOT)

Additionally, the Sunshine Corridor's proposed alignment and station locations are designed to complement existing and future land use plans in Polk County, encouraging transit-oriented development and supporting the county's long-term growth strategy. By leveraging investments in SunRail and Brightline, the project aims to deliver environmental benefits, promote sustainable growth, and enhance the overall quality of life for Polk County residents.

4.5 BICYCLE, PEDESTRIAN, AND TRAILS

Envision 2050 continues Polk TPO's strong emphasis on bicycle, pedestrian, and trail investments as part of a balanced multimodal transportation system. The Adopted 2024 Priority Transportation Projects reflect this commitment, with nearly $20 million in candidate Surface Transportation Program (TMA SU), Transportation Alternatives (TAP), and SUN Trail projects identified for construction in the coming years.

At the countywide scale, Polk TPO has prioritized regional multi-use trail projects that connect communities into the statewide SUN Trail network. The Old Dixie Trail between Auburndale and Haines City will provide a regional east–west trail corridor linking Lake Alfred, Winter Haven, and Haines City. Combined with the Ingraham Avenue Trail, these investments represent more than $17 million in regional trail projects. Additional priorities identified through the Lakeland Area Alternatives Analysis include the Kathleen Road Complete Street and intersection improvements and the Lake Beulah-Bonnet Springs Park bicycle/pedestrian tunnel at Sloan Avenue, both designed to improve multimodal access to emerging destinations in Lakeland.

Several projects focus on context-sensitive design improvements that enhance safety and accessibility for people walking and biking. These include sidewalk and streetscape enhancements along Mall Hill Drive in Lakeland, West Central Avenue, and Lake Martha Drive, as well as the Roselawn Avenue/SW Complete Street Enhancement in Winter Haven. Collectively, these projects address missing sidewalks, add crosswalks and pedestrian-scale lighting, improve intersections, and create safer conditions for non-motorized users. The Ingraham Avenue Trail Project will provide a ten-foot-wide shared-use trail extending through Lakeland, offering a safe and direct bicycle and pedestrian corridor.

Haines City has advanced additional priorities, including the Johnson Avenue Complete Street project and Peninsular Drive sidewalks, which will expand pedestrian access and safety in growing residential areas. The City of Davenport is pursuing the North Lake Fitness Trail, adding a dedicated trail connection near North Boulevard. Regional connectivity is also reinforced by the US 92 (Memorial Boulevard) Bridge Improvement project, which will reconstruct a critical bridge crossing in Lakeland with multimodal accommodations.

Beyond these candidate projects, Polk County has completed construction on the 2.4-mile Fort Fraser Trail extension between US 98 and Lakeland Highlands Road (CR 37B). Once complete, this facility will connect more than 36 miles of paved and unpaved multi-use trails, linking Lakeland's Lake-to-Lake system of trails to Circle B Bar Reserve and Bartow. Future priorities also include the Fort Fraser Trail SR 60 Bridge Project, which will span SR 60 in Bartow to create a safe and continuous trail connection into Downtown Bartow. Additional trail improvements are planned for Glendale Street and Lakeland Highlands Road, strengthening the county's interconnected network of trails.

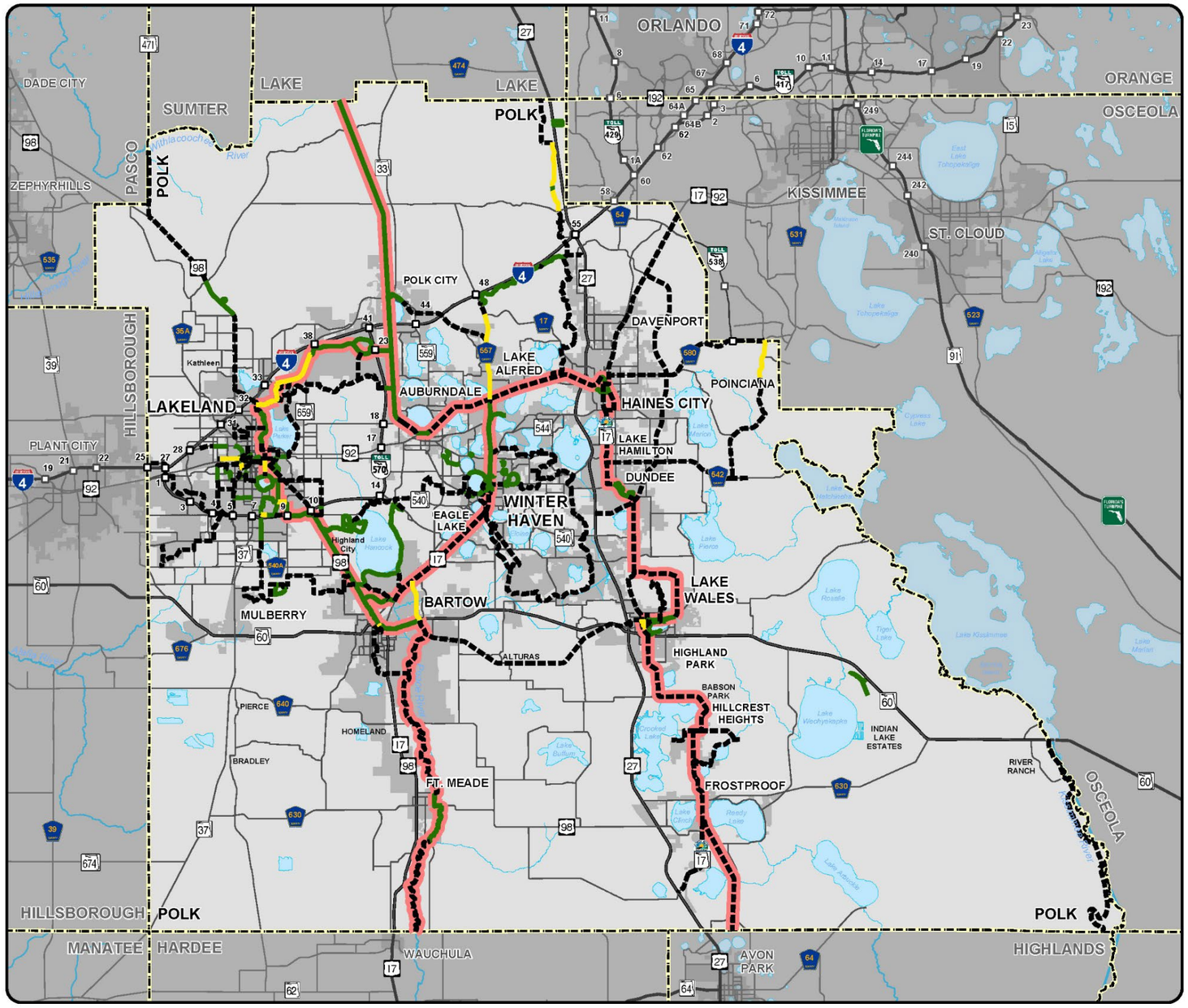
Together, these projects demonstrate the scale of Polk TPO's investment in bicycle, pedestrian, and trail infrastructure. By advancing context-sensitive design, filling sidewalk gaps, expanding the trail system, and improving multimodal safety, *Envision 2050* supports a future where walking and biking are safer, more accessible, and more fully integrated into the region's transportation system. **Table 4-13** lists the adopted bicycle, pedestrian, and trail projects.

Figure 4-32 and **Figure 4-33** illustrates the needs for multi-use trail facilities in Polk County, while **Figure 4-34** highlights bicycle and pedestrian facility needs.

Source: Polk TPO

Table 4-13. Adopted Priority Bicycle, Pedestrian, and Trail Projects

Project	Location	Improvement	Status
Mall Hill Drive Sidewalk	North side of Mall Hill Drive, between Kathleen Pointe neighborhood and Kathleen Road intersection	Construct 0.28 miles of 5-ft sidewalk, street lighting improvements at Kathleen Road intersection	Design Underway
West Central Avenue Complete Streets Enhancement	South side of West Central Avenue from North Lake Howard Drive to 7th Street SW	Design and reconstruction of existing sidewalk, lighting, four on-street parking spaces, and sight lanes and 3-way stop at intersection with Lake Howard Drive	Design Committed
Lake Martha Drive Complete Street Enhancement	From Avenue F NE to Avenue H NE	Straightening the curve in the road and balance the ROW on both sides of the street (approximately 0.65 miles). After this is complete, then 6-ft sidewalks will be added to both sides of the street. Crosswalks and pavement markings will be installed at the side streets and other mid-block locations. Two transit stops will be replaced with ADA and safety provisions.	Design Committed
Roselawn Avenue Southwest Complete Street Enhancement	South side of Roselawn Street Southwest/Sheridan Street Southwest East side of Avenue O Southwest from North Lake Shipp Drive to Sheridan Street Southwest Intersection with Sheridan Street Southwest	6-ft sidewalk from Avenue O Southwest to 15th Street Southwest, including crosswalk markings and signage if necessary New sidewalk construction Roundabout configuration, potential parklet or landscaped green space, intersection realignments and adding streetlighting	Design Committed
Ingraham Avenue Trail Project	West side of Ingraham Avenue	Replace existing 5-ft sidewalk with 10-ft multi-use trail for 0.63 miles	Design Committed
Johnson Avenue Complete Street	Johnson Avenue from 12th Street to US 17/92	Construct sidewalks and bicycle lanes	All Phases Unfunded
North Lake Fitness Trail	North Lake Trail in Davenport	Construct recreational trail around North Lake	Design Funded
US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)	On or adjacent to US 92/Memorial Boulevard that spans CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland	PD&E and preliminary design phase for appropriate bicycle/pedestrian infrastructure	All Phases Unfunded
Peninsular Drive Sidewalks	From Grace Avenue to US 17/92 in Haines City	Sidewalk construction	All Phases Unfunded
Old Dixie Trail – Auburndale to Haines City FPN: 435391-2	From Auburndale to Haines City	Construct multi-use trail linking the Auburndale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail	Design Funded
SR 539 (Kathleen Road)	From 8th to 14th Street	Pedestrian/multimodal and intersection improvements	All Phases Unfunded
Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel – Sloan Avenue	From Bonnet Springs Park to Downtown Lakeland	Construct bicycle/pedestrian route	All Phases Unfunded



ENVISION 2050

Multi-Use Trail Needs

Legend

Multi-Use Trail Status

- Existing Multi-Use Trail (127.76 mi.)
- Multi-Use Trail - (22.45 mi.) Under Construction/Committed
- Proposed Multi-Use Trail (324.69 mi.)

Regional Multi-Use Trail Network

- Florida SUN Trail Network (146.10 Mi.)

Other Map Features

- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

ADOPTED
December 9, 2026

Figure 4-32. 2050 Multi-Use Trail Needs

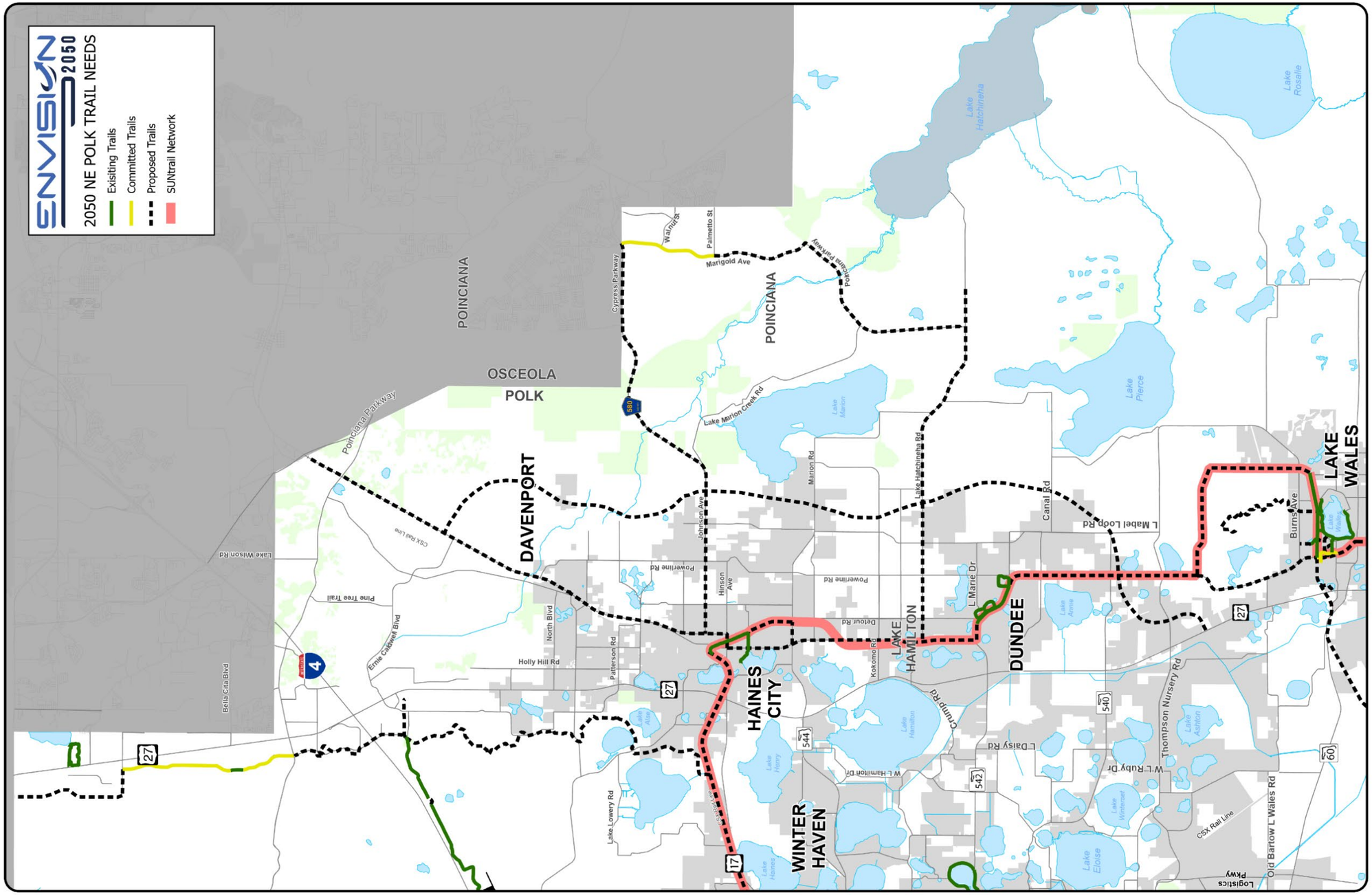
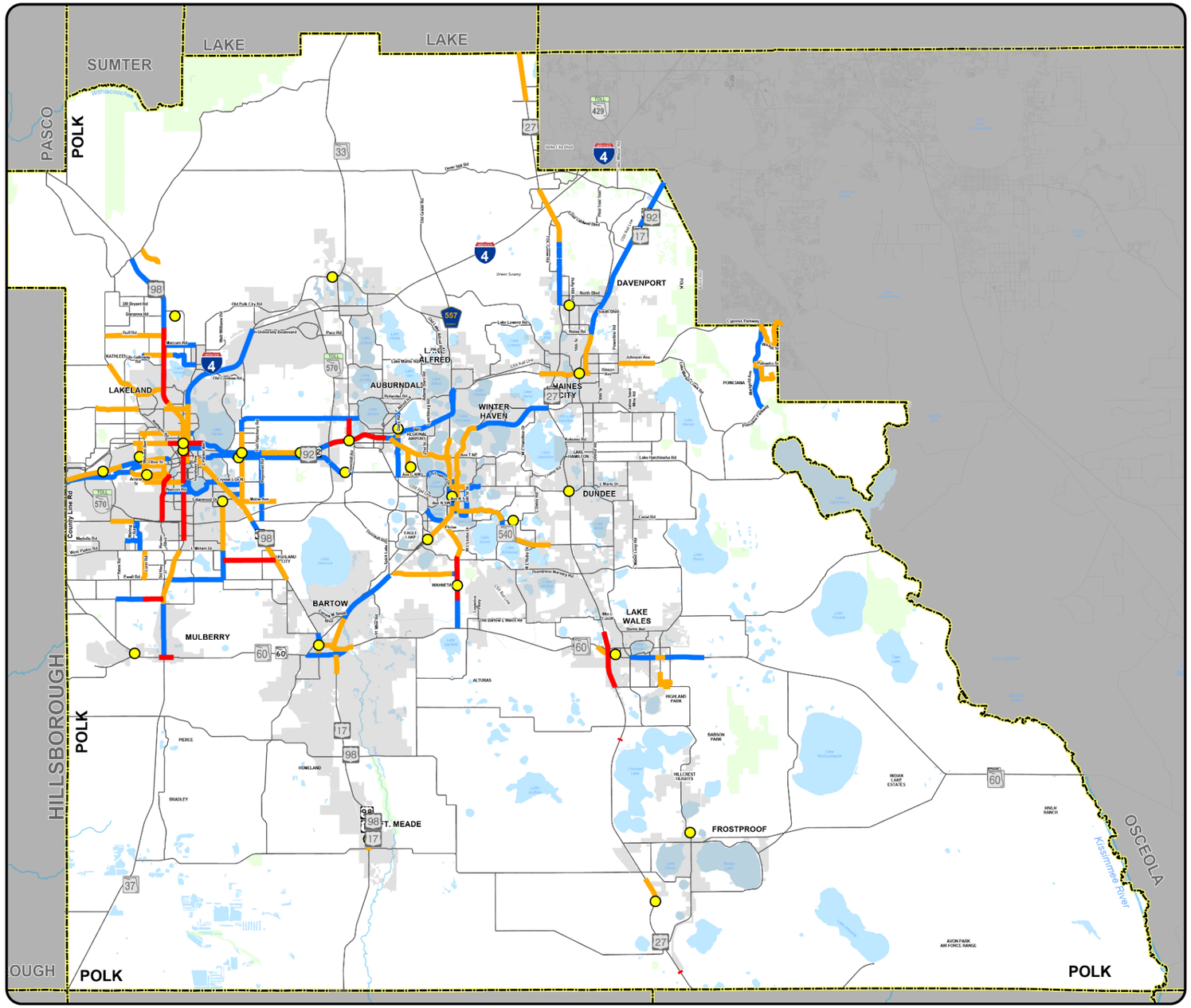


Figure 4-33. Northeast Polk 2050 Trail Needs



ENVISION 2050

2050 Polk LRTP
Bicycle & Pedestrian Needs

Legend

- Bike/Ped High Priority Corridor
- High Crash Corridor
- Other Priority Corridors
- High Injury Intersections
- Existing Roadways
- City Limits

Data shown on the map comes from:
Polk TPO Bicycle and Pedestrian Safety Action Plan (2020)
Polk TPO Complete Street Action Plan (2016)

N

0 2 4 8 12 Miles

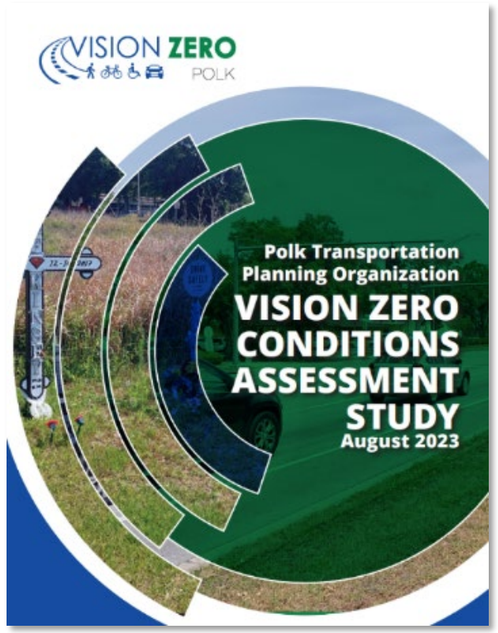
September 16, 2025

Figure 4-34. 2050 Bicycle and Pedestrian Needs

4.6 SAFETY

VISION ZERO CONDITIONS ASSESSMENT STUDY

Polk TPO completed a Vision Zero Conditions Assessment Study in 2023 which provides a comprehensive blueprint for eliminating traffic fatalities and serious injuries across the county. The study recognizes that human error is inevitable and focuses on designing roadways and policies that prevent fatal and severe crashes for all users—including drivers, pedestrians, and bicyclists. The assessment identifies Polk County's high-injury network and intersections using crash data from 2017–2021 revealing that vulnerable users and transportation-disadvantaged communities are disproportionately affected by severe crashes. Notably, over half of fatal and severe injury crashes occur in areas defined as transportation disadvantaged.



The study outlines a phased strategy of programs, policies, and projects to address key safety challenges, such as speeding, impaired driving, lack of seatbelt use, and poor roadway lighting. Recommended actions include updating design standards, implementing speed-calming measures, prioritizing investments in high-injury corridors, and expanding education and enforcement campaigns. The Vision Zero initiative is supported by a broad coalition of local agencies and community partners and is backed by federal funding opportunities such as the Safe Streets and Roads for All (SS4A) program.

The study identified 3 phases of action items to be implemented in order to work toward the goal of zero traffic deaths and serious fatalities in the county, which include the following:

- **Phase 1 – Programs, Policies, and Projects to create new communication inroads between Polk TPO and Polk residents.**
    - Program Level Action Items
        - Update design standards: introduce target speeds, context-based design, safety-positive designs for new development; update standards to ensure safest designs are present
        - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment
        - Develop a comprehensive strategy and toolbox in place for traffic safety and behavior marketing/education
        - Train police officers in better data collection and appropriate language
        - Provide a Vision Zero portal for users in Polk County to share information/ideas/support/track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting
        - Develop mechanism to trigger "after" studies once projects are completed
        - Identify potential severe crash risk areas through a systemic approach based on crash history, roadway design, posted speeds, land-use context, and other common factors. Feed into model to identify corridors at risk for future severe crashes
        - Review posted speeds and/or implement speed calming measures on critical corridors, including transition zones to rural towns and areas with new development
        - Identify high-crash corridors to implement semiregular high-visibility enforcement
        - Work with transportation-disadvantaged communities to implement safety measures that work with their community
        - Initiate a rapid response multidisciplinary team to quickly respond to known crash locations and coordinate efforts amongst various departments and agencies. Hold monthly or bimonthly meetings with key staff, police and fire officers, plus other relevant staff or agencies to review recent fatal and severe injury crash reports collectively and identify if there are quick-turnaround treatments
        - Track fatal crashes on Vision Zero website
        - Identify Vision Zero champions from disadvantaged communities and translate educational materials into the Spanish Language
    - Policy Level Action Items
    - Encourage local agencies and municipalities to adopt Vision Zero resolutions and/or action plan
    - Require schools to ensure pedestrian facilities are in place within the radius where busing is provided
    - Update design standards to include requirements for lighting crosswalks
    - Develop roundabout-first policy for dealing with requests for new traffic controls
    - Incorporate safety improvements when roads are resurfaced
    - Make traffic signal operations changes to support City goals for safety, Complete Streets, and mobility, including but not limited to: retiming progression of traffic signals to support safe speeds and updated speed limits; restricting turn phases; improving pedestrian phases; and protecting turns during hours with highest crash rates. Consider new signal timings at signalized intersections with high-severity rear-end crashes, especially if occurring in coordinated systems.
    - Add safety measures and goals to common policies to positively influence safety.
    - Set target speeds for arterials and collectors to speeds posted at survivable rates.
    - Project Level Action Items
        - Use IIJA Grant Funds to implement a Vision Zero Plan for Polk County. Develop interim Vision Zero targets and milestones.
        - Provide a Vision Zero portal for users in Polk County to share information/ideas/support, track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting.
        - Establish a slate of quick-build projects with target dates.
        - Establish a list of larger-scale projects with target dates.
        - Make systemic curve improvements
        - Prioritize safety projects on the HIN and as identified in the Vision Zero Plan, and coordinate with FDOT, the county, and local cities to implement safety improvements on corridors under their jurisdiction. Perform safety audits on these corridors.
        - Focus on sidewalk gap projects and other low-cost safety solutions in C3C contexts.
        - Lower speeds to safer levels in C3C contexts. Many problems identified in this area may be solved with lower speeds.
        - Ensure speeds are appropriate in C4 contexts.
        - Determine what the contributing factors are in C3C areas and ensure design standards are appropriate.
        - Evaluate crash types specific to two-lane roadways and look for low-cost countermeasures to install.
        - Look at low-cost system countermeasures at high-crash intersections with signals.
        - Utilize the HIN to prioritize lighting projects that will reduce crashes where dark/unlit conditions are an observed crash factor; coordinate with power company.
        - Ensure sidewalks and protected crossings exist on the way to schools and places of employment.

- **Phase 2 – Programs, Policies, and Projects that seek to revise longstanding traffic precedents that do not serve county safety.**
    - Program Level Action Items
        - Conduct a campaign against DUIs in English and Spanish.
        - Implement campaign in Polk to influence higher usage of seatbelts.
        - Create bike/ped safety curriculum for schools – look at "Campaign in a Box."
        - Present the TPO's Bicycle and Pedestrian Safety Education Program and Vision Zero Action Plan recommendations to the School Board, County and City Commissions, Polk Vision Governing Board, and at other community forums.
        - Collaborate with Polk Vision, Polk County Public Schools, FDOT, and other agencies to conduct Vision Zero workshops and educational programs for students and agency staff.
        - Improve transit on higher-speed corridors to encourage use of transit in place of (or to augment) walking/biking higher-speed roads until appropriate physical accommodations can be built
        - Pilot project for safe vehicle technologies in fleet vehicles (driver assistance features, georeferenced speed limiting).
        - Review driver education materials and suggest updates.
        - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment. Allow smaller cities and towns in Polk to use contracts.
        - Look at opportunities to increase network connectivity instead of widening to accommodate travel modes.
        - Offer to partner with the State using county contracting methods to address certain safety problems more quickly on State and U.S. Roadways.
        - Proactively communicate speed limit changes as well as the connection between speed and safety outcomes to the community.
        - Collaborate with emergency responders to ensure balance of quick-response times and traffic-calming treatments. Identify priority emergency response routes in collaboration with Polk County Fire Rescue and local hospitals.
        - Hold focus groups with hospitals and trauma centers to identify ways to incorporate their data on severe injuries and fatalities related to traffic crashes while maintaining patient confidentiality.
        - Convene the Vision Zero Leadership Team semiannually to report on progress and provide relevant updates.
        - Form and convene a Vision Zero Task Force focused on implementing the Vision Zero Action Plan that meets monthly to share updates, plan projects, and track progress.
    - Policy Level Action Items
        - Strengthen development review standards/traffic study guidelines at the local level to incentivize more multimodal infrastructure (e.g. transit, crosswalks) or safety enhancements. Developers should participate in preventing safety issues. Encourage mixed-use development to reduce the length of trips, particularly by foot/bicycle.
        - Provide separated bike/golf cart paths to/from entertainment areas/bars/package stores to encourage use of slower/lower mass vehicles.
        - Require inspectors for work zones to ensure proper MOT is put in place and maintained, including a safe pedestrian route.
        - Add traffic-calming and multimodal-friendly requirements to land use code.
        - Establish a schedule for reviewing progress and updating objectives/strategies.
        - Focus on enforcing laws against risky driving behaviors.
        - Ensure all clear zone requirements are context and speed appropriate, and that roadways are assessed using these requirements. Ensure that obstructions are either cleared, frangible, or that protection has been installed for drivers.
        - Monitor and track legislation that impacts the County's Vision Zero efforts.
        - Secure a funding source or dedicated percent of money for Vision Zero projects. Advocate for Vision Zero earmarks during annual appropriations.
        - Utilize a score-based system to rank projects.
        - Work with cities to identify a Low-Stress Network; lower posted speeds to 20 mph on streets that overlap with the Low Stress Network.
        - Collaborate with various agencies and municipalities to prioritize Vision Zero infrastructure investments on HIN corridors and intersections as identified in the Vision Zero Action Plan. The plan recommends Vision Zero projects on HIN should be prioritized in the TPO's Annual List of Priority Transportation Projects, Long Range Transportation Plan, CIPs, and other planning documents.
    - Project Level Action Items
        - Construct separated bicycle facilities on HIN roadways.
        - Examine existing crosswalks for adequate lighting.
        - Evaluate all streets on the HIN over 30 mph to determine appropriate speed limits and make necessary improvements to the roads to make them self-enforcing.
        - Implement red light running safety cameras at two HIIs. Expand program to additional HIN following the pilot study.
        - Develop model codes for cities to draw from to support Vision Zero.
        - Evaluate severe rear-end locations and look for systemic low-cost countermeasures, such as dilemma zone detection or turn lanes.
        - Develop implementation plan for corridors that require lower posted speeds to match context.

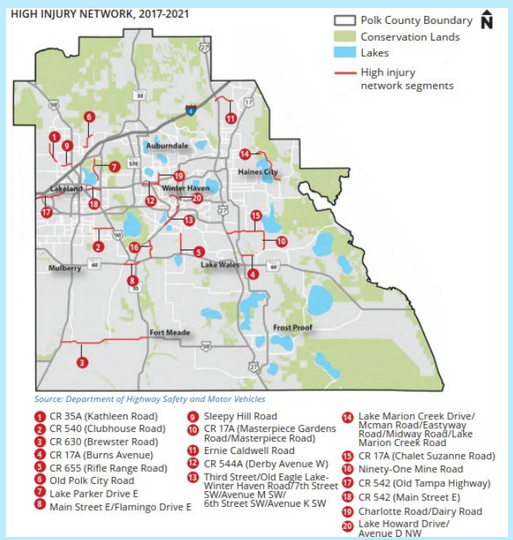
- **Phase 3 – Programs, Policies and Projects that add longevity and sustainability to safe transportation measures in the county.**
    - Program Level Action Items
        - Partner with Uber, Lyft, local breweries, bars, businesses, etc. to provide free rides home or vouchers/certificates/coupons for designated drivers.
        - Offer education/training for municipal fleet drivers.
        - Streamline safety concern submissions through an equitable process to center high-priority issues. Update procedures for responding to community traffic safety requests to make responses more transparent, consistent, and equitable to maximize safety improvements.
        - Explore innovative funding strategies to direct existing and additional funds to multimodal and safety projects. Consider reallocating existing funds towards quick implementation, multimodal infrastructure, and safety improvements.
        - Perform visioning efforts in each city to ensure the context of the communities and the roadways match up as projects move forward in the future.
        - Explore the use of speed feedback signs to collect speed data; coordinate implementation of these data loggers and speed feedback signs.
        - Launch a Vision Zero campaign.
        - Establish and train Speakers Bureau to present to community groups on Vision Zero.

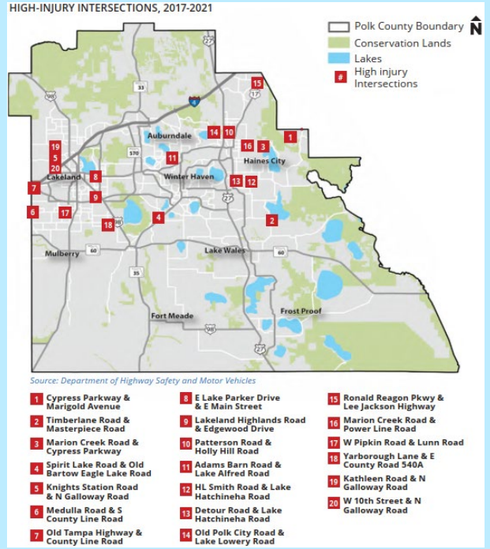
- Provide training and education outreach to users and staff when introducing new pedestrian or bicycle safety infrastructure; teach all users how to navigate the network.
- Give reports to elected officials on why crashes are happening and what their recommended fixes could be.
- Identify or create a position that holds responsibility for being a Vision Zero champion and for coordinating Vision Zero efforts.
- Explore corridors where a speed-management pilot would be applicable and could be deployed.

- Policy Level Action Items
  - Use widely accepted tools such as the FHWA *USLimits2* or other appropriate method for setting reasonable speed limits based on road context.
  - Lower statutory speed limits in CBD areas and on residential local roads.
  - Consider crossing distances for pedestrians and increase midblock crossings to provide appropriate density of protected crossings.
  - Design suburban commercial centers to accommodate pedestrians and bicyclists.
  - Encourage municipalities to adopt Vision Zero policies.
  - Review and work on any needed changes of State and local pedestrian and bicycle laws.
  - Allow on-street use of golf carts in designated areas (low-speed residential streets) to encourage use of lower-weight, lower-speed vehicles for shorter trips.
  - Ensure ROW is available to bicyclists to use, especially in C4 contexts. Consider lane diets for cycle tracks if needed, or multiuse paths.
- Project Level Action Items
  - Investigate whether GPS preemption systems would improve response times.
  - Implement new systemic countermeasures (rumble strips, chevrons, etc.)
  - Create Polk Web Book of Safety and Speed Calming Resources that provides guidance and organizes recommendations based on functional classification and street typology.
  - Hold one demonstration project in a city (ex. City of Lakeland on first Friday) that coincides with another event.
  - Work with local electric companies to facilitate simpler and cheaper lighting projects.
  - Evaluate corridors for LED retrofits if needed.

POLK VISION ZERO ACTION PLAN

Polk TPO is currently in the process of completing a Vision Zero Action Plan, which aims to create safe and livable streets for all, under the Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) FY 2022 Action Plan Grant. Polk County's Vision Zero Plan provides a roadmap for the county to reach its goal of zero traffic fatalities and serious injuries. A survey and interactive online map were held in effort to solicit input for the Vision Zero Action Plan, which will ultimately be incorporated into the plan.





COST FEASIBLE PLAN

CHAPTER 5

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5.0 COST FEASIBLE PLAN

Detailed tables of the Cost Feasible projects are included in Appendix B and Appendix C of this document. Appendix B includes the projects in terms of Year of Expenditure (YOE) costs, while Appendix C includes the projects with the Present Day Value (PDV).

Envision 2050 LRTP identified projects include an estimated $4.07 billion (PDV) of roadway costs. Unfunded Needs account for approximately $3.2 billion. Many high-priority unfunded projects are on the SIS system and would be eligible for future funding based on statewide priorities. Polk County will also continue to consider opportunities to increase funding for transportation. The tables included in Appendices B and C ensure that the proposed improvements in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

5.1 FISCAL CONSTRAINT

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. **Table 5-1** presents the demonstration of fiscal constraint, in year of expenditure dollars and **Table 5-2** presents the demonstration of fiscal constraint, in Present Day Value.

Table 5-1. Demonstration of Fiscal Constraint (Year of Expenditure Dollars)

Demonstration of Fiscal Constraint (Year of Expenditure)				
Category	**2031-2035**	**2036-2040**	**2041-2050**	**2031-2050 Total**
SIS Revenue	$0	$254,429,136	$889,274,151	$1,143,703,287
Federal/State Revenue for Capital	$64,159,021	$34,543,722	$75,760,181	$174,462,923
Local Revenue for Capital	$273,514,720	$563,798,935	$2,539,092,200	$3,376,405,855
Capital Project Revenues	$337,673,742	$852,771,792	$3,504,126,531	$4,694,572,065
Federally/State-Funded Capital Projects	($64,159,021)	($288,972,858)	($965,034,331)	($1,318,166,210)
Locally-Funded Capital Projects	($273,514,720)	($563,798,935)	($2,539,092,200)	($3,376,405,855)
Capital Project Expenditures	($337,673,742)	($852,771,792)	($3,504,126,531)	($4,694,572,065)
Capital Revenue Balance	**$0**	**$0**	**$0**	**$0**
Federal/State Revenue for O&M	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Local Revenue for O&M	$335,583,206	$434,598,871	$1,307,616,726	$2,077,798,803
O&M Project Revenues	$349,347,206	$448,619,871	$1,336,007,726	$2,133,974,803
Federally/State-Funded O&M Projects	($13,764,000)	($14,021,000)	($28,391,000)	($56,176,000)
Locally-Funded O&M Projects	($335,583,206)	($434,598,871)	($1,307,616,726)	($2,077,798,803)
O&M Project Expenditures	($349,347,206)	($448,619,871)	($1,336,007,726)	($2,133,974,803)
O&M Revenue Balance	**$0**	**$0**	**$0**	**$0**
Plan Balance	**$0**	**$0**	**$0**	**$0**

Table 5-2. Demonstration of Fiscal Constraint (Present Day Value)

Demonstration of Fiscal Constraint (Present Day Value)				
Category	**2031-2035**	**2036-2040**	**2041-2050**	**2031-2050 Total**
SIS Revenue	$0	$163,095,600	$458,388,738	$621,484,338
Federal/State Revenue for Capital	$49,735,675	$22,143,411	$39,051,369	$110,930,726
Local Revenue for Capital	$212,026,915	$361,409,574	$1,308,810,412	$1,882,246,901
Capital Project Revenues	$261,762,590	$546,648,585	$1,806,250,789	$2,614,661,964
Federally/State-Funded Capital Projects	($49,735,675)	($185,239,011)	($497,440,377)	($732,415,064)
Locally-Funded Capital Projects	($212,026,915)	($361,409,574)	($1,308,810,412)	($1,882,246,901)
Capital Project Expenditures	($261,762,590)	($546,648,585)	($1,806,250,789)	($2,614,661,964)
Capital Revenue Balance	**$0**	**$0**	**$0**	**$0**
Federal/State Revenue for O&M	$10,669,767	$8,987,821	$14,634,536	$34,292,124
Local Revenue for O&M	$260,142,020	$278,589,020	$674,029,240	$1,212,760,280
O&M Project Revenues	$270,811,787	$287,576,841	$688,663,776	$1,247,052,404
Federally/State-Funded O&M Projects	($10,669,767)	($8,987,821)	($14,634,536)	($34,292,124)
Locally-Funded O&M Projects	($260,142,020)	($278,589,020)	($674,029,240)	($1,212,760,280)
O&M Project Expenditures	($270,811,787)	($287,576,841)	($688,663,776)	($1,247,052,404)
O&M Revenue Balance	**$0**	**$0**	**$0**	**$0**
Plan Balance	**$0**	**$0**	**$0**	**$0**

Roadway and Highway projects in *Envision 2050* are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 5-1** below. Tier 1 through Tier 3 projects are fully funded, high priority, and included in the cost feasible plan. Tier 4 through Tier 6 projects are unfunded. Tier 4 projects are high priority and will be added to the cost feasible projects should funds become available.

The roadway capacity projects that comprise the Cost Feasible Plan are listed in Table 5-3 through Table 5-6. These are listed by tiers as described on, each table representing Tiers 1 through 5 Phasing of Projects

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Interim Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Illustrative Projects / Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

Figure 5-1. Phasing Tiers.

5.2 PROJECTS

Fully committed projects are presented in **Table 5-3**.

Table 5-3. Fully Committed Projects

Project	From	To	Improvement	Total Cost in TIP
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES	$644,272,158
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS	$375,949,983
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS	$243,810,994
US 27	AT SR 60		INTERCHANGE - ADD LANES	$76,328,952
US 92	RECKER HWY	KELLY AVE	INTERSECTION IMPROVEMENT	$1,060,975
SR 544	MLK BLVD	AVE Y	ADD LANES & RECONSTRUCT	$28,816,076
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (PILOT STUDY)	$1,249,766
SR 37	ARIANA ST	LIME ST	MISELLANEOUS CONSTRUCTION (444627 2)	$3,173,778
SR 37	ARIANA ST	LIME ST	MISELLANEOUS CONSTRUCTION (444627 3)	$29,588,242
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE	$1,400,395
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE	$1,708,072
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE	$4,879,450
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES	$134,191,201
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES	$16,205,000
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES	$20,110
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE	$593,094
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES	$89,065
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES/BRIDGE	$47,431,327
LOGISTICS PKWY EXT/POLLARD RD EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES	$1,000,000

Project	From	To	Improvement	Total Cost in TIP
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES	$62,505,434
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE	$8,442,526
POWERLINE ROAD EXTENSION	SOUTH BLVD	US 17/92	NEW 4 LANES	UNDER CONSTRUCTION COSTS INCURRED <2026
I-4 @ SR 33	OLD COMBEE RD	UNIVERSITY BLVD	INTERCHANGE IMPROVEMENTS AND WILDLIFE CROSSINGS	$10,928,894
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	ADD LANES AND REHAB PVMT	$6,725,086
MT OLIVE RD	AT SR 33	AT SR 33	INTERSECTION/INTERCHANGE	$878,170
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES	$159,972,853
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES	$235,643,268
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE	$951,934
US 98	N OF WEST SOCRUM LOOP ROAD	S OF CR 54	WIDEN 2 TO 4 LANES	$1,019,975
POINCIANA PARKWAY EXTENSION			NEW 4 LANE LIMITED ACCESS	$369,045,204
POINCIANA CONNECTOR RAMPS TO EB I-4			INTERCHANGE RAMP	$218,245,708

Tentative 2050 Cost Feasible projects are presented in **Table 5-4**. Maps showing the locations of Cost Feasible projects within Polk County are provided in **Figure 5-2** through **Figure 5-5**.

Table 5-4. 2050 Cost Feasible Projects

2050 Cost Feasible Projects						
PROJECT ID	**ON STREET**	**FROM STREET**	**TO STREET**	**LENGTH (MI)**	**IMPROVEMENT**	**PHASE FUNDED**
501	KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	CONSTRUCTION
706	KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	CONSTRUCTION
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	CONSTRUCTION
47	FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	CONSTRUCTION
295	POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	CONSTRUCTION
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	CONSTRUCTION
133	SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	CONSTRUCTION
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	CONSTRUCTION
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	CONSTRUCTION
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	CONSTRUCTION
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	CONSTRUCTION
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	CONSTRUCTION
322B	FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	CONSTRUCTION
43A	I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	CONSTRUCTION
264A	POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	CONSTRUCTION
264B	POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	CONSTRUCTION
6	CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	CONSTRUCTION
32B	EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	CONSTRUCTION
502	KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	CONSTRUCTION
507	LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	CONSTRUCTION

2050 Cost Feasible Projects						
PROJECT ID	ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PHASE FUNDED
702	LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	CONSTRUCTION
259B	H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	CONSTRUCTION
701	BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	CONSTRUCTION
212	BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	CONSTRUCTION
504	LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	CONSTRUCTION
22	CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	CONSTRUCTION
31	EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	CONSTRUCTION
32A	EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	CONSTRUCTION
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	CONSTRUCTION
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	CONSTRUCTION
57B	CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	CONSTRUCTION
357	CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	CONSTRUCTION
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	CONSTRUCTION
321.1	HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	CONSTRUCTION
321.2	HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	CONSTRUCTION
321.3	HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	CONSTRUCTION

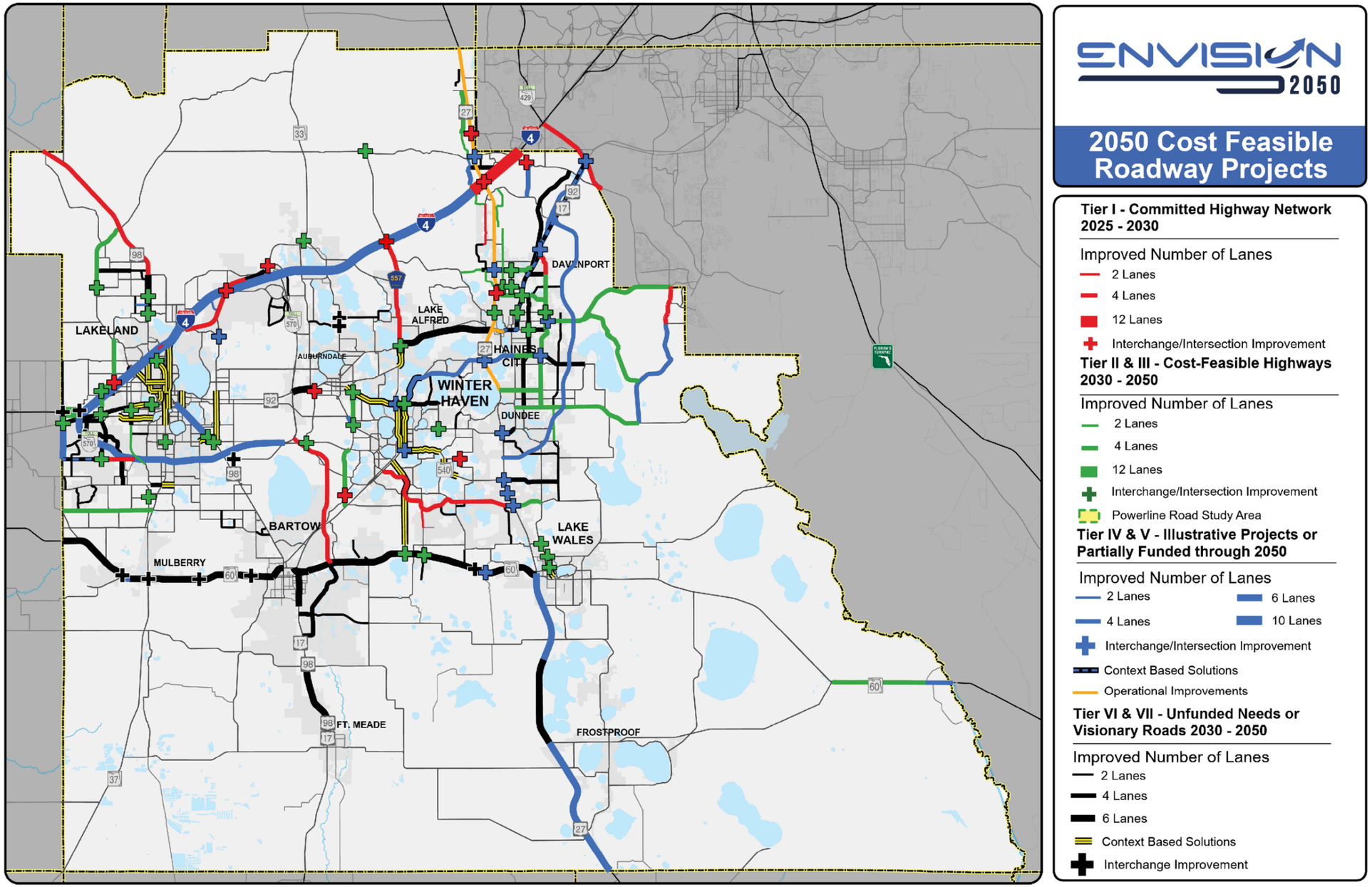
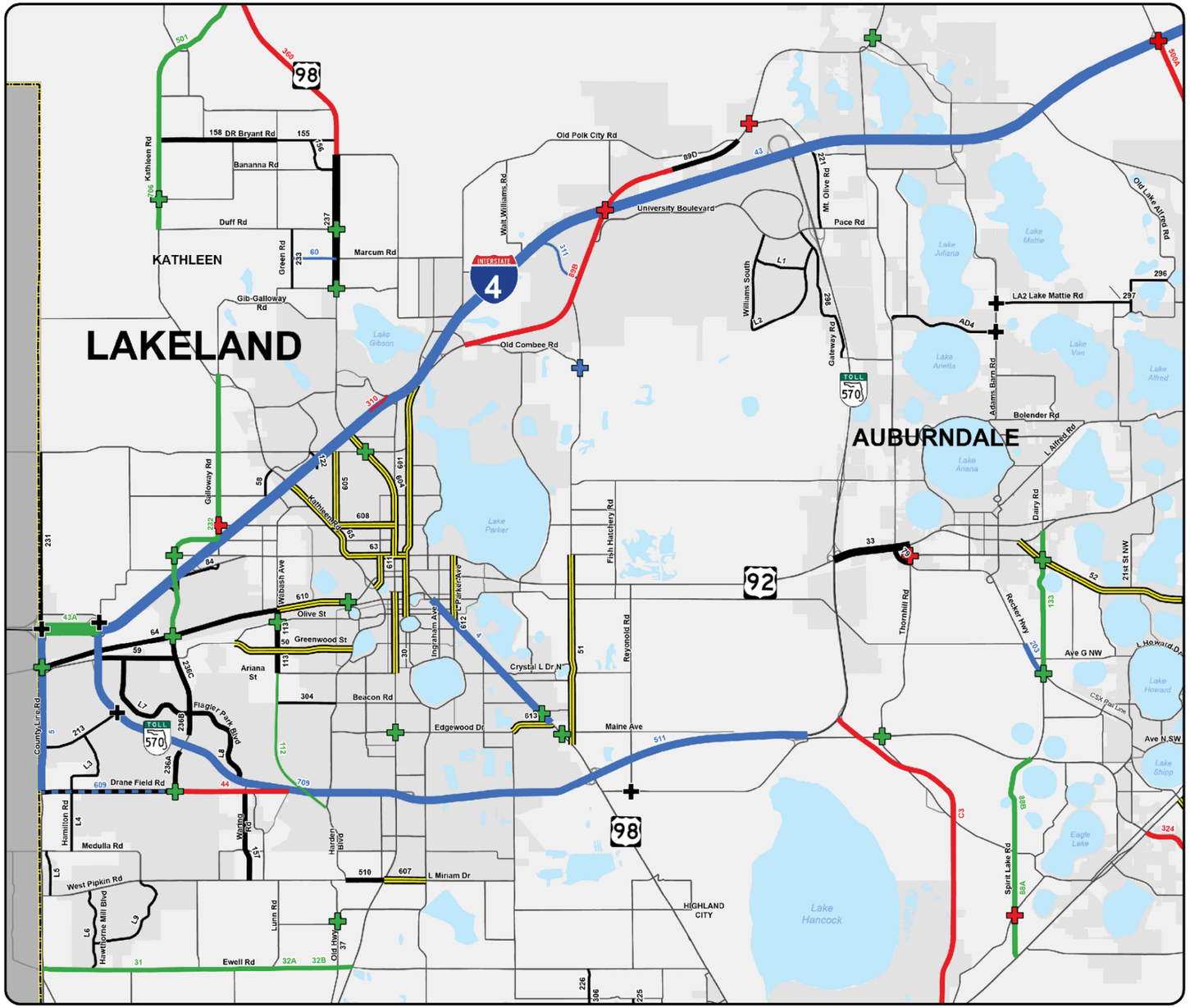


Figure 5-2. Cost Feasible Projects within Polk County



2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement
- Powerline Road Study Area

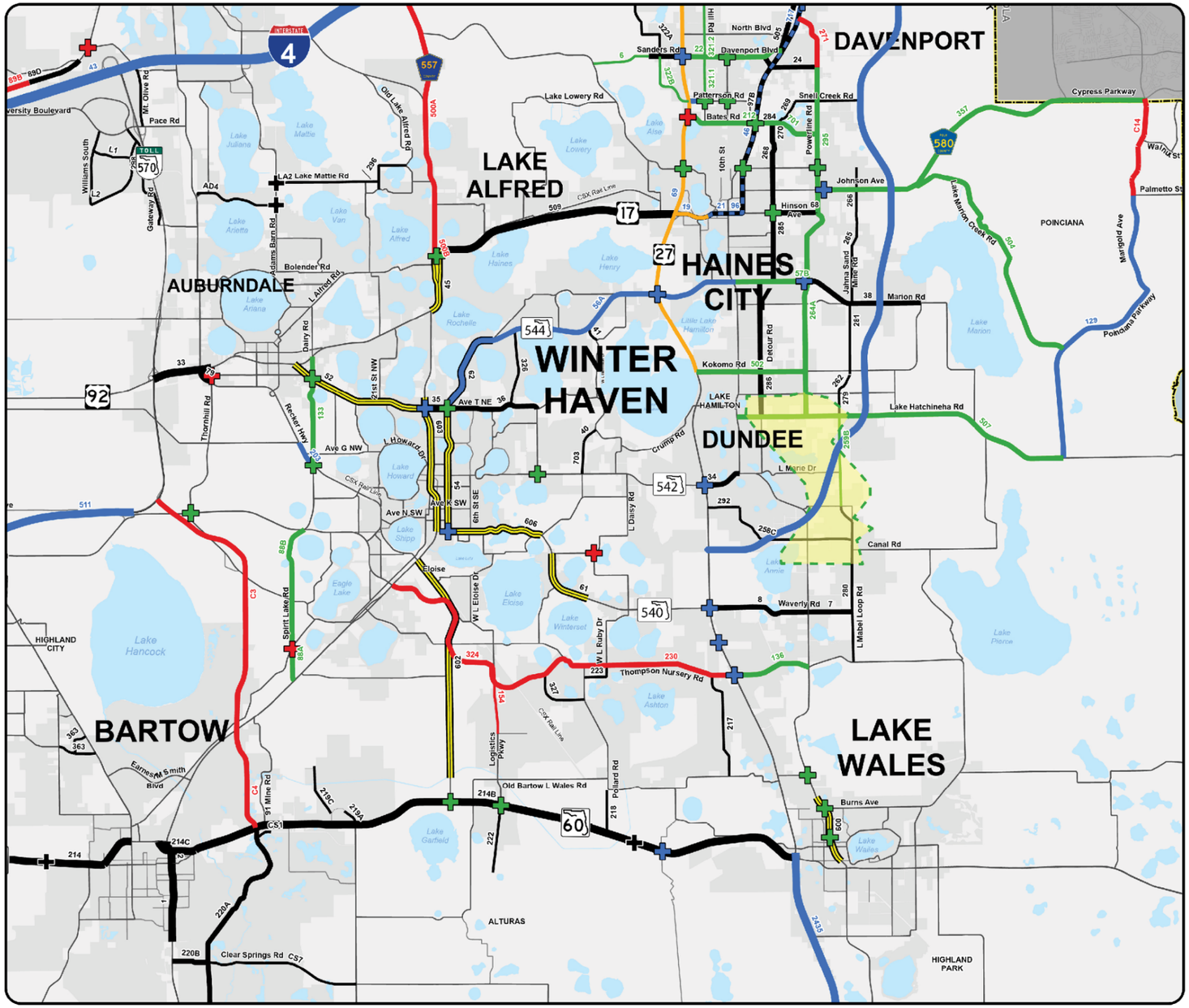
Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Context Based Solutions
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Context Based Solutions
- Interchange Improvement

Figure 5-3. Cost Feasible Projects within Polk County, Lakeland Area



2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement
- Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Context Based Solutions
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Context Based Solutions
- Interchange Improvement

Figure 5-4. Cost Feasible Projects within Polk County, Winter Haven Area

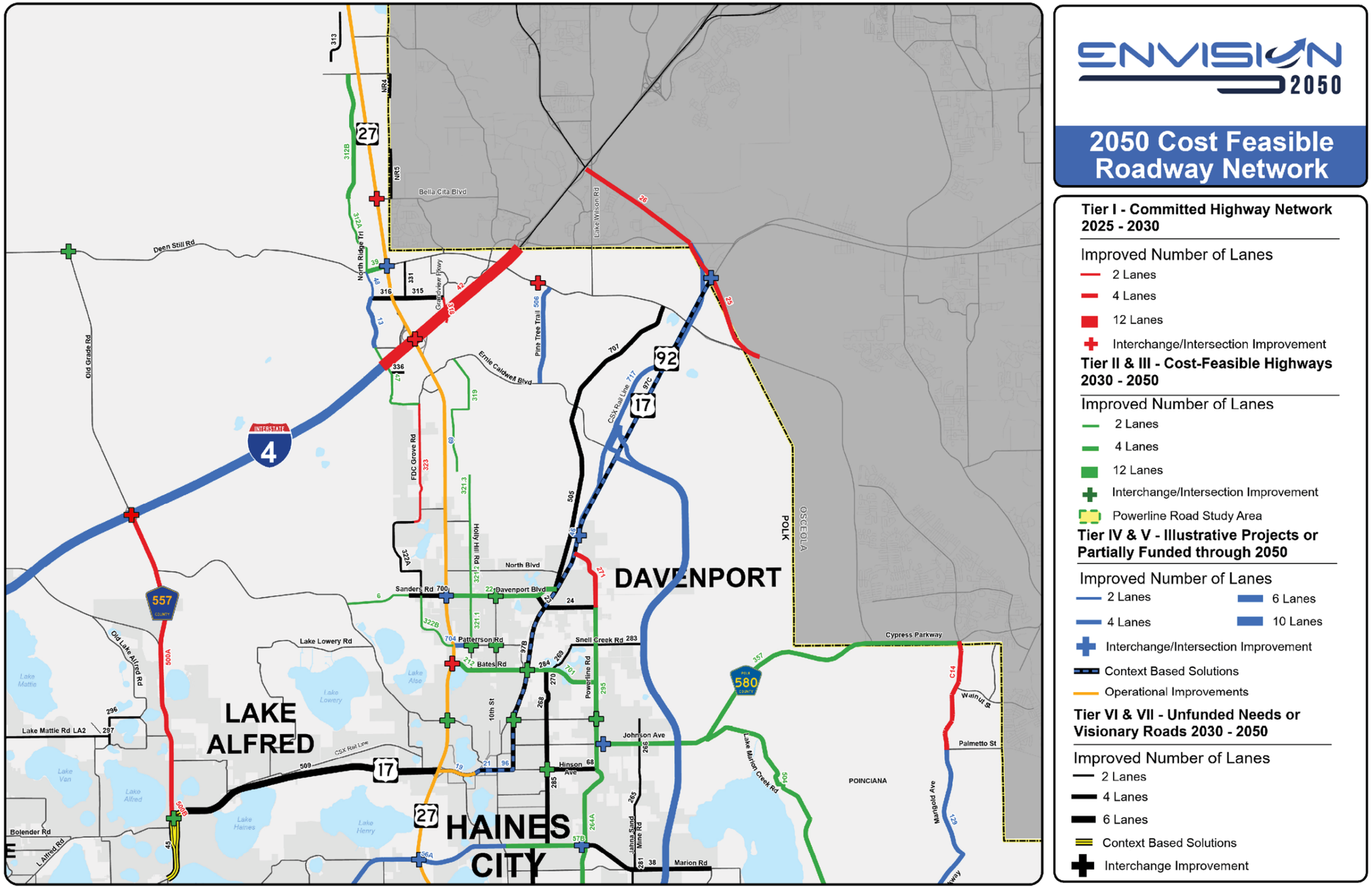


Figure 5-5. Cost Feasible Projects within Polk County, Northeast Area

Partially funded projects are presented in **Table 5-5**. A map showing the locations of the partially funded projects within Polk County is presented in **Figure 5-6**.

Table 5-5. Partially Funded Projects

Partially Funded Projects						
PROJECT ID	**ON STREET**	**FROM LIMIT**	**TO LIMIT**	**LENGTH (MI)**	**IMPROVEMENT**	**FUNDED PHASES**
4	US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	0.42	WIDEN 2 TO 4 LANES	PDE/DES/ROW
56C	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	0.75	NEW 2 LANES	PDE/DES/ROW
96	US 17/92 (HINSON AVE)	10TH ST	17TH ST	2.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	1.74	WIDEN 2 TO 4 LANES	PDE/DES/ROW
129	MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	1.59	WIDEN 2 TO 4 LANES	PDE/DES/ROW
93B	SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	0.32	WIDEN 2 TO 4 LANES	PDE/DES/ROW
60	MARCUM RD EXTENSION	US 98	DUFF RD	0.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
5A	COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	PDE/DES
5B	COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	PDE/DES
56A	SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	2.28	MULTIMODAL IMPROVEMENTS	PDE/DES
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	27.32	WIDEN 2 TO 4 LANES	PDE/DES
13	NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	11.36	MANAGED LANES	PDE/DES
704	PATTERSON RD	US 27	HOLLY HILL RD	0.57	NEW 2 LANES	PDE/DES
506	PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.06	WIDEN 2 TO 4 LANES	PDE/DES
609	DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	0.36	WIDEN 2 TO 4 LANES	PDE/DES
806	I-4	WEST OF SR 570 (WEST)	EAST OF US 98	1.98	WIDEN 2 TO 4 LANES	PDE/DES
203	SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	1.80	WIDEN 2 TO 4 LANES	PDE/DES
69	US 27	CR 546 (KOKOMO RD)	US 192	1.75	WIDEN 2 TO 4 LANES	PDE/DES
43	I-4	SR 570	WEST OF US 27	1.50	MULTIMODAL IMPROVEMENTS	PDE/DES
97C	US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	1.86	WIDEN 2 TO 4 LANES	PDE/DES

Partially Funded Projects						
PROJECT ID	ON STREET	FROM LIMIT	TO LIMIT	LENGTH (MI)	IMPROVEMENT	FUNDED PHASES
3	SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4.45	WIDEN 2 TO 4 LANES	PDE/DES
48	NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.81	WIDEN 4 TO 6 LANES	PDE/DES
710	CENTRAL POLK PKWY EAST	US 17/92	SR 538	8.03	NEW 4 LANE LIMITED ACCESS	PDE
712	CENTRAL POLK PKWY EAST	US 27	N OF LAKE MABEL LOOP RD	6.12	NEW 4 LANE LIMITED ACCESS	PDE
713	CENTRAL POLK PKWY EAST	N OF LAKE MABEL LOOP RD	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	PDE
715	CENTRAL POLK PKWY EAST	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	PDE
716	CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	PDE
709	SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	PDE
511	SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	PDE
311	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		PDE
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	PDE
2432A	US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	PDE
2435A	US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	PDE
46	US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	PDE
N/A	SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles E>W and 40 miles N>S	NEW 4 LANES	PDE

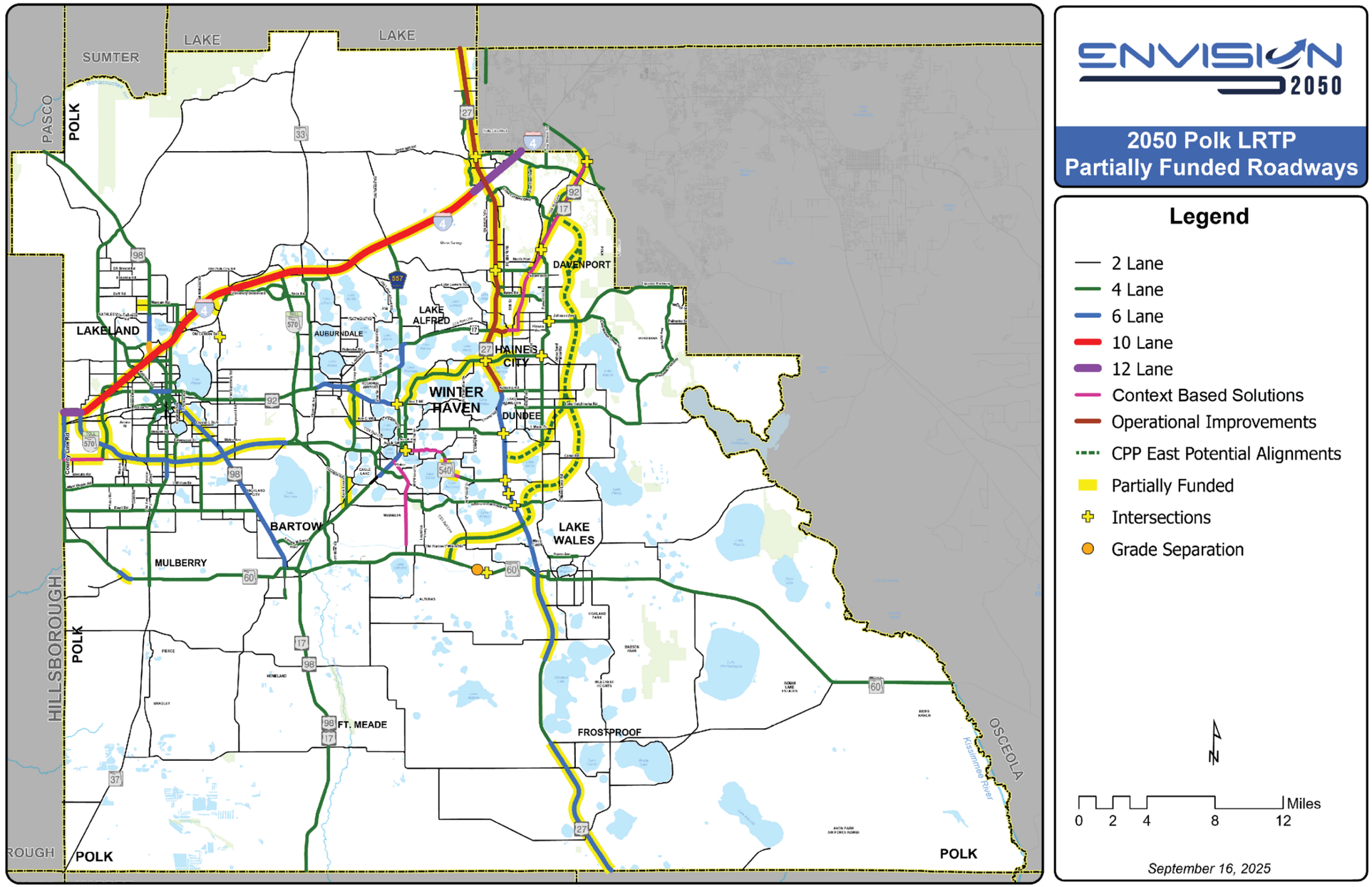


Figure 5-6. Partially Funded Roadways

Unfunded roadway projects are presented in **Table 5-6**. Maps showing unfunded and partially funded roadway needs are provided in **Figure 5-7** through **Figure 5-10**.

Listed phases are as follows: PDE = Project Development & Environment Study Phase; DES = Design Phase; ROW = Right of Way Phase; CST = Construction Phase

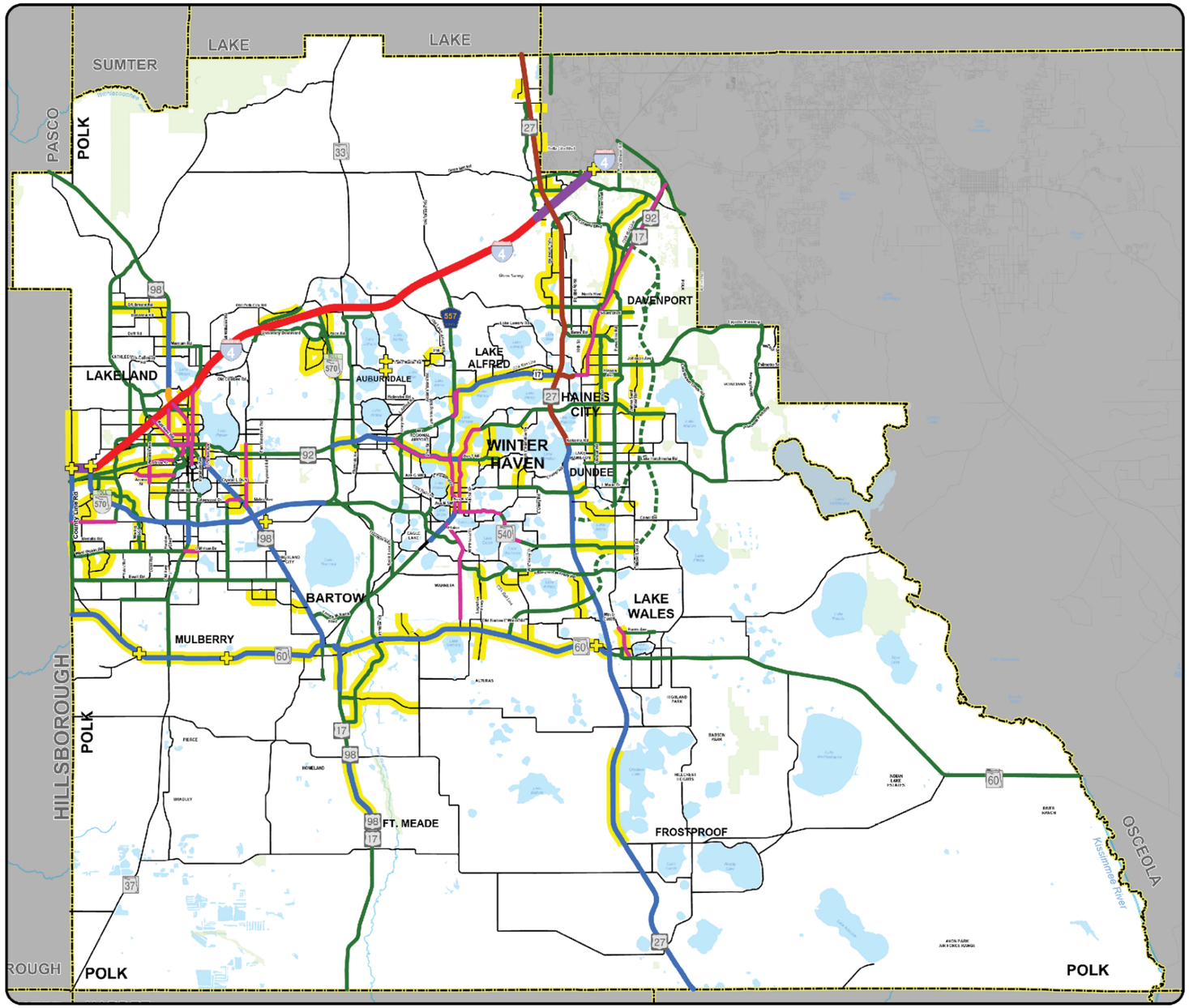
Table 5-6. Unfunded Roadway Projects, (Amounts shown in estimated 2050 Dollars)

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	**FROM STREET**	**TO STREET**	**LENGTH (MI)**	**IMPROVEMENT**	**PDE COST**	**DES COST**	**ROW COST**	**CST COST**
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$5,577,102	$13,942,754	$52,285,327	$69,713,770
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$2,029,030	$7,628,523	$28,606,961	$38,142,615
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$6,471,607	$16,179,017	$60,671,312	$80,895,083
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$1,540,569	$3,851,423	$14,442,835	$19,257,114
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$680,921	$1,702,302	$6,383,634	$8,511,511
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$3,082,215	$7,705,538	$43,455,653	$57,940,870
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$2,971,609	$7,429,022	$27,858,833	$37,145,111
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$2,029,456	$5,073,640	$19,026,151	$25,368,201
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$2,402,031	$6,005,077	$22,519,038	$30,025,385
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$974,073	$2,435,183	$9,131,937	$12,175,916
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$4,278,998	$10,697,494	$40,115,604	$53,487,472
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$2,675,000	$6,687,499	$25,078,121	$33,437,495
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$2,340,134	$5,850,334	$21,938,753	$29,251,671
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$1,276,879	$3,192,198	$11,970,742	$15,960,989
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$509,244	$1,273,111	$4,774,166	$6,365,554
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$3,703,660	$9,259,150	$34,721,814	$46,295,751
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$639,062	$1,597,655	$5,991,208	$7,988,277
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$7,120,332	$22,136,929	$83,013,484	$110,684,645
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$5,219,288	$16,226,633	$60,849,874	$81,133,165
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$1,370,339	$3,425,848	$12,846,931	$17,129,241
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$1,321,817	$3,304,542	$12,392,034	$16,522,712

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$2,059,876	$5,149,691	$19,311,342	$25,748,455
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$1,194,934	$2,987,335	$11,202,506	$14,936,675
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$1,451,936	$3,629,840	$13,611,901	$18,149,201
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$741,869	$1,854,672	$6,955,021	$9,273,361
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$1,767,182	$4,417,954	$16,567,328	$22,089,770
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$2,470,972	$6,177,429	$23,165,359	$30,887,146
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$1,028,522	$2,571,306	$10,285,224	$12,856,530
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$4,156,935	$10,392,337	$41,569,350	$51,961,687
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$3,868,428	$9,671,069	$38,684,277	$48,355,346
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$1,130,972	$2,827,431	$11,309,722	$14,137,153
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$1,594,587	$3,986,468	$15,945,872	$19,932,341
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$1,452,731	$3,631,827	$14,527,306	$18,159,133
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$6,462,068	$16,155,170	$64,620,678	$80,775,848
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$1,329,098	$3,322,746	$13,290,984	$16,613,729
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$2,697,571	$6,743,927	$26,975,709	$33,719,637
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$568,573	$1,421,432	$5,685,727	$7,107,159
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$1,567,700	$3,919,251	$15,677,005	$19,596,256
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$1,225,807	$3,064,517	$12,258,070	$15,322,587
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$1,511,869	$3,779,673	$15,118,690	$18,898,363
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$22,761,487	$68,284,461	$227,614,869	$227,614,869
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$23,899,382	$71,698,146	$238,993,819	$238,993,819
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$1,665,348	$4,996,045	$16,653,483	$16,653,483
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$2,582,741	$7,748,223	$25,827,411	$25,827,411
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$1,546,371	$4,639,113	$15,463,711	$15,463,711
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$1,175,572	$2,938,930	$11,755,721	$14,694,651
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$1,079,050	$5,233,395	$20,933,578	$26,166,973
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$1,102,545	$2,756,362	$11,025,450	$13,781,812

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$719,942	$1,799,855	$7,199,419	$8,999,274
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$922,687	$2,306,719	$8,650,195	$11,533,593
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$1,862,947	$4,657,369	$17,465,133	$23,286,844
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$970,686	$2,426,714	$9,100,178	$12,133,570
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOL RD	3.07	MULTIMODAL IMPROVEMENTS	$2,974,259	$7,435,647	$29,742,588	$37,178,235
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$7,710,641	$19,276,603	$77,106,410	$96,383,013
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$4,720,752	$11,801,880	$47,207,521	$59,009,402
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$8,911,480	$22,278,701	$89,114,804	$111,393,505
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$3,296,591	$8,241,478	$32,965,913	$41,207,392
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$3,166,334	$9,499,002	$31,663,340	$31,663,340
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$917,127	$2,751,381	$9,171,271	$9,171,271
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$9,098,682	$27,296,047	$90,986,824	$90,986,824
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$1,923,311	$4,808,277	$19,233,110	$24,041,387
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$2,064,875	$5,162,186	$20,648,745	$25,810,931
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$3,299,662	$8,249,155	$32,996,620	$41,245,774
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$2,291,054	$5,727,635	$22,910,539	$28,638,174
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$3,549,932	$8,874,831	$33,280,615	$44,374,154
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$960,548	$2,401,370	$9,005,139	$12,006,852
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$652,593	$1,631,483	$6,118,063	$8,157,417
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220
CENTRAL POLK PARKWAY	AT US 17/92		N/A	Interchange	$-	$-	$-	$-
CENTRAL POLK PARKWAY	AT CR 544		N/A	Interchange	$-	$-	$-	$-
CENTRAL POLK PARKWAY	AT CR 580		N/A	Interchange	$-	$-	$-	$-
CENTRAL POLK PARKWAY	AT US 27		N/A	Interchange	$-	$-	$-	$-
CENTRAL POLK PARKWAY	AT SR 60		N/A	Interchange	$-	$-	$-	$-
I-4	AT CLARK ROAD/FRONTAGE ROAD	N/A	N/A	Interchange Reconstruction	$-	$-	$-	$-
I-4	AT COUNTY LINE ROAD	N/A	N/A	Reconstruct/Improve Interchange	$-	$-	$-	$-

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	**FROM STREET**	**TO STREET**	**LENGTH (MI)**	**IMPROVEMENT**	**PDE COST**	**DES COST**	**ROW COST**	**CST COST**
OLD COMBEE RD	AT TENOROC MINE RD	N/A	N/A	Realignment of Old Combee and Tenoroc Mine Roads	$-	$-	$-	$-
MARION RD	AT 30 ST	N/A	N/A	Intersection	$-	$-	$-	$-
POLK PARKWAY INTERCHANGE (SR 570)	AT GATEWAY ROAD	N/A	N/A	New Interchange	$-	$-	$-	$-
SR 17	AT DUNDEE RD	N/A	N/A	Intersection	$-	$-	$-	$-
SR 540	AT REYNOLDS RD	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
SR 540	AT SR 549 (1ST STREET)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
SR 559	AT LAKE MATIE ROAD	N/A	N/A	Intersection	$-	$-	$-	$-
SR 559	AT GAPWAY ROAD	N/A	N/A	Intersection	$-	$-	$-	$-
SR 60	AT CR 676	N/A	N/A	Rail Grade Separation	$-	$-	$-	$-
SR 60	AT CR 37B (LAKELAND HIGHLANDS ROAD EXT)	N/A	N/A	Rail Grade Separation	$-	$-	$-	$-
SR 60	AT W/O CR 555	N/A	N/A	Rail Grade Separation	$-	$-	$-	$-
SR 60	AT W OF CENTRAL AVENUE	N/A	N/A	Rail Grade Separation	$-	$-	$-	$-
SR 60	AT SR 37	N/A	N/A	Intersection	$-	$-	$-	$-
THOMPSON NURSERY ROAD	AT US 27	N/A	N/A	Intersection	$-	$-	$-	$-
US 17	AT SR 544 (AVENUE T NE)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 17/92	AT POINCIANA PARKWAY	N/A	N/A	Interchange	$-	$-	$-	$-
US 17/92	AT KENTUCKY ST	N/A	N/A	Intersection	$-	$-	$-	$-
US 17/92	AT SOUTH BLVD	N/A	N/A	Intersection	$-	$-	$-	$-
US 17/92	AT CR 580	N/A	N/A	Intersection	$-	$-	$-	$-
US 27	AT DUNDEE ROAD (SR 542)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 27	AT CYPRESS GARDENS BOULEVARD (SR 540)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 27	AT SR 544 (LUCERNE PARK ROAD)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 27	AT CR 547 (BAY STREET)	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 27	AT RONALD REAGAN PARKWAY	N/A	N/A	Intersection Improvement	$-	$-	$-	$-
US 27	AT POSNER BLVD	N/A	N/A	Intersection	$-	$-	$-	$-
SR 60	RAILROAD	N/A	N/A	Grade Separation	$-	$-	$-	$-



ENVISION 2050

2050 Polk LRTP
Unfunded Need Roadways

Legend

- 2 Lane
- 4 Lane
- 6 Lane
- 10 Lane
- 12 Lane
- Context Based Solutions
- Operational Improvements
- CPP East Potential Alignments
- Unfunded
- Intersections

N

0 2 4 8 12 Miles

September 16, 2025

Figure 5-7. Unfunded Roadway Needs

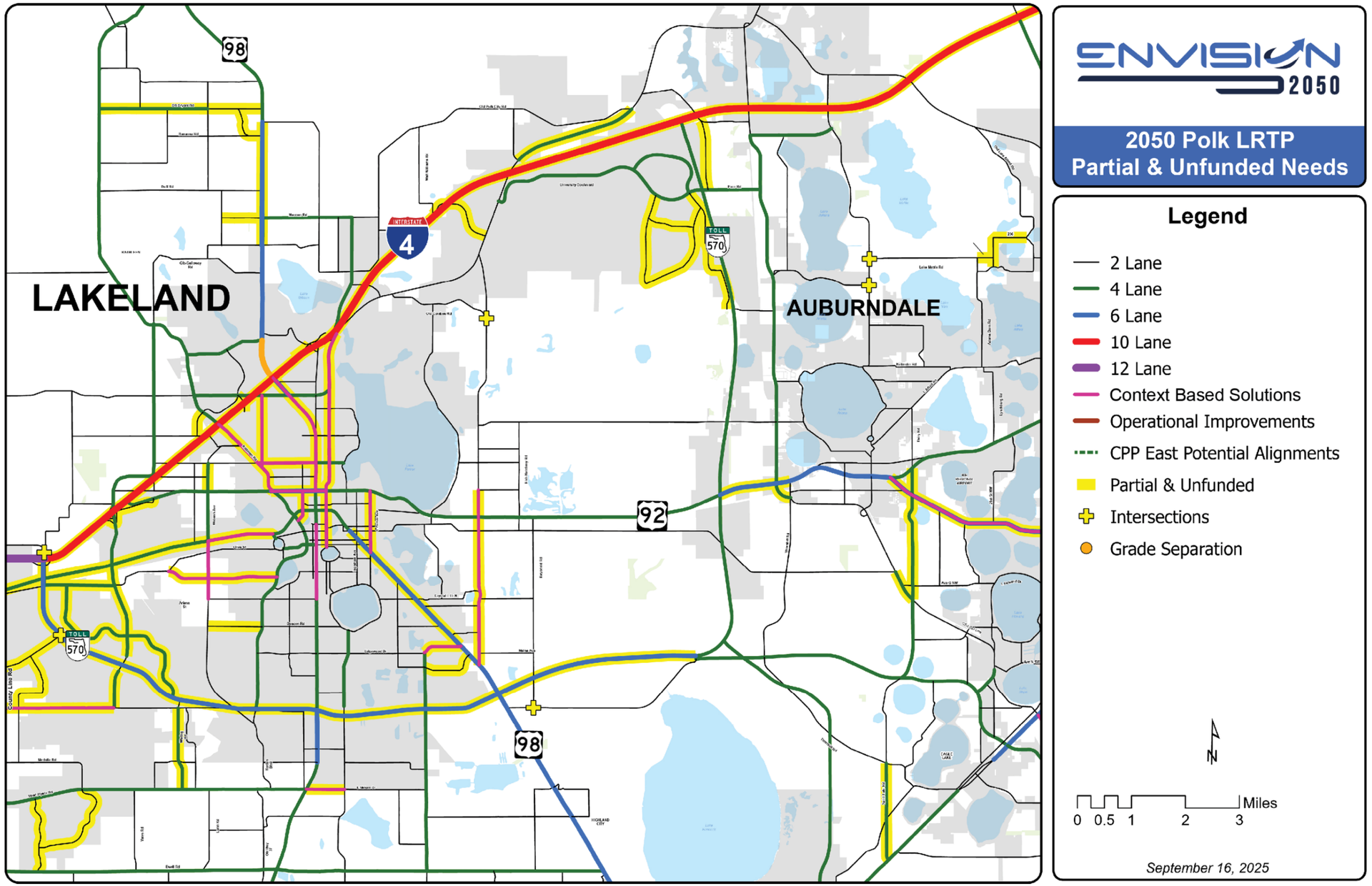
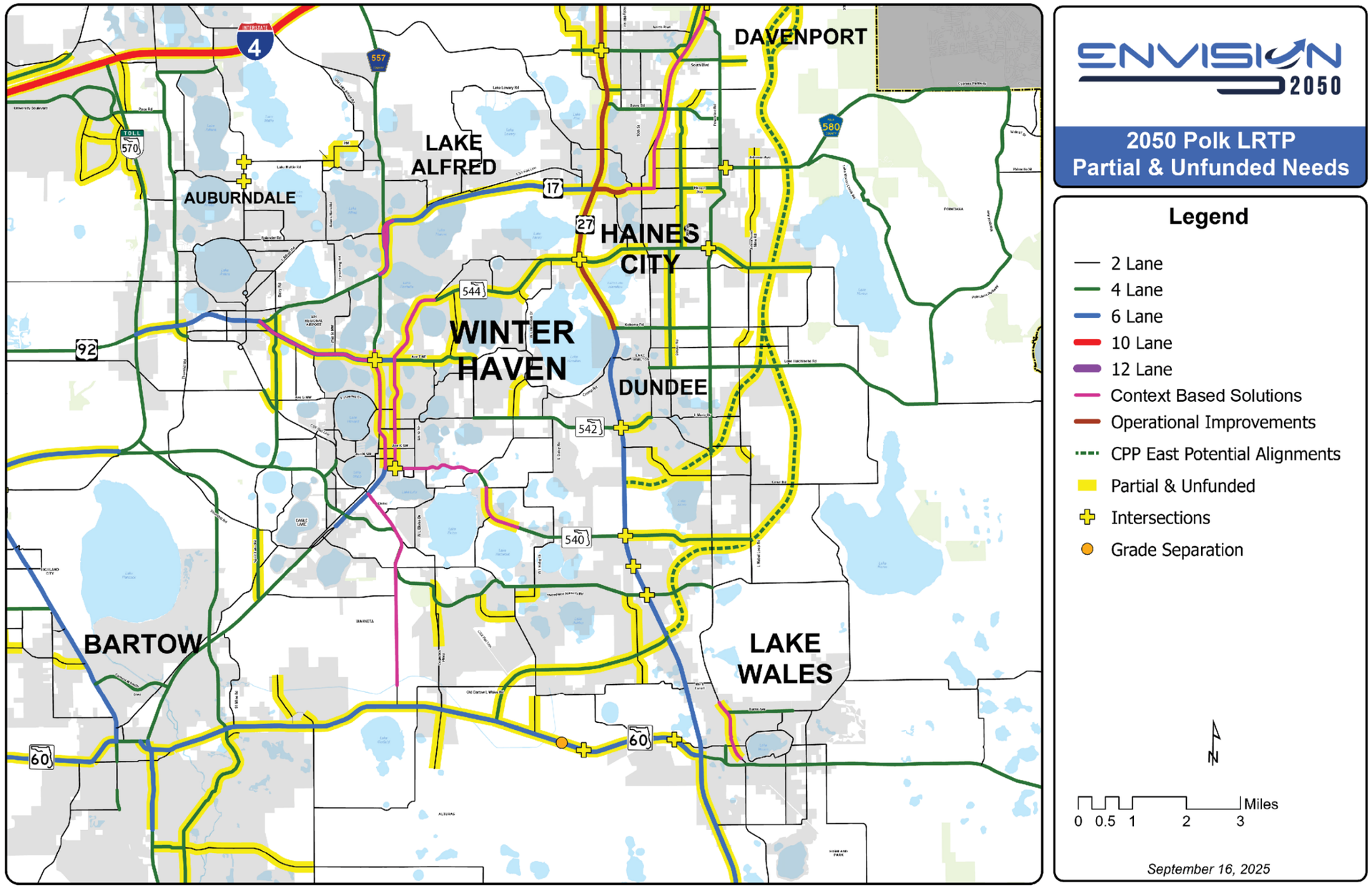


Figure 5-8. Partial and Unfunded Roadway Needs, Lakeland Area



ENVISION 2050

2050 Polk LRTP
Partial & Unfunded Needs

Legend

- 2 Lane
- 4 Lane
- 6 Lane
- 10 Lane
- 12 Lane
- Context Based Solutions
- Operational Improvements
- CPP East Potential Alignments
- Partial & Unfunded
- Intersections
- Grade Separation

N

0 0.5 1 2 3 Miles

September 16, 2025

Figure 5-9. Partial and Unfunded Roadway Needs, Winter Haven Area

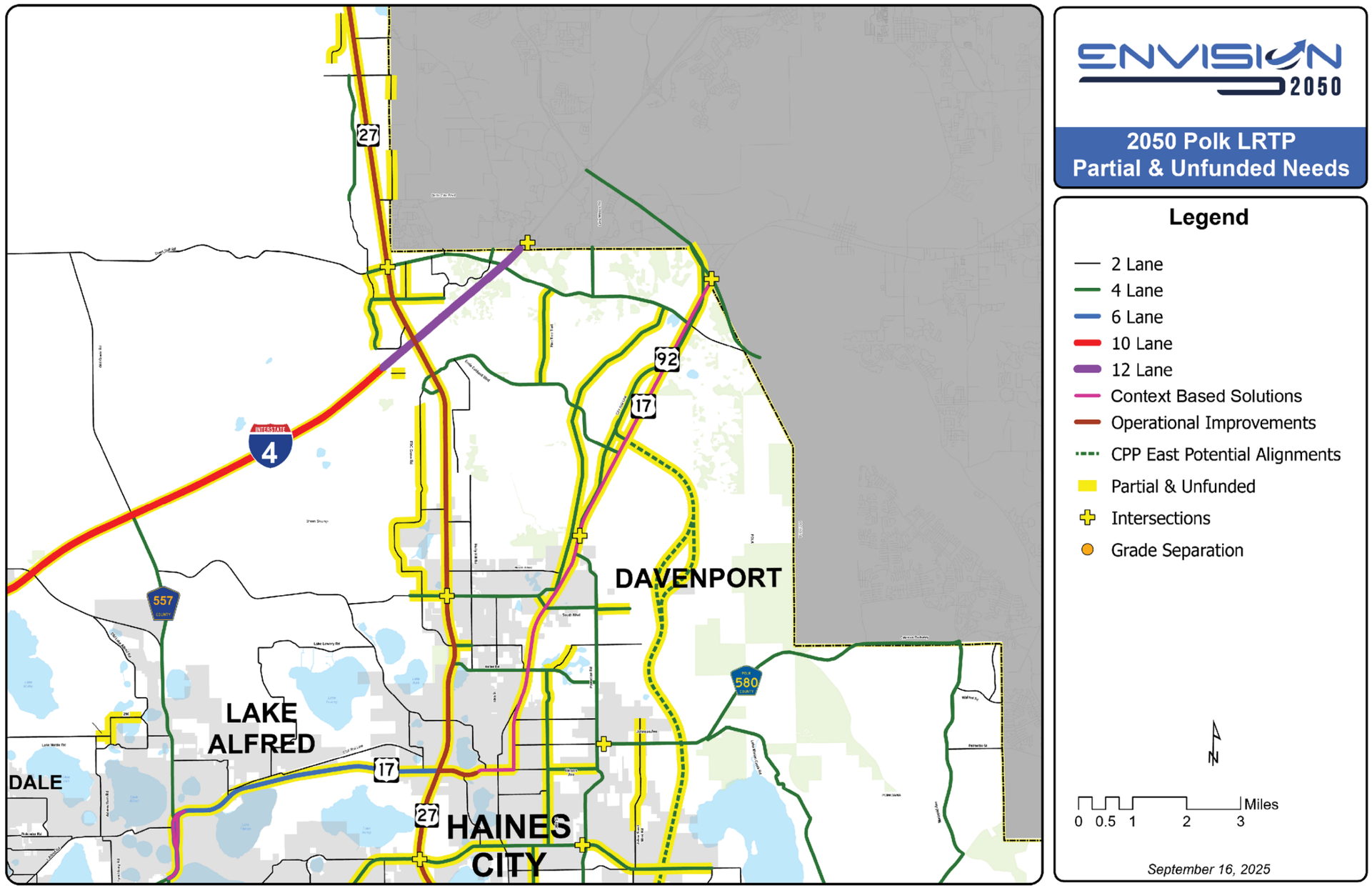


Figure 5-10. Partial and Unfunded Roadway Needs, Northeast Area

5.3 CONGESTION MANAGEMENT PROCESS

As part of the development of the Envision 2050 LRTP, Polk TPO updated its Congestion Management Process (CMP.) Maintenance of a Congestion Management Process is a requirement for all Metropolitan Planning Organizations (MPO) or TPOs under Florida law and for those in Transportation Management Areas (TMA) under federal law. Consistent with the guidance from the Federal Highway Administration (which provides the funding for this program) the intent of the Congestion Management Process is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multi-modal transportation system." The Envision 2050 plan provides significant TMA funding to support the congestion management and related context-sensitive design improvements. A vibrant congestion management process can serve a valuable role in addressing the region's transportation needs in light of the following:

- Many roadway corridors have already been built out to their maximum number of travel lanes
- Funding levels limit the number of new large-scale projects which can be planned and constructed
- Transportation safety is becoming an increasingly important planning consideration

The Polk TPO's existing previous congestion management process has been highly successful in delivering projects. It is the intent of this congestion management process update to address the changes in Federal requirements while strengthening the process used to identify congestion and select projects for implementation. Key focus areas for the Congestion Management Process include:

- **Constrained Roadways:** These are roadways where widening projects are not feasible due to environmental, community, or policy constraints.
- **Unfunded Needs:** The unfunded needs include corridors that were planned for improvement in the previous cost feasible plan which are not cost feasible in the Envision 2050 plan.
- **Freight Hot Spots:** Addressing specific areas of freight and goods movement operation deficiencies.

Improvements resulting from the Congestion Management Process can include a full range of activities ranging from demand management and multimodal improvements that reduce auto usage to significant intersection and roadway expansion projects. The 2025 CMP Network in Polk County is shown on **Figure 5-11**.

CAUSES OF CONGESTION

According to a study conducted by the Federal Highway Administration (FHWA), the six major causes of road congestion are listed below.

- **Bottlenecks:** points where the roadway narrows or regular traffic demands (typically at traffic signals) cause traffic to back up, are the largest source of congestion and typically cause a roadway to operate below its adopted level of service standards.
- **Traffic incidents:** crashes, stalled vehicles, and debris on the road cause about one-quarter of congestion problems. A focus of the Polk TPO's CMP will be reducing these incidents and expediting incident response where Intelligent Transportation Systems (ITS) surveillance is available.
- **Work zones:** new road construction and maintenance activities, such as filling potholes, often cause congestion; however, this congestion can be reduced through a variety of strategies.
- **Bad weather:** cannot be controlled, but travelers can be notified of the potential for increased congestion and signal systems can adapt to improve safety.
- **Poor traffic signal timing:** faulty operation of traffic signals or timing in plans where the green and red intervals do not match traffic volumes causes congestion on both major and minor streets.
- **Special events:** cause spikes in traffic volumes and changes in traffic patterns, leading to delays on days, at times, or in locations where congestion normally does not occur.

The share of responsibility for each of the six causes of road congestion is shown in **Table 5-7**.

Table 5-7. Causes of Congestion and Share of Responsibility

Causes of Road Congestion	
Cause	**Share of Responsibility**
Bottlenecks	40%
Traffic Incidents	25%
Bad Weather	15%
Work Zones	10%
Poor Traffic Signal Timing	5%
Special Events/Other	5%

CFHWA EIGHT-STEP CONGESTION MANAGEMENT PROCESS

The FHWA has identified the following actions as the primary elements of a successful CMP.

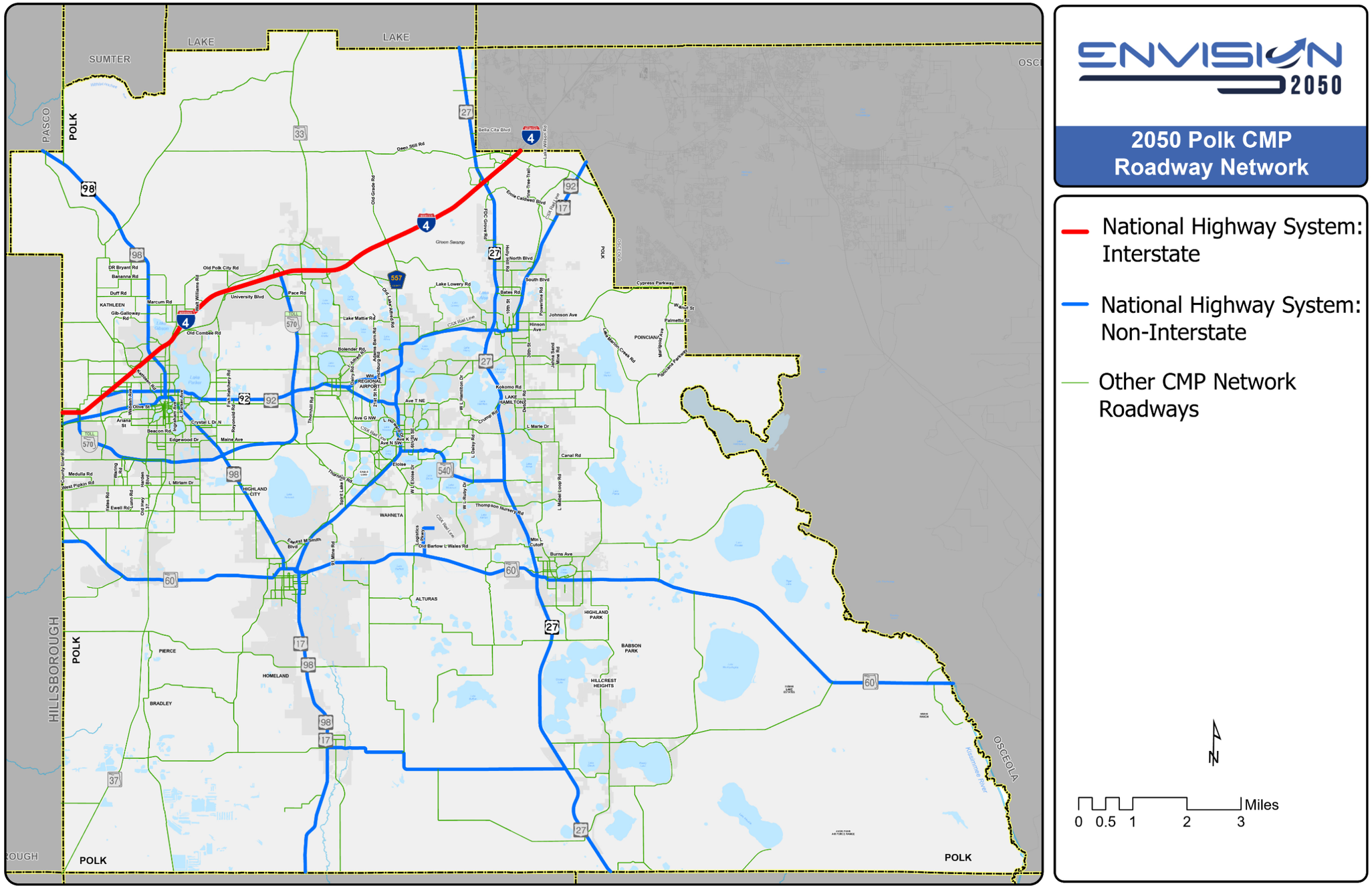
1. **Develop Objectives for Congestion Management** – Goals and Objectives should be identified that help to accomplish the congestion management goals.
2. **Define Regional CMP Network** – Identify a well-defined area and the network components to which the CMP applies.
3. **Develop Multimodal Performance Measures** – Develop the measures by which local and regional congestion may be evaluated.
4. **Collect Data / Institute System Performance Monitoring Plan** – There must be a regularly scheduled performance monitoring plan for assessing the state of the transportation network and evaluating the status of congestion.
5. **Analyze Congestion Problems & Needs** – The CMP must define how congestion issues will be analyzed, presented, and anticipated.
6. **Identify and Assess Strategies** – In collaboration with local and regional partners, the CMP should develop strategies to mitigation congestion.
7. **Program and Implement Strategies** – As a direct result of Action 6, determine when and how strategies will be implemented.
8. **Evaluate Strategy Effectiveness** – The effectiveness of the implemented efforts will be monitored and evaluated to guide future transportation planning decisions.

POLK TPO'S EIGHT-STEP CONGESTION MANAGEMENT PROCESS

The Polk TPO incorporated the FHWA's eight-step congestion process in developing its own eight-step congestion management process, which are listed below.

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

Each of the eight steps in Polk TPO's CMP are covered in further detail below.



ENVISION 2050

2050 Polk CMP Roadway Network

- National Highway System: Interstate
- National Highway System: Non-Interstate
- Other CMP Network Roadways

Figure 5-11: 2025 Polk CMP Network

Step 1: Develop Regional Objectives

These CMP goals and objectives will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation. The CMP goals and objectives are consistent with the Long Range Plan goals and will be evaluated with each update to the CMP.

CMP Goals and Objectives

CMP Vision Statement – Develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity.

Goal 1 – Safety

- Objective 1.1 – Safe and fatality-free travel conditions on all Polk County roads
- Objective 1.2 – Safe and secure travel conditions on public transportation

Goal 2 – Sustainable Resources

- Objective 2.1 – Maintain highway infrastructure in a state of good repair (Non-CMP Objective)
- Objective 2.2 – Minimize environmental impacts from transportation projects

Goal 3 – Economy

- Objective 3.1 – Provide transportation infrastructure and services that support economic vitality and job creation

Goal 4 – Livability

- Objective 4.1 – Provide travel options for persons of all ages and abilities
- Objective 4.2 – Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents

Goal 5 – Mobility

- Objective 5.1 – Maintain stable flow of traffic on major roads – roads that serve intercity travel and the movement of freight (arterial roads)
- Objective 5.2 – Maintain stable flow of truck traffic on the freight network
- Objective 5.3 – Provide transportation options for intercity and local travel
- Objective 5.4 – Provide access to the Regional Multi-Use Trails Network
- Objective 5.5 – Address future transportation technologies, including automated, connected, electric, and shared mobility

Step 2: Define CMP Network

The CMP area of application includes the transportation system that needs to be evaluated and monitored, and where congestion management policies and procedures need to be applied. The geographic area of application for this CMP Update consists of the major roadway network in Polk County. Figure 6-11 illustrates the CMP network for the Polk TPO.

Step 3: Develop Multimodal Performance Measures and Performance Indicators

The performance measures and performance indicators for the Polk CMP were selected to address the existing conditions for multi-modal transportation network in the area. The performance measures comply with the federal direction of using measures that cover multimodal networks.

Multimodal Performance Measures are organized into three major categories as follows:

Safety Performance Measures (5 Year Rolling Average)

- Number of Fatalities – summary of number of fatalities from motor vehicle crashes
- Fatality Rate – summary of the number of fatalities from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100,000)
- Serious Injuries – summary of the number of incapacitating injuries from motor vehicle crashes
- Serious Injury Rate – summary of the number of incapacitating injuries from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100,000)
- Non-Motorized Safety (Fatalities + Serious Injuries) – summary of the number of fatalities and incapacitating injuries from motor vehicle crashes that involve pedestrians or bicyclists

Roadway Reliability (Travel Time) Performance Measures

- Percent of the Interstate System providing for Reliable Travel Times – percent of the Interstate System providing reliable travel times as reported in person-miles
- Percent of the non-Interstate NHS providing for Reliable Travel Times – percent of the non-Interstate NHS System providing reliable travel times

Goods Movement Performance Measures

- Truck Travel Time Reliability (TTTR) Index – assesses the reliability index for trucks traveling on the interstate
- Percent of the Interstate System Mileage providing for Reliable Truck Travel Times – percent of the Interstate System providing reliable truck travel times

Multimodal Performance Indicators are organized into six categories, outlined below.

Roadway Reliability (Travel Time) Performance Indicators

- Percent of the Interstate System where Peak Hour Travel Times meet expectations – percent of the Interstate System providing reliable travel times during the peak hour relative to an established standard
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations – percent of the Non-Interstate National Highway System providing reliable travel times during the peak hour relative to an established standard

Goods Movement Performance Indicators

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes – measures the total vehicle miles of travel below the adopted LOS standard in Polk County on designated truck routes
- Percent of the Interstate System Mileage Uncongested – measures the total vehicle miles of travel below the adopted LOS standard in Polk County on Interstate 4
- Number of Crashes Involving Heavy Vehicles – measure of total number of crashes involving heavy vehicles, which is considered a significant measure of nonrecurring congestion

Roadway Performance Indicators

- Percent of Vehicle Miles of Travel (VMT) and Roadway Miles Below the Adopted Level of Service (LOS) Standard – summarizes the proportion of vehicle miles of travel and roadway miles below the adopted level of service standard to help quantify the level of congestion within the County
- V/C Ratio and V/MSV Ratio – used as major tools to measure the amount of traffic on a given roadway in relation to the amount of traffic it was designed to handle and relative to the adopted acceptable amount of traffic

Public Transit Performance Indicators

- Average Service Frequency and Number of Routes – summarizes the number of routes in Polk County (fixed-route local bus service), including the average service frequency
- Passenger trips (Annual Ridership) – summarizes the total number of un-linked passenger trips from all transit routes that operate in the CMP application area in Polk County
- Passenger Trips per Revenue Hour – summarizes the total number of un-linked passenger trips from all transit routes that operate in the CMP application area in Polk County divided by the total revenue hours

TDM Performance Indicators

- Number of Registered Carpools or Vanpools – measure of the annual number of registered carpools (group of 2 or more people who commute together in a private vehicle) and vanpools (prearranged group of 5-15 people who share a commute) in CMP application area
- System Preservation (Optional – Non-CMP) – reporting of pavement and bridge conditions

Bicycle/Pedestrian/Multiuse Trail Facilities Performance Indicators

- Percent of Congested CMP Roadway Centerline Miles with Bicycle Facilities – identifies the proportion of congested CMP centerline miles, where some type of bicycle facility exists, as defined by the respective planning agencies
- Miles of Multiuse Paths – summarizes the total number of miles of multiuse path facilities in Polk County

Step 4: Collect Data/Monitor System Performance

The goal of Polk TPO's CMP monitoring plan is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected in the County. The components of the monitoring plan include roadways, public transit, bicycle/pedestrian/trail, TDM, and goods movement where:

- Roadways are monitored through annual LOS analysis using traffic counts and other related data constantly collected throughout the County
- Crashes are monitored to help measure non-recurring congestion
- Transit performance is monitored continuously through existing reporting activities
- Bicycle/pedestrian/trail data are monitored and updated in various city and county databases
- Significant freight/goods movement corridors are evaluated to address mobility needs of the goods movement providers
- It is envisioned that significant data will be provided by FDOT to address metropolitan and statewide performance measurement reporting requirements of the FAST Act

Step 5: Analyze Congestion Problems and Needs (congested Corridor Selection)

The purpose of the CMP is to identify actual projects. The CMP process involves selecting congested corridors that will undergo detailed evaluation for identifying potential projects/programs that can be potentially implemented on the corridors.

Annual monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. Corridors are identified as being "not congested," "approaching congestion or minimally congested," or "extremely congested," as summarized below.

- Not Congested (currently or in 5 years without improvements) – Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented
- Approaching Congestion or Minimally Congested – Corridors that are approaching congestion or are minimally congested based on one of the following three criteria (projects on these corridors have the greatest impact):
    - Approaching Congestion – Corridors that are not congested but have segments that have traffic volumes consuming more than 90% of the roadway's capacity at the adopted level of service standard with either the existing conditions or forecasted five-year condition without improvement
    - Congested Today – Existing corridors with traffic volumes beyond the adopted level of service standard that do not exceed the physical capacity of the roadway
    - Congestion in Five Years – Corridors forecasted in five years to have traffic volumes that surpass the adopted level of service standard that do not exceed the physical capacity of the roadway
    - Extremely Congested – Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes greater than the physical capacity of the roadway and are considered severely congested

Step 6: Identify and Assess Strategies

Once congested corridors are selected for review, they are screened to identify appropriate mitigation strategies to reduce congestion or improve safety to reduce crashes. The CMP Strategy Matrix (available under separate cover) is used to address recurring congestion, and a safety mitigation review is used to address nonrecurring congestion. The Matrix includes strategies in five tiers as identified in the CMP Strategy Toolbox that contains multiple tiers to support the congestion strategies for congested corridors. The toolbox is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is shown in **Figure 5-12.**

A full range of potential strategies has been identified for the Polk TPO multimodal CMP network. These strategies can be grouped into the following broad categories as shown in **Figure 5-13**.

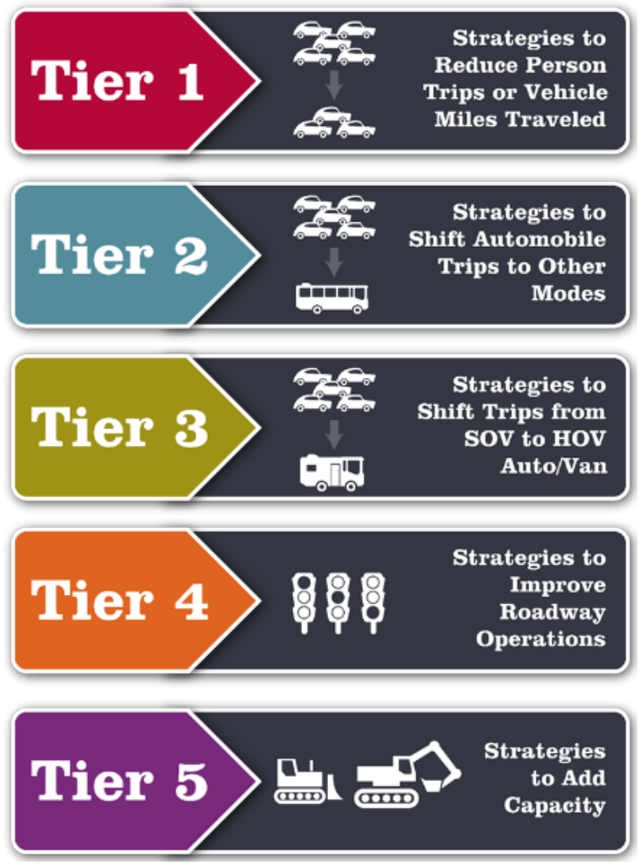


Figure 5-12. CMP Strategy Toolbox

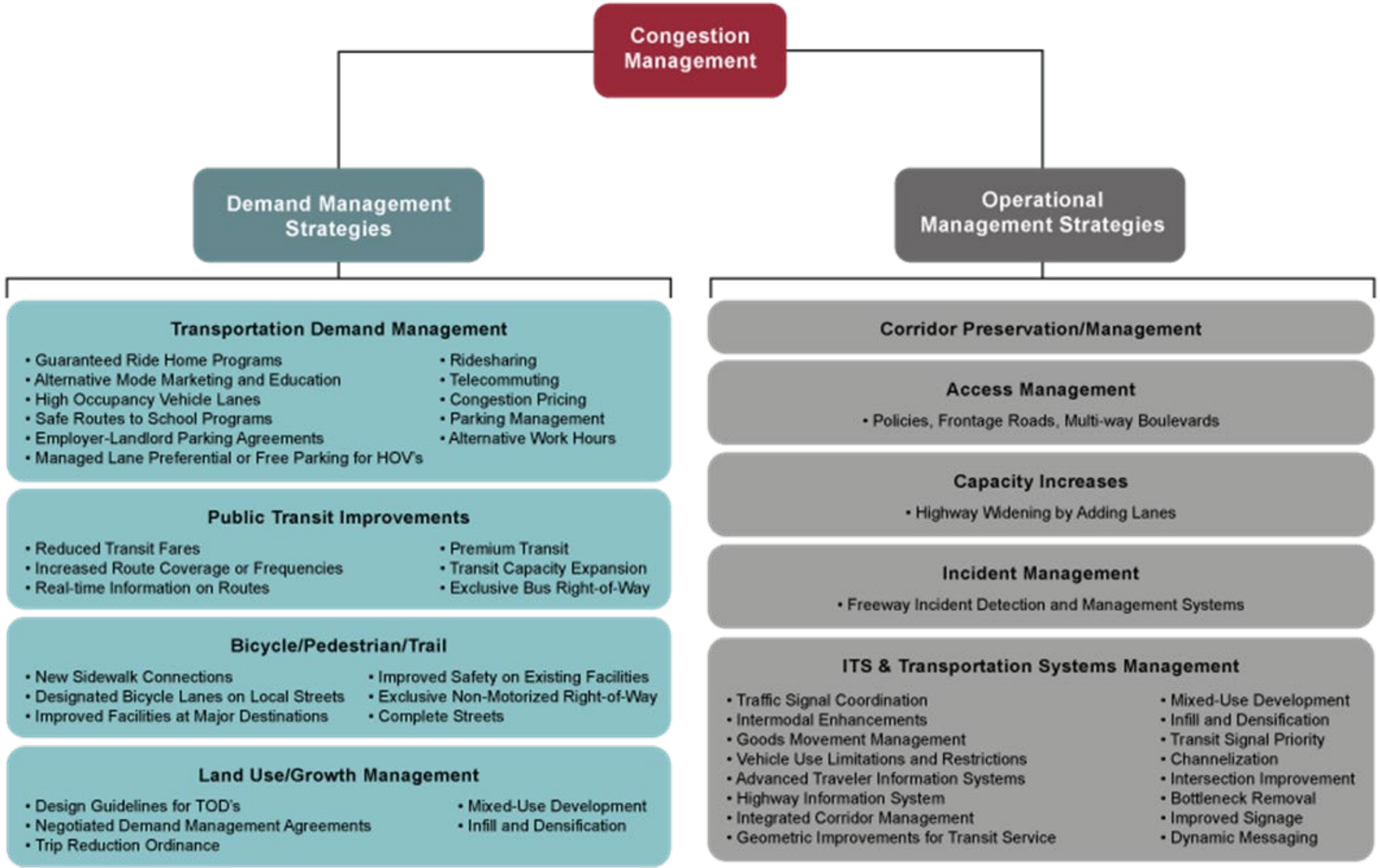


Figure 5-13. Range of Congestion Strategies

Step 7: Program and Implement Strategies

The congestion management or safety management strategies that are identified as having the greatest potential benefit are to be evaluated in greater detail based on committee or technical recommendations. "Programs," such as demand-reducing programs or policy changes, are evaluated to identify recommended action items. Recommendations are then made for the projects or programs to be implemented. Projects can be funded by any of the following means:

- Funded with reoccurring resources (Done-In-House)
- Dedicated CMP funding
- Other funding programs (safety, etc.)
- High priority candidate future projects (LRTP)
- Other future projects

Step 8: Evaluate Strategy Effectiveness

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require "a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures." This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

A trends report will be developed in the interim years until the next long range transportation plan. This report will track effectiveness of the implemented strategies, to the extent possible, with the available project level data and conditions of the multi-modal transportation system as a whole.

CONCLUSIONS AND RECOMMENDATIONS

When implemented, the Congestion Management Process is a proactive means of reducing congestion and enhancing mobility in the community. Key factors for the success of the process include the following:

- Continued focus on identifying and implementing congestion management projects and programs. The CMP represents a framework for accomplishing the objectives of the CMP requirements and is not intended to be a rigid, codified process which can be a barrier to successful implementation.
- The key stakeholders involved in both congestion reduction and safety should be engaged in the process on a reoccurring basis. The Technical Advisory Committee of the TPO is a good venue for activating this but is also important in engaging other stakeholders such as law enforcement.
- The TPO should continue to work with FDOT and other agencies who undertake roadway resurfacing and rehabilitation projects to allow for the inclusion of multi-modal and other CMP related improvements concurrent with the roadway resurfacing and rehabilitation projects. This can significantly reduce the cost of implementing the multi-modal and CMP related improvements, thus providing greater benefit to the public.
- The TPO should continue to review and update the performance measures and data collection activities to ensure that they are an effective tool for the implementation of the Congestion Management Process.

Table 5-8 shows intersection and operational improvement projects included in the Transportation Improvement Program that are consistent with Congestion Management Process.

Table 5-8. Intersection and Operational Improvement Projects Listed in TIP Consistent with CMP

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$5,058,380
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$1,769,015
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$7,017,770
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$21,539,542
US 92	Recker Hwy	Kelly Ave	0.2 mi	Intersection Improvement	Construction	Yes	$1,060,975
SR 37	Lime St	Lemon St	0.081 mi	Traffic Signal Update	Construction	Yes	$2,196,218
US 17/92	At Ernie Caldwell Blvd			Traffic Signal Update	Construction	Yes	$1,143,458

PUBLIC INVOLVEMENT

CHAPTER 6

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6.0 PUBLIC INVOLVEMENT

The *Envision 2050* LRTP public involvement effort was structured to comply with federal planning requirement and the adopted Polk TPO Public Participation Plan (PPP), with goals of sharing information with and soliciting feedback from a broad range of participants and stakeholders within Polk County.

The TPO used in-person meetings and virtual methods to engage the public, including an interactive map, comment wall, survey, themes-ranking activity, and live public forum. In accordance with federal regulation, efforts were made to provide all populations with the opportunity to participate in the planning processes.

The goals for public outreach during the development of the *Envision 2050* LRTP included the following:

- Increasing Public Awareness
  - Ensure that the public is well-informed about the LRTP and how to participate
- Engaging with the Community
  - Foster a sense of community involvement and gather feedback to address concerns and collect information on ways to improve the transportation network in Polk County
- Building Trust and Transparency
  - Maintain open communication with the public and stakeholders to build trust and ensure transparency about the LRTP and its development process
- Showcasing Solutions and Advancements
  - Promote the innovations and solutions that have come out of previous efforts, showcasing the modern, forward-thinking approach to improving transportation throughout Polk County
- Supporting Partner Agencies
  - Collaborate with partner agencies to help further deliver messaging about the LRTP and identify opportunities for participation by partner agency audiences
- Monitoring and Evaluating Effectiveness
  - Continuously monitor the effectiveness of the communications strategy and make adjustments as needed to achieve the desired outcomes

6.1 OUTCHREACH OPPORTUNITIES

• LRTP Website – Launched Feb 2025 and remained accessible for the duration of plan development. Featured several interactive elements)	• Central Polk Parkway East Public Meetings – January and May 2025 • NE Polk Committee Workshops	• Vision Zero Community Meeting – October 28, 2025
• Public Workshop 1 – June 20, 2025	• Polk Comprehensive Planning Committee Meeting	• Bok Tower Gardens Meeting
• Public Workshop 2 – June 15, 2025	• City of Lake Wales Meeting	• Citrus Connection Meeting
• Lake Ashton Meeting	• Four Corners Council	• FDOT Commute Connector Program
• City of Bartow	• Eloise CRA Meeting	• FDOT Mobility Week – October 2025
• Bartow Kiwanis Meeting		

Ultimately, the input received through these public outreach efforts helped guide the development of the *Envision 2050* LRTP and validate the projects that were recommended in the plan. In addition to regularly held TPO committee and board meetings, the TPO shared information about the LRTP development and provided opportunity for input via the following meetings and events:

LRTP WEBSITE

A project website was established and made live in February 2025. The website provided general information about the process, detailed information of events, informational videos, and provided several interactive options for community members to provide input. These activities included a map on which people could place geographic-related comments with specific ideas or issues, a project survey, and a comment "wall" that allowed general comments to be shared and viewed by website visitors. A screenshot of the website homepage is shown as **Figure 6-1**. Also included on the website was a project sequence, showing the general progressive steps of the plan development, frequently asked questions with answers, and the contact information for TPO staff.

Figure 6-1: Project Website Screenshot

6.2 SUMMARY OF PUBLIC INPUT

INTERACTIVE MAP

The public involvement effort included an interactive online map, where participants were able to place points at locations of concern. Participants were able to attach comments to points, allowing them to highlight their concerns or suggestions for improvements at specific locations. **Figure 6-2** illustrates the map showing the location of the 292 contributions received to date.

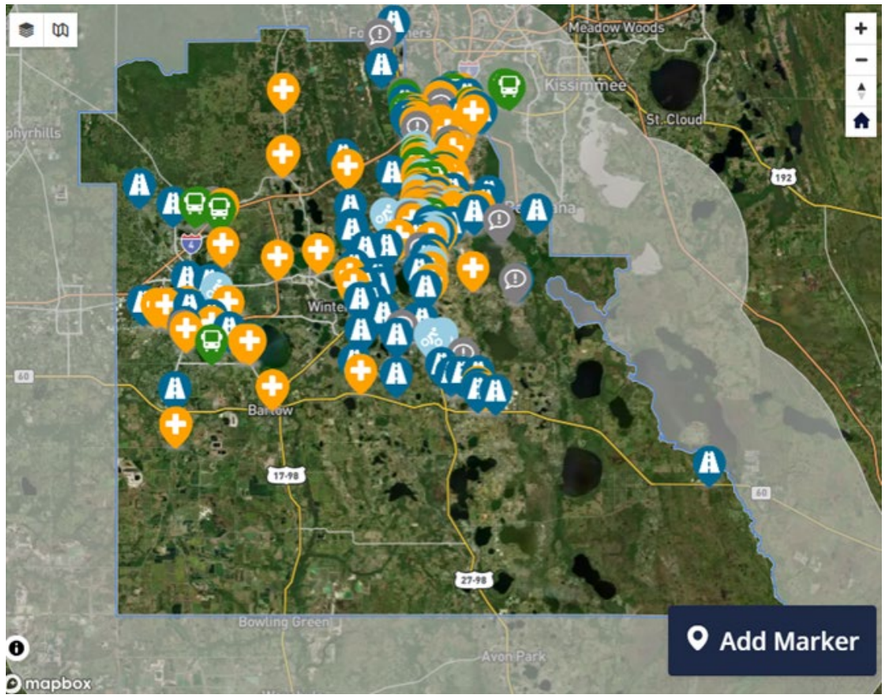

Figure 6-2. Interactive Map Responses to Date

SURVEY

The survey asked participants to identify their concerns with the transportation network in Polk County, including broad concerns and location-specific concerns. The surveys also gauged participants' overall sentiment with the existing and future state of the county's transportation network. Based on the responses so far, approximately 68% of participants indicated they felt the transportation system in the county has gotten worse over the past five years. When asked if they experienced traffic congestion on a daily basis, approximately 86% of respondents indicated that they did, with the majority thinking that the congestion needs to be addressed immediately. Nearly 77% of respondents indicated that they would be willing to pay more to reduce congestion.

Survey participants were presented with ten initiatives that would improve transit in the county and asked to rank them in terms of priority. The participants ranked SunRail stations in Haines City and Lakeland as their top priority, followed by bus service every 30 minutes on major road corridors and peak-hour commuter express buses to SunRail stations via I-4 and U.S. Highway 27. Additionally, the survey presented five themes and asked participants to rank them in order from their most to least favorite. Participants rated "safety of the transportation network" as their favorite theme.

COMMENT WALL

The comment wall provided participants with an opportunity to share their thoughts on the transportation system. The comment wall was formatted to allow open-ended comments. Twenty-five comments have been posted to date. Participants have highlighted their frustration with rapid development, noting that infrastructure improvements have not kept up with the pace of development. Participants emphasized their desire to fast-track transportation improvement projects. There were a number of comments voicing concerns over safety and the need for better enforcement of traffic rules.

Between the comment map, survey, and comment wall, over 500 unique comments were received throughout the duration of the LRTP development. Comments addressed nearly all aspects of the Polk transportation system, with the largest number of comments dedicated to safety. **Figure 6-3** shows how many comments addressed different topics.

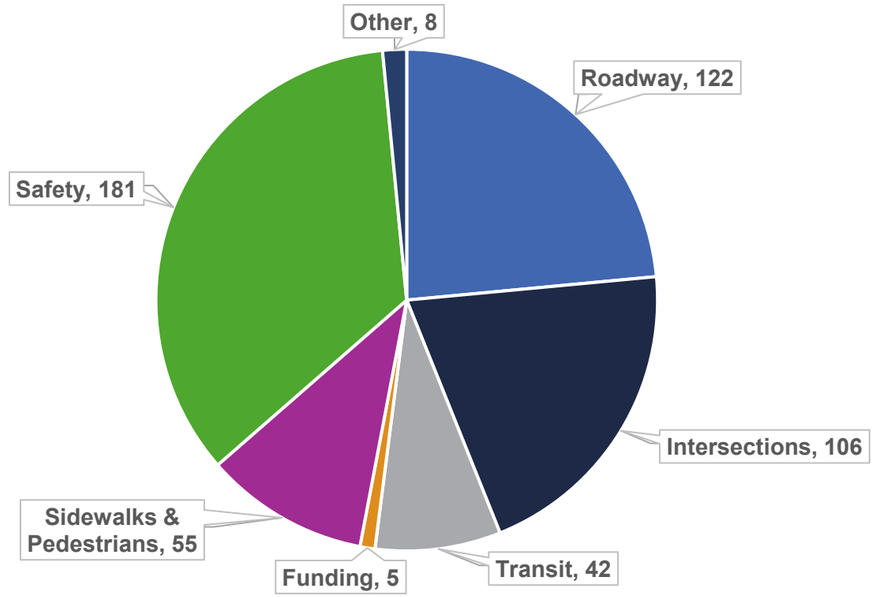

Figure 6-3: Number of Public Comments by Topic

Additional comment details are listed below.

- Roadway – Traffic Congestion, Road Expansion, Lane Additions, Unsafe Conditions
- Intersections – Poor Visibility, Confusing Layouts, Signal Requests & Redesign Suggestions
- Transit – Suggestions for Additional Bus Routes, BRT, SunRail & High-Speed Rail
- Funding – Cost Conscious Planning, Infrastructure Priorities, Project Feasibility
- Sidewalks & Pedestrians – Sidewalk Gaps, Lack of Sidewalks, Pedestrian Experience & Lighting
- Safety – Mentions of Accident-Prone Areas, Traffic Backups, Visibility Issues, Enforcement Issues, Speeding, Unsafe Road Conditions
- Other – Environmental Preservation, Overdevelopment, Governmental Regulations, Public Representation & Bike Lane Needs

6.3 LIVE VIRTUAL PUBLIC FORUM

On June 20, 2025, the Polk TPO hosted a Virtual Live Public Forum (**Figure 6-4**) to present and discuss the *Envision 2050* LRTP. The forum addressed the challenges posed by Polk County's rapid population growth, including increased traffic congestion and infrastructure demands. TPO leadership outlined the agency's multi-modal approach, emphasizing investments in roadway improvements, expanded bicycle and pedestrian trails, enhanced public transit, and future passenger rail options to create a safer, more sustainable, and efficient transportation network.

The TPO highlighted recent and ongoing projects, such as improvements at State Road 540 and US 17, the John Singletary Bridge, and trail expansions. Public participation was strongly encouraged through interactive features on the *Envision 2050* website, including maps, comment walls, and surveys. The TPO reaffirmed its commitment to transparency, collaboration with partner agencies, and ongoing community engagement to ensure the LRTP reflects the needs and priorities of Polk County residents.

Figure 6-4. Live Virtual Public Forum

A second virtual public forum was held in October, as the plan was being finalized and prepared for December adoption. This forum shared additional information about future traffic conditions, transit needs, and bicycle and pedestrian needs.

6.4 PUBLIC HEARING

In accordance with the Polk TPO's adopted Public Participation Plan and in compliance with Federal requirements involving public involvement, a public notice was placed in the Polk Sun News and on the Polk County Public Notice website on November 5 and November 12, 2025. A copy of the notice is shown as **Figure 7-5**.

Public Notice

The Polk Transportation Planning Organization (TPO) has scheduled a public hearing, for **Thursday, December 9, 2025.** The hearing will consider amendments to the Transportation Improvement Program (TIP) for the FY 2025/26 – 2029/30 and accepting the final draft of the Long Range Transportation Plan, Envision 2050. The Board will review public comments prior to taking action on these matters. Interested parties may request information and submit written comments on these items ahead of the meeting to Angela Kaufman, Polk TPO, PO Box 9005, Drawer TS05, Bartow, FL 33831, as well as, during the Public Hearing to be held during the TPO Board meeting on Thursday, December 9, 2025.

Public hearings take place during TPO Board meetings held at the Polk County Administration Building in the Board Room, located at 330 W. Church St., Bartow, beginning at 9:00 a.m., or soon thereafter.

The TPO planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or family status may file a complaint in writing with the TPO's Title VI Specialist, Cindy Mitchell, at the address above or contact her at (863) 534-6597.

In accordance with the Americans with Disabilities Act, persons with disabilities needing special accommodations to participate in this proceeding should contact the Board of County Commissioners, Communications Office located at 330 W. Church Street, Bartow by telephone (863)534-6490 not later than four days prior to the proceeding. If hearing impaired call: (TDD) (863) 534-7777 or 1-800-955-8771 or Voice impaired call: 1-800-955-8770, via Florida Relay Service.Un traductor del idioma español estará disponible.

11/5/25 WEB 11/12/25 PRINT 197107

Figure 7-5: Polk TPO 2050 LRTP Adoption Public Hearing Notice

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PERFORMANCE EVALUATION

CHAPTER 7

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7.0 PERFORMANCE EVALUATION

7.1 INTRODUCTION

Evaluating transportation performance is a critical element of the *Envision 2050* plan, supporting the TPO's efforts to achieve the goals that will advance the county's transportation system. Performance measurement is an ongoing process that informs both long- and short-term planning, guides the prioritization and funding of transportation projects and programs, and enables the annual assessment of system effectiveness.

This section summarizes the performance for the *Envision 2050* plan based on the Goals, Objectives, Performance Targets, and Performance Indicators established earlier in this report. The section concludes with a focused discussion on environmental mitigation strategies.

7.2 PERFORMANCE MEASURES

Performance Measures were established through Federal Highway Administration (FHWA). Combined, they address each of the national Planning goal areas. TPOs/MPOs are required to conduct performance-based planning by setting data-driven performance targets for the performance measures and program transportation investments that are expected to achieve those targets.

Table 7-1 shows the objectives, performance measures, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-1. Goal 1 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	FDOT/ Polk TPO 2025 Target	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Strive for safe and fatality-free travel conditions on all Polk County roads	Number of fatalities	0	141.8	Improved; Target not met
	Fatality Rate per 100 Million Vehicles Miles Traveled (VMT)	0	1.761	Improved; Target not met
	Number of Serious Injuries	0	423	Improved; Target not met
	Serious Injury Rate per 100 Million VMT	0	5.227	Improved; Target not met
	Non-motorized fatalities or serious injuries	0	84.4	Improved; Target not met

Note: Safety measures are based on 5-year rolling average values

Table 7-2 shows the objectives, performance indicators, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-2. Goal 1 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Target	Polk TPO 2050 Outlook
Facilitate safe and secure travel conditions on public transportation	Maintain zero traffic-related fatalities on public transportation system, and reduce injuries/accidents	Zero fatalities and reduced injuries	Improved; Target not met
	Annually reduce injuries and accidents/injuries on public transportation systems	Reduced injuries	Target met

Table 7-3 shows the objectives, performance measures, and the TPO's performance toward Goal 2 – Mobility.

Table 7-3. Goal 2 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Maintain stable traffic flow on major roads and freight network	National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥75%	79.5%	Target Met
	Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥60%	96.5%	Target Met
	Truck Travel Time Reliability (TTR) ≤2.00	≤1.81	Target Met

Table 7-4 shows the objectives, performance indicators, targets and the TPO's performance toward Goal 2 – Mobility.

Table 7-4. Goal 2 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Expand transportation options for both intercity and local travel	Provide fixed-route transit service to all municipalities in the county	14 of 17 municipalities	Does not meet target
	Consider potential future regional travel opportunities including express bus and rail options	Improvements desired	Improvements made
	Provide regional multi-use trail connections to all municipalities in the county	5 of 17 municipalities	Improvements Made
Improve access to regional multi-use trail network	90% of Polk County population within 5mi of regional multi-use trail network	90% of Polk population	Improvements Made
	40 continuous miles on the regional multi-use trail network	110 continuous Trail miles	Improvements Made
Incorporate future transportation technologies	Incorporate future-ready technology when improving or building new system facilities	Use of ITS/ TSM&O strategies	Improvements Made

Table 7-5 shows the objectives, performance measures, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-5. Goal 3 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Provide travel options for persons of all ages and abilities	50% of Multimodal (Complete Street) Network with bicycle facilities	Target not met	Target met
	50% of Multimodal (Complete Street) Network with sidewalks	Target met	Target met
	Increase transit service frequency and connectivity so that households have access to at least 175 weekly transit trips within ½ mile.	117 trips	Target met
	75% of senior residents living in census block groups with moderate or high Transit Connectivity Index (TCI) scores.	Target met	Target met

Transit Connectivity Index (TCI): An index measuring the level of transit service available to each census block group based on the number of nearby routes, service frequency, and proximity to transit stops.

Table 7-6 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-6. Goal 3 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents	100% sidewalk coverage within 1 mile of schools	≥72%	Improvements Made
	Mobility index score ≥10 in neighborhoods with underserved populations	Mobility audits were completed and updated	Improvements Made

Table 7-7 shows the objectives, performance indicators, and the TPO's performance toward Goal 4 – Economic Development.

Table 7-7. Goal 4 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Enhance transportation infrastructure and services to support economic vitality and job creation	Improves access to major employment hubs and freight distribution facilities	Improvements desired	Improvements made
	Includes context-sensitive projects in residential and commercial areas to promote economic development	Improvements desired	Improvements made

Table 7-8 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 5 – Sustainable Resources.

Table 7-8. Goal 5 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2025 Conditions	Polk TPO 2050 Outlook
Maintain highway infrastructure in a state of good repair	≥60% interstate pavement in good condition	Target met	Target met
	≥40% non-interstate (NHS) pavement in good condition	Target not met	Target met
	≥50% NHS bridges in good condition	Target met	Target met
	Transit Asset Management Plan (TAM) various targets	Some targets met	All targets met
Objective	**Performance Indicator**	**Polk TPO 2025 Conditions**	**Polk TPO 2050 Outlook**
Minimize environmental impacts from transportation projects	<5% of total footprint from transportation projects	Target met	Target met
	Meet or exceed National Ambient Air Quality Standards	Standard met	Target met
Improve transportation resiliency	Does plan identify key vulnerabilities and identify resiliency priorities to enable resiliency funds?	Developed for 2050 LRTP	Yes
Improve air quality and carbon emissions	Does plan identify types of projects for carbon reduction?	Developed for 2050 LRTP	Yes
	Does plan reduce per capita vehicle miles of travel (VMT)?	Developed for 2050 LRTP	Yes

Table 7-9 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 6 – Implementation.

Table 7-9. Goal 6 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes
	The plan will identify planning studies to prepare for future projects for funding and implementation	Developed for 2050 LRTP	Yes

7.3 NETWORK PERFORMANCE

TRAVEL DEMAND MODEL RESULTS

In addition to the performance evaluation and targets, the network performance was evaluated for the purpose of reviewing the performance of different scenarios. The TPO's adopted travel demand model indicates that the Cost Feasible Network is effective in managing congestion and travel delay throughout much of Polk County. An overall analysis of volume/capacity (V/C) ratios for Polk's road network for several different scenarios was conducted to demonstrate the level of congestion expected in 2050. For this analysis, the road network was divided into four categories or classifications as follows:

- All roads
- Collector roads
- Arterial roads
- Freight network

Table 7-10 summarizes the projected 2050 roadway congestion on the Polk County roadway network, categorized by roadway type and V/C level. A map of the V/C on the 2050 Cost Feasible network is shown on **Figure 8-1**.

Table 7-10: D1RPM 2050 Cost Feasible Network Congestion

Road Type	No Congestion (Less than 0.9 V/C)	Light Congestion (0.9 - 1.0 V/C)	Mild Congestion (1.0 - 1.1 V/C)	High Congestion (1.1 - 1.2 V/C)	Severe Congestion (1.2 V/C or worse)
All	2610.6 mi	227.0 mi	137.3 mi	76.5 mi	157.0 mi
Arterial	691.3 m	139.7 mi	98.4 mi	65.6 mi	143.5 mi
Collector	1763.7 mi	53.9 mi	38.2 mi	11.0 mi	13.5 mi
SIS	212.5 mi	88.9 mi	38.4 mi	9.3 mi	67.6 mi
Freight Corridor	353.8 mi	121.0 mi	82.5 mi	54.4 mi	118.1 mi

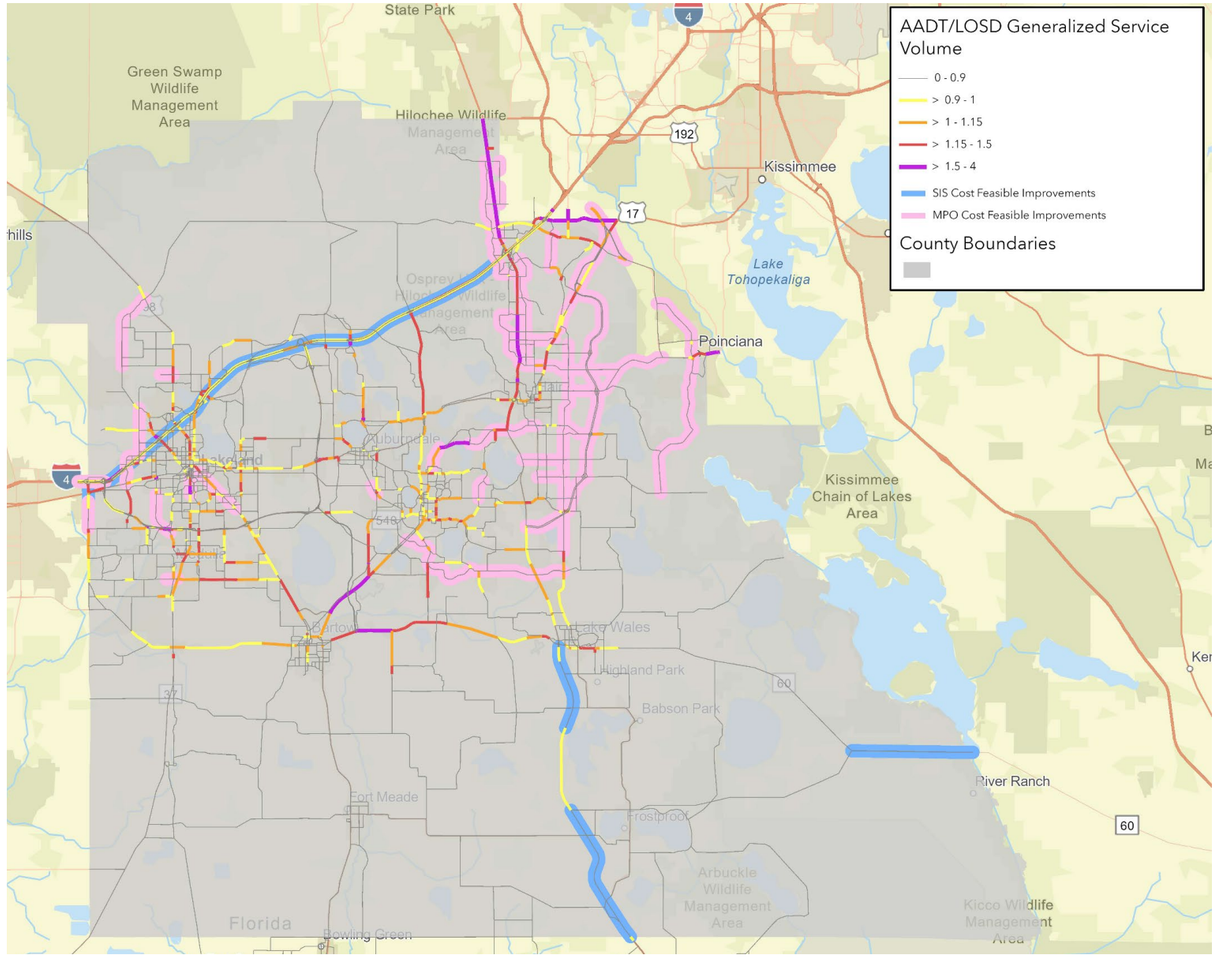

Figure 8-1: D1RPM Polk Final Cost Feasible Network with 2050 SE Data - Potential Deficiencies (from FDOT)

7.4 ENVIRONMENTAL MITIGATION

Throughout the development of *Envision 2050*, the TPO coordinated with FDOT, adjacent MPOs, and other agencies. To understand the environmental mitigation opportunities and issues within the planning area, the TPO also conducted and will conduct ongoing direct outreach to appropriate Federal, state and local land management, natural resource, and environmental agencies.

FDOT REQUIREMENTS

The *Envision 2050* LRTP addresses potential environmental mitigation activities as required by federal regulations per *23 Code of Federal Regulations (CFR) 450.324.*

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impact identified in the annual inventory.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies.

When addressing mitigation, the approach is to prioritize avoiding all impacts and to minimize and mitigate impacts when unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project.

A typical approach to mitigation that TPOs can follow is to:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site

Sections 373.4137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by TPO.

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when TPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides TPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its TPO/MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects. The potential mitigation strategies for each resource and impact are shown in **Table 7-11**.

Table 7-11. Potential Mitigation Strategies by Resource/Impact

Resources/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve stormwater management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buffer areas around existing habitat

INTEGRATION OF ENVIRONMENTAL PLANNING IN TRANSPORTATION PROJECTS

Environmental planning is essential in transportation projects to avoid, minimize, or mitigate impacts on wildlife and habitats, as required under federal and state environmental laws such as the National Environmental Policy Act (NEPA) and the Endangered Species Act (ESA). These processes ensure compliance and promote ecological sustainability through:

- Protected Species and Habitat Guidance
  - The Florida Department of Transportation (FDOT) maintains specialized guidance for species such as gopher tortoises, bats, Florida scrub-jays, and other wildlife. This guidance helps planners identify sensitive areas and implement measures to reduce harm.
- Wildlife Crossing Guidelines
  - Connectivity features like underpasses, overpasses, and fencing are planned to allow animals to move safely across or under roadways, reducing vehicle collisions and maintaining habitat connectivity.
- Consultation and Permitting Processes
  - Coordination with agencies such as the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (USFWS) ensures that projects meet regulatory requirements and incorporate best practices for species protection.

WILDLIFE AND HABITAT COORDINATION

Another component of mitigation is wildlife and habitat impacts and coordination. Preserving land and establishing connected wildlife corridors are both essential for creating an integrated ecosystem and should be prioritized when evaluating transportation impacts. Polk County has significant public/private conservation areas as well as areas of critical state concern.

One of the most prominent examples of transportation-based conservation initiatives in Polk County is the planning and construction of wildlife crossing structures along I-4. These crossings are designed to reconnect habitat areas that the highway has long bisected, supporting ecological connectivity and reducing wildlife-vehicle conflicts.

- **Hilochee Wildlife Crossing:** Located just east of the SR 557 interchange on I-4, this completed underpass links portions of the Florida Fish and Wildlife Conservation Commission's Hilochee Wildlife Management Area with the Green Swamp, a major wildlife corridor. The crossing includes fencing to guide animals and passages suitable for both terrestrial and aquatic species, such as raccoons, white-tailed deer, black bears, and turtles.

- **Planned and Ongoing Crossings:** Several additional projects are in planning or under construction along I-4 and SR 33. These include bridges and underpasses intended to improve habitat connectivity between natural areas such as the Tenoroc Fish Management Area, landing north of I-4. Informational images of the crossing are shown on Figure 8-2.

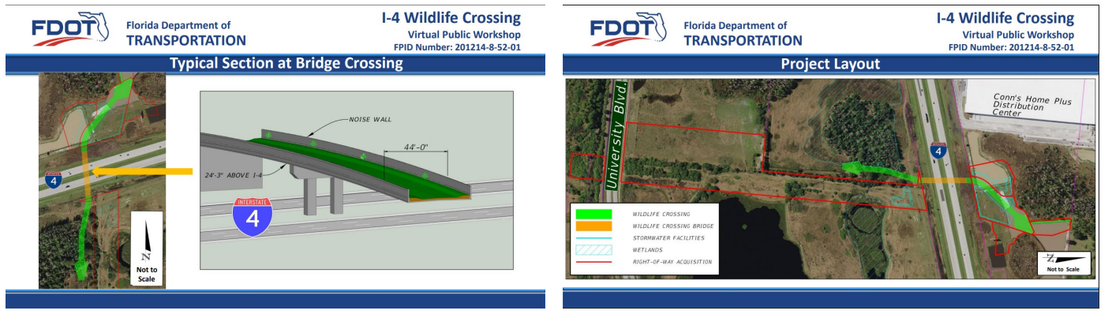

Figure 8-2: I-4 at SR 33 Wildlife Crossing Information (from FDOT)

These crossings are part of statewide efforts to reduce wildlife-vehicle collisions and facilitate the movement of large mammals like the Florida black bear and Florida panther, as well as smaller species, within Florida's ecological network.

These projects demonstrate the integration of engineering solutions, such as culverts, underpasses, bridge designs, fencing, and the use of native vegetation, to provide safe passage for wildlife while maintaining transportation functionality.

WETLANDS

There are wetlands adjacent to several existing roadway corridors. The TPO has and will continue to coordinate with FDOT, FDEP, Southwest Florida Water Management District (SWFWMD) and South Florida Water Management District (SFWMD) to mitigate transportation impacts on the environment including wetlands.

FLOOD ZONES

Floods are one of the most common hazards in the United States. The Polk TPO has used flood zone mapping to display vulnerable areas. It is important to specifically understand the impacts to transportation infrastructure such as major roads and bridges and evacuation routes

The Polk TPO will coordinate with the municipalities, Polk County, and other local and regional agencies to mitigate impacts to the transportation system from climate change. One of these strategies include using data and available information to understand transportation infrastructure that is vulnerable to extreme weather events.

SYSTEM RESILIENCY

The Polk TPO developed a Resiliency Plan in 2024 that provided a framework for integrating resiliency strategies into Polk County's transportation planning. The plan assesses vulnerabilities in the transportation network, particularly related to flooding and wildfire, and prioritizes projects that strengthen infrastructure and support recovery from disruptions. It provided recommendations for high-risk areas and mobility issues.

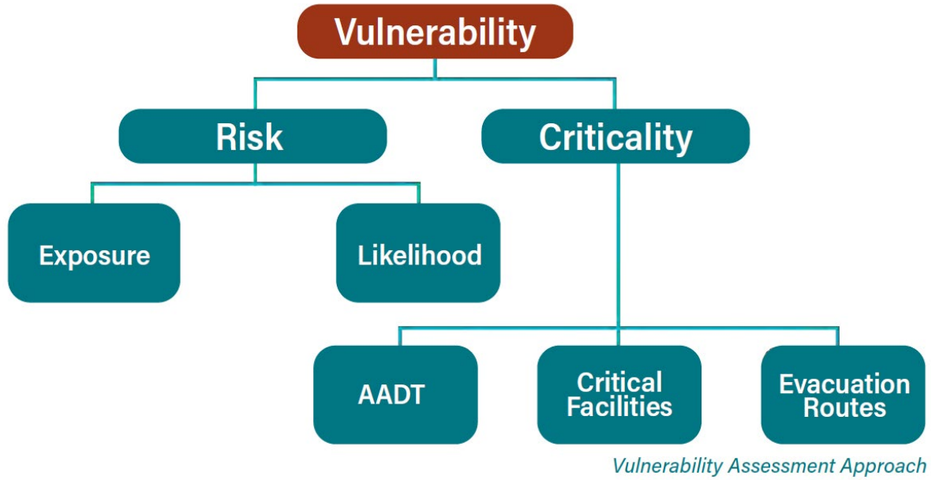

Figure 8-3: Vulnerability Assessment Approach from Resilient Polk Transportation Plan

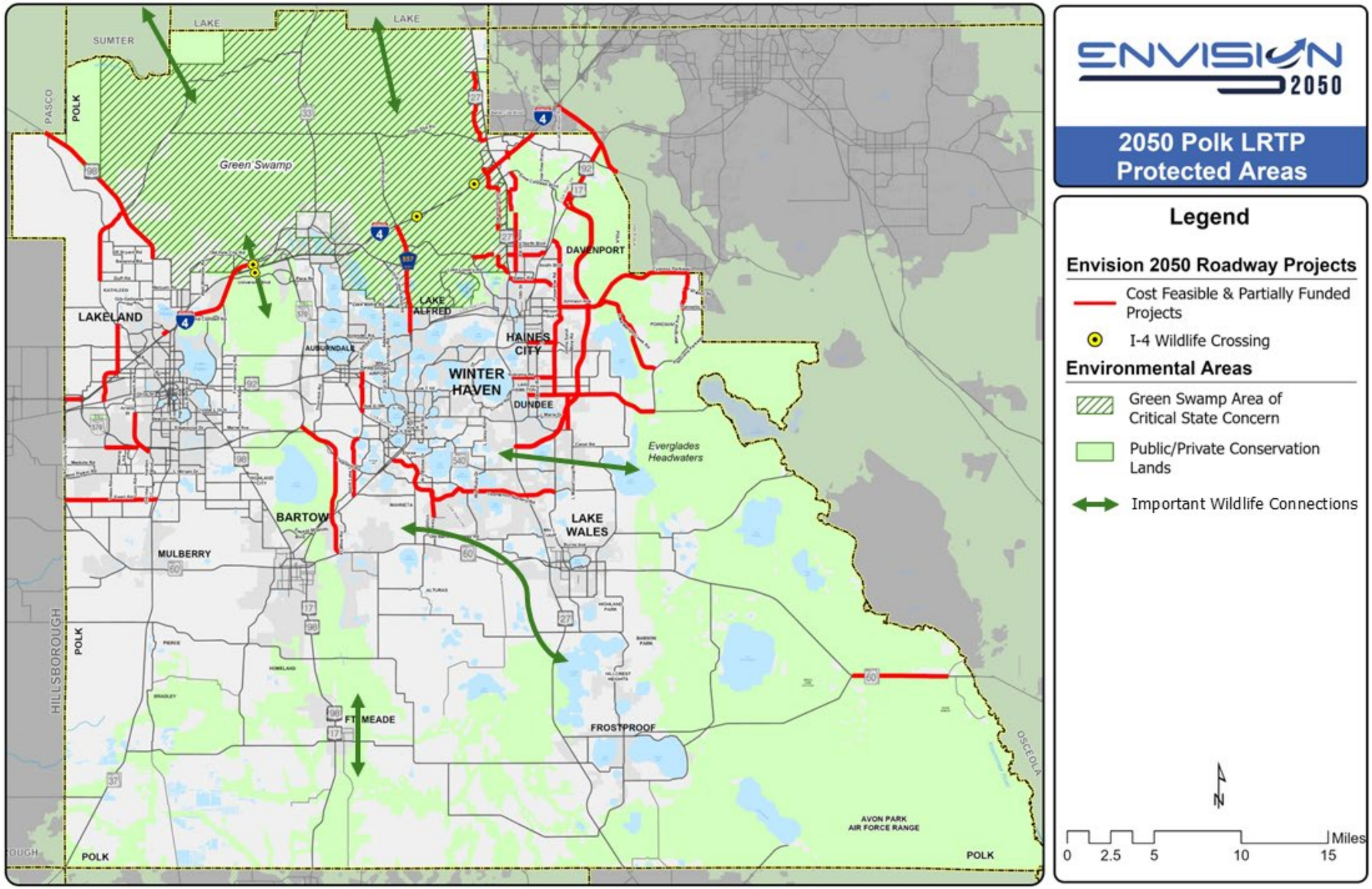

Figure 8-4: 2050 Polk LRTP Cost Feasible Projects & Wildlife Protected Areas

PARTNERSHIPS & LOCAL CONSERVATION

Conservation and habitat coordination in Polk County relies on strong partnerships, including those with Florida Fish and Wildlife Conservation Commission (FWC) for wildlife management and biological expertise, local governments and conservation groups, which participate in landscape-level planning initiatives such as the Florida Wildlife Corridor, and regional planning councils and environmental organizations to identify key linkages between protected lands, critical corridors, and areas targeted for conservation.

These collaborations help ensure that transportation infrastructure supports broader conservation goals, maintaining ecological connectivity and resilience in one of Florida's fastest-growing regions.

RELATED CONSERVATION CONSIDERATIONS

While many mitigation efforts focus on wildlife habitats and crossings, transportation projects can also affect plant communities and sensitive ecosystems.

For example, some highway planning efforts in Polk County have been modified to avoid critical plant habitats or rare species. Advocacy groups continue to monitor these projects for potential impacts. To address these concerns, a Project Development and Environment (PD&E) Study evaluates social, economic, and environmental effects of proposed transportation projects and ensures compliance with the National Environmental Policy Act (NEPA).

Beyond transportation planning, county-level conservation programs—such as Polk County's Environmental Lands Program—secure and manage important habitats, complementing regional efforts.

In the Polk TPO region, wildlife and habitat coordination includes:

- Environmental evaluations and species-specific guidance during project planning
- Wildlife crossings on major corridors (especially I-4) to promote landscape connectivity
- Permitting and coordination with state and federal wildlife agencies
- Collaboration with local conservation programs to align infrastructure development with habitat preservation.

Archaeological & Historical Resources

Preserving archaeological and historical resources during transportation planning is essential to maintaining cultural heritage. Large transportation projects typically require Cultural Resource Assessments (CRAs) to identify and evaluate sites that may be affected, ensuring compliance with the National Historic Preservation Act (Section 106) and Florida preservation laws.

In some cases, historic transportation infrastructure, such as bridges, must be replaced to meet current structural standards. When this occurs, efforts are made to document and interpret the structure's history for public exhibits, such as those at the Polk County History Center, so that transportation heritage is not lost. For example, the John Singletary Bridge, built in 1931, was carefully documented before its replacement.

ENVIRONMENT AND THE PUBLIC COMING TOGETHER

Environmental conservation and mitigation projects not only protect natural resources—they can also enhance community well-being by creating trails, parks, and recreational spaces. When transportation projects impact wetlands or wildlife habitats, FDOT and local governments are required to mitigate these effects by restoring or protecting land elsewhere.

Increasingly, mitigation lands are designed for dual purposes: preserving habitats for wildlife and plant species while providing public access through trails, boardwalks, and observation platforms. This approach gives residents access to green space and nature education while meeting environmental requirements.

Examples include the Ft. Fraser Trail (**Figure 8-5**) connecting to Circle B Bar Reserve, the Lake Hancock Trails Master Plan, and the General James A. Van Fleet State Trail, which extends through Polk County and into adjacent counties. Partnerships and funding from public agencies help align mitigation objectives—such as wetland protection—with community benefits like recreation and environmental education.

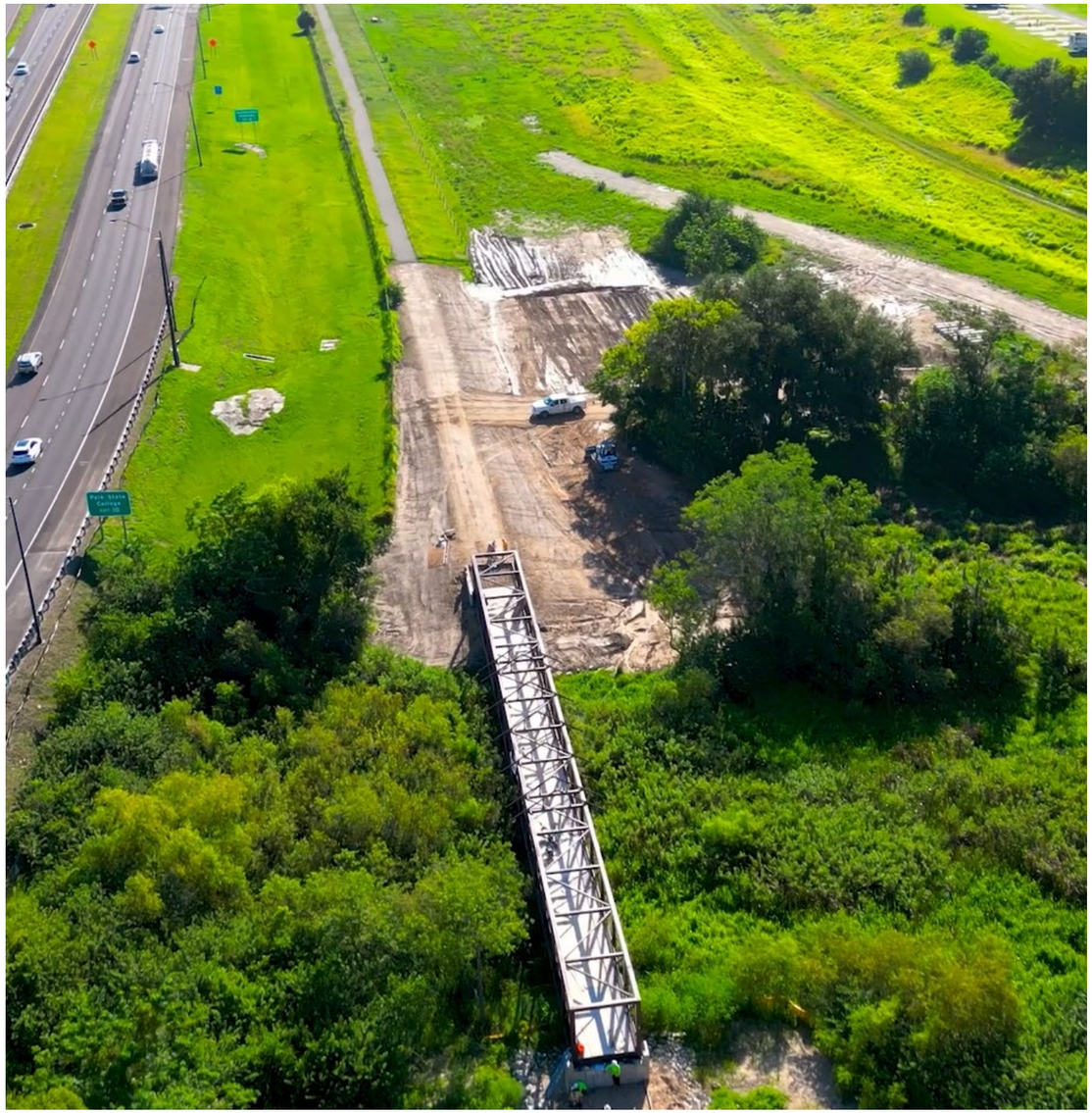

Figure 8-5: Under Construction Fort Fraser Trail Extension

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IMPLEMENTATION

CHAPTER 8

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8.0 IMPLEMENTATION

8.1 INTRODUCTION

The *Envision 2050* LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Polk County. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the TPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Polk County, FDOT District One, and neighboring counties and MPOs, among others.

8.2 IMPLEMENTATION ACTION ITEMS

MAJOR PROGRAM PRIORITIES OF THE POLK TPO

The Polk TPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Context-Sensitive design corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety design, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the TPO to annually allocate funding for these program areas and prioritize projects.

PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future.

8.3 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

IIJA

The *Envision 2050* LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

PLAN AMENDMENT PROCESS

This Long Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides TPOs guidance to implement amendments to the LRTP.

The TPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—a*dministrative modifications* and a*mendments*.

An *administrative modification* is a minor revision to the LRTP (or TIP). It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP (or TIP). Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the TPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Polk TPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.

THE NEXT FIVE YEARS

The Polk TPO has a clear vision for the transportation system both within the county and providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing a priority of smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the *Envision 2050* Long Range Transportation Plan is its commitment to supporting the community of Polk County by investing in safe, multimodal improvements that enhance the character of the area. The *Envision 2050* LRTP will remain in effect for five years until its update, anticipated to be completed by December 2030.

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Selection from FY 2025/2026-2029/2030 Transportation Improvement Program

APPENDIX A

Polk Transportation Planning Organization

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TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Fund Type	>2026	2026	2027	2028	2029	2030	<2030	All Years
Federal	$227,038,014	$74,370,962	$30,018,972	$91,247,333	$28,546,344	$105,113,620	$0	$556,335,345
Federal Earmark	$349,179	$9,500,000	$0	$0	$0	$0	$0	$9,849,179
Local	$87,244,524	$11,967,591	$22,980,209	$27,241,187	$69,880,947	$59,662,716	$0	$278,977,174
R/W and Bridge Bonds	$5,750,132	$0	$0	$0	$0	$0	$0	$5,750,132
State 100%	$522,514,182	$113,527,226	$141,600,397	$166,323,233	$111,872,000	$60,735,801	$3,321,854	$1,119,894,693
Toll/Turnpike	$894,897,418	$49,733,191	$28,708,639	$124,457,048	$56,883,100	$14,309,000	$1,284	$1,168,989,680
Grand Total:	$1,737,793,449	$259,098,970	$223,308,217	$409,268,901	$267,182,391	$239,821,137	$3,323,138	$3,139,796,203

TIP FY 2025/2026-2029/2030 Projects

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES	$ 7,260,079 $ 72,029,000	<2026 2026-2030	SIS				$ 79 $ 130,291,000	<2026 2026-2030	SIS	$434,692,000	2026-2030	SIS
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS	$ 21,362,707	<2026	SIS				$ 49,627,746	<2026	SIS	$294,748,666 $ 10,210,864	<2026 2027	SIS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS	$ 13,277,329	<2026	SIS				$ 34,219,786	<2026	SIS	$186,940,905 $ 4,671,050	<2026 2028-2029	SIS
US 27	AT SR 60		INTERCHANGE - ADD LANES	$ 7,501,897 $ 3,700,000	<2026 2029	SIS				$ 9,593,475	<2026	SIS	$ 55,533,580	<2026	SIS
US 92	RECKER HWY	KELLY AVE	INTERSECTION IMPROVEMENT										$ 1,060,975	2029	DDR
SR 544	MLK BLVD	AVE Y	ADD LANES & RECONSTRUCT	$ 2,741,729	<2026	STATE				$ 6,736,460	26-28	DIH, SU-STP, TRIP, TRWR	$ 19,337,887	2030	DDR, DIH, DS, LF, SU-STP, TRWR
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (PILOT STUDY)	$ 100,548	<2026	STATE							$ 1,149,218	<2026	DIH
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 2)	$ 1,514,243	<2026	STATE				$ 1,651,000	<2026	STATE	$ 8,535	2026	DIH

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 3)										$ 29,588,242	2027	DDR, DS, LF, LFR
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE	$ 200,000	2026	LOCAL				$ 200,000	2026	LOCAL	$ 1,000,395	2027	LOCAL
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE	$ 148,516	<2025-2026	LOCAL				$ 258,076	<2025-2026	LOCAL	$ 1,301,480	2025-2026	LOCAL
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE	$ 525,776	<2025-2026	LOCAL				$ 1,851,114	<2025-2026	LOCAL	$ 2,502,560	<2025-2026	LOCAL
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES	$ 4,025,665	<2025-2028	LOCAL				$ 29,422,586	<2025-2026	LOCAL	$100,742,950	<2025-2028	LOCAL
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES	$ 205,000	2025-2027	LOCAL				$ 5,000,000	2027-2028	LOCAL	$ 11,000,000	2029-2030	LOCAL
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES										$ 20,110	<2025	LOCAL
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE										$ 593,094	2027	SU-STP, TALU
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES	$ 1,449	2026	SIS							$ 87,616	2026	SIS
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES/BRIDGE	$ 2,301,374	2027-2030	SIS							$ 45,129,953	27-30	DI-ST, FINC, MFF, STED 2012
LOGISTICS PKWY EXT/POLLARD RD EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES										$ 1,000,000	<2025	LOCAL
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES	$ 3,694,609	<2025-2027	LOCAL				$ 6,002,325	<2025-2027	LOCAL	$ 52,808,500	2027-2028	LOCAL
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE	$ 429,771	<2025-2027	LOCAL				$ 750,075	<2025-2026	LOCAL	$ 7,262,680	2026-2027	LOCAL
POWERLINE ROAD EXTENSION	SOUTH BLVD	US 17/92	NEW 4 LANES										UNDER CONSTRUCTION	<2026	
I-4 @ SR 33	OLD COMBEE RD	UNIVERSITY BLVD	INTERCHANGE IMPROVEMENTS AND WILDLIFE CROSSINGS	$ 9,633	2026	SIS				$ 5,253,049	2026	SIS	$ 5,666,212	2026	SIS
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	ADD LANES AND REHAB PVMT										$ 6,725,086	2026	SIS

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
MT OLIVE RD	AT SR 33	AT SR 33	INTERSECTION/INTERCHANGE	$ 77,045	<2025-2027	LOCAL				$ 300,000	2025-2026	LOCAL	$ 501,125	2026-2027	LOCAL
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES	$ 7,086,430	<2025-2028	LOCAL				$ 20,886,423	<2025-2028	LOCAL	$ 132,000,000	2029-2031	LOCAL
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES	$ 12,680,537	<2025-2030	LOCAL				$ 63,392,309	<2025-2028	LOCAL	$ 159,570,422	2026-2031	LOCAL
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE	$ 165,280	<2025-2025	LOCAL							$ 786,654	<2025-2026	LOCAL
US 98	N OF WEST SOCRUM LOOP ROAD	S OF CR 54	WIDEN 2 TO 4 LANES	$ 2,083	2026	STATE	$ 1,545	2026	STATE	$ 425,888	2026	STATE	$ 592,004	2026	STATE
POINCIANA PARKWAY EXTENSION			NEW 4 LANE LIMITED ACCESS	$ 26,671,536	2026-2027	SIS				$ 75,572,668	2026	SIS	$ 266,801,000	2026	SIS
POINCIANA CONNECTOR RAMPS TO EB I-4			INTERCHANGE RAMP	$ 9,289,287	2026	SIS							$ 208,956,421	2026	SIS

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Roadway Cost Feasible Plan
Year of Expenditure (YOE)

APPENDIX B

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Tier 1 - Fully Complete/Committed Projects (2025-2030)

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES	$ 7,260,079 $ 72,029,000	<2026 2026-2030	SIS				$ 79 $ 130,291,000	<2026 2026-2030	SIS	$434,692,000	2026-2030	SIS
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS	$ 21,362,707	<2026	SIS				$ 49,627,746	<2026	SIS	$294,748,666 $ 10,210,864	<2026 2027	SIS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS	$ 13,277,329	<2026	SIS				$ 34,219,786	<2026	SIS	$186,940,905 $ 4,671,050	<2026 2028-2029	SIS
US 27	AT SR 60		INTERCHANGE - ADD LANES	$ 7,501,897 $ 3,700,000	<2026 2029	SIS				$ 9,593,475	<2026	SIS	$ 55,533,580	<2026	SIS
US 92	RECKER HWY	KELLY AVE	INTERSECTION IMPROVEMENT										$ 1,060,975	2029	DDR
SR 544	MLK BLVD	AVE Y	ADD LANES & RECONSTRUCT	$ 2,741,729	<2026	STATE				$ 6,736,460	26-28	DIH, SU-STP, TRIP, TRWR	$ 19,337,887	2030	DDR, DIH, DS, LF, SU-STP, TRWR
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (PILOT STUDY)	$ 100,548	<2026	STATE							$ 1,149,218	<2026	DIH
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 2)	$ 1,514,243	<2026	STATE				$ 1,651,000	<2026	STATE	$ 8,535	2026	DIH
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 3)										$ 29,588,242	2027	DDR, DS, LF, LFR
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE	$ 200,000	2026	LOCAL				$ 200,000	2026	LOCAL	$ 1,000,395	2027	LOCAL
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE	$ 148,516	<2025-2026	LOCAL				$ 258,076	<2025-2026	LOCAL	$ 1,301,480	2025-2026	LOCAL
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE	$ 525,776	<2025-2026	LOCAL				$ 1,851,114	<2025-2026	LOCAL	$ 2,502,560	<2025-2026	LOCAL
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES	$ 4,025,665	<2025-2028	LOCAL				$ 29,422,586	<2025-2026	LOCAL	$100,742,950	<2025-2028	LOCAL
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES	$ 205,000	2025-2027	LOCAL				$ 5,000,000	2027-2028	LOCAL	$ 11,000,000	2029-2030	LOCAL
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES										$ 20,110	<2025	LOCAL
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE										$ 593,094	2027	SU-STP, TALU

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES	$ 1,449	2026	SIS							$ 87,616	2026	SIS
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES/BRIDGE	$ 2,301,374	2027-2030	SIS							$ 45,129,953	27-30	DI-ST, FINC, MFF, STED 2012
LOGISTICS PKWY EXT/POLLARD RD EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES										$ 1,000,000	<2025	LOCAL
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES	$ 3,694,609	<2025-2027	LOCAL				$ 6,002,325	<2025-2027	LOCAL	$ 52,808,500	2027-2028	LOCAL
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE	$ 429,771	<2025-2027	LOCAL				$ 750,075	<2025-2026	LOCAL	$ 7,262,680	2026-2027	LOCAL
POWERLINE ROAD EXTENSION	SOUTH BLVD	US 17/92	NEW 4 LANES										UNDER CONSTRUCTION	<2026	
I-4 @ SR 33	OLD COMBEE RD	UNIVERSITY BLVD	INTERCHANGE IMPROVEMENTS AND WILDLIFE CROSSINGS	$ 9,633	2026	SIS				$ 5,253,049	2026	SIS	$ 5,666,212	2026	SIS
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	ADD LANES AND REHAB PVMT										$ 6,725,086	2026	SIS
MT OLIVE RD	AT SR 33	AT SR 33	INTERSECTION/INTERCHANGE	$ 77,045	<2025-2027	LOCAL				$ 300,000	2025-2026	LOCAL	$ 501,125	2026-2027	LOCAL
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES	$ 7,086,430	<2025-2028	LOCAL				$ 20,886,423	<2025-2028	LOCAL	$ 132,000,000	2029-2031	LOCAL
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES	$ 12,680,537	<2025-2030	LOCAL				$ 63,392,309	<2025-2028	LOCAL	$ 159,570,422	2026-2031	LOCAL
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE	$ 165,280	<2025-2025	LOCAL							$ 786,654	<2025-2026	LOCAL
US 98	N OF WEST SOCRUM LOOP ROAD	S OF CR 54	WIDEN 2 TO 4 LANES	$ 2,083	2026	STATE	$ 1,545	2026	STATE	$ 425,888	2026	STATE	$ 592,004	2026	STATE
POINCIANA PARKWAY EXTENSION			NEW 4 LANE LIMITED ACCESS	$ 26,671,536	2026-2027	SIS				$ 75,572,668	2026	SIS	$ 266,801,000	2026	SIS
POINCIANA CONNECTOR RAMPS TO EB I-4			INTERCHANGE RAMP	$ 9,289,287	2026	SIS							$ 208,956,421	2026	SIS

TIER 2 & 3 - 2050 Cost Feasible Roadway Projects (2031-2050), Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$83,047,141	2031-2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$78,006,648	2031-2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$25,730,493	2031-2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$69,660,000	2031-2035	LOCAL	$76,110,000	2031-2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$19,027,500	2031-2035	LOCAL	$121,260,000	2031-2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,371,779	2036-2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$9,533,289	2031-2035	LOCAL	$35,749,833	2031-2035	LOCAL	$57,643,141	2036-2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$657,052	2031-2035	LOCAL	$1,642,631	2031-2035	LOCAL	$6,159,864	2031-2035	LOCAL	$9,932,185	2036-2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,794,560	2031-2035	LOCAL	$6,986,400	2031-2035	LOCAL	$26,198,999	2031-2035	LOCAL	$42,243,347	2036-2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,715,179	2031-2035	LOCAL	$6,787,948	2031-2035	LOCAL	$25,454,805	2031-2035	LOCAL	$41,043,406	2036-2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/STATE	$6,349,523	Completed	FED/STATE		Complete/ Committed	LOCAL	$61,590,374	2041-2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$24,549,051	2031-2035	SIS	$81,830,171	2031-2035	SIS	$123,062,427	2041-2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,776,862	2031-2035	LOCAL	$4,442,154	2031-2035	LOCAL	$16,658,078	2031-2035	LOCAL	$33,402,244	2041-2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS		Complete/ Committed	SIS	$-	2036-2040	SIS	$578,306,240	2041-2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$148,590,000	2036-2040	LOCAL	$246,380,000	2041-2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$140,400,000	2036-2040	LOCAL	$232,800,000	2041-2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,569,681	2031-2035	LOCAL	$3,924,202	2031-2035	LOCAL	$17,795,799	2036-2040	LOCAL	$29,507,564	2041-2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$1,101,062	2031-2035	LOCAL	$2,752,654	2031-2035	LOCAL	$12,482,968	2036-2040	LOCAL	$20,698,254	2041-2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$9,019,071	2031-2035	LOCAL	$22,547,679	2031-2035	LOCAL	$102,251,100	2036-2040	LOCAL	$169,544,560	2041-2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$9,438,341	2031-2035	LOCAL	$23,595,852	2031-2035	LOCAL	$107,004,444	2036-2040	LOCAL	$177,426,173	2041-2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$2,401,629	2031-2035	LOCAL	$6,004,073	2031-2035	LOCAL	$27,227,773	2036-2040	LOCAL	$45,146,905	2041-2050	LOCAL

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$3,008,844	2036-2040	LOCAL	$7,522,109	2036-2040	LOCAL	$28,207,910	2036-2040	LOCAL	$46,772,091	2041-2050	LOCAL
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$3,367,032	2031-2035	LOCAL	$8,417,580	2031-2035	LOCAL	$47,471,237	2041-2050	LOCAL	$63,294,983	2041-2050	LOCAL
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,785,349	2031-2035	LOCAL	$6,963,373	2031-2035	LOCAL	$39,270,186	2041-2050	LOCAL	$52,360,248	2041-2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$9,336,243	2031-2035	LOCAL	$23,340,607	2031-2035	LOCAL	$131,630,168	2041-2050	LOCAL	$175,506,890	2041-2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$3,531,572	2031-2035	LOCAL	$10,676,845	2036-2040	LOCAL	$49,791,056	2041-2050	LOCAL	$66,388,075	2041-2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$5,067,865	2031-2035	LOCAL	$15,321,452	2036-2040	LOCAL	$71,451,000	2041-2050	LOCAL	$95,268,001	2041-2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$2,033,267	2031-2035	LOCAL	$6,147,088	2036-2040	LOCAL	$28,666,707	2041-2050	LOCAL	$38,222,276	2041-2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$3,258,788	2036-2040	LOCAL	$8,146,969	2036-2040	LOCAL	$37,993,076	2041-2050	LOCAL	$50,657,434	2041-2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$9,615,125	2036-2040	LOCAL	$24,037,813	2036-2040	LOCAL	$112,099,418	2041-2050	LOCAL	$149,465,890	2041-2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$2,885,730	2036-2040	LOCAL	$7,214,324	2036-2040	LOCAL	$33,643,725	2041-2050	LOCAL	$44,858,300	2041-2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$15,584,528	2036-2040	LOCAL	$38,961,321	2036-2040	LOCAL	$181,694,622	2041-2050	LOCAL	$242,259,496	2041-2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$4,064,663	2036-2040	LOCAL	$10,161,659	2036-2040	LOCAL	$47,388,505	2041-2050	LOCAL	$63,184,673	2041-2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$1,508,667	2036-2040	LOCAL	$3,771,667	2036-2040	LOCAL	$17,589,025	2041-2050	LOCAL	$23,452,034	2041-2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$2,961,471	2036-2040	LOCAL	$7,403,678	2036-2040	LOCAL	$34,526,767	2041-2050	LOCAL	$46,035,690	2041-2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$645,837	2036-2040	LOCAL	$1,614,592	2036-2040	LOCAL	$7,529,589	2041-2050	LOCAL	$10,039,452	2041-2050	LOCAL

TIER 2 & 3 - 2050 Cost Feasible Intersection Projects (2031-2050), Year of Expenditure

ON STREET	ON STREET AT	LENGTH (MI)	IMPROVEMENT
30TH STREET	AT HINSON AVENUE	N/A	Intersection
BAKER DAIRY ROAD	AT US 17/92	N/A	Intersection
BAKER DAIRY ROAD	AT POWERLINE RD	N/A	Intersection
BATES RD	AT US 17/92	N/A	Intersection
BUCKEYE LOOP ROAD	AT SR 542	N/A	Intersection
CHARLOTTE ROAD	AT SR 544	N/A	Intersection

ON STREET	ON STREET AT	LENGTH (MI)	IMPROVEMENT
COMMERCE POINT DRIVE	AT US 98	N/A	Intersection
CR 35A (KATHLEEN RD)	AT DUFF RD	N/A	Intersection
CR 540	AT HELENA RD	N/A	Intersection
CR 540A	AT HELENA RD	N/A	Intersection
CR 542A (GALLOWAY RD)	AT SWINDELL RD	N/A	Intersection
CR 544	AT LAKE HAMILTON DR	N/A	Intersection
CR 547	AT 10TH STREET	N/A	Intersection
CR 547	AT LEE JACKSON HWY	N/A	Intersection
CR 580	AT 13 ST	N/A	Intersection
CR 655	AT SR 60	N/A	Intersection
DEEN STILL RD	AT CR 557	N/A	Intersection
DETOUR RD	AT EDWARDS RD	N/A	Intersection
DUFF ROAD	AT US 98	N/A	Intersection
HINSON AVE	AT POWERLINE RD	N/A	Intersection
HINSON AVE	AT N 10 ST	N/A	Intersection
HINSON AVE	AT US 17/92	N/A	Intersection
I-4	AT CR 557	N/A	Intersection Improvement
LAKE HATCHINEHA RD	AT DETOUR RD	N/A	Intersection
LOGISTICS PARKWAY	AT SR 60	N/A	Intersection
MEMORIAL BLVD	AT KATHLEEN ROAD	N/A	Intersection/New Road per Lakeland AAA Study
OLD HIGHWAY 37	AT SCHOOLHOUSE ROAD	N/A	Intersection
OLD POLK CITY RD	AT PRADO GRANDE AVE	N/A	Intersection
PATTERSON RD	AT ORCHID DRIVE	N/A	Intersection
PATTERSON RD	AT NORTH 10TH STREET	N/A	Intersection
RECKER HWY	AT CR 542	N/A	Intersection

ON STREET	ON STREET AT	LENGTH (MI)	IMPROVEMENT
SADDLE CREEK RD	AT JOHNSON RD	N/A	Intersection
SPIRIT LAKE ROAD	AT SR 540	N/A	Intersection
SR 17	AT MOUNTAIN LAKE CUT-OFF RD	N/A	Traffic Signal/Roundabout
SR 17	AT BURNS AVENUE	N/A	Traffic Signal/Roundabout
SR 17	AT CRYSTAL AVENUE	N/A	Intersection
SR 33	AT SR 559	N/A	Intersection
SR 37 (S FL AVE)	AT EDGEWOOD DRIVE	N/A	Intersection
SR 549	AT SR 544	N/A	Intersection
SR 659 (COMBEE RD)	AT US 98	N/A	Intersection Realignment
THORNHILL ROAD	AT SR 540	N/A	Intersection
US 17/92	AT CR 557	N/A	Intersection
US 27	AT CR 17	N/A	Intersection Improvement
US 92	AT COUNTY LINE ROAD	N/A	Intersection
US 92	AT BONNET SPRINGS BLVD	N/A	Intersection
US 92	AT AIRPORT RD	N/A	Intersection
US 98	AT GRIFFIN ROAD	N/A	Intersection
WABASH AVENUE	AT OLIVE STREET	N/A	Intersection
AIRPORT RD	AT DRANE FIELD RD	N/A	Intersection
WEST DAUGHTERY RD	AT ANGUS DRIVE TO US 98	N/A	Intersection

TIER 4 - Partially Funded Projects, Year of Expenditure (YOE, Unfunded costs shown in 2050 dollars)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	0	$52,857,496	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,139,798	2031-2035	FED/STATE	$24,862,280	2036-2040	FED/STATE	$38,648,095	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$957,896	2031-2035	FED/STATE	$5,762,227	2041-2050	FED/STATE	$7,202,784	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$1,363,174	2031-2035	FED/STATE	$8,200,181	2041-2050	FED/STATE	$10,250,226	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	$11,114,125	2031-2035	LOCAL	$33,600,844	2036-2040	LOCAL	$156,696,243	2041-2050	LOCAL	$208,928,324	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$15,584,528	2036-2040	LOCAL	$38,961,321	2036-2040	LOCAL	$181,694,622	2041-2050	LOCAL	$242,259,496	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$10,608,847	2041-2050	SIS	$35,362,824	2041-2050	SIS	$35,362,824	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$923,533	2031-2035	LOCAL	$3,472,197	2041-2050	LOCAL	$13,020,737	2041-2050	LOCAL	$17,360,983	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	FED/STATE	$6,295,852	2031-2035	FED/STATE	$35,505,678	Unfunded		$47,340,903	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	FED/STATE	$2,356,603	2031-2035	FED/STATE	$13,290,143	Unfunded		$17,720,190	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,508,151	2031-2035	FED/STATE	$33,134,303	Unfunded		$41,417,879	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$13,169,019	2031-2035	FED/STATE	$79,218,287	Unfunded		$99,022,859	Unfunded
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$-	2031-2035	LOCAL	$-	2031-2035	LOCAL	$-	Unfunded		$15,376,190	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$556,975	2031-2035	LOCAL	$1,683,878	2036-2040	LOCAL	$7,852,702	Unfunded		$10,470,270	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$3,068,389	2031-2035	LOCAL	$9,276,524	2036-2040	LOCAL	$43,260,711	Unfunded		$57,680,948	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	$1,183,082	2036-2040	FED/STATE	$2,957,706	2036-2040	FED/STATE	$14,712,692	Unfunded		$18,390,864	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$46,502,976	2036-2040	SIS	$4,672,200	2036-2040	SIS	$-	Unfunded		$578,306,240	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$869,237	2036-2040	FED/STATE	$2,173,092	2036-2040	FED/STATE	$10,809,738	Unfunded		$13,512,173	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$-	2036-2040	SIS	$-	2036-2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	$143,436,103	2036-2040	LOCAL	$535,127,001	2041-2050	SIS	$1,783,756,671	Unfunded		$1,783,756,671	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$5,656,201	2036-2040	FED/STATE	$17,584,985	2041-2050	FED/STATE	$70,339,940	Unfunded		$87,924,925	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$1,464,404	2041-2050	SIS	$4,393,213	2041-2050	SIS	$14,644,042	Unfunded		$14,644,042	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$1,053,090	2041-2050	LOCAL	$2,632,726	Unfunded	LOCAL	$9,872,722	Unfunded		$13,163,629	Unfunded
CENTRAL POLK PKWY EAST	US 17/92	SR 538	8.03	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$-	Completed/ Committed	STATE/FED	$347,029,391	Unfunded		$347,029,391	Unfunded

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	N OF LAKE MABEL LOOP RD	6.12	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$6,000,000	Complete/ Committed	STATE/FED	$264,228,249	Unfunded		$264,228,249	Unfunded
CENTRAL POLK PKWY EAST	N OF LAKE MABEL LOOP RD	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$85,125,443	Unfunded		$283,751,478	Unfunded		$283,751,478	Unfunded
CENTRAL POLK PKWY EAST	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$31,743,604	Unfunded		$105,812,015	Unfunded		$105,812,015	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$19,779,456	Unfunded		$65,931,519	Unfunded		$65,931,519	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$93,798,068	Unfunded		$312,660,225	Unfunded		$312,660,225	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$35,080,679	Unfunded		$116,935,597	Unfunded		$116,935,597	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		$-	Complete/ Committed	STATE/FED	$7,237,421	Unfunded		$28,949,683	Unfunded		$36,187,103	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$600,164	Unfunded		$2,400,656	Unfunded		$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$31,314,466	Unfunded		$125,257,864	Unfunded		$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$6,418,680	2036-2040	FED/STATE	$19,955,512	Unfunded		$79,822,046	Unfunded		$99,777,558	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	w/in an area in Northern Hardee/Highlands Cos and Southern Polk Co, bounded by US 17, SR 66, US 27 and US 98	NEW 4 LANES	$-	Complete/ Committed	FED/STATE	$-	Unfunded		$57,959,440	Unfunded		$1,380,051,980	Unfunded

TIER 5 – Unfunded Roadway Projects, Year of Expenditure (Costs shown in 2050 dollars)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$ 2,510,236	$ 6,275,590	$ 23,533,461	$ 31,377,948
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$ 2,874,795	$ 7,186,987	$ 26,951,200	$ 35,934,933
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$ 1,572,891	$ 3,932,228	$ 14,745,856	$ 19,661,142
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$ 3,335,880	$ 8,339,699	$ 31,273,872	$ 41,698,496
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$ 794,108	$ 1,985,269	$ 7,444,761	$ 9,926,347
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$ 350,990	$ 877,475	$ 3,290,533	$ 4,387,377
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$ 2,389,314	$ 5,973,286	$ 22,399,821	$ 29,866,428
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$ 1,531,757	$ 3,829,393	$ 14,360,223	$ 19,146,964
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$ 1,046,111	$ 2,615,278	$ 9,807,294	$ 13,076,392
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$ 1,238,160	$ 3,095,400	$ 11,607,752	$ 15,477,002
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$ 502,100	$ 1,255,249	$ 4,707,184	$ 6,276,245
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$ 2,205,669	$ 5,514,172	$ 20,678,146	$ 27,570,862
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$ 2,363,819	$ 5,909,548	$ 22,160,806	$ 29,547,741
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$ 1,808,279	$ 4,520,698	$ 16,952,618	$ 22,603,491
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$ 1,378,866	$ 3,447,164	$ 12,926,867	$ 17,235,822
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$ 1,206,254	$ 3,015,636	$ 11,308,636	$ 15,078,181
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$ 658,185	$ 1,645,463	$ 6,170,485	$ 8,227,314
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$ 262,497	$ 656,243	$ 2,460,910	$ 3,281,214
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$ 1,909,103	$ 4,772,758	$ 17,897,842	$ 23,863,789
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$ 329,413	$ 823,534	$ 3,088,251	$ 4,117,668
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$ 4,564,315	$ 11,410,788	$ 42,790,456	$ 57,053,941
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$ 3,345,698	$ 8,364,244	$ 31,365,914	$ 41,821,219

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$ 706,360	$ 1,765,901	$ 6,622,129	$ 8,829,506
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$ 681,349	$ 1,703,372	$ 6,387,647	$ 8,516,862
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$ 1,061,792	$ 2,654,480	$ 9,954,300	$ 13,272,400
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$ 615,945	$ 1,539,863	$ 5,774,488	$ 7,699,317
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$ 748,421	$ 1,871,052	$ 7,016,444	$ 9,355,258
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$ 382,407	$ 956,017	$ 3,585,062	$ 4,780,083
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$ 910,918	$ 2,277,296	$ 8,539,860	$ 11,386,479
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$ 1,273,697	$ 3,184,242	$ 11,940,907	$ 15,921,209
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$ 530,166	$ 1,325,415	$ 5,301,662	$ 6,627,077
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$ 2,142,750	$ 5,356,875	$ 21,427,500	$ 26,784,375
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$ 1,994,035	$ 4,985,087	$ 19,940,349	$ 24,925,436
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$ 582,975	$ 1,457,438	$ 5,829,754	$ 7,287,192
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$ 821,952	$ 2,054,880	$ 8,219,522	$ 10,274,402
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$ 748,830	$ 1,872,076	$ 7,488,302	$ 9,360,378
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$ 3,330,963	$ 8,327,407	$ 33,309,628	$ 41,637,035
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$ 685,102	$ 1,712,756	$ 6,851,022	$ 8,563,778
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$ 1,390,500	$ 3,476,251	$ 13,905,005	$ 17,381,256
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$ 293,079	$ 732,697	$ 2,930,787	$ 3,663,484
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$ 808,093	$ 2,020,233	$ 8,080,930	$ 10,101,163
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$ 631,859	$ 1,579,648	$ 6,318,593	$ 7,898,241
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$ 779,314	$ 1,948,285	$ 7,793,139	$ 9,741,424
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$ 11,732,725	$ 35,198,176	$ 117,327,252	$ 117,327,252
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$ 12,319,269	$ 36,957,807	$ 123,192,690	$ 123,192,690

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$ 858,427	$ 2,575,281	$ 8,584,269	$ 8,584,269
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$ 1,331,310	$ 3,993,930	$ 13,313,098	$ 13,313,098
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$ 797,098	$ 2,391,295	$ 7,970,985	$ 7,970,985
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$ 605,965	$ 1,514,913	$ 6,059,650	$ 7,574,563
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$ 1,079,050	$ 2,697,626	$ 10,790,504	$ 13,488,130
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$ 568,322	$ 1,420,805	$ 5,683,222	$ 7,104,027
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$ 371,104	$ 927,760	$ 3,711,041	$ 4,638,801
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$ 475,612	$ 1,189,030	$ 4,458,863	$ 5,945,151
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$ 960,282	$ 2,400,706	$ 9,002,646	$ 12,003,528
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$ 500,353	$ 1,250,884	$ 4,690,813	$ 6,254,418
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOL RD	3.07	MULTIMODAL IMPROVEMENTS	$ 1,533,123	$ 3,832,808	$ 15,331,231	$ 19,164,039
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$ 3,974,557	$ 9,936,393	$ 39,745,572	$ 49,681,966
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$ 2,433,377	$ 6,083,443	$ 24,333,774	$ 30,417,217
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$ 4,593,547	$ 11,483,867	$ 45,935,466	$ 57,419,333
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$ 1,699,274	$ 4,248,185	$ 16,992,739	$ 21,240,923
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$ 1,632,131	$ 4,896,393	$ 16,321,310	$ 16,321,310
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$ 472,746	$ 1,418,238	$ 4,727,459	$ 4,727,459
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$ 4,690,042	$ 14,070,127	$ 46,900,424	$ 46,900,424
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$ 991,397	$ 2,478,494	$ 9,913,974	$ 12,392,468
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$ 1,064,368	$ 2,660,921	$ 10,643,683	$ 13,304,604
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$ 1,700,857	$ 4,252,142	$ 17,008,567	$ 21,260,708
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$ 1,180,956	$ 2,952,389	$ 11,809,556	$ 14,761,945
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$ 1,829,862	$ 4,574,655	$ 17,154,956	$ 22,873,275

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$ 495,128	$ 1,237,820	$ 4,641,824	$ 6,189,099
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$ 336,388	$ 840,971	$ 3,153,641	$ 4,204,854
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$ 792,855	$ 1,982,139	$ 7,433,020	$ 9,910,693

TIER 5 - Unfunded Intersection Projects, Year of Expenditure

ON STREET	ON STREET AT	LENGTH	IMPROVEMENT
CENTRAL POLK PARKWAY	AT US 17/92	N/A	Interchange
CENTRAL POLK PARKWAY	AT CR 544	N/A	Interchange
CENTRAL POLK PARKWAY	AT CR 580	N/A	Interchange
CENTRAL POLK PARKWAY	AT US 27	N/A	Interchange
CENTRAL POLK PARKWAY	AT SR 60	N/A	Interchange
I-4	AT CLARK ROAD/FRONTAGE ROAD	N/A	Interchange Reconstruction
I-4	AT COUNTY LINE ROAD	N/A	Reconstruct/Improve Interchange
OLD COMBEE RD	AT TENOROC MINE RD	N/A	Realignment of Old Combee and Tenoroc Mine Roads
MARION RD	AT 30 ST	N/A	Intersection
POLK PARKWAY INTERCHANGE (SR 570)	AT GATEWAY ROAD	N/A	New Interchange
SR 17	AT DUNDEE RD	N/A	Intersection
SR 540	AT REYNOLDS RD	N/A	Intersection Improvement
SR 540	AT SR 549 (1ST STREET)	N/A	Intersection Improvement
SR 559	AT LAKE MATIE ROAD	N/A	Intersection
SR 559	AT GAPWAY ROAD	N/A	Intersection
SR 60	AT CR 676	N/A	Rail Grade Separation
SR 60	AT CR 37B (LAKELAND HIGHLANDS ROAD EXT)	N/A	Rail Grade Separation

ON STREET	ON STREET AT	LENGTH	IMPROVEMENT
SR 60	AT W/O CR 555	N/A	Rail Grade Separation
SR 60	AT W OF CENTRAL AVENUE	N/A	Rail Grade Separation
SR 60	AT SR 37	N/A	Intersection
THOMPSON NURSERY ROAD	AT US 27	N/A	Intersection
US 17	AT SR 544 (AVENUE T NE)	N/A	Intersection Improvement
US 17/92	AT POINCIANA PARKWAY	N/A	Interchange
US 17/92	AT KENTUCKY ST	N/A	Intersection
US 17/92	AT SOUTH BLVD	N/A	Intersection
US 17/92	AT CR 580	N/A	Intersection
US 27	AT DUNDEE ROAD (SR 542)	N/A	Intersection Improvement
US 27	AT CYPRESS GARDENS BOULEVARD (SR 540)	N/A	Intersection Improvement
US 27	AT SR 544 (LUCERNE PARK ROAD)	N/A	Intersection Improvement
US 27	AT CR 547 (BAY STREET)	N/A	Intersection Improvement
US 27	AT RONALD REAGAN PARKWAY	N/A	Intersection Improvement
US 27	AT POSNER BLVD	N/A	Intersection
SR 60	RAILROAD	N/A	Grade Separation

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Roadway Cost Feasible Plan Present Day Value (PDV)

APPENDIX C

Polk Transportation Planning Organization

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Tier 1 - Fully Complete/Committed Projects (2025-2030)

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES	$ 7,260,079 $ 72,029,000	<2026 2026-2030	SIS				$ 79 $ 130,291,000	<2026 2026-2030	SIS	$434,692,000	2026-2030	SIS
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS	$ 21,362,707	<2026	SIS				$ 49,627,746	<2026	SIS	$294,748,666 $ 10,210,864	<2026 2027	SIS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS	$ 13,277,329	<2026	SIS				$ 34,219,786	<2026	SIS	$186,940,905 $ 4,671,050	<2026 2028-2029	SIS
US 27	AT SR 60		INTERCHANGE - ADD LANES	$ 7,501,897 $ 3,700,000	<2026 2029	SIS				$ 9,593,475	<2026	SIS	$ 55,533,580	<2026	SIS
US 92	RECKER HWY	KELLY AVE	INTERSECTION IMPROVEMENT										$ 1,060,975	2029	DDR
SR 544	MLK BLVD	AVE Y	ADD LANES & RECONSTRUCT	$ 2,741,729	<2026	STATE				$ 6,736,460	26-28	DIH, SU-STP, TRIP, TRWR	$ 19,337,887	2030	DDR, DIH, DS, LF, SU-STP, TRWR
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (PILOT STUDY)	$ 100,548	<2026	STATE							$ 1,149,218	<2026	DIH
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 2)	$ 1,514,243	<2026	STATE				$ 1,651,000	<2026	STATE	$ 8,535	2026	DIH
SR 37	ARIANA ST	LIME ST	MISCELLANEOUS CONSTRUCTION (444627 3)										$ 29,588,242	2027	DDR, DS, LF, LFR
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE	$ 200,000	2026	LOCAL				$ 200,000	2026	LOCAL	$ 1,000,395	2027	LOCAL
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE	$ 148,516	<2025-2026	LOCAL				$ 258,076	<2025-2026	LOCAL	$ 1,301,480	2025-2026	LOCAL
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE	$ 525,776	<2025-2026	LOCAL				$ 1,851,114	<2025-2026	LOCAL	$ 2,502,560	<2025-2026	LOCAL
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES	$ 4,025,665	<2025-2028	LOCAL				$ 29,422,586	<2025-2026	LOCAL	$100,742,950	<2025-2028	LOCAL
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES	$ 205,000	2025-2027	LOCAL				$ 5,000,000	2027-2028	LOCAL	$ 11,000,000	2029-2030	LOCAL
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES										$ 20,110	<2025	LOCAL
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE										$ 593,094	2027	SU-STP, TALU

ON STREET	FROM LIMIT	TO LIMIT	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES	$ 1,449	2026	SIS							$ 87,616	2026	SIS
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES/BRIDGE	$ 2,301,374	2027-2030	SIS							$ 45,129,953	27-30	DI-ST, FINC, MFF, STED 2012
LOGISTICS PKWY EXT/POLLARD RD EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES										$ 1,000,000	<2025	LOCAL
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES	$ 3,694,609	<2025-2027	LOCAL				$ 6,002,325	<2025-2027	LOCAL	$ 52,808,500	2027-2028	LOCAL
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE	$ 429,771	<2025-2027	LOCAL				$ 750,075	<2025-2026	LOCAL	$ 7,262,680	2026-2027	LOCAL
POWERLINE ROAD EXTENSION	SOUTH BLVD	US 17/92	NEW 4 LANES										UNDER CONSTRUCTION	<2026	
I-4 @ SR 33	OLD COMBEE RD	UNIVERSITY BLVD	INTERCHANGE IMPROVEMENTS AND WILDLIFE CROSSINGS	$ 9,633	2026	SIS				$ 5,253,049	2026	SIS	$ 5,666,212	2026	SIS
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	ADD LANES AND REHAB PVMT										$ 6,725,086	2026	SIS
MT OLIVE RD	AT SR 33	AT SR 33	INTERSECTION/INTERCHANGE	$ 77,045	<2025-2027	LOCAL				$ 300,000	2025-2026	LOCAL	$ 501,125	2026-2027	LOCAL
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES	$ 7,086,430	<2025-2028	LOCAL				$ 20,886,423	<2025-2028	LOCAL	$ 132,000,000	2029-2031	LOCAL
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES	$ 12,680,537	<2025-2030	LOCAL				$ 63,392,309	<2025-2028	LOCAL	$ 159,570,422	2026-2031	LOCAL
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE	$ 165,280	<2025-2025	LOCAL							$ 786,654	<2025-2026	LOCAL
US 98	N OF WEST SOCRUM LOOP ROAD	S OF CR 54	WIDEN 2 TO 4 LANES	$ 2,083	2026	STATE	$ 1,545	2026	STATE	$ 425,888	2026	STATE	$ 592,004	2026	STATE
POINCIANA PARKWAY EXTENSION			NEW 4 LANE LIMITED ACCESS	$ 26,671,536	2026-2027	SIS				$ 75,572,668	2026	SIS	$ 266,801,000	2026	SIS
POINCIANA CONNECTOR RAMPS TO EB I-4			INTERCHANGE RAMP	$ 9,289,287	2026	SIS							$ 208,956,421	2026	SIS

TIER 2 & 3 - 2050 Cost Feasible Roadway Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$64,377,628	2031-2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$60,470,270	2031-2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,946,119	2031-2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$54,000,000	2031-2035	LOCAL	$59,000,000	2031-2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$14,750,000	2031-2035	LOCAL	$94,000,000	2031-2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$12,417,807	2036-2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$7,390,146	2031-2035	LOCAL	$27,713,049	2031-2035	LOCAL	$36,950,732	2036-2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$509,343	2031-2035	LOCAL	$1,273,357	2031-2035	LOCAL	$4,775,089	2031-2035	LOCAL	$6,366,785	2036-2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,166,325	2031-2035	LOCAL	$5,415,814	2031-2035	LOCAL	$20,309,301	2031-2035	LOCAL	$27,079,068	2036-2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,104,790	2031-2035	LOCAL	$5,261,975	2031-2035	LOCAL	$19,732,407	2031-2035	LOCAL	$26,309,876	2036-2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/ STATE	$6,349,523	Completed	FED/STATE	$-	Complete/ Committed	LOCAL	$31,747,615	2041-2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$19,030,272	2031-2035	SIS	$63,434,241	2031-2035	SIS	$63,434,241	2041-2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,377,412	2031-2035	LOCAL	$3,443,530	2031-2035	LOCAL	$12,913,239	2031-2035	LOCAL	$17,217,651	2041-2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS	$-	Complete/ Committed	SIS	$-	2036-2040	SIS	$298,096,000	2041-2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$95,250,000	2036-2040	LOCAL	$127,000,000	2041-2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$90,000,000	2036-2040	LOCAL	$120,000,000	2041-2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,216,807	2031-2035	LOCAL	$3,042,017	2031-2035	LOCAL	$11,407,563	2036-2040	LOCAL	$15,210,084	2041-2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$853,536	2031-2035	LOCAL	$2,133,841	2031-2035	LOCAL	$8,001,902	2036-2040	LOCAL	$10,669,203	2041-2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$6,991,528	2031-2035	LOCAL	$17,478,821	2031-2035	LOCAL	$65,545,577	2036-2040	LOCAL	$87,394,103	2041-2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$7,316,543	2031-2035	LOCAL	$18,291,358	2031-2035	LOCAL	$68,592,592	2036-2040	LOCAL	$91,456,790	2041-2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$1,861,728	2031-2035	LOCAL	$4,654,320	2031-2035	LOCAL	$17,453,700	2036-2040	LOCAL	$23,271,601	2041-2050	LOCAL
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$1,928,746	2036-2040	LOCAL	$4,821,865	2036-2040	LOCAL	$18,081,994	2036-2040	LOCAL	$24,109,325	2041-2050	LOCAL

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$2,610,102	2031-2035	LOCAL	$6,525,256	2031-2035	LOCAL	$24,469,710	2041-2050	LOCAL	$32,626,280	2041-2050	LOCAL
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,159,185	2031-2035	LOCAL	$5,397,964	2031-2035	LOCAL	$20,242,364	2041-2050	LOCAL	$26,989,819	2041-2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$7,237,398	2031-2035	LOCAL	$18,093,494	2031-2035	LOCAL	$67,850,602	2041-2050	LOCAL	$90,467,469	2041-2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$2,737,653	2031-2035	LOCAL	$6,844,131	2036-2040	LOCAL	$25,665,493	2041-2050	LOCAL	$34,220,657	2041-2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$3,928,577	2031-2035	LOCAL	$9,821,443	2036-2040	LOCAL	$36,830,413	2041-2050	LOCAL	$49,107,217	2041-2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$1,576,176	2031-2035	LOCAL	$3,940,441	2036-2040	LOCAL	$14,776,653	2041-2050	LOCAL	$19,702,204	2041-2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$2,088,966	2036-2040	LOCAL	$5,222,416	2036-2040	LOCAL	$19,584,060	2041-2050	LOCAL	$26,112,080	2041-2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$6,163,542	2036-2040	LOCAL	$15,408,855	2036-2040	LOCAL	$57,783,205	2041-2050	LOCAL	$77,044,273	2041-2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$1,849,827	2036-2040	LOCAL	$4,624,567	2036-2040	LOCAL	$17,342,126	2041-2050	LOCAL	$23,122,835	2041-2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$9,990,082	2036-2040	LOCAL	$24,975,206	2036-2040	LOCAL	$93,657,022	2041-2050	LOCAL	$124,876,029	2041-2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$2,605,554	2036-2040	LOCAL	$6,513,884	2036-2040	LOCAL	$24,427,064	2041-2050	LOCAL	$32,569,419	2041-2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$967,094	2036-2040	LOCAL	$2,417,735	2036-2040	LOCAL	$9,066,508	2041-2050	LOCAL	$12,088,677	2041-2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$1,898,379	2036-2040	LOCAL	$4,745,947	2036-2040	LOCAL	$17,797,303	2041-2050	LOCAL	$23,729,737	2041-2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$413,998	2036-2040	LOCAL	$1,034,995	2036-2040	LOCAL	$3,881,231	2041-2050	LOCAL	$5,174,975	2041-2050	LOCAL

TIER 2 & 3 - 2050 Cost Feasible Intersection Projects (2031-2050)

ON STREET	ON STREET AT	LENGTH	IMPROVEMENT
30TH STREET	AT HINSON AVENUE	N/A	Intersection
BAKER DAIRY ROAD	AT US 17/92	N/A	Intersection
BAKER DAIRY ROAD	AT POWERLINE RD	N/A	Intersection
BATES RD	AT US 17/92	N/A	Intersection
BUCKEYE LOOP ROAD	AT SR 542	N/A	Intersection
CHARLOTTE ROAD	AT SR 544	N/A	Intersection
COMMERCE POINT DRIVE	AT US 98	N/A	Intersection
CR 35A (KATHLEEN RD)	AT DUFF RD	N/A	Intersection
CR 540	AT HELENA RD	N/A	Intersection
CR 540A	AT HELENA RD	N/A	Intersection
CR 542A (GALLOWAY RD)	AT SWINDELL RD	N/A	Intersection
CR 544	AT LAKE HAMILTON DR	N/A	Intersection
CR 547	AT 10TH STREET	N/A	Intersection
CR 547	AT LEE JACKSON HWY	N/A	Intersection
CR 580	AT 13 ST	N/A	Intersection
CR 655	AT SR 60	N/A	Intersection
DEEN STILL RD	AT CR 557	N/A	Intersection
DETOUR RD	AT EDWARDS RD	N/A	Intersection
DUFF ROAD	AT US 98	N/A	Intersection
HINSON AVE	AT POWERLINE RD	N/A	Intersection
HINSON AVE	AT N 10 ST	N/A	Intersection
HINSON AVE	AT US 17/92	N/A	Intersection
I-4	AT CR 557	N/A	Intersection Improvement
LAKE HATCHINEHA RD	AT DETOUR RD	N/A	Intersection

ON STREET	ON STREET AT	LENGTH	IMPROVEMENT
LOGISTICS PARKWAY	AT SR 60	N/A	Intersection
MEMORIAL BLVD	AT KATHLEEN ROAD	N/A	Intersection/New Road per Lakeland AAA Study
OLD HIGHWAY 37	AT SCHOOLHOUSE ROAD	N/A	Intersection
OLD POLK CITY RD	AT PRADO GRANDE AVE	N/A	Intersection
PATTERSON RD	AT ORCHID DRIVE	N/A	Intersection
PATTERSON RD	AT NORTH 10TH STREET	N/A	Intersection
RECKER HWY	AT CR 542	N/A	Intersection
SADDLE CREEK RD	AT JOHNSON RD	N/A	Intersection
SPIRIT LAKE ROAD	AT SR 540	N/A	Intersection
SR 17	AT MOUNTAIN LAKE CUT-OFF RD	N/A	Traffic Signal/Roundabout
SR 17	AT BURNS AVENUE	N/A	Traffic Signal/Roundabout
SR 17	AT CRYSTAL AVENUE	N/A	Intersection
SR 33	AT SR 559	N/A	Intersection
SR 37 (S FL AVE)	AT EDGEWOOD DRIVE	N/A	Intersection
SR 549	AT SR 544	N/A	Intersection
SR 659 (COMBEE RD)	AT US 98	N/A	Intersection Realignment
THORNHILL ROAD	AT SR 540	N/A	Intersection
US 17/92	AT CR 557	N/A	Intersection
US 27	AT CR 17	N/A	Intersection Improvement
US 92	AT COUNTY LINE ROAD	N/A	Intersection
US 92	AT BONNET SPRINGS BLVD	N/A	Intersection
US 92	AT AIRPORT RD	N/A	Intersection
US 98	AT GRIFFIN ROAD	N/A	Intersection
WABASH AVENUE	AT OLIVE STREET	N/A	Intersection
AIRPORT RD	AT DRANE FIELD RD	N/A	Intersection
WEST DAUGHTERY RD	AT ANGUS DRIVE TO US 98	N/A	Intersection

TIER 4 - Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	FED/STATE		Complete/ Committed	FED/STATE		Complete/ Committed		$27,246,132	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$3,984,340	2031-2035	FED/STATE	$15,937,359	2036-2040	FED/STATE	$19,921,699	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$742,555	2031-2035	FED/STATE	$2,970,220	2041-2050	FED/STATE	$3,712,775	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$1,056,724	2031-2035	FED/STATE	$4,226,897	2041-2050	FED/STATE	$5,283,622	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	$8,615,601	2031-2035	LOCAL	$21,539,002	2036-2040	LOCAL	$80,771,259	2041-2050	LOCAL	$107,695,012	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$9,990,082	2036-2040	LOCAL	$24,975,206	2036-2040	LOCAL	$93,657,022	2041-2050	LOCAL	$124,876,029	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$5,468,478	2041-2050	SIS	$18,228,260	2041-2050	SIS	$18,228,260	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$715,917	2031-2035	LOCAL	$1,789,792	2041-2050	LOCAL	$6,711,720	2041-2050	LOCAL	$8,948,960	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	FED/STATE	$4,880,506	2031-2035	FED/STATE	$18,301,896	Unfunded		$24,402,528	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	FED/STATE	$1,826,824	2031-2035	FED/STATE	$6,850,589	Unfunded		$9,134,119	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$4,269,884	2031-2035	FED/STATE	$17,079,538	Unfunded		$21,349,422	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$10,208,542	2031-2035	FED/STATE	$40,834,168	Unfunded		$51,042,711	Unfunded
NFED/STATETH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$1,272,864	2031-2035	LOCAL	$3,182,161	2031-2035	LOCAL	$11,933,103	Unfunded		$15,910,805	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$431,764	2031-2035	LOCAL	$1,079,409	2036-2040	LOCAL	$4,047,785	Unfunded		$5,397,046	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$2,378,596	2031-2035	LOCAL	$5,946,490	2036-2040	LOCAL	$22,299,336	Unfunded		$29,732,448	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPFED/STATET RD	2.28	MULTIMODAL IMPROVEMENTS	$758,386	2036-2040	FED/STATE	$1,895,965	2036-2040	FED/STATE	$7,583,862	Unfunded		$9,479,827	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$38,232,802	2036-2040	SIS	$114,698,406	2036-2040	SIS	$382,328,019	Unfunded		$382,328,019	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$557,203	2036-2040	FED/STATE	$1,393,008	2036-2040	FED/STATE	$5,572,030	Unfunded		$6,965,038	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$2,500,000	2036-2040	SIS	$-	2036-2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	$3,000,000	2036-2040	LOCAL	$13,000,000	2041-2050	SIS	$919,462,202	Unfunded		$919,462,202	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$3,625,770	2036-2040	FED/STATE	$9,064,425	2041-2050	FED/STATE	$36,257,701	Unfunded		$45,322,126	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$754,848	2041-2050	SIS	$2,264,543	2041-2050	SIS	$7,548,475	Unfunded		$7,548,475	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$542,830	2041-2050	LOCAL	$1,357,075	Unfunded	LOCAL	$5,089,032	Unfunded		$6,785,376	Unfunded
CENTRAL POLK PKWY EAST	US 17/92	SR 538	8.03	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$-	Complete/ Committed	STATE/FED	$178,881,129	Unfunded		$178,881,129	Unfunded

TIER 4 - Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	N OF LAKE MABEL LOOP RD	6.12	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$6,000,000	Complete/ Committed	STATE/FED	$136,200,128	Unfunded		$136,200,128	Unfunded
CENTRAL POLK PKWY EAST	N OF LAKE MABEL LOOP RD	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$43,879,094	Unfunded		$146,263,648	Unfunded		$146,263,648	Unfunded
CENTRAL POLK PKWY EAST	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$16,362,683	Unfunded		$54,542,276	Unfunded		$54,542,276	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$10,195,596	Unfunded		$33,985,319	Unfunded		$33,985,319	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$48,349,519	Unfunded		$161,165,065	Unfunded		$161,165,065	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$18,082,824	Unfunded		$60,276,081	Unfunded		$60,276,081	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		$-	Complete/ Committed	STATE/FED	$3,730,629	Unfunded		$14,922,517	Unfunded		$18,653,146	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$309,363	Unfunded		$1,237,451	Unfunded		$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$16,141,477	Unfunded		$64,565,909	Unfunded		$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$14,797,667	Unfunded		$49,325,557	Unfunded		$49,325,557	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$4,114,538	2036-2040	FED/STATE	$10,286,346	Unfunded		$41,145,385	Unfunded		$51,431,731	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	w/in an area in Northern Hardee/Highlands Cos and Southern Polk Co, bounded by US 17, SR 66, US 27 and US 98	NEW 4 LANES	$-	Complete/ Committed	FED/STATE	$-	Unfunded		$29,876,000	Unfunded		$711,367,000	Unfunded

TIER 5 – Unfunded Roadway Needs, Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$ 2,510,236	$ 6,275,590	$ 23,533,461	$ 31,377,948
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$ 2,874,795	$ 7,186,987	$ 26,951,200	$ 35,934,933
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$ 1,572,891	$ 3,932,228	$ 14,745,856	$ 19,661,142
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$ 3,335,880	$ 8,339,699	$ 31,273,872	$ 41,698,496
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$ 794,108	$ 1,985,269	$ 7,444,761	$ 9,926,347
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$ 350,990	$ 877,475	$ 3,290,533	$ 4,387,377
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$ 2,389,314	$ 5,973,286	$ 22,399,821	$ 29,866,428
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$ 1,531,757	$ 3,829,393	$ 14,360,223	$ 19,146,964
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$ 1,046,111	$ 2,615,278	$ 9,807,294	$ 13,076,392
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$ 1,238,160	$ 3,095,400	$ 11,607,752	$ 15,477,002
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$ 502,100	$ 1,255,249	$ 4,707,184	$ 6,276,245
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$ 2,205,669	$ 5,514,172	$ 20,678,146	$ 27,570,862
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$ 2,363,819	$ 5,909,548	$ 22,160,806	$ 29,547,741
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$ 1,808,279	$ 4,520,698	$ 16,952,618	$ 22,603,491
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$ 1,378,866	$ 3,447,164	$ 12,926,867	$ 17,235,822
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$ 1,206,254	$ 3,015,636	$ 11,308,636	$ 15,078,181
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$ 658,185	$ 1,645,463	$ 6,170,485	$ 8,227,314
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$ 262,497	$ 656,243	$ 2,460,910	$ 3,281,214
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$ 1,909,103	$ 4,772,758	$ 17,897,842	$ 23,863,789
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$ 329,413	$ 823,534	$ 3,088,251	$ 4,117,668
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$ 4,564,315	$ 11,410,788	$ 42,790,456	$ 57,053,941
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$ 3,345,698	$ 8,364,244	$ 31,365,914	$ 41,821,219
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$ 706,360	$ 1,765,901	$ 6,622,129	$ 8,829,506
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$ 681,349	$ 1,703,372	$ 6,387,647	$ 8,516,862
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$ 1,061,792	$ 2,654,480	$ 9,954,300	$ 13,272,400
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$ 615,945	$ 1,539,863	$ 5,774,488	$ 7,699,317
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$ 748,421	$ 1,871,052	$ 7,016,444	$ 9,355,258

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$ 382,407	$ 956,017	$ 3,585,062	$ 4,780,083
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$ 910,918	$ 2,277,296	$ 8,539,860	$ 11,386,479
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$ 1,273,697	$ 3,184,242	$ 11,940,907	$ 15,921,209
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$ 530,166	$ 1,325,415	$ 5,301,662	$ 6,627,077
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$ 2,142,750	$ 5,356,875	$ 21,427,500	$ 26,784,375
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$ 1,994,035	$ 4,985,087	$ 19,940,349	$ 24,925,436
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$ 582,975	$ 1,457,438	$ 5,829,754	$ 7,287,192
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$ 821,952	$ 2,054,880	$ 8,219,522	$ 10,274,402
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$ 748,830	$ 1,872,076	$ 7,488,302	$ 9,360,378
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$ 3,330,963	$ 8,327,407	$ 33,309,628	$ 41,637,035
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$ 685,102	$ 1,712,756	$ 6,851,022	$ 8,563,778
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$ 1,390,500	$ 3,476,251	$ 13,905,005	$ 17,381,256
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$ 293,079	$ 732,697	$ 2,930,787	$ 3,663,484
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$ 808,093	$ 2,020,233	$ 8,080,930	$ 10,101,163
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$ 631,859	$ 1,579,648	$ 6,318,593	$ 7,898,241
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$ 779,314	$ 1,948,285	$ 7,793,139	$ 9,741,424
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$ 11,732,725	$ 35,198,176	$ 117,327,252	$ 117,327,252
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$ 12,319,269	$ 36,957,807	$ 123,192,690	$ 123,192,690
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$ 858,427	$ 2,575,281	$ 8,584,269	$ 8,584,269
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$ 1,331,310	$ 3,993,930	$ 13,313,098	$ 13,313,098
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$ 797,098	$ 2,391,295	$ 7,970,985	$ 7,970,985
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$ 605,965	$ 1,514,913	$ 6,059,650	$ 7,574,563
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$ 1,079,050	$ 2,697,626	$ 10,790,504	$ 13,488,130
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$ 568,322	$ 1,420,805	$ 5,683,222	$ 7,104,027
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$ 371,104	$ 927,760	$ 3,711,041	$ 4,638,801
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$ 475,612	$ 1,189,030	$ 4,458,863	$ 5,945,151
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$ 960,282	$ 2,400,706	$ 9,002,646	$ 12,003,528
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$ 500,353	$ 1,250,884	$ 4,690,813	$ 6,254,418

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOL RD	3.07	MULTIMODAL IMPROVEMENTS	$ 1,533,123	$ 3,832,808	$ 15,331,231	$ 19,164,039
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$ 3,974,557	$ 9,936,393	$ 39,745,572	$ 49,681,966
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$ 2,433,377	$ 6,083,443	$ 24,333,774	$ 30,417,217
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$ 4,593,547	$ 11,483,867	$ 45,935,466	$ 57,419,333
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$ 1,699,274	$ 4,248,185	$ 16,992,739	$ 21,240,923
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$ 1,632,131	$ 4,896,393	$ 16,321,310	$ 16,321,310
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$ 472,746	$ 1,418,238	$ 4,727,459	$ 4,727,459
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$ 4,690,042	$ 14,070,127	$ 46,900,424	$ 46,900,424
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$ 991,397	$ 2,478,494	$ 9,913,974	$ 12,392,468
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$ 1,064,368	$ 2,660,921	$ 10,643,683	$ 13,304,604
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$ 1,700,857	$ 4,252,142	$ 17,008,567	$ 21,260,708
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$ 1,180,956	$ 2,952,389	$ 11,809,556	$ 14,761,945
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$ 1,829,862	$ 4,574,655	$ 17,154,956	$ 22,873,275
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$ 495,128	$ 1,237,820	$ 4,641,824	$ 6,189,099
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$ 336,388	$ 840,971	$ 3,153,641	$ 4,204,854
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$ 792,855	$ 1,982,139	$ 7,433,020	$ 9,910,693

TIER 5 – Unfunded Intersection Needs, Present Day Value

ON STREET	FROM STREET	LENGTH	IMPROVEMENT
CENTRAL POLK PARKWAY	AT US 17/92	N/A	Interchange
CENTRAL POLK PARKWAY	AT CR 544	N/A	Interchange
CENTRAL POLK PARKWAY	AT CR 580	N/A	Interchange
CENTRAL POLK PARKWAY	AT US 27	N/A	Interchange
CENTRAL POLK PARKWAY	AT SR 60	N/A	Interchange
I-4	AT CLARK ROAD/FRONTAGE ROAD	N/A	Interchange Reconstruction
I-4	AT COUNTY LINE ROAD	N/A	Reconstruct/Improve Interchange
OLD COMBEE RD	AT TENOROC MINE RD	N/A	Realignment of Old Combee and Tenoroc Mine Roads
MARION RD	AT 30 ST	N/A	Intersection
POLK PARKWAY INTERCHANGE (SR 570)	AT GATEWAY ROAD	N/A	New Interchange
SR 17	AT DUNDEE RD	N/A	Intersection
SR 540	AT REYNOLDS RD	N/A	Intersection Improvement
SR 540	AT SR 549 (1ST STREET)	N/A	Intersection Improvement
SR 559	AT LAKE MATIE ROAD	N/A	Intersection
SR 559	AT GAPWAY ROAD	N/A	Intersection
SR 60	AT CR 676	N/A	Rail Grade Separation
SR 60	AT CR 37B (LAKELAND HIGHLANDS ROAD EXT)	N/A	Rail Grade Separation
SR 60	AT W/O CR 555	N/A	Rail Grade Separation
SR 60	AT W OF CENTRAL AVENUE	N/A	Rail Grade Separation
SR 60	AT SR 37	N/A	Intersection
THOMPSON NURSERY ROAD	AT US 27	N/A	Intersection
US 17	AT SR 544 (AVENUE T NE)	N/A	Intersection Improvement

ON STREET	FROM STREET	LENGTH	IMPROVEMENT
US 17/92	AT POINCIANA PARKWAY	N/A	Interchange
US 17/92	AT KENTUCKY ST	N/A	Intersection
US 17/92	AT SOUTH BLVD	N/A	Intersection
US 17/92	AT CR 580	N/A	Intersection
US 27	AT DUNDEE ROAD (SR 542)	N/A	Intersection Improvement
US 27	AT CYPRESS GARDENS BOULEVARD (SR 540)	N/A	Intersection Improvement
US 27	AT SR 544 (LUCERNE PARK ROAD)	N/A	Intersection Improvement
US 27	AT CR 547 (BAY STREET)	N/A	Intersection Improvement
US 27	AT RONALD REAGAN PARKWAY	N/A	Intersection Improvement
US 27	AT POSNER BLVD	N/A	Intersection
SR 60	RAILROAD	N/A	Grade Separation

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TDP Excerpt

APPENDIX D

Polk Transportation Planning Organization

Citrus Connection 2025 Transit Development Plan Update (September 2025)													
Cost/Revenue	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY33**	**FY34**	**FY35**	**FY 2036 - 2040**	**FY 2041 - 2050**	**Total**
Operating Costs													
Citrus Connection Network	$16,386,403	$16,799,787	$17,223,600	$17,658,105	$18,103,570	$18,560,274	$19,028,499	$19,508,536	$20,000,684	$20,505,246	$108,844,326	$252,853,557	**$545,472,587**
Existing ADA Paratransit Service	$9,043,450	$9,271,592	$9,505,489	$9,745,286	$9,991,133	$10,243,182	$10,501,590	$10,766,516	$11,038,126	$11,316,588	$60,069,818	$139,546,706	**$301,039,476**
Enhancements to Existing Service	$88,411	$90,642	$520,856	$1,774,151	$1,818,908	$7,465,088	$7,745,856	$8,067,632	$8,271,156	$8,479,815	$45,011,884	$104,565,992	**$193,900,391**
New Transit Services - Local Services	$213,851	$414,886	$1,168,780	$1,198,265	$1,228,494	$1,259,486	$1,291,259	$1,323,834	$2,926,861	$3,000,697	$15,928,063	$37,002,088	**$66,956,563**
New Transit Services - Microtransit	$0	$211,900	$325,868	$334,089	$799,207	$819,369	$1,080,051	$1,107,297	$1,135,231	$1,163,870	$6,177,963	$14,351,872	**$27,506,717**
New Transit Services - Regional Services	$0	$0	$0	$207,868	$639,336	$655,465	$672,000	$688,953	$706,333	$724,152	$3,843,886	$8,929,637	**$17,067,631**
New Transit Services - Premium Services	$0	$0	$0	$0	$0	$0	$1,335,289	$5,603,545	$5,744,907	$5,889,835	$31,263,957	$72,628,523	**$122,466,056**
Total Operating Costs	**$25,732,115**	**$26,788,807**	**$28,744,593**	**$30,917,764**	**$32,580,648**	**$39,002,864**	**$41,654,544**	**$47,066,313**	**$49,823,298**	**$51,080,203**	**$271,139,896**	**$629,878,375**	**$1,274,409,421**
Capital Costs													
New Vehicles	$775,000	$871,443	$3,678,818	$2,586,257	$1,546,709	$1,132,663	$1,451,546	$1,190,532	$0	$0	$0	$0	**$13,232,968**
Replacement Vehicles - Existing Fixed-Route	$1,400,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	$4,300,000	$29,647,244	**$56,329,405**
Replacement Vehicles -Paratransit and microtransit vehicles	$5,533,206	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,082,971	$9066802	**$21,682,980**
Expand Transit Marketing/UAP	$150,000	$153,784	$157,664	$161,641	$165,719	$169,899	$174,186	$178,580	$183,085	$187,704	$1,011,302	$2,438,747	**$5,132,311**
Additional Bus Stop Infrastructure	$250,000	$256,307	$262,773	$269,402	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	$0	$0	**$2,803,768**
Queue Jumps	$0	$0	$0	$0	$0	$1,019,397	$0	$714,319	$0	$0	$0	$0	**$1,733,716**
Transit Signal Priority	$0	$0	$0	$0	$0	$543,678	$0	$380,970	$0	$0	$0	$0	**$924,648**
New Transit Center	$0	$0	$525,545	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$525,545**
Super Stop	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$250,000**
Bus Facilities Repair and Enhancement	$1,656,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,656,120**
Farebox Replacement and System Upgrades	$462,157	$0	$0	$0	$0	$0	$0	$0	$0	$0	$653,016	$0	**$1,115,173**
Mobile App/ Fare Options	$350,000	$25,631	$26,277	$26,940	$27,620	$28,317	$29,031	$29,763	$30,514	$31,284	$168,549	$406,456	**$1,180,382**
Lakeland Intermodal PD&E Study	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000,000**
Park-and-Ride Studies	$0	$256,307	$262,773	$269,402	$276,198	$0	$0	$0	$0	$0	$0	$0	**$1,064,680**
New Technology Upgrades	$0	$0	$0	$0	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	$0	$0	**$1,765,286**
Total Capital Costs	**$12,826,483**	**$6,587,085**	**$6,385,378**	**$7,085,267**	**$3,341,996**	**$4,253,150**	**$7,112,577**	**$3,089,430**	**$5,095,862**	**$844,666**	**$13,215,838**	**$41,559,249**	**$111,396,982**
All Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$284,355,735**	**$671,437,625**	**$1,385,806,408**
Revenues													
LAMTD - Local General Revenue	$1,489,149	$1,526,717	$1,565,232	$1,604,718	$1,645,201	$1,686,705	$1,729,256	$1,772,880	$1,817,605	$1,863,458	$10,039,821	$24,210,956	**$50,951,698**
PCTA - City Contributions	$600,584	$615,735	$631,268	$647,193	$663,520	$680,259	$697,420	$715,014	$733,052	$751,545	$4,049,127	$9,764,439	**$20,549,156**
PCTA - Contract Revenue	$3,409,461	$3,495,472	$3,583,654	$3,674,060	$3,766,746	$3,861,771	$3,959,193	$4,059,072	$4,161,472	$4,266,454	$22,986,531	$55,431,853	**$116,655,739**
LAMTD - Farebox Revenue	$1,000,853	$1,026,102	$1,051,988	$1,078,526	$1,105,735	$1,133,629	$1,162,228	$1,191,548	$1,221,607	$1,252,425	$6,747,736	$16,272,117	**$34,244,494**
PCTA - Farebox Revenue	$197,949	$202,943	$208,062	$213,311	$218,692	$224,209	$229,866	$235,664	$241,610	$247,705	$1,334,569	$3,218,304	**$6,772,885**
LAMTD - FTA 5307 Operating	$2,860,942	$2,933,116	$3,007,110	$3,082,972	$3,160,747	$3,240,484	$3,322,232	$3,406,043	$3,491,968	$3,580,061	$19,288,426	$46,513,900	**$97,888,001**
PCTA - FTA 5307 Operating	$3,291,592	$3,374,630	$3,459,763	$3,547,043	$3,636,525	$3,728,265	$3,822,319	$3,918,746	$4,017,605	$4,118,958	$22,191,861	$53,515,513	**$112,622,820**
PCTA - FTA 5311 Operating	$2,519,648	$2,583,212	$2,648,380	$2,715,191	$2,783,688	$2,853,913	$2,925,909	$2,999,722	$3,075,397	$3,152,981	$16,987,432	$40,965,068	**$86,210,541**
Property Tax	$6,336,997	$6,496,862	$6,660,761	$6,828,793	$7,001,065	$7,177,683	$7,358,756	$7,544,398	$7,734,722	$7,929,848	$42,723,933	$103,028,456	**$216,822,274**
State Block Grant	$1,803,808	$1,849,313	$1,895,966	$1,943,796	$1,992,833	$2,043,107	$2,094,649	$2,147,491	$2,201,666	$2,257,208	$12,161,242	$29,326,748	**$61,717,828**
FL Transportation Disadvantaged Program	$1,436,567	$1,472,807	$1,509,962	$1,548,055	$1,587,108	$1,627,146	$1,668,195	$1,710,279	$1,753,424	$1,797,658	$9,685,308	$23,356,050	**$49,152,559**
FD0T Congestion Management	$421,627	$432,263	$443,168	$454,348	$465,810	$477,561	$489,609	$501,960	$514,623	$527,606	$2,842,602	$6,854,915	**$14,426,092**
FDOT Transit Corridor	$850,885	$872,350	$894,357	$916,919	$940,051	$963,766	$988,079	$1,013,005	$1,038,561	$1,064,761	$5,736,652	$13,833,895	**$29,113,281**
FDOT - Travel Trainer	$66,428	$68,103	$69,821	$71,583	$73,389	$75,240	$77,138	$79,084	$81,079	$83,125	$447,856	$1,080,001	**$2,272,846**
FTA - 5307 Capital	$788,065	$807,946	$828,328	$849,224	$870,648	$892,612	$915,130	$938,216	$961,885	$986,151	$5,313,122	$12,812,555	**$26,963,882**
FDOT Urban Transit Capital	$1,408,843	$1,444,385	$1,480,822	$1,518,180	$1,556,479	$1,595,745	$1,636,001	$1,677,273	$1,719,586	$1,762,966	$9,498,397	$22,905,315	**$48,203,991**

Citrus Connection 2025 Transit Development Plan Update (September 2025)													
Cost/Revenue	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY33**	**FY34**	**FY35**	**FY 2036 - 2040**	**FY 2041 - 2050**	**Total**
Paratransit Operating Revenue	$6,722,045	$6,891,624	$7,065,481	$7,243,724	$7,426,463	$7,613,813	$7,805,889	$8,002,810	$8,204,699	$8,411,681	$45,319,923	$109,288,665	**$229,996,817**
FTA Bus and Bus Facilities Grant	$8,000,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	$0	$0	**$28,982,161**
Winter Haven CRA	$0	$155,908	$159,841	$163,874	$168,008	$172,246	$176,592	$181,046	$185,614	$190,296	$1,025,265	$2,472,419	**$5,051,108**
New Service Farebox Recovery	$11,239	$26,677	$74,944	$130,677	$166,804	$379,252	$450,832	$624,361	$698,477	$716,097	$3,858,142	$9,303,882	**$16,441,384**
Public Private Partnerships	$900,000	$150,000	$675,545	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$0	**$2,025,545**
All Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$242,237,945**	**$584,155,049**	**$1,257,065,104**
10-Year Cost & Revenue Summary													
Total Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$242,237,945**	**$584,155,049**	**$1,257,065,104**
Total Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$284,355,735**	**$671,437,625**	**$1,385,806,402**
Revenues Minus Costs	**$5,558,084**	**$8,073,888**	**$4,256,011**	**$4,150,782**	**$4,230,221**	**-$2,035,744**	**-$2,380,635**	**-$7,437,131**	**-$6,792,528**	**-$6,963,885**	**-$42,117,790**	**-$87,282,575**	
Rollover from Prev. Year	**$0**	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**			
Surplus/Shortfall	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**	**$659,061**	**-$84,235,580**	**-$174,565,150**	

Polk Transportation
Planning Organization