MOMENTUM 2045

FINAL REPORT
MARCH 2021

Adopted 12-10-20
Amended 12-09-21

MOMENTUM 2045 LONG RANGE TRANSPORTATION PLAN ADOPTION

The Polk Transportation Planning Organization (TPO) held a public hearing on December 10th, 2020, at a regularly scheduled TPO Board meeting to obtain comments on *Momentum 2045*, 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, 2020. Advertisements for the public comment period and hearing were published in The Ledger (Lakeland) on October 12, 2020, and December 1, 2020. 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 *Momentum 2045* with a unanimous roll call vote.

MOMENTUM 2045

March 2021

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Polk Transportation Planning Organization

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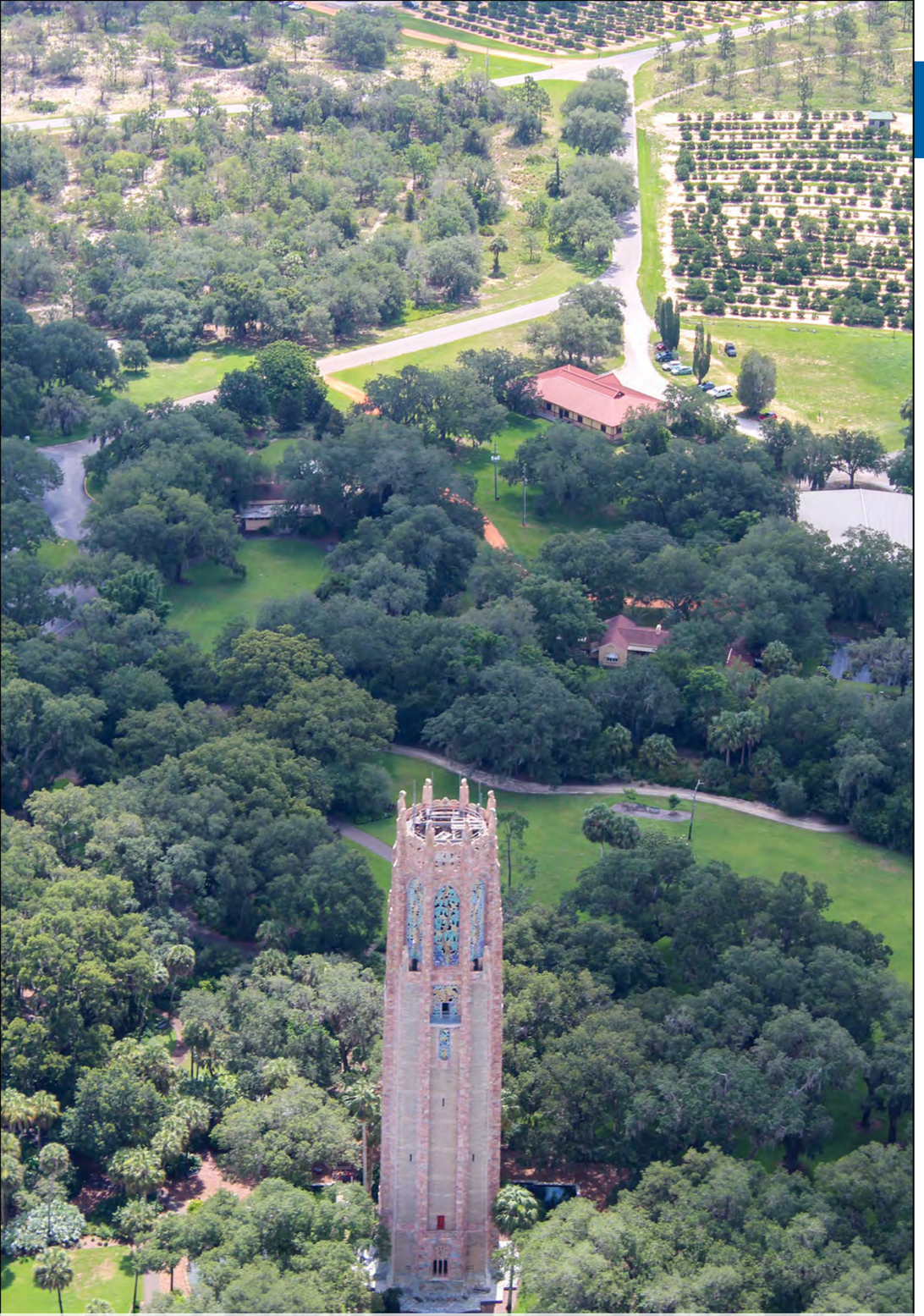

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CHAPTER 1 - PLAN OVERVIEW

INTRODUCTION

Momentum 2045 represents the Long Range Transportation Plan for Polk County through the planning horizon year of 2045. The term "Momentum" is representative of both the mobility provided by the transportation system in the plan and, more importantly, the progress and advancement of growing economic opportunities and the quality of life provided to the residents and visitors in Polk County. Polk County has a strong heritage of industries supported by a robust transportation network—the *Momentum 2045* plan represents the next chapter in our County's future.

The Polk Transportation Planning Organization (TPO) is the County's metropolitan planning organization (MPO) responsible for coordinating transportation planning within Polk County providing connectivity to the adjacent counties. The planning process for *Momentum 2045* was guided by the TPO's elected Board, the TPO's Technical Advisory Committee (TAC), and the Polk TPO's Adviser Network. The Technical Advisory Committee provides technical review, supervision, and assistance to the TPO on transportation planning matters for Polk County and consists of planners, engineers, managers from member governments, and non-voting representatives from state and federal agencies. The Polk TPO's Adviser Network is the TPO's primary mechanism for citizen involvement and consists of nearly 400 members who typically participate in quarterly meetings to address major transportation issues. The *Momentum 2045* Plan facilitates a countywide, cooperative planning process that serves as the basis for spending the counties' and regions' state and federal transportation funds for improvements to roads, bridges, public transit, freight routes, trails, and bicycle and pedestrian networks.

The *Momentum 2045* Plan characterizes current and future transportation needs and highlights the multimodal recommendations to address these needs. The plan must be reviewed and updated every five years. In addition, the plan must be fiscally constrained, meaning the TPO cannot plan to spend more money than it can reasonable expect to receive for project implementation through the year 2045. A further consideration is that the eligibility of projects to receive federal funding is dependent on their inclusion in the *Momentum 2045* Plan.

FEDERAL LEGISLATION AND GUIDANCE

The *Momentum 2045* Plan is governed by the Fixing Americas' Surface Transportation Act (FAST Act) which was signed into law on December 4, 2015, superseding the Moving Ahead for Progress in the 21st Century Act (MAP-21), which has guided previous plans. The FAST Act establishes a performance-based program for transportation planning, which supports economic growth and a comprehensive safety agenda, streamlines Federal Highway Administration transportation programs, and accelerates project delivery and innovation.

The FAST Act largely incorporates the policies and goals of MAP-21, with several updates as follows:

- Establishment of two new Federal planning Factors, for a total of ten, as described in Chapter 2 of this report. The new planning factors are as follows:
  - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
  - Enhance travel and tourism.
- Emphasis of multimodality of the transportation system
- The FAST Act considers additional facilities such as intercity buses and commuter van pools that support intermodal transportation, [23 USC 134(c) (2) & (i)(2)].
- Enhanced participation by interested parties in the planning process
- It is a requirement that stakeholders and the public are involved, and they must be given reasonable opportunity to provide their input. Under the FAST Act, public ports and additional private transportation service providers were added to the list of interested parties.
- Expanded consultation with additional officials
- FAST Act adds required coordination with officials responsible for tourism activities, as well as those responsible for reducing potential risks of natural disasters.

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. A Technical Appendix is a companion document to this report and a Summary Report has also been prepared that summarizes the adopted transportation plan in a more concise fashion.

CHAPTER 1 PLAN OVERVIEW

This chapter provides an overview of the key themes and challenges facing the County that must be considered for the transportation plan.

CHAPTER 2 GOALS, OBJECTIVES, & PERFORMANCE TARGETS

This chapter identifies the guiding goals and objectives that were used for the development of the plan and the performance targets that were developed to measure success.

CHAPTER 3 PLANNING ASSUMPTIONS

This chapter highlights the planning requirements and process used to develop the transportation plan including the forecast of population and employment, as well as the travel demand model used to forecast future travel needs performance.

CHAPTER 4 TRANSPORTATION PLAN

This chapter documents the cost feasible plan which stands as the transportation plan for the Polk TPO. This chapter identifies the sources of funding for the plan for each of the modes of travel included in the plan, as well as unfunded transportation needs.

- Part 1: Introduction and Financial Resources
- Part 2: Roads and Highways
- Part 3: Public Transportation
- Part 4: Bicycle/Pedestrian/Trails

CHAPTER 5 PUBLIC INVOLVEMENT

This chapter details the effort made by the Polk TPO to solicit and ecourage input from a diverse group of stakeholders.

CHAPTER 6 PERFORMANCE EVALUATION

Performance evaluation is a new requirement for transportation plans. This chapter documents the evaluation of the *Momentum 2045* plan and the environmental mitigation activities that were undertaken for the plan. This chapter also includes the required System Performance Report.

CHAPTER 7 PLAN IMPLEMENTATION

Many activities need to take place for the plan to be a success. This chapter documents the implementation activities that are unique to this Plan or Polk County. This chapter also summarizes the process for making amendments (changes) to the plan.

KEY THEMES

Momentum 2045 represents the Long Range Transportation Plan (LRTP) for Polk County through the planning horizon year of 2045. Initially used by the Polk TPO for the 2040 LRTP, the term "Momentum" was used literally to represent the county's transportation system and figuratively to highlight the significant enhancements in economic opportunity and quality of life in Polk County. The 2045 plan continues the use of "Momentum" to represent the same ideas and to indicate a continuation of ideas and initiatives from the previous plan.

Polk County has a strong heritage of industries supported by a robust transportation network. The *Momentum 2045* Plan builds upon those ideas and lays out updates to five key themes that influence the allocation of resources and initiatives undertaken in the plan:

SAFETY OF THE TRANSPORTATION NETWORK

Many urban areas of our county have roadway designs that do not address the needs of the communities they serve. The TPO's Complete Streets program, Neighborhood Mobility Audits, and Bicycle and Pedestrian Safety Action Plans seek to retrofit these corridors and target strategies to improve safety.

PROTECT AND ENHANCE COMMUNITIES

The plan was fundamentally based on the assumption that transportation projects should not include any significant adverse impacts to the environment or communities. Initiatives such as the Complete Streets program, Neighborhood Mobility Audit improvements, and Efficient Transportation Decision Making process will enhance our local communities.

EFFICIENT TRANSPORTATION NETWORK

Overall, much of the transportation network in Polk County is relatively congestion-free. This plan seeks to prioritize roadway projects that provide the greatest benefit to efficient travel in the County.

SUPPORT ECONOMIC DEVELOPMENT

The plan includes both funded capacity projects and unfunded "Illustrative Projects" that seek to enhance our economic competitiveness. Funded projects include Interstate 4 managed lanes and improvements to US 27, as well as the M-CORES Southwest corridor. Illustrative or Unfunded Projects include the Northeast Polk US 27 Reliever and expansion of SunRail into Polk County.

PRESERVE THE EXISTING SYSTEM ENHANCEMENTS

The transportation heritage of Polk County provided the foundation for a robust roadway network. We are responsible for preserving this network for future generations and enhancing the system in a cost-effective fashion. The Congestion Management Process will continue to identify strategies for implementing key intersection improvements that can delay or eliminate the need for major roadway expansion projects; as well as adding multimodal and safety improvements to otherwise routine roadway resurfacing projects.

SIGNIFICANT CHALLENGES

The *Momentum 2045* Plan builds upon the previous plan adopted in December 2015 titled Momentum 2040, and many of the projects identified in that plan continue their path to implementation in this plan. It is important to note that significant challenges influence the *Momentum 2045* Plan.

SAFETY CONCERNS

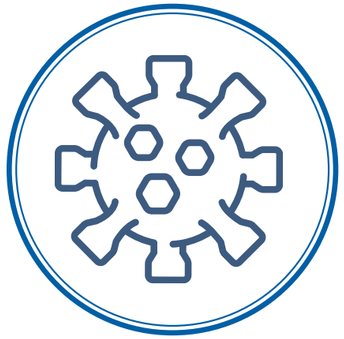
Similar to other communities in Florida, Polk County is confronted by frequent fatality and severe injury crashes that are not consistent with our community expectations. This plan makes significant investments in funding safety improvements to support a vision of zero fatalities. These investments apply to the entire transportation system as appropriate, to support safety for all users.

GROWTH AND DEMAND

Our strategic location in Central Florida, robust highway network, and recent strong industry growth makes Polk County well positioned for continued population and economic growth. It is forecasted that by the year 2045, the population in Polk County will grow by nearly 400,000 persons and nearly 190,000 employees. This will place significant demand on our highway network, especially in northeast Polk County.

RAPIDLY ADVANCING TRANSPORTATION TECHNOLOGY

The advancement of different kinds of transportation technology brings a lot of excitement as well as uncertainty to the transportation planning process. Automated, Connected, Electric, and Shared-Use (ACES) technology is becoming firmly integrated in both individuals' transportation behavior and that of businesses and government agencies, including transit operators. While it is difficult to envision how future technological advancements will impact and be impacted by Polk County's existing and planned transportation systems, it is important that the TPO support ongoing efforts by partner agencies and be strategic about developing its own support for ACES and other transportation technology.



COVID-19

The development of this LRTP occurred largely during 2020 when the Coronavirus-19 or COVID-19 global pandemic required social distancing. This unprecedented pandemic event initiated a shift in the development of the plan and public outreach. The public involvement of the plan required a move to virtual mediums, with online workshops and information sessions. The Public Involvement section in this report provides additional detail.

CHAPTER 2

Goals, Objectives, & Performance Targets

SOUTH WINTER HAVEN

CHAPTER 2 - GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

INTRODUCTION

One of the challenges associated with the traditional transportation planning process undertaken by agencies, such as the Polk Transportation Planning Organization (TPO), is the scale at which transportation plans are undertaken. Historically, the transportation planning tools used by these agencies have focused on auto-oriented performance measures. Extensive funding and technical expertise have been invested in tools, such as travel demand models, which has made it increasingly easier to identify roadway capacity needs and the auto mobility benefits of different alternatives associated with those roadway capacity improvements. As those technical approaches evolved, so too did the focus of the transportation plans and resulting projects. In essence it is easier to plan for large-capacity improvement projects for automobiles, and potentially difficult to plan for the needs of other modes (bicycle, pedestrian, and transit) or smaller scale projects or programs.

As a result, much of the current transportation network serves the needs of automobiles significantly better than the needs of other users. Often, transportation projects are being developed at the outer edges of the metropolitan areas or through capacity improvement that are insensitive to the evolving needs and context of the local area's population. It is the intent of the Polk TPO to continue to evolve to a more balanced approach to transportation projects and programs. *Momentum 2045* was undertaken to help provide residents, visitors, and businesses with balanced transportation solutions to efficiently and safely move people and goods.

As such, the Polk TPO has developed a Goal, Objectives, Performance Measures, and Policies to guide the *Momentum 2045* plan, which seeks to balance the needs of all modes of travel as appropriate and are displayed in **Figure 2-2**. These were established to *…support a sustainable transportation system that preserves existing transportation infrastructure, enhances Florida's economic competitiveness and improves travel choices to ensure mobility*, per Florida Statute 334.046. In the figure, the federally-required Performance Measures are indicated by yellow text.

The Goal and Performance Objectives are consistent with requirements of both the Federal Legislation, Fixing America's Surface Transportation (FAST) Act, and rulemaking, as well as the Florida Department of Transportation's (FDOT) Florida 2060 Transportation Plan (FTP). The relationship between the TPO's Goal, Performance Objectives, and Targets are illustrated in **Figure 2-1**.

Figure 2-1: Relationship between the TPO's Goals, Performance Objectives, and Targets

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

WHY MEASURE PERFORMANCE?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements as the County's Metropolitan Planning Organization (MPO) as set forth in Federal law and regulations. The Federal transportation legislation in effect at the time when the 2045 plan was developed, the FAST Act, was signed into law December 4, 2015. The FAST Act put additional emphasis on planning and funding for construction transportation system improvements that are based on a strong foundation of performance measurement. Thus, for the County to receive Federal transportation funding, the requirements of the FAST Act and previous legislation—Moving Ahead for Progress in the 21st Century (MAP-21) Act—must be addressed in the TPO's future transportation planning efforts.

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, walking (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 Transportation Planning Organization (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.

TYPICAL PLANNING EFFORTS - TIMEFRAMES

State of the System Report	Annually
Transportation Improvement Program (TIP)	Annually for a 5 Year Timeframe
Congestion Management Process (CMP)	Short Range Planning
Long Range Transportation Plan	Every 5 Years for a 20+ Year Time Period
Corridor Studies	As Needed
Transit Studies	Typically Short Term
Safety Plans	As Needed

PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

FEDERAL GUIDANCE (FAST ACT)

Signed into law on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94) advances several of the transportation polices of prior legislations. The FAST Act is the first Federal law in several decades to provide long-term funding for infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act advances MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance-based and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. *Momentum 2045* has been developed to comply with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process. The long range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. Further, the TPO's Transportation Improvement Program (TIP) must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

FAST ACT GOALS

The FAST Act includes the following national goals:

- 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 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.
- 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.

FAST ACT PLANNING FACTORS

The FAST Act has established specific planning factors that call for the recognition of and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the *Momentum 2045* LRTP and include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

A matrix showing consistency between the LRTP Goals and the ten planning factors from the FAST Act is shown in **Table 2-1**.

The FAST Act requires the TPO's planning process to have policy and program framework related to performance measures and targets for the national transportation system. The FAST Act directly impacts the Polk TPO and the planning activities of the agency. As such, the TPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. In the development and assessment of its LRTP, Polk TPO must:

- Establish performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP; and,
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.

Table 2-1: *Momentum 2045* **Goals and FAST Act Planning Factors Comparison**

Momentum 2045 Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration/ Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Safety • Safe and fatality-free travel conditions on all Polk County roads • Safe and secure travel conditions on public transportation	✓	✓	✓	✓	✓		✓		✓	✓
Sustainable Resources • Maintain highway infrastructure in a state of good repair • Minimize environmental impacts from transportation projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Economy • Provide transportation infrastructure and services that support economic vitality and job creation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Livability • Provide travel options for persons of all ages and abilities • Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents	✓	✓	✓	✓	✓	✓	✓		✓	✓
Mobility • Maintain stable flow of traffic on major roads – roads that serve intercity travel, and the movement of freight (arterial roads) • Maintain stable flow of traffic on the Freight Network • Provide transportation options for intercity and local travel • Provide access to the Regional Multi-Use Trails Network • Address future transportation technologies, including automated, connected, electric and shared (ACES) mobility	✓	✓	✓	✓	✓	✓	✓			

FDOT GUIDANCE

The 2060 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 Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

The Polk TPO's LRTP addresses the goals included in the FTP. These goals include the following from the FTP Policy Element (December 2015):

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that enhance Florida's environment and conserve energy

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 LRTP Goals and the Florida Transportation Plan Goals is shown in **Table 2-2**.

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. The following is a list of the documents developed by partner agencies with which this document will be consistent:

- 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)

Table 2-2: *Momentum 2045* **Goals and Florida Transportation Plan Goals Comparison**

Momentum 2045 Goals	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Economy Support economic development and tourism	✓	✓	✓	✓	✓	✓	✓
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓	✓	
Mobility Provide for mobility needs of the community	✓		✓	✓	✓	✓	
Intermodal Maintain existing transportation system	✓	✓	✓	✓		✓	✓
Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	✓		✓	✓	✓	✓	✓
System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓

POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) 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 MPOs 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. An expanded discussion of Polk TPO's System Performance is included in **Appendix A**.

On October 11, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets as follows:

SAFETY PERFORMANCE TARGETS 1 (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;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT;
- Nonmotorized Fatalities and Serious Injuries.

The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy. The Polk TPO and statewide PM 1 targets are listed in **Table 2-3**.

Table 2-3: Polk TPO Safety Performance Measures and Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Polk County Conditions (2019)	Calendar Year 2020 Performance Targets
	2012-2016	2013-2017	2014-2018		
Number of Fatalities	2,688.2	2,825.4	2,972.0	114	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	484	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.33	1.36	1.39	1.6	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	7.1	0
Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	70	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:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on October 11, 2018. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2-4** 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 2-4: Polk TPO Bridge and Pavement Condition Performance Measures and Targets

Bridge and Pavement Performance Measure	Statewide (2017 Baseline)	Florida 2-year Targets (2019)	Florida 4-year Targets (2021)	Polk County Conditions (2018)
Pavement Performance and Measures				
Percent of Interstate pavements in good condition	66.0%	Not required	60%	48.2%
Percent of Interstate pavements in poor condition	0.1%	Not required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	≥ 40%	≥ 40%	67.6%
Percent of non-Interstate NHS pavements in poor condition	3.6%	≤ 5%	≤ 5%	0.2%
Bridge Targets and Measures				
Percent of NHS bridges by deck area in good condition	67.7%	≥ 50%	≥ 50%	87.55%
Percent of NHS bridges by deck area in poor condition	1.2%	≤ 10%	≤ 10%	0%

SYSTEM PERFORMANCE TARGETS (TRAVEL TIME RELIABILITY) (PM3)

The third set of Performance Measures were established in January 2017 by the USDOT. These measures assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures.

LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) during four time periods throughout the day. TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods throughout the day.

The Polk TPO agreed to support FDOT's PM3 targets on October 11, 2018. 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 PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 2-5: Polk TPO System Performance Measures and Targets (PM3)

System Performance Targets	Statewide Baseline Performance	Florida 2-year Targets (2019)	Florida 4-year Targets (2021)	Polk County Conditions (2018)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%	90%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%	93%
Truck travel time reliability (TTTR)	1.43	1.75	2.00	1.33

TRANSIT ASSET MANAGEMENT TARGETS

The Federal Transit Administration (FTA) published the final Transit Asset Management rule in July 2016. The rule applies to recipients of Federal transit funds and requires that public transit providers develop and maintain a Transit Asset Management (TAM) plan, establish state of good repair standards, and performance measures for the assets as described below.

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

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II[1] provider. On August 9, 2018, 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. The Citrus Connection has established the transit asset targets identified in **Tables 2-6, 2-7 and 2-8**.

Citrus Connection Terminal

1 Tier II providers are defined as federal transit funding recipients that own, operate, or manage one hundred or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, subrecipients under the Federal Transit Administration (FTA) Section 5311 Rural Area Formula Program, or any American Indian tribe.

Table 2-6: Performance Measures for Transit Vehicles, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
		Current Asset Conditions	FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Revenue Vehicles	Bus	48%	40%	35%	30%	30%	25%
Revenue Vehicles	Cutaway Bus	42%	30%	30%	25%	25%	25%

Table 2-7: Performance Measures for Transit Equipment, Lakeland Area Mass Transit District (LAMTD)

Asset Name	Age (Years)	Useful Life Benchmark (Years)	Past Useful Life Benchmark (Years)
Diesel Tank	8	40	No
Fuel Island Canopy	8	25	No
Gas Tank	4	20	No
Rolling Security Gate	9	15	No

Table 2-8: Performance Measures for Transit Facilities, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a FTA Transit Economic Requirements Model (TERM) Scale Rating below 3.0 on the FTA TERM Scale				
			FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Facilities	Administration	3.0	1%	1%	1%	1%	1%
Facilities	Maintenance	2.0	1%	1%	1%	1%	1%
Facilities	Parking Structures	5.0	1%	1%	1%	1%	1%
Facilities	Passenger Facilities	2.5	1%	1%	1%	1%	1%

OTHER PERFORMANCE-BASED PLANNING CONSIDERATIONS

FLORIDA FREIGHT MOBILITY AND TRADE PLAN

There is growing recognition of the importance of freight movement at the national, state and regional level. Most notably, the need to place an increased focus on the nation's freight system is evident in the inclusion of freight provisions and requirements in the last two federal transportation bills. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) developed a national freight policy to improve the condition and performance of the national freight network. This included the designation of a national freight network and the development of a national freight strategic plan. These goals and objectives were further reinforced with the implementation of the FAST Act, implemented in 2015. A key provision contained in the FAST Act is the requirement that State Departments of Transportation (DOTs) such as FDOT develop a state freight plan to comprehensively address the State's short- and long-term freight issues and needs. Development of state freight plans is required to be eligible to receive funding under the National Highway Freight Program (23 U.S.C. 167).

In 2013 and 2014, FDOT developed the first Freight Mobility and Trade Plan (FMTP) designed to set the stage for freight planning in Florida, raise awareness, and energize the freight community. FDOT recently updated the FMTP which was released in April 2020 and is included in **Technical Appendix 2-A**. This new document built upon the foundation set by the previous FMTP by using tactical and strategic approaches to implement immediate opportunities while also positioning Florida for future possibilities. One key recommendation from both FMTP efforts was that freight issues and needs shall be given emphasis in all appropriate transportation plans including the TPO/MPO LRTPs.

The TPO supports the state freight planning process and will work with FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).

Table 2-9 illustrates the relationship between *Momentum 2045* goals and the new FMTP objectives which were developed in context of the FTP goal areas (also shown for reference).

Table 2-9: *Momentum 2045* **LRTP Objectives and Freight Mobility and Trade Plan Objectives**

FTP Goal and Objective		Economy	Safety	Mobility	Intermodal	Livability	System Preservation
Safety and Security	Leverage multisource data and technology to improve freight system safety and security		✓				
Infrastructure	Create a more resilient multimodal freight system	✓	✓	✓	✓	✓	✓
Infrastructure	Ensure the Florida freight system is in a State of Good Repair	✓	✓	✓	✓	✓	✓
Mobility	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability	✓	✓	✓	✓	✓	✓
Transportation Choices	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains	✓		✓	✓		
Transportation Choices	Improve last-mile connectivity for all freight modes	✓		✓	✓	✓	
Economy	Continue to forge partnerships between the public and private sectors to improve trade and logistics	✓		✓	✓	✓	✓
Economy	Capitalize on emerging freight trends to promote economic development	✓	✓		✓	✓	✓
Communities	Increase freight-related regional and local transportation planning and land use coordination	✓		✓	✓	✓	✓
Environment	Promote and support the shift to alternatively fueled freight vehicles		✓			✓	✓

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 July 19, 2018. 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 November 18, 2020.) MPOs then have 180 days to establish transit safety targets for the MPO planning area. Once the public transportation provider establishes targets, it must make the targets available to MPOs 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.

On February 11, 2021, the Polk TPO approved Resolution 2021-02 which adopted the Lakeland Area Mass Transit District (LAMTD)/Citrus Connection's PTASP and accompanying Safety Performance Targets.

The PTASP is included in **Technical Appendix 2-B**, and the Safety Performance Targets are listed below in **Table 2-9**.

Table 2-9: Safety Performance Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability (VRM/Failures)
Fixed Route	0	0	5	.16	5	.16	12,500
ADA/Paratransit	0	0	5	.16	5	.16	12,500

CHAPTER 3

Planning Assumptions

NORTHEAST POLK COUNTY

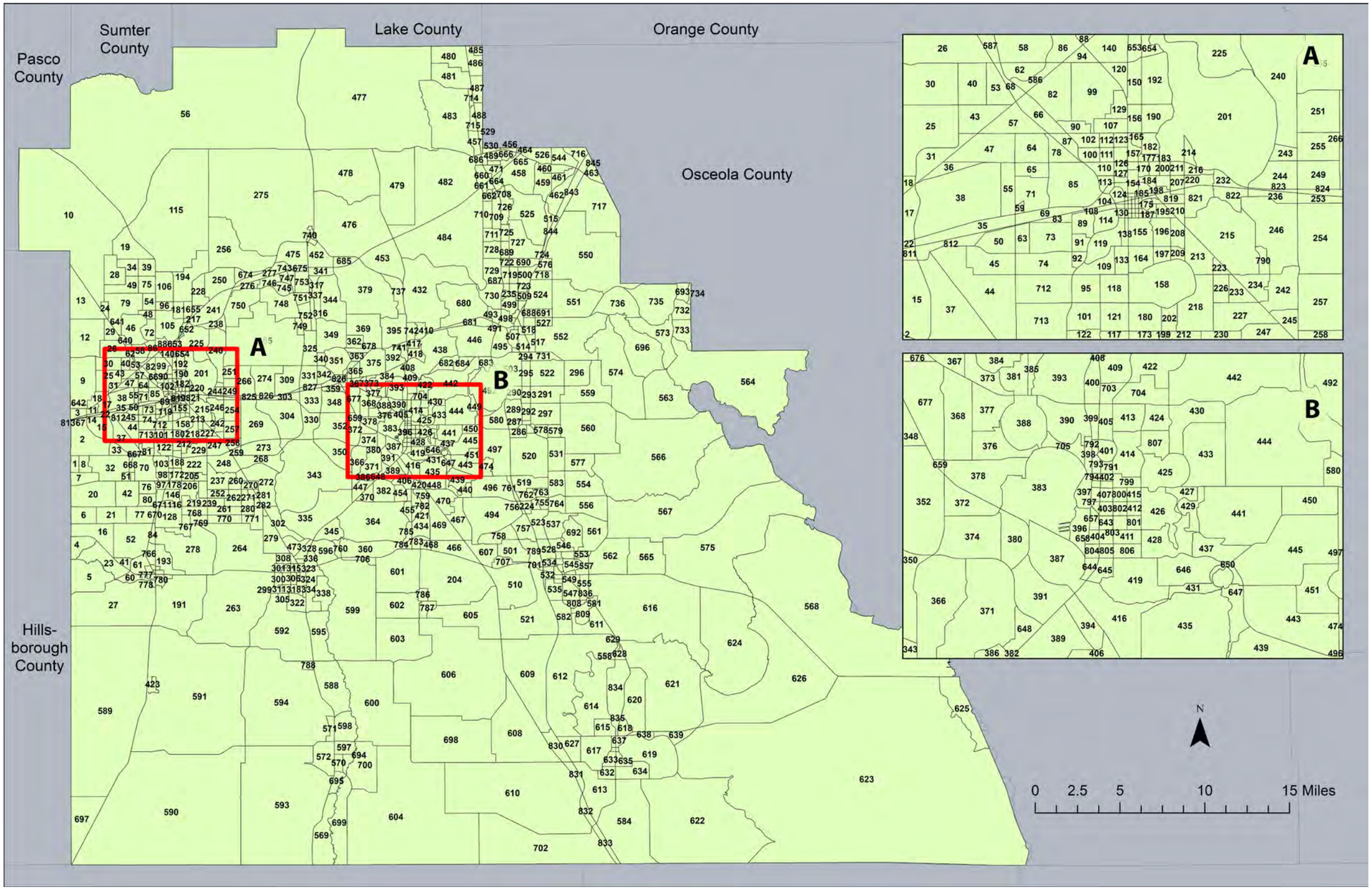
CHAPTER 3 - PLANNING ASSUMPTIONS

INTRODUCTION

The purpose of the Polk TPO's *Momentum 2045* 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 at a traffic analysis zone level and are used to forecast future travel patterns. The 2045 Population & Employment Forecast is included in **Technical Appendix 3-A**. **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' Future Land Use (FLU) Elements guide public policy on land use. In addition to these policy documents, attempts were made to maintain an appropriate degree of consistency between the 2045 forecasts and the 2040 forecasts prepared five years ago.

Figure 3-1: Polk County Traffic Analysis Zones



POPULATION FORECAST DEVELOPMENT

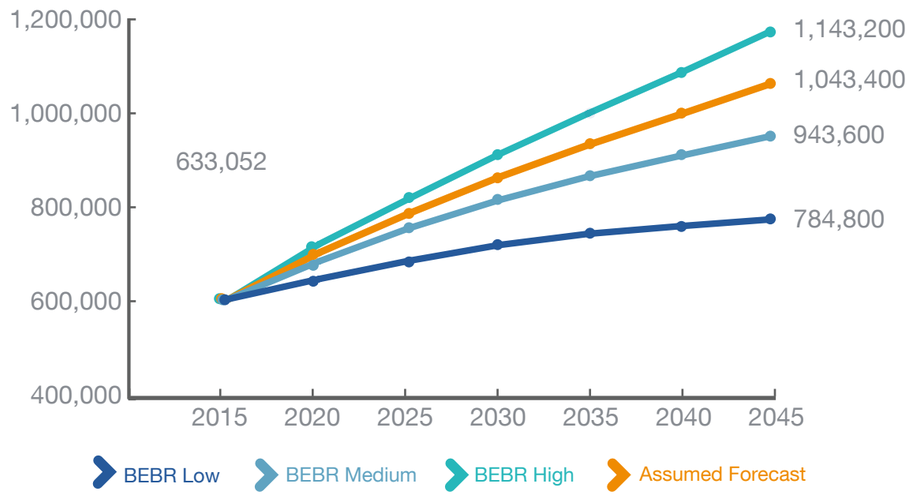
The development of control data for population was one of the first steps in the Polk TPO *2045 Population & Employment Forecast*, which is included in **Technical Appendix 3-A**. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic 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[1], the County's strategic logistics and manufacturing benefits as a gateway between the Orlando and Tampa markets, and its similar appeal to commuters, support the use of a population control total higher than the BEBR Medium forecast. The 2045 population forecast assumes a population control total based on the average of the 2018 BEBR *Florida Estimates of Population* Medium and High forecasts, resulting in a 2045 forecast of 1,043,400 persons. The relationship between the different BEBR forecasts and the selected 2045 forecast are illustrated in **Figure 3-2**.

Consistent with the input requirements of 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)."

Figure 3-2: Population Control Totals



1 The Lakeland-Winter Haven metropolitan area increased in population by 3.2%, or 22,000 people, from July 1, 2017 to July 1, 2018. Source: U.S. Census Bureau.

EMPLOYMENT FORECAST DEVELOPMENT

The data control totals for employment for each of the scenarios were developed based on a total employees/ population ratio and an assumption that unemployment will settle at a natural rate of 4 percent by 2020 and remain stable through 2045. 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

Table 3-1 presents the population and employment forecast for Polk County. It is forecasted that Polk County's 2045 total population will be 1,043,400 persons with an employment total of approximately 348,903 employees. This represents an increase in population of 410,348 persons and employment of 153,648 employees from 2015 to 2045. The forecasted population and employment for Polk County from 2015 to 2045 represents a growth of nearly 65 percent for population and almost 79 percent for employment.

2045

TOTAL POPULATION
1,043,400

TOTAL EMPLOYMENT
348,903

As summarized in Table 2-1, the employment-to-population ratio is forecasted to increase from 2015 to 2020, and then remain consistent through the forecast horizon. This initial increase and subsequent stabilization reflect an economy enjoying the accelerated growth of post-recession (2007-2008) recovery early on, and then calming to settle at a consistent employment ratio through 2045. Employment is summarized by employee type in Section C of the table.

As noted earlier in the Plan, *Momentum 2045* was primarily developed during the COVID-19 pandemic. This unprecedented event resulted in economic disruptions that impacted travel behavior, employment, and changes in commuting patterns. Although these disruptions were substantial, the 2045 forecast was developed prior to COVID-19 awareness, and despite not knowing the full impacts to Polk County, it is assumed that economic "boom" periods will balance out with "bust" periods. The forecast used for long range planning is updated every five years. The TPO will continue to assess and consider how projected travel demand may be affected following the pandemic.

Table 3-1: Countywide Population and Employment Control Totals

Table 3-1A: BEBR Data (2018)

	BEBR Forecast						Growth
	2015	2020	2025	2030	2035	2040	2045	15->45
BEBR Low	633,052	671,100	705,900	736,000	757,600	772,000	784,800	151,748
BEBR Medium	633,052	704,900	768,300	822,000	867,500	906,100	943,600	310,548
BEBR High	633,052	737,800	824,900	909,700	988,500	1,064,000	1,143,200	510,148
BEBR Average of Medium and High	633,052	721,350	796,600	865,850	928,000	985,050	1,043,400	410,348

Table 2-1B: Population Control Totals

	2015	2020	2025	2030	2035	2040	2045	15->45
Preliminary Control Totals	633,052	721,350	796,600	865,850	928,000	985,050	1,043,400	410,348
Working Control Totals	633,052	721,350	796,600	865,850	928,000	985,050	1,043,400	410,348
Population to Allocate (per time frame)	N/A	88,298	75,250	69,250	62,150	57,050	58,350	410,348

Table 2-1C: Control Totals

	2015	2020	2025	2030	2035	2040	2045	15->45
Household Population	630,019	717,894	792,783	861,702	923,554	980,331	1,038,401	408,382
SF Population Ratio	0.705	0.701	0.697	0.693	0.689	0.685	0.681	N/A
MF Population Ratio	0.295	0.299	0.303	0.307	0.311	0.315	0.319	N/A
Group Quarters Percent	0.48%	0.48%	0.48%	0.48%	0.48%	0.48%	0.48%	N/A
SF Population	444,188	503,272	552,601	597,193	636,365	671,565	707,192	263,004
MF Population	185,831	214,622	240,182	264,509	287,189	308,766	331,209	145,378
Labor Force (Resident)	277,426	316,121	349,099	379,446	406,683	431,684	457,255	179,829
Employed Labor Force	245,518	296,206	331,644	360,474	386,349	410,100	434,392	188,874
Unemployment Rate	0.06	0.04	0.04	0.04	0.04	0.04	0.04	N/A
Employees	195,255	241,212	266,375	289,532	310,314	329,391	348,903	153,648
Employee/Population Ratio	0.31	0.336	0.336	0.336	0.336	0.336	0.336	N/A
Industrial	28,117	35,217	39,690	44,009	48,099	52,044	56,174	28,057
Commercial	55,205	67,716	73,448	78,386	82,461	85,883	89,226	34,021
Service	111,933	138,279	153,236	167,137	179,754	191,464	203,503	91,570
Industrial/Employment Ratio	0.144	0.146	0.149	0.152	0.155	0.158	0.161	N/A
Commercial/Employment Ratio	0.283	0.281	0.276	0.271	0.266	0.261	0.256	N/A
Service/Employment Ratio	0.573	0.573	0.575	0.577	0.579	0.581	0.583	N/A

SCHOOL ENROLLMENT CONTROL TOTALS

Table 3-2 presents the recommended school enrollment forecasts for Polk County. It is forecasted that the 2045 Polk County kindergarten to 12th grade (K-12) school enrollment, including enrollment from both public and private schools, will be approximately 165,762 students, an increase of 57,373 students from 2015 to 2045. The recommended school enrollment forecast for Polk County from 2015 to 2045 represents a growth of around 1.8% a year. Higher education enrollment is forecast for 2045 at approximately 49,302 students. The base 2015 higher education enrollment is approximately 32,998; the resulting increase from 2015 to 2045 is approximately 16,304 students. In both K-12 and higher education forecasts, the jump in enrollment from 2015 to 2020 reflects the rapid increase in population growth resulting from in-migration. Guidance on the forecast school enrollment control totals and location of schools was provided by the Polk TPO staff and representatives of the Polk County Public Schools.

Table 3-2: School/College Enrollment Control Totals

	Students							Growth
	2015	2020	2025	2030	2035	2040	2045	15->45
Pre K to Grade 12	108,389	129,399	137,352	144,926	152,097	158,960	165,762	57,373
College/University	32,998	38,487	41,529	44,083	46,114	47,747	49,302	16,304

HOTEL/MOTEL CONTROL TOTALS

Table 3-3 summarizes the recommended hotel/motel unit forecasts for Polk County. New hotel/motel units planned for approved developments, including Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs), were added to the appropriate forecast year with direction from staff from the Polk TPO, Polk County, as well as staff from the local municipalities. It is forecasted that Polk County 2045 hotel/motel units will be approximately 12,427 units, a growth of 4,887 units.

Hotel/Motel Units							Growth
2015	2020	2025	2030	2035	2040	2045	15->45
7,540	8,592	9,488	10,313	11,053	11,732	12,427	4,887

PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2040 forecast, also strongly influenced the 2045 forecast. The county was delineated into five Planning Areas identified by the Polk TPO staff. These Planning Areas are illustrated in **Figure 3-3**. 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 2040 forecast. Attention was directed throughout the forecast to maintaining relative consistency between the allocation of growth by planning area between the 2040 and 2045 forecasts. The resulting growth forecasts by planning area are summarized in **Table 3-4** for each of the major forecast categories (single-family dwelling units, multi-family dwelling units, industrial employment, commercial employment, and service employment). The maps in **Figures 3-4 through 3-8** illustrate the the forecast data.

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: Planning Area Map

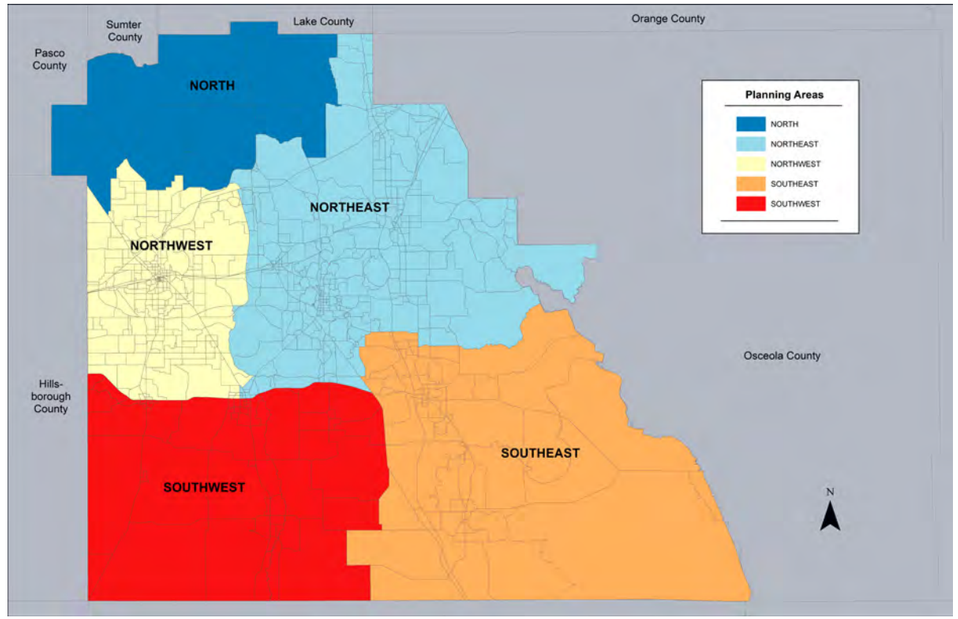


Table 3-4: Planning Allocation Summary Table

Table 3-4A: Single Family Dwelling Units

	Single Family Dwelling Units			Single Family Dwelling Units %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	1,715	3,266	1,551	1%	1%	1%
NORTHEAST	89,797	158,466	68,669	48%	53%	62%
NORTHWEST	73,782	97,113	23,331	39%	32%	21%
SOUTHEAST	15,676	24,304	8,628	8%	8%	8%
SOUTHWEST	7,997	17,139	9,142	4%	6%	8%
Countywide	***188,967***	***300,288***	***111,321***	***100%***	***100%***	***100%***

Table 3-4B: Multi-Family Dwelling Units

	Multi-Family Dwelling Units			Multi-Family Dwelling Units %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	3,206	3,322	116	3%	2%	<1%
NORTHEAST	37,013	80,399	43,386	40%	49%	61%
NORTHWEST	36,951	52,994	16,043	40%	32%	23%
SOUTHEAST	11,929	14,381	2,452	13%	9%	3%
SOUTHWEST	4,388	13,495	9,107	5%	8%	13%
Countywide	***93,487***	***164,591***	***71,104***	***100%***	***100%***	***100%***

Table 3-4C: Total Household Population

	Total Household Population			Total Household Population %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	11,984	16,287	4,303	2%	2%	1%
NORTHEAST	280,386	531,647	251,261	45%	51%	62%
NORTHWEST	249,329	335,863	86,534	40%	32%	21%
SOUTHEAST	58,683	84,325	25,642	9%	8%	6%
SOUTHWEST	29,637	70,279	40,642	5%	7%	10%
Countywide	***630,019***	***1,038,401***	***408,382***	***100%***	***100%***	***100%***

Table 3-4D: Industrial Employment

	Industrial			Industrial %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	357	357	0	1%	1%	0%
NORTHEAST	9,219	21,724	12,505	33%	39%	45%
NORTHWEST	13,207	21,775	8,568	47%	39%	31%
SOUTHEAST	1,714	3,742	2,028	6%	7%	7%
SOUTHWEST	3,620	8,576	4,956	13%	15%	18%
Countywide	***28,117***	***56,174***	***28,057***	***100%***	***100%***	***100%***

Table 3-4E: Commercial Employment

	Commercial			Commercial %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	188	241	53	<1%	<1%	<1%
NORTHEAST	19,987	35,145	15,158	36%	39%	45%
NORTHWEST	28,311	41,434	13,123	51%	46%	39%
SOUTHEAST	5,594	8,093	2,499	10%	9%	7%
SOUTHWEST	1,125	4,313	3,188	2%	5%	9%
Countywide	***55,205***	***89,226***	***34,021***	***100%***	***100%***	***100%***

Table 3-4F: Service Employment

	Service			Service %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	272	409	137	<1%	<1%	<1%
NORTHEAST	38,504	78,672	40,168	34%	39%	44%
NORTHWEST	58,703	94,342	35,639	52%	46%	39%
SOUTHEAST	7,479	12,456	4,977	7%	6%	5%
SOUTHWEST	6,975	17,624	10,649	6%	9%	12%
Countywide	***111,933***	***203,503***	***91,570***	***100%***	***100%***	***100%***

Table 3-4G: Total Employment

	Total Employees			Total Employees %		
Planning Area	2015	2045	2015->2045	2015	2045	2015->2045
NORTH	817	1,007	190	<1%	<1%	<1%
NORTHEAST	67,710	135,552	67,842	35%	39%	44%
NORTHWEST	100,221	157,544	57,323	51%	45%	37%
SOUTHEAST	14,787	24,290	9,503	8%	7%	6%
SOUTHWEST	11,720	30,510	18,790	6%	9%	12%
Countywide	***195,255***	***348,903***	***153,648***	***100%***	***100%***	***100%***

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

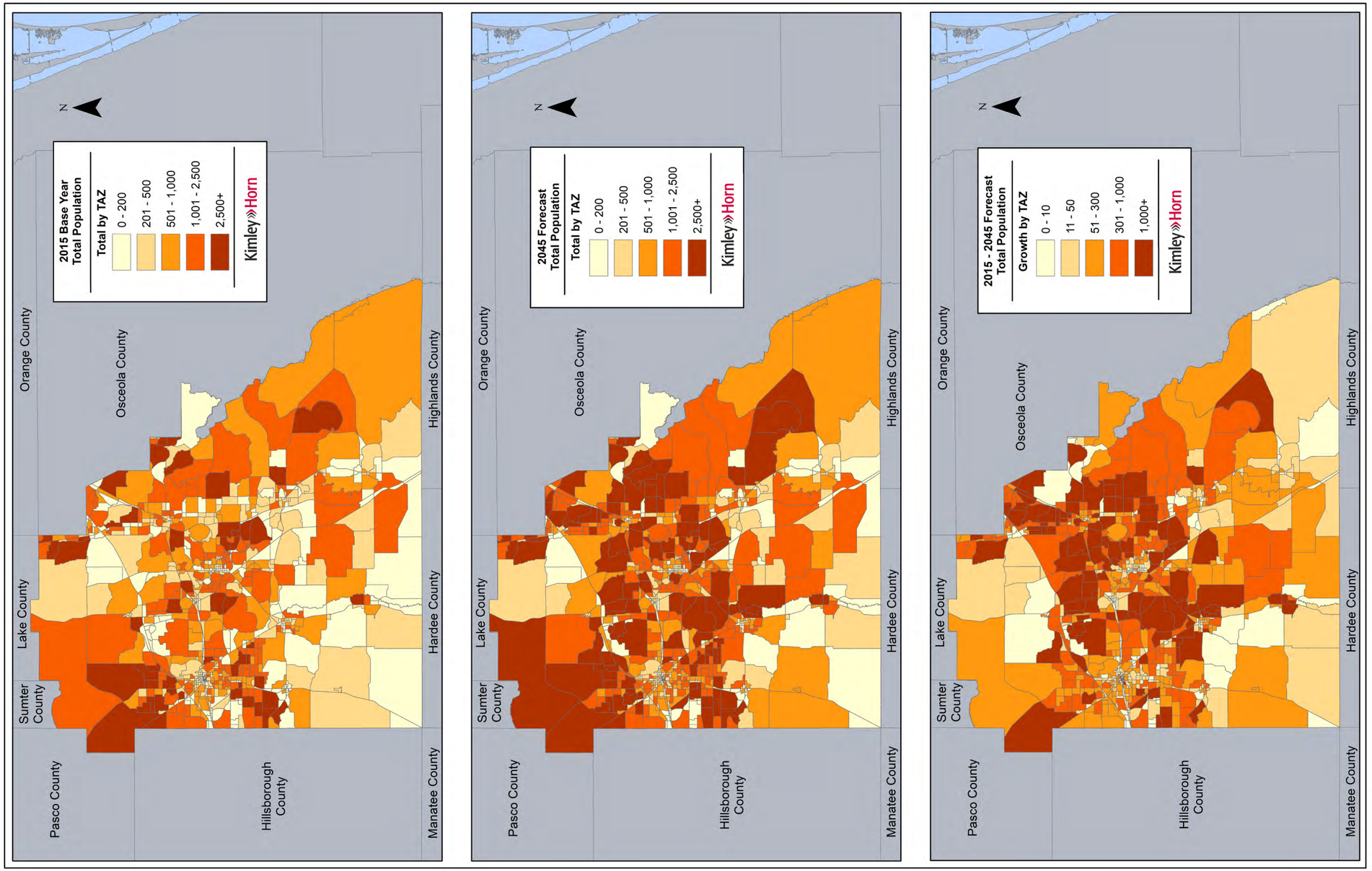


Figure 3-5: Industrial Employment Map (2015 – 2045)

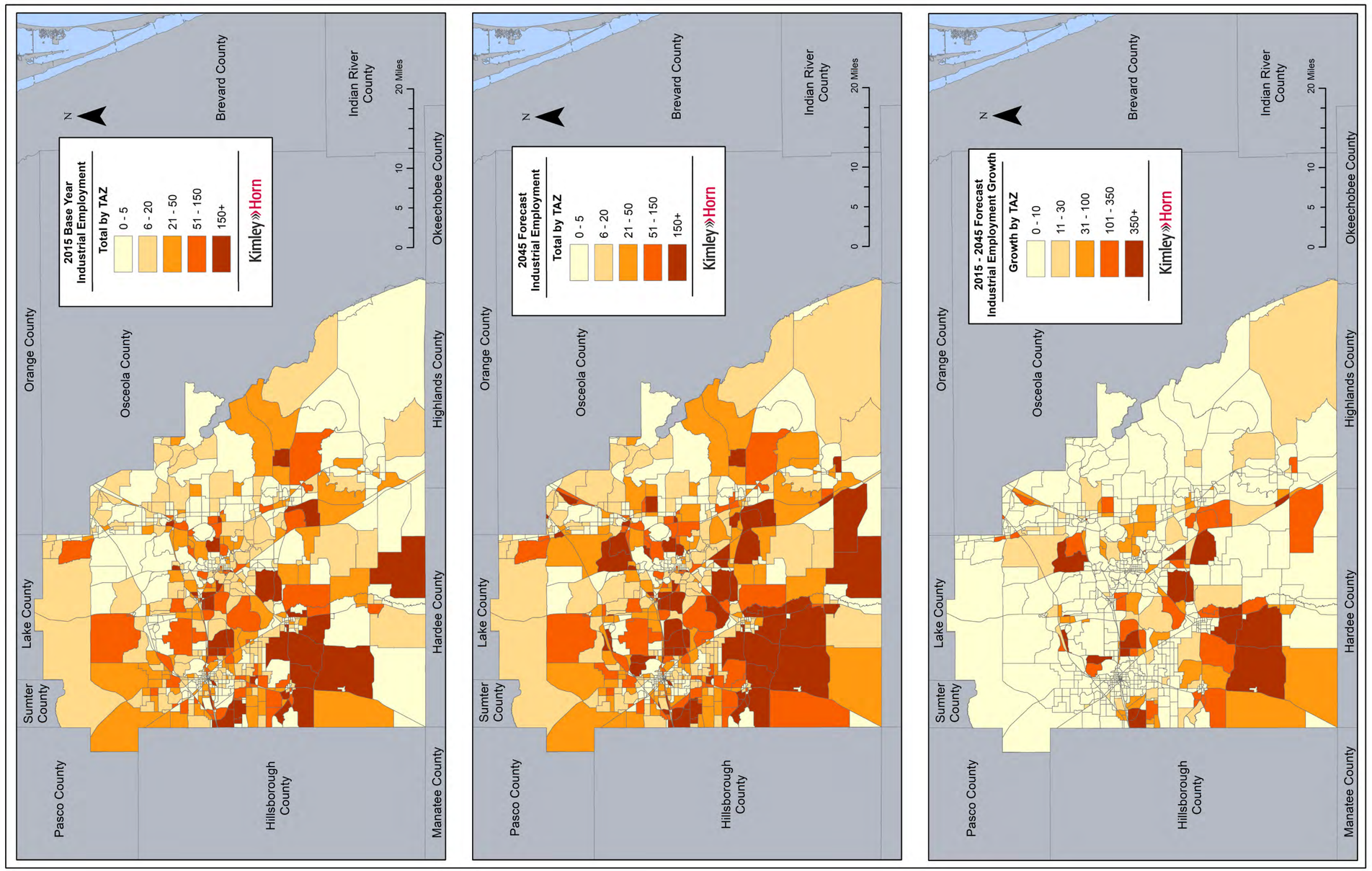


Figure 3-6: Commercial Employment Map (2015 – 2045)

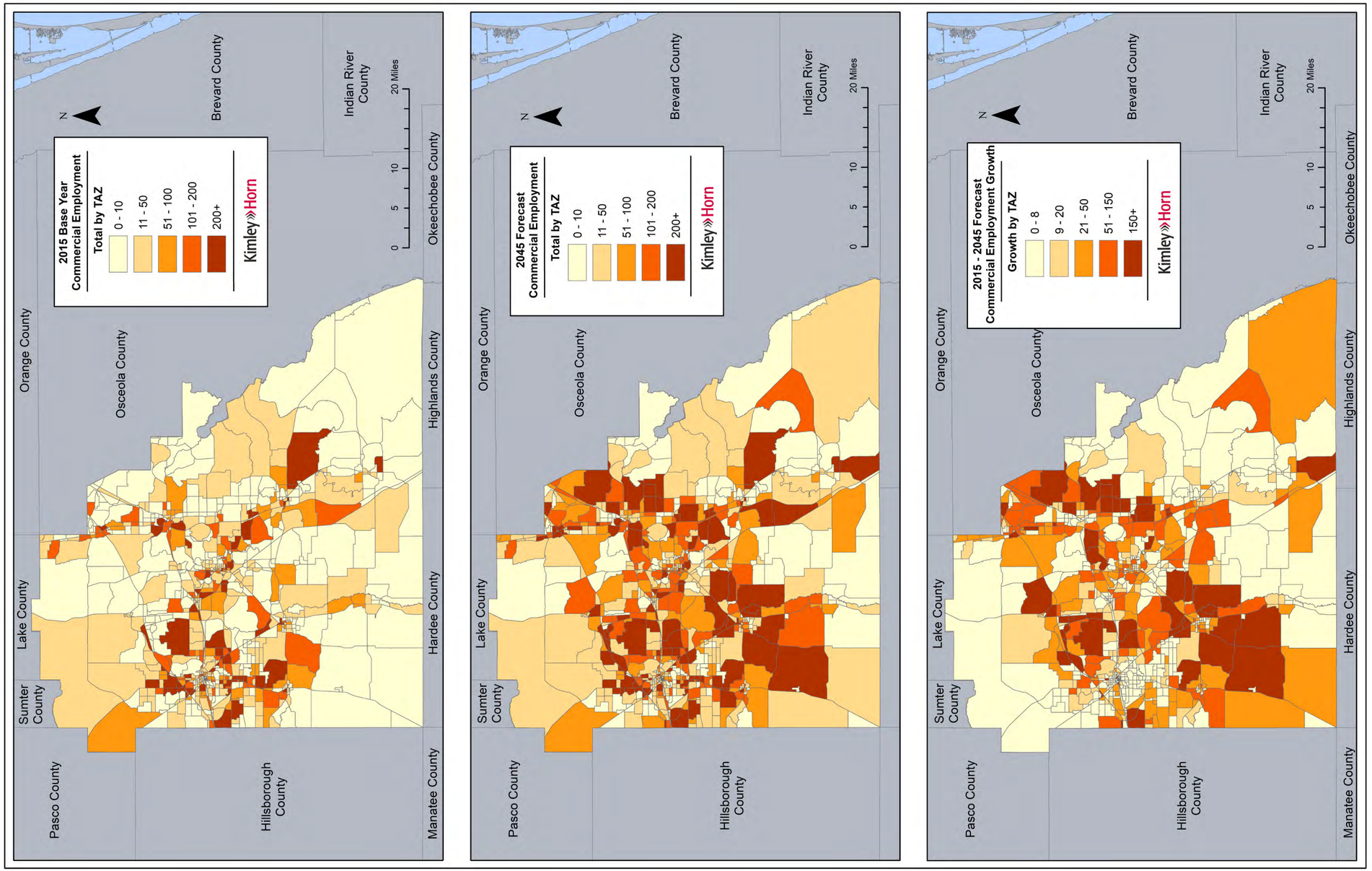


Figure 3-7: Service Employment Map (2015 – 2045)

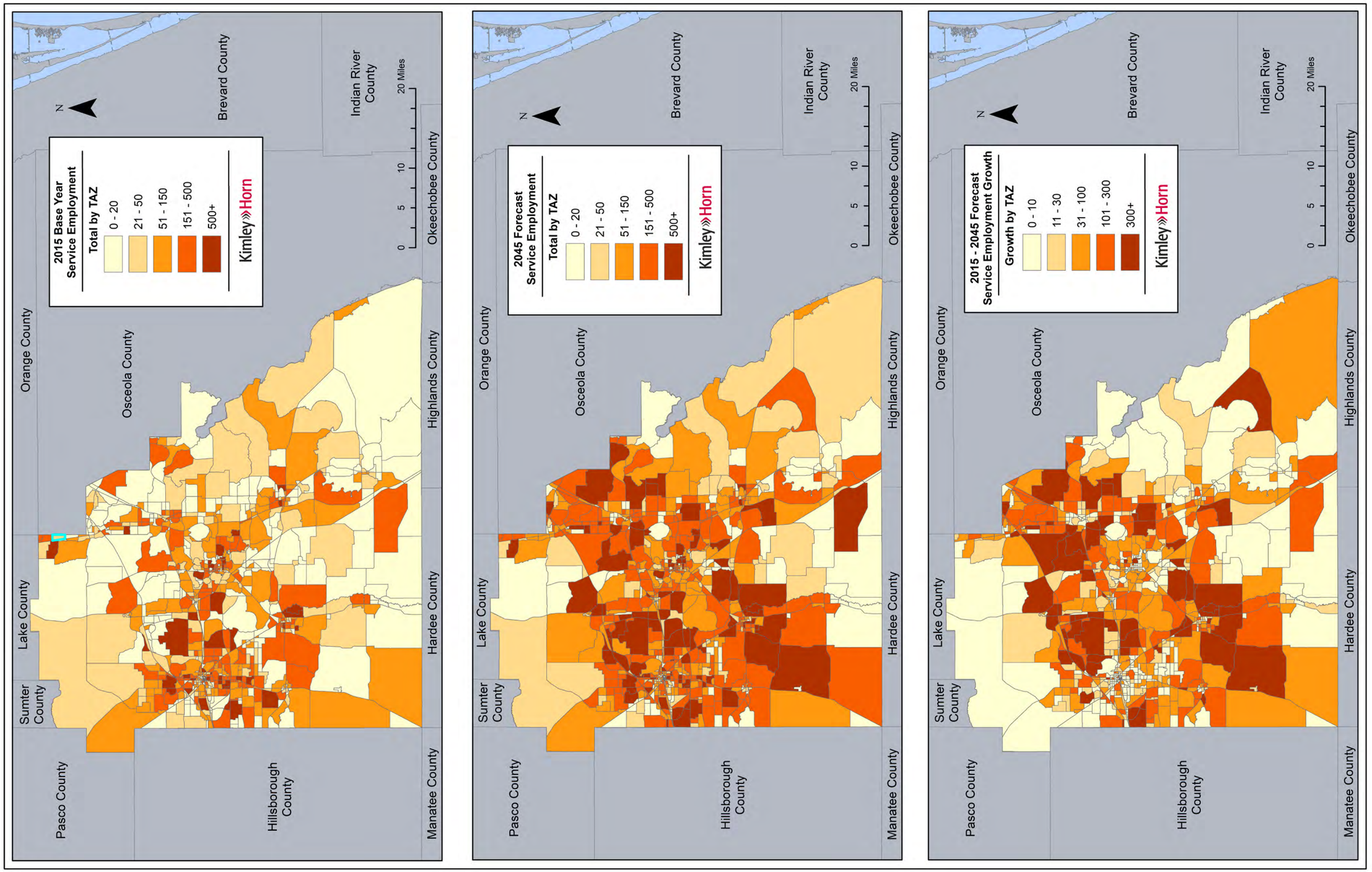
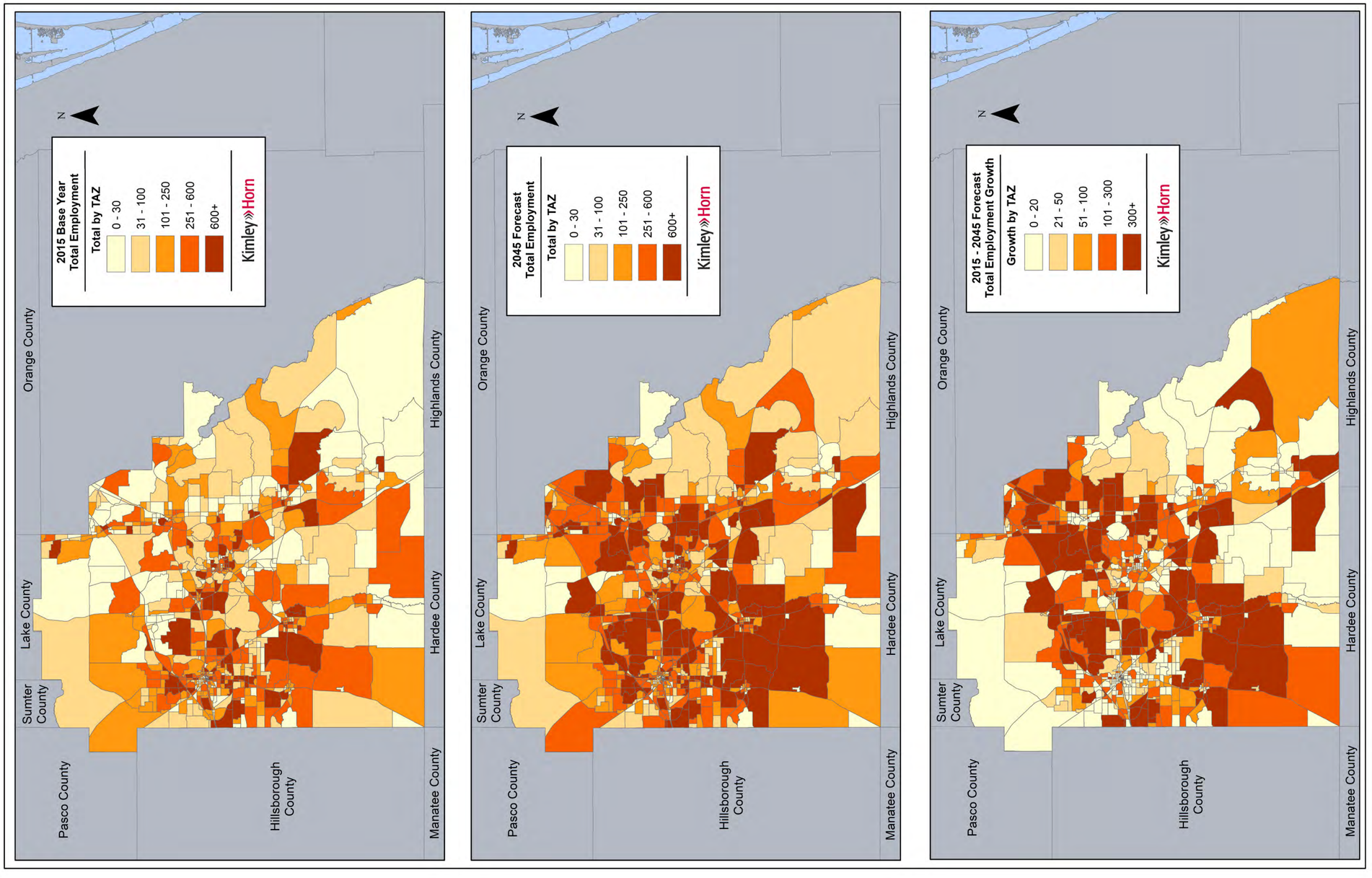


Figure 3-8: Total Employment Map (2015 – 2045)



TRAVEL AND TOURISM

Travel and tourism in Polk County have been increasing for a number of years, with each year millions of visitors exploring the county. Over 20,000 Polk County residents are employed in tourism-related jobs, and over $1.5 billion are spent by visitors to the county. Attractions such as Bok Tower Gardens in Lake Wales and Legoland in Winter Haven have continued to draw global visitors. Countywide, hosting amateur sporting events has also generated a tremendous economic impact. Continued partnerships with the Detroit Tigers and Orlando Magic also draw professional sports fans to visit Polk County.

As shown in the figures and tables above, much of the growth is projected to occur in the Northeast Planning Area. Over half the total population growth in the county and nearly half of the employment is expected to happen in the area that has been seeing a sharp increase in tourism numbers as well. Legoland, located in Winter Haven has been seeing increased attendance and has planned an expansion with several additional attractions in the coming years. Four Corners (the area that consists of northeast Polk, southeast Lake, northwest Osceola, and southeast Orange Counties) has historically catered to many travelers due to its proximity to Walt Disney World Resort and other Orlando attractions.

The TPO has been working with partners on SR 540 to improve connectivity with the Winter Haven area as well as on the US 27 corridor, serving several communities from SR 60 to Lake County. These studies and improvements seek to provide an enhanced experience for all users, including residents, employees, and tourists.

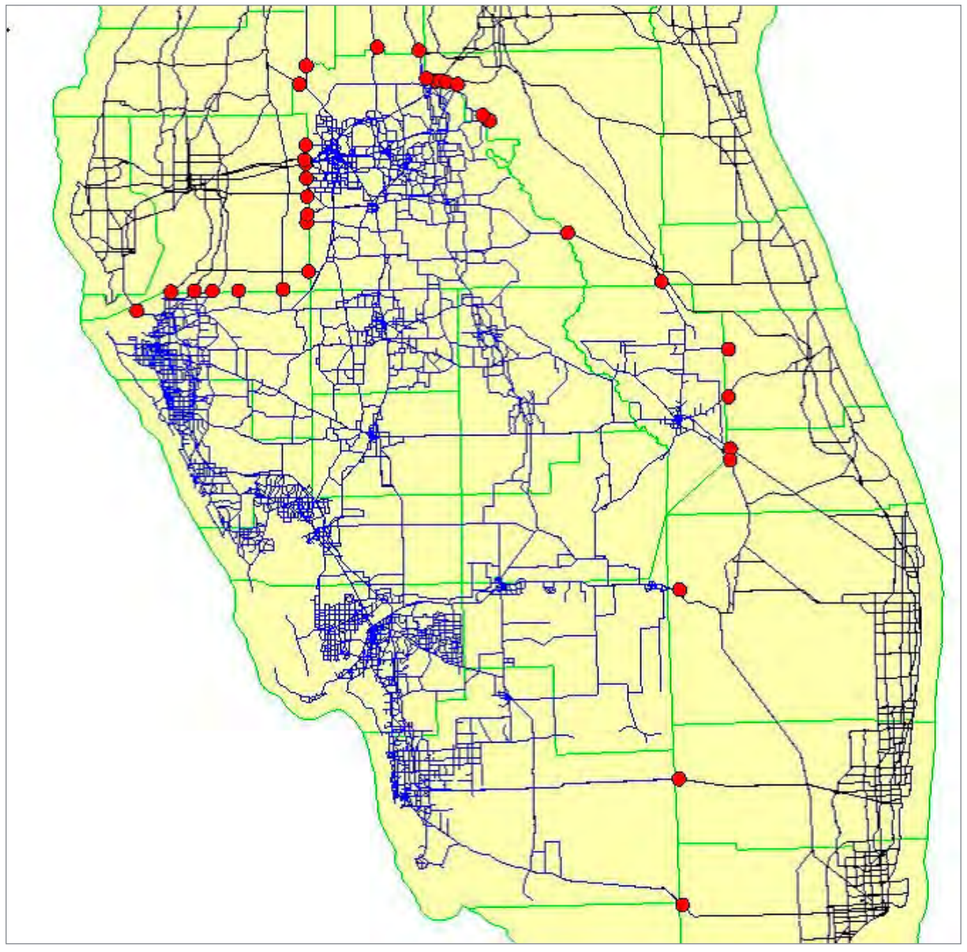
TRAVEL DEMAND MODEL

The key purpose of the forecasted population and employment data is to develop a forecast of the travel demand for the year 2045. 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 *Momentum 2045* 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. Additional information on the D1RMP is provided below or can be found in **Technical Appendices 3-B, 3-C, and 3-D**.

The District One Regional Planning Model (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 12 county area and is used to represent the travel characteristics of a population of approximately 4.1 million people. The regional planning model links (blue lines) and connection points to outside models (red dots) are shown in **Figure 3-9**. 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.

This version of the D1RPM is the first one to incorporate planning considerations for autonomous and connected vehicles. The model was developed using the FDOT document *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use (ACES) Vehicles*. The White Paper explaining the methodology is included in **Technical Appendix 3-E**. The roll-out and adoption of ACES vehicles is anticipated to have significant impact on the roadway network in terms of trip characteristics and roadway capacities, especially in more urbanized areas.

Figure 3-9: District One Regional Planning Model



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 many years, the Polk TPO has maintained strong regional alliances with their counterparts in the Tampa Bay and Orlando urbanized areas in Central and West Central Florida. The TPO has interlocal agreements with the West Central Florida Chairs Coordinating Committee (CCC) and Central Florida MPO Alliance (CFMPOA) regarding regional transportation planning and coordination. The TPO provided regular updates to these groups as the *Momentum 2045* Plan was being developed. The TPO will ensure that the regional projects contained in *Momentum 2045* are reflected in the regional transportation plan for both the CCC and CFMPOA.

Throughout the development of the FDOT District One Regional Planning Model 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.

CHAPTER 4

Transportation Plan

WINTER HAVEN CHAIN OF LAKES TRAIL MULTIMODAL TERMINAL

CHAPTER 4 - TRANSPORTATION PLAN

INTRODUCTION

An important focus of long range transportation planning includes projecting revenues reasonably expected for use in prioritizing the Needs Plan and in developing a Cost Feasible Plan. Projected revenues are a snapshot in time of the current revenue picture and anticipated trends. Another important piece of the revenue forecast is determining transportation revenues spent on capital versus operations and maintenance. Maintaining transportation infrastructure into the future will be a continuing and important focus. This chapter summarizes the following:

1. Revenues expected for transportation projects between the years 2025 to 2045 (timeframe after the completion of the current Transportation Improvement Program (TIP);
2. Roadway Cost Feasible Plan including phasing and prioritization;
3. Public Transportation Cost Feasible Plan; and
4. Bicycle and Pedestrian and Trails Cost Feasible Plan.

FINANCIAL RESOURCES: HOW WILL WE PAY FOR TRANSPORTATION?

The *Momentum 2045* plan was primarily guided by the *FDOT 2045 Revenue Forecasting Guidebook*, which is included in **Technical Appendix 4-A**. The plan assumes both a significant increase in Federal, state, and local transportation funding. The state and federal funding is projected to increase largely due to the following:

1. Polk County continuing to receive Transportation Management Area (TMA) designation, which is granted to areas with an urbanized area population over 200,000 persons. This totals about $157 million between 2025 and 2045.
2. Managed Lanes on Interstate 4 as well as improvements on SR 60 at the Osceola County Line are funded in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan (**Technical Appendix 4-B**). This represents over $4.7 billion of funding in the plan. These projects are prioritized and funded at the statewide level and the funds applied to these projects cannot be reallocated to other projects by the TPO.

Other state and federal transportation funding in the table includes:

3. Transportation Alternative Funds: The FDOT has provided estimates of funds for Transportation Alternatives, as defined by the Fixing America's Surface Transportation (FAST) Act, to assist Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. Estimates of Transportation Alternatives funds allocated for TMAs (i.e., "TALU" funds) are provided to each TMA. In addition, "TALT" (Transportation Alternative funds for any area of the state) funds are provided for FDOT District 1.
4. Transportation Regional Incentive Program (TRIP) funds are allocated to improve regionally significant transportation facilities in "regional transportation areas." FDOT will pay for fifty percent (50%) of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects.

Local/ounty funding for transportation projects is made up of local property taxes (Ad Valorem) and Transportation Impact Fees, both of which are projected to be greater in the *Momentum 2045* plan than in previous plans.

1. Ad Valorem based funding in the *Momentum 2045* is $1.5 billion while the previous plan assumed $81 million.
2. Transportation Impact Fee based funding in the *Momentum 2045* is $680 million while the previous plan assumed $168 million.

Table 4-1 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe.

The costs and revenues are provided in Year of Expenditure (YOE) dollars, which considers inflation on the current estimates.

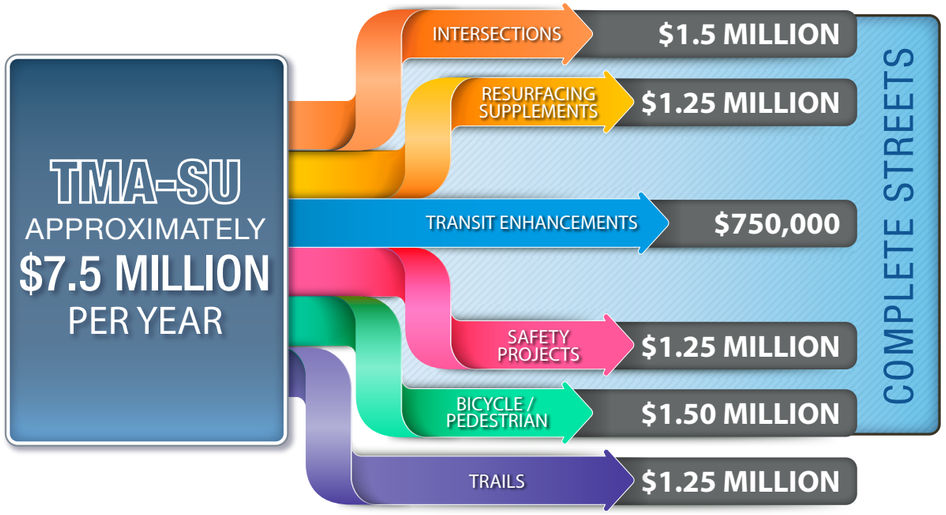
TMA-SU FUNDING

The Polk TPO has made a commitment to utilize TMA funds on a wide range of multimodal, safety, and intersection improvement projects. Figure 6 illustrates the average annual targeted funding over time for each of the program areas identified. The TMA funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process. TMA funding also supports stand-alone bicycle/pedestrian and trail projects, complete street corridor projects, transit facility enhancements, safety projects, and resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway).

Table 4-1: Total Revenue for Roadway Capital Projects (2025-2045) in Millions (Year of Expenditure)

Revenue Source	2035 Plan (2015 - 2035)	2040 Plan (2020 - 2040)	2045 Plan (2025 - 2045)
Impact Fees	$ 25.6	$ 24	$ 680.5
Local Ad Valorem (Property Tax)	$ 990.9	$ 81	$ 1,151
Other Arterials (State and Fed)	$ 395.2	$ 485	$ 951
TALU (Urban)	$ 12	$ 14	$ 12
TALT (Any Area): District 1 Funds	N/A	$ 76	$ 16
TMA Funds	N/A	$ 138	$ 157
TRIP	$ 44.4	$ 28	$ 33
Strategic Intermodal System	$ 330.7	$ 3,209	$ 4,746
Total	***$ 2,217***	***$ 4,198***	***$ 8,264***

Figure 4-1: Planning Area Map



PHASING OF PROJECTS

Roadway and Highway projects in *Momentum 2045* 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.

Figure 4-2: Phasing Tiers

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Cost Feasible Plan (2025-2035)	Cost Feasible Plan (2036-2045)	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		

- Tier 1 projects are committed improvements to be built in the next 5 years and included in the 2045 Transportation Improvement Program. (2021 – 2025)
- Tier 2 & 3 projects are part of the *Momentum 2045* Cost Feasible Plan. (2026 – 2045)
- Tier 4 represents high priority projects not currently cost feasible but could be added to the plan should funding become available in the future. These "Illustrative Projects" include the Northeast Polk Reliever, M-CORES, and completing the 4 lanes on the Polk Parkway. Both of these projects would likely be funded by future Turnpike revenues or some other source provided by the state.
- Tier 5 projects represent unfunded needs.
- Tier 6 projects represent other unfunded roadway improvements that are important to establish local connectivity or to serve existing and planned development.

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in **Figure 4-3** below. A detailed summary of the cost feasible projects is provided in Appendices B and C of this report. Appendix B presents project costs in terms of present day value (PDV) and Appendix C presents project costs in terms of the year of expenditure (YOE). The total plan includes nearly $8.2 billion of YOE roadway costs. The total unfunded needs include nearly $1.1 billion of roadway improvements in present day 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).

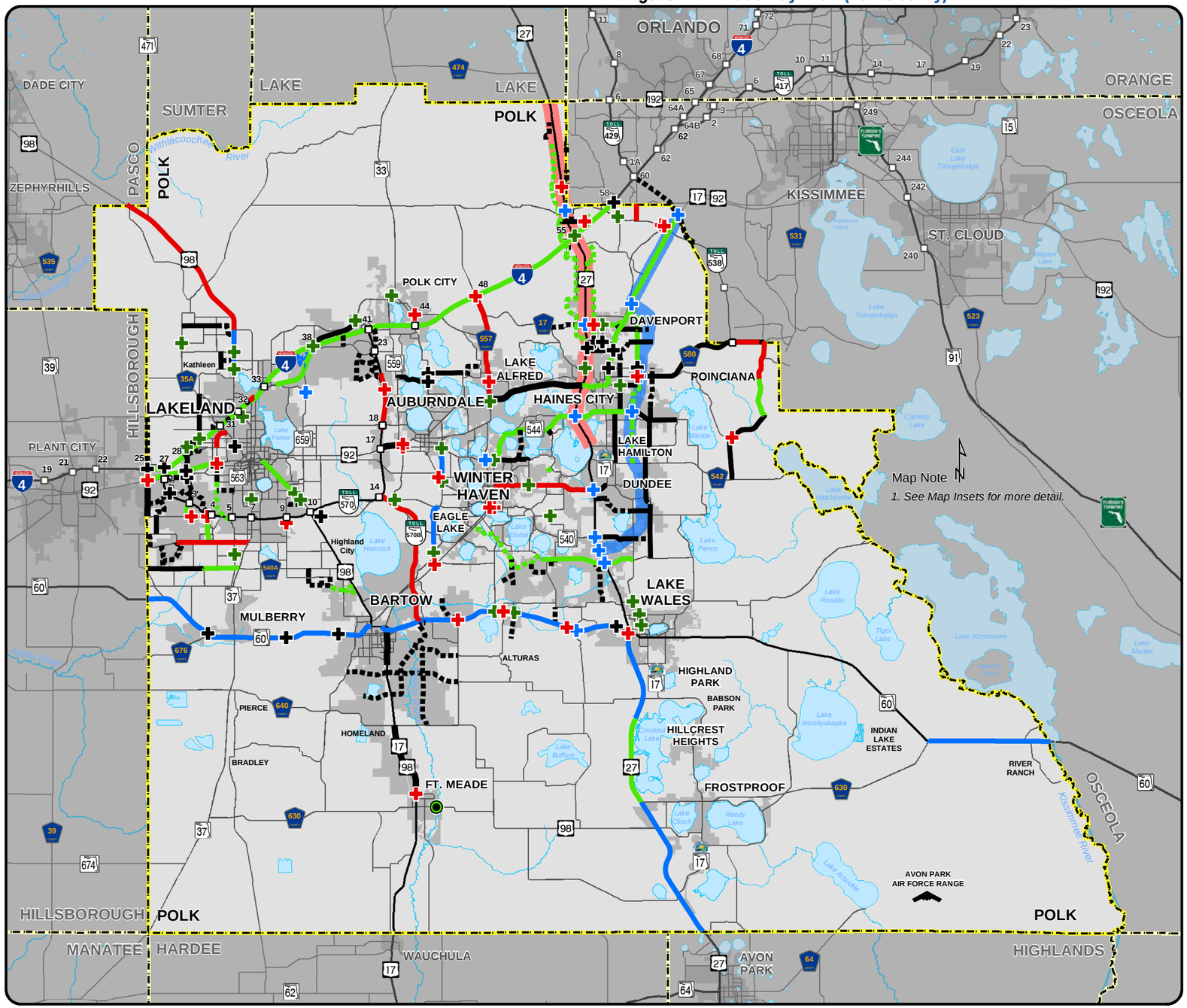
The following maps display the roadway projects by phase described above. The maps include the projects for the full County (**Figure 4-4**), as well as additional detail for the Lakeland Urbanized Area (**Figure 4-5**), Winter Haven Urbanized Areas (**Figure 4-6**), and Northeast Polk County (**Figure 4-7**).

Figure 4-3: Prioritization Criteria

FATAL FLAW	No projects were selected for inclusion in the plan if they included significant adverse impacts to the environment or communities they pass through.
PIPELINE PROJECT	Projects which have already been partially funded (preliminary planning, design, or right-of-way) received a higher priority for selection.
FUTURE CONGESTION	Projects on corridors forecasted to be congested in the future or to relieve congestion on adjacent corridors.
REGIONAL FREIGHT	Projects on designated primary freight corridors.
PROVIDES CONNECTIVITY	Projects that significantly improve connectivity, especially between major roadways and/or activity centers.
ECONOMIC DEVELOPMENT	Projects that enhance economic development potential, especially for freight and goods movement.
PUBLIC SUPPORT	Projects with public support.
HIGH CRASHES	Projects on corridors with higher than average crashes.

POTENTIAL 2045 COST FEASIBLE PLAN PROJECTS

Figure 4-4: Roadway Plan (Full County)



MOMENTUM 2045

2045 Cost-Feasible Highway Network

Legend

Tier I - Committed Highway Network 2019 - 2024

- Committed/Under Construction - Highways
- Committed/Under Construction - Intersection/Interchanges

Tier II + III - Cost-Feasible Highways 2025 - 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement
- Bridge Reconstruction
- US 27 Capacity Improvements TBD

Tier IV - Illustrative Projects or Partially Funded through 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement
- US 27 Improvement Alt (Alignment TBD)

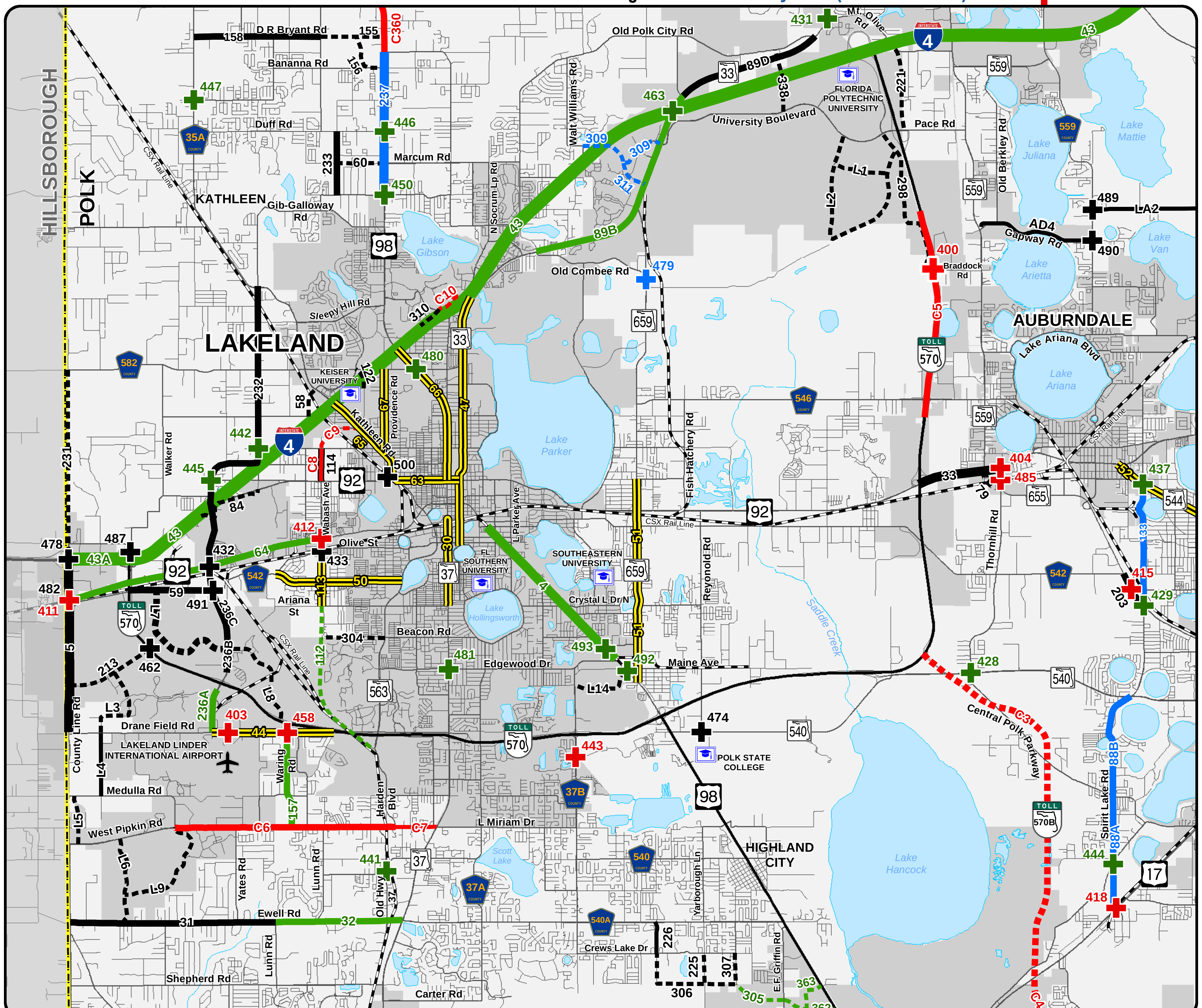
Tier V - Unfunded Needs 2025 - 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement

Polk Transportation Planning Organization

AMENDED
December 9, 2021

Figure 4-5: Roadway Plan (Lakeland Area)



MOMENTUM 2045

2045 Cost-Feasible Highway Network Lakeland Area

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening		New Roads	
(solid red line)	2 to 3/4 Lanes	(dashed red line)	2 Lanes
(thick solid red line)	4 to 6 Lanes	(thick dashed red line)	4 Lanes
(red cross)	Intersection/Interchange Improvement		

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening		New Roads	
(solid green line)	2 to 4 Lanes	(dashed green line)	2 Lanes
(thicker solid green line)	4 to 6 Lanes	(thick dashed green line)	6 Lanes
(thickest solid green line)	6 to 10 Lanes	(yellow and black line)	Complete Street Corridor
(green cross)	Intersection/Interchange Improvement		

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening		New Roads	
(solid blue line)	2 to 4 Lanes	(dashed blue line)	2 Lanes
(thick solid blue line)	4 to 6 Lanes		
(blue cross)	Intersection/Interchange Improvement		

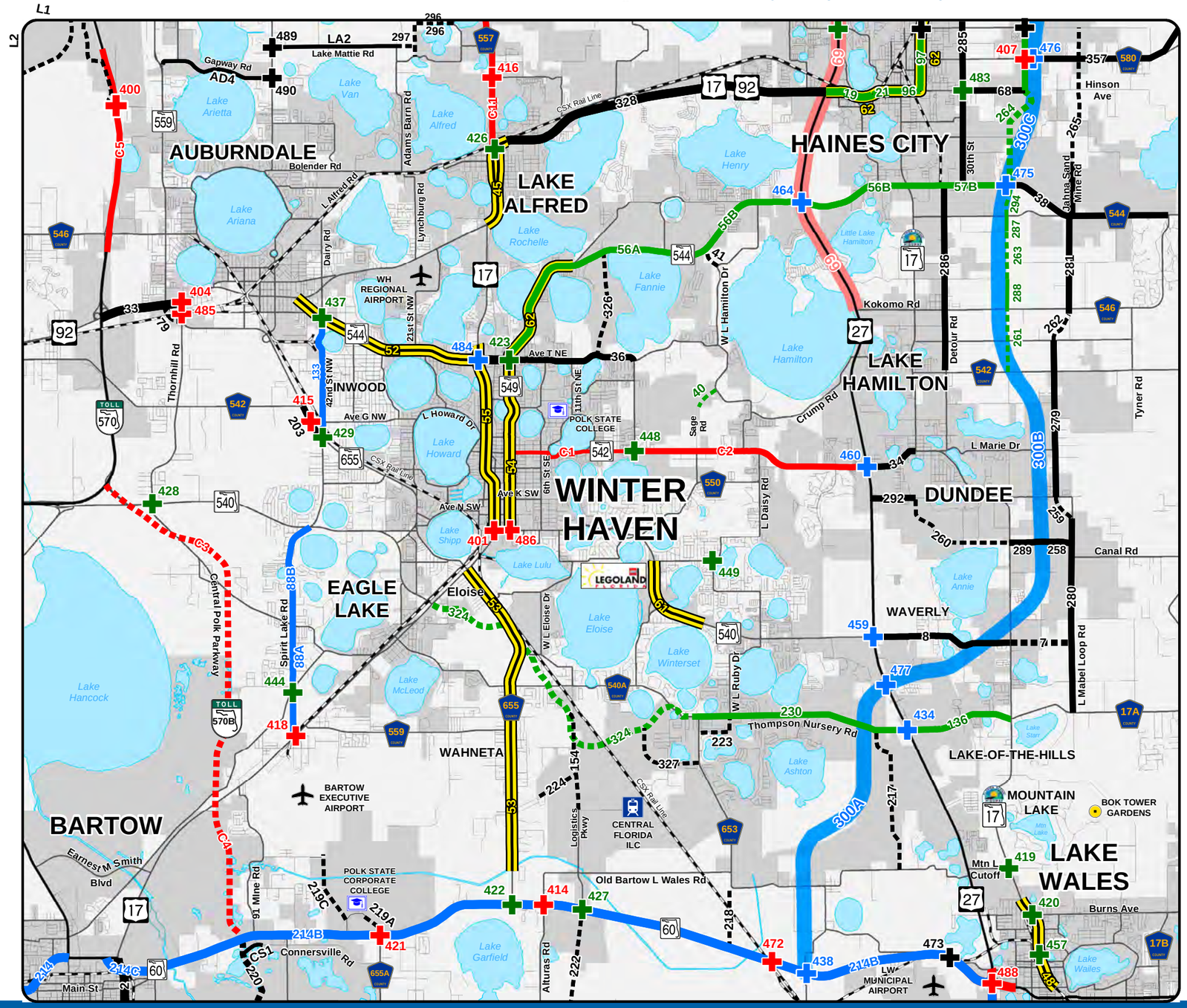
Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening		New Roads	
(solid black line)	2 to 3/4 Lanes	(dashed black line)	2 Lanes
(thick solid black line)	4 to 6 Lanes	(thick dashed black line)	4 Lanes
(black cross)	Intersection/Interchange Improvement		

Polk Transportation Planning Organization

AMENDED
December 9, 2021

Figure 4-6: Roadway Plan (Winter Haven)



Draft 2045 Cost-Feasible Highway Network Winter Haven Area

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes

Intersection/Interchange Improvement

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	Complete Street Corridor

Intersection/Interchange Improvement

US 27 Capacity Improvements TBD

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	US 27 Improvement Alt (Alignment TBD)

Intersection/Interchange Improvement

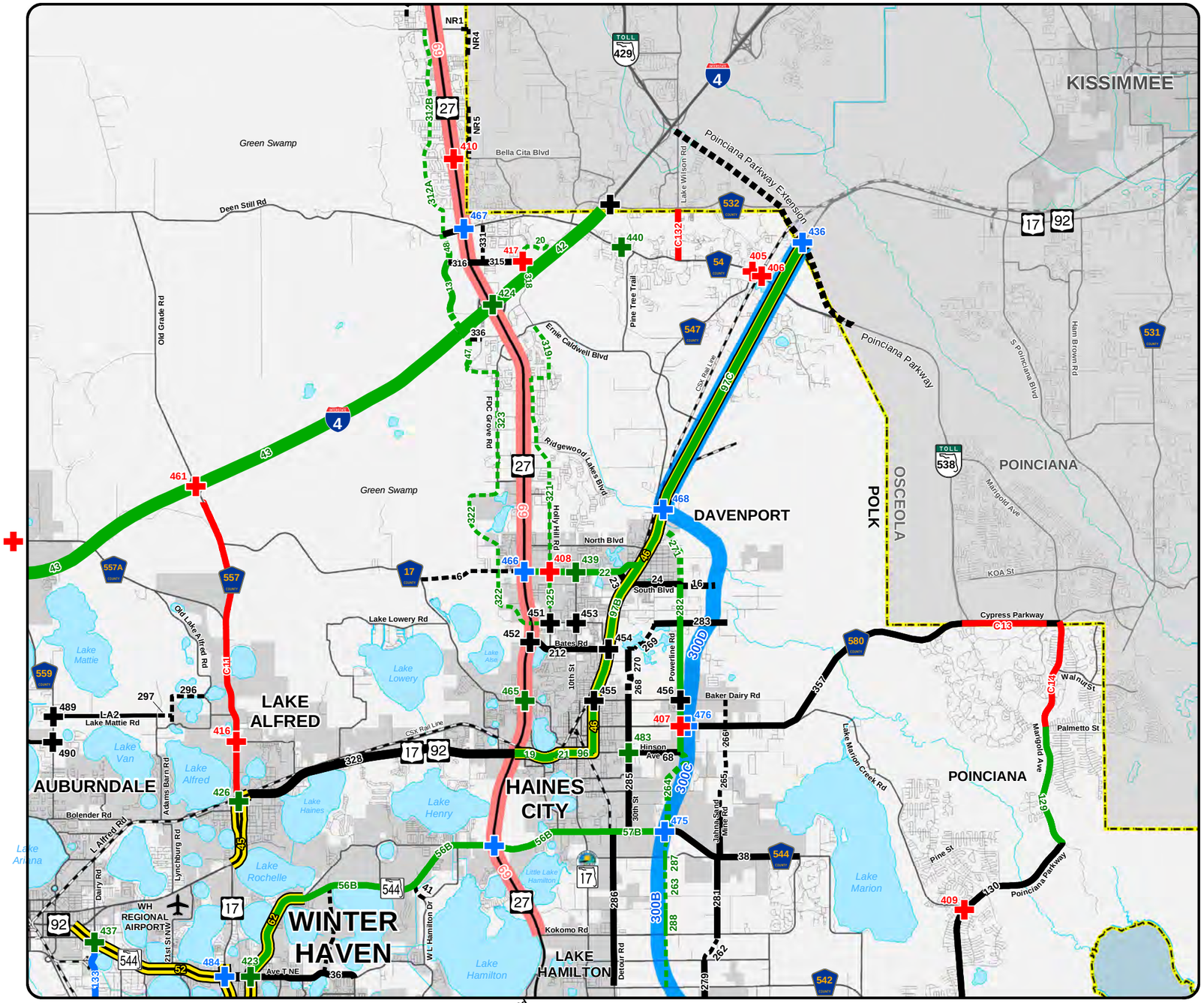
Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes

Intersection/Interchange Improvement

Polk Transportation Planning Organization

Figure 4-7: Roadway Plan (Northeast Polk County)



Draft 2045 Cost-Feasible Highway Network Northeast Polk County

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	Complete Street Corridor
Intersection/Interchange Improvement	
US 27 Capacity Improvements (TBD)	

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	US 27 Improvement Alt (Alignment TBD)
Intersection/Interchange Improvement	

Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

Polk Transportation Planning Organization

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 **Technical Appendix 4-C**. 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 updates to the TIP go through a formal process which includes a public hearing for major changes.

Revenue sources for TIP projects are summarized listed in **Table 4-2**.

The current TIP includes several projects which are scheduled to be at least partially-funded as listed in **Tables 4-3** and **4-4**. As some of the projects included in the TIP are partially funded, they may appear in other tables as well as part of the *Momentum 2045* needs assessment. It should be noted that the TIP five-year program includes costs as year of expenditure (YOE), which are considered equivalent to present day value (PDV).

Table 4-2: TIP FY 2020/21 - 2024/25 Revenues by Type

Revenue Type	All Years
Federal	$125,645,057
State	$2,230,915,207
Local	$163,622,831
Amendment 10/15/2020	(State) $82,900
Amendment 12/20/2020	(Federal) $176,003 (State) $22,000 (Local) $22,001
TOTAL	***$ 2,520,485,999***

Table 4-3: TIP FY 2020/21 - 2024/25 Capacity Projects

Project	From	To	Miles	Improvement Type	PDV Total
US-98	EDGEWOOD DR	E MAIN ST	2.97	4D-6D	$15,473,123
I-4	@ CSX RR		0.00	BRIDGE	$36,506,776
US 27	HIGHLANDS C/L	CR 630A	8.61	4D – 6D	$15,732,018
US 27	CR 630A	PRESIDENTS DR	4.92	4D - 6D	$88,004,193
US 27	@ SR 60		0.89	INTERSECTION/INTERCHANGE	$73,440,677
I-4	@ SR 33		1.94	INTERSECTION/INTERCHANGE	$97,278,141
I-4	@ SR 33		0.65	INTERSECTION/INTERCHANGE	$16,036,245
SR 33	OLD COMBEE RD	S OF FIRSTPARK BLVD S	2.53	2U - 4D	$648,616
US-92	COUNTY LINE RD	WABASH AVE	4.13	2U - 4D	$27,207,333
US-92	RECKER HWY	KELLY LN	0.22	INTERSECTION/INTERCHANGE	$1,040,071
SR 555	S OF SPIRIT LAKE	N OF SPIRIT LAKE	1.10	INTERSECTION/INTERCHANGE	$10,720,859
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	LUCERNE LOOP RD	0.08	2U - 4D	$5,864,999
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	0.08	2U - 4D	$7,015,000
SR 600 (US-92)	@ SR 559 (MAIN ST)		0.27	INTERSECTION/INTERCHANGE	$458,259
SR 600 (US 92)	COUNTY LINE RD	WABASH AVE	4.13	2U - 4D	$27,207,333
SR 600 (US 17/92) HINSON AVE	SR 17 (10TH ST)	17TH ST	0.31	2U - 4D	$1,375,000
SR 559	@557A/CAMP GILEAD DR		0.34	INTERSECTION/INTERCHANGE	$2,765,966
SR 33	VICTORIA BLVD	N FLORIDA AVE	0.50	INTERSECTION/INTERCHANGE	$518,215
SR 540	US-17 (SR 35)	E OF 1ST ST	0.46	INTERSECTION/INTERCHANGE	$3,711,298
SR 572 (DRANE FIELD RD)	@ DON EMERSON DR		0.36	ROUNDABOUT	$1,779,000
SR 572 (DRANE FIELD RD)	@ WARING RD		0.30	ROUNDABOUT	$3,702,888
SR 700 (US 98) PEACE RIVER-FT MEADE	@ BR #0064 (JOHN SINGLETARY BR)		0.51	BRIDGE	$2,299,116
COUNTY LINE RD OVER PEACE RIVER	@BR #160101		0.58	BRIDGE	$6,603,319
POLK PKWY	MP 18	MP 22	3.95	2D - 4D	$72,788,248
CENTRAL POLK PKWY	POLK PKWY (SR 570)	US-17	6.00	00 - 4D	$300,734,654
CENTRAL POLK PKWY	US-17	SR 60	3.00	00 - 4D	$138,267,653
CR 557	US 17 (SR 92)	I-4	6.24	2U – 4D	$76,000,000
SR 563	@ PEAR ST/PARKER ST		0.10	INTERSECTION/INTERCHANGE	$219,927
US 98	WEST SOCRUM LOOP RD.	CR54	9.90	2U – 4D	$124,525,000

Table 4-4: TIP FY 2020/21 - 2024/25 Bicycle, Pedestrian, and Trail Projects

Project	From	To	Miles	Improvement Type	PDV Total
12TH ST	MELBOURNE AVE	SMITH RD	1.26	SIDEWALK	$1,161,505
AVE K NE COMPLETE STREETS	E LAKE SILVER DR	E LAKE MARTHA DR	0.04	SIDEWALK	$793,000
BOONE MIDDLE SCHOOL			0.10	SIDEWALK	$831,108
BROADWAY BLVD TRAIL (SR 559)	LAKESHORE DR	COMMONWEALTH AVE (SR 33)		TRAIL	$1,505,668
CHASE ST TRAIL	STRAIN BLVD	W OF VETERANS AVE	0.09	TRAIL	$652,000
COMBEE ACADEMY			1.01	SIDEWALK	$97,358
CRYSTAL LAKE ELEMENTARY				SIDEWALK	$559,697
DAVENPORT COMPLETE ST PHASE I AND PHASE II				SIDEWALK	$1,266,877
EDGEWOOD DR N	US-98	9TH ST NE		SIDEWALK	$1,509,164
FORT FRASER TRAIL EXT	SR 540 (WINTER LAKE RD)	SR 659 (COMBEE RD)	0.94	TRAIL	$2,000,000
HAINES CITY TRAIL PH 2	GRACE AVE	CR 544 & RIDGE SCENIC		TRAIL	$2,000,000
INWOOD ELEMENTARY				SIDEWALK	$481,150
JOSEPHINE ST	CETRAL AVE	WESTGATE-CENTRAL TRL	0.10	SIDEWALK	$432,001
LAKE HOWARD DR	AVE D SW	15TH ST SW	0.01	TRAIL	$583,525
MAINE AVE	COMBEE RD	PARK ST	0.12	SIDEWALK	$1,357,843
	IOWA RD	WANDA WAY			
N CRYSTAL LAKE DR	WILLOW POINT DR	LONGFELLOW BLVD	0.28	SIDEWALK	$306,000
SIXTH ST SW	S OF AVE G SW	US 17 (SR 555)	0.20	SIDEWALK	$116,000
SR 17(SCENIC HWY)	E CENTRAL PARK	LAKE MARIE PARK	1.08	SIDEWALK	$846,696
SR 37	CARTER RD	FITZGERALD RD	2.00	SIDEWALK	$2,736,794
SR 544	42ND ST NW	26TH ST NW	1.12	SIDEWALK	$256,000
SR 549 (FIRST ST)	CENTRAL AVE	AVE O	1.04	SIDEWALK	$5,926,989
TENOROC TRL SGMT 1	LAKE CRAGO DR	SR 33 @ OLD COMBEE RD		TRAIL	$1,259,579
THREE PARKS TRAIL W	CLEVELAND HEIGHTS BLVD	WESTOVER ST	0.03	TRAIL	$349,400
US-17 (SR 555)	SR 544 (HAVENDALE)	BRIGHAM RD	1.43	SIDEWALK	$1,864,145
US-17/92	S OF HINSON AVE	JOHNSON AVE	0.50	SIDEWALK	$1,363,928
US 98 PED PLAZA	N FL AVE AT 4TH ST	W 5TH ST	0.91	SAFETY	$528,596
WABASH AVE	ARIANA ST	HICKORY ST	1.30	TRAIL	$2,508,000

Tables 4-5 through 4-8 list the projects by tier, corresponding to the previous maps. Additional project details are included in **Appendix C** and **Appendix D**.

Table 4-5: Cost Feasible Projects - Tier 2 (2026 – 2035) and Tier 3 (2036 – 2045) (Funded through construction)

Project Number	Project	From Street	To Street	Miles	Improvement Type
89B	SR 33	OLD COMBEE ROAD	FIRST PARK/UNIVERSITY BLVD	3.75	Widen to 4 Lanes
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	Widen to 4 Lanes
96	US 17/92 (HINSON AVE)	SR 17 (10TH ST)	17TH ST	0.32	Widen to 4 Lanes
64	US 92 (NEW TAMPA HWY)	HILLSBOROUGH CO/L	WABASH AVE	4.26	Widen to 4 Lanes
56A	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING JR BLVD	LUCERNE LOOP RD	3.60	Widen to 4 Lanes
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	4.45	Widen to 4 Lanes
	SR 700 (US 98)	PEACE RIVER-FT MEADE AT BR #0064 (JOHN SINGLETARY BR)	-	-	Bridge
4	US 98 (BARTOW RD)*	N OF EDGEWOOD DR	MAIN STREET	2.93	Operations
	** US 98/Bartow Road, Edgewood Drive to Main Street – Widen 4L to 6L (Edgewood to Sylvester), Transportation Systems Management & Operational Improvements (Sylvester to Main)*				
32	EWELL RD	LUNN RD	SR 37	2.02	Widen to 4 Lanes
323	FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	New 2 Lanes
321	HOLLY HILL RD	CR 547 (BAY ST)	RIDGEWOOD LAKES BLVD.	2.56	New 2 Lanes
98B	SR 25 (US 27)	CR 630A	PRESIDENTS DRIVE	5.04	Widen to 6 Lanes
42	I-4	WEST OF US 27	OSCEOLA CO/L	3.65	Widen to 10 Lanes (Express Lanes)
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	New 2 Lanes
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	New 2 Lanes
325	HOLLY HILL RD	PATTERSON ROAD	CR 547 (BAY ST)	1.37	New 2 Lanes
230	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.40	Widen to 4 Lanes
324	THOMPSON NURSERY ROAD EXTENSION	US 17	CR 653	5.83	New 4 Lanes
97B	US 17/92	HINSON AVENUE	NORTHEAST POLK RELIEVER	5.00	Widen to 4 Lanes
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	Widen to 6 Lanes
13	US-27 BACKAGE ROAD (WEST)	-	-	1.01	Widen to 4 Lanes
261	POWERLINE ROAD	CR 542	CR 546	1.01	New 2 Lanes
287	BANNON LOOP ROAD (UNPAVED ROAD)	HUGES ROAD EXTENSION	BANNON ISLAND ROAD	0.25	Improved 2/4 Lanes
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	Widen to 4 Lanes
57B	CR 544	SR 17	NORTHEAST POLK RELIEVER	1.54	Widen to 4 Lanes
22	CR 547	US 27	US 17/92/CSX LINE	2.28	Widen to 4 Lanes
305	CREWS LAKE ROAD/E.F. GRIFFIN ROAD CONNECTOR	CREWS LAKE ROAD	E.F. GRIFFIN ROAD	0.83	New 2 Lanes
20	DUNSON RD EXTENSION	DUNSON ROAD TERMINUS EAST	MEADOWS BLVD TERMINUS WEST	0.78	New 2 Lanes
322	FDC GROVE ROAD	US 27	MASSEE RD	2.13	New 2 Lanes
318	GRANDVIEW PARKWAY EXTENSION	GRANDVIEW PARKWAY DEAD END	DUNSON ROAD	0.50	New 4 Lanes

Table 4-5 (Continued): Cost Feasible Projects - Tier 2 (2026 – 2035) and Tier 3 (2036 – 2045) (Funded through construction)

Project Number	Project	From Street	To Street	Miles	Improvement Type
317	HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	New 2 Lanes
288	HUGHES ROAD (UNPVED GROVE ROAD)	HUGHES ROAD E-W	CR 546	0.49	Improved 2/4 Lanes
263	HUGHES ROAD EXTENSION	EXISTING HUGHES ROAD	BANNON LOOP ROAD	0.76	New 2 Lanes
43	I-4	SR 570	WEST OF US 27	27.32	Widen to 10 Lanes (Express Lanes)
43A	I-4	COUNTY LINE RD	SR 570 / POLK PARKWAY	0.98	Widen to 10 Lanes (Express Lanes)
47	I-4 CROSSOVER RD	FDC GROVE RD	NW ACCESS ROAD	1.11	New 4 Lanes
129	MARIGOLD AVENUE	POINCIANA PARKWAY	COYOTE RD	2.37	Widen to 4 Lanes
362	NEW E_W ROAD	E.F. GRIFFIN ROAD	US 98	0.86	New 2 Lanes
363	NEW SILVER DEVELOPMENT ROAD	NEW E-W ROAD	US 98	0.57	New 2 Lanes
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	New 2 Lanes
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	New 2 Lanes
282	POWERLINE ROAD	CR 580-JOHNSON AVENUE	SOUTH BOULEVARD	2.74	Widen to 4 Lanes
295	POWERLINE ROAD	HINSON AVENUE E	CR 580-JOHNSON AVENUE	0.50	Widen to 4 Lanes
264	POWERLINE ROAD EXTENSION	CR 544	HINSON AVENUE E	1.73	New 4 Lanes
271	POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	1.31	New 4 Lanes
294	POWERLINE ROAD EXTENSION	BANNON ISLAND ROAD	CR 544	0.51	New 2 Lanes
40	SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	New 2 Lanes
236A	SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	Widen to 4 Lanes
97C	US 17/92	NORTHEAST POLK RELIEVER	OSCEOLA CO/L	5.80	Widen to 6 Lanes
157	WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	Widen to 4 Lanes
48	I-4 CROSSOVER RD	WAVERLY BARN RD	DEEN STILL RD	0.57	New 4 Lanes
	I-4 AT SR 33	-	-	-	Intersection Improvements
	I-4 AT US 27	-	-	-	Intersection Improvements
	SR 33 (FROM VICTORIA BLVD TO N FLORIDA AVE)	-	-	-	Intersection Improvements
	SR 572 (DRANE FIELD RD) AT WARING RD	-	-	-	Intersection Improvements
	SR 572 (DRANE FIELD RD) AT DON EMERSON DR	-	-	-	Intersection Improvements
	SR 60 AT RIFLE RANGE RD	-	-	-	Intersection Improvements

Table 4-6: Illustrative Projects - Tier 4

Project Number	On Street	From Street	To Street	Miles	Improvement Type
3	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	1.57	Widen to 6 Lanes
133	SPIRIT LAKE RD/42ND ST NW	SR 655 (RECKER HIGHWAY)	SR 544	1.96	Widen to 4 Lanes
214	SR 60	MAIN STREET W	BROADWAY AVE N	0.86	Widen to 6 Lanes
237	US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	Widen to 6 Lanes
309	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	1.57	New 2 Lanes
311	BRIDGEWATER SOUTH CONNECTOR	BRIDGEWATER CONNECTOR	SR 33	0.52	New 2 Lanes
360	US 98	N OF WEST SOCRUM LOOP ROAD	SR 471	8.40	Widen to 4 Lanes
214A	SR 60	HILLSBOROUGH CO/L	CR 555/AGRICOLA RD	13.24	Widen to 6 Lanes
214B	SR 60	FLAMINGO DRIVE	US 27	14.04	Widen to 6 Lanes
214C	SR 60	SR 60 (VAN FLEET DRIVE E)	FLAMINGO DRIVE	0.92	Widen to 6 Lanes
300A	NORTHEAST POLK RELIEVER	SR 60	US 27	5.22	New 6 Lanes Freeway
300B	NORTHEAST POLK RELIEVER	US 27	CR 544	9.69	New 6 Lanes Freeway
300C	NORTHEAST POLK RELIEVER	CR 544	CR 580	2.11	New 6 Lanes Freeway
300D	NORTHEAST POLK RELIEVER	CR 580	US 17/92	4.87	New 6 Lanes Freeway
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	Widen to 4 Lanes
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	Widen to 4 Lanes
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	Widen to 4 Lanes
93B	SR 60	GRAPE HAMMOCK ROAD	OSCEOLA CO/L	1.59	Widen to 4 Lanes
98A	US 27	HIGHLANDS CO/L	CR 630A	8.68	Widen to 6 Lanes
98C	US 27	PRESIDENTS DR	SR 60	5.30	Widen to 6 Lanes
-	NORTHEAST POLK RELIEVER AT CR 544 (MARION RD)	-	-	-	-
-	NORTHEAST POLK RELIEVER AT CR 580	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 17	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 27	-	-	-	-
-	FLORIDA AVE AT EDGEWOOD DR	-	-	-	-
-	OLD COMBEE RD AT SR 659 (COMBEE RD)	-	-	-	-
-	SR 540 AT 1ST ST	-	-	-	-
-	SR 60 AT NORTHEAST POLK RELIEVER	-	-	-	-
-	SR 60 AT CR 676	-	-	-	-
-	SR 60 AT LAKELAND HIGHLANDS RD EXT	-	-	-	-
-	SR 60 AT US 27	-	-	-	-
-	US 17 AT AVE T NE	-	-	-	-

Table 4-6 (Continued): Illustrative Projects - Tier 4

Project Number	On Street	From Street	To Street	Miles	Improvement Type
-	US 17 AT POINCIANA PARKWAY	-	-	-	-
-	US 27 AT CR 17	-	-	-	-
-	US 27 AT CR 547	-	-	-	-
-	US 27 AT SR 540	-	-	-	-
-	US 27 AT SR 542	-	-	-	-

Table 4-7: Unfunded Needs - Tier 5 and Vision Improvements - Tier 6

Project Number	On Street	From Street	To Street	Miles	Improvement Type
1	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	Widen to 6 Lanes
2	US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	Widen to 6 Lanes
5	COUNTY LINE RD	DRANE FIELD RD	I-4	2.75	Widen to 6 Lanes
6	CR 547 EXTENSION	OLD POLK CITY RD	US 27	2.01	New 2 Lanes
16	CR 547 EXTENSION	POWERLINE RD EXTENSION	NORTHEAST POLK RELIEVER	0.66	New 4 Lanes
23	CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	Widen to 4 Lanes
24	POWERLINE ROAD/SOUTH BLVD E	POWERLINE RD	US 17/92	1.06	Widen to 4 Lanes
25	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY	CR 532	2.76	New 4 Lanes
26	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	2.58	New 4 Lanes
31	EWELL RD	COUNTY LINE RD	LUNN RD	3.27	Widen to 4 Lanes
33	US 92	SR 570	SR 655	1.33	Widen to 6 Lanes
34	DUNDEE ROAD	US 27	SR 17	0.87	Widen to 4 Lanes
35	STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	Widen to 6 Lanes
36	AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	Widen to 4 Lanes
37	US 17	9TH STREET	CR 640	4.33	Widen to 6 Lanes
38	CR 544	NE POLK RELIEVER/POWERLINE ROAD	CR 546	2.77	Widen to 4 Lanes
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	Widen to 4 Lanes
41	WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	New 2 Lanes
58	MALL HILL RD EXTENSION, S	BELLA VISTA ST, W	CR 35A (KATHLEEN RD)	0.47	New 2 Lanes
59	CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	Widen to 4 Lanes
68	HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	Widen to 4 Lanes
70	LAKELAND PARK CENTER DRIVE	UNION DRIVE	CARPENTERS WAY	0.40	New 2 Lanes
79	RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	New 4 Lanes
84	SOUTHSIDE FRONTAGE RD (I-4)	GALLOWAY RD	MEMORIAL BLVD	1.21	New 2 Lanes

Table 4-7 (Continued): Unfunded Needs - Tier 5 and Vision Improvements - Tier 6

Project Number	On Street	From Street	To Street	Miles	Improvement Type
114	WABASH AVE	US 92 (MEMORIAL BLVD)	10TH ST	0.52	Widen to 4 Lanes
122	INTERSTATE CROSSOVER	CR 35A (KATHLEEN RD)	MALL HILL DRIVE	0.35	New 2 Lanes
203	SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	Widen to 4 Lanes
212	BATES ROAD	US 27	US 17/92	1.57	Widen to 4 Lanes
213	GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	New 2 Lanes
231	COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	New 2 Lanes
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	Widen to 4 Lanes
304	BEACON ROAD	HARDEN BOULEVARD	PROPOSED WABASH AVENUE EXTENSION	1.00	New 2 Lanes
307	CREWS LAKE ROAD EXTENSION	CREWS LAKE DRIVE	CREWS LAKE RD/E.F. GRIFFIN CONNEC	0.50	New 2 Lanes
313	NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	New 2 Lanes
315	DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	Widen to 4 Lanes
316	WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	Widen to 4 Lanes
328	US 17/92	ROCHELLE AVENUE	US 27	5.34	Widen to 6 Lanes
331	LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	New 2 Lanes
336	I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	New 2 Lanes
338	WILLIAMS N/S CONNECTOR	LAKELAND E-W ROAD	OLD POLK CITY ROAD	1.00	New 2 Lanes
357	CR 580	NE POLK US 27 RELIEVER	OSCEOLA COUNTY LINE	8.30	Widen to 4 Lanes
236B	SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	Widen to 4 Lanes
236C	SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	Widen to 4 Lanes
89D	SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	Widen to 4 Lanes
NR1	NR1	SAND MINE RD DEAD END	POLK LINE/WESTSIDE BOULEVARD	0.14	New 2 Lanes
NR4	TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	New 2 Lanes
NR5	TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	New 2 Lanes
-	CR 557 AT OLD LAKE ALFRED RD	-	-	-	Intersection/Interchange Improvements
-	I-4 AT CR 532 (DDI)	-	-	-	Intersection/Interchange Improvements
-	LAKE WILSON RD AT OSCEOLA POLK LINE RD	-	-	-	Intersection/Interchange Improvements
-	RECKER HWY AT DERBY RD	-	-	-	Intersection/Interchange Improvements
-	SR 570 AT GATEWAY DR EXTENSION	-	-	-	Intersection/Interchange Improvements
-	US 92 AT SR 572/AIRPORT RD	-	-	-	Intersection/Interchange Improvements
-	US 98 AT GRIFFIN RD	-	-	-	Intersection/Interchange Improvements
-	WABASH AVE AT OLIVE RD	-	-	-	Intersection/Interchange Improvements

Table 4-8: Complete Streets Projects

Project Number	On Street	From Street	To Street	Miles	Improvement Type
30	SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	Reduce to 2 Lanes
44	SR 572 (DRANE FIELD RD)	AIRPORT ROAD	PIPKIN CREEK RD	1.94	Complete Street
45	US 17/92	US 17	ROCHELLE AVENUE	2.33	Complete Street
46	US 17/92	US 27	OSCEOLA CO/L	12.36	Complete Street
47	SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	Complete Street
48	SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	Complete Street
49	WABASH AVE	ARIANA ST	US 92 (NEW TAMPA HWY)	1.07	Complete Street
50	HIGHLAND/GREENWOOD STREET	CR 542 (OLD TAMPA HIGHWAY)	SR 563	2.05	Complete Street
51	SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	Complete Street
52	SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	Complete Street
53	CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	Complete Street
54	SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	Complete Street
55	US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	Complete Street
61	SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	Complete Street
62	SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	Complete Street
63	US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	Complete Street
65	SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	Complete Street
66	US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	Complete Street
67	PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	Complete Street

Table 4-9: Intersection and Interchange Need Projects

Status	Project ID	Project	Intersection	Description
Committed	400	SR 570 (Polk Parkway)	Barddock Rd	Interchange
Committed	401	SR 540 (Cypress Gardens Blvd)	US 17	Intersection Improvement
Committed	402	SR 559	CR 557A	Intersection Improvement
Committed	403	SR 572 (Drane Field Rd)	Don Emerson Drive	Intersection
Committed	404	US 92	SR 655 (Recker Hwy) to Kelly Ln	Intersection
Committed	405	CR 54	CR 547	Intersection
Committed	406	CR 54	Old Kissimmee Rd	Intersection
Committed	407	CR 580 (Johnson Ave)	Powerline Rd	Intersection
Committed	408	CR 547	Holly Hill Rd	Intersection
Committed	409	Poinciana Parkway	Lake Marion Creek Drive	Intersection
Committed	410	US 27	Four Corners Blvd	Intersection
Committed	411	County Line Road	US 92	Intersection
Committed	412	US 92	Wabash Ave	Intersection
Committed	413	US 17	9th Street NE	Intersection
Committed	414	SR 60	Alturas Rd	Intersection
Committed	415	SR 655	CR 542	Intersection
Committed	416	CR 557	Evenhouse Rd	Intersection
Committed	417	Dunson Rd	Buckingham Dr	Intersection
Committed	418	US 17	Spirit Lake Rd	Intersection
Committed	421	SR 60	80 Foot Road	Intersection
Committed	443	CR 37B (Lakeland Highlands Rd)	Deerfield Drive	Intersection
Committed	458	Waring Rd	Drane Field Rd	Intersection
Committed	461	Interstate 4	@ CR 557	Intersection Improvement
Committed	472	SR 60	E/O SR 653 Extension	Rail Grade Separation
Committed	485	SR 655 (Recker Highway), Chambers Rd to US 92	Thornhill Rd, 1/2 mi S of SR 655 to SR 655	Rail Grade Separation
Committed	486	SR 540	SR 549 (1st Street)	Intersection Improvement
Committed	488	US 27	@ SR 60	Interchange Reconstruction

Status	Project ID	Project	Intersection	Description
High Priority*	419	SR 17	Mountain Lake Cut-Off Rd	"Traffic Signal/ Roundabout"
High Priority*	420	SR 17	Burns Avenue	"Traffic Signal/ Roundabout"
High Priority*	422	CR 655	SR 60	Intersection
High Priority*	423	SR 549	SR 544	Intersection
High Priority*	424	US 27	Interstate 4	Interchange Reconstruction
High Priority*	425	US 98 (John Singletary Bridge)	Peace River	Bridge Reconstruction
High Priority*	426	US 17/92	CR 557	Intersection
High Priority*	427	Logistics Parkway	SR 60	Intersection
High Priority*	428	Thornhill Road	SR 540	Intersection
High Priority*	429	Spirit Lake Road	SR 540	Intersection
High Priority*	430	SR 33	SR 559	Intersection
High Priority*	431	SR 33	Mount Olive Road	Intersection
High Priority*	437	Charlotte Road	SR 544	Intersection
High Priority*	439	CR 547	10th Street	Intersection
High Priority*	440	CR 54	Heritage Pass	Intersection
High Priority*	441	Old Highway 37	Schoolhouse Road	Intersection
High Priority*	442	CR 542A (Galloway Rd)	10th Street	Intersection
High Priority*	444	Old Bartow/Eagle Lake Rd	Spirit Lake Rd	Intersection
High Priority*	445	CR 542A (Galloway Rd)	Swindell Rd	Intersection
High Priority*	446	Duff Road	US 98	Intersection
High Priority*	447	CR 35A (Kathleen Rd)	Duff Rd	Intersection
High Priority*	448	Buckeye Loop Road	SR 542	Intersection
High Priority*	449	Cypress Gardens Rd	Lake Ned Rd	Intersection
High Priority*	450	West Daughtery Rd	Angus Drive to US 98	Intersection
High Priority*	457	SR 17	Crystal Avenue	Intersection
High Priority*	463	I-4	@ SR 33	Interchange Reconstruction
High Priority*	465	US 27	@ CR 17	Intersection Improvement
High Priority*	480	US 98	Griffin Road	Intersection

Table 4-9 (Continued): Intersection and Interchange Need Projects

Status	Project ID	Project	Intersection	Description
High Priority*	481	SR 37 (S Fl Ave)	Edgewood Drive	Intersection
High Priority*	483	30th Street	Hinson Avenue	Intersection
High Priority*	492	SR 659 (Combee Rd)	US 98	Intersection Realignment
High Priority*	493	Commerce Point Drive	US 98	Intersection
Need	432	US 92	SR 572 (Airport Road)	Intersection
Need	433	Wabash Avenue	Olive Street	Intersection
Need	434	Thompson Nursery Road	US 27	Intersection
Need	435	I-4	CR 532	Interchange
Need	436	US 17/92	Poinciana Parkway	Interchange
Need	438	Central Polk Parkway	SR 60	Interchange
Need	451	Patterson Rd	Orchid Drive	Intersection
Need	452	Bates Rd	US 27	Intersection
Need	453	Patterson Rd	North 10th Street	Intersection
Need	454	Bates Rd	US 17/92	Intersection
Need	455	Baker Dairy Road	US 17/92	Intersection
Need	456	Baker Dairy Road	Powerline Rd	Intersection
Need	459	US 27	@ Cypress Gardens Boulevard (SR 540)	Intersection Improvement
Need	460	US 27	@ Dundee Road (SR 542)	Intersection Improvement
Need	462	Polk Parkway Interchange (SR 570)	@ Gateway Road	New Interchange
Need	464	US 27	@ SR 544 (Lucerne Park Road)	Intersection Improvement
Need	466	US 27	@ CR 547 (Bay Street)	Intersection Improvement
Need	467	US 27	@ Ronald Reagan Parkway	Intersection Improvement
Need	468	Central Polk Parkway	@ US 17/92	Interchange
Need	469	SR 60	@ CR 676	Rail Grade Separation
Need	470	SR 60	@ CR 37B (Lakeland Highlands Road Ext)	Rail Grade Separation
Need	471	SR 60	W/O CR 555	Rail Grade Separation
Need	473	SR 60	W of Central Avenue	Rail Grade Separation
Need	474	SR 540	@ Reynolds Rd	Intersection Improvement
Need	475	Central Polk Parkway	@ CR 544	Interchange
Need	476	Central Polk Parkway	@ CR 580	Interchange
Need	477	Central Polk Parkway	@ US 27	Interchange
Need	478	I-4	@ County Line Road	"Reconstruct/Improve Interchange"
Need	479	Intersection/Realignment	Old Combee/Tenoroc Mine Rd/SR 659	Realignment of Old Combee and Tenoroc Mine Roads
Need	482	County Line Road	US 92	Intersection
Need	484	US 17	@ SR 544 (Avenue T NE)	Intersection Improvement
Need	487	I-4	@ Clark Road/Frontage Road	Interchange Reconstruction
Need	489	SR 559	Lake Matie Road	Intersection
Need	490	SR 559	Gapway Road	Intersection
Need	491	SR 572 (Airport Rd)	CR 542 (Old Tampa Highway)	Intersection Improvement
Need	500	Memorial Blvd	Kathleen Road	Intersection/New Road per Lakeland AAA Study

**High Priority intersection improvements anticipated to be funded by TMA or Other Roads.*

FREIGHT CORRIDORS

Polk County is one of the most vital "inland" freight logistics centers in Florida due to its strategic location between the Tampa and Orlando Metropolitan areas and for its proximity to major highway corridors (US 17, US 27, and SR 60) providing access to southeast and southwest Florida. CSX Transportation operates a major Intermodal Logistics Center in Winter Haven adjacent to SR 60 in recognition of this strategic location. In recent years, many more companies, including Amazon and Wal-Mart have expanded facilities throughout the county.

Warehousing and freight movement has historically been and continues to be a major economic engine of the Polk County economy; therefore, the Polk TPO emphasizes the importance of freight corridors during project prioritization and the adopted objectives and performance measures. The identification of major corridor improvements is only one approach to addressing freight needs.

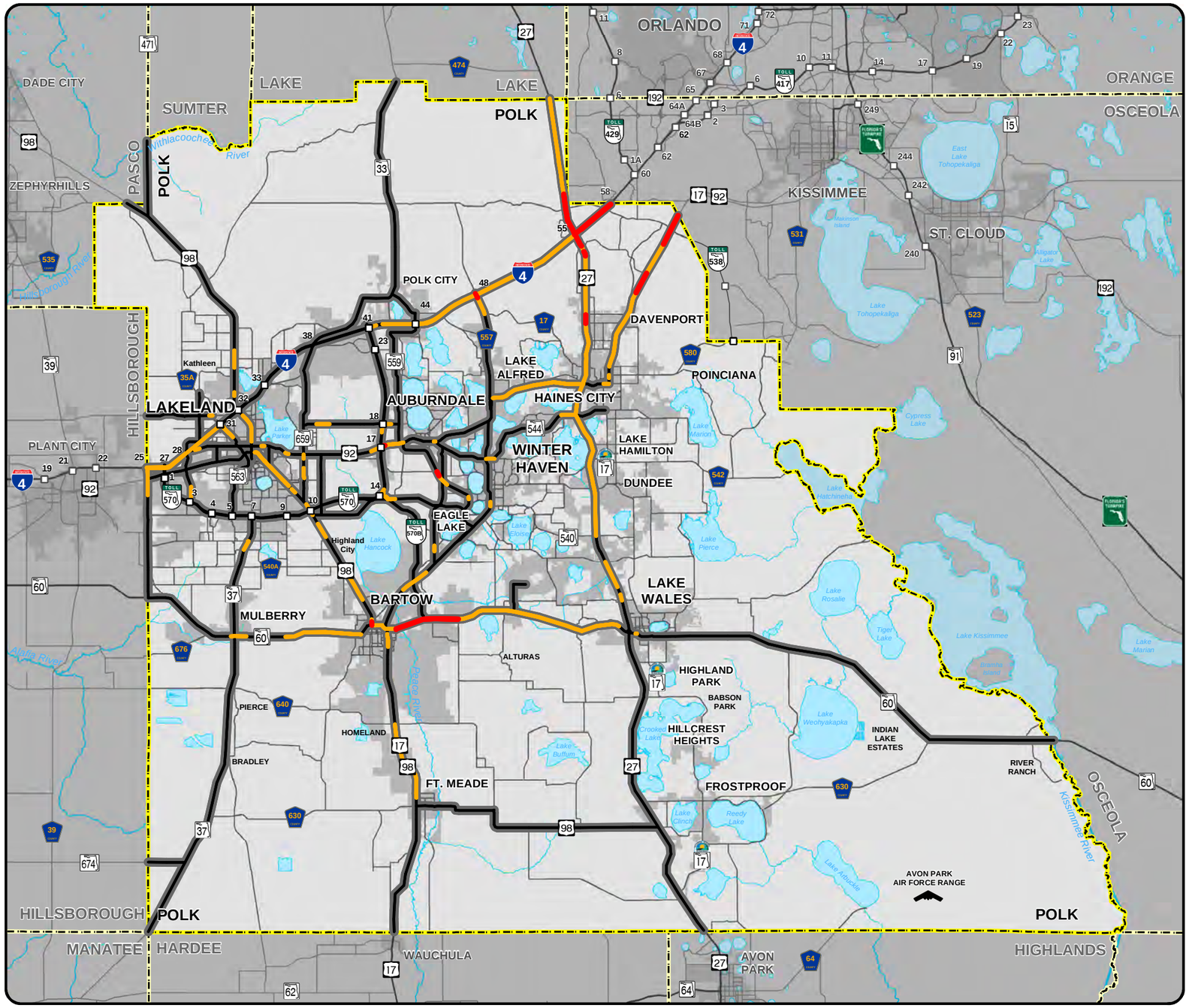
Figure 4-8 illustrates the Polk County freight corridors and associated traffic forecasts after improvements identified in this plan as Cost Feasible.

The pictures on this page illustrate some of the problems that trucks navigate due to inefficient intersection design. At this location, trucks must turn completely into oncoming traffic at a railroad crossing in order to make a right turn. The damaged guardrail at this intersection indicates that the guardrail has been struck multiple times by turning trucks and no longer provides its intended safety protection of the vital railroad crossing equipment.

Truck Turning at the Intersection of Wabash Avenue and Olive Street in Lakeland

Damaged guardrail caused by turning trucks at the intersection of Wabash Avenue and Olive Street in Lakeland

Figure 4-8: Existing and Proposed Freight Network and Forecasted Traffic



Adopted Model Freight Network

Legend

Adopted Model Results
Volume/Capacity (V/C)

- < 1.00 Ok
- 1.00 - 1.50 Potential Deficiency
- > 1.50 Significant Deficiency
- Freight Network

Freight Network = 0.78 V/C
System Performance

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

REGIONAL PROJECTS

M-CORES

PROGRAM OVERVIEW

The Multi-use Corridors of Regional Economic Significance (M-CORES) Program was created in May 2019 by Section 338.2278, Florida Statutes (F.S.) to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The Florida Department of Transportation (FDOT) is charged with assembling task forces to study three specific corridors:

- The Suncoast Corridor, extending from Citrus County to Jefferson County
- The Northern Turnpike Corridor, extending from the northern terminus of Florida's Turnpike northwest to the Suncoast Parkway
- The Southwest-Central Florida Corridor, extending from Collier County to Polk County

SOUTHWEST-CENTRAL FLORIDA CORRIDOR STUDY AREA

The Southwest-Central Florida Corridor study area spans nine (9) counties, from Collier County to Polk County, as shown in the map in **Figure 4-9**. The Polk TPO planning area is part of the Southwest-Central Florida Corridor study area.

M-CORES

The objective of the M-CORES program is to advance the construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure.

The Program benefits include, but are not limited to, addressing issues such as hurricane evacuation; congestion mitigation; trade and logistics; broadband, water, and sewer connectivity; energy distribution; autonomous, connected, shared, and electric vehicle technology; other transportation modes, such as shared-use non-motorized trails, freight and passenger rail, and public transit; mobility as a service; availability of a trained workforce skilled in traditional and emerging technologies; protection or enhancement of wildlife corridors or environmentally sensitive areas; and protection or enhancement of primary springs protection zones and farmland preservation. Additional information is available at www.floridamcores.com. (Source: FDOT)

LRTP CONSIDERATIONS

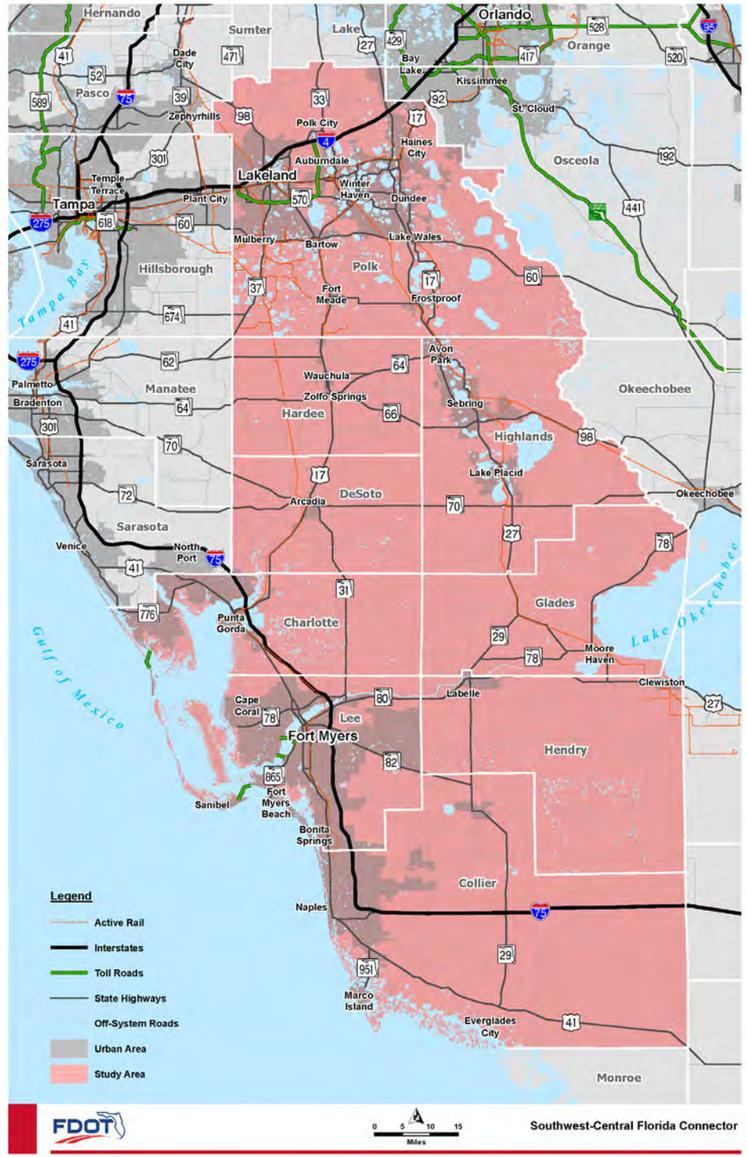
M-CORES projects are considered to be projects of regional significance and therefore are required by Title 23 of the Code of Federal Regulations (CFR), Section 450.324(d) and Section 339.175(7), F.S. to be included in the MPO/TPO LRTP, TIP, and the State Transportation Improvement Program (STIP).

MPOs and TPOs are responsible for actively involving all affected parties in an open, cooperative, and collaborative process when developing LRTPs and TIPs. Regional coordination is required since M-CORES projects affect more than one MPO. Public participation required for the development of LRTP and TIP is neither affected nor replaced by the public engagement activities conducted as part of the M-CORES corridor development process.

Polk TPO will use travel demand forecasts generated by the Florida Turnpike Statewide Model for M-CORES projects. As such, Polk TPO will coordinate all M-CORES related analyses with FDOT for consistency purposes.

The proposed projects within the Southwest-Central Florida Corridor will be tolled facilities and will be part of the Florida's Turnpike system and the Strategic Intermodal System (SIS). The projects will be included in the LRTP and TIP/STIP in accordance with guidance provided in the FDOT MPO Program Management Handbook. FDOT is working with the Southwest-Central Florida Corridor Task Force to develop purpose and need, guiding principles, and potential paths/courses. Polk TPO is a member of the Southwest-Central Florida Corridor Task Force and is actively engaged in pertinent aspects of planning and corridor analysis through the Task Force activities. The Task Force submitted its evaluation report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by November 15, 2020. As the Program progresses to Project Development and Environment (PD&E), design and construction phases, FDOT will identify projects, prepare cost estimates, and coordinate with Polk TPO to add identified projects into the LRTP and TIP. Subject to the economic and environmental feasibility statement requirements of Section 337.25, F.S., projects may be funded through Turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. FDOT also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with Section 337.25, F.S. To the maximum extent feasible, construction of the M-CORES projects will begin no later than December 31, 2022, and the corridors will be open to traffic no later than December 31, 2030. For Additional information, see **Technical Appendix 4-D**

Figure 4-9: M-CORES Southwest-Central Florida Connector Study Area



US 27 RELIEVER CORRIDOR

Polk County is projected to experience major growth over the next 20 years which is anticipated to put tremendous strain on already congested roadways, such as I-4 and US 27. Daily travel volumes on US 27 south of I-4 were over 63,000 vehicles per day in 2019 and are expected to exceed 100,000 vehicles per day by 2045. Central and eastern Polk County especially will need to address the transportation needs resulting from the projected employment and residential growth; as well as increased freight traffic as the CSX Intermodal Logistics Center (ILC) continues to spur significant economic development in the area.

The Central Polk Parkway (CPP) (**Figure 4-10**) was in 2011, identified as a potential facility to accommodate regional travel demand as a multi-lane tollway providing high quality regional access to central Polk County and eastern Polk County. The original corridor of the CPP was cancelled by the FDOT in December 2015.

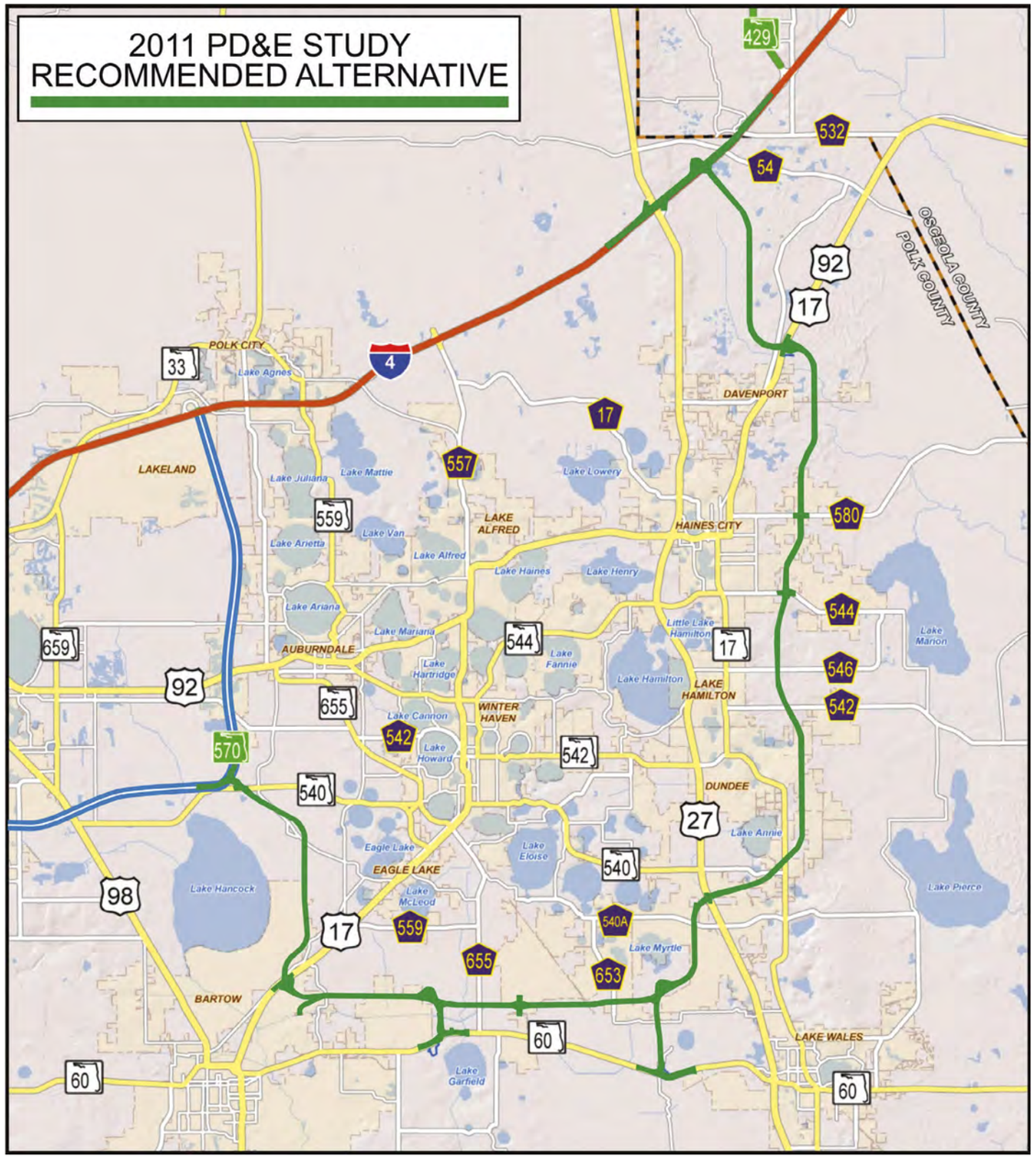
In 2018, the CPP project was restarted resulting in the planning and engineering of the segment between the Polk Parkway at SR 540 and SR 60 east of Bartow. This initial segment is funded for construction in the Florida Turnpike Enterprise Five Year Work Program.

Also in 2018, FDOT funded the Northeast Polk US 27 Mobility Study, which recognizes the high level of anticipated growth in northeast Polk County and the adjacent areas in Lake, Orange, and Osceola (Four Corners). The purpose of the study is to define a multimodal program of projects and strategies to improve the mobility, safety, and livability within the US 27 corridor and surrounding areas. One preliminary recommendation included the development of a “reliever” corridor to divert traffic off of US 27.

The “US 27 Reliever Corridor” could be similar in concept to portions of the original CPP corridor north of Lake Wales and continuing north until it reaches US 17/92 north of Davenport. From there the alignment would parallel US 17/92 until it reaches the Poinciana Parkway Extension which would provide connectivity to I-4 at SR 429.

The “US 27 Reliever Corridor” will require additional evaluation but preliminary analysis indicates that the corridor will carry volumes exceeding 60,000 vehicles per day and has merit to move forward. This corridor would likely be developed in partnership with FDOT District 1 and/or Florida Turnpike Enterprise. This corridor could also serve as a portion of the M-CORES Southwest-Central Florida Connector.

Figure 4-10: Initial Central Polk Parkway Plans

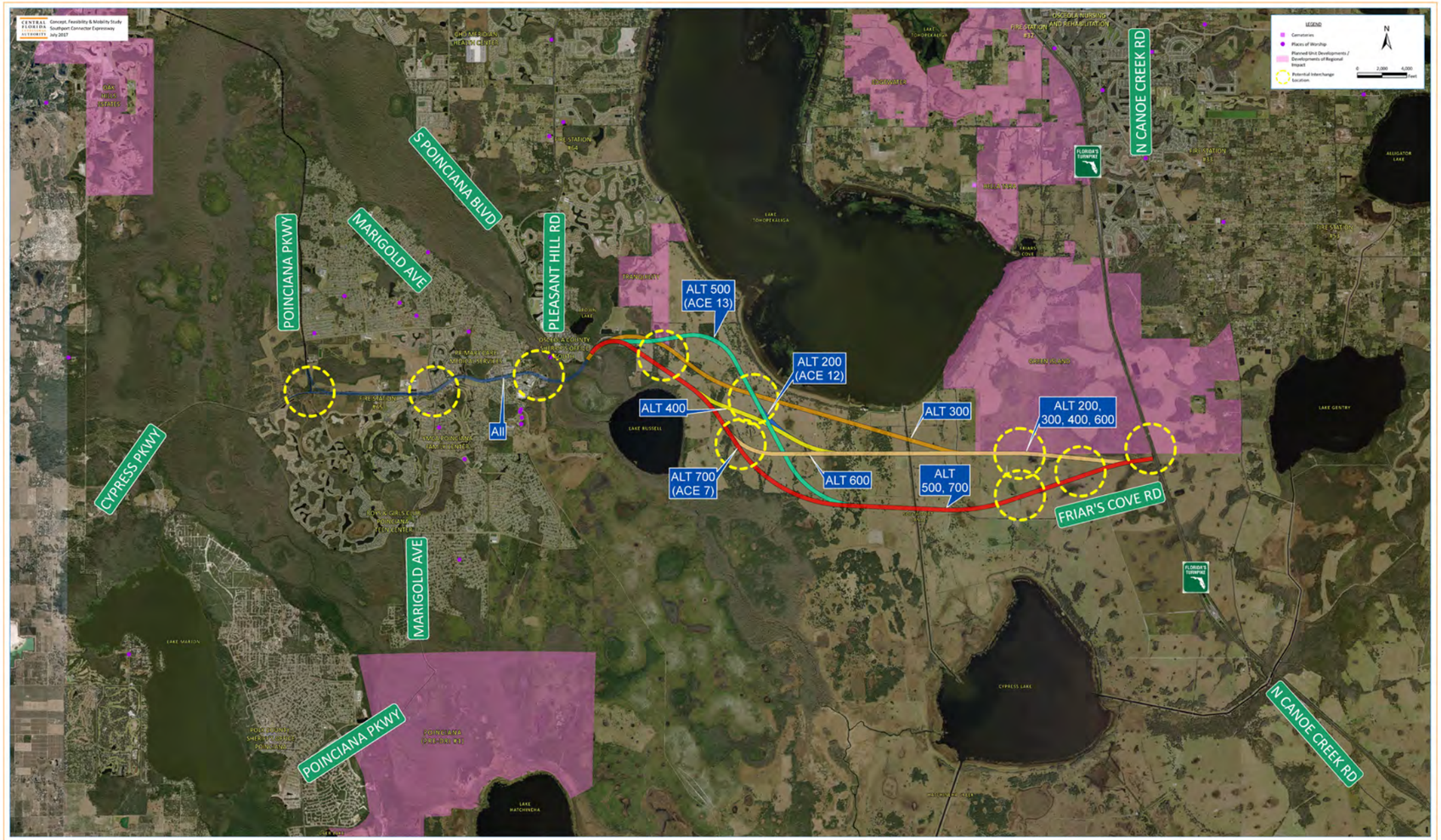


SOUTHPORT CONNECTOR EXPRESSWAY

As one of the Osceola County Expressway Authority Master Plan projects, the Southport Connector (**Figure 4-11**) was studied as a 13-mile corridor connecting the southern terminus of Poinciana Parkway at Cypress Parkway in Polk County eastward to the Florida's Turnpike in Osceola County. The goals of the studies were to identify a limited access facility to improve the roadway connection between these two points, "…enhancing mobility of the area's growing population and economy, relieving congestion on local roads, providing for the incorporation of transit options, and promoting regional connectivity."

In spring 2018, the Central Florida Expressway Authority (CFX) board suspended the advancement of studying the Southport Connector Expressway, and will revisit the corridor and its completed study portions in the future as conditions may warrant.

Figure 4-11: Southport Connector Expressway Alternatives (From CFX)



SPECIAL STUDIES

CYPRESS GARDENS BOULEVARD VISION PLAN

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

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

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

LAKELAND AREA ALTERNATIVES ANALYSIS

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

LAKELAND INTERMODAL CENTER FEASIBILITY STUDY

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

SOUTH FLORIDA AVENUE (SR 37) ROAD DIET PILOT PROJECT

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

US 17 VISION AND ACTION PLAN (WINTER HAVEN)

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

US 17/92 HINSON AVENUE PD&E STUDY

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

US 17/92 VISION AND ACTION PLAN (HAINES CITY AND DAVENPORT)

The Florida Department of Transportation (FDOT), the cities of Haines City and Davenport, the Polk TPO, with other partners and stakeholders prepared a Corridor Vision and Action Plan for a twelve-mile stretch of US 17/92 from US 27 to the Osceola / Polk County Line. The Haines City and Davenport communities are experiencing growth in suburban residential developments and associated population. The primary focuses of the Vision and Action Plan are focusing on improvements to Roadway Connectivity, Multimodal Accessibility & Placemaking, and Multimodal Safety. To do so, the plan recommends many strategies such as expanding the roadway grid network, creating alternative routes, reconfiguring cross-sections, and operational studies among short-term and long-term implementation activities.

Rendering from Lake Shore Way / Shinn Blvd (US 17/92) Corridor Planning Study

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 proposed collector roads in local land use plans.

Local collector road network projects is illustrated in **Figure 4-12** through **Figure 4-14**.

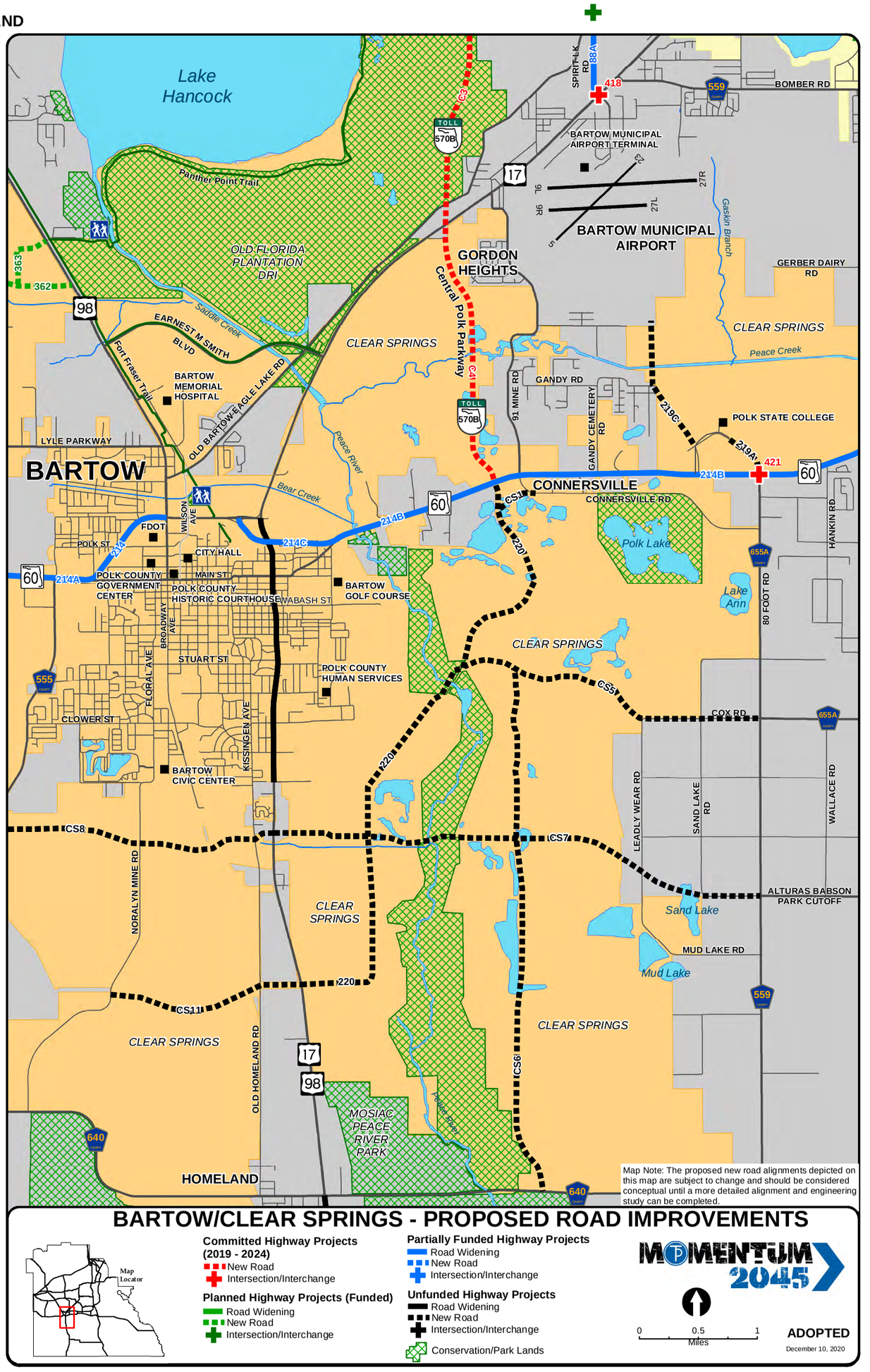


Figure 4-12: Bartow/Clear Springs Proposed Road Improvements

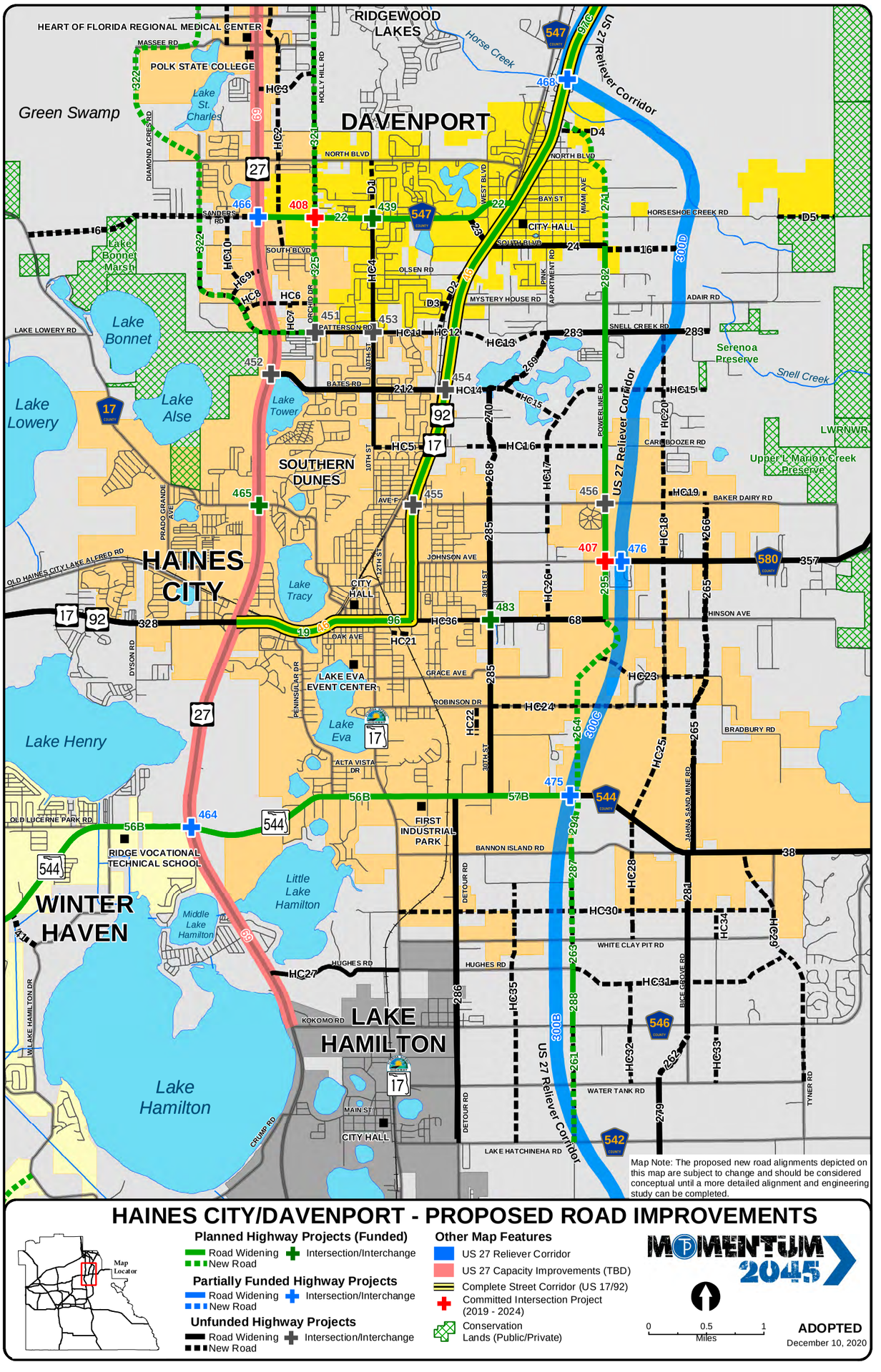


Figure 4-13: Haines City/Davenport Proposed Road Improvements

Figure 4-14: Northeast Polk County Proposed Road Improvements

OPERATIONS AND MANAGEMENT STRATEGIES

TSM&O

Transportation Systems Management and Operations (TSM&O) is a program developed by the FDOT by which the state's transportation system users can experience a safe system for mobility that enhances economic prosperity and preserves the quality of our environment and communities. The Polk TPO TSM&O Master Plan is included in **Technical Appendix 4-E**. The TSM&O program includes five different areas and a recent addition of a new Connected Vehicle initiative. The Connected Vehicle initiative and the five standard TSM&O program areas are summarized as follows:

CONNECTED VEHICLE (NEW INITIATIVE)

- Coordinate with vehicle technology to quickly identify roadway hazards and alert drivers
- Use technologies such as wireless communications, Signal Phase and Timing (SPaT), roadside units, on-board units, signal priorities, emergency vehicle preemption, vehicle sensors, GPS navigation

MANAGEMENT/ DEPLOYMENTS

- Promote ITS deployments on Florida's roadways, develop standards, maintain the ITS Strategic Plan, and implement a systems engineering process to support procurement and deployment of ITS
- Deploy advanced traveler information systems and 511
- Develop and update the ITS standards and specifications
- Provide technical support and assistance to FDOT's District Offices and other partners
- Promote and coordinate the statewide use of robust, non-proprietary ITS standards.

ITS COMMUNICATIONS

- Guide deployment of a communications backbone to serve ITS deployments on major corridors
- Manage and update the Statewide ITS Communications Network to support ITS deployments
- Manage the maintenance program for the Statewide ITS Communications Network to support ITS deployments and various ITS research and development initiatives
- Manage the Federal Communications Commission statewide radio license database
- Manage the Wireless General Manager Agreement, a resource sharing public/private partnership which places commercial wireless carriers on FDOT rights-of-way, with American Tower Corporation

ITS SOFTWARE AND ARCHITECTURE

- Manage the SunGuide® Software System for freeway and incident management, transportation management center interoperability, and data archiving.
- Manage the Statewide ITS Architecture to promote integrated ITS regions, corridors, and projects.
- Coordinate ITS training to enhance the quality and quantity of the State's ITS workforce.
- Unified traffic information and management system for the State of Florida ITS traffic data.

STATEWIDE ARTERIAL MANAGEMENT PROGRAM

- A Technical Memorandum on Adaptive Signal Control Technologies
- Traffic Signal Maintenance and Compensation Agreement

MANAGED LANES

- Statewide Policy, Procedures, Manuals, and Guidance for Managed Lanes Which Includes Express Lanes
- Statewide Toll and Express Lane Team
- Regional Concept of Transportation Operations
- Express Lane Concept of Operations
- Change Management Process for Statewide Express Lane Software
- Statewide Methodology for Determining Ingress/Egress To/From Express Lanes

The 2020 Polk TPO TSM&O Master Plan has identified priority corridors for improvements. The corridors are show in **Figure 4-15**.

Figure 4-15: TSM&O and TPO Priority Corridors

\\vhb\gbl\proj\Orlando\62868.10 FDOT D1 TSMO Polk MP\Graphics\FIGURES\AI

Source: Google Maps

Polk County

TSM&O Priority Corridors

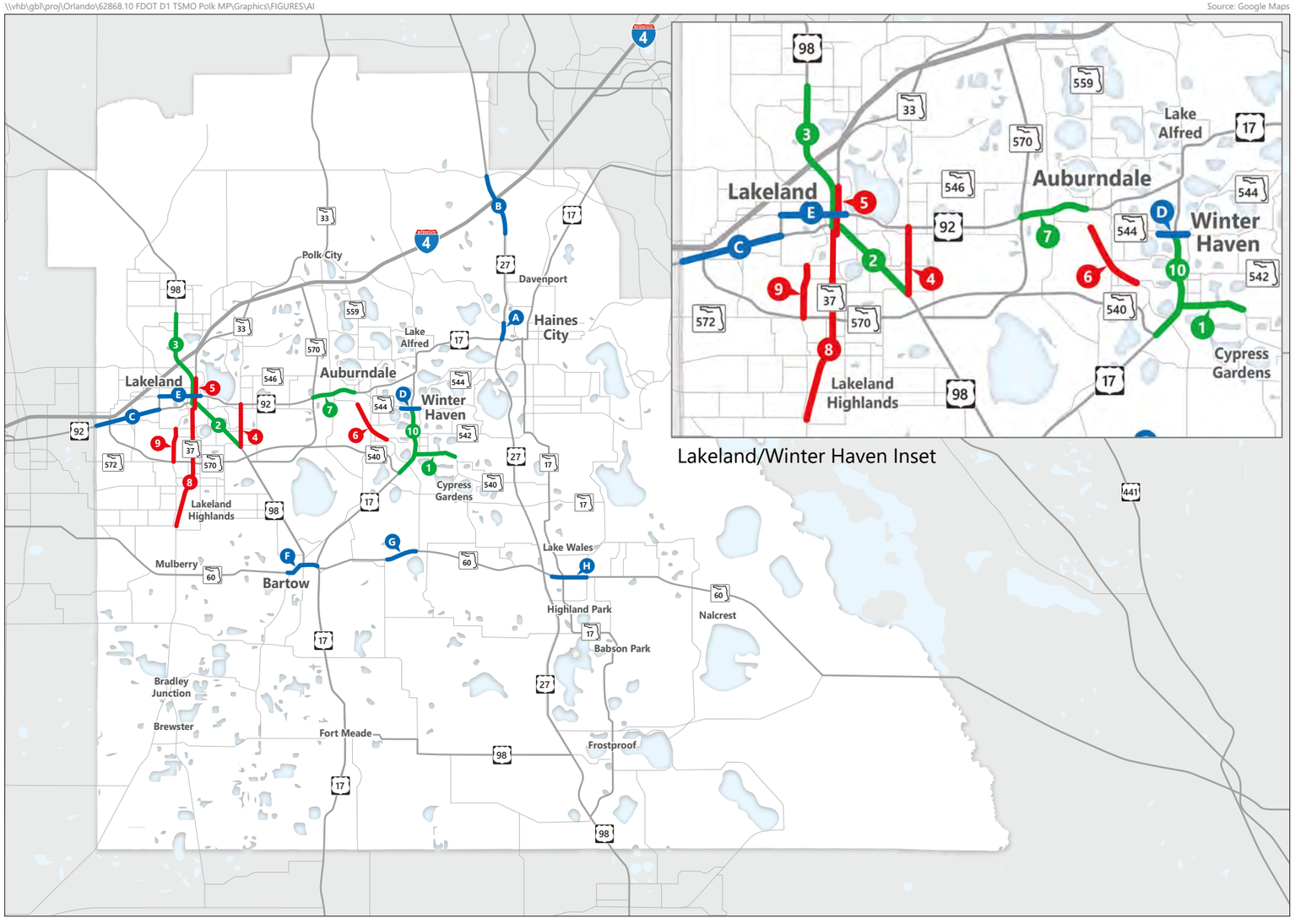
1. 1 - SR 540 (US 17/SR 555 to Overlook Dr.)
2. 2 - US 98 (N Combee Rd. to N Florida Ave.)
3. 3 - US 98 (Main St. to Marcum Rd.)
4. 4 - SR 659 (US 98 to US 92/SR 600)
5. 5 - SR 33 (E Main St. to E Bella Vista St.)
6. 6 - SR 655 (Coleman Rd. to SR 559)
7. 7 - US 92 (Polk Pkwy. to Ariana Ave.)
8. 8 - SR 37 (Shepherd Rd. to Main St./CSX RR)
9. 9 - SR 563 (Polk Pkwy. to Ariana St.)
10. 10 - US 17/SR 555 (SR 540 to Havendale Blvd.)

TPO Priority Corridors

- A - US 27 – 92/CSX Bridge to Southern Dunes Blvd.
- B - US 27 – Ridgewood Lakes Blvd. to Ronald Reagan Pkwy.
- C - US 92 (New Tampa Hwy.) – Polk C.L. to Wabash Ave.
- D - SR 544 – W of US 17 to N/E of SR 549 (1st St.)
- E - US 92 (Memorial Blvd.) – Wabash Ave. to Lake Parker Ave.
- F - SR 60 (Van Fleet Dr.) - US 17 to CR 555
- G - SR 60 – East of CR 655A to West of CR 655
- H - SR 60 – 1st St to CR 17B (Buck Moore Rd.)

Color Legend

- Both TSM&O and TPO Priority Corridor
- TSM&O Priority Corridor
- TPO Priority Corridor



N.T.S.

Map 9
Top 10 State Roadway Priorities
Polk TPO
TSM&O Master Plan

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) is made up of a variety of communications and computer technologies focused on detecting and relieving congestion and improving safety within the transportation system by enabling drivers to make smart travel choices. ITS technology communicates in real time to travelers about where congestion is occurring and provides information on alternative routes or modes to reduce the severity and duration of congestion. ITS can also communicate where a crash has occurred, alert officials to request assistance in clearing the accident, which helps restore traffic flow. Various agencies in Polk County have deployed, or are in the process of developing, a number of ITS improvements that are consistent with regional ITS architecture, which include:

- Electronic toll collection (Polk Parkway [SR 570], Florida's Turnpike Enterprise [FTE], SunPass)
- Freeway management system (I-4, FDOT)
- Fiber optic cables
- Dynamic message signs
- Closed-circuit television monitoring
- Traffic detection stations
- Archived data
- Arterial Traffic Management System (ATMS) (Lakeland, Winter Haven, Polk County)
- Closed-circuit television video cameras
- Incident detection
- Traffic Management Centers (TMC)
- Transit automatic vehicle location (AVL) to aid dispatching and provide bus arrival time information to passengers

The potential for implementing new or extending existing ITS technology to congested corridors will be evaluated as additional corridor studies are completed and prioritized as part of the Congestion Management Plan (CMP.)

AUTOMATED, CONNECTED, ELECTRIC, AND SHARED-USE (ACES)

Transportation technology continues to evolve at a rapid pace, Polk TPO anticipates that means of mobility considered to be Automated, Connected, Electric, and/or Shared-Use (ACES) will have impact on the TPO's existing and future transportation systems. Individuals and businesses alike are using more advanced technology in their transportation modes, whether it be higher levels of automation in personal vehicles, bike or scooter share programs, or app-based rideshare networks. It is essential that Polk TPO consider these advancements and their effects on the existing transportation system in addition to how best to plan for and support them in the future. The FDOT developed guidance for ACES planning in September 2018 that the TPO is using for guidance throughout the community and region. The statewide Florida Connected Vehicle Initiative project map is included on the next page as **Figure 4-16**.

SunTrax

Polk County is among national leaders in the space of ACES technology as the home of SunTrax. Other Florida Connected Vehicle Initiative projects that are occurring in Polk County include I-4 FRAME and N-MISS. The items below provide some information about each of these initatives.

SUNTRAX

SunTrax is a large-scale, state-of-the-art facility being developed by the FDOT Florida's Turnpike Enterprise (FTE), dedicated to the research, development and testing of emerging transportation technologies in safe and controlled environments.

SunTrax is situated on 475 acres and is composed of a 2.25-mile-long oval test track around a 200-acre infield. The multi-lane track will make it the only high-speed autonomous vehicle (AV) testing facility in the southeastern United States. In the infield, there will be multiple simulated transportation environments.
(#5 on Figure 4-16)

I-4 FRAME

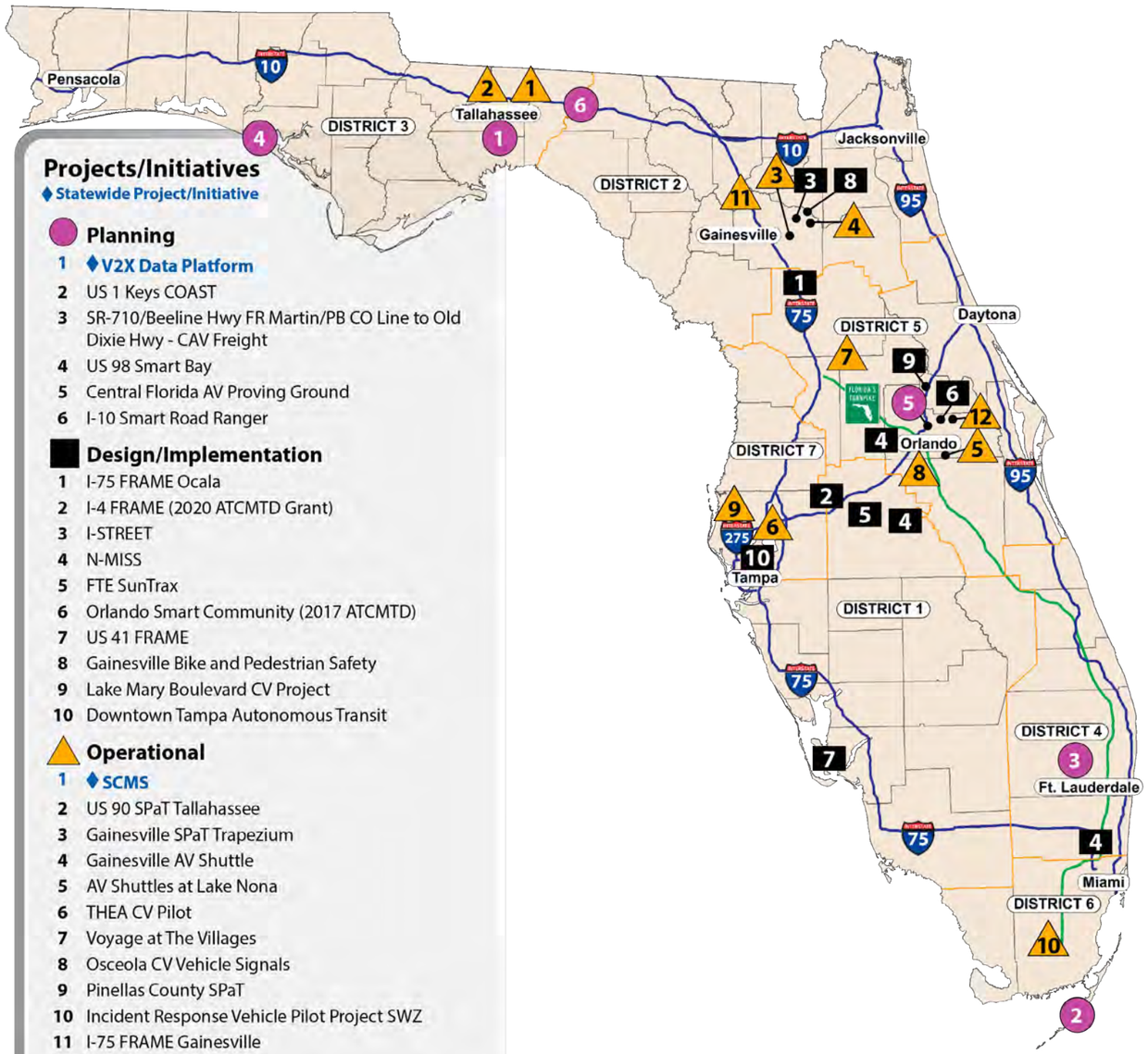
Interstate 4 (I-4) Florida's Regional Advanced Mobility Elements (FRAME) is a regional, intercity integrated corridor management (ICM) project running from the Central Business District in Tampa to the southwest side of Orlando at the Florida Turnpike. I-4 and the other ICM routes cross four (4) counties: Hillsborough, Polk, Osceola, and Orange.

I-4 FRAME will cover 77 miles of I-4, 122 miles of other limited-access routes, and signalized arterial roadways with a total of 491 traffic signal systems.
(#2 on Figure 4-16)

N-MISS

FDOT is implementing the N-MISS project to quickly demonstrate tangible safety and operational improvements at intersections. The N-MISS system will leverage both traditional and emerging technologies to identify near-miss traffic incidents, collect, store, and analyze near miss incidents. Risk profiles based on near-miss events will be generated for project intersections. The project will also develop recommendations for implementable countermeasures based on the nature of near-miss events.
(#4 on Figure 4-16)

Figure 4-16: The Florida Connected Vehicle Initiative Projects



POLK TPO ACES VEHICLE GUIDANCE

In 2020, Polk TPO developed a set of documents that focus on ACES initiatives throughout the county. These documents are supportive of the *Momentum 2045* Goals and Objectives, which guided their development and the identification of future recommendations.

These Technical Memoranda are included in **Technical Appendix 4-F**. The first document highlights the ACES infrastructure and programs already in place or underway such as those listed in the previous sections of the plan, such as fiber optics infrastructure in the cities of Lakeland and Winter Haven, electric vehicle charging stations, and traffic control centers.

The second document is titled *ACES Project and Program Infrastructure and Development fo LRTP*, which addresses the Polk TPO ACES Investment Strategy. The document provides a robust array of recommendations that are incorporated into the LRTP process, all of which align with one or more of the plan's Goals and Objectives. These recommendations are as follows.

AUTOMATED VEHICLE RECOMMENDATIONS

1. Support and monitor technology development at SunTrax and the Florida Autonomous Vehicle Proving Ground for applicability in Polk County.

1. Support planning and funding for automated vehicle pilot project(s) through local governments, transit agencies, and FDOT, targeting likely first adopter areas such as master planned communities, distribution centers, college campuses, or areas with zero vehicle households.

2. Conduct an analysis of potential impact of automated vehicles on transportation infrastructure, revenue, land use, and mobility of Polk citizens.

CONNECTED VEHICLE RECOMMENDATIONS

1. Conduct a corridor study pilot for developing connected vehicle standards and applications to improve livability, safety for all modes, and transit operations - suggested corridors are:
   - Massachusetts Ave/Lakeland Hills Blvd/SR 33
   - SR 540 from US 17 to US 27
2. Identify and prioritize funding for connected vehicle technology implementation along selected corridor(s) – See map for suggested corridors.

3. Designate corridors as Connected Vehicle Improvement Corridors

4. Identify and fund first-mile/last-mile improvements for trucks to limited-access facilities and regional freight facilities in support of the FDOT 1 Freight Mobility and Trade Study.
   - Intersection design improvements
   - Signal system upgrades
5. Conduct connected vehicle freight studies to identify long-term infrastructure needs (hardware & interface) consistent with I-4 FRAME implementation for:
   - US 27
   - US 98
   - SR 60
   - SR 33
   - County Line Road
   - Kathleen Road
   - US 17

ELECTRIC VEHICLE RECOMMENDATIONS

1. Coordinate with local governments regarding incorporating charging stations into land development guidelines and locating stations in a manner that supports market penetration of electric vehicles.

2. Coordinate with transit providers on potential opportunities to upgrade the transit vehicle fleet to electric busses with potential dynamic charging opportunities at longer dwell time locations.

SHARED-USE VEHICLE RECOMMENDATIONS

1. Coordinate with local governments and agencies to identify shared vehicle programs to promote lower-cost mobility options for Polk County citizens.

RECOMMENDED POLICIES

- Support implementing agency pilot projects for autonomous vehicles and connected vehicles.
- Develop an interjurisdictional organizational framework for data collection, management, availability, storage, and use associated with connected vehicles and related emerging mobility technologies that can be used for both real-time and long-term transportation planning and operations.
- Promote consideration of connected vehicle technology implementation on all urban corridors and regional facilities during construction and resurfacing projects.
- Support all local agencies and jurisdictions in expanding fiber optics and connected vehicle-compatible system hardware and software.
- Consider shared-use vehicle programs as mobility solutions for transportation disadvantaged.
- Support and promote vehicle fleet transition to electric vehicles through increased charging availability and potential charging incentives.
- Research best practices for measuring impact of automated vehicles on travel demand.
- Coordinate with local governments regarding land use and site design impacts of ACES technology.
- Identify ACES-specific transportation performance measures that may replace traditional transportation performance measures that may unintentionally be lowered with the increased market penetration of ACES vehicles (i.e. an increase in vehicle miles travelled by AVs with higher safety and emission results).

RECOMMENDED FUNDING FOR ACES

- For the current 2045 LRTP update a "boxed funds" approach.
- Funding is consistent with and somewhat overlaps funding of ITS, TSM&O, and Safety.
- Funding should not take away from any other standing programs but should supplement and strengthen companion programs.
- As dollars continue to shift away from traditional, capacity projects they can be used for ACES implementation – especially connected vehicle (CV) infrastructure.
- Recommended funding 2025-2030 form 5% to 10% of total Cost Feasible Plan (CFP) budget.
- Recommended funding 2031-2045 form 10% to 15% of total CFP budget.

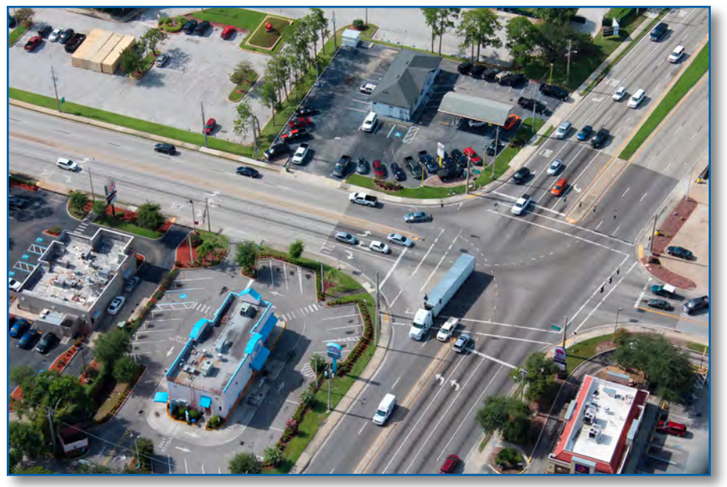
CONGESTION MANAGEMENT

Prior to the development of *Momentum 2045*, the Polk TPO updated its Congestion Management Process (CMP), which is included in **Technical Appendix 4-G**. 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 *Momentum 2045* plan provides significant TMA funding to support the congestion management and related complete street 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; and
- 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 roadway widening projects are not feasible due to environmental, community, or policy constraints and are illustrated in **Figure 4-18**
- 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 *Momentum 2045* plan
- Freight Hot Spots: Addressing specific areas of freight and goods movement operation deficiencies



SR 540 at US 17

Improvements resulting from the Congestion Management Process can include a full range of activities as reflected in **Figure 4-17** on the right and can range from demand management and multimodal improvements that reduce auto usage to significant intersection and roadway expansion projects.

Figure 4-17: Congestion Management Process

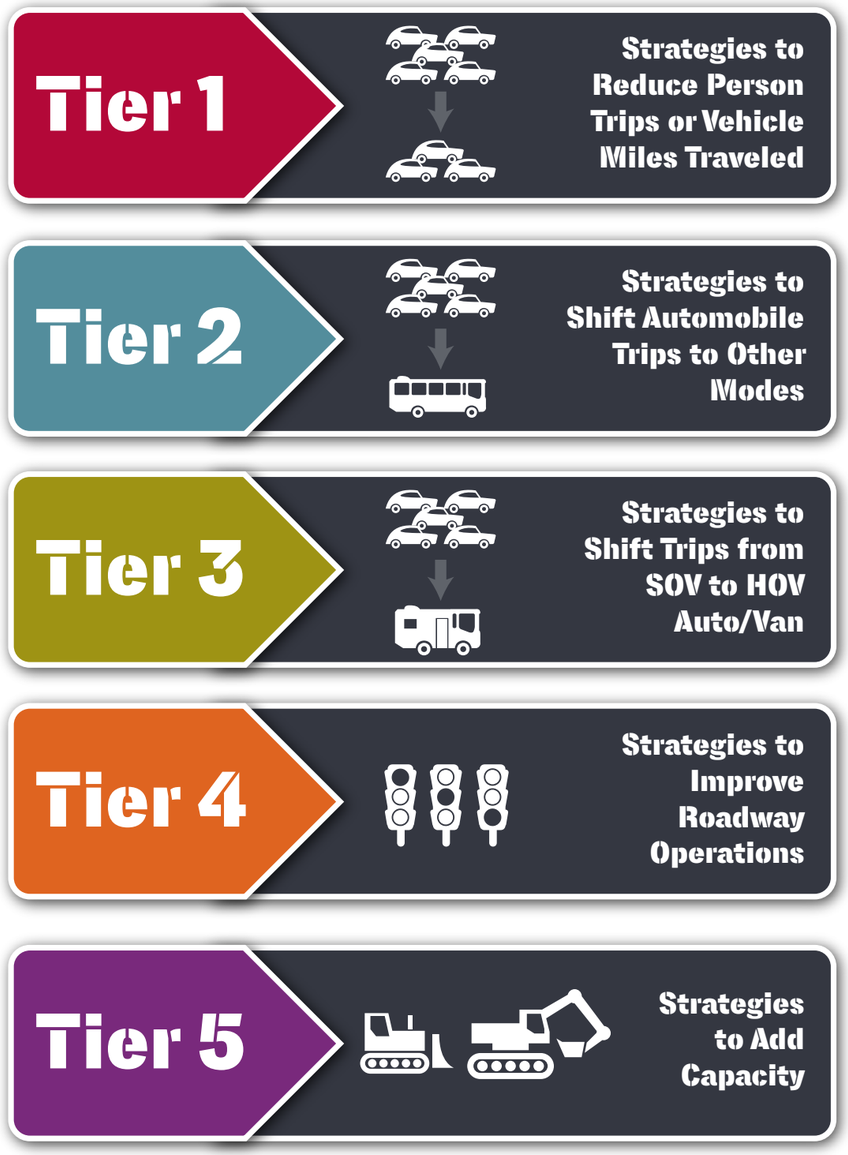
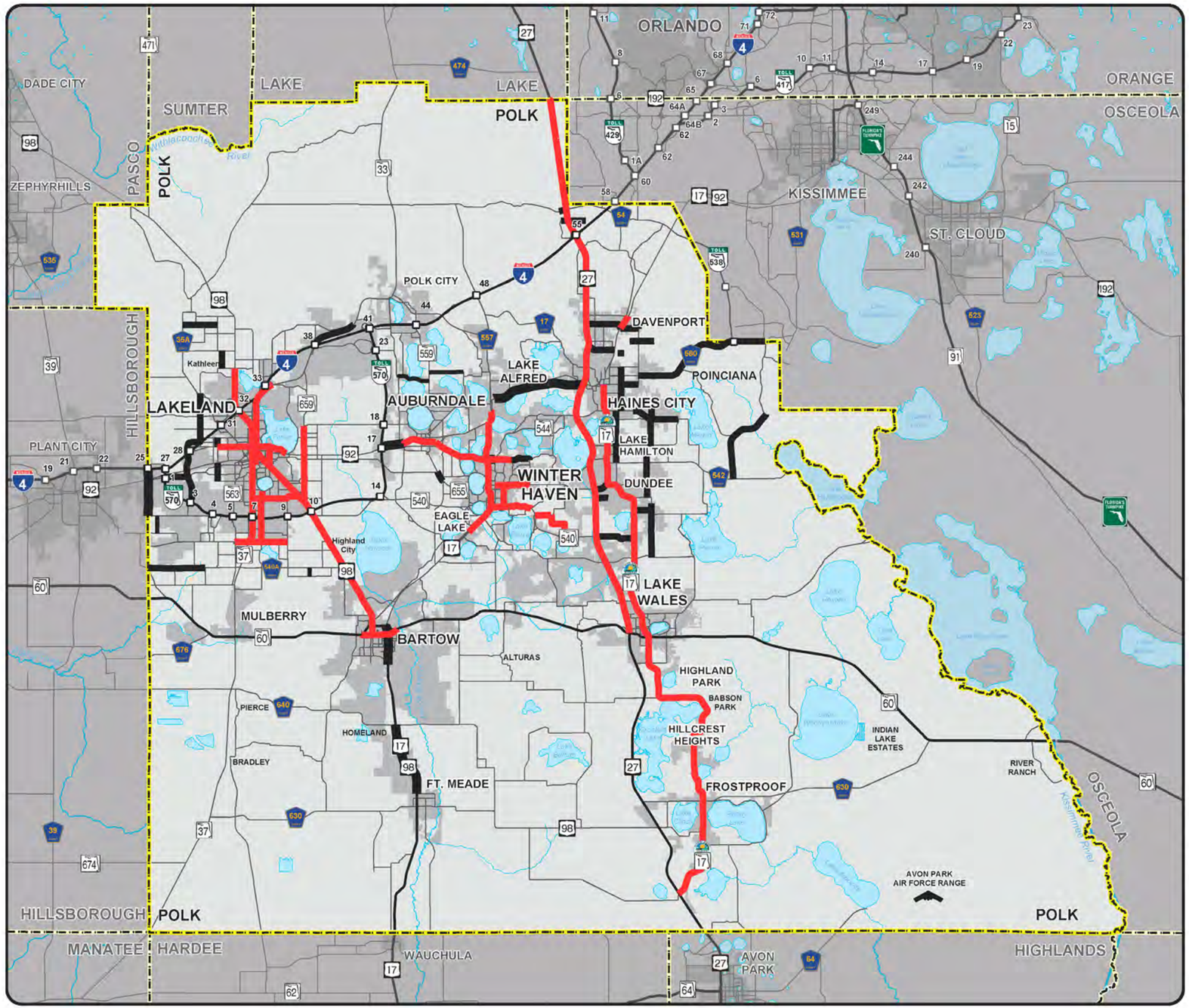


Figure 4-18: Congestion Management/Constrained Corridors



MOMENTUM 2045

Congestion Management Priority Corridors

Legend

Potential Congestion Management Corridors

- Constrained Roadways
- Unfunded Needs

Other Map Features

- Other Roads
- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

PUBLIC TRANSPORTATION

The following includes a discussion on the public transportation plan specifically the 2017 My Ride Plan and SunRail.

MY RIDE PLAN

The 2017 My Ride Plan serves as the Lakeland Area Mass Transit District (LAMTD)/Citrus Connection Transit Development Plan (TDP), the strategic guide for public transportation in Polk County. The TDP is updated annually, between each new plan via progress reports. Development of the TDP includes a number of activities. The 2020 TDP Annual Report is included in **Technical Appendix 4-H**. The public outreach used in the development of the My Ride plan focused on community needs, community education, and a consolidated service plan, which includes services historically offered by Winter Haven Area Transit (WHAT) and LAMTD in addition to paratransit service. These were designed to better understand the community need for public transportation services and build support for the plan that is based on the community needs and vision. Efforts were extensive and included all seventeen municipalities throughout the county to identify a viable needs plan for transit. Existing Transit Service is illustrated in **Figure 4-19**, while **Figure 4-20** illustrates the 2045 Transit Needs. Projected revenues for the timeframe of *Momentum 2045 are shown in* **Table 4-10**.

The adopted 2017 My Ride financial plan uses a ten-year horizon, which includes all of the paratransit services operated by LAMTD/Citrus Connection, and includes additional services targeted to each community throughout Polk County. The My Ride plan continues to be largely an "unfunded needs plan," as the cost of the identified needs would total a budget deficit of greater than $100 million. The top priority is to increase service and hours of service.

In 2015, major service cuts occurred due to two major factors in the transit system. First, LAMTD/Citrus Connection recognized its budget had been used 100% for operating their system and they needed a Capital Improvement Program (CIP) to meet their capital needs. In order to set aside 20% for their CIP, services were cut in the Lakeland urbanized area and Lakeland Taxing District approximately 18% on weekdays and 88% on Saturdays. There is no Sunday service.

The second major factor affecting some routes was the shift in Federal Transit Administration (FTA) funding. The Joint Access Reverse Commute (JARC) and New Freedom Initiative funding programs were discontinued and eligibility was moved to the FTA Section 5310 and Section 5311 program s. With the JARC and New Freedom funding ending, several other routes experienced major service reductions up to 50%; most notably, Routes 416 and 427 in northeast Polk County.

Influenced by the failure of the November 2014 referendum, the need for LAMTD's CIP, and the loss of funding opportunities, major service reductions and adjustments occurred in 2015 and were projected to continue until consolidation of the transit agencies can stabilize. The first priority in the TDP and LRTP with respect to transit would be to restore existing services to at least the former levels of service before implementing any new service. Expansion and new transit services will be implemented in the future as funding allows.

Table 4-10: Projected Transit Revenues - (LAMTD/Citrus Connection)

	2025	2026 to 2030	2031 to 2035	2036 to 2045	Total
All Transit Revenue Sources	$24,977,000	$133,758,000	$148,322,000	$340,109,000	$647,166,000

RE-ROUTE 2020

In 2019, Citrus Connection initiated Re-Route 2020, to restructure and simplify LAMTD. The system moved from number-based route naming to color-based route naming, extended hours, consolidated routes (decreasing the need for transfers), and overall created a more user-friendly system. Additionally, Citrus Connection implemented new routes and updated some existing routes. The new routes include the following:

- Lake Wales/Haines City Express
- Loughman Flex Route
- Peach Line, which supports the FDOT's South Florida Avenue road diet project

Citrus Connection is also anticipated to begin operating new buses, a new park-and-ride lot on North US 98, and initiate a smart card fare payment system.

TRANSIT NEEDS

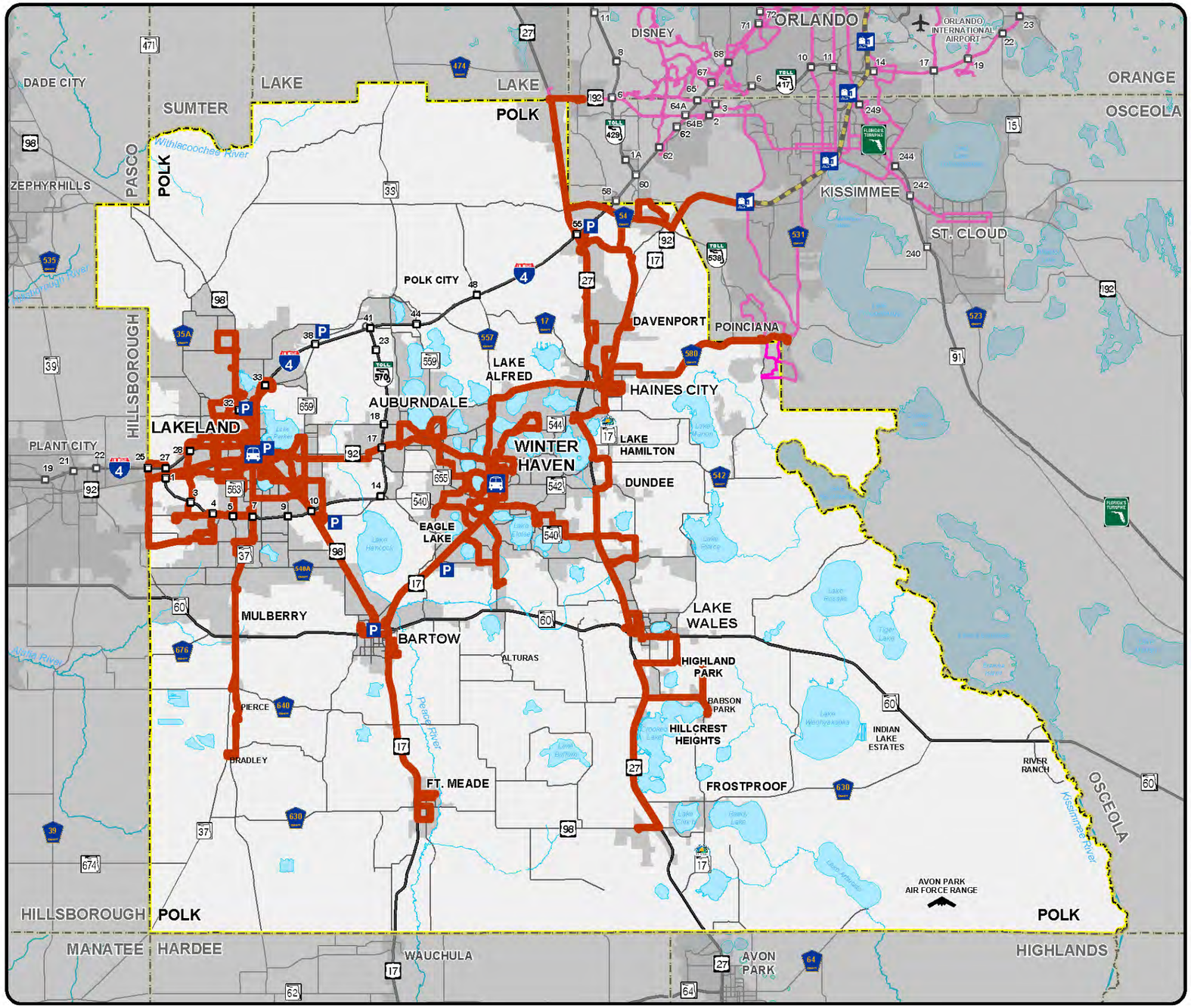
The Transit Needs map shown in Figure 4-20 was also developed should available funding become available. The map includes existing bus routes as of September 2020, existing flex service and existing Park & Ride/Transit Super Stop locations. The map displays unfunded transit infrastructure such as Bus Rapid Transit routes, Express Routes, enhanced bus service routes, Call & Ride Service, and Proposed Park & Ride Transit Super Stop locations. Other map features include SunRail and Lynx Fixed-Route connections. Appendix E includes a list of the existing/funded and unfunded transit needs. The total unfunded needs include nearly $700 million in present day costs.

TRANSPORTATION DISADVANTAGED

LAMTD (Citrus Connection) serves as the designated Community Transportation Coordinator for Polk County under Florida's Transportation Disadvantaged Program. The Transportation Disadvantaged Service Plan (TDSP) major update will be published in October 2021. In each annual update, the stakeholders (Polk TPO, Local Coordinating Board, and Community Transportation Coordinator) fine-tune the goals, objectives, and policies. The update also addresses the performance measures related to safety, quality, and services available to serve the transportation disadvantaged (TD) eligible population[1] through fixed route services, or through paratransit services.

1 Those persons who cannot obtain their own transportation due to their age, disability, or income, and are therefore, dependent upon other people for their transportation.

Figure 4-19: Existing Transit Service



MOMENTUM 2045

Existing Transit Service

Legend

Existing Transit Services

- Existing Transit Routes
- Transit Terminal
- Park & Ride/Transfer Station

Other Map Features

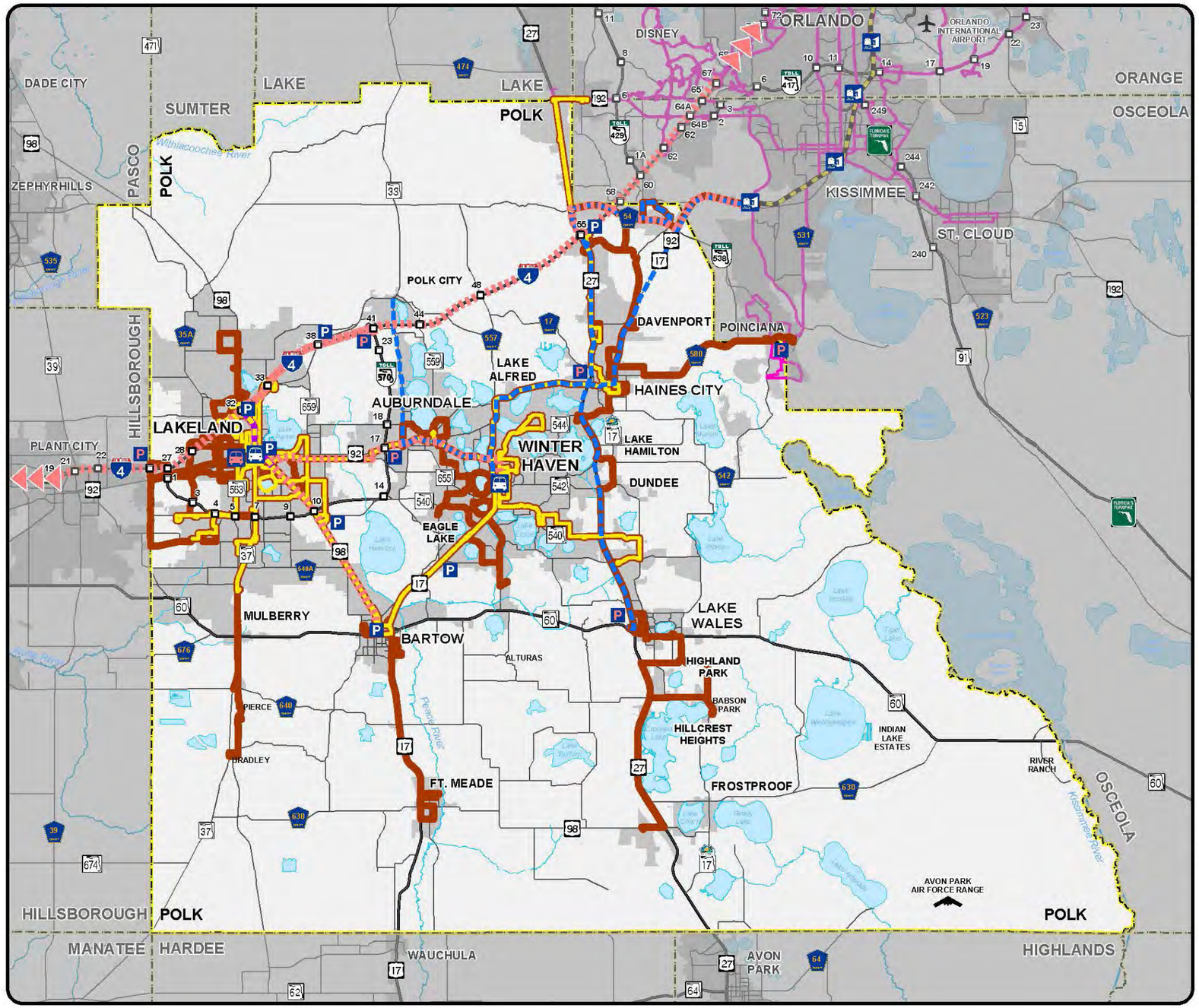
- SunRail Service & Station Locations
- Existing LYNX Transit Routes
- 2010 Urbanized Areas

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

Figure 4-20: 2045 Transit Service Needs



MOMENTUM 2045

Transit Service Needs

Legend

Existing & Planned Transit Service Enhancements

- Service Added
- Service Enhanced
- Existing Transit Routes
- Transit Terminal
- Park & Ride/Transfer Station

Source: Polk County Transit Development Plan & Citrus Connection

2045 Unfunded Transit Needs

- Bus Rapid Transit (US 98 Corridor)
- Express Bus
- Lakeland Intermodal Center
- Park & Ride/Transfer Station

Other Map Features

- SunRail Service & Station Location
- Existing LYNX Transit Routes
- 2010 Urbanized Areas

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

SUNRAIL

Polk County has expressed a desire to connect to the SunRail commuter rail service which as of 2018, operates as near as Poinciana, just west of the Polk/Osceola County Line. Since beginning its SunRail service, the Poinciana Station experiences the greatest amount of boardings and alightings of any current SunRail station, indicating that there may be a high demand for transit connectivity from the areas of northeast Polk.

There have been several alternatives considered for extending SunRail into Polk County. One alternative is interim Citrus Connection service from Posner Park to the Poinciana station. This route began operating in September 2020. As illustrated in **Figure 4-21** and **Figure 4-22**, a logical staging sequence for the development of a SunRail extension would likely include:

- Using express bus service from selected park and ride locations in Polk County to the Phase II SunRail Poinciana station.
  - Park and ride facilities should be considered for Haines City, Auburndale, Lakeland and possibly Winter Haven. Express routes from Haines City and Auburndale would be expected to use US 17-92. Express service from Lakeland is likely to be more efficient using I-4 for a major portion of the trip. Ideally, park and ride locations should be in close proximity to potential future rail park and ride stations.
- An extension of SunRail commuter rail service to a new station at Haines City, with supporting express bus service from selected park and ride locations, including Auburndale, Lakeland, and possibly Winter Haven.
  - This would amount to an approximate 15-mile extension to the current 61.5 mile SunRail system. A practical advantage of this alternative is that there are typically only five freight trains per day, both presently and well into the future, on this segment of the CSX A Line. In support of commuter rail, the Haines City Commission recently passed a resolution requesting that SunRail consider future expansion to Haines City and requesting Florida DOT to participate in or undertake necessary planning and environmental studies.
- A further extension of SunRail commuter rail service to an additional station at Auburndale, with supportive express bus service from selected park and ride locations, including Lakeland.
  - This would amount to an additional 13-mile extension from Haines City (28 miles from Poinciana). This extension also shares the practical advantage that there are only five freight trains per day, both presently and well into the future, on this segment of the CSX A Line.
- Lastly, a potential extension of SunRail commuter rail service to Lakeland, also with supportive bus service.
  - Extending service from Auburndale to Lakeland would amount to an additional 11 miles from Auburndale, or a total of 39 miles from Poinciana. Unfortunately, this segment of the CSX between Auburndale and Lakeland currently sees 20 freight train movements per day rising to an estimated 27 daily freight trains in 2030. This activity of freight operations, would make this extension substantially more difficult to implement.

The Polk TPO is exploring the funding options which may be used to fund the capital and operational expenses associated with developing a SunRail connection to Polk County. Capital projects may be completed using State/ Federal sources such as Other Arterial/Transportation Management Area (TMA) funding. Sources of appropriate operational funding are still being evaluated.

Poinciana Station (Osceola County)

HIGH-SPEED RAIL

Florida HSR was previously identified for implementation along the I-4 corridor as illustrated in **Figure 4-22**. This rail corridor would connect two of the fastest growing metropolitan regions in the state, Tampa and Orlando, and had considerable support from each region and Polk County. The project was to receive Federal funding but was canceled by the state in 2011. The original concept had the corridor scheduled to begin operation in 2015 and would have influenced the transportation needs of Polk County. Five stations were proposed along the I-4 corridor, with downtown Tampa and Orlando International Airport (OIA) stations anchoring each end. Should an opportunity return to evaluate high-speed rail on the I-4 corridor, potential station locations will be developed at that time. Regardless of location, all stations would need to ultimately be served by some combination of regional rail, bus transit, taxi, bicycle/pedestrian, and automobile access.

BRIGHTLINE

In 2018, Brightline highspeed rail service began operations in south Florida, with a connection between Fort Lauderdale and West Palm Beach. Currently Brightline travels between Miami and West Palm Beach, and is anticipated to begin service to Orlando in 2022. Future expansion considerations include a connection to Tampa with potential intermediate stops.

Figure 4-22: 2045 SunRail Staging Conceptsv

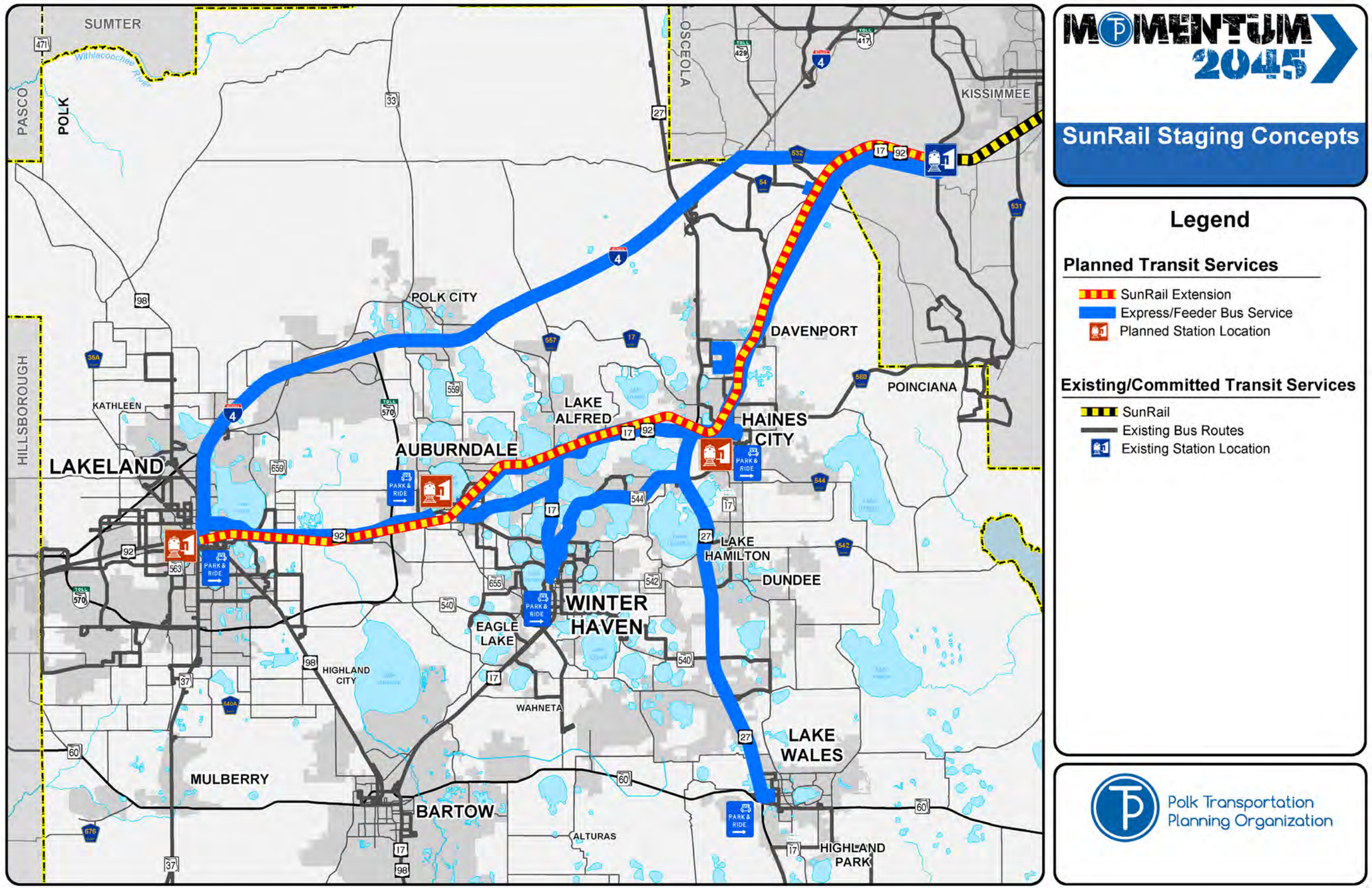
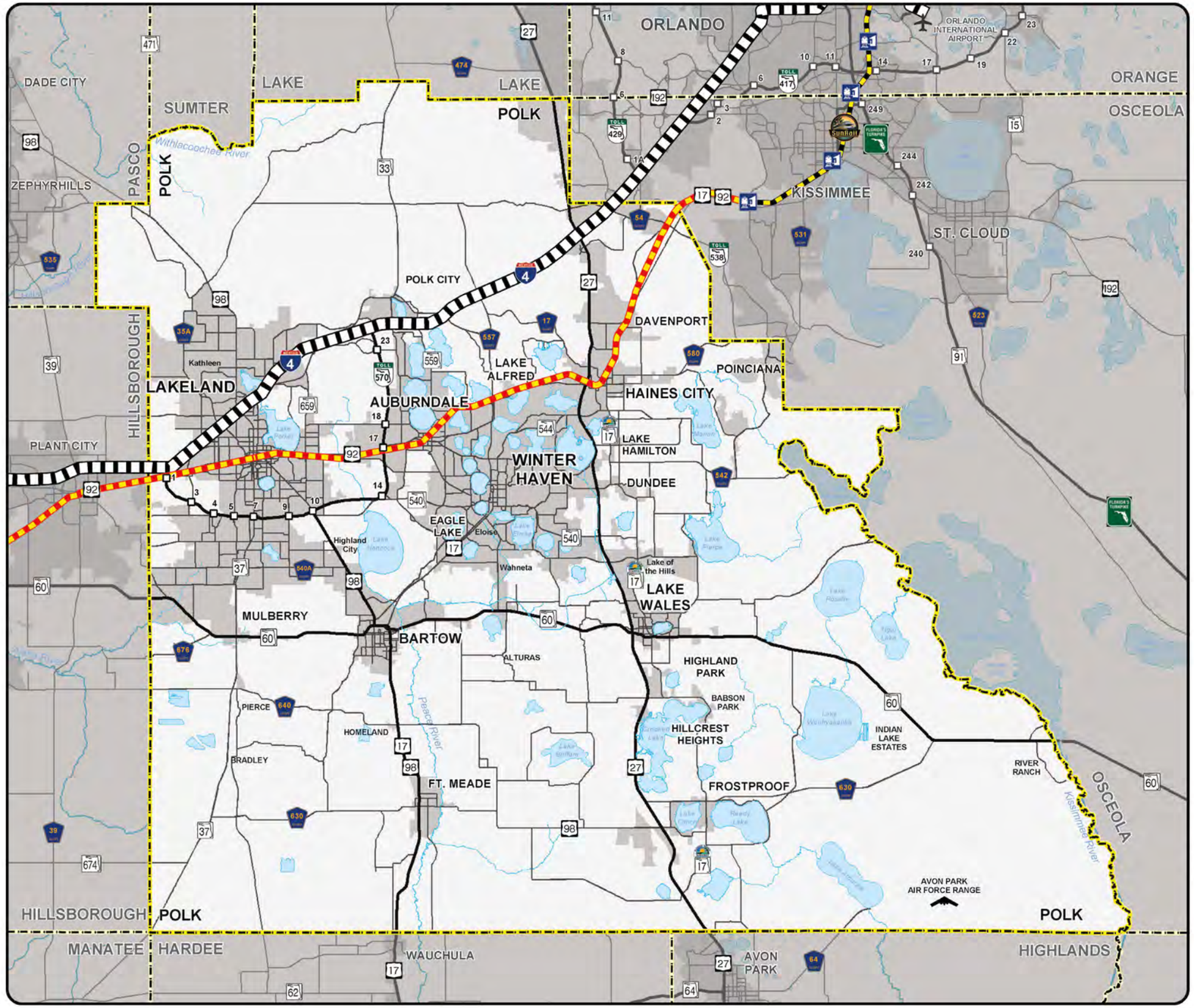


Figure 4-22: 2045 Other Regional Transit Needs



MOMENTUM 2045

Other Regional Transit Needs

Legend

2045 Unfunded Transit Needs

- Commuter Rail
- High Speed Rail
- SunRail Service and Station Locations (Existing)

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

BICYCLE AND PEDESTRIAN PLAN

The *Momentum 2045* plan can allocate up to $138 million of TMA funds which may fund bicycle, pedestrian, and trail projects. The emphasis on bicycle and pedestrian improvements in the plan will be addressing the needs identified in the complete streets program as indicated on the following maps.

The Polk TPO maintains an inventory of sidewalks on the collector and arterials that make up the TPO's road network. The latest inventory was conducted in 2015. While some of the larger cities and more established areas have good sidewalk networks, many areas lack sidewalks on one or both sides of major roads. Filling in gaps in the sidewalk system to make more continuous facilities, creating crosswalks, and installing pedestrian signals will make walking a safer and more viable form of transportation. This applies especially in developed areas where population, employment, schools and recreational facilities are concentrated and pedestrian demand is highest. As with sidewalks, the TPO also inventories bicycle facilities on the major road network. On-road bicycle facilities include marked bicycle lanes, wide outside lanes, and paved shoulders.

The plan likewise reinforces the mutually supportive relationship that exists between transit and non-motorized modes. Most transit trips begin and ends with a pedestrian or bicycle trip. Improvements to transit and other urban corridors are a priority of the plan. And this can include improved connections between non-motorized facilities and other modes such as transit stops and park-and-ride lots, as well as adjacent land uses and buildings.

Finally, the benefits of building better non-motorized facilities will not be fully realized unless they are accompanied by educational and enforcement programs to reinforce bicycle and pedestrian safety. The Polk TPO has been developing Bicycle and Pedestrian Safety Action Plans concurrent with the development of the *Momentum 2045* plan. These action plans identified the key actions needed to improve pedestrian and bicycle safety including leveraging and strengthen the role of the TPO's safety partners.

In 2020 the TPO updated the crash statistics data for the Bicycle Safety Action Plan and the Pedestrian Safety Action Plan. This resulted in an updated list of priority corridors based on more recent data.

Figure 4-23 illustrates the needs for multi-use trail facilities in Polk County, while **Figure 4-24** highlights bicycle and pedestrian facility needs.

Appendix F includes a listing of the multi-use trails shown on **Figure 4-23**. The listing includes trails under construction, not complete, PD&E phase, or proposed. The total unfunded needs include nearly $130 million in present day costs.

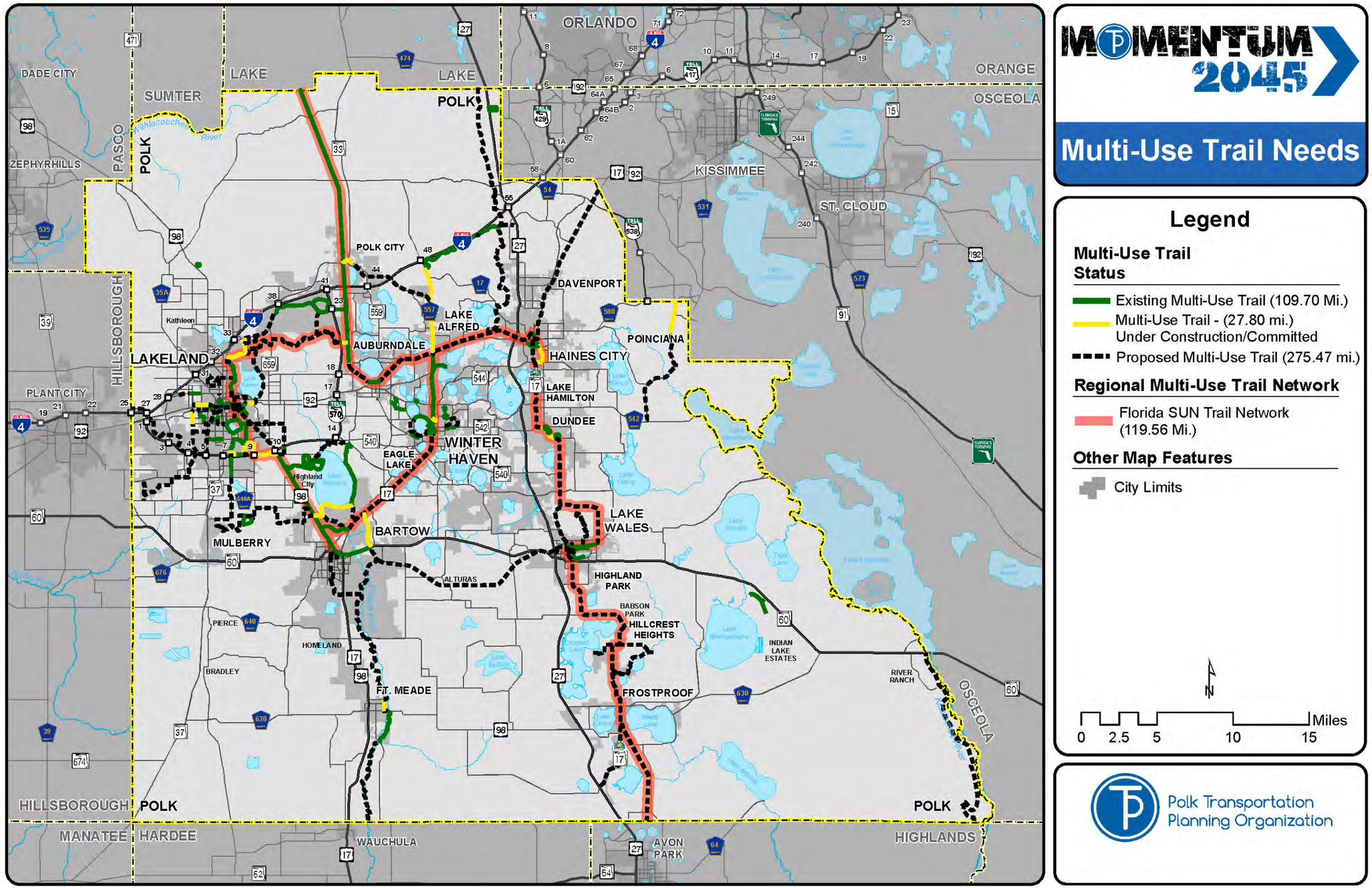
Appendix G includes Bicycle and Pedestrian Needs shown on **Figure 4-24**. The listing includes Complete Street Corridors, Future Complete Street Corridors, Other Bike/Ped Priority Corridors. The total unfunded needs include nearly $140 million in present day costs.

Panther Point Trail/Lake Hancock

2019 Walk and Ride of Silence, Lakeland

Third Street Trail, Winter Haven

Figure 4-23: 2045 Multi-Use Trail Needs



Multi-Use Trail Needs

Legend

Multi-Use Trail Status

- Existing Multi-Use Trail (109.70 Mi.)
- Multi-Use Trail - (27.80 mi.) Under Construction/Committed
- Proposed Multi-Use Trail (275.47 mi.)

Regional Multi-Use Trail Network

- Florida SUN Trail Network (119.56 Mi.)

Other Map Features

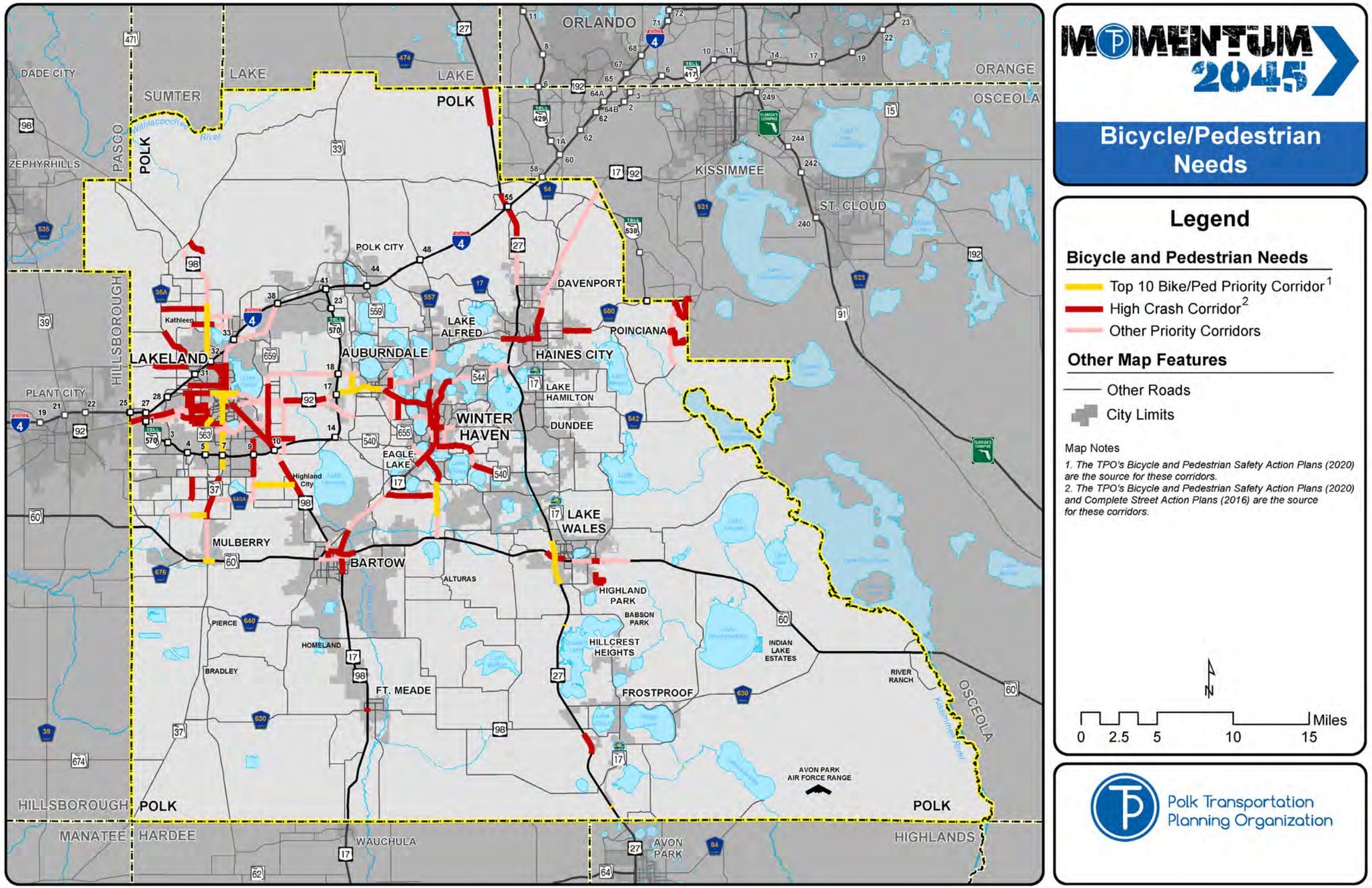
- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

Figure 4-24: 2045 Bicycle Pedestrian Needs



MOMENTUM 2045

Bicycle/Pedestrian Needs

Legend

Bicycle and Pedestrian Needs

- Top 10 Bike/Ped Priority Corridor[1]
- High Crash Corridor[2]
- Other Priority Corridors

Other Map Features

- Other Roads
- City Limits

Map Notes

1. The TPO's Bicycle and Pedestrian Safety Action Plans (2020) are the source for these corridors.
2. The TPO's Bicycle and Pedestrian Safety Action Plans (2020) and Complete Street Action Plans (2016) are the source for these corridors.

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

COMPLETE STREETS

The Polk TPO continues to focus on ways to provide streets that are safer and more user friendly for Polk County residents and visitors alike. The Polk TPO has adopted a Complete Streets Policy that seeks to:

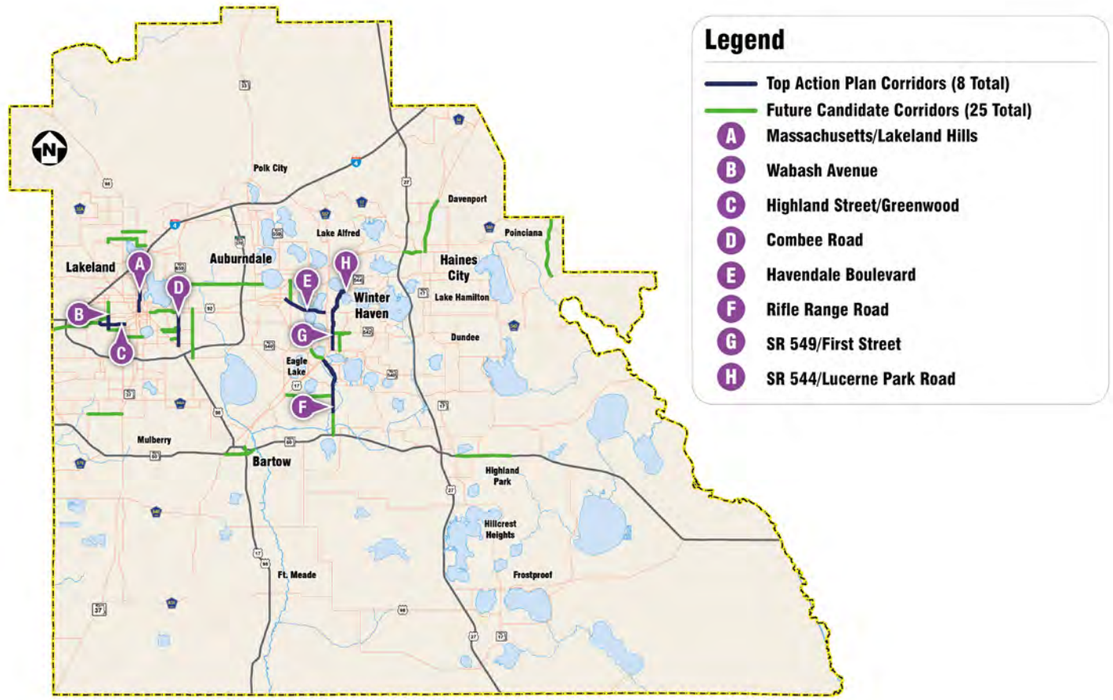
- Provide safe travel for all users regardless of their age or abilities;
- Support all modes of travel and travel choices;
- Provide convenient access to community land uses; and
- Help create a sense of place and livable communities.

As part of these efforts, one strategy is to identify potential corridors for pedestrian and bicycle improvements and other context-appropriate improvements. As part of this strategy, the TPO developed the *Complete Street Corridor Feasibility Study*, another part of the process to create better streets for people in Polk County. The aim is to create a safe and efficient transportation network that accommodates those who ride public transit, drive a car, ride a bicycle or walk to their destination. The study builds on previous efforts in the county including the Complete Street Policy adopted by the municipalities throughout the county in 2012 as well as the TPO Complete Streets Handbook in 2012. This study is the start to a continuing complete street and safety program.

Figure 4-25 identifies the eight Initial Complete Street Action Plan roadways throughout Polk County with potential for other corridors in the future. These action plans identify context sensitive complete street improvements and strategies to improve safety, mobility and access. The intent is to have actionable improvements to these corridors. Generally, these projects will be funded by Transportation Management Area (TMA) funds, which are Federal revenues provided to urbanized areas with populations that exceed 200,000, as designated by the USDOT.

Complete Street Corridor Feasibility Study (2016)

Figure 4-25: Initial Complete Street Action Plans



COMPLETE STREETS PROJECTS

Since the Complete Street Corridor Feasibility Study was developed in 2016, several of the identified corridors have had studies or other project-related activities take place. The following corridors have been studied or are slated for project work as a direct result of the Polk TPO study.

- **Combee Road (SR 659)**
- **Lakeland Highlands Road**
- **Massachusetts Avenue / Lakeland Hills Boulevard**
- **Rifle Range Road**
- **SR 542**
- **SR 544 (Lucerne Park Road)**

NEIGHBORHOOD MOBILITY AUDITS

Another effort complementary to the mobility and livability of the county's transportation system is the TPO's Neighborhood Mobility Audit program which is an effort to focus on mobility issues, specifically in communities with notable "traditionally underserved" or "historically disadvantaged" populations, which the TPO identifies as Environmental Justice Planning Areas. Fourteen Neighborhood Mobility Audits (NMAs) were conducted, the majority of which were within those Environmental Justice planning areas.

The intent of the neighborhood mobility audits is to evaluate resident access to area jobs, school and essential services within these communities. Since low-income households are two to three times more likely to use public transportation or other alternatives modes of transportation, the focus of the mobility audits is on nonmotorized (bicycle and pedestrian) and transit access.

The process for the mobility audits included:

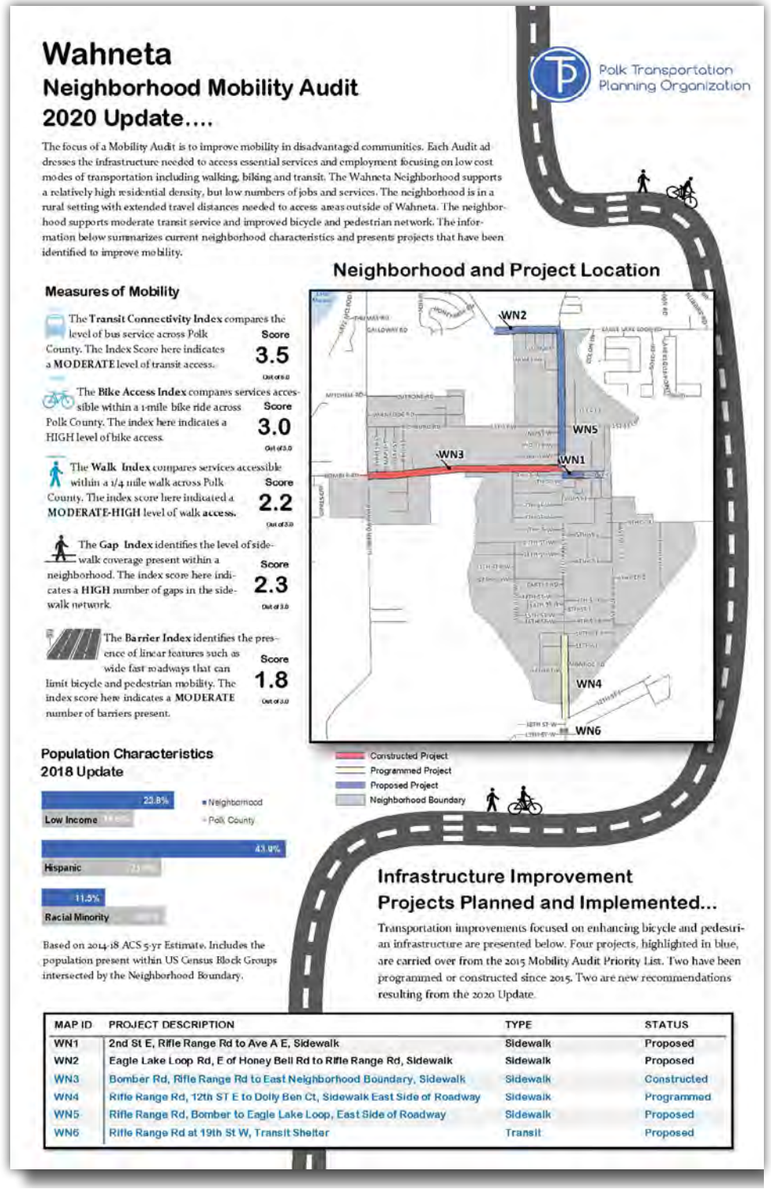
- An existing conditions assessment to review the population, residential uses, as well as walking access, biking access, transit connectivity, gaps, and barriers
- A Mobility Index was derived to convey the overall mobility level of each neighborhood and to prioritize improvements across neighborhoods within Polk County. A summary list of recommended safety, transit access, bicycle and sidewalk improvements for each neighborhood was developed

At the conclusion of each audit, TPO staff conducted public outreach efforts to each neighborhood, which included interviews and written questionnaires. TPO staff met with the respective local governments and three to five key transportation projects were identified for each neighborhood.

Completed NMA Projects E Main Street @ SR 659 (Combee Rd) Lakeland

Since the conclusion of the studies, the Polk TPO has been working with individual municipalities, as well as the FDOT to fund the top priority projects from the initial list. As a result, funds have been included in the FDOT's Transportation Work Program for mobility improvements in these neighborhoods since the NMAs were completed in 2015. Some of the projects include: the construction of Citrus Connection bus shelters, a sidewalk at North Crystal Lake Drive, and a multi-use path in Inwood from Avenue S to W Lake Cannon Drive. There are also a number of NMA projects currently programmed in the TPO's adopted Transportation Improvement Program (TIP) that will be constructed in the next 2-3 years. These projects will further help close the mobility needs gap in these communities.

As part of *Momentum 2045*, the Polk TPO updated the evaluation of these neighborhoods by providing a demographic analysis update, using updated NMAs, developing a crash statistic that summarizes crashes based on the quarter-mile analysis area used in the calculation of the Neighborhood Mobility Score, and identify projects that have been constructed since the original NMAs, as well as, help identify and prioritize new projects.



Example of NMA 2020 Update (Wahneta)

BICYCLE AND PEDESTRIAN SAFETY

The formulation of Polk TPO's Pedestrian Safety Action Plan and Bicycle Safety Action Plan is a critical step in the process toward achieving a much needed improvement in roadway safety for pedestrian, bicyclists, and motorists as well as improved overall accessibility in Polk County for non-motorized transportation. These plans highlight the recommended actions that can work to enhance the county's pedestrian and bicycling infrastructure, educate the public on pedestrian and bicycle safety issues, and encourage modified behavior accordingly. They also intend to solidify strategies for effective enforcement and coordinate inter-agency cooperation and accountability to implement recommended policies and campaign tactics. These Plans can be found in **Technical Appendix 4-I**.

The purpose of the Polk County Pedestrian Safety Action Plan and the Bicycle Safety Action Plan is to identify specific actions that can be taken to reduce the incidence and injury severity of pedestrian and bicycle crashes in Polk County. These actions are tied to specific performance measures that can be used to monitor and evaluate the progress of action implementation. To ensure the goal of reducing crashes is truly reached, the recommendation is to track the three-year average.

PEDESTRIAN SAFETY ACTION PLAN

Between 2009 and 2018, nearly 1,100 people were injured in pedestrian crashes in Polk County. In the same period, more than 130 pedestrians have died as a result of traffic crashes. The number of injuries and fatalities due to these crashes is increasing. In 2018 alone, more than 9,300 pedestrian crashes occurred in the state of Florida, with 220 occurring in Polk County. The 2013 Florida Pedestrian and Bicycle Strategic Safety Plan identified Polk County as one of the top ten highest priority counties in the state.

While generally clustered near urbanized areas, many crashes involving pedestrians are occurring in less developed parts of Polk County. Of particular interest is the fact that while most crashes occur during daylight conditions, the majority (57 percent) of severe pedestrian crashes – those resulting in incapacitating or fatal injuries – occur during non-daylight hours. Fully 83 percent of pedestrian fatalities occur during non-daylight conditions. The "Pedestrian-Failed-to-Yield" type of crashes accounts for nearly one-third of all pedestrian crashes in Polk County. To ensure the goal of reducing crashes is truly reached, the recommendation is to track the three-year average.

BICYCLE SAFETY ACTION PLAN

Between 2009 and 2018, 500 people were injured in bicycle crashes in Polk County. In the same period, more than 25 bicyclists have died as a result of traffic crashes. In 2018 alone, more than 6,500 bicycle crashes occurred in the state of Florida, with 85 occurring in Polk County. The 2013 Florida Pedestrian and Bicycle Strategic Safety Plan identified Polk County as one of the top ten highest priority counties in the state.

Just like pedestrian crashes, many crashes involving bicycles are occurring in less developed parts of Polk County. Most bicycle crashes (70 percent) occurred during daylight conditions. Moreover, Dark-Lighted and Dark-Not Lighted conditions generally resulted in a higher percentage of fatal and incapacitating injuries (61 percent). The high percentage of serious and fatal crashes occurring during sub-optimal lighting conditions suggests that these crashes are occurring with motor vehicles traveling at higher speeds.

Most bicycle crashes occurred where a curb was present. The second-most bicycle crashes occurred on roadways with unpaved shoulders, which had considerably more fatal and incapacitating injuries than the other shoulder types. This large proportion of serious injuries on unpaved shoulder roadways is likely because these roadways are often present in more rural areas with higher travel speeds, whereas curb and gutter is more of an urban feature. Two types of crashes account for 26 percent of all bicycle crashes in Polk County: "Motorist Drive Out – Sign-Controlled Intersection" and "Motorist Drive Out – Commercial Driveway / Alley."

RECOMMENDATIONS

Both plans recommend ongoing efforts to reduce the number and severity of pedestrian and bicycle crashes in Polk County by focusing on four major Action Areas: "engineering and infrastructure," "public outreach and education," and "enforcement and coordination/monitoring." Within each of these Action Areas, there are specific tactics that can be implemented independently or in concert to achieve the Plan's primary objectives, and thus the ultimate goal.

As identified in the Action and Performance Measures sections of both the Pedestrian Safety Action Plan and the Bicycle Safety Action Plan, the continuation of the Roadway Safety Audit program, in which a minimum of two Polk County roadway corridors will be reviewed annually to identify challenges and recommend corridor-specific countermeasures, is needed. To ensure that these Roadway Safety Audits are conducted in locations most in need of pedestrian/bicycle safety improvements, a prioritization methodology was developed and carried out. Prioritization criteria consist of crash frequency, a crash severity index, proximity to schools, and lighting conditions. The result is a composite ranking of 34 high-priority corridors, which are also separated in to top ten corridors by mode (pedestrian and bicycle). A similar but distinct process was also conducted to identify priority intersections. As of the development of this plan, the TPO has conducted six Roadway Safety Audits, and the prioritization results will serve as a guide for the TPO as it selects future studies and evaluates candidate projects and programs.

UNFUNDED NEEDS

There are several unfunded needs by transportation mode that the Polk TPO will look to fund should additional revenues become available. The unfunded needs include the following:

- Roads and Highways: Over $2.99 billion of roadway improvements in year of expenditure (YOE) dollars*
- Transit: Over $1.19 million in YOE dollars*
- Bicycle, Pedestrian, Complete Streets, and Multiuse Trails improvements: About $449 million in YOE dollars*

For additional details, see Appendix C through Appendix F.

TRANSPORTATION SAFETY

The Polk TPO has had a longstanding commitment to improving transportation safety and *Momentum 2045* continues this commitment by allocating funds to improve traffic safety and operations and to utilize new technology to improve the efficiency of our existing system. This plan allocates roughly $157.5 million in TMA funding through the year 2045 for projects that improve safety and efficiency.

The maps in **Figure 4-26** through **Figure 4-28** illustrate where some existing roadway safety issues exist for automobiles as well as bicycles/pedestrians.

Safety data was one of the factors in prioritizing projects for inclusion in the LRTP, and it is vital that the safety and security of its transportation system for all users is held at a high priority. The MAP-21 and FAST Act Federal surface transportation acts have established safety and security of the transportation system as crucial in the planning and decision-making processes. Safety is supported in the general LRTP process by the Federal Planning Factors, as a goal in the Florida Transportation Plan, and in the Goals and Objectives of *Momentum 2045* LRTP.

In addition to the elements listed above, the Polk TPO considered the Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP), the Florida Transportation Plan (FTP), the FDOT State Strategic Highway Safety Plans (SHSP) during this LRTP update process.

Safety is the first goal of the FTP, the state's long-range transportation plan, and the emphasis of Florida's SHSP. The FTP, published in 2015, includes the number of transportation-related fatalities as an indicator to watch. The SHSP, published in 2012 and, updated in 2016, specifically embraces Vision Zero ("Driving Down Fatalities") and identifies potential strategies to achieve zero traffic deaths. The 2016 SHSP was developed in coordination with Florida's 27 MPOs through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2018 HSIP annual report, FDOT established 2019 statewide safety performance targets at "0" for each safety performance measure to reflect the Department's vision of zero deaths.

Momentum 2045 supports safety efforts reflective of those in the SHSP.

Safety activities will generally be supported and coordinated by both the TPO and by local and state agencies, stakeholders, and other partners for effective implementation. The Congestion Management Process Policies and Procedures Handbook updated by Polk TPO in 2020 lists several Safety Emphasis Areas and potential strategies for addressing each. The Key Emphasis Areas include those below:

- Lane Departures
- Impaired Driving
- Pedestrians and Bicyclists
- Intersections
- Occupant Protection
- Motorcyclists
- Aging Road Users
- Commercial Motor Vehicles
- Speeding and Aggressive Driving
- Teen Drivers
- Distracted Driving
- Work Zones
- Traffic Records and Information Systems

The Polk TPO *Momentum 2045* LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The TPO has developed a project selection process that gives preference to projects with increased safety performance and/or will result in the prioritization of projects that are likely to reduce fatalities and serious injuries.

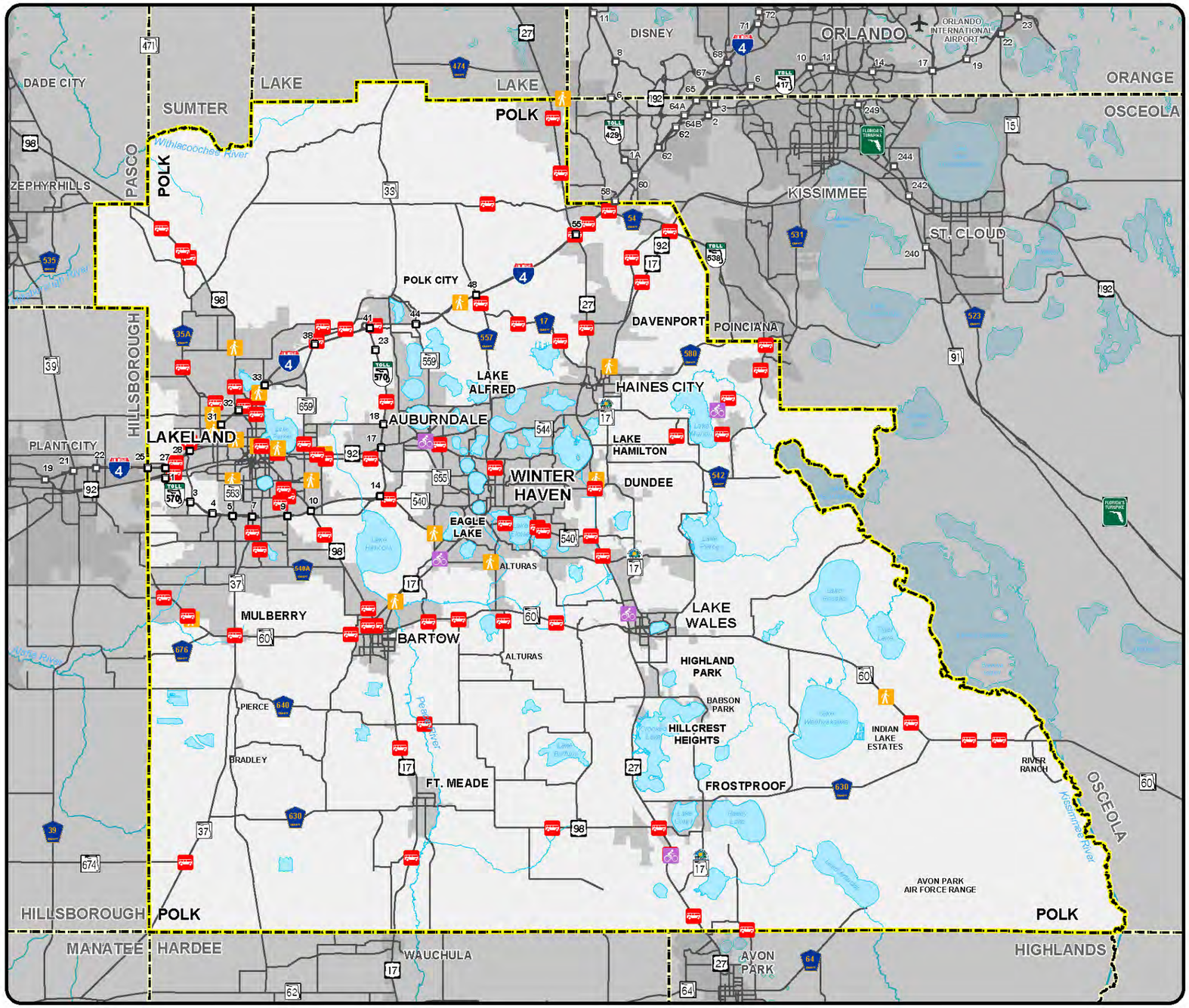
VISION ZERO

Vision Zero is a multi-dimensional effort to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero is increasingly being adopted by cities across the United States. It takes a traditional approach to safety and reconsiders some of the most basic assumptions made over the past decades to reduce the number of deaths on American roadways. The FDOT initially adopted a Vision Zero policy in 2012, and the 2016 update of the SHSP supports the policy. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy initially set by Florida's Legislature 35 years ago.

The Polk TPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic crashes, both statewide and nationally. As such, the Polk TPO supports FDOT's statewide 2020 safety targets.

On February 13, 2020, the Polk TPO approved TPO Resolution 2020-01 that adopts FDOT's Safety Performance Targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

Figure 4-26: Polk County Fatal Crashes



Polk Transportation Planning Organization

Polk County Traffic Fatalities

Legend

2019 Traffic Fatalities

- Motor Vehicle (82 Crashes/ 91 Fatalities)
- Pedestrian (22 Crashes/ 23 Fatalities)
- Bicycle (6 Crashes/ 6 Fatalities)

Source: Signal Four Analytics

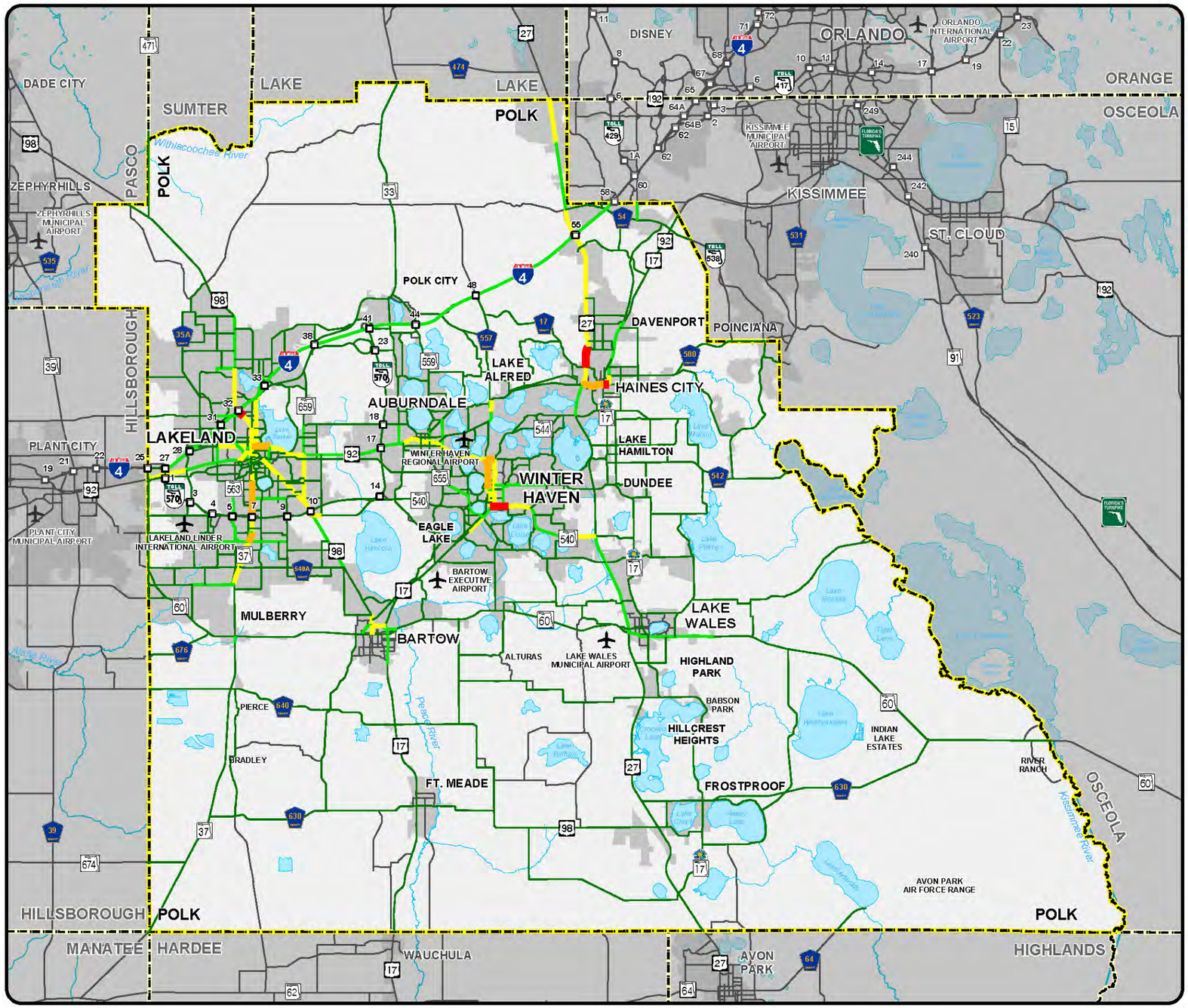
Other Map Features

- 2010 Urbanized Areas
- Other Major Roads
- Interchange/Exit Number
- County Boundary

N

0 2.5 5 10 15 Miles

Figure 4-27: Polk County Crashes Per Mile 2014-2018



Polk Transportation Planning Organization

Polk County Crashes per Mile

Legend

2014 - 2018 Crash Totals Per Mile

- < 49
- 50 - 99
- 100 - 199
- 200 - 299
- > 300

Source: Polk TPO (2020 Roadway Network Database)

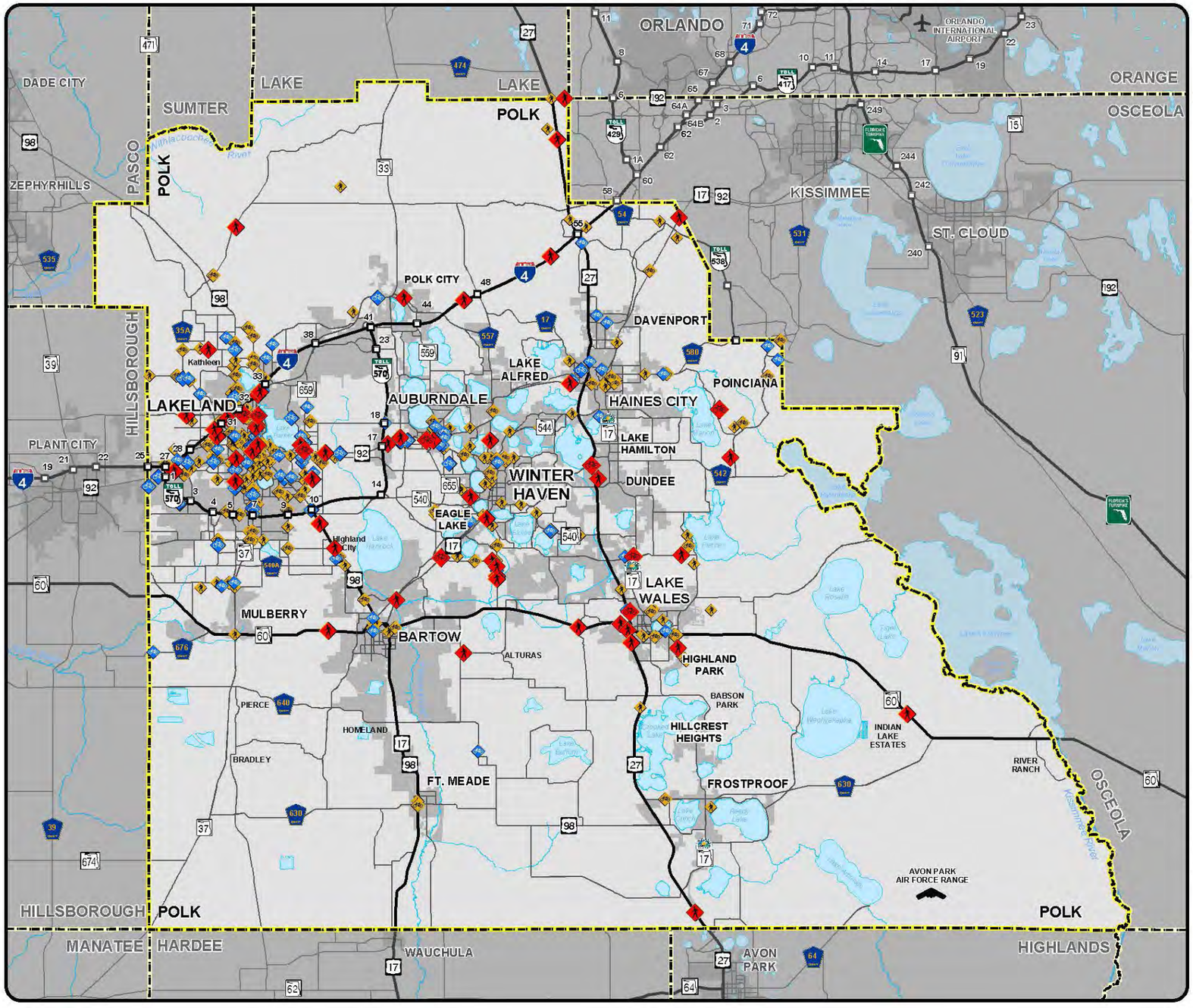
Other Map Features

- 2010 Urbanized Areas
- Other Major Roads
- 38 Interchange/Exit Number
- County Boundary

N

0 2.5 5 10 15 Miles

Figure 4-28: Polk County Bicycle and Pedestrian Crashes



MOMENTUM 2045

Bicycle/Pedestrian Crashes

Legend

Bicycle Injuries & Fatalities 2016 - 2019

- Bicycle Fatality (9)
- Bicycle Incapacitating Inj. (30)
- Bicycle Other Injuries (97)
- Pedestrian Fatality (55)
- Pedestrian Incapacitating Inj. (79)
- Pedestrian Other Injuries (219)

Source: Signal Four Analytics.
Data from 7/1/16 - 6/30/19

Other Map Features

- Other Roads
- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

FEDERAL SAFETY GUIDANCE

The National Infrastructure Protection Plan (NIPP) 2013: Partnering for Critical Infrastructure Security and hence was developed by the U.S. Department of Homeland Security (DHS). This plan outlines mitigation strategies for public and private entities to protect critical infrastructure. One of the plan's "Lifeline Critical Infrastructure Sectors" is Transportation.

The US DHS and the United States Department of Transportation (USDOT) developed a Transportation Systems Sector-Specific Plan (TSSSP), of which one of the purposes is, "to guide and integrate efforts to secure and strengthen the resilience of transportation infrastructure and to describe how the Transportation Systems Sector contributes to the overall security and resilience of the Nation's critical infrastructure, as set forth in Presidential Policy Directive 21, (PPD-21), Critical Infrastructure Security and Resilience." The TSSSP established the following set of Goals for transportation system security.

USDOT TRANSPORTATION SYSTEMS SECTOR-SPECIFIC PLAN GOALS

GOAL 1 - Manage the security risks to the physical, human, and cyber elements of critical transportation infrastructure.

GOAL 2 - Employ the Sector's response, recovery, and coordination capabilities to support whole community resilience.

GOAL 3 - Implement processes for effective collaboration to share mission-essential information across sectors, jurisdictions, and disciplines, as well as between public and private stakeholders.

GOAL 4 - Enhance the all-hazards preparedness and resilience of the global transportation system to safeguard U.S. national interests

The TSSSP also establishes a comprehensive framework of Federal agency responsibilities to improve disaster preparedness of transportation infrastructure. These five "National Preparedness System mission areas" are as follows:

- **Protection:** applies to steady-state activities and includes safety and security programs aimed at reducing or managing risk to critical transportation infrastructure.
- **Prevention:** applies specifically to activities taken in response to an imminent terrorist attack.
- **Mitigation:** aims to reduce the consequence of an incident by identifying best practices as well as codes or standards that make transportation infrastructure more resilient.
- **Response:** coordinates all response actions during a disaster to save lives and property at risk, and it conforms to the National Incident Management System.
- **Recovery:** guides long-term recovery following an incident.

TRANSPORTATION SECURITY AND SYSTEM RESILIENCY

The TPO can play a key role in planning both before and after a disaster. Pre-disaster planning involves efforts to guard against, prepare for, and mitigate a disaster's effects; while post-disaster planning focuses on restoring essential functions, speedy recovery, and rebuilding in the wake of a disaster.

Largely because of its vulnerability to hurricanes and tropical storms, Florida has become a leader in emergency management and disaster mitigation planning. Local governments prepare several types of plans that MPOs and TPOs should be aware of and, as appropriate, participate in developing:

- Comprehensive Emergency Management Plans: Operational procedures used to prepare for, respond to, recover from, and mitigate emergencies.
- Local Mitigation Strategies: Identify and prioritize hazard mitigation needs and strategies to reduce the vulnerability to natural hazards.
- Post-Disaster Redevelopment Plans: Outlining recovery and reconstruction procedures and policies.
- The national Strategic Highway Network (STRAHNET) consists primarily of Interstate highways, but also includes some non- Interstate facilities. Critical to operations of the Department of Defense, STRAHNET-designated roadways are vital for emergency mobilization and movement of emergency good such as fuel, repair parts, food, and other commodities. I-4, which is a crucial part of Polk County's transportation is part of STRAHNET.

The Polk TPO integrates security evaluation into its planning process and continues to do so as its geographic significance increases. Roadways such as I-4, US-27, US-17/92 are crucial to central Florida's daily mobility and serve to be key parts of evacuation and resilience needs for other areas of the state.

Working with FDOT, local public works departments, and emergency planning agencies, the TPO can assist in strengthening the transportation system and increasing its resiliency to man-made and natural disasters. This often begins by identifying critical assets and key transportation infrastructure; the loss of which would have a severe impact on the public's welfare and local economy. Pre-disaster planning may also involve identifying and assessing a community's vulnerability to specific hazards or threats. Four standard phases guide the FDOT Emergency Management program, as listed below. These phases support informed communities and resilient infrastructure.

- Preparedness
  - This includes plans or preparations made to save lives and to help response and rescue operations.
  - Evacuation plans and stocking food and water are both examples of preparedness.
  - Preparedness activities take place before an emergency occurs.
- Response
  - This includes actions taken to save lives and prevent further property damage in an emergency situation; putting preparedness plans into action.
  - Response activities take place during an emergency.
- Recovery
  - This includes actions taken to return to a normal or an even safer situation following an emergency.
  - Recovery includes getting financial assistance to help pay for the repairs.
  - Recovery activities take place after an emergency.
- Mitigation
  - This includes any activities that prevent an emergency, reduce the chance of an emergency happening or reduce the damaging effects of unavoidable emergencies.
  - Mitigation activities take place before and after emergencies.

In 2020, a new Polk County Multi-Jurisdictional Local Mitigation Strategy (LMS) was prepared and supports the safety and security of the Polk County transportation network. Pre-disaster planning often also entails mutual-aid agreements related to transporting vulnerable populations before a disaster and restoring critical infrastructure and services afterwards. The TPO serves as a partner with other relevant agencies to plan for and mitigate the impact of disasters in neighboring counties, e.g., how mass evacuations could affect Polk County and its transportation network.

Better planning in transportation security can help reduce the negative impacts to local and regional transportation systems from major natural or manmade events, such as hurricanes, tornadoes, flooding, or incidents of terrorism. In addition, Federal requirements for metropolitan planning also include considering security as a factor in LRTPs. The metropolitan planning process should provide for consideration and implementation of projects, strategies, and services that will increase the security of the transportation system for motorized and non-motorized users. USDOT defines transportation system security as the freedom from intentional harm and tampering that affects both motorized and non-motorized travelers.

The vulnerability of the transportation system and its use in emergency evacuations have become key concerns for the Department of Homeland Security (DHS). Established by DHS, the Urban Areas Security Initiative (UASI) focuses on enhancing regional preparedness in major metropolitan areas. The Tampa UASI, which includes Polk County and eight other neighboring counties, has been established to coordinate with the Florida Division of Emergency Management to expand regional collaboration and developing integrated regional systems for prevention, protection, response, and recovery.

Earlier in this chapter, and in chapter 6, the Polk TPO has identified potential environmental risks and established mitigation steps that support a resilient transportation system.

VULNERABLE ROADWAYS AND MITIGATION STRATEGIES

The TPO has identified several locations throughout the county that have experienced issues or may potentially experience issues with flooding due to weather events. The map in Figure 4-29 demonstrates where these susceptible areas of roadway are located on the Polk County transportation network. The vulnerability of these areas is considered when planning for transportation needs, and strategies to mitigate issues are considered and implemented where and when appropriate.

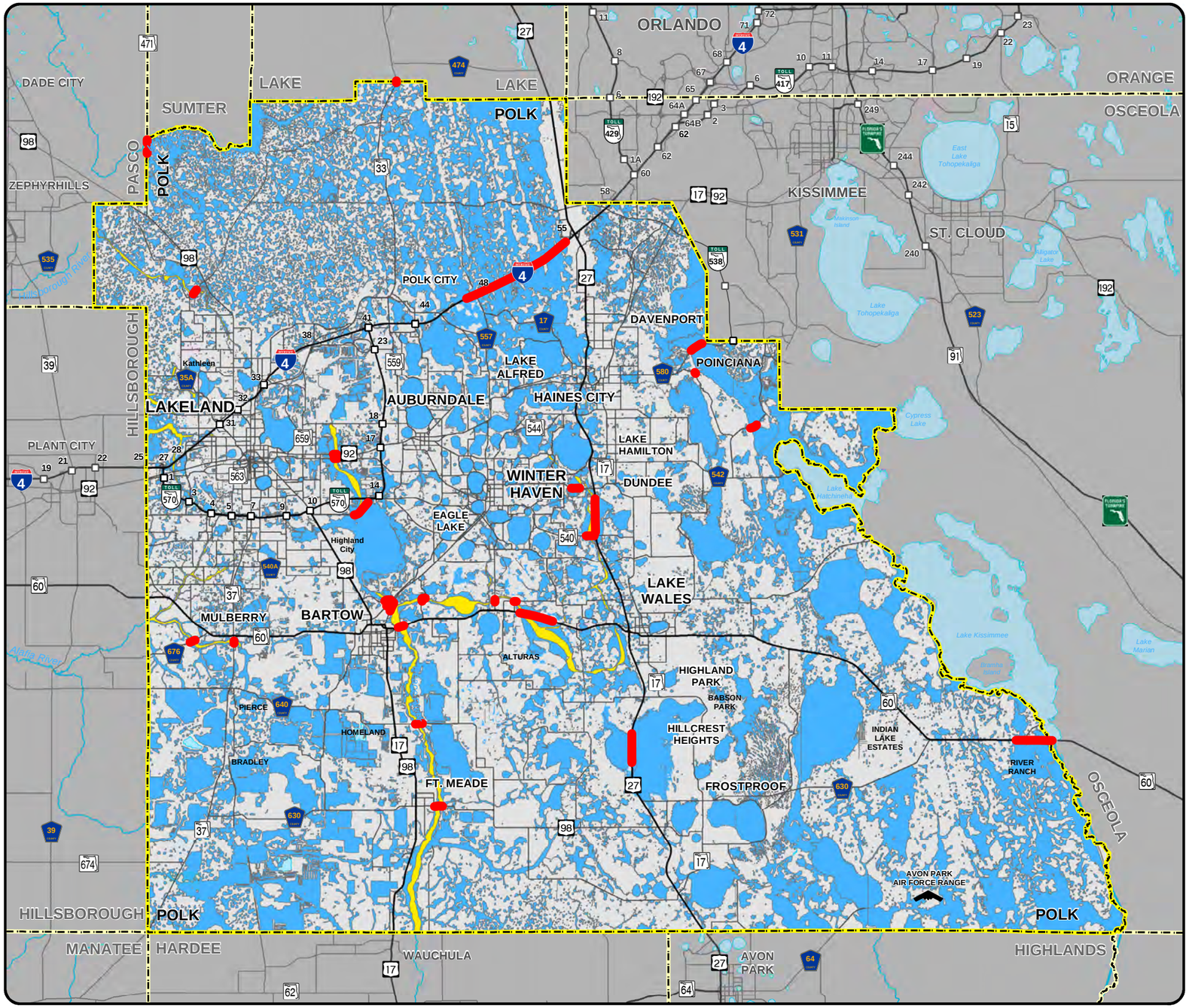
INTERSTATE 4 (I-4)

Unsurprisingly, Interstate 4 (I-4) is one of the most crucial corridors in Polk County, as it serves as a vital connection between Tampa Bay and Orlando. The portion of I-4 that runs the width of the county experiences a significant amount of daily traffic all days of the week which occasionally is impacted by weather or other natural events.

As shown in **Figure 4-29**, a portion of I-4 is considered susceptible to flooding. However, twice in the past 20 years, portions of I-4 have been completely closed for a significant amount of time. In 2001 a wildfire and smoke forced the road to be closed for 10 days. In January 2008 smoke from a nearby fire and desnse fog may have contributed to a crash involving 70 vehicles, resulting in 38 injuries and 4 fatalities. Part of the Interstate required repaving as part of the crash's impacts. FDOT has since installed a fog detection system along this portion of I-4 to assist motorists when low visibility is encountered.

As it relates to resiliency, due to a changing climate, droughts may be expected to occur more often and with increased severity, leading to an increased frequency of wildfires. The TPO and its partners will continue to be proactive in addressing anticipated visibility and other safety issues to mitigate negative impacts on its transportation system.

Figure 4-29: Roadways Susceptible to Weather Events



Transportation Resiliency

Legend

Flood Vulnerability

- Major Roads Susceptible to Flooding in Extreme Weather Events

2016 Flood Zones

- Floodway Areas
- Flood Zones

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

CHAPTER 5

Public Involvement

DOWNTOWN LAKE WALES

CHAPTER 5 - PUBLIC INVOLVEMENT

INTRODUCTION

COVID-19 AND IMPACTS TO PUBLIC INVOLVEMENT

In early 2020 and as the Polk TPO was preparing to hold a number of meetings in support of *Momentum 2045*, it was becoming ever more apparent that conducting traditional public involvement methods would not be feasible as is described in the Polk TPO Public Participation Plan (PPP), which is included in **Technical Appendix 5-A**. In March 2020, the spread of COVID-19 (Coronavirus) in the United States preceded directives from federal, state, and local agencies to limit non-essential social gatherings and interaction. Considering the social distancing guidance and executive orders noted below, the TPO evaluated the impact to public input processes for the development of Momentum 2045.

- On March 16, 2020, President Trump issued "15 Days to Slow the Spread" guidance advising individuals to socially distance and avoid groups larger than 10 people until March 31.
  - This order stated among other things that gatherings of 10 or more individuals were no longer allowed.
- On March 29, 2020, the timeframe for this guidance was extended to April 30 and formally updated on March 31, in coordination with the White House Coronavirus Task Force, as "30 Days to Slow the Spread".
  - This order reaffirmed that gatherings should not be attended by more than 10 individuals and that the minimum social distance between individuals should be no less than six feet apart.
- Florida Governor DeSantis issued a "Safer at Home" order (Executive Order 20-91) effective from April 3 through April 30, 2020.
  - This order reaffirmed everything in the previous orders and added that everyone except essential workers should work from home if possible.
- Florida Governor DeSantis extended Executive Order 20-91 to October 1, 2020, allowing for meetings to be conducted and voting by members in a remote way.
  - This order extended the previous order and its guidelines for a longer time period.

All these substantial changes to face-to face-meetings created a challenge for TPO staff in terms of being able to conduct traditional outreach methods with the community while also following the guidelines mandated by the President's and Governor's Executive Orders. A Transportation Summit with the Lakeland Area Mass Transit District (LAMTD), or Citrus Connection, which was planned for March 18, 2020 which had to be cancelled is an example of how these challenges played out in early 2020. Many months of coordination preceded the planning of the "2020 Transportation Summit: A Community Conversation." (See **Figure 5-1** for event flyer)

Figure 5-1: LAMTD/Citrus Connection and TPO joint event flyer.

This incident caused us to reflect on the new challenges before us and to quickly think up solutions for obtaining substantive outreach going forward. As such, TPO staff looked for alternative ways to make public input viable and quickly eliminated face-to-face meetings and moved to create virtual opportunities instead. More so than in any previous Long Range Transportation Plan (LRTP) of the Polk Transportation Planning Organization (TPO), a concerted effort was made to solicit and obtain a diverse set of input for *Momentum 2045* during the COVID-19 pandemic though virtual and technology-based approaches. Due to the pande mic, these methods shifted from traditional face-to-face meetings to virtual community workshops and forums, social media outreach, and interactive web-based mapping programs to solicit input.

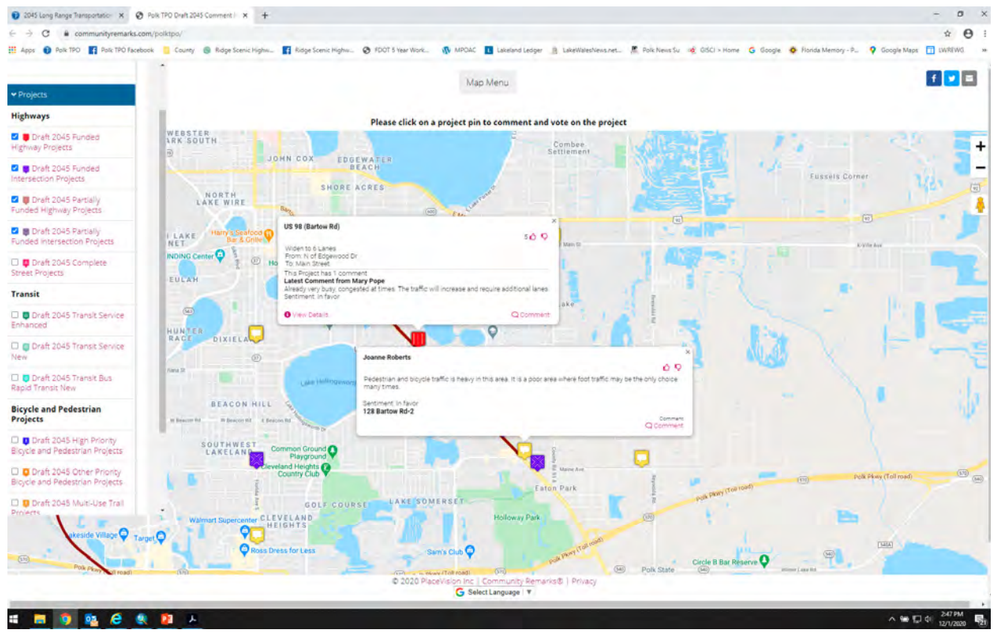
PROJECT WEBSITE

A project website was developed early in the process to provide a single source of information for all project-related materials. The project website was consistent with the project brand, clearly identifying it as being related to the 2045 LRTP. The *Momentum 2045* Website **(http://polktpo.com/2045-lrtp.aspx)** served as the primary source of information for *Momentum 2045*. In addition to utilizing our website as a portal for all written materials, videos, presentations, and maps for *Momentum 2045*, citizen input was collected by accessing Community Remarks through the *Momentum 2045* website.

COMMUNITY REMARKS

Community Remarks was another method used to gather public comments and engage in an ongoing conversation with stakeholders about *Momentum 2045*. Community Remarks is a dynamic digital media tool that enables users on smartphones, tablets, laptops, PCs and other Internet-connected devices to make comments on maps of candidate projects through the TPO's *Momentum 2045* website. Staff encouraged participants to use Community Remarks during the various meetings and forums held throughout the development of the Plan. Users of the program were able to select a category in which their comment falls under (i.e., road improvement, transit-related issue, etc.). The user could then add a comment that would update for everyone to see. If used on a smartphone, the user had the option of simply using their GPS coordinates to properly map the location of an issue or idea, and the public could then respond to comments with a "thumbs up" or "thumbs down" as part of the consensus building piece (See **Figure 5-2**). The TPO utilized Community Remarks as another outreach method to not only garner feedback and input from the public, but also to share the Draft *Momentum 2045* projects with the public using the Geographic Information System (GIS) layer functions of the maps.

The Polk TPO received 186 public comments between the Community Remarks website and the LRTP survey. **Technical Appendix 5-B** shows a compilation of these public comments. The TPO combined the comments received through Community Remarks and those provided through the LRTP Community Survey and produced a series of infographics that show the overall findings of all the public comments.



Snapshot of Community Remarks Page

THE ADVISER NETWORK

The TPO's Transportation Adviser Network was used as one of the TPO's primary public engagement tools for *Momentum 2045*. The Adviser Network consists of nearly 400 members who serve their communities by participating in ongoing conversations regarding transportation's importance in supporting the development of a safer more mobile county. This proved extremely helpful for the TPO as they provided input through our members' interactions with their communities. The members of these committees in turn provide the TPO with access to the public that would have otherwise not been possible during this time. The input received through the TPO's combined public outreach efforts helped guide the development of *Momentum 2045* and validate the projects that were ultimately recommended in the Plan. The TPO engagement with the Adviser Network was focused on the following goals:

1. Create awareness of the Polk TPO and *Momentum 2045*;
2. Inform and educate citizens and other stakeholders about transportation issues, a range of possible solutions, and the implications for the next 25 years; and
3. Obtain public and stakeholder preferences and substantive comments and present this input to the TPO Board for consideration in their review and approval of *Momentum 2045*.

The Adviser Network was created by the TPO to serve as an alternative mechanism for citizen involvement in the TPO's transportation planning process. The Adviser Network provides a less formal, more extensive structure for soliciting public participation and comment. Members can participate in the planning process through eight different mediums including:

- Attending community forums;
- Live interactive webcasts;
- Replays of webcasts and broadcasts via Polk Government Television and its website;
- Viewing short informational videos;
- Video postings to the TPO website
- TPO e-mail; and
- Social media posts.

It should be pointed out that the Adviser Network Community Forums were also advertised for general members of the public and each forum had many non-Adviser Network members in attendance. The Adviser Network was utilized to encourage participation in two community forums on key topics in *Momentum 2045*. The first workshop was conducted in the summer on July 14, 2020 and the second one took place in the fall on October 14, 2020. While these were live broadcasts of the workshops, video recordings of the workshops were posted on the *Momentum 2045* website where they continued to be viewed by the Adviser Network and other interested members of the public.

BRIDGING THE DIGITAL DIVIDE

As stay-at-home orders and social distancing recommendations were handed down and COVID-19 continued to spread in early 2020, the first thought in the minds of the Polk TPO staff was, "How can we still reach our community and make their input heard as we develop Momentum 2045?" More importantly, how do we reach out to those who do not have easy access to a computer and the internet?

To start, we partnered with LAMTD/Citrus Connection to make information accessible to their riders. Next, we reached out to our five community/ resource centers and main public libraries in Lakeland and Winter Haven to help us provide outreach materials along with their computer and internet access so that we could hear from our community, especially those in the underserved communities identified by the TPO. Lastly, we devised ways to reach out to community members in a digital format that would be accessible long after the public meetings had taken place. Ahead, you will find a deeper look into these efforts.

Figure 5-3: LRTP survey postcard

ADVERTISEMENT IN PUBLIC TRANSPORTATION

Bus advertisements were placed in all the buses with routes throughout our urban areas including those with routes through the identified Environmental Justice areas identified by the TPO as illustrated in **Figure 5-2** [on facing page]. These advertisements included QR codes that led to the survey. QR codes are a type of barcode that is machine readable with an optical lens that leads you directly to a label containing information about an item to which it is attached (see **Figure 5-3** for our specific QR code). In other words, the barcode can be scanned with a phone or tablet to go directly to the on-line survey. Smaller copies of the ad were also distributed at bus terminals for those who did not have a phone or tablet to scan the QR code while inside the bus in the form of a postcard. That way they could take the post card with them and access the survey at a location and time that was convenient for them.

In total, the ads appeared in all the LAMTD buses for a total of 42 ad placements. These ads ran for 90 days starting on August 29, 2020 and ending on November 29, 2020. According to LAMTD's ridership figures for the 90-day period our ads reached an audience of 120,631 riders.

LRTP Survey Poster on LAMTD/Citrus Connection Bus

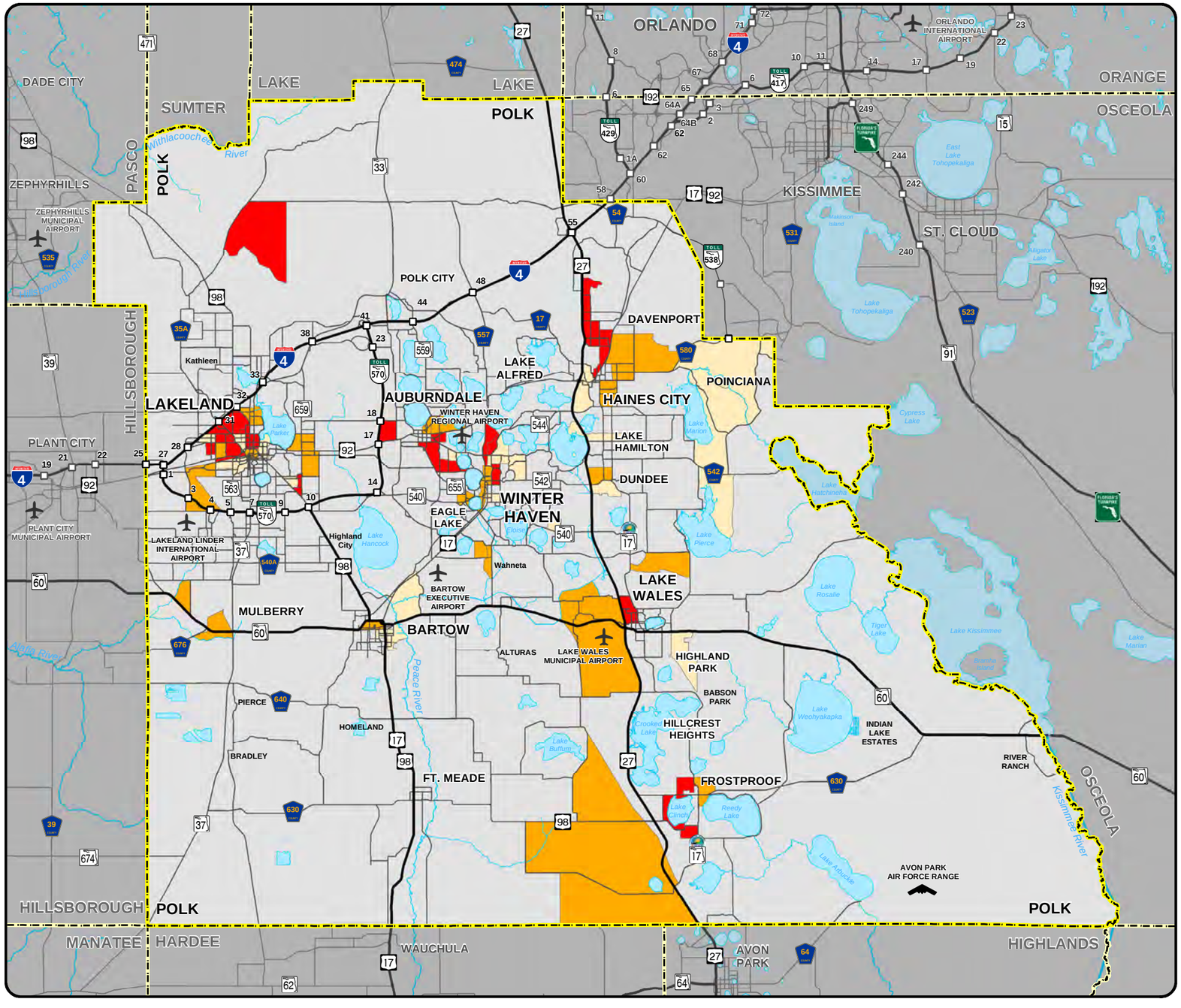
OUTREACH THROUGH LIBRARIES AND COMMUNITY/ RESOURCE CENTERS

Hard copies of the LRTP Plan were available at the two main libraries in Polk County along with a 4 x 6 postcard with a QR code that led directly to the on-line survey were available during the TPO's open comment period. The TPO felt that it was important to provide hard copies of the plan to those who would not be able to access it in easily online. We specifically distributed these cards at the libraries where those without digital access could make use of the available computers and internet access at the library to provide input through the survey. These cards were also distributed to the five community/resource centers throughout Polk County with the help of staff in the Parks and Recreations department. These five resource centers serve the residents in those communities by providing technology resources for those that do not have them at home, as well as, many other services. As such, these community centers provided an opportunity for patrons to fill out the surveys and provide input via accessible tablets and computers at these locations. The centers are distributed through the County for a wider reach and are specifically located in these communities:

1. Johnny and Freda Brooks Eloise Resource Center in Eloise
2. Mary Norma Campbell Resource Center in Lake Wales
3. Medulla Resource Center in Lakeland
4. Wabash Community Center in Lakeland
5. Wilfred Smith Resource Center in Winter Haven

LRTP Plan, Postcards, and Printed Surveys

Figure 5-2: Polk County Environmental Justice Planning Areas



MOMENTUM 2045

Environmental Justice Planning Areas

Legend

- Non-White Population 175% Above Poverty Level [1]
- Population 175% Above Poverty Level [2]
- Non-White Population 175% Above Average [3]

	County Average	175% Above County Average
Population Above Poverty Level	18.94%	33.14%
Population Non-White	22.16%	38.77%

1. Shows the combination of data from #2 and #3.

2. Block Groups with a Population 175% Above the County Average Living Below the Poverty Level. (County Average Living Below Poverty Level: 18.94%) (175% Above the County Average Living Below the Poverty Level: 33.14%)

3. Block Groups with a Population 175% Above the County Average's Non-White Population (County Average: 22.16%) (175% Above the County Average's Non-White Population: 38.77%)

Data provided by the United States Census American Community Survey 5-Year Estimate 2013-2017. Boundaries follow Census Block Group boundaries.

N

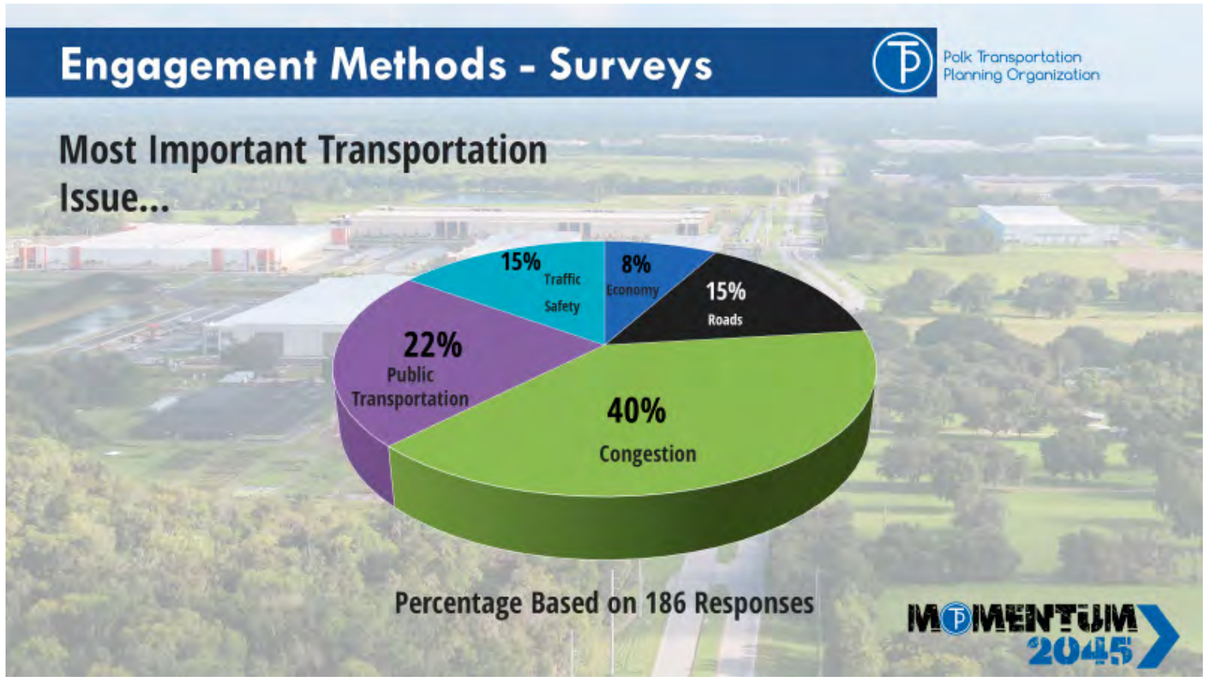
0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

MOMENTUM 2045 COMMUNITY SURVEY

To establish a better understanding of what people feel about the transportation future of Polk County, the TPO devised an online survey, the questions of which are included as **Technical Appendix 5-C**. The survey helped the TPO more clearly define the transportation goals of the County and allowed residents to provide feedback and share ideas for the future of Polk County's multimodal transportation system as the TPO prepares to plan for the transportation needs of the next 20 years. This year we also asked the public several questions about their priority transportation issues. The main results are shown in **Figure 5-4**.

Figure 5-4: Infographic summarizing LRTP and Community Remarks input.



The LRTP survey questions were separated into four major areas. These included regional concerns, reducing congestion, transportation funding, and public transportation. The survey included questions, such as:

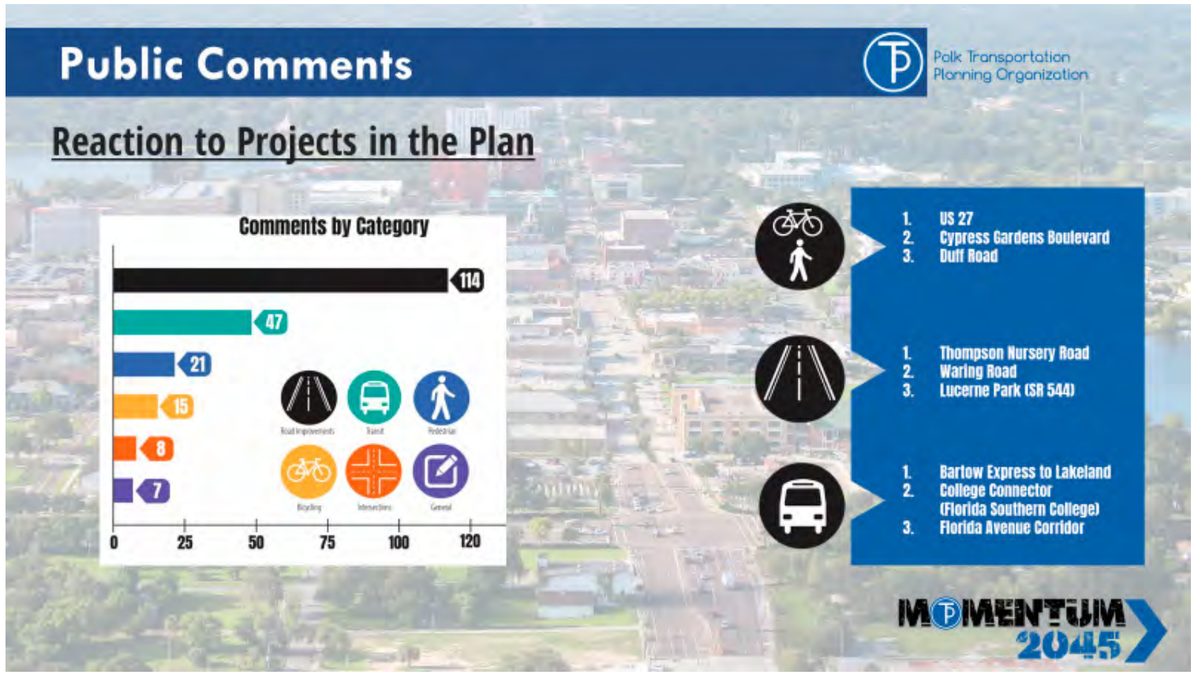
- What do you believe are the most important issues facing Polk County?
- What are the top transportation problems you are most concerned with?
- What is the most critical transportation problem in your neighborhood?
- What do you think is the most effective way to reduce transportation congestion in our County?
- What is your main mode of transportation?
- What is your dependence on public transportation?

Based on the responses received the most important issue for our community is congestion, making up 40% of the total comments. This issue was followed by the availability of public transportation with 22% of the comments. Road improvements and traffic safety tied with 15% of the comments and maintaining and creating economic opportunities rounded out the comments with 8% of the responses.

This survey was also offered in Spanish to accommodate the approximately 19% of Polk County's population whose primary language is Spanish as identified in the TPO's Limited English Proficiency (LEP) Plan. The comments listed in image 8 include those provided by Spanish-speaking community members. Additionally, the LRTP website contained information on upcoming meetings and community forums, as well as contact information for project staff.

This survey helped the TPO determine what transportation areas are most important to the citizens of Polk County, which in turn helps provide the TPO with an idea of which types of projects deserve funding. Overall, the TPO found that most of the comments were related to road improvements, followed by transit, pedestrian and bicycle safety, intersection improvements, and general comments. **Figure 5-5** shows the breakdown of reactions to the projects in the LRTP plan.

Figure 5-5: Comments by category and top projects by votes.



VIRTUAL COMMUNITY WORKSHOPS

In support of the public comment period on *Momentum 2045* established by the TPO Board, the TPO held two traditional on-line webcasts opened to the public. These webcasts were well attended and showed an increase in participation from the traditional in person meetings held for previous long range transportation plan. They also provided the public with additional opportunities to find out more information about the Plan, ask questions of staff, and to provide input.

WEBINAR TOPICS:

- Some of the issues explored on these webinars included:
- What is *Momentum 2045*?
- What will Polk County's population be in 25 years?
- What kind of transportation challenges does this present?
- Does the LRTP consider other types of transportation needs in addition to road projects?
- What transportation improvements are being considered in order to address future needs congestion?
- How will these projects be financed?
- Why are transportation projects so expensive?
- Why does it take a long time to complete these projects?
- What is scheduled for *Momentum 2045*, when will it be completed, and what opportunities are there for residents to provide input/comments on projects being considered for *Momentum 2045*?

Both of these webinars were advertised to the Adviser network and to other members of the public via mailing list and additional avenues. The webinars were live events that were recorded for future viewing through the Polk County's Polk Government Television (PGTV) channel, the county's YouTube channel, and through a link on the TPO's *Momentum 2045* website. Web analytics show that the July 14, 2020 LRTP Virtual Public Workshop 2020 webinar has been viewed 139 times, while the October 22, 2020 webinar has been viewed 931 times. A screenshot of the July meeting is shown in **Figure 5-6**.

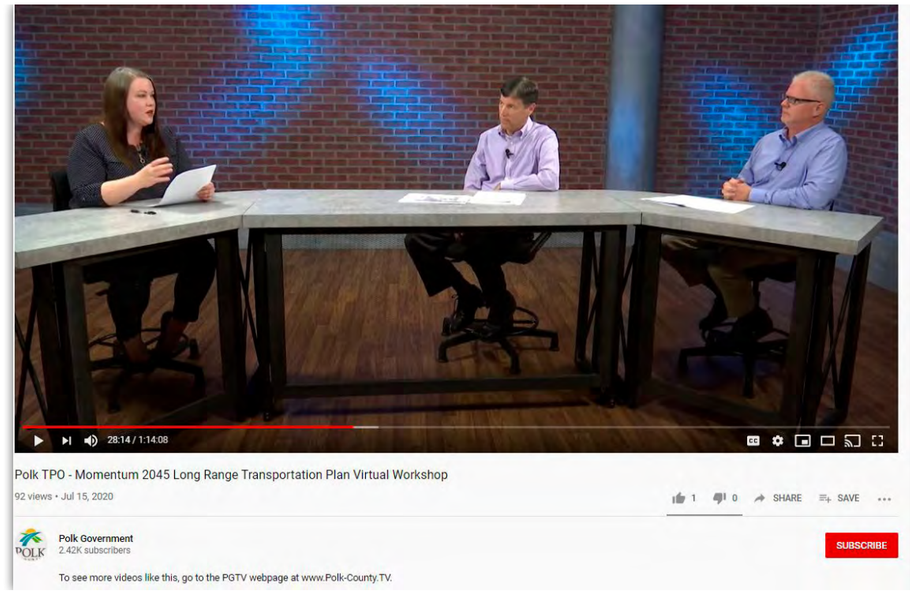
Ads for both webinars sent through Constant Contact

A combined survey of the public's discussion topics over both webinars shows that participants were interested in:

- Infrastructure for electric cars
- Highway 27 improvements
- Rail service in Polk County
- New Trails in Polk County
- Alternative transportation, such as Uber and Lyft
- Autonomous vehicles and
- Expansion of the Central Polk Parkway among other topics.

Participants were able to ask questions live and our panelists answered the questions as they came in. Furthermore, these interactions were recorded for future viewing though the county's PGTV channel, YouTube, and the TPO website.

Figure 5-6: Snapshot from LRTP Webinar on July 14, 2020.



NEIGHBORHOOD MOBILITY AUDITS 2020 UPDATE

The first round of mobility audits were developed initially in 2014 in support of the 2040 LRTP. The 2020 update showcases changes since that time and provides a more accurate picture of the current transportation needs of these neighborhoods. As part of *Momentum 2045*, the TPO updated the mobility scores for the previously identified Environmental Justice (EJ) Planning Areas which include areas of low-income and minority populations in Polk County (See previous Figure 5-2 for EJ Map).

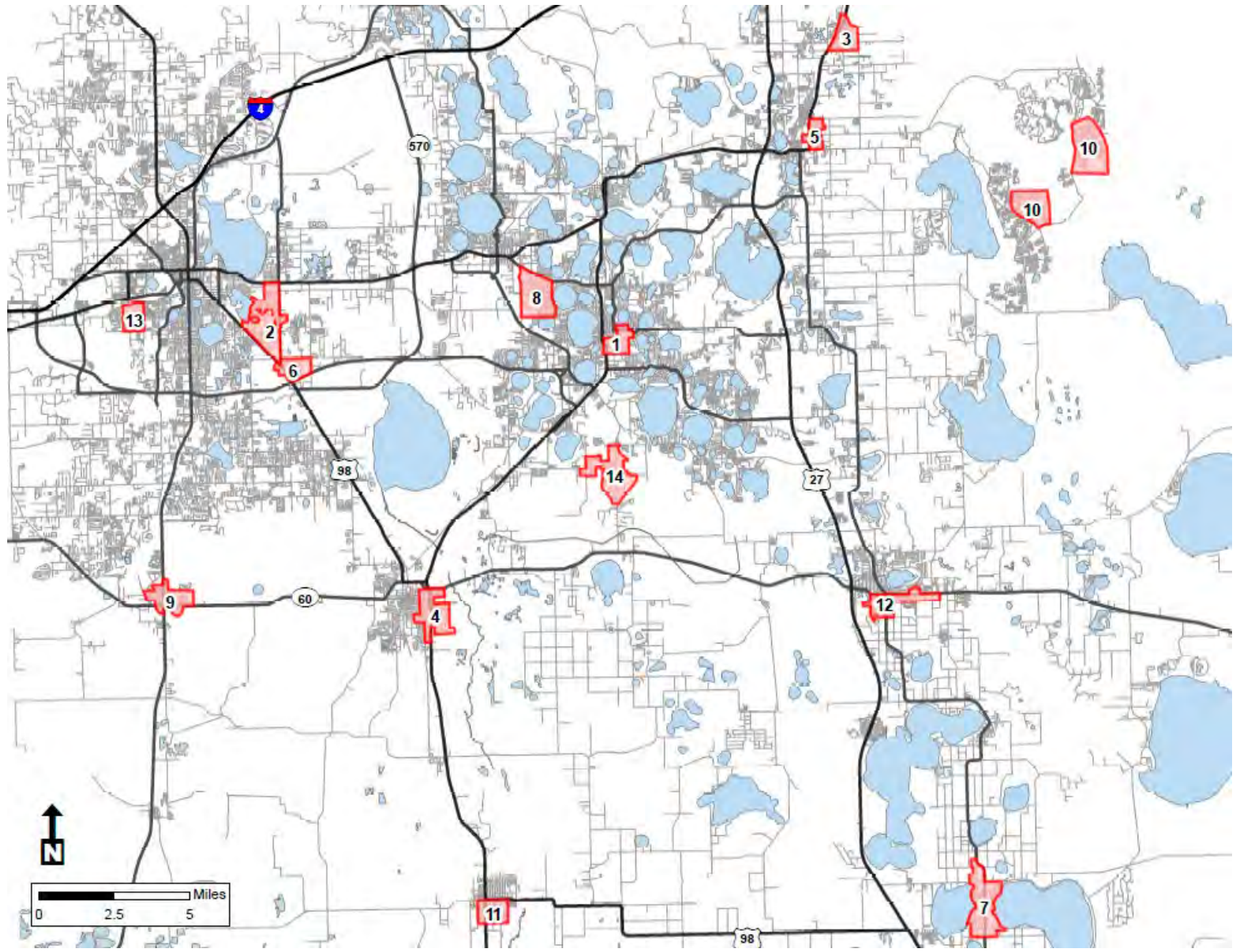
Fourteen EJ areas were identified for Neighborhood Mobility Audits and are mapped in **Figure 5-7**. These mobility audits evaluate resident access to jobs and essential services within these neighborhoods and in Polk County. Since low-income households are two to three times more likely to use public transportation or other alternative modes of transportation, the focus of the mobility audits is on non-motorized (bicycle and pedestrian) and transit.

The 2020 update looked at the same areas and provided new figures for Measures of Mobility, population characteristics, and a list of projects by mode to show what projects from the initial lists have been proposed, programmed, and constructed. In all a total of 89 projects have been identified. **Table 5-1** shows the total list of projects by mode, while **Technical Appendix 5-D** shows each of the individual neighborhood's findings.

Figure 5-7: - Mobility Audit Locations in Polk County.

Mobility Audit Locations

Neighborhood	Map ID
Central Winter Haven	1
Crystal Lake / Combee	2
Davenport	3
East Bartow	4
East Haines City	5
Eaton Park	6
Frostproof	7
Inwood	8
Mulberry	9
Poinciana	10
South Fort Meade	11
South Lake Wales	12
Wabash	13
Wahneta	14



VIDEOS

Another innovative method utilized to engage the public was the development of three (3) videos that were released during specific phases of the planning process. These videos were created by TPO staff in conjunction with the County's Communications Department and PGTV. The videos were made available on our TPO website, Polk County's YouTube channel, and PGTV. The three videos covered areas of the LRTP that staff felt should be emphasized or needed additional explanation:

1. *Momentum 2045* – The initial video explained what the goals of the Polk TPO, the need for a Long-Range Transportation Plan, how the public could provide input on the Plan, and how to provide input through Community Remarks.
2. *Momentum 2045* Safety – This video explained how safety would be considered in the LRTP Plan, explained the bicycle and pedestrian Safety Action Plans and the Complete Streets Program.
3. LRTP Community Remarks – This video explained how to provide feedback through Community Remarks on proposed projects in the 2045 LRTP Plan.

SOCIAL MEDIA

The rise of social media networks gives us an opportunity to begin conversations and seek input regarding transportation issues in Polk County. Facebook was the primary means utilized by the TPO as an additional platform to get the message out regarding *Momentum 2045*. This social media platform was chosen based on its popularity and ease of use and high number of users who use the platform to follow the TPO. These videos previously mentioned, as well as invitations to participate throughout the development of the LRTP were posted through our Facebook page.

TELEVISION AND OTHER MEDIA

Polk Government Television (PGTV) was also utilized in the *Momentum 2045* public involvement efforts. Short videos and ads prepared by the TPO staff were aired throughout the development of the Plan which explained the purpose of the Plan and how citizens could find out more and provide input. PGTV also provided live broadcasts of the Adviser Network Community Forums, which were also rebroadcast throughout the development of the Plan.

¿QUE PASA POLK?

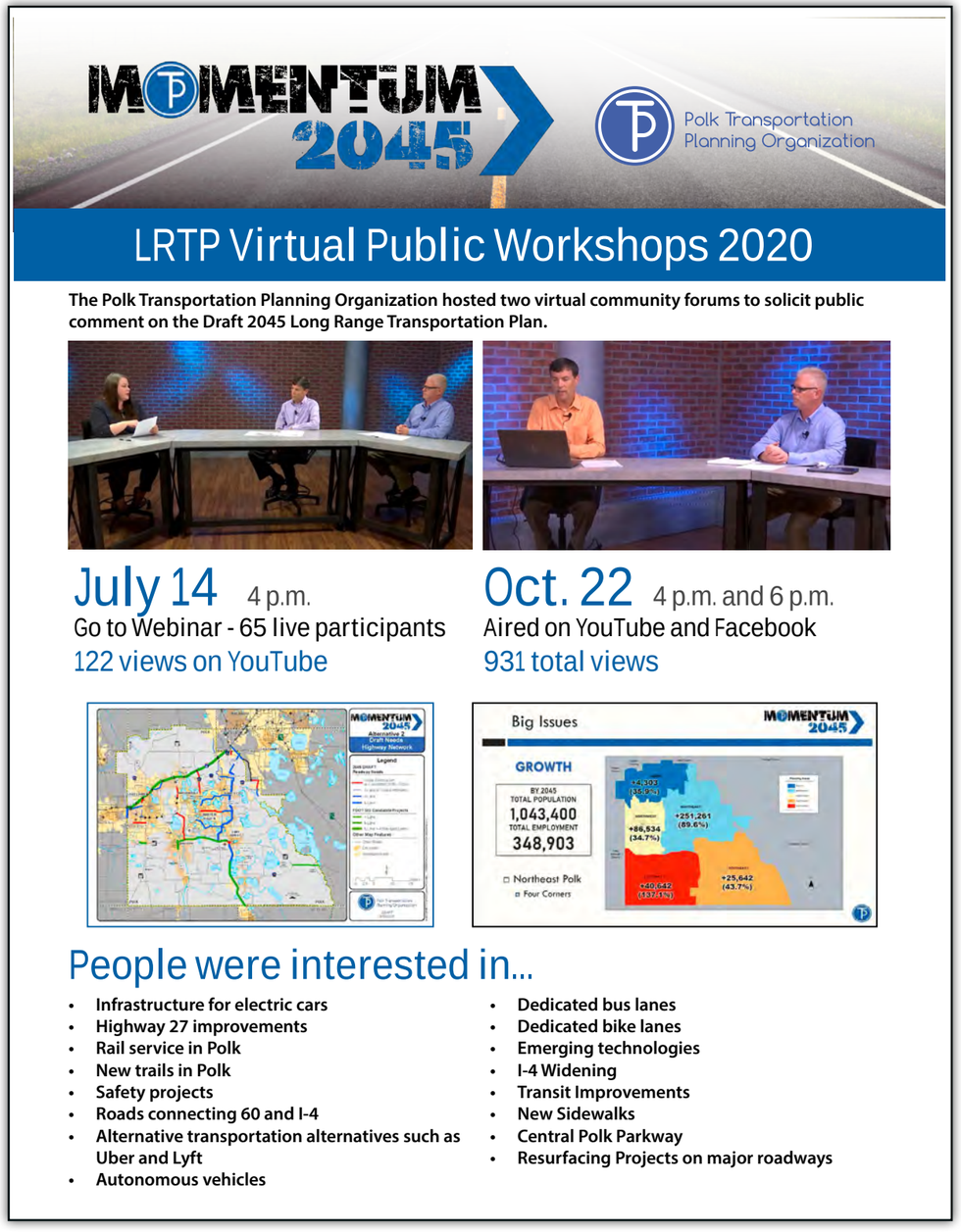
In an effort to reach the Hispanic community of Polk County, which makes up approximately 19% of the population served, TPO staff filmed a segment on PGTV's ¿Que Pasa Polk? program to talk about *Momentum 2045*, as shown in **Figure 5-12**. During the episode, TPO staff invited viewers to attend our on-line forums, participate in the survey, provide feedback through Community Remarks, as well as, visit our website or social media sites to submit their comments and questions about *Momentum 2045*. Staff also explained the need for community input and what is at stake for the next 20 years of the Plan.

TPO Staff taping a ¿Que Pasa Polk? Segment for LRTP outreach

SUMMARY OF PUBLIC COMMENTS

The transportation projects that are contained in *Momentum 2045* are based, in part, on the public input received during the public involvement efforts of the TPO. As demonstrated, the TPO employed many different methods in an attempt to achieve the stated goals of the public involvement process for *Momentum 2045* despite the many challenges posed by the COVID-19 pandemic during our public participation period. In spite of this, TPO staff strived to keep the process simple and convenient for participants, while also keeping it informative in order to encourage as much participation as possible.

Throughout the development of *Momentum 2045*, public comments received through Community Remarks, community forums, and other events held by the TPO, indicated there should be additional investment to improve safety, especially for bicyclists and pedestrians. There were a number of comments complaining about the speed and lack of attention displayed by motorists. Sidewalks in the vicinity of schools, as well as the need for Complete Streets in our urban areas, to accommodate bicyclists and pedestrians more safely. The public also expressed an interest in improved transit services throughout the county and the extension of SunRail (commuter rail service in the Orlando area) into Polk County. Additional hours of service was stressed along with a concern regarding the negative impacts the COVID-19 pandemic will have on transit funding in the short and long term. We received many comments that expressed a desire for less investment or priority in road and highway projects and more consideration for transit projects. Highway congestion and the need for improvements received the most comments relative to the other modes of transportation. In terms of the comments received on highway projects, a number of people expressed concerns regarding increasing congestion and reliability of US 27 and Interstate 4 in Northeast Polk County.



Flyer with Virtual Public Workshops Summary Information

MOMENTUM 2045 PROJECTS GENERATING THE MOST COMMENTS

Tables 5-1 through 5-5 list the projects that received the most comments as a result of the TPO's public involvement process for *Momentum 2045*. These tables and corresponding projects are listed by mode (i.e., highway, transit, or bicycle and pedestrian projects). Also provided is a response for how the comments were addressed in *Momentum 2045*. Additional information on the public comments received on *Momentum 2045* is provided in **Technical Appendix 5-D**.

Table 5-1: Highway Projects

Candidate Momentum 2045 Highway Projects		
Project Name	**Description**	**Momentum 2045 Status**
US 27 (existing)/US 27 Reliver Corridor (new)	SR 60 to Osceola County Line (Poinciana Parkway)	This project is reflected as an Illustrative, or partially funded project. FDOT is currently evaluating this corridor, and others in NE Polk, as part of the US 27/NE Polk County Mobility Study.
Thompson Nursery Road widening/Re-alignment	US 17 to US 27	This corridor is reflected as a cost-feasible project in *Momentum 2045*.
State Road 544	First Street to State Road 17	This corridor is a cost feasible project in Momentum 2045 and a current priority transportation project of the TPO.
Waring Road	West Pipkin Rd to Drane Field Rd	This corridor is a cost feasible project in Momentum 2045.

Table 5-2: Transit Projects

Candidate Momentum Transit Projects		
Project Name	**Description**	**Momentum 2045 Status**
SunRail Extension	Commuter rail service with stops in Davenport, Haines City, Auburndale and Lakeland.	Listed as an unfunded need in *Momentum 2045*.
Bartow Express to Lakeland	Enhanced fixed route service.	Listed as an unfunded need in *Momentum 2045*.
College Connector	Enhanced fixed route service.	Listed as an unfunded need in *Momentum 2045*.
Florida Avenue Corridor	Enhanced fixed route service.	Listed as an unfunded need in *Momentum 2045*.

Table 5-3: Bicycle and Pedestrian Projects

Candidate Momentum Bicycle/Pedestrian Projects		
Project Name	**Description**	**Momentum 2045 Status**
US 27	Concerns regarding the speed of traffic, congestion and feeling it is unsafe to walk and especially bicycle along US 27 between SR 60 and US 192.	No additional bicycle and pedestrian projects are shown for US 27. However, bike/ped, multi-use trail and complete street improvements are listed on nearby parallel corridors such as SR 17, US 17/92, Holly Hill , FDC Grove Rd and North Ridge Trail.
Cypress Gardens Boulevard	US 17 to east of Cypress Gardens Rd	Portion of corridor is listed as a candidate complete street project in *Momentum 2045*. FDOT has recently completed a complete street study for the corridor.
Duff Road	CR 35A to US 98	Project is reflected as a high crash corridor and an unfunded need in *Momentum 2045*.

Table 5-4: Freight Projects

Candidate Momentum Freight Projects		
Project Name	**Description**	**Momentum 2045 Status**
State Road 33 @ Interstate 4 (Exit 38)	Interchange Reconstruction	This corridor is a cost feasible project in *Momentum 2045* and a current priority transportation project of the TPO.
Interstate 4 Widening	Hillsborough County to Osceola County Line	This corridor is a cost feasible project in *Momentum 2045*
SR 33 Widening	SR 659 to Mount Olive Rd	Portions of the corridor south of Tomkow Rd are cost feasible, however north of Tomkow Rd is listed as an unfunded need. Mount Olive Road intersection at SR 33 is a cost feasible project.

Table 5-5: Multi-Use Trail Projects

Candidate Momentum Multi Use Traail Projects		
Project Name	**Description**	**Momentum 2045 Status**
Panther Point Trail Extension	Extension of Trail to the Fort Fraser Trail	Trail has been constructed, however access across Saddle Creek must still be granted to the County by the water management district (SWFWMD).
Old Dixie Trail	Auburndale Trail to the Haines City Trail	Listed as an unfunded need, however also a TPO priority transportation project. FDOT has a PD&E study underway to evaluate the corridor.
Fort Fraser Trail Bridge	Trail bridge over State Road 60 (Van Fleet Drive) in Bartow.	Listed as an unfunded need in *Momentum 2045*. Project is currently being designed by FDOT and has been a priority transportation project of the TPO.

PUBLIC HEARING

The Polk Transportation Planning Organization (TPO) held a public hearing on December 10, 2020, at a regularly scheduled meeting of the TPO Board to obtain comments on *Momentum 2045*, 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, 2020. Advertisements for the public comment period and hearing were published in The Ledger (Lakeland newspaper) on October 12, 2020, and December 1, 2020. The public comment period and public hearing were also announced on the TPO's website and on social media. In an effort to obtain as much public comment as possible, the TPO provided an additional 30 days beyond what is required in the adopted Public Participation Plan for the LRTP's public comment period.

In support of the public comment period and the public hearing, the TPO prepared an adoption package to help explain what *Momentum 2045* all is about. The document covers many of the highlights, key themes, and projects contained in the Plan. Based on lessons learned from prior LRTP documents, staff and the project consultant limited the amount of detail in the adoption package in order to keep it from getting too cumbersome and intimidating for the public.

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 then adopted *Momentum 2045* on December 10, 2020 by unanimous vote.

Front Cover of Momentum 2045 *Adoption Report*

TPO Staff at December 10, 2020 TPO Board Meeting

CHAPTER 6

Performance Evaluation

I4 AT SOCRUM LOOP ROAD INTERCHANGE

CHAPTER 6 - PERFORMANCE EVALUATION

INTRODUCTION

A significant focus of the Polk TPO's planning efforts will be evaluating transportation performance. It is important to set targets in order to help achieve goals for our transportation system into the future. An old saying also applies here – "You don't know where you're going until you know where you've been." Without a clear understanding of current performance, as well as a clear vision one cannot expect significant improvement in performance. As mentioned in Chapter 2, Performance measurement will be an ongoing effort that will guide 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.

This chapter summarizes the performance for the *Momentum 2045* plan based on the Goals, Objectives, Performance Targets, and Performance Indicators outlined in Chapter 2. The chapter concludes with a focused discussion on environmental mitigation.

PERFORMANCE MEASURES

Performance Measures were established through Federal Highway Administration (FHWA) and combined, 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. This plan's Performance Measures are included in **Table 6-1** through **6-3**.

Table 6-1: Performance Measure 1 (PM1) - Safety

Objective	Performance Measure	Target	Existing (2019)	2045 Forecast	Comments
Safe and fatality-free travel conditions on all Polk County Roads	Number of fatalities	0	114	Improved; Target not met	Planning focused on high crash locations identified through congestion management process and other bicycle/pedestrian safety efforts. See crash maps in **Technical Appendix 6-A**
	Rate of fatalities	0%	1.6	Improved; Target not met	
	Number of serious injuries	0	484	Improved; Target not met	
	Rate of serious injuries	0%	7.1	Improved; Target not met	
	Number of non-motorized fatalities and non-motorized serious injuries	0	70	Improved; Target not met	

Table 6-2: Performance Measure 2 (PM2) - Pavement and Bridge Condition

Objective	Performance Measure	Existing (2019)	2045 Forecast	Comments
Maintain highway infrastructure in a state of good repair	Percent of Interstate pavements in good condition	60%	Maintained	FDOT and local governments have made this an emphasis. FDOT develops district-wide estimates of funding for Resurfacing, Bridge and Operations & Maintenance programs and provide to TPOs/MPOs, per agreement between FDOT and FHWA Division Office related to reporting Operations and Maintenance estimates for the State Highway System in TPO/MPO LRTPs.
	Percent of Interstate pavements in poor condition	≤ 5%	Maintained	
	Percent of non-Interstate NHS pavements in good condition	≥ 40%	Maintained	
	Percent of non-Interstate NHS pavements in poor condition	≤ 5%	Maintained	
	Percent of NHS bridges by deck area in good condition	≥ 50%	Maintained	
	Percent of NHS bridges by deck area in poor condition	≤ 10%	Maintained	

Table 6-3: Performance Measure 3 (PM3) - System and Freight Performance

Objective	Performance Measure	Target	Existing (2019)	2045 Forecast	Comments
Maintain stable flow of traffic on major roads – roads that serve intercity travel and the movement of freight (arterial roads)	Interstate level of travel time reliability (LOTTR)	75% of reliable person-miles	90%	Target met, though reliability decreases	Some corridors experience an increase in travel time reliability. However, most major corridors are expected to experience at least decreases in travel time reliability by 2045
	Non-Interstate NHS LOTTR	50% of reliable person-miles	93%	Target met, though reliability decreases	
Maintain stable flow of traffic on the Freight Network	Truck travel time reliability (TTTR)	1.75 TTTR ratio	1.33	Target met, though reliability decreases	

PERFORMANCE EVALUATION

This section provides an overview of Performance Targets related to the Goals and Objectives identified in Chapter 2. The *Momentum 2045* goals include five main themes: Mobility, Safety, Sustainable Resources, Economy, and Livability. The objectives and targets identified in Table 6-2 are grouped by these five themes. The existing and future (2045) performance is also included within the table. Three categories were developed to assess the 2045 performance:

1. **Improved** = The target is met or is improved from the existing condition
2. **Meets the Standard** = The Target is met by 2045
3. **Does not meet Target** = The Target is not met by 2045

As shown in **Tables 6-4** through **6-8**, 17 of the 20 targets will either be met by 2045 and/or the performance will be improved from existing conditions. The targets that do not meet the standard relate to transit. The 2045 performance is expected to stay relatively consistent with existing levels based on the current funding picture. The targets are meant to be reviewed frequently and the performance evaluation is a picture at this time, which could change should funding arise that allows for additional transit expansion and new transit service.

Note: Highlighted rows indicate FAST Act Performance Measures

Table 6-4: Mobility Performance Measures, Targets, and Indicators

	Objective	Target/Measure/Indicator	Performance		Comments
			Existing (2019)	2045 Outlook	
1	Maintain stable flow of traffic on major roads – roads that serve intercity travel and the movement of freight (arterial roads)	Interstate level of travel time reliability (LOTTR) ≥ 75%	90%	Target met, though reliability decreases	Some corridors experience an increase in travel time reliability. However, most major corridors are expected to experience a decrease in travel time reliability by 2045
		Non-Interstate NHS LOTTR ≥ 50%	93%	Target met, though reliability decreases	
2	Maintain stable flow of traffic on the Freight Network	Truck travel time reliability (TTTR) ≥ 1.75	1.33	Target met, though reliability decreases	
3	Provide transportation options for intercity and local travel	Provide fixed-route transit service to all municipalities in Polk County.	14 of 17 municipalities are currently served	Does not meet target	N/A
		Provide regional multi-use trail connections to all municipalities in Polk County.	9 cities have connections	Improved	N/A
4	Provide access to the Regional Multi-Use Trails Network	90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%).	90% of population with 5 miles.	Improved	N/A
		40 continuous miles on the Regional Multi-Use Trails Network.	109.7 continuous miles on the Regional Multi-Use Trails Network	Improved	N/A
5	Address future transportation technologies, including automated, connected, electric, and shared mobility.	Incorporate future-ready technology when improving or building new system facilities.	Use of ITS/TSM&O strategies where possible	Improved	N/A

Table 6-5: Safety Performance Measures, Targets, and Indicators

	Objective	Target/Measure/Indicator	Performance		Comments
			Existing (2019)	2045 Outlook	
1	Safe and fatality-free travel conditions on all Polk County Roads	Number of fatalities: 0	114	Improved; Target not met	Planning focused on high crash locations identified through congestion management process and other bicycle/pedestrian safety efforts. See crash maps in Technical Appendix 6-A
		Rate of fatalities: 0	1.6		
		Number of serious injuries: 0	484		
		Rate of serious injuries: 0	7.1		
		Number of non-motorized fatalities and non-motorized serious injuries: 0	70		
2	Safe and secure travel conditions on public transportation	Maintain zero traffic-related fatalities on public transportation system.	3 year rolling average is 0 fatalities per year	Improved	N/A
		Annually reduce injuries and accidents/incidents on public transportation system.	Measure by three-year rolling average: Average injuries 2011-13 = 5 Average accidents/incidents 2011-13 = 2		

Table 6-6: Sustainable Resources Performance Measures, Targets, and Indicators

	Objective	Target/Measure/Indicator	Performance		Comments
			Existing (2019)	2045 Outlook	
1	Maintain highway infrastructure in a state of good repair	Percent of Interstate pavements in good condition: ≥ 60%	60%	Maintained	FDOT and local governments have made this an emphasis. FDOT develops district-wide estimates of funding for Resurfacing, Bridge and Operations & Maintenance programs and provide to TPOs/MPOs, per agreement between FDOT and FHWA Division Office related to reporting Operations and Maintenance estimates for the State Highway System in TPO/MPO LRTPs.
		Percent of Interstate pavements in poor condition: ≤ 5%	≤ 5%		
		Percent of non-Interstate NHS pavements in good condition: ≥ 40%	≥ 40%		
		Percent of non-Interstate NHS pavements in poor condition: ≤ 5%	≤ 5%		
		Percent of NHS bridges by deck area in good condition: ≥ 50%	≥ 50%		
2	Minimize environmental impacts from transportation projects	Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects.	≤ 10%	Meets the Standard	No new roadway corridors in the Cost Feasible Plan will have significant wetland impacts. Impact will be adjacent to existing roadway corridors and less than 5%.
		Meet or exceed National Ambient Air Quality Standards in Polk County.	Meets the Standard		The CAFE standards are to be more rigid to reduce emissions from existing population and future population growth.

Table 6-7: Economy Measures, Targets, and Indicators

	Objective	Target/Measure/Indicator	Performance		Comments
			Existing (2019)	2045 Outlook	
1	Provide transportation infrastructure and services that support economic vitality and job creation	Annually secure at least one grant or special funding allotment for transportation projects that support the expansion of an existing business or the location of a new business.	N/A	Meets the Standard	Continued focus on funding transportation infrastructure to promote economic development.

Table 6-8: Livability Performance Measures, Targets, and Indicators

	Objective	Target/Measure/Indicator	Performance		Comments
			Existing (2019)	2045 Outlook	
1	Provide travel options for persons of all ages and abilities	50% of Complete Street Network with bicycle facilities.	35% of the Complete Street Network has bicycle facilities	Improved	Will provide additional focus on multi-modal improvements. Chapter 2 includes maps that further illustrate existing performance. See Chapter 5 on some of the related Cost Feasible Plan Highlights and Priority Projects.
		50% of Complete Street Network with sidewalks.	38% of the Complete Street Network has sidewalk facilities		
		Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups.	The current countywide average is 137. The average for Census block groups with at least minimal fixed-route coverage is 178.	Does not meet target	Will stay the same with current funding levels. Chapter 2 includes maps that further illustrate existing performance. Chapter 4 and Chapter 5 also provide additional information.
		75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index.	45% of 65+ residents have high (16%) or moderate (29%) access to fixed-route transit		
2	Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents.	100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads).	Additional sidewalk projects are ongoing	Improved	Will provide additional focus on multi-modal improvements including the Neighborhood Mobility Audit Program. Chapter 2 includes maps that further illustrate existing performance. See Chapter 5 on some of the related Cost Feasible Plan Highlights and Priority Projects.
		Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations.	Neighborhood mobility audits were completed and updated.		

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 2045. For this analysis, the road network was divided into five categories or classifications which consists of the following:

- All roads
- Collector roads
- Arterials roads
- Freight network

Table 6-9 indicates the overall level of congestion is acceptable on these networks.

Table 6-9: Acceptable Overall Level of Congestion

Model Results				
Model Run	Network Performance – Volume/Capacity (V/C)			
	All Roads	Collectors	Arterials	Freight
Adopted Model – CF Network	.51	.61	.78	.78

While the overall performance of the road network is satisfactory, there are some individual corridors and areas in the county that exhibit deficient roadway segments. These roads are depicted on **Figure 6-1** which highlights the roads with a V/C between 1.0 to 1.5 as having a potential deficiency, and roads with a V/C in excess of 1.5 as having a potential deficiency.

There are several corridors in northeast Polk County that show a significant deficiency. These include the following:

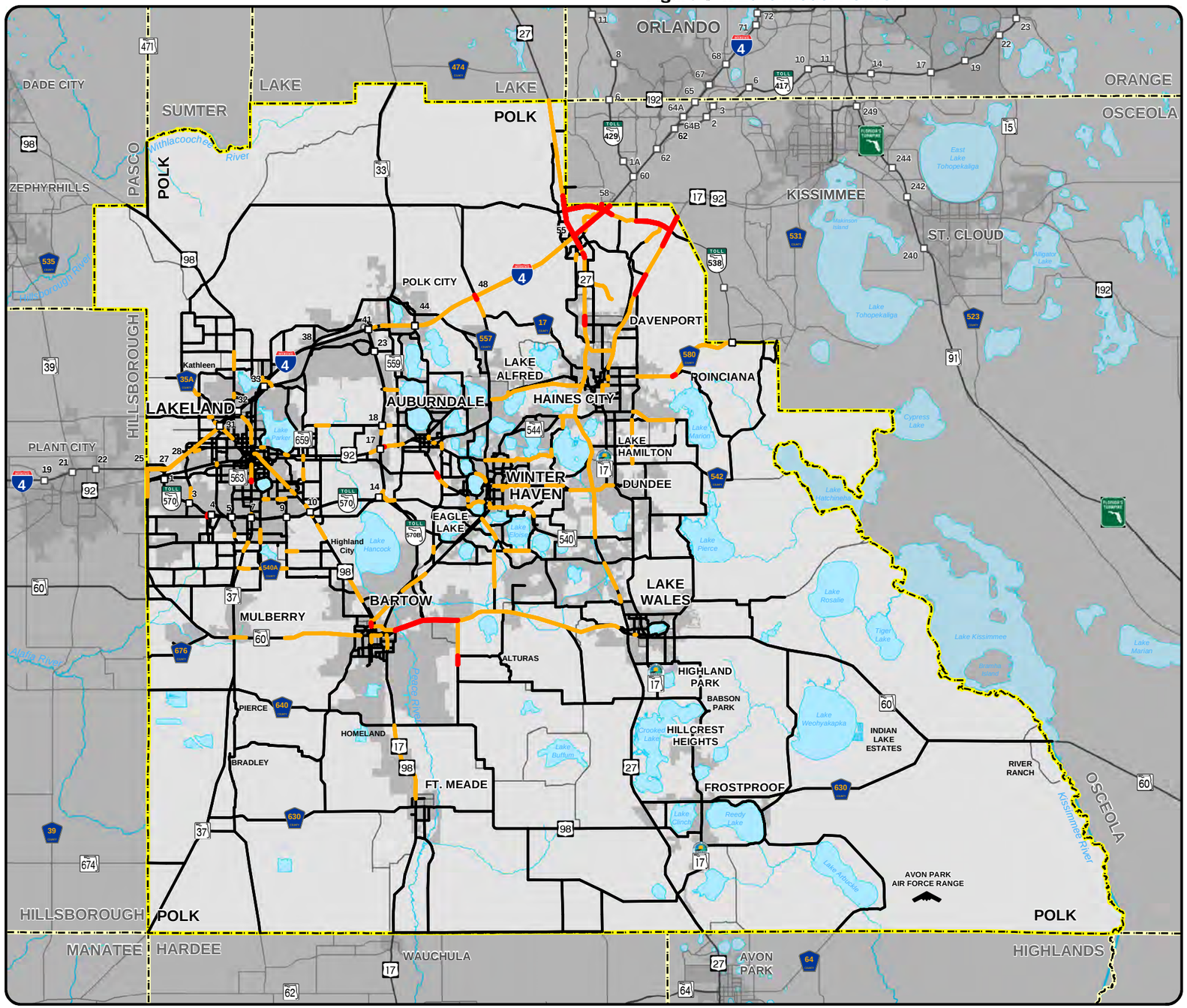
- US 27 between Haines City and the Lake County Line
- US 17/92 between Haines City and the Osceola County Line
- County Road 580 (Cypress Parkway) between Lake Marion Creek Road and Poinciana
- County Road 557 between Lake Alfred and Interstate 4

Of these corridors, US 27, US 17/92 and CR 557 and are important regional roads that are also designated by the TPO as significant freight facilities.

Other corridors that exhibit potential deficiency include:

- US 27 north of US 17/92
- Portions of Interstate 4 west of CR 546 and east of SR 570
- Portions of State Road 60 from Mulberry to 80 Foot Road
- Portions of US 98 through Lakeland and in Northwest Polk County

Figure 6-1: 2045 Model Network



2045 Model Network

Legend

Adopted Model Results
Volume/Capacity (V/C)

- < 1.00 Ok
- 1.00 - 1.50 Potential Deficiency
- > 1.50 Significant Deficiency

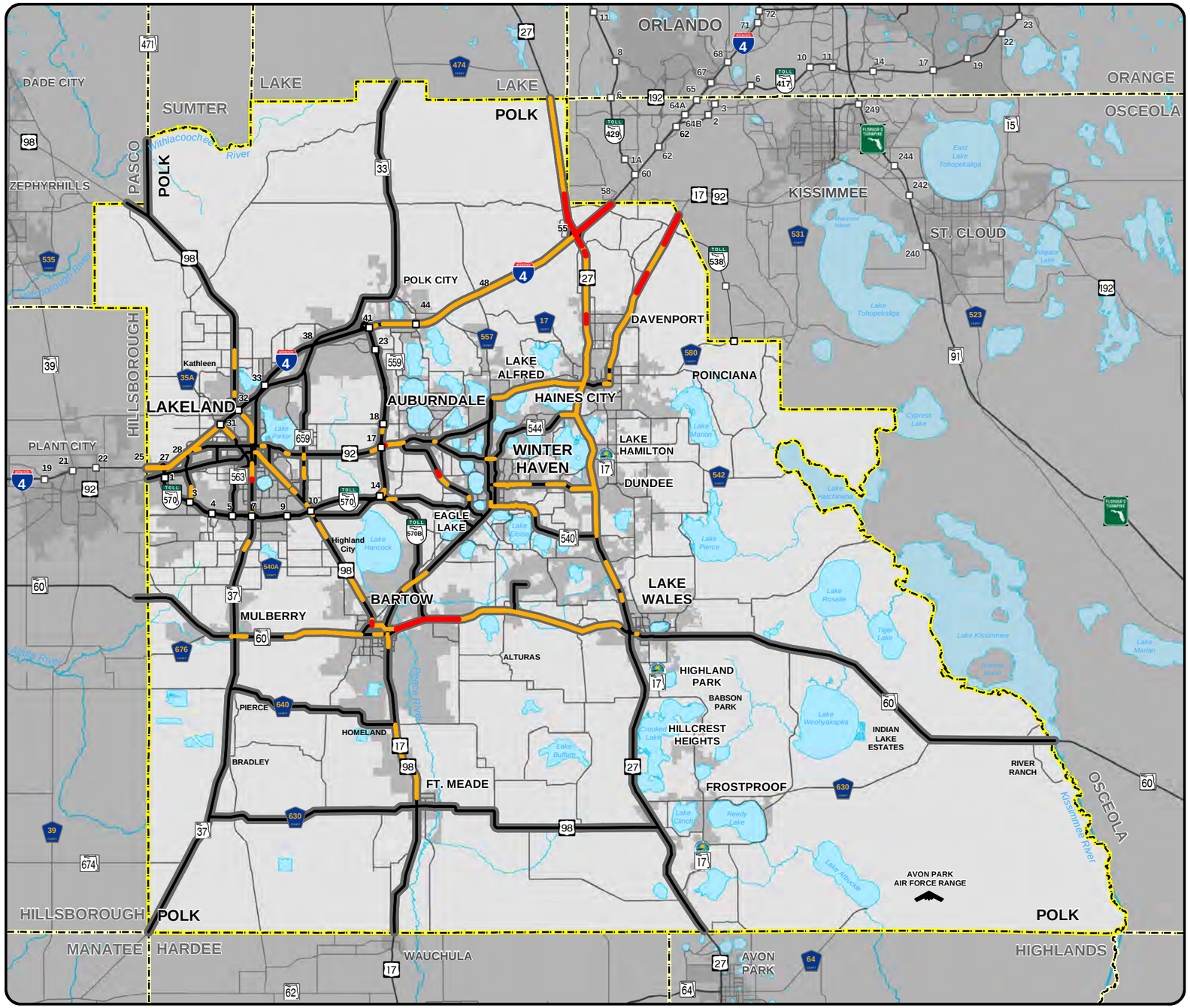
Highway Network = 0.51 V/C
System Performance

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

Figure 6-2: 2045 Adopted Model Arterial Network



Adopted Model Arterial Network

Legend

Adopted Model Results Volume/Capacity (V/C)

- < 1.00 Ok
- 1.00 - 1.50 Potential Deficiency
- > 1.50 Significant Deficiency
- Arterial Network

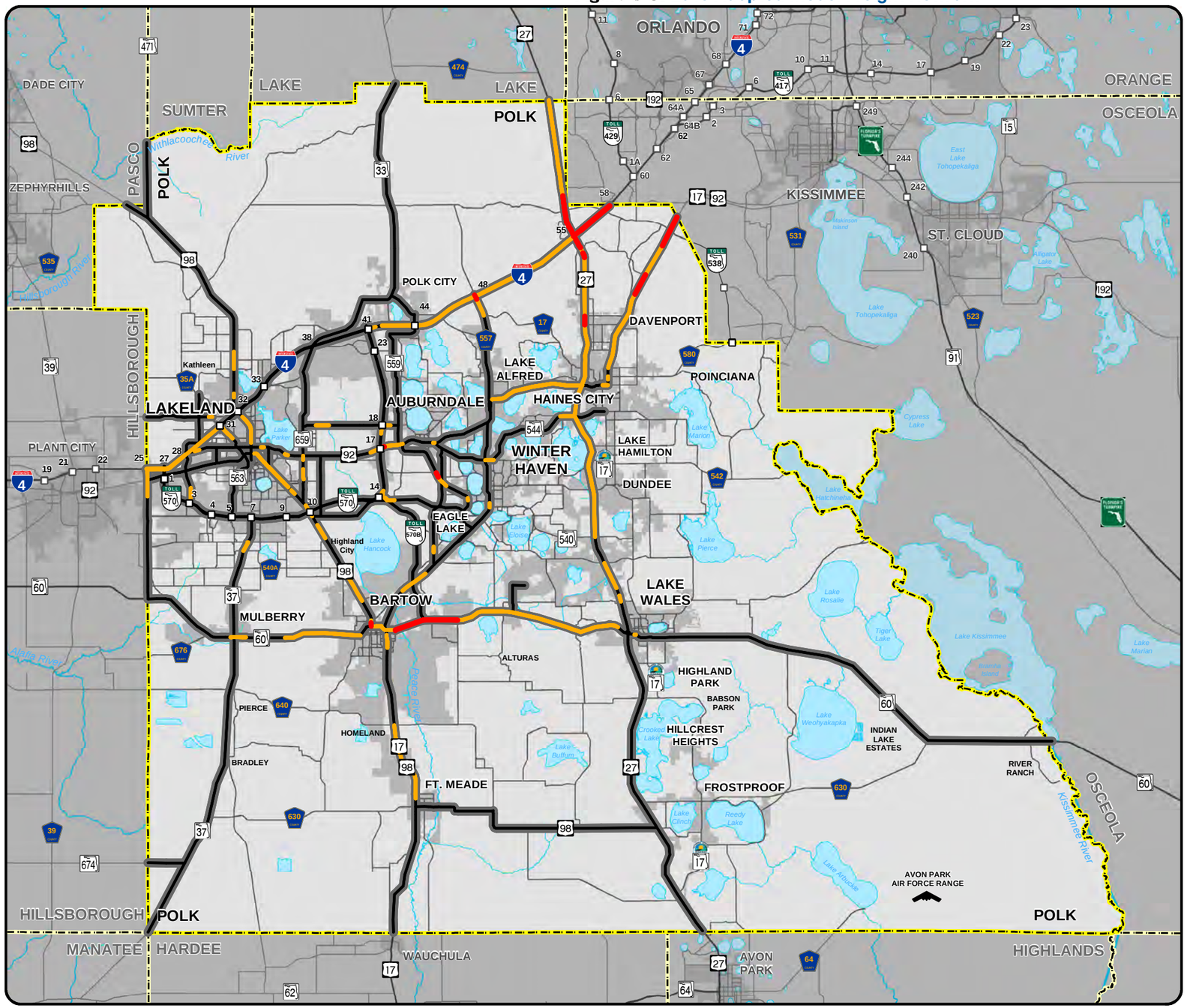
Arterial Network = 0.78 V/C
System Performance

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

Figure 6-3: 2045 Adopted Model Freight Network



Adopted Model Freight Network

Legend

Adopted Model Results
Volume/Capacity (V/C)

- < 1.00 Ok
- 1.00 - 1.50 Potential Deficiency
- > 1.50 Significant Deficiency
- Freight Network

Freight Network = 0.78 V/C
System Performance

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

ENVIRONMENTAL MITIGATION

FDOT REQUIREMENTS

The *Momentum 2045* LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.322:

> (f) The metropolitan transportation plan shall, at a minimum, include:
>
> (7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO [TPO] may establish reasonable timeframes for performing this consultation.

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 373.47137 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 TPOs may include, but are not limited to, the items presented Table 6-#.

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.

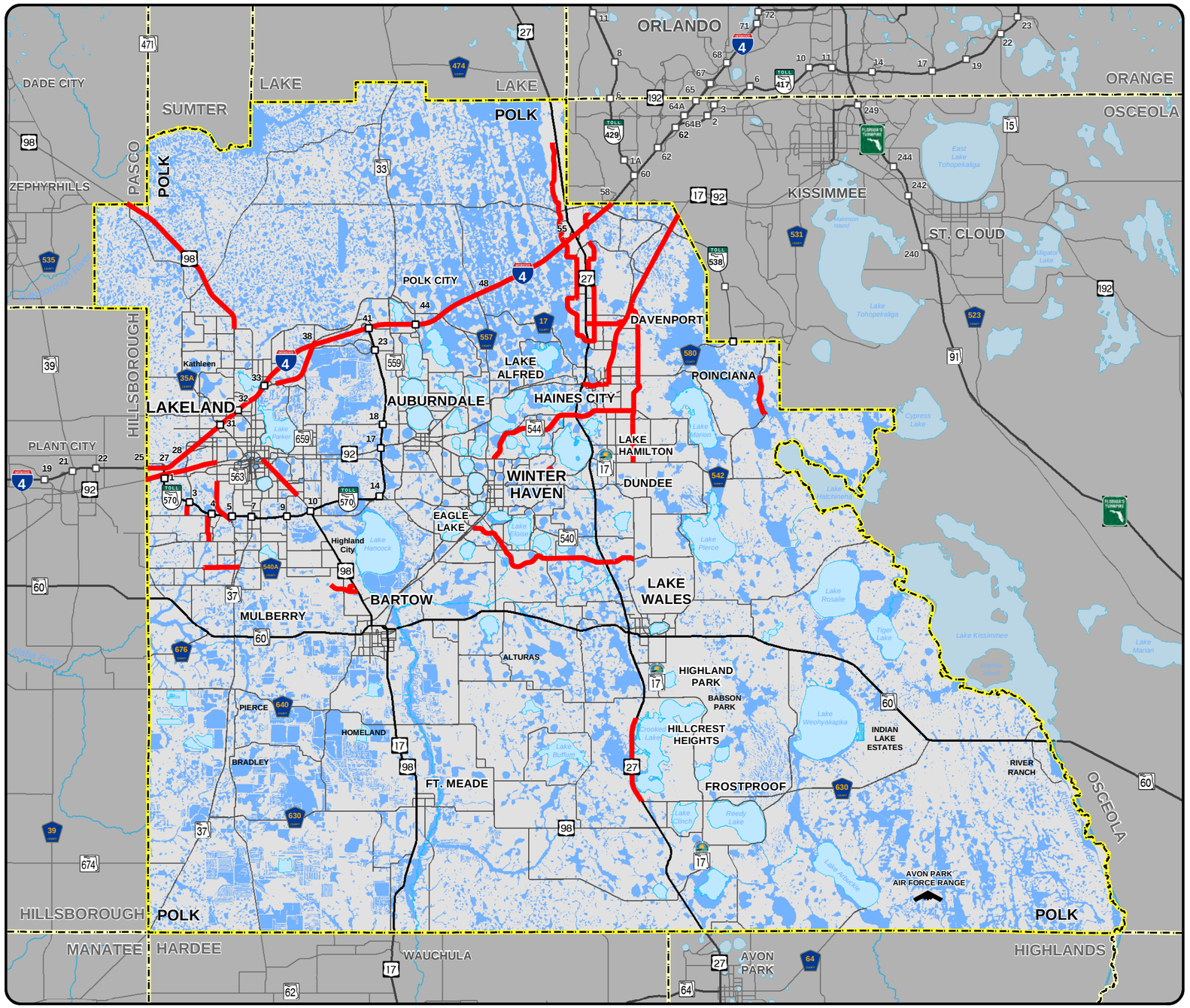
Table 6- 10: *Momentum 2045* **Potential Mitigation Strategies**

Resource/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

WETLANDS

There are wetlands adjacent to several existing roadway corridors as shown in **Figure 6-4**. The TPO has and will continue to coordinate with FDOT, FDEP, Southwest Florida Water Management District (SWFMD) and South Florida Water Management District (SFWMD) to mitigate transportation impacts on the environment including wetlands.

Figure 6-4: Polk County Wetlands



MOMENTUM 2045

Polk County Wetlands

Legend

Momentum 2045 Highway Projects

Cost-Feasible Projects

National Wetlands Inventory

Wetland

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

Amended
December 9, 2021

WILDLIFE AND HABITAT COORDINATION

Another part of mitigation are wildlife and habitat impacts and coordination. The importance of not only preserving land, but including connected wildlife corridors in the creation of an integrated ecosystem is paramount in considering transportation impacts. Polk County has significant public/private conservation areas as well as areas of critical state concern.

Specifically, with the proposed widening of I-4 to include six general purpose lanes, four special use lanes, and sufficient right of way for the future inclusion of rail service in the median, several potential wildlife crossings have been proposed along I-4 as shown in **Figure 6-5**. A recommendation for locations was determined at the request of FDOT under the direction of the League of Environmental Organizations and the Central Florida Regional Planning Council, an I-4 Environmental Advisory Group (EAG) was formed to bring together diverse interest groups and expertise involved in the wildfire corridor issue. This process is an example of how the TPO staff has coordinated with resource agencies to come together to improve results of environmental mitigation. Polk TPO staff will continue to review FDOT design plans and coordinate with FDOT staff for the inclusion of wildlife crossings along I-4. More information is included with **Technical Appendix 6-B**.

HABITAT CONSERVATION PLAN BACKGROUND FOR POLK COUNTY

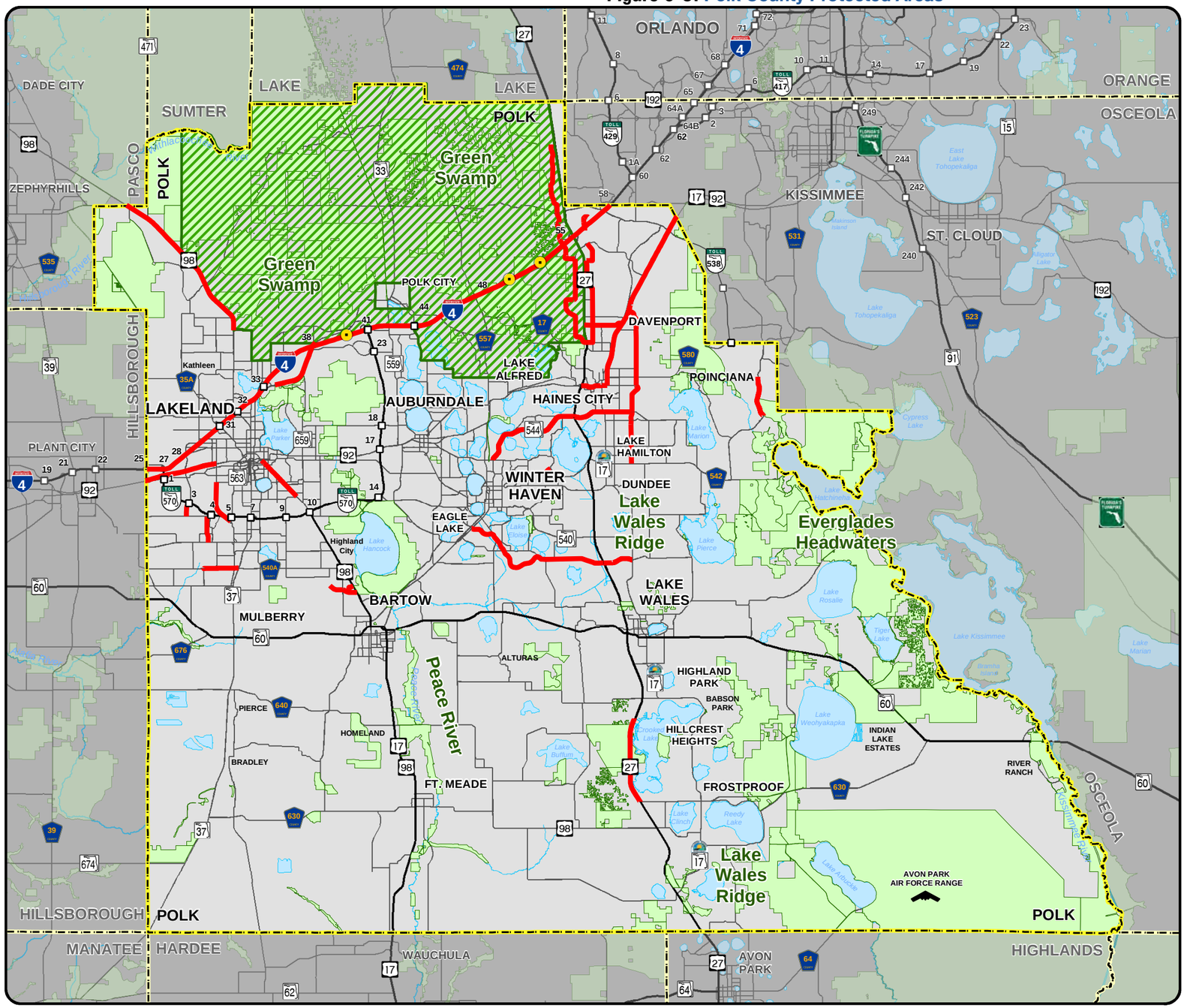
The Endangered Species Act of 1973 protects species that are considered endangered or threatened of becoming extinct. An incidental take permit is federally required when non-federal activities result in a take of an endangered or threatened species (federal govt. has different process for their activities). What is meant by “take” is harassing, harming, pursuing hunting, shooting, wounding, killing, trapping or collecting any listed species. The reference to harming can include removing the species habitat.

A Habitat Conservation Plan (HCP) is an effective tool for both protecting endangered and threatened wildlife species and providing benefits to landowners. As a requirement for all Incidental Take Permits, HCPs lay out how anticipated take resulting from otherwise unlawful activities will be minimized and mitigated. By obtaining an Incidental Take Permit and following the guidelines set forth in the HCP, the landowner has assurance that they will not be in violation of the Endangered Species Act should any incidental take of a listed species occur.

When a County obtains an Incidental Take Permit and develops an HCP, the take coverage as well as the minimization and mitigation measures in the HCP are passed down to the landowner through their permit from the County. There will be a cost associated with the permit to cover the mitigation requirements. The permitting process is streamlined and reduces some of the financial burden on the landowner by eliminating the need for the individual landowner to obtain their own Incidental Take Permit and develop their own HCP.

Polk County and the Florida Fish and Wildlife Conservation Commission FWC have partnered together to submit a Habitat Conservation Planning Assistance grant to the U.S. Fish and Wildlife Service. This grant has been awarded and Polk County developed a County-wide HCP to address all federally-listed species within Polk County.

Figure 6-5: Polk County Protected Areas



Polk County Protected Areas

Legend

Momentum 2045 Highway Projects

- Cost-Feasible Projects
- Potential I-4 Wildlife Crossing

Environmental Areas

- Green Swamp Area of Critical State Concern
- Public/Private Conservation Areas

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

AMENDED
December 9, 2021

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 depicted in **Figure 6-6**. 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.

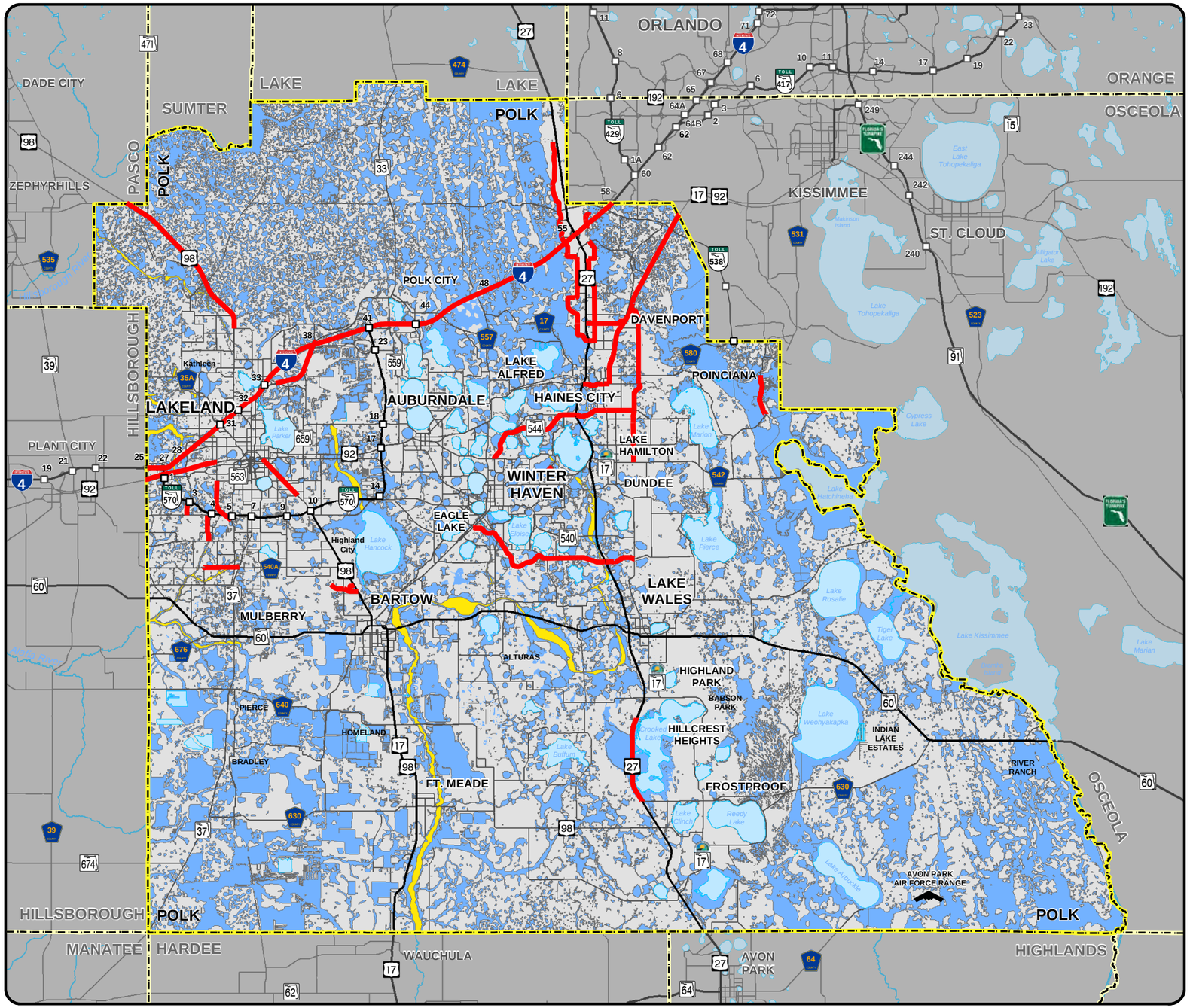
Flooded Peace Creek Marsh along SR 60 (Lake Wales)

AGENCY OUTREACH AND COORDINATION

Throughout the development of *Momentum 2045*, the TPO coordinated with FDOT, adjacent MPOs, and other agencies. To understand the environmental mitigation opportunities and issues within the planning area, the MPO also conducted and will conduct ongoing direct outreach to appropriate Federal, state and local land management, natural resource and environmental agencies, as well as Indian Tribal governments and historic preservation agencies . As the identified needs and Consultative comments from responding agencies are included in **Technical Appendix 6-C**.

Lake Hancock (Circle B Reserve)

Figure 6-6: Polk County Flood Zones



Polk County Flood Zones

Legend

Momentum 2045 Highway Projects

- Cost-Feasible Projects

2016 Flood Zones

- Floodway Areas
- Flood Zones

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

AMENDED
December 9, 2021

CHAPTER 7

Plan Implementation

LEGOLAND (WINTER HAVEN)

CHAPTER 7 - PLAN IMPLEMENTATION

INTRODUCTION

The continued development of a transportation system is an intensive and vital process. The system is intricate and must provide for the ever-evolving needs of a vibrant economy, travelers passing through and these demands are changing rapidly. It is shaped by technological developments, demographic shifts, economic changes, and the physical environment. This *Momentum 2045* plan is one step of many in addressing the future needs of Polk County, and the steps of implementation that follow in this chapter highlight that. The challenges we face today are not totally unlike those that were faced in the past. This challenge is evident in the context of the long range plan with a planning horizon of twenty-five years. Perhaps the past may offer some insights as we continue to forecast and evaluate long-term travel needs and improvements.

In 2019, the Polk TPO prepared a map series illustrating the growth of Polk County's transportation network over the past 200 years. A summary of the related presentation is included in **Technical Appendix 7-A**. The transportation history map series was a long-standing goal of the TPO and is intended to commemorate Polk County's prominent transportation history. Likewise, it provides a historical perspective or background for Momentum 2045. These maps are shown in **Figure 7-1** through **Figure 7-7** and go back to the time of the Seminoles, when Florida was still a territory and depict the trails they first established between their villages. Many of these trails were later improved and expanded by the United States military during the Second Seminole War in the 1830s and 1840s and were used as the primarly transportation routes by Polk's early residents through the rest of the nineteenth century.

The railroad came to Polk County in 1883, which kicked off the first land boom leading to a number of new towns and settlements and connected Polk County to the rest of the Country. With booming agricultural and phosphate mining industries, 1900s Polk County was one of the most powerful counties in Florida and one of the richest per capita in the nation. Also at that time, automobiles were quickly replacing the horse and carriage and becoming the primary means of travel for most citizens and the need for better, more stable roads was becoming an urgent need. In 1917, Polk County approved a referendum by a 2-1 margin for a $1.5M bond to finance the construction of 217 miles of paved roads connecting every town in Polk County. At the time it was the largest construction transaction of its kind in the southern US. Only six years later Polk had 340 miles of paved roads which was more than any other county in Florida. Polk's "velvet highways" as they were called, became a tourist attraction and included the "Scenic Highlands Highway" along the Lake Wales Ridge and the "Dixie Highway," which extended from Florida to Michigan. By 1955 Polk County had its first multi-lane highway, and in 1959 the first portion of Interstate in Florida was constructed between Plant City and Lakeland – Interstate 4.

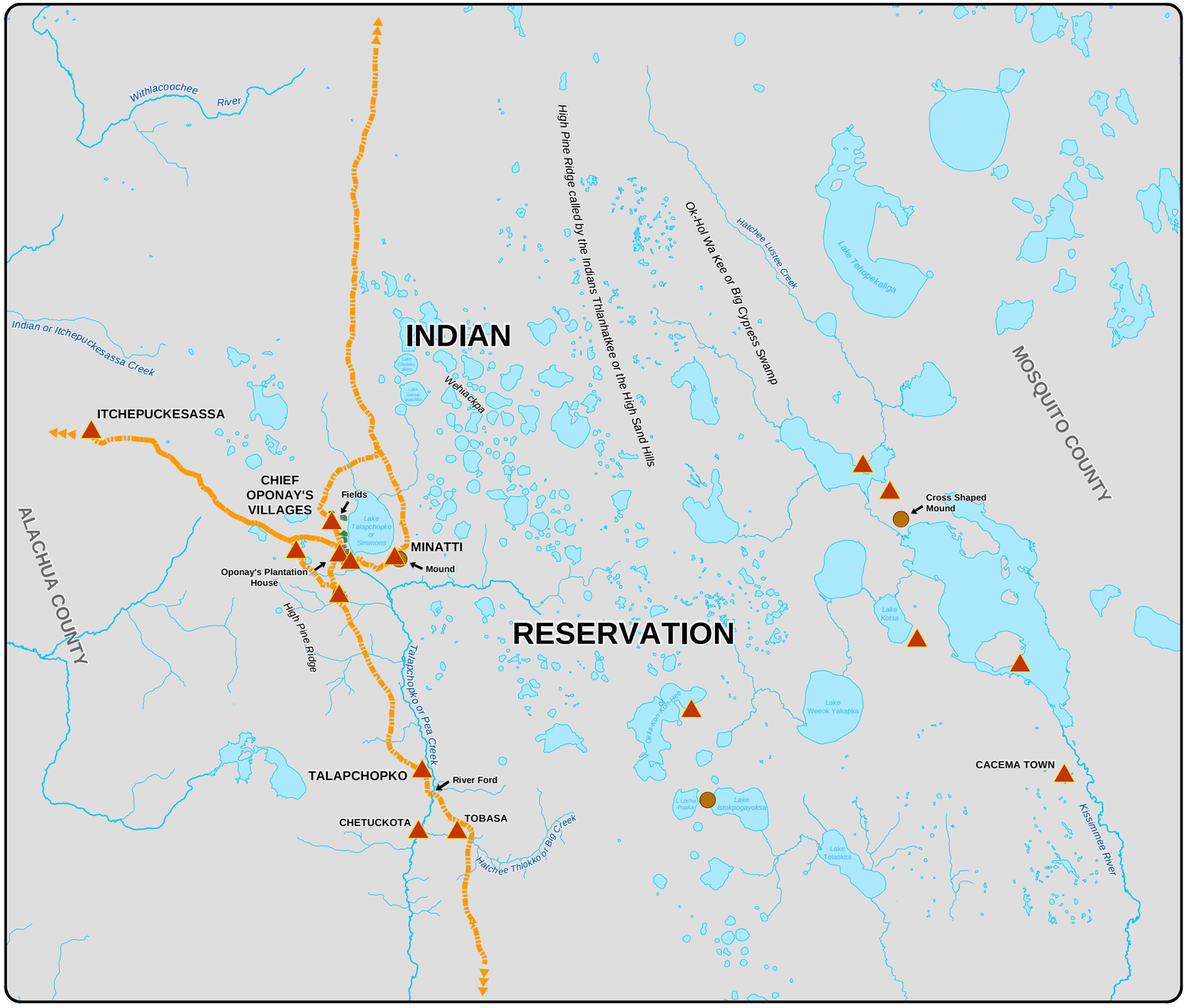
Similar to the way the railroad or automobile revolutionized the way people traveled more than a century ago, Polk County is at the cusp of new transportation technologies that will likely change the way the residents of Polk County travel in the future. In recent years individuals and businesses alike are using more advanced technology in the way they travel, whether it is higher levels automation in personal vehicles or app-based rideshare networks. These transportation technologies continue to evolve at a rapid pace. Polk County among the national leaders in Automated, Connected, Electric and/or Shared-Use (ACES) vehicle technology and is home to Florida's SunTrax facility in Auburndale where many aspects of this new technology are being tested.

With projections of exceeding a million Polk County residents by 2045, it is essential that the transportation system is improved in a way that is smart and sustainable. The *Momentum 2045* Plan represents a significant milestone in addressing the multimodal surface transportation needs of Polk County and its segment of the Central Florida Region. In order 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 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, the Florida Department of Transportation District One, the West Central Florida Metropolitan Planning Organizations (MPO) Chairs Coordinating Committee/Tampa Bay Area Regional Transportation Authority (TBARTA), the Central Florida MPO Alliance, and neighboring counties and MPOs/TPOs, among others.

Historic Polk County Photos: State Archives of Florida, Florida Memory

Figure 7-1: Polk County's Transportation History – 1820s



Polk County's Transportation History 1820s

Legend

Native American Villages, Roads and Other Features

- Native American Village
- Native American Trail [1]
- Native American Mound (Prior to the Seminoles)
- Native American Fields

Map Notes:

1. The Native American Trails shown on this map should be considered approximate in terms of their location.

Map Sources: Map of the Seat of War in Florida compiled by the order of General Zachary Taylor, 1837, obtained from the University of South Florida (USF); US Government Township, Range, Section Surveys, 1840s/50s, obtained from the Florida Department of Environmental Protection (FDEP); Military Map of the Peninsula of Florida South of Tampa Bay, 1856, Courtesy of the Special Collections Department, University of South Florida; Historical Gazetteer of Polk County, Polk County Historical Association, 2003; The Naming of Lakes in Polk County, Joe Spann 2007; Florida's Peace River Frontier, by Canter Brown 1991; and Trails, Fort Sites, Indian Villages, Early Homes & Points of Interest, W. J. Davison 1980.

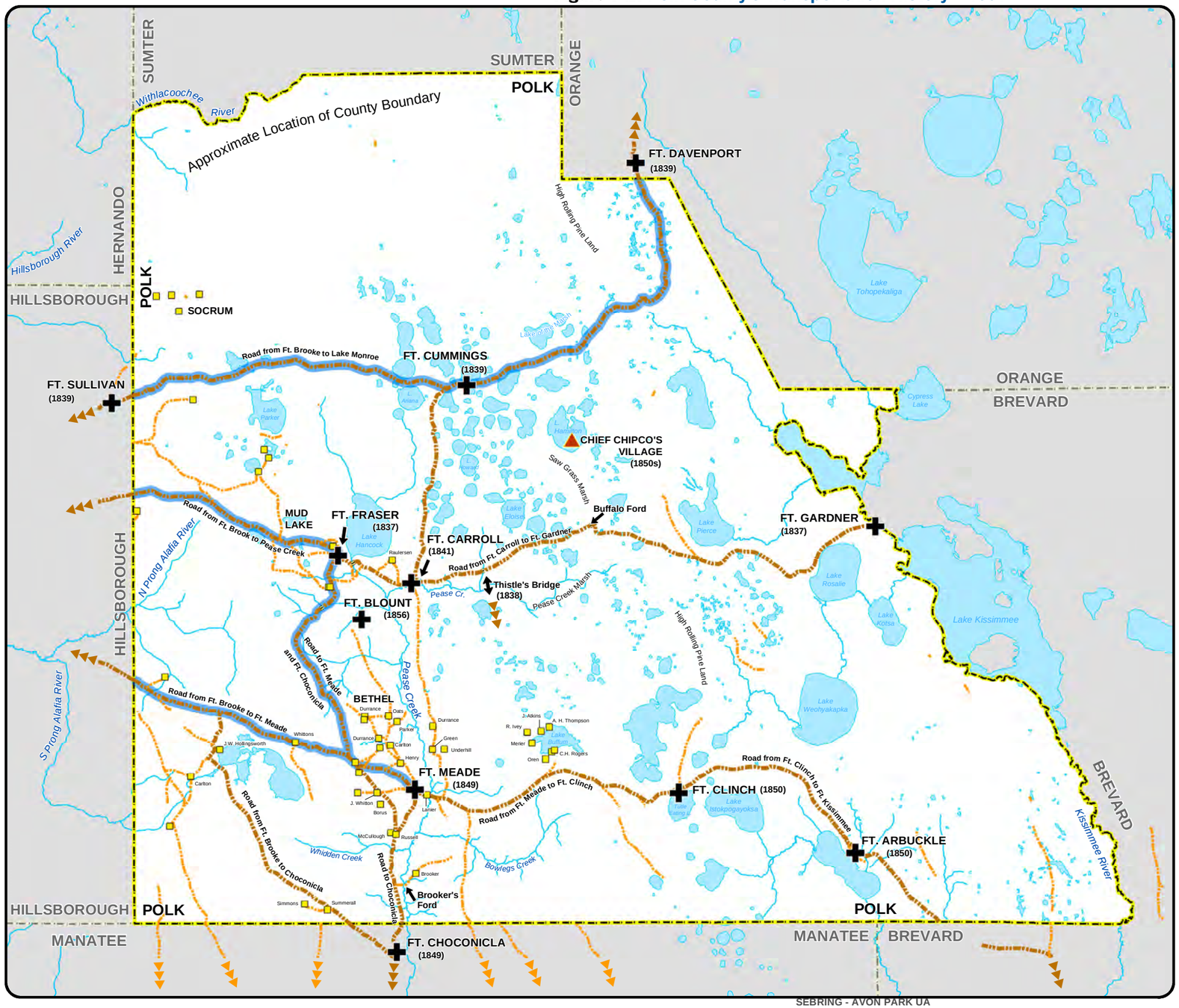
N

0 5 10 15 Miles

Polk Transportation Planning Organization

December 18, 2020

Figure 7-2: Polk County's Transportation History – 1861



Polk County's Transportation History 1861

Legend

Roads and Trails

- Major Military Road
- Minor Road/Trail
- Causeway/Bridge
- Public Roads[1]

Forts and Settlements

- Military Fort (Year Built)
- Pioneer Settlement
- Native American Village

Other Map Features

- Polk County Boundary[2]
- Other Counties

Map Notes:

1. On June 18, 1861 the Polk County Board of County Commissioners established these roads as public roads.
2. The northern portion of Polk County's Boundary depicted on this map is an approximate boundary.

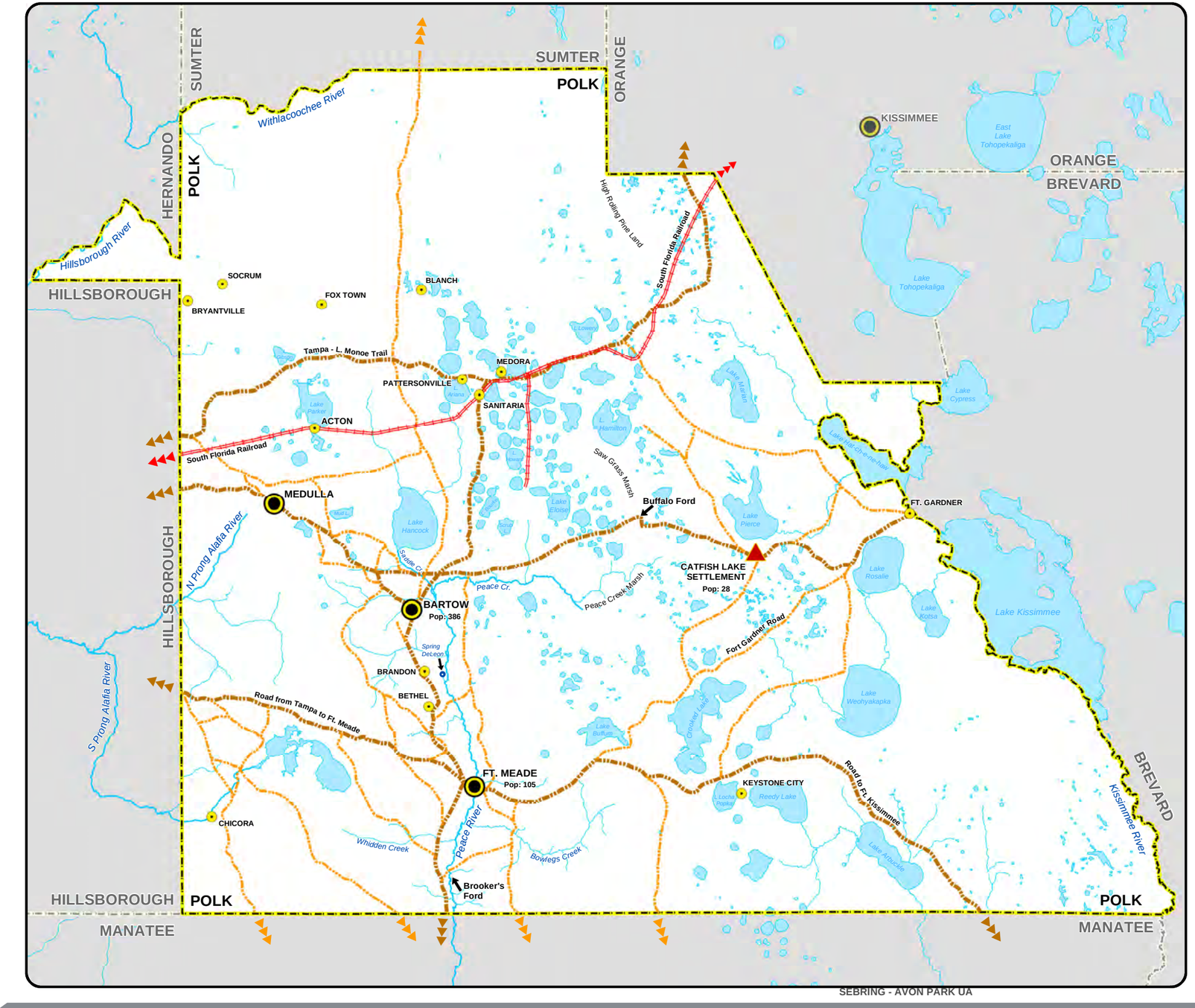
Map Sources: Map of the Seat of War in Florida compiled by the order of General Zachary Taylor, 1837, obtained from the University of South Florida (USF); US Government Township, Range, Section Surveys, 1840s/50s, obtained from the Florida Department of Environmental Protection (FDEP); Historical Gazetteer of Polk County, Polk County Historical Association, 2003; In the Midst of All that Makes Life Worth Living Polk County, FL to 1940 by Canter Brown, 2001; and Trails, Fort Sites, Indian Villages, Early Homes & Points of Interest, W. J. Davison, 1980.

N

0 5 10 15 Miles

Polk Transportation Planning Organization

Figure 7-3: Polk County's Transportation History – 1883



Polk County's Transportation History 1883

Legend

Roads and Railroads

- Major Road/Trail
- Other Road/Trail
- Railroad

Towns and Villages

- Large Town
- Small Town/Settlement
- Native American Village

Other Map Features

- Polk County Boundary
- Other Counties

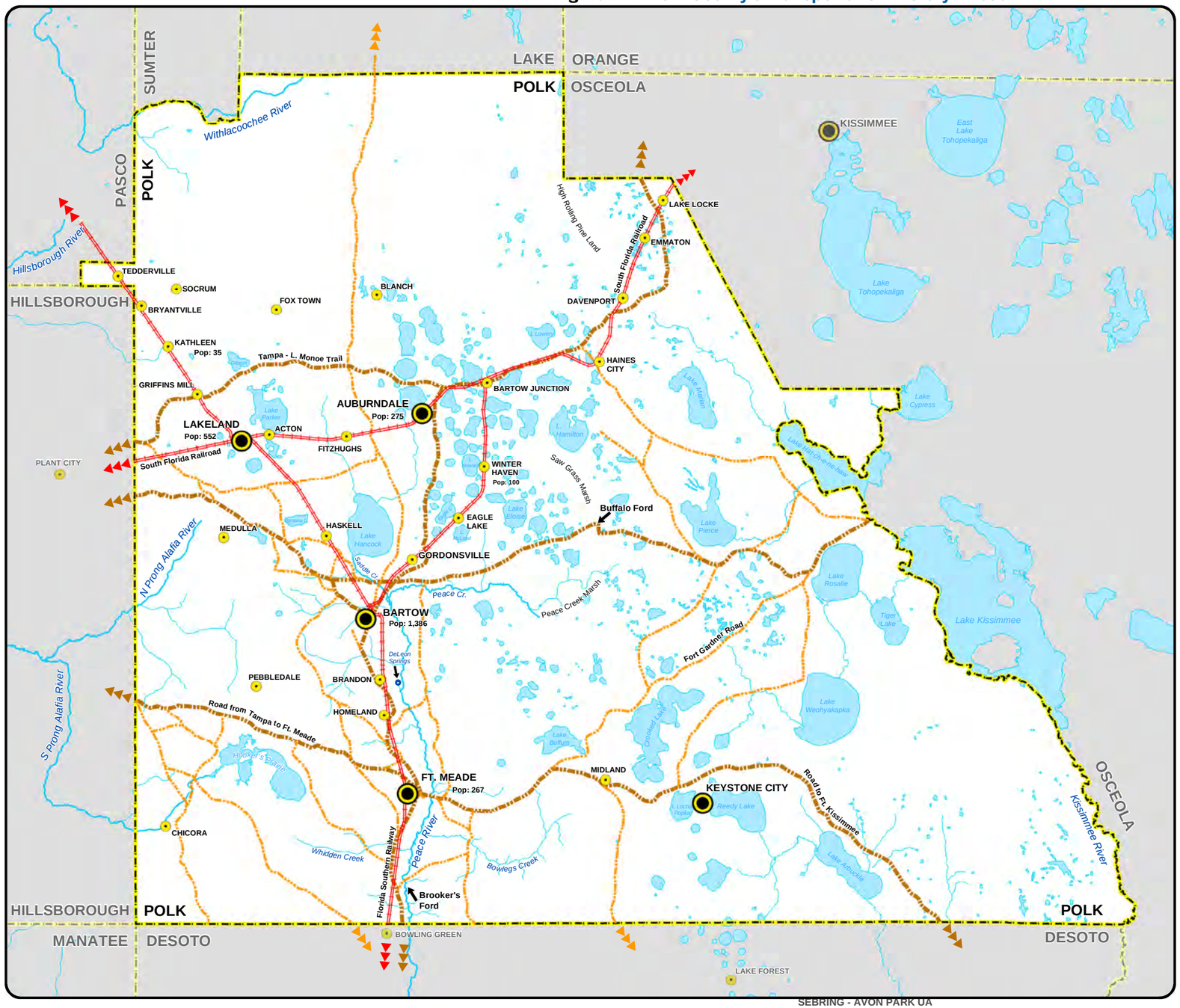
Map Sources: 1883 Map of Polk County adopted by the Polk County Board of County Commissioners, provided courtesy of the Library of Congress Geography and Map Division Washington, D.C.; Historical Gazetteer of Polk County, Polk County Historical Association, 2003; In the Midst of All that Makes Life Worth Living Polk County, FL to 1940, by Canter Brown, 2001; and U.S. Decennial Census.

N

0 5 10 15 Miles

Polk Transportation Planning Organization

Figure 7-4: Polk County's Transportation History – 1890



Polk County's Transportation History 1890

Legend

Roads and Railroads

- Major Road/Trail
- Other Road/Trail
- Railroad

Towns and Settlements

- Town (Large)
- Town/Settlement (Small)

Other Map Features

- Polk County Boundary
- Other Counties

Map Sources: 1883 Map of Polk County adopted by the Polk County Board of County Commissioners, provided courtesy of the Library of Congress Geography and Map Division Washington, D.C.; 1890 Sectional Map of Polk County, FL, issued by Associated Railway Land Department of Florida, provided the Polk County History Center; Historical Gazetteer of Polk County, Polk County Historical Association, 2003; In the Midst of All that Makes Life Worth Living Polk County, FL to 1940, by Canter Brown, 2001; and U.S. Decennial Census.

N

0 5 10 15 Miles

Polk Transportation Planning Organization

Figure 7-5: Polk County's Transportation History – 1917

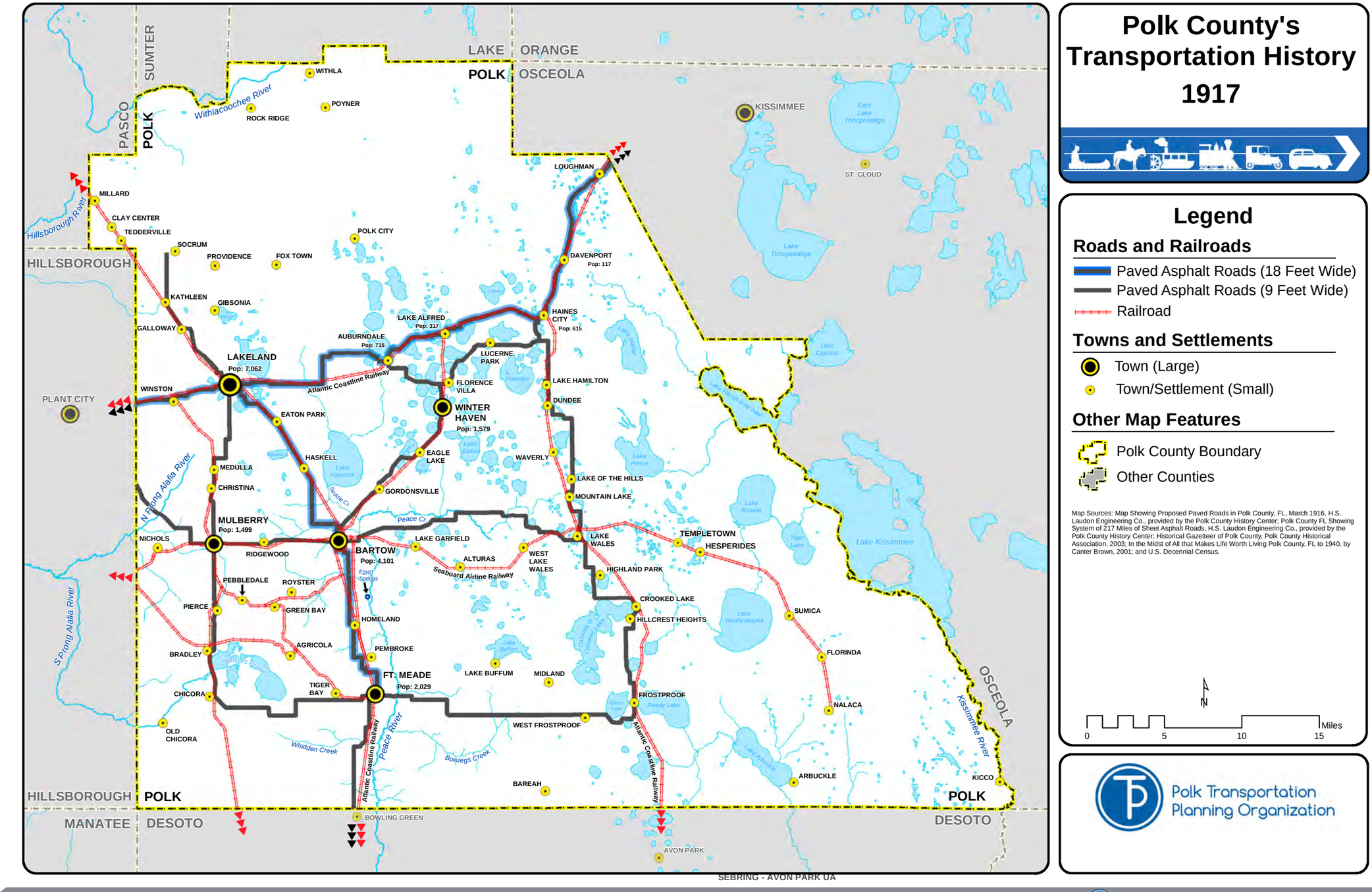
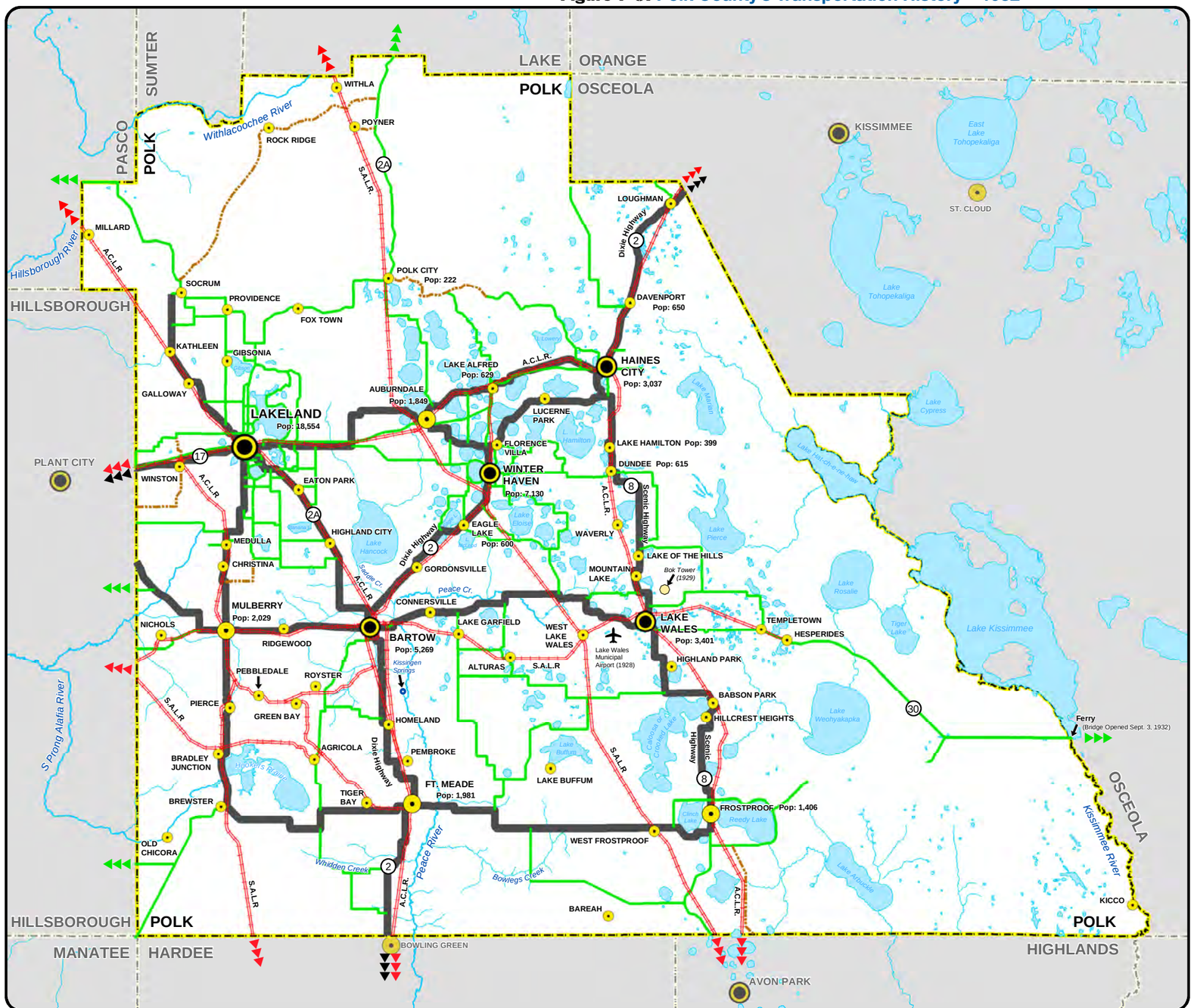


Figure 7-6: Polk County's Transportation History – 1932



Polk County's Transportation History 1932

Legend

Roads and Railroads

- New Paved Asphalt Roads (1918 - 1932)
- First Paved Asphalt Roads (1917)
- Unpaved Major Roads
- Railroad
- Airport

Cities and Towns

- Large
- Medium
- Small

Other Map Features

- Polk County Boundary
- Other Counties

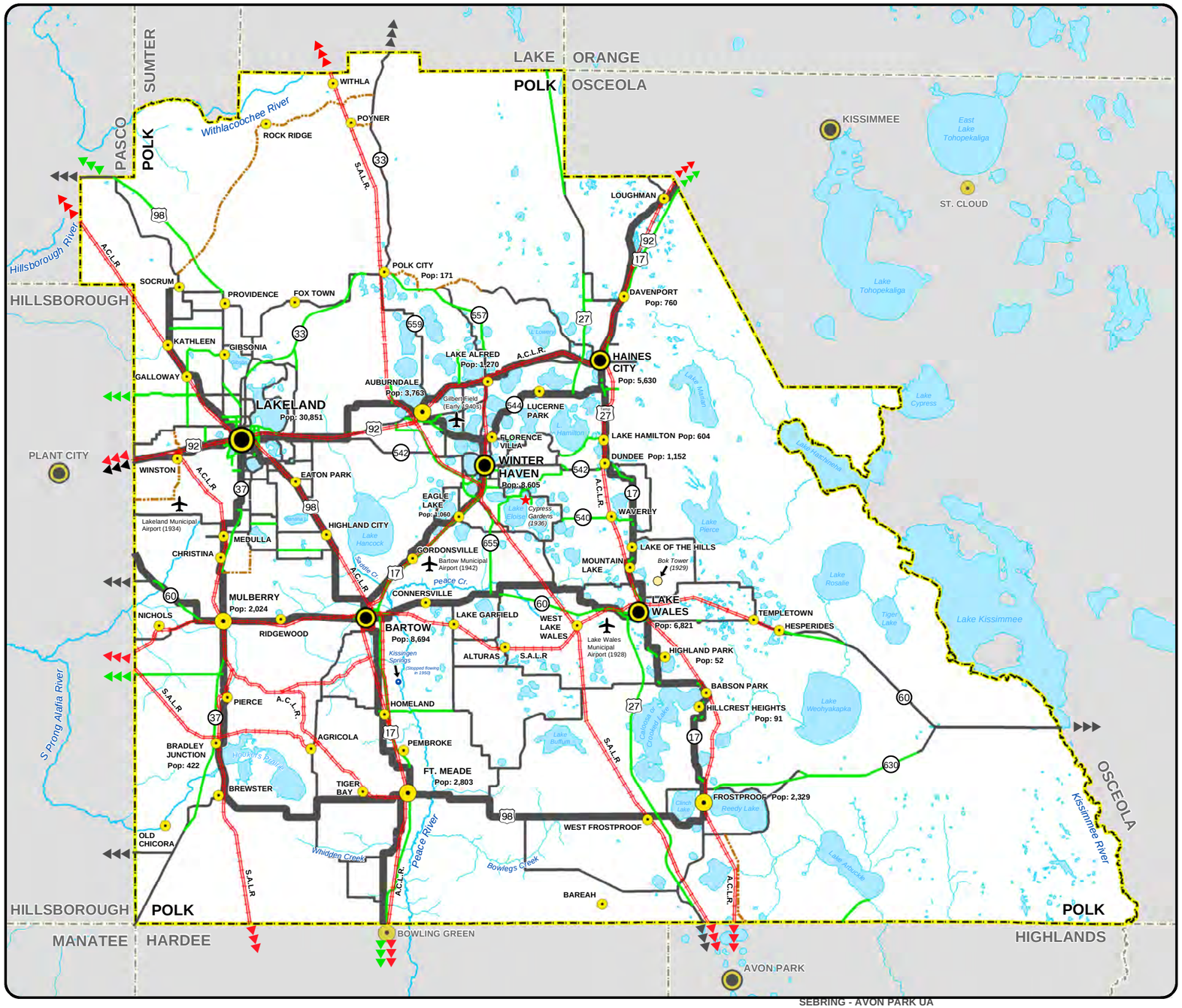
Map Sources: Soil Map of Polk County, U.S. Department of Agriculture, 1927, provided by the Polk County History Center; Map of Polk County (Land Ownership), compiled by Lenox E. Trickle, 1931, provided by the Polk County History Center; Official Road Map of Florida published by the Florida State Road Department, 1930; Historical Gazetteer of Polk County, Polk County Historical Association, 2003; and U.S. Decennial Census.

N

0 5 10 15 Miles

Polk Transportation Planning Organization

Figure 7-7: Polk County's Transportation History – 1955



Polk County's Transportation History 1955

Legend

Roads, Railroads and Airports

- New Paved Asphalt Roads (1933 - 1955)
- Paved Asphalt Roads (1918 - 1932)
- First Paved Asphalt Roads (1917)
- Unpaved Major Roads
- Railroad
- Airport

Cities and Towns

- Large
- Medium
- Small

Other Map Features

- Polk County Boundary
- Other Counties

Map Sources: General Highway and Transportation Map of Polk County published by the State Road Department of Florida, 1936, Revised January 1955, provided by the Polk County History Center; Historical Gazetteer of Polk County, Polk County Historical Association, 2003; and U.S. Decennial Census.

0 5 10 15 Miles

Polk Transportation Planning Organization

IMPLEMENTATION ACTION ITEMS

Momentum 2045 is an integral component of the TPO's overall planning and programming framework. The Cost Feasible Plan (CFP) included in Chapter 4 provides a list of projects that will be considered during the development of the List of Priority Projects (LOPP), updated annually. The LOPP subsequently determines which projects will advance into the Transportation Improvement Program (TIP) and FDOT Five-Year Work Program.

In addition to the implementation of specific CFP projects and other planning and policy steps, *Momentum 2045* recommends the implantation items included in the following sections.

MAJOR PROGRAM PRIORITIES OF THE POLK TPO

The Polk TPO has made a commitment to utilize Transportation Management Area (TMA) funds on a wide range of multimodal, safety, and intersection improvement projects. The TMA funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process (CMP), Complete Streets corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, 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 prioritize the allocation of funding for these program areas and prioritize projects from the following programs:

- Neighborhood Mobility Audits and Improvements
- Bicycle and Pedestrian Safety
- Complete Streets Program
- Congestion Management Process (CMP)
- Bicycle/Pedestrian/Trails Projects

ILLUSTRATIVE/UNFUNDED PROJECTS

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. Unfunded projects are projects that the TPO and its partners have identified as potential needs for the county's transportation system in the future but may be considered lower priority.

A potential weakness of the Plan is the level of funding available for public transportation. Federal public transportation funding changes following the designation of the Polk County urbanized areas as a TMA resulted in a decrease in public transportation service and the *Momentum 2045* Plan funds public transportation at this reduced level. The Polk TPO updated the "My Ride Plan" in 2017, which included service improvements that we widely supported during the public involvement process. However, these improvements to public transportation cannot be implemented at this time due to the lack of voter support for a proposed sales tax increase to fund public transportation.

Notably, there is a desire to connect many of the municipalities in Polk County directly to the SunRail service in the Orlando Metropolitan Area. While Citrus Connection and its partners have implemented some service in northeast Polk to provide a connection, as the county's population and employment grows, additional connections may be warranted. Moving forward, additional public transportation projects will require continued and expanded coordination with the Polk TPO's partners to advance funding and implementation of the following:

- Four Corners Regional Plan
- My Ride (Public Transportation)
- SunRail (Regional Intracity Rail)

FOUR CORNERS REGIONAL PLAN

BACKGROUND

Prior to starting the LRTP process for *Momentum 2045*, Polk TPO developed population and employment forecasts to support the plan as well as additional transportation planning efforts over the next several years. These forecasts demonstrate that there will be significant increases in both population and employment in the Northeast Planning Area of the county, including the Polk County part of the area known as Four Corners. Four Corners is a fifty square-mile Census-Designated Place (CDP) that includes parts of Polk, Osceola, Lake, and Orange Counties. Beyond the northeast county lines of Polk, the adjacent counties have each experienced or are anticipating similar levels of growth in the area. The 2019 American Community Survey (ACS) estimates the Four Corners CDP to have a population of over 42,000, showing significant growth from 25,500 as was estimated in 2010.

Perhaps the most distinct characteristic about the area is that while it is geographically cohesive, it is within the jurisdictions of three MPO/TPOs, two FDOT districts, four school districts, and three water management districts. This has created unique challenges due to the varying approaches to governance, planning, growth, and general development.

In 2005, a collaborative public-private partnership called the Four Corners Area Council was established to address these challenges as the area was beginning its current exponential growth trajectory. In recent years, the Council sought to develop a strategic plan for the area that focuses on near-term planning as well as planning for the future.

FOUR CORNERS AREA COUNCIL AND FOUR CORNERS ONE VISION

The Four Corners Area Council (FCAC) was first established in 2005 and is comprised of governmental and private entity representatives from each of the four counties involved—Polk, Osceola, Lake, and Orange. The Council has been developing a strategic plan entitled Four Corners, One Vision, of which the first phase was completed in late 2018, and the second phase is anticipated to be complete in 2020.

As part of the FCAC Technical Subcommittee, Polk TPO coordinated with the Lake-Sumter MPO and Metroplan Orlando to evaluate and coordinate the unique transportation needs for the future of Four Corners. This includes roadway, projects in different phases and locations such as I-4 Beyond the Ultimate, Lake/Orange County Connector, Poinciana Parkway Extension, and the US 192 Mobility Study. It also includes multimodal projects like those from local transit providers and bicycle and pedestrian needs. This needs assessment is largely based on the needs of each MPO/TPO as demonstrated in their current Long Range Transportation Plans. Projects that meet the following criteria are considered higher priority:

- Projects of regional significance that have a particular impact on the Four Corners.
- Roads that cross county lines in the Four Corners region
- Roads or projects within a single county, but that have (or have the potential to have) a major impact on the road network in the Four Corners area.
- Projects involving data and Intelligent Transportation System (ITS)/Transportation Systems Management and Operations (TSM&O)

FOUR CORNERS ONE VISION

The Four Corners Area Council One Vision Report identifies several transportation issues that the recommendations seek to address.

1. **CONGESTION. In common with much of Central Florida, rapid growth in the Four Corners has led to increasing congestion in the area, particularly along US 192.**
2. **AN EVOLVING ROAD NETWORK. Multiple public and private projects on area roads will transform the area's road network in the foreseeable future, altering and expanding the Four Corners.**
3. **TRANSIT. A large proportion of the workforce in the Four Corners, and in much of the attractions area, is highly dependent on transit for access to jobs. In addition, many are dependent on bicycle and pedestrian networks for access to transit. This makes the challenges associated with effectively providing transit in Central Florida especially acute and relevant in the Four Corners.**
4. **COORDINATION. Multiple entities are involved in transportation planning affecting the Four Corners: two districts of the Florida Department of Transportation, three Metropolitan Planning Organizations (MPOs), four counties, the Central Florida Expressway Authority, the Turnpike Enterprise, and several large-scale private developments.**

These issues are generally reflected equally in all four counties, as the population growth in the area is dispersed throughout the area. Several recommendations are established by the report. The first of which is *Recommendation 3 – Include a Focus on the Four Corners in the Long Range Transportation Plans of the Lake, Orange and Osceola, and Polk MPO/TPOs.* **This recommendation was in-part met by this document as part of the Polk TPO** *Momentum 2045* **development.**

In coordinating with other MPOs/TPOs to identify the needs listed in the following sections, the next recommendation is partially addressed: *Recommendation 4 – Ensure That Transportation Projects in the Four Corners Include All Four Counties, as Appropriate.* **As each needs project moves forward into implementation, there will be efforts to coordinate with the adjacent jurisdictions to encourage the implementation of corresponding projects, so that jurisdictional boundaries do not diminish the benefits of the improvements.**

To continue coordination between the jurisdictions, the report also recommends *Recommendation 5 – Establish a Four Corners Transportation (including Transit) Working Group.* **As part of the Central Florida MPO Alliance, a working group was established and has convened to make review the prioritization process of identified projects in the Four Corners area.**

FOUR CORNERS TRAVEL CHARACTERISTICS

The main driver of the Four Corners' growth is its location, which is nearby many of Central Florida's tourist attractions. Four Corners is located adjacent to Bay Lake, the municipality in which the Disney Parks are located. Along with I-4, the major corridors that are located within the Four Corners boundary include US 27, US 192, and SR 429. These corridors are vital regional connections.

I-4 provides access to the Lakeland, Tampa, and I-75 to the west and access to Orlando, Daytona, and I-95 to the east. US-27 is the primary north-south corridor, connecting Haines City and Lake Wales to Clermont and the Villages. US-192 connects US-27 eastward to Florida's Turnpike through Celebration and Kissimmee. SR 429 serves as the western portion of Central Florida's Beltway system, connecting I-4 to the Turnpike and SR 50.

These limited number of higher-speed facilities are constrained by development and/or the natural environment. The number of users on these roadways frequently results in congestion throughout the Four Corners area, with regular heavy delays on I-4 from west of US 27 through Four Corners and beyond, especially nearby interchanges with similar congestion experienced on the cross facilities. As such, it should be noted that I-4 is programmed to be widened throughout this area, and both US 27 and US 192 are currently being studied for potential improvements or alternatives. Further, SR 429 is a tolled facility and currently does not experience regular congestion.

Southwest Viewshed of I-4 Approaching US 27

ROADWAY PROJECTS

Roadway and Highway projects in the plan are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 7-8** below.

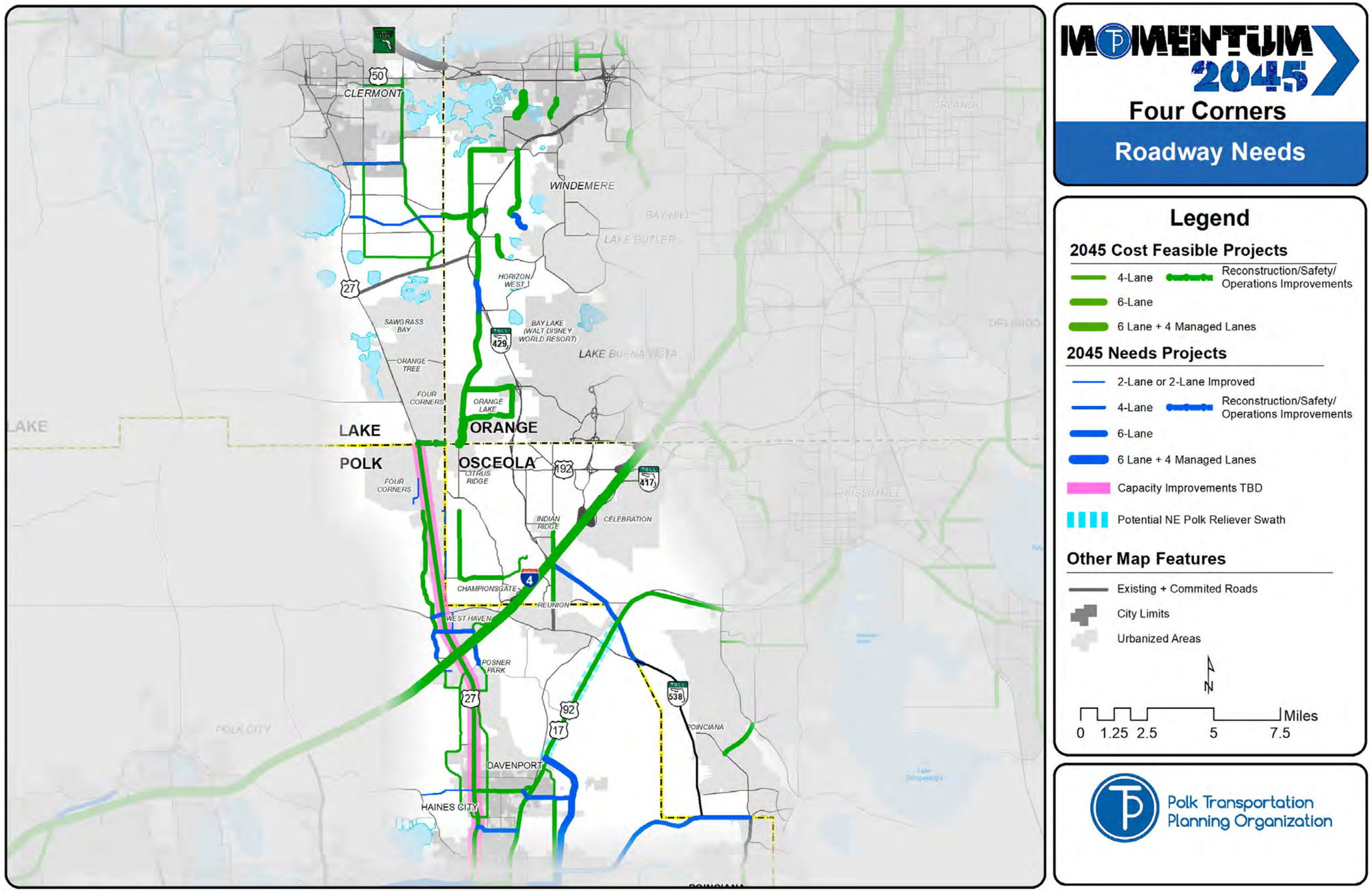
- Tier 1 projects are committed improvements to be built in the next 5 years and included in the 2045 Cost Feasible Plan. (2021 – 2025)
- Tier 2 & 3 projects are part of the *Momentum 2045* Cost Feasible Plan. (2026 – 2045)
- Tier 4 represents high priority projects not currently cost feasible but could be added to the plan should funding become available in the future. These "Illustrative Projects" include the Central Polk Parkway and completing the 4 lanes on the Polk Parkway. Both of these projects would likely be funded by future Turnpike revenues or some other source provided by the state.
- Tier 5 projects represent unfunded needs.
- Tier 6 projects represent other unfunded roadway improvements that are important to establish local connectivity or to serve existing and planned development.

Figure 7-8: Phasing Tiers

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Cost Feasible Plan (2025-2035)	Cost Feasible Plan (2036-2045)	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		

The following map in Figure 7-9 display the roadway projects, shown as Cost Feasible (Tiers 2 & 3) and Unfunded Needs (Tiers 4-6). For the purposes of this memo, Tier 1 projects are identified as "Existing."

Figure 7-9: Four Corners 2045 Roadway Needs



MOMENTUM 2045

Four Corners

Roadway Needs

Legend

2045 Cost Feasible Projects

- 4-Lane
- Reconstruction/Safety/ Operations Improvements
- 6-Lane
- 6 Lane + 4 Managed Lanes

2045 Needs Projects

- 2-Lane or 2-Lane Improved
- 4-Lane
- Reconstruction/Safety/ Operations Improvements
- 6-Lane
- 6 Lane + 4 Managed Lanes
- Capacity Improvements TBD
- Potential NE Polk Reliever Swath

Other Map Features

- Existing + Commited Roads
- City Limits
- Urbanized Areas

N

0 1.25 2.5 5 7.5 Miles

Polk Transportation Planning Organization

Tables 7-1 through 7-4 list the projects by tier, corresponding to the previous map.

Table 7-1: Committed Projects - Tier 1 (2021 – 2025) (Funded through construction)

Tier	County	Road	From Street	From Street	Improvement	Year
1	Polk	Lake Wilson Rd	CR 54	CR 532	Widen to 4 Lanes	2021
1	Polk	Marigold Ave	Palmetto St	CR 580 (Cypress Parkway)	Widen to 4 Lanes	2021
1	Polk	CR 580 (Cypress Parkway)	W Solivita Blvd	Solivita Blvd	Widen to 4 Lanes	2021
1	Lake, Orange	Lake-Orange Expressway	US 27	SR 429	New 4 Lane Expressway	2025
1	Lake	Florida's Turnpike	Minneola	Orange County Line	Widen to 8 Lanes	2021
1	Osceola	I-4	at CR 532		Interchange Improvements	2021
1	Osceola	SR 429	at I-4		Interchange Improvements	2022

Table 7-2: Cost Feasible Projects - Tier 2 (2026 – 2035) and Tier 3 (2036 – 2045) (Funded through construction)

Tier	County	Road	From Street	From Street	Improvement	Year
2	Lake	CR 455/Hartle Rd	Lost Lake Rd	Good Hearth Blvd	Widen to 4 Lanes	2026 - 2030
2	Lake	CR 455 /Hartle Rd	Hartwood Marsh	Lost Lake Rd	New 4 Lanes	2026 - 2030
2	Lake	US 192	US 27	Orange County Line	Corridor Improvements	2026 - 2030
2	Osceola	US 17/92	Polk County Line	Poinciana Blvd	Widen to 4 Lanes	2031 - 2035
2	Orange	Avalon Rd	New Independence Pkwy	Tilden Rd	Widen to 4 Lanes	2031 - 2035
2	Orange	Winter Garden-Vineland Rd	Fowler Grove Blvd	Roper Rd	Widen to 4 Lanes	2031 - 2035
2	Osceola	Old Lake Wilson Rd	Polk County Line	Sinclair Rd	Widen to 4 Lanes	2031 - 2035
2	Polk	Holly Hill Rd	Patterson Rd	CR 547 (Bay St)	New 2 Lane	2031 - 2035
2	Polk	Holly Hill Rd	CR 547 (Bay St)	Ridgewood Lakes Blvd	New 2 Lane	2031 - 2035
2	Polk	Powerline Rd Extension	South Blvd	US 17/92	New 4 Lane	2031 - 2035
2	Polk	North Ridge Trail	Four Corners Blvd	Sand Mine Rd	New 4 Lane	2026 - 2030
2	Polk	FDC Grove Rd	Massee Rd	Ernie Caldwell Blvd	New 2 Lane	2031 - 2035
2	Polk	North Ridge Trail	Deen Still Rd	Four Corners Blvd	New 2 Lanes	2026 - 2030
2	Polk	Grandview Parkway Extension	Grandview Parkway Dead End	Dunson Rd	New 4 Lane	2031 - 2035
3	Orange	Summerlake Park Blvd	Porter Rd	Summerlake Groves St	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Lake County Line	Valencia Pkwy	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Valencia Pkwy	Avalon Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Avalon Rd	SR 429	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Hartzog Rd	Seidel Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Porter Rd	New Independence Pkwy	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Tour Pointe Blvd	Sunridge Blvd	Widen to 6 Lanes	2036 - 2045

Tier	County	Road	From Street	From Street	Improvement	Year
3	Orange	Tiny Rd	Bridgewater Crossing	Tilden Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Hartzog Rd / Flamingo Crossings Blvd	Avalon Rd	Western Way	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	US 192	Hartzog Rd	Widen to 6 Lanes	2036 - 2045
3	Orange	Avalon Rd	Old YMCA Rd	Schofield Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Schofield Rd	Porter Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Tiny Rd / Schoolhouse Pond Rd	New Independence Pkwy	Bridgewater Crossing	Widen to 4 Lanes	2036 - 2045
3	Orange	Western Way Extension	Avalon Rd	Flamingo Crossings Blvd	Widen to 4 Lanes	2036 - 2045
3	Osceola	Sinclair Rd	Goodman Rd	Tradition Blvd	New 2 Lane	2036 - 2045
3	Osceola	Laurel Ave / Reaves Rd	Poinciana Blvd	Marigold Ave	New 4 Lanes	2036 - 2045
3	Osceola	Westside Blvd	Monaco Blvd	Tri County Rd	New 4 Lanes	2036 - 2045
3	Polk	US 17/92	Central Polk Pkwy	Osceola County Line	Widen to 4 Lane	2036 - 2045
3	Polk	US 17/92	US 27	Osceola County Line	Widen to 4 Lane	2036 - 2045
3	Polk	Powerline Rd	CR 580-Johnson Ave	South Blvd	Widen to 4 Lane	2036 - 2045
3	Polk	FDC Grove Rd	US 27	Massee Rd	New 2 Lane	2036 - 2045
3	Polk	US 17/92	US 17/92 (Hinson Ave)	Central Polk Parkway	Widen to 4 Lane	2036 - 2045
3	Polk	Holly Hill Rd	Ridgewood Lakes Blvd	Ernie Caldwell Blvd	New 2 Lanes	2036 - 2045
3	Polk	I-4 Crossover Connector	Waverly Barn Rd	Deen Still Rd	New 4 Lane	2036 - 2045
3	Polk	I-4 Crossover Rd	FDC Grove Rd	NW Access Rd	Widen to 4 Lane	2036 - 2045

Table 7-3: Partially-Funded and Illustrative Projects - Tier 4

Tier	County	Road	From Street	From Street	Improvement
4	Osceola	Bella Citta Blvd	Westside Blvd	S Goodman Rd	Widen to 4 Lanes
4	Polk	US 27 Reliever Road	CR 580	US 17/92	New 6 Lane Freeway
4	Polk	Poinciana Parkway Extension	Poinciana Pkwy	CR 532	New 4 Lane
4	Polk	Poinciana Parkway Extension	CR 532	I-4	New 4 Lane

Table 7-4: Unfunded Needs (Tier 5) and Vision Projects (Tier 6)

Tier	County	Road	From Street	From Street	Improvement
5	Lake	Schofield Rd	US 27	SR 429	New 2 Lane
5	Lake	Hooks St Extension	Hancock Rd	CR 455/Hartle Rd	New 2 Lane
5	Lake	Wellness Way	US 27	SR 429	New 4 Lane
5	Lake	CR 455 Extension	CFX Connector	Hartwood/Marsh Rd	New 4 Lane
5	Lake	Hartwood Marsh Rd	US 27	CR 455	New 4 Lane
5	Orange	New Independence Pkwy	Tiny Rd/Schoolhouse Pond Rd	Ave of the Groves	Widen to 4 Lanes
5	Orange	Avalon Rd	Seidel Rd	Old YMCA Rd	Widen to 4 Lanes
5	Polk	CR 547 Extension	Old Polk City Rd	US 27	New 2 Lanes
5	Polk	Bates Rd	US 27	US 17/92	Widen to 4 Lane
5	Polk	Deen Still Rd	North Ridge Trail	US 27	Widen to 4 Lane
5	Polk	CR 547 Extension	CR 547	US 17/92	Widen to 4 Lane
5	Polk	Pink Apartment Rd Ext	Bates Rd Extension	Snell Creek Rd	New 2 Lane
5	Polk	Marshall Rd	30th St Extension	Bates Rd Extension	Widen to 4 Lane
5	Polk	Snell Creek Rd	Pink Apartment Rd	Warner Rd	Improved
5	Polk	Bates Rd Ext	Marshall Rd	Pink Apartment Extension	New 2 Lane
5	Polk	North Collector	Poitras Rd	Polo Park Blvd	New 2 Lane
5	Polk	Dunson Rd	US 27	Buckingham Drive	Widen to 4 Lane
5	Polk	Waverly Barn Rd	North Ridge Trail	US 27	Widen to 4 Lane
5	Polk	Loma Del Sol Extension	Dunson Rd	CR 54	New 2 Lane
5	Polk	I-4 Crossover Connector	Home Run Blvd	I-4 Crossover	New 2 Lane
5	Polk	CR 580 (Cypress Parkway)	Central Polk Pkwy	CR 580 (Cypress Parkway)	Widen to 4 Lane
5	Polk	South Blvd	Powerline Rd	US 17/92	Widen to 4 Lane
5	Polk	CR 547 Extension	Powerline Rd Extension	Central Polk Parkway	Widen to 4 Lane
5	Polk	CR 547 Extension	Old Polk City Rd	US 27	New 2 Lane
6	Polk	Unnamed Road	Sand Mine Rd Dead End	Polk Line/Westside Blvd	New 2 Lane
6	Polk	Tank Rd	Student Dr	Sand Mine Rd	New 2 Lane
6	Polk	Tank Rd	Bella Citta Blvd	Barry Rd	New 2 Lane
6	Polk	30th St Extension	Baker Ave	Marshall Rd N	New 4 Lane

FOUR CORNERS TRANSIT

Three different transit providers offer service in the Four Corners area—LAMTD/Citrus Connection, which is based in Polk County, Transitions Commute Solutions LLC, based out of Haines City, and Lynx, which is based in Orange County. Transitions operates two routes that cross county lines into an adjacent county. Transitions provide connection service in Lake and Polk Counties within the Four Corners Boundary, including a Citrus Connection Superstop transit hub. It is at this location that transit riders in Polk County can take a bus to Poinciana SunRail station, which is a commuter rail that travels from Poinciana in Osceola County through Orlando to DeBary in Volusia County. Lynx route 39 makes two stops in Lake County in addition to its routes in Osceola, Orange, and Seminole Counties,

Much of the bus service is centered around the attractions and supporting services (accommodations and other commercial areas) to serve a high number of area employees and tourists. As the population and tourism continues to expand throughout the Four Corners area, the demand for transit will increase as well. Additional routes that cross county lines may be needed to serve the residents, employees, and visitors alike.

In 2018, the Central Florida MPO Alliance published the Central Florida Regional Transit Study, which identified the transit needs from a regional perspective of the Four Corners counties and beyond. The report identifies a 2040 Interim Vision (Figure 4), which generally consisted of the 2040 LRTP needs, and a Long Term Vision for the year 2060 (Figure 5). Some of the 2040 needs have been implemented since the development of this report, including express bus service in northeast Polk County, which connects to the Poinciana Sunrail station. The 2060 Long Term Vision adds to the Interim Vision a SunRail extension into Polk County and express bus service on US 27 between Haines City and Clermont, along I-4 to Disney, and on US 192, east of US 27.

Northwest Viewshed of I-4 at Ronald Reagan Parkway

Poinciana SunRail Station

1: Interim Term Vision

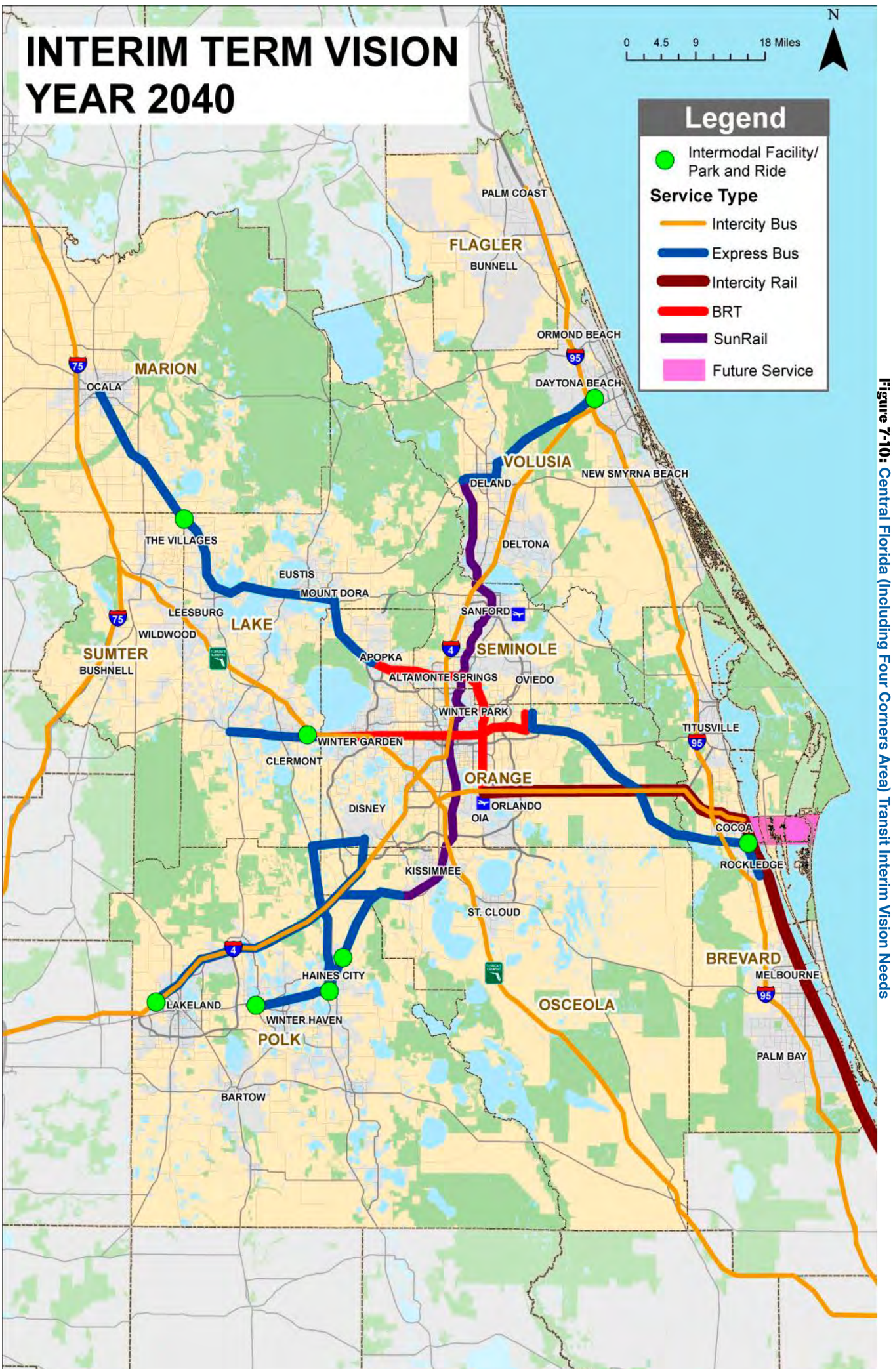
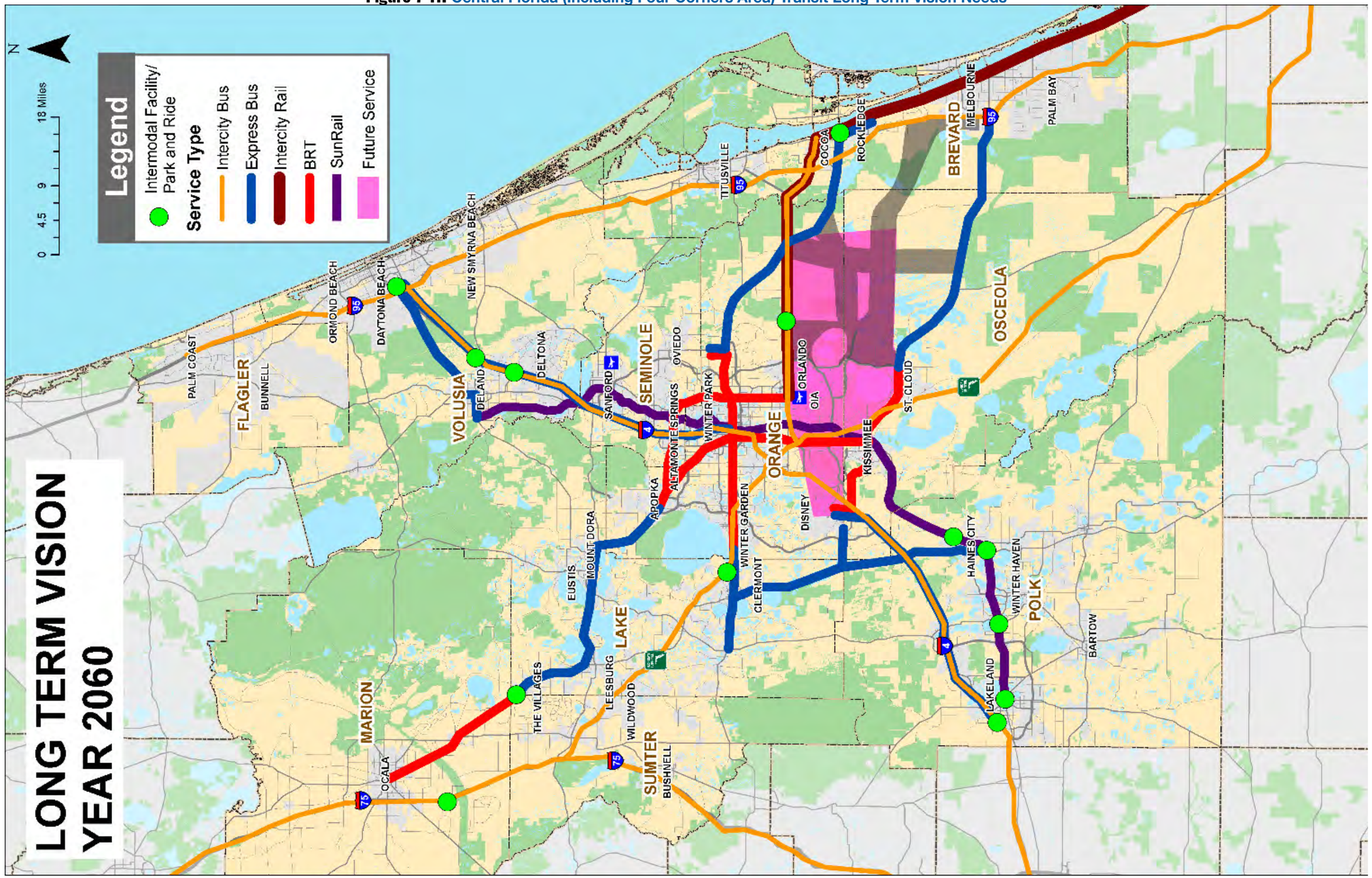


Figure 7-10: Central Florida (Including Four Corners Area) Transit Interim Vision Needs

Figure 7-11: Central Florida (Including Four Corners Area) Transit Long Term Vision Needs

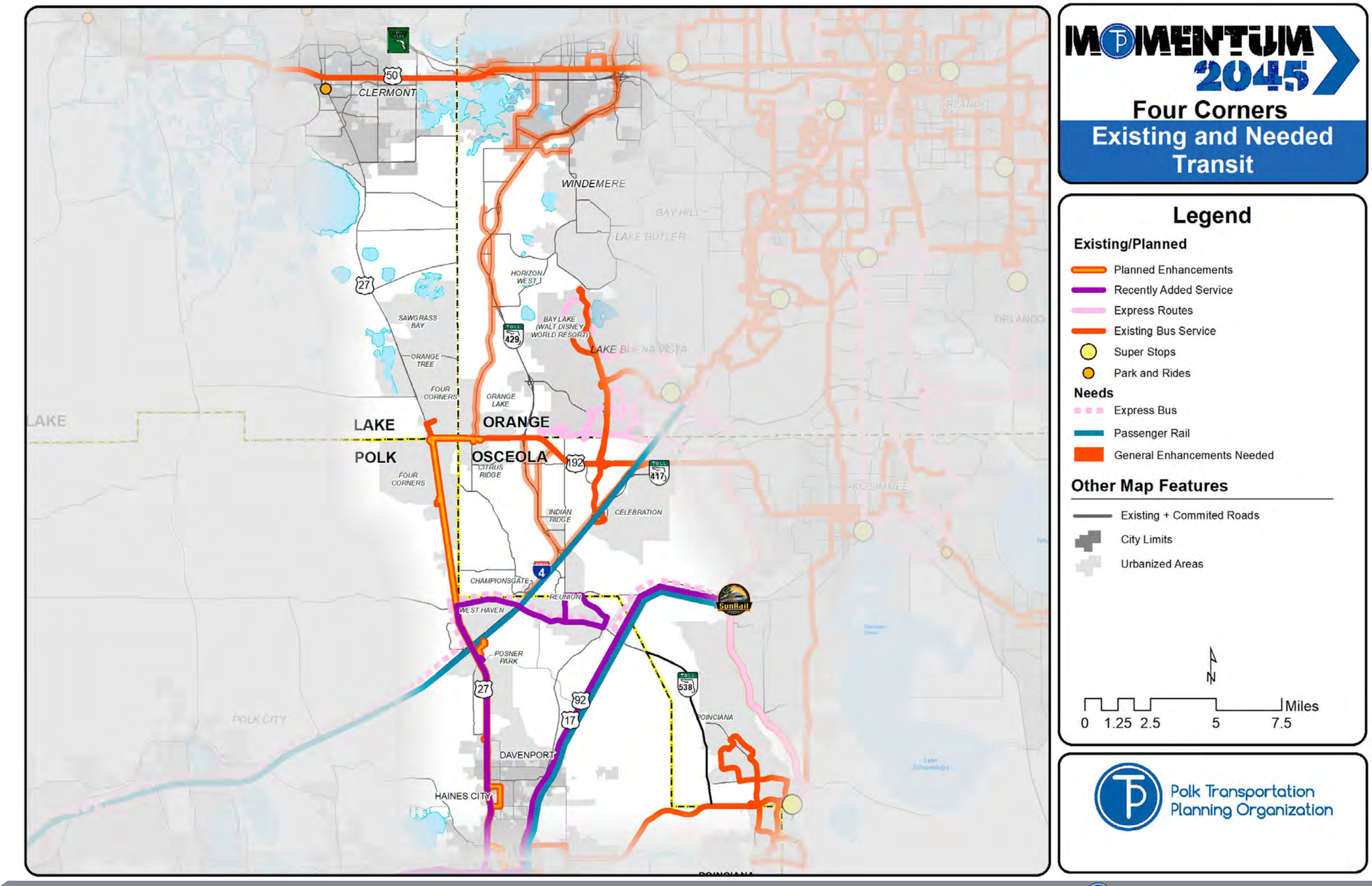


Transit projects identified in the 2045 LRTPs of each MPO/TPO largely include those in the 2040 plans as referenced above and are included in **Table 7-5**. The following map in **Figure 7-11** display the transit projects, shown as Cost Feasible and Unfunded Needs..

Table 7-5: Four Corners Area Transit Needs

Status	County	Project	Type	Notes
Unfunded Need	Polk	SunRail South to Polk County	Commuter Rail / Premium Transit	
Unfunded Need	Polk, Osceola, Orange	I-4 Express Bus	Express Bus	
Partially Programmed	Polk, Osceola, Orange	High Speed Rail	High Speed Rail	Orlando Brightline operations anticipated to begin in 2022.
Unfunded Need	Polk, Osceola	Lakeland-SunRail Express	Express Bus	Additional express connection to SunRail
Unfunded Need	Lake, Orange, Osceola, Polk	Enhanced Fixed-Route Bus Service	Enhanced Service	
Unfunded Need	Osceola	Enhanced Service Area West of Kissimmee	Enhanced Service	
Unfunded Need	Osceola	Enhanced Service Area – Osceola Four Corners	Enhanced Service	
Unfunded Need	Orange (Disney)	Enhanced Service Area – Disney	Enhanced Service	
Unfunded Need	Lake, Orange, Osceola, Polk	US 192 Premium Transit Service	Premium Service	
Unfunded Need`	Orange	Enhanced Service Area – South Horizon West	Enhanced Service	

Figure 7-12: Four Corners Area 2045 Transit Needs



Four Corners
Existing and Needed Transit

Legend

Existing/Planned

- Planned Enhancements
- Recently Added Service
- Express Routes
- Existing Bus Service
- Super Stops
- Park and Rides

Needs

- Express Bus
- Passenger Rail
- General Enhancements Needed

Other Map Features

- Existing + Commited Roads
- City Limits
- Urbanized Areas

N

0 1.25 2.5 5 7.5 Miles

Polk Transportation Planning Organization

FOUR CORNERS BICYCLE, PEDESTRIAN, AND TRAIL FACILITIES

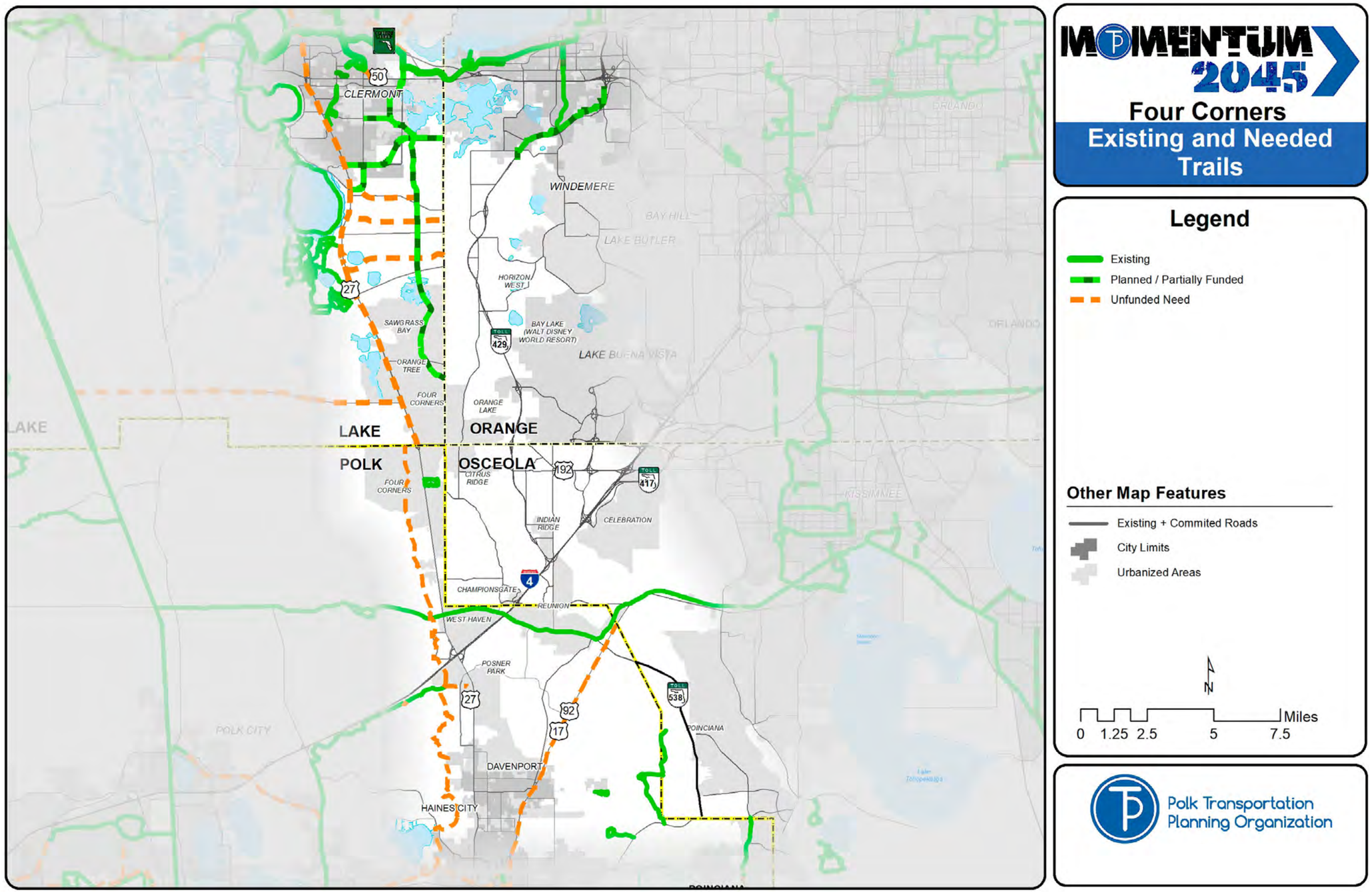
Bicycle and pedestrian safety is a major concern in the Four Corners, with many of the primary facilities not accommodating to the average cyclist or pedestrian, and land uses along the corridors provide few destinations that may be reasonably accessed by cycling or on foot. However, some of the residential and vacation communities in and nearby Four Corners, such as Cagan Crossings, Celebration, and Margaritaville provide and maintain facilities that are ideal for biking and walking. Citing the anticipated continued growth, the importance of providing areas and facilities that are safe for all user becomes even more pronounced. The demand for additional bicycle and pedestrian facilities for standard trips is expected to increase as well as recreational trails.

Bicycle, Pedestrian, and Trail projects were identified in the LRTPs of each MPO/TPO. Based on this available data, the following map in **Figure 7-12** displays the identified trails and **Table 7-6** lists the trails along with status and additional details.

Table 7-6: Four Corners Area Trail Needs

Status	County	Facility	From	To	SUN Trail	Type	Notes
Existing	Osceola	Bill Johnston Memorial Pathway to Ronald Reagan Parkway Connector / Old Tampa Highway Trail / FNST Connector	Polk County Line	East of Four Corners Boundary	No	Unpaved	
Existing	Polk	Deen Still Road / Ronald Reagan Parkway	Van Fleet Recreational Trail	Osceola County Line	No	Unpaved	
Proposed	Polk	Florida Power Ridge Trail	Hilochee Trail	US 27	No	Paved	
Proposed	Polk	Green Swamp Trail	Lake Bonnett Marsh	Lake County Line	No	Unpaved	Connects with Lake Ridge Trail (Lake Co)
Planned; Unfunded	Lake	Hartle Road / CR 455 Trail (River to Hills Trail)	Orange County Line	North of Four Corners Boundary	No	Paved Multiuse	In planning and design; Unfunded
Existing	Polk	Hilochee Trail	CR 557	Florida Power Ridge Trail	No	Unpaved	
Unfunded Need	Orange	Horizon West	Tiny Rd	West Orange HS	No	Paved Multiuse	Part of Horizon West Trails Study
Various	Orange	Horizon West Trails	Various	Various	No		
Existing	Lake	Lake Louisa State Park Trail			No	Unpaved Multiuse	
Existing	Polk	Northeast Regional Park Trails			No	Paved	
Proposed	Polk	US 17/92 Trail	Downtown Davenport	Osceola County Line	No	Paved	
Conceptual	Lake	US 27 Trail (Lake Ridge Trail)	Polk County Line	North of Four Corners Boundary	No	Paved Trail	Connects to Green Swamp Trail (Polk Co)
Existing	Polk	Lake Marion Creek Management Area Trail			No	Unpaved	

Figure 7-13: Four Corners Area 2045 Trail Needs



Four Corners
Existing and Needed Trails

Legend

- Existing
- Planned / Partially Funded
- Unfunded Need

Other Map Features

- Existing + Commited Roads
- City Limits
- Urbanized Areas

N

0 1.25 2.5 5 7.5 Miles

Polk Transportation Planning Organization

PLAN ADOPTION

At the October 8, 2020 meeting of the TPO Board, the draft *Momentum 2045* was approved for public outreach and a 60-day public comment period was initiated. The *Momentum 2045* LRTP was formally adopted by the TPO Board at the scheduled public hearing on December 10, 2020.

COMPLIANCE WITH THE FAST ACT

Momentum 2045 and the process by which it was developed are governed by the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act enacted changes to the MAP-21 planning processes for the development of long range transportation plans, including the incorporation of transportation performance management and the addition of new planning factors. The Polk TPO has proactively addressed and incorporated the new FAST Act requirements into its general operating activities and into the development of *Momentum 2045*.

PLAN AMENDMENT PROCESS

The LRTP is not a static document and it is quite common for changes or amendments to the plan to be undertaken. This can occur due to changes in funding amounts, changes in project priorities, or other adjustments that are needed to be incorporated to the Plan. The FDOT provides MPOs such as the Polk TPO, the guidance summarized below to implement amendments to the Plan.

Besides the five-year update cycle, there are times when the TPO may find it necessary to revise the LRTP. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments.

ADMINISTRATIVE MODIFICATION

An **administrative modification** is a minor revision to the LRTP or Transportation Improvement Program (TIP). It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint. [23 C.F.R. 450.104] Examples of these include:

- Design Concept or Scope Changes: A minor change in the project termini equal to or less than 10% of the total project, i.e., adjusting length for turn lane tapers.
- Identification of planned use of federal funds for the existing cost feasible plan projects if federal funds are added to a project funded with only state or local funds in the adopted LRTP.
- Project or Project Phase Initiation Date:
  - Advancing a project from a 5 or 10-year band to an adjacent 5-year band beyond the TIP/STIP years/1st 5-year band.
  - Adding a new phase to an existing cost feasible plan project (e.g. if ROW is funded, adding CST phase) where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.
  - Adding a new phase to an existing cost feasible plan project (e.g. if ROW is funded, adding CST phase) from a Needs or Illustrative list to the cost feasible plan where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.
  - Adding a new phase to an existing cost feasible plan project (e.g. if ROW is funded, adding CST phase) from a Needs or Illustrative list to the CFP where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) the added phases use new funds not contained in the LRTP Revenue Forecast to the cost feasible plan.

Should it be determined that an administrative modification is needed, information regarding the need for modification should be presented to the Polk TPO Executive Director for review and determination. If the change satisfies the definition of an administrative modification, the Director will notify FHWA and FDOT representatives and direct TPO staff to process the change. If it is above the thresholds for a modification, the change should follow procedures for a plan amendment.

PLAN AMENDMENT

An **amendment** is a major revision to the LRTP (or TIP). It includes adding or deleting projects from the plan. It also includes major changes to project costs, initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP), and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. [23 C.F.R. 450.104]

An amendment will:

- Require an update to the 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. [23 C.F.R. 450.322(f)(10)(iv)] These estimates must demonstrate that the change preserves the financial feasibility of the plan.
- Provide a purpose and need for the change. This may include supporting data and analysis.
- Follow a public involvement period consistent with adoption of the original plan. This includes review of the full draft proposal, followed by a 30-day public input period, and then adoption of the amendment by a recorded roll call vote or hand-counted vote of the majority of the membership present. [339.175(13), F.S.].

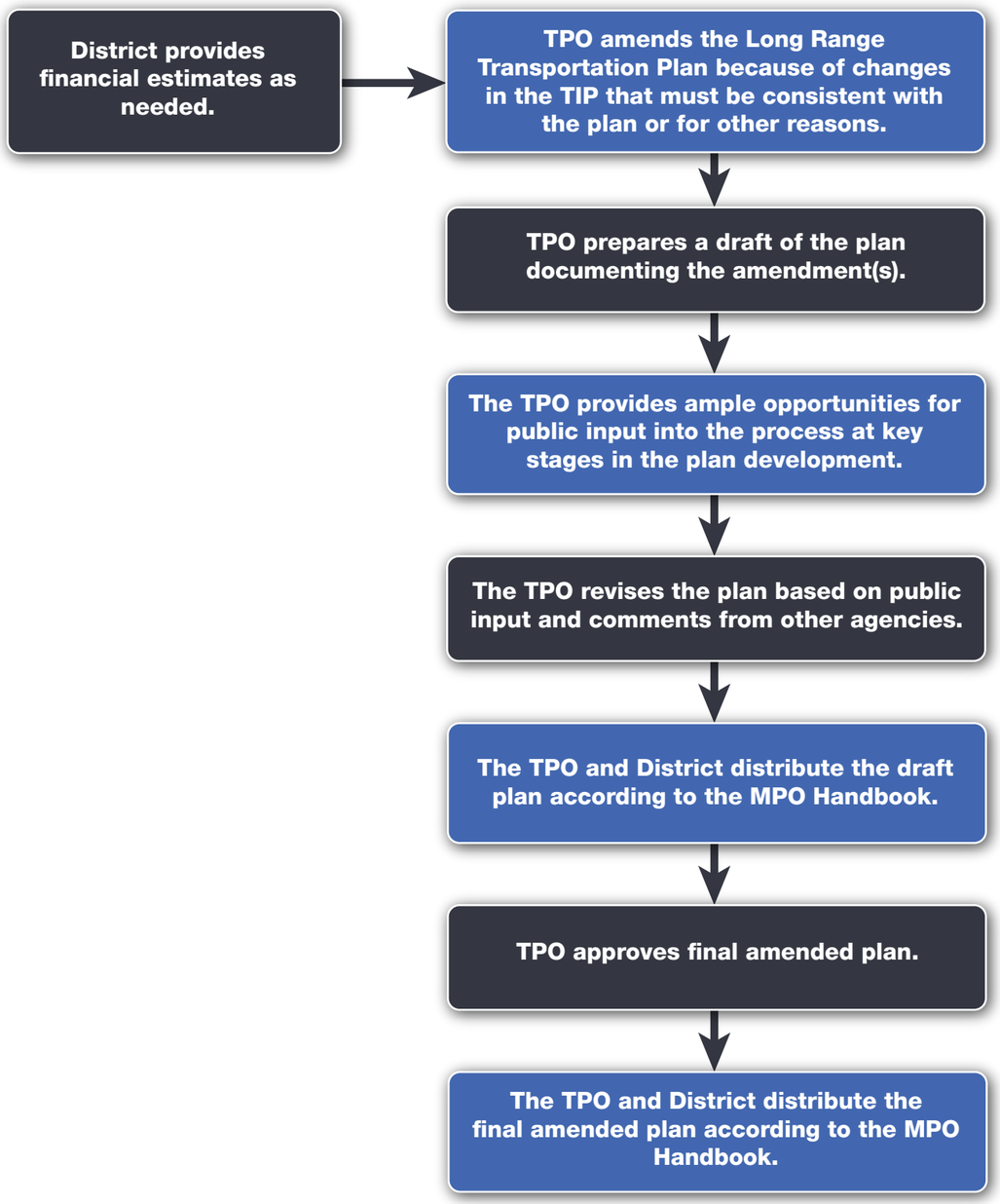
Florida Statute requires that the Polk TPO BoardThe LRTP can be revised at any time. It is important to note that the TPO does not have to extend the planning horizon of the LRTP out another 20 years for administrative modifications and amendments. That requirement only exists for the periodic (e.g., five-year) updates. Florida Statute requires that the Polk TPO Board adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. **Figure 7-13**, summarizes the LRTP amendment process. Copies of the amended long range plan will be distributed in accordance with the requirements summarized in the FDOT MPO Handbook.

Guidance has also been provided by FDOT and the FHWA Florida Division regarding plan amendments. This guidance states that an LRTP amendment will be required for LRTP cost increases that exceed 50% of project cost and $50 million. When assessing project cost changes (including project costs documented in NEPA documents), the cost of the project includes the phases after the PD&E which, for purposes of this document, are Design/PE, ROW and Construction phases.

Other changes that require an LRTP Amendment include:

A. Design concept or scope changes: A major change in the project termini (e.g. expansion) or a change in a project concept(s) such as adding a bridge, addition of lanes, addition of an interchange, etc.
B. Deleting a full project from the CFP.
C. Adding a new project where no phases are currently listed in the CFP.
D. Projects or Project Phase Initiation Date for projects in the CFP:
    3. Advancing a project phase from the 3rd 5 years and the last 10-year band of the LRTP to the TIP/STIP years; advancing a project more than one 5-year band.
    4. Adding a phase to an existing CFP project (e.g. if ROW is funded, adding CST phase) where
        (2) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.
    5. For advancing phases of minor projects, please see the Section 10.2.1 of this chapter.
E. Projects or Project Phase Initiation Date for projects beyond the CFP:
    1. Moving a new project from a Needs or Illustrative List to the CFP where no phases are currently listed in the CFP.
    2. Moving new phases from a Needs or Illustrative List to an existing CFP project where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

Figure 7-13: LRTP Amendment Process



MOMENTUM 2045 - THE NEXT FIVE (5) YEARS

Polk County has a clear vision for its transportation system that addresses 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 *Momentum 2045* Plan is the emphasis on investing in our communities through multimodal improvements, such as those that will be implemented in the Complete Streets Program or related improvements. The *Momentum 2045* Plan will remain in effect for five years until its update, which should be completed by December 2025.

The *Momentum 2045* Plan was developed to address the planning requirements available at the time that the plan was developed, including meeting the Federal requirements as described in the FAST Act. The FDOT had developed a checklist that includes the requirements of the FAST Act and incorporates the expectations and guidelines from federal agencies and the Florida Metropolitan Planning Advisory Council (MPOAC) regarding 2045 LRTPs for MPOs in Florida.

This check list is provided in Appendix A and is intended to document how a 2045 LRTP (1) meets requirements in federal code and regulation and state statute, and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

APPENDIX A

FDOT 2045 LRTP

Requirements Checklist

FEDERAL & STATE REQUIREMENTS

Source: Florida Department of Transportation, LRTP Review Checklist, (9/17/2019)

	Section A- Federal Requirements	Where and How Addressed
23 C.F.R. Part 450 – Planning Assistance and Standards		
	Does the plan cover a 20-year horizon from the date of adoption? 23 C.F.R. 450.324(a)	Chapter 1 – Introduction Chapter 2 – Goals, Objectives, & Performance Measures Chapter 3 – Planning Assumptions Chapter 4 – Transportation Plan Chapter 6 – Performance Measurement
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)? *Proactive Improvements* Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does that plan enhance travel and tourism? 23 C.F.R. 450.324(a)	Chapter 2 – Goals, Objectives, & Performance Measures Chapter 6 – System Measures Chapter 4 – Transportation Security and Resiliency Chapter 6 – Performance Measures Chapter 2 – Goals, Objectives, & Performance Measures Chapter 3 – Planning Assumptions • Travel and Tourism Chapter 6 – Performance Measurement
A-3	Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? 23 C.F.R. 450.324(b)	Chapter 3 – Planning Assumptions • Population and Employment Forecast Chapter 4 – Transportation Plan • Roadway Needs • Public Transportation Needs • Bicycle/Pedestrian Needs
A-4	Was the requirement to update the plan at least every five years met? 23 C.F.R. 450.324(c)	Yes; Polk TPO Momentum 2045 LRTP was adopted December 10, 2020.
A-5	Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	N/A; Area is not a non-attainment area

Section A- Federal Requirements		Where and How Addressed
A-6	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? 23 C.F.R. 450.324(e)	Chapter 3 – Planning Assumptions • Population and Employment Forecast
A-7	Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(f)(1)	Chapter 4 – Transportation Plan Chapter 6 – Performance Measurement
A-8	Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 C.F.R. 450.324(f)(2)	Chapter 4 – Transportation Plan
A-9	Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? 23 C.F.R. 450.324(f)(3)	Chapter 2 – Goals, Objectives, & Performance Measures Chapter 6 – Performance Measurement
A-10	Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? 23 C.F.R. 450.324(f)(4)(i)	Chapter 2 – Goals, Objectives, & Performance Measures Chapter 4 – Transportation Needs Chapter 6 – Performance Measurement Appendix – FY 2020/21 – 2024/25 Transportation Improvement Program

	Section A- Federal Requirements	Where and How Addressed
A-11	Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. 23 C.F.R. 450.306 (d)(4)	Chapter 2 – Goals, Objectives, & Performance Measures Chapter 2 – Goals, Objectives, & Performance Measures Chapter 6 – Performance Measurement Chapter 4 – Transportation Plan • Transportation Safety Chapter 4 – Transportation Plan • Transportation Safety Chapter 4 – Transportation Plan • Bicycle and Pedestrian Safety • Transportation Safety N/A – The CMAQ is not applicable to the Polk TPO area Chapter 4 – Transportation Plan Technical Appendix 2-A – FDOT Freight Mobility and Trade Plan Chapter 4 – Transportation Plan • Operations and Management Strategies Chapter 6 – Performance Measurement Appendix 4-G – 2020 Polk TPO Congestion Management Plan Chapter 2 – Goals, Objectives, & Performance Measures Chapter 6 – Performance Measurement
A-12	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? 23 C.F.R. 450.324(f)(5)	Chapter 4 – Congestion Management Chapter 6 – Performance Measurement Technical Appendix 4-G – 2020 Polk TPO Congestion Management Plan
A-13	Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? 23 C.F.R. 450.324(f)(6)	N/A –Polk TPO area does not have non-attainment status.

Section A- Federal Requirements		Where and How Addressed
A-14	Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Chapter 4 – Transportation Plan • Funding for operations and maintenance in addition to capital projects for roadways, transit, and bicycle, pedestrian, and trail facilities • Transportation Resiliency
A-15	Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)? 23 C.F.R. 450.324(f)(8)	Chapter 4 – Transportation Plan • Congestion Management • Public Transportation Chapter 6 – Performance Measurement Technical Appendix 4-G – 2020 Polk TPO Congestion Management Plan
A-16	Does the plan describe all proposed improvements in sufficient detail to develop cost estimates? 23 C.F.R. 450.324(f)(9)	Chapter 4 – Transportation Plan • Financial Resources
A-17	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan? 23 C.F.R. 450.324(f)(10)	Chapter 6 – Performance Measurement • Environmental Mitigation
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? 23 C.F.R. 450.324(f)(11)	Chapter 4 – Transportation Plan • Cost-Feasible Plan
A-19	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.324(f)(11)(i)	Chapter 4 – Transportation Plan • Financial Resources • Cost-Feasible Plan
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)? 23 C.F.R. 450.324(f)(11)(ii)	Chapter 4 – Transportation Plan • Public Transportation
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 C.F.R. 450.324(f)(11)(iii)	Chapter 4 – Transportation Plan • Illustrative (Tier 4) Projects • M-CORES (Regional Projects)
A-22	Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 C.F.R. 450.324(f)(11)(iv)	Chapter 4 – Transportation Plan • Financial Resources Appendix C-D • Financial Plan

Section A- Federal Requirements		Where and How Addressed
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 23 C.F.R. 450.324(f)(11)(vi)	N/A –Polk TPO area does not have non-attainment status.
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Chapter 4 – Transportation Plan • Bicycle and Pedestrian Plan
A-25	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? 23 C.F.R. 450.324(h)	Chapter 2 – Goals, Objectives, and Performance Measures Chapter 4 – Transportation Plan • Transportation Safety Chapter 6 – Performance Measurement
A-26	Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(g)(1)	Chapter 6 – Performance Measurement • 2045 D1RPM Model Network Technical Appendix 3-A through 3-D
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)? 23 C.F.R. 450.324(j)	Chapter 5 – Public Involvement • Environmental Justice Chapter 6 – Performance Measurement
A-28	Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? 23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)	Chapter 5 – Public Involvement
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(i)	Chapter 5 – Public Involvement
A-30	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? 23 C.F.R 450.316(a)(1)(vii)	Chapter 5 – Public Involvement • Environmental Justice Workshops

Section A- Federal Requirements		Where and How Addressed
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan? 23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)	Chapter 5 – Public Involvement
A-32	Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	Chapter 5 – Public Involvement
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(b)	Chapter 1 – Introduction • Federal Legislation and Guidance Chapter 2 – Goals, Objectives, and Performance Measures Chapter 3 – Planning Assumptions • Regional Coordination Chapter 6 – Performance Measurement • Regional Environmental Consultation Workshop
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan? 23 C.F.R 450.316(c)	N/A – No Indian Tribal Lands in MPO Planning Area
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan? 23 C.F.R 450.316(d)	N/A – No Federal public lands in MPO Planning Area Chapter 6 – Performance Evaluation • Environmental Mitigation
A-36	In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 C.F.R. 450.314(e)	N/A – No urbanized areas served by multiple MPOs Chapter 3 – Planning Assumptions • Regional Coordination

Section B- State Requirements		Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? ss.339.175(1), (5) and (7), F.S.	Chapter 2 – Goals, Objectives, and Performance Measures
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? ss.339.175(1) and (7)(a), F.S.	Chapter 4 – Transportation Plan
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area? ss.339.175(5) and (7), F.S.	Chapter 3 – Planning Assumptions
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? ss.339.175(1) and (7) F.S.	Chapter 4 – Transportation Plan Chapter 6 – Performance Measurement • Environmental Mitigation
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered? s.339.175(7)(a), F.S.	Chapter 2 – Goals, Objectives, and Performance Measures
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), F.S.	Chapter 4 – Transportation Plan
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), F.S.	Chapter 4 – Transportation Plan
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) F.S.	Pages i, ii Chapter 5 – Public Involvement

Section C- Proactive Recommendations		Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	Chapter 4 – Transportation Plan Chapter 6 – System Performance and Environmental Mitigation
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Chapter 4 – Transportation Plan Chapter 6 – System Performance and Environmental Mitigation
C-3	Do the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	Chapter 4 – Transportation Plan • Public Transportation Appendix • Transit Element
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Chapter 3 – Planning Assumptions Chapter 4 – Transportation Plan Chapter 6 – Performance Measurement
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Chapter 3 – Planning Assumptions Chapter 4 – Transportation Plan

APPENDIX B

Polk TPO

2020 System Performance Report

Polk Transportation Planning Organization (TPO)

2020 System Performance Report

September 2020

Introduction

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO)/transportation planning organizations (TPO) 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.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1]. This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Polk TPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

Per the Planning Rule, the System Performance Report for the Polk TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management (TAM) within the 2045 Long Range Transportation Plan.

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

Highway Safety Measures (PM 1)

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:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at "0" for each performance measure to reflect Florida's vision of zero deaths.

The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy and adopted its safety performance targets on October 11, 2018. Table 1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT.

Table 1: Highway Safety (PM1) Targets

Performance Target	Polk TPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero
Number of fatalities	0
Rate of fatalities per 100 million VMT	0
Number of serious injuries	0
Rate of serious injuries per 100 million VMT	0
Number of non-motorized fatalities and non-motorized serious injuries.	0

Statewide system conditions for each safety performance measure are included in Table 2, along with system conditions in the Polk TPO metropolitan planning area. System conditions reflect baseline performance (2013-2017). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the Polk TPO established Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and VMT were utilized. Table 2 also presents the Baseline Safety Performance Measures for Florida and Polk TPO.

Table 2: Highway Safety (PM1) Conditions and Performance

	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Polk County Conditions (2018)	Calendar Year 2020 Florida Performance Targets
Performance Measure	2012-2016	2013-2017	2014-2018		
Number of Fatalities	2,688.2	2,825.4	2,972.0	114	0
Number of Serious Injuries	1.33	1.36	1.39	484	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	20,844.2	20,929.2	20,738.4	1.6	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	7.1	0
Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	70	0

The Polk TPO develops its Long-Range Transportation Plan in part by evaluating safety data, which includes location, severity, and vehicle types. These data are used to help identify safety issues and develop potential safety strategies for the LRTP and TIP.

Coordination with Statewide Safety Plans and Processes

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP Safety Priorities

The Polk TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Polk TPO has developed a project selection process that gives preference to projects with increased safety performance and/or will result in the prioritization of projects that are likely to reduce fatalities and serious injuries.

The Polk TPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

Pavement and Bridge Condition Measures (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:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Polk TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on October 11, 2018. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 3 presents baseline performance for each PM2 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 3: Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measure	Statewide (2017 Baseline)	Florida 2-year Targets (Jan 1, 2018 to Dec 31, 2019)	Florida 4-year Targets (Jan 1, 2018 to Dec 31, 2021)	Polk County Conditions (2018)
	Pavement Performance and Measures			
Percent of Interstate pavements in good condition	66.0%	Not required	60%	48.2%
Percent of Interstate pavements in poor condition	0.1%	Not required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	≥ 40%	≥ 40%	67.6%
Percent of non-Interstate NHS pavements in poor condition	3.6%	≤ 5%	≤ 5%	0.2%
	Bridge Targets and Measures			
Percent of NHS bridges by deck area in good condition	67.7%	≥ 50%	≥ 50%	90.07%
Percent of NHS bridges by deck area in poor condition	1.2%	≤ 10%	≤ 10%	0%

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Polk TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

On or before October 1, 2020, FDOT will provide FHWA and the Polk TPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the TPO also will have the opportunity at that time to revisit the four-year PM2 targets.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Polk TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 4: System Performance and Freight (PM3) - Performance and Targets

Performance Measure	Statewide Baseline Performance	Florida 2-year Targets (Jan 1, 2018 to Dec 31, 2019)	Florida 4-year Targets (Jan 1, 2018 to Dec 31, 2021)	Polk County Conditions (2018)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%	90%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%	93%
Truck travel time reliability (TTTR)	1.43	1.75	2.00	1.33

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Polk TPO agreed to support the FDOT's PM3 targets on October 11, 2018. By adopting FDOT's targets, the TPO agrees to plan and program projects that help FDOT achieve these targets.

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Polk TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Key programs have included the Polk TPO TSM&O Master Plan, updated in August 2020 and the Complete Streets Corridor Feasibility Study among other initiatives.

On or before October 1, 2020, FDOT will provide FHWA and the Polk TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the TPO also will have the opportunity at that time to revisit the four-year PM3 targets.

Transit Asset Management Measures

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 5 below identifies performance measures outlined in the final rule for transit asset management.

Table 5: 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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, are an American Indian Tribe, have 100 or fewer vehicles across all fixed route modes, or have 100 vehicles or fewer in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

The MPO has the following Tier I and Tier II providers operating in the region:

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. On August 9, 2018, 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.

The LAMTD established the transit asset targets identified in Tables 6-8:

Table 6: FTA TAM Targets for LAMTD for Transit Vehicles

Performance Measures for Transit Vehicles Lakeland Area Mass Transit District (LAMTD)							
Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
		Current Asset Conditions	FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Revenue Vehicles	Bus	48%	40%	35%	30%	30%	25%
	Cutaway Bus	42%	30%	30%	25%	25%	25%

Table 7: FTA TAM Targets for LAMTD for Transit Equipment

Performance Measures for Transit Equipment Lakeland Area Mass Transit District (LAMTD)					
Asset Category	Asset Class	Asset Name	Age (Years)	Useful Life Benchmark (Years)	Past Useful Life Benchmark (Years)
Equipment	Custom 1	Diesel Tank	8	40	No
	Custom 1	Fuel Island Canopy	8	25	No
	Custom 1	Gas Tank	4	20	No
	Custom 1	Rolling Security Gate	9	15	No

Table 8: FTATAM Targets for LAMTD for Transit Facilities

Performance Measures for Transit Facilities Lakeland Area Mass Transit District (LAMTD)							
Asset Category	Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a TERM Rating below 3.0 on the FTA TERM Scale				
			FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Facilities	Administration	3.0	1%	1%	1%	1%	1%
	Maintenance	2.0	1%	1%	1%	1%	1%
	Parking Structures	5.0	1%	1%	1%	1%	1%
	Passenger Facilities	2.5	1%	1%	1%	1%	1%

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Polk TPO 2045 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2045 LRTP totals $647 million, approximately 7 percent of total LRTP funding and XX percent of requested LAMTD funding for transit preservation. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators 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. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

- Total number of reportable fatalities.
- Rate of reportable fatalities per total vehicle revenue miles by mode.
- Total number of reportable injuries.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events.
- Rate of reportable events per total vehicle revenue miles by mode.
- System reliability - Mean distance between major mechanical failures by mode.

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 July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.

MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Over the course of 2020-2021, the Polk TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

APPENDIX C

Roadway Projects and Costs (Present Day Costs)

MOMENTUM 2045 COST FEASIBLE ROADWAY PLAN - PRESENT DAY COSTS (PDC) 2020$

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (PDC)	PD&E Source	PD&E Time	PE Cost (PDC)	PE Source	PE Time	ROW Cost (PDC)	ROW Source	ROW Time	CST Cost (PDC)	CST Source	CST Time
89B	SR 33	OLD COMBEE ROAD	FIRST PARK/UNIVERSITY BLVD	3.75	Widen to 4 Lanes	$ -	OA	Committed	$ 636,159	OA	Committed	$ 15,160,000	OA	Committed	$ 18,950,000	OA	2025
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	Widen to 4 Lanes	$ 5,974	Product Support	Committed	$ 810,000	Product Support	2025	$ 1,870,000	OA	2025	$ 5,390,000	OA	2025
96	US 17/92 (HINSON AVE)	SR 17 (10TH ST)	17TH ST	0.32	Widen to 4 Lanes	$ 4,026	Product Support	Committed	$ 1,375,000	Product Support	Committed	$ 610,000	OA	2026-2030	$ 1,481,013	OA	2026-2030
64	US 92 (NEW TAMPA HWY)	HILLSBOROUGH CO/L	WABASH AVE	4.26	Widen to 4 Lanes	$ 3,000,000	OA	Committed	$ 6,000,000	OA	Committed	$ 20,649,866	OA	2026-2030	$ 60,000,000	OA	2026-2030
56A	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING JR BLVD	LUCERNE LOOP RD	3.60	Widen to 4 Lanes	$ -	Product Support	Complete	$ 5,864,999	Product Support	Committed	$ 13,759,085	OA	2026-2030	$ 17,198,856	OA	2026-2030
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	4.45	Widen to 4 Lanes	$ -	Product Support	Complete	$ 7,015,000	Product Support	Committed	$ 17,198,856	OA	2026-2030	$ 21,498,570	OA	2031-2035
	SR 700 (US 98)	PEACE RIVER-FT MEADE AT BR #0064 (JOHN SINGLETARY BR)	-	-	Bridge	$ 550,000	OA	Complete	$ 2,075,006	OA	Committed	$ 224,110	OA	Committed	$ 11,000,000	OA	2026-2030
4	US 98 (BARTOW RD)*	N OF EDGEWOOD DR	MAIN STREET	2.93	Operations	-	OA	Complete	$ 6,146,089	OA	Committed	$ 9,326,256	OA	Committed	$ 20,000,000	OA	2026-2045
	** US 98/Bartow Road, Edgewood Drive to Main Street – Widen 4L to 6L (Edgewood to Sylvester), Transportation Systems Management & Operational Improvements (Sylvester to Main)*																
32	EWELL RD	LUNN RD	SR 37	2.02	Widen to 4 Lanes	$ 80,000	Local	2026-2030	$ 2,410,000	Local	2026-2030	$ 10,630,000	Local	2026-2030	$ 16,050,000	Local	2026-2030
323	FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	New 2 Lanes	$ 1,142,070	Local	2026-2030	$ 3,426,209	Local	2026-2030	$ 5,660,054	Local	2026-2030	$ 22,841,396	Local	2026-2030
321	HOLLY HILL RD	CR 547 (BAY ST)	RIDGEWOOD LAKES BLVD.	2.56	New 2 Lanes	$ 2,050,000	Local	2026-2030	$ 6,149,849	Local	2026-2030	$ 26,490,000	Local	2026-2030	$ 41,000,000	Local	2026-2030
98B	SR 25 (US 27)	CR 630A	PRESIDENTS DRIVE	5.04	Widen to 6 Lanes	$ 6,147	SIS	Committed	$ 180,000	SIS	Committed	$ 24,051,340	SIS	Committed	$ 67,379,000	SIS	2026-2030
42	I-4	WEST OF US 27	OSCEOLA CO/L	3.65	Widen to 10 Lanes (Express Lanes)	$ -	SIS	Complete	$ -	SIS	Complete	$ 51,686,000	SIS	2026-2035	$ 347,080,000	SIS	2026-2035
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	New 2 Lanes	$ 2,130,026	Local	Complete	$ 6,390,077	Local	Complete	$ 27,527,808	Local	Committed	$ 21,000,000	Local	2025
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	New 2 Lanes	$ 810,000	Local	2031-2035	$ 2,430,000	Local	2031-2035	$ 28,220,000	Local	2031-2035	$ 16,230,000	Local	2031-2035
325	HOLLY HILL RD	PATTERSON ROAD	CR 547 (BAY ST)	1.37	New 2 Lanes	$ 467,000	Local	2031-2035	$ 1,401,001	Local	2031-2035	$ 2,314,435	Local	2031-2035	$ 9,340,004	Local	2031-2035
230	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.40	Widen to 4 Lanes	$ 1,000,000	Local	2031-2035	$ 2,000,000	Local	2031-2035	$ 22,500,000	Local	2031-2035	$ 39,000,000	Local	2031-2035
324	THOMPSON NURSERY ROAD EXTENSION	US 17	CR 653	5.83	New 4 Lanes	$ 2,000,000	Local	2031-2035	$ 4,000,000	Local	2031-2035	$ 12,033,911	Local	2031-2035	$ 32,966,089	Local	2031-2035
97B	US 17/92	HINSON AVENUE	NORTHEAST POLK RELIEVER	5.00	Widen to 4 Lanes	$ 2,952,163	Product Support	2031-2035	$ 8,856,488	Product Support	2031-2035	$ 39,118,464	OA	2031-2035	$ 59,043,254	OA	2031-2035
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	Widen to 6 Lanes	$ 520,000	Product Support	2031-2035	$ 1,550,000	Product Support	2031-2035	$ 3,420,000	OA	2031-2035	$ 10,310,000	OA	2031-2035
13	US-27 BACKAGE ROAD (WEST)	-	-	1.01	Widen to 4 Lanes	$ 600,000	Local	2026-2030	$ 1,790,000	Local	2026-2030	$ -	Local	2036-2045	$ 11,930,000	Local	2036-2045
261	POWERLINE ROAD	CR 542	CR 546	1.01	New 2 Lanes	$ 467,000	Local	2036-2045	$ 1,401,001	Local	2036-2045	$ 2,314,435	Local	2036-2045	$ 9,340,004	TBD	2036-2045
287	BANNON LOOP ROAD (UNPAVED ROAD)	HUGES ROAD EXTENSION	BANNON ISLAND ROAD	0.25	Improved 2/4 Lanes	$ 146,437	Local	2036-2045	$ 439,310	Local	2036-2045	$ 1,940,400	Local	2036-2045	$ 2,928,733	TBD	2036-2045
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	Widen to 4 Lanes	$ 754,052	Local	2026-2030	$ 2,262,156	Local	2026-2035	$ 4,244,486	Local	2031-2035	$ 15,081,041	Local	2031-2035
57B	CR 544	SR 17	NORTHEAST POLK RELIEVER	1.54	Widen to 4 Lanes	$ 902,050	Local	2036-2045	$ 2,706,149	Local	2036-2045	$ 3,415,104	Local	2036-2045	$ 18,040,994	Local	2036-2045
22	CR 547	US 27	US 17/92/CSX LINE	2.28	Widen to 4 Lanes	$ 1,218,353	Local	2036-2045	$ 3,655,059	Local	2036-2045	$ 16,144,128	Local	2036-2045	$ 24,367,057	Local	2036-2045
305	CREWS LAKE ROAD/E.F. GRIFFIN ROAD CONNECTOR	CREWS LAKE ROAD	E.F. GRIFFIN ROAD	0.83	New 2 Lanes	$ 664,632	Local	2026-2030	$ 1,993,896	Local	2026-2030	$ 920,304	Local	2026-2030	$ 13,292,642	Local	2026-2030
20	DUNSON RD EXTENSION	DUNSON ROAD TERMINUS EAST	MEADOWS BLVD TERMINUS WEST	0.78	New 2 Lanes	$ 620,000	Local	2036-2045	$ 1,870,000	Local	2036-2045	$ 8,070,000	Local	2036-2045	$ 12,490,000	Local	2036-2045
322	FDC GROVE ROAD	US 27	MASSEE RD	2.13	New 2 Lanes	$ 984,862	Local	2036-2045	$ 2,954,585	Local	2036-2045	$ 4,880,938	Local	2036-2045	$ 19,697,236	Local	2036-2045
318	GRANDVIEW PARKWAY EXTENSION	GRANDVIEW PARKWAY DEAD END	DUNSON ROAD	0.50	New 4 Lanes	$ 1,111,533	Local	2036-2045	$ 3,334,598	Local	2036-2045	$ 4,754,534	Local	2036-2045	$ 22,230,654	Local	2036-2045
317	HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	New 2 Lanes	$ 552,525	Local	2036-2045	$ 1,657,576	Local	2036-2045	$ 7,140,672	Local	2036-2045	$ 11,050,510	Local	2036-2045
288	HUGHES ROAD (UNPVED GROVE ROAD)	HUGHES ROAD E-W	CR 546	0.49	Improved 2/4 Lanes	$ 287,016	Local	2036-2045	$ 861,047	Local	2036-2045	$ 3,803,184	Local	2036-2045	$ 5,740,316	Local	2036-2045
263	HUGHES ROAD EXTENSION	EXISTING HUGHES ROAD	BANNON LOOP ROAD	0.76	New 2 Lanes	$ 608,579	Local	2036-2045	$ 1,825,736	Local	2036-2045	$ 7,865,088	Local	2036-2045	$ 12,171,576	Local	2036-2045
43	I-4	SR 570	WEST OF US 27	27.32	Widen to 10 Lanes (Express Lanes)	$ 4,020,000	SIS	Committed	$ 3,870,000	SIS	Committed	$ 249,680,000	SIS	2026-2035	$ 1,656,000,000	SIS	2036-2045
43A	I-4	COUNTY LINE RD	SR 570 / POLK PARKWAY	0.98	Widen to 10 Lanes (Express Lanes)	$ -	SIS	Complete	$ 58,500,000	SIS	2026-2035	$ 21,622,000	SIS	2036-2045	$ 803,264,000	SIS	2036-2045
47	I-4 CROSSOVER RD	FDC GROVE RD	NW ACCESS ROAD	1.11	New 4 Lanes	$ 1,030,000	Local	2036-2045	$ 3,080,000	Local	2036-2045	$ 20,920,000	Local	2036-2045	$ 20,500,000	Local	2036-2045
129	MARIGOLD AVENUE	POINCIANA PARKWAY	COYOTE RD	2.37	Widen to 4 Lanes	$ 1,388,219	Local	2036-2045	$ 4,164,658	Local	2036-2045	$ -	Local	2036-2045	$ 27,764,387	Local	2036-2045
362	NEW E_W ROAD	E.F. GRIFFIN ROAD	US 98	0.86	New 2 Lanes	$ 688,655	Local	2036-2045	$ 2,065,965	Local	2036-2045	$ 953,568	Local	2036-2045	$ 13,773,099	Local	2036-2045
363	NEW SILVER DEVELOPMENT ROAD	NEW E-W ROAD	US 98	0.57	New 2 Lanes	$ 456,434	Local	2036-2045	$ 1,369,302	Local	2036-2045	$ 632,016	Local	2036-2045	$ 9,128,682	Local	2036-2045
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	New 2 Lanes	$ 2,049,950	Local	2025	$ 6,149,849	Local	2025	$ 26,492,928	Local	2025	$ 40,998,993	Local	2026-2030
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	New 2 Lanes	$ 1,273,211	Local	2025	$ 3,819,633	Local	2025	$ 16,454,592	Local	2026-2030	$ 25,464,219	Local	2026-2030
282	POWERLINE ROAD	CR 580-JOHNSON AVENUE	SOUTH BOULEVARD	2.74	Widen to 4 Lanes	$ 1,604,946	Local	2026-2030	$ 4,814,837	Local	2026-2030	$ 21,266,784	Local	2026-2030	$ 32,098,912	Local	2031-2035
295	POWERLINE ROAD	HINSON AVENUE E	CR 580-JOHNSON AVENUE	0.50	Widen to 4 Lanes	$ 292,873	Local	2036-2045	$ 878,620	Local	2036-2045	$ 3,880,800	Local	2036-2045	$ 5,857,466	Local	2036-2045
264	POWERLINE ROAD EXTENSION	CR 544	HINSON AVENUE E	1.73	New 4 Lanes	$ 1,597,888	Local	2036-2045	$ 4,793,664	Local	2036-2045	$ 32,609,808	Local	2036-2045	$ 31,957,760	Local	2036-2045
271	POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	1.31	New 4 Lanes	$ 1,320,798	Local	2036-2045	$ 3,962,393	Local	2036-2045	$ 26,954,928	Local	2036-2045	$ 26,415,952	Local	2036-2045
294	POWERLINE ROAD EXTENSION	BANNON ISLAND ROAD	CR 544	0.51	New 2 Lanes	$ 408,388	Local	2036-2045	$ 1,225,165	Local	2036-2045	$ 5,277,888	Local	2036-2045	$ 8,167,768	Local	2036-2045
40	SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	New 2 Lanes	$ 320,000	Local	2036-2045	$ 960,000	Local	2036-2045	$ 4,140,000	Local	2036-2045	$ 6,410,000	Local	2036-2045
236A	SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	Widen to 4 Lanes	$ 404,165	Product Support	2036-2045	$ 1,212,495	Product Support	2036-2045	$ 5,355,504	OA	2036-2045	$ 8,083,303	OA	2036-2045
97C	US 17/92	NORTHEAST POLK RELIEVER	OSCEOLA CO/L	5.80	Widen to 6 Lanes	$ 3,373,900	Product Support	2036-2045	$ 10,121,701	Product Support	2036-2045	$ 44,706,816	OA	2036-2045	$ 67,478,005	OA	2036-2045
157	WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	Widen to 4 Lanes	$ 890,335	Local	2036-2045	$ 2,671,004	Local	2036-2045	$ 561,792	Local	2036-2045	$ 17,806,696	Local	2036-2045
48	I-4 CROSSOVER RD	WAVERLY BARN RD	DEEN STILL RD	0.57	New 4 Lanes	$ 530,000	Local	2036-2045	$ 1,580,000	Local	2036-2045	$ 10,740,000	Local	2036-2045	$ 10,530,000	Local	2036-2045
360C	US 98	WEST SOCRUM LOOP RD.	CR54	9.90	Widen to 4 Lanes	$ 1,420,000	OA	Committed	$ 4,525,000	ARPA*	Committed	$ 15,000,000	ARPA*	Committed	$ 105,000,000	ARPA*	Committed
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2025	Various	Various	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	$ 1,663,900	OA	2025
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2026-2030	Various	Various		Intersection Improvements		-	-	-	-	-	-	-	-	$ 16,806,825	OA	2026-2030
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2031-2035	Various	Various		Intersection Improvements		-	-	-	-	-	-	-	-	$ 14,345,212	OA	2031-2035
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2036-2045	Various	Various		Intersection Improvements		-	-	-	-	-	-	-	-	$ 88,278,773	OA	2036-2045
-	LOCAL INITIATIVES 2025	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 2,500,000	Local	2025
-	LOCAL INITIATIVES 2026-2030	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 25,000,000	Local	2026-2030
-	LOCAL INITIATIVES 2031-2035	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 25,000,000	Local	2031-2035
-	LOCAL INITIATIVES 2036-2045	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 50,000,000	Local	2036-2045
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2025	Various	Various	-	-	-	-	-	-	-	-	-	-	-	$ 7,500,000		2025
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2026-2030	Various	Various	-	-	-	-	-	-	-	-	-	-	-	$ 37,510,000		2026-2030
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2031-2035	Various	Various	-	-	-	-	-	-	-	-	-	-	-	$ 37,510,000		2031-2035
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2036-2045	Various	Various	-	-	-	-	-	-	-	-	-	-	-	$ 75,020,000		2036-2045
-	I-4 AT SR 33	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	I-4 AT US 27	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 33 (FROM VICTORIA BLVD TO N FLORIDA AVE)	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 572 (DRANE FIELD RD) AT WARING RD	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 572 (DRANE FIELD RD) AT DON EMERSON DR	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT RIFLE RANGE RD	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-

*American Rescue Plan Act of 2021 (ARPA)

MOMENTUM 2045 ILLUSTRATIVE ROADWAY NEEDS - PRESENT DAY COSTS (PDC) 2020$

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (PDC)	PD&E Source	PD&E Time	PE Cost (PDC)	PE Source	PE Time	ROW Cost (PDC)	ROW Source	ROW Time	CST Cost (PDC)	CST Source	CST Time
3	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	1.57	Widen to 6 Lanes	$ -	SIS	2026-2035	$ 19,500,000	SIS	2036-2045	TBD	SIS	Unfunded	$ 37,515,000	TBD	Unfunded
133	SPIRIT LAKE RD/42ND ST NW	SR 655 (RECKER HIGHWAY)	SR 544	1.96	Widen to 4 Lanes	$ 741,051	TBD	Unfunded	$ 2,223,153	Local	Unfunded	$ 4,171,306	Local	Unfunded	$ 14,821,023	TBD	Unfunded
214	SR 60	MAIN STREET W	BROADWAY AVE N	0.86	Widen to 6 Lanes	$ 376,300	TBD	Unfunded	$ 1,128,901	TBD	Unfunded	$ 2,002,493	TBD	Unfunded	$ 7,526,008	TBD	Unfunded
237	US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	Widen to 6 Lanes	$ 1,650,000	OA	Underway	$ 3,749,615	TBD	Unfunded	$ 14,962,860	TBD	Unfunded	$ 24,997,432	TBD	Unfunded
309	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	1.57	New 2 Lanes	$ 1,000,000	OA	Committed	$ 3,770,000	TBD	Unfunded	$ 16,250,000	TBD	Unfunded	$ 25,140,000	TBD	Unfunded
311	BRIDGEWATER SOUTH CONNECTOR	BRIDGEWATER CONNECTOR	SR 33	0.52	New 2 Lanes	$ 420,000	TBD	Unfunded	$ 1,250,000	TBD	Unfunded	$ 5,380,000	TBD	Unfunded	$ 8,330,000	TBD	Unfunded
214A	SR 60	HILLSBOROUGH CO/L	CR 555/AGRICOLA RD	13.24	Widen to 6 Lanes	$ 2,500,000	TBD	Unfunded	$ 19,500,000	SIS	Unfunded	$ 30,852,360	SIS	Unfunded	$ 115,953,036	TBD	Unfunded
214B	SR 60	FLAMINGO DRIVE	US 27	14.04	Widen to 6 Lanes	$ 6,152,074	TBD	Unfunded	$ 18,456,223	SIS	Unfunded	$ 32,738,429	SIS	Unfunded	$ 123,041,485	TBD	Unfunded
214C	SR 60	SR 60 (VAN FLEET DRIVE E)	FLAMINGO DRIVE	0.92	Widen to 6 Lanes	$ 540,060	TBD	Unfunded	$ 1,620,180	SIS	Unfunded	$ 11,642,400	SIS	Unfunded	$ 10,801,198	TBD	Unfunded
300A	NORTHEAST POLK RELIEVER	SR 60	US 27	5.22	New 6 Lanes Freeway	$ 3,573,114	TBD	Unfunded	$ 10,719,343	TBD	Unfunded	$ 179,026,848	TBD	Unfunded	$ 71,462,288	TBD	Unfunded
300B	NORTHEAST POLK RELIEVER	US 27	CR 544	9.69	New 6 Lanes Freeway	$ 11,579,759	TBD	Unfunded	$ 34,739,276	TBD	Unfunded	$ 580,190,688	TBD	Unfunded	$ 231,595,174	TBD	Unfunded
300C	NORTHEAST POLK RELIEVER	CR 544	CR 580	2.11	New 6 Lanes Freeway	$ 2,521,495	TBD	Unfunded	$ 7,564,486	TBD	Unfunded	$ 126,336,672	TBD	Unfunded	$ 50,429,909	TBD	Unfunded
300D	NORTHEAST POLK RELIEVER	CR 580	US 17/92	4.87	New 6 Lanes Freeway	$ 5,819,755	TBD	Unfunded	$ 17,459,265	TBD	Unfunded	$ 291,592,224	TBD	Unfunded	$ 116,395,098	TBD	Unfunded
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	Widen to 4 Lanes	$ 1,054,344	Local	2036-2045	$ 3,163,031	TBD	2036-2045	$ 7,318,080	TBD	2036-2045	$ 21,086,876	TBD	Unfunded
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	Widen to 4 Lanes	$ 1,025,056	Local	2036-2045	$ 3,075,169	Local	2036-2045	$ 7,114,800	Local	2036-2045	$ 20,501,130	TBD	Unfunded
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	Widen to 4 Lanes	$ -	SIS	Complete	$ 149,000	SIS	Committed	$ 7,830,000	SIS	2026-2035	$ 37,515,000	TBD	Unfunded
93B	SR 60	GRAPE HAMMOCK ROAD	OSCEOLA CO/L	1.59	Widen to 4 Lanes	$ -	SIS	Complete	$ 350,000	TBD	Committed	COMBINED SEGMENT	TBD	2026-2035	COMBINED SEGMENT	TBD	Unfunded
98A	US 27	HIGHLANDS CO/L	CR 630A	8.68	Widen to 6 Lanes	$ -	SIS	Complete	$ 6,780,543	TBD	Committed	$ 8,451,475	TBD	Committed	$ 107,007,000	TBD	Unfunded
98C	US 27	PRESIDENTS DR	SR 60	5.30	Widen to 6 Lanes	$ -	SIS	Committed	$ -	SIS	Committed	$ 5,574,875	SIS	Committed	$ 47,000,000	TBD	Unfunded
-	NORTHEAST POLK RELIEVER AT CR 544 (MARION RD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT CR 580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	FLORIDA AVE AT EDGEWOOD DR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	OLD COMBEE RD AT SR 659 (COMBEE RD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 540 AT 1ST ST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT NORTHEAST POLK RELIEVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT CR 676	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT LAKELAND HIGHLANDS RD EXT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT US 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 17 AT AVE T NE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 17 AT POINCIANA PARKWAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT CR 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT CR 547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT SR 540	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT SR 542	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MOMENTUM 2045 UNFUNDED ROADWAY NEEDS - PRESENT DAY COSTS (PDC) 2020$

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (PDC)	PD&E Source	PD&E Time	PE Cost (PDC)	PE Source	PE Time	ROW Cost (PDC)	ROW Source	ROW Time	CST Cost (PDC)	CST Source	CST Time
1	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	Widen to 6 Lanes	$ 1,050,000	TBD	Unfunded	$ 3,150,000	TBD	Unfunded	$ 1,290,000	TBD	Unfunded	$ 21,000,000	TBD	Unfunded
2	US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	Widen to 6 Lanes	$ 310,000	TBD	Unfunded	$ 920,000	TBD	Unfunded	$ -	TBD	Unfunded	$ 86,479,000	TBD	Unfunded
5	COUNTY LINE RD	DRANE FIELD RD	I-4	2.75	Widen to 6 Lanes	$ 1,624,321	TBD	Unfunded	$ 4,872,964	TBD	Unfunded	$ 16,262,400	TBD	Unfunded	$ 32,486,429	TBD	Unfunded
6	CR 547 EXTENSION	OLD POLK CITY RD	US 27	2.01	New 2 Lanes	$ 1,610,000	TBD	Unfunded	$ 4,830,000	TBD	Unfunded	$ 20,800,000	TBD	Unfunded	$ 32,190,000	TBD	Unfunded
16	CR 547 EXTENSION	POWERLINE RD EXTENSION	NORTHEAST POLK RELIEVER	0.66	New 4 Lanes	$ 1,847,269	TBD	Unfunded	$ 5,541,808	TBD	Unfunded	$ 37,699,200	TBD	Unfunded	$ 36,945,387	TBD	Unfunded
23	CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	Widen to 4 Lanes	$ 170,000	TBD	Unfunded	$ 520,000	TBD	Unfunded	$ 1,500,000	TBD	Unfunded	$ 3,480,000	TBD	Unfunded
24	POWERLINE ROAD/SOUTH BLVD E	POWERLINE RD	US 17/92	1.06	Widen to 4 Lanes	$ 640,000	TBD	Unfunded	$ 1,910,000	TBD	Unfunded	$ 780,000	TBD	Unfunded	$ 12,720,000	TBD	Unfunded
25	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY	CR 532	2.76	New 4 Lanes	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded
26	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	2.58	New 4 Lanes	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded
31	EWELL RD	COUNTY LINE RD	LUNN RD	3.27	Widen to 4 Lanes	$ 1,960,000	TBD	Unfunded	$ 5,890,000	TBD	Unfunded	$ 2,420,000	TBD	Unfunded	$ 39,240,000	TBD	Unfunded
33	US 92	SR 570	SR 655	1.33	Widen to 6 Lanes	$ 890,000	TBD	Unfunded	$ 2,670,000	TBD	Unfunded	$ 5,900,000	TBD	Unfunded	$ 17,810,000	TBD	Unfunded
34	DUNDEE ROAD	US 27	SR 17	0.87	Widen to 4 Lanes	$ 520,000	TBD	Unfunded	$ 1,570,000	TBD	Unfunded	$ 640,000	TBD	Unfunded	$ 10,440,000	TBD	Unfunded
35	STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	Widen to 6 Lanes	$ 400,000	TBD	Unfunded	$ 1,210,000	TBD	Unfunded	$ 2,660,000	TBD	Unfunded	$ 8,040,000	TBD	Unfunded
36	AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	Widen to 4 Lanes	$ 1,250,000	TBD	Unfunded	$ 3,760,000	TBD	Unfunded	$ 10,810,000	TBD	Unfunded	$ 25,080,000	TBD	Unfunded
37	US 17	9TH STREET	CR 640	4.33	Widen to 6 Lanes	$ 290,000	TBD	Unfunded	$ 8,700,000	TBD	Unfunded	$ 19,200,000	TBD	Unfunded	$ 58,000,000	TBD	Unfunded
38	CR 544	NE POLK RELIEVER/POWERLINE ROAD	CR 546	2.77	Widen to 4 Lanes	$ 1,660,000	TBD	Unfunded	$ 4,990,000	TBD	Unfunded	$ 14,330,000	TBD	Unfunded	$ 33,240,000	TBD	Unfunded
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	Widen to 4 Lanes	$ 250,000	TBD	Unfunded	$ 760,000	TBD	Unfunded	$ 2,170,000	TBD	Unfunded	$ 5,040,000	TBD	Unfunded
41	WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	New 2 Lanes	$ 280,000	TBD	Unfunded	$ 840,000	TBD	Unfunded	$ 3,620,000	TBD	Unfunded	$ 5,610,000	TBD	Unfunded
58	MALL HILL RD EXTENSION, S	BELLA VISTA ST, W	CR 35A (KATHLEEN RD)	0.47	New 2 Lanes	$ 376,358	TBD	Unfunded	$ 1,129,074	TBD	Unfunded	$ 4,863,936	TBD	Unfunded	$ 7,527,159	TBD	Unfunded
59	CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	Widen to 4 Lanes	$ 767,328	TBD	Unfunded	$ 2,301,984	TBD	Unfunded	$ 10,167,696	TBD	Unfunded	$ 15,346,560	TBD	Unfunded
68	HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	Widen to 4 Lanes	$ 600,000	TBD	Unfunded	$ 1,800,000	TBD	Unfunded	$ 5,170,000	TBD	Unfunded	$ 12,000,000	TBD	Unfunded
70	LAKELAND PARK CENTER DRIVE	UNION DRIVE	CARPENTERS WAY	0.40	New 2 Lanes	$ 320,000	TBD	Unfunded	$ 960,000	TBD	Unfunded	$ 4,140,000	TBD	Unfunded	$ 6,410,000	TBD	Unfunded
79	RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	New 4 Lanes	$ 348,391	TBD	Unfunded	$ 1,045,173	TBD	Unfunded	$ 1,490,227	TBD	Unfunded	$ 6,967,817	TBD	Unfunded
84	SOUTHSIDE FRONTAGE RD (I-4)	GALLOWAY RD	MEMORIAL BLVD	1.21	New 2 Lanes	$ 559,475	TBD	Unfunded	$ 1,678,426	TBD	Unfunded	$ 2,772,739	TBD	Unfunded	$ 11,189,510	TBD	Unfunded
114	WABASH AVE	US 92 (MEMORIAL BLVD)	10TH ST	0.52	Widen to 4 Lanes	$ 372,017	TBD	Unfunded	$ 1,116,050	TBD	Unfunded	$ -	TBD	Unfunded	$ 7,440,331	TBD	Unfunded
122	INTERSTATE CROSSOVER	CR 35A (KATHLEEN RD)	MALL HILL DRIVE	0.35	New 2 Lanes	$ 280,267	TBD	Unfunded	$ 840,800	TBD	Unfunded	$ 3,622,080	TBD	Unfunded	$ 5,605,331	TBD	Unfunded
203	SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	Widen to 4 Lanes	$ 260,000	TBD	Unfunded	$ 790,000	TBD	Unfunded	$ 1,490,000	TBD	Unfunded	$ 5,290,000	TBD	Unfunded
212	BATES ROAD	US 27	US 17/92	1.57	Widen to 4 Lanes	$ 663,046	TBD	Unfunded	$ 1,989,137	TBD	Unfunded	$ 3,732,221	TBD	Unfunded	$ 13,260,915	TBD	Unfunded
213	GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	New 2 Lanes	$ 1,153,097	TBD	Unfunded	$ 3,459,290	TBD	Unfunded	$ 14,902,272	TBD	Unfunded	$ 23,061,934	TBD	Unfunded
231	COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	New 2 Lanes	$ 2,394,277	TBD	Unfunded	$ 7,182,831	TBD	Unfunded	$ 30,942,912	TBD	Unfunded	$ 47,885,543	TBD	Unfunded
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	Widen to 4 Lanes	$ 2,218,820	TBD	Unfunded	$ 6,656,459	TBD	Unfunded	$ 12,489,523	TBD	Unfunded	$ 44,376,396	TBD	Unfunded
304	BEACON ROAD	HARDEN BOULEVARD	PROPOSED WABASH AVENUE EXTENSION	1.00	New 2 Lanes	$ 800,762	TBD	Unfunded	$ 2,402,285	TBD	Unfunded	$ 10,348,800	TBD	Unfunded	$ 16,015,232	TBD	Unfunded
307	CREWS LAKE ROAD EXTENSION	CREWS LAKE DRIVE	CREWS LAKE RD/E.F. GRIFFIN CONNEC	0.50	New 2 Lanes	$ 231,188	TBD	Unfunded	$ 693,565	TBD	Unfunded	$ 1,145,760	TBD	Unfunded	$ 4,623,764	TBD	Unfunded
313	NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	New 2 Lanes	$ 890,000	TBD	Unfunded	$ 2,670,000	TBD	Unfunded	$ 11,490,000	TBD	Unfunded	$ 17,780,000	TBD	Unfunded
315	DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	Widen to 4 Lanes	$ 603,319	TBD	Unfunded	$ 1,809,957	TBD	Unfunded	$ 7,994,448	TBD	Unfunded	$ 12,066,379	TBD	Unfunded
316	WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	Widen to 4 Lanes	$ 228,441	TBD	Unfunded	$ 685,323	TBD	Unfunded	$ 3,027,024	TBD	Unfunded	$ 4,568,823	TBD	Unfunded
328	US 17/92	ROCHELLE AVENUE	US 27	5.34	Widen to 6 Lanes	$ 2,332,187	TBD	Unfunded	$ 6,996,562	TBD	Unfunded	$ 12,410,798	TBD	Unfunded	$ 46,643,749	TBD	Unfunded
331	LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	New 2 Lanes	$ 342,159	TBD	Unfunded	$ 1,026,476	TBD	Unfunded	$ 1,695,725	TBD	Unfunded	$ 6,843,171	TBD	Unfunded
336	I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	New 2 Lanes	$ 200,190	TBD	Unfunded	$ 600,571	TBD	Unfunded	$ 2,587,200	TBD	Unfunded	$ 4,003,808	TBD	Unfunded
338	WILLIAMS N/S CONNECTOR	LAKELAND E-W ROAD	OLD POLK CITY ROAD	1.00	New 2 Lanes	$ 462,376	TBD	Unfunded	$ 1,387,129	TBD	Unfunded	$ 2,291,520	TBD	Unfunded	$ 9,247,529	TBD	Unfunded
357	CR 580	NE POLK US 27 RELIEVER	OSCEOLA COUNTY LINE	8.30	Widen to 4 Lanes	$ 4,861,697	TBD	Unfunded	$ 14,585,090	TBD	Unfunded	$ 64,421,280	TBD	Unfunded	$ 97,233,930	TBD	Unfunded
236B	SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	Widen to 4 Lanes	$ 381,360	TBD	Unfunded	$ 1,144,079	TBD	Unfunded	$ 2,146,637	TBD	Unfunded	$ 7,627,193	TBD	Unfunded
236C	SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	Widen to 4 Lanes	$ 497,885	TBD	Unfunded	$ 1,493,654	TBD	Unfunded	$ 6,597,360	TBD	Unfunded	$ 9,957,692	TBD	Unfunded
89D	SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	Widen to 4 Lanes	$ 1,540,513	TBD	Unfunded	$ 4,621,540	TBD	Unfunded	$ 20,413,008	TBD	Unfunded	$ 30,810,269	TBD	Unfunded
NR1	NR1	SAND MINE RD DEAD END	POLK LINE/WESTSIDE BOULEVARD	0.14	New 2 Lanes	$ 110,000	TBD	Unfunded	$ 340,000	TBD	Unfunded	$ 1,450,000	TBD	Unfunded	$ 2,240,000	TBD	Unfunded
NR4	TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	New 2 Lanes	$ 400,000	TBD	Unfunded	$ 1,200,000	TBD	Unfunded	$ 5,170,000	TBD	Unfunded	$ 8,010,000	TBD	Unfunded
NR5	TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	New 2 Lanes	$ 810,000	TBD	Unfunded	$ 2,430,000	TBD	Unfunded	$ 10,450,000	TBD	Unfunded	$ 16,180,000	TBD	Unfunded
-	CR 557 AT OLD LAKE ALFRED RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	I-4 AT CR 532 (DDI)	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	LAKE WILSON RD AT OSCEOLA POLK LINE RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	RECKER HWY AT DERBY RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 570 AT GATEWAY DR EXTENSION	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	US 92 AT SR 572/AIRPORT RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	US 98 AT GRIFFIN RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	WABASH AVE AT OLIVE RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-

* Poinciana Parkway Extension is anticipated to be outside of Polk County and adminstrated by Central Florida Expressway (CFX)

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS

STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
Committed	400	SR 570 (Polk Parkway)	Barddock Rd	Interchange
Committed	401	SR 540 (Cypress Gardens Blvd)	US 17	Intersection Improvement
Committed	402	SR 559	CR 557A	Intersection Improvement
Committed	403	SR 572 (Drane Field Rd)	Don Emerson Drive	Intersection
Committed	404	US 92	SR 655 (Recker Hwy) to Kelly Ln	Intersection
Committed	405	CR 54	CR 547	Intersection
Committed	406	CR 54	Old Kissimmee Rd	Intersection
Committed	407	CR 580 (Johnson Ave)	Powerline Rd	Intersection
Committed	408	CR 547	Holly Hill Rd	Intersection
Committed	409	Poinciana Parkway	Lake Marion Creek Drive	Intersection
Committed	410	US 27	Four Corners Blvd	Intersection
Committed	411	County Line Road	US 92	Intersection
Committed	412	US 92	Wabash Ave	Intersection
Committed	413	US 17	9th Street NE	Intersection
Committed	414	SR 60	Alturas Rd	Intersection
Committed	415	SR 655	CR 542	Intersection
Committed	416	CR 557	Evenhouse Rd	Intersection
Committed	417	Dunson Rd	Buckingham Dr	Intersection
Committed	418	US 17	Spirit Lake Rd	Intersection
Committed	421	SR 60	80 Foot Road	Intersection
Committed	443	CR 37B (Lakeland Highlands Rd)	Deerfield Drive	Intersection
Committed	458	Waring Rd	Drane Field Rd	Intersection
Committed	461	Interstate 4	@ CR 557	Intersection Improvement
Committed	472	SR 60	E/O SR 653 Extension	Rail Grade Separation
Committed	485	SR 655 (Recker Highway), Chambers Rd to US 92	Thornhill Rd, 1/2 mi S of SR 655 to SR 655	Rail Grade Separation
Committed	486	SR 540	SR 549 (1st Street)	Intersection Improvement
Committed	488	US 27	@ SR 60	Interchange Reconstruction

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS

STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
High Priority Need	419	SR 17	Mountain Lake Cut-Off Rd	Traffic Signal/Roundabout
High Priority Need	420	SR 17	Burns Avenue	Traffic Signal/Roundabout
High Priority Need	422	CR 655	SR 60	Intersection
High Priority Need	423	SR 549	SR 544	Intersection
High Priority Need	424	US 27	Interstate 4	Interchange Reconstruction
High Priority Need	425	US 98 (John Singletary Bridge)	Peace River	Bridge Reconstruction
High Priority Need	426	US 17/92	CR 557	Intersection
High Priority Need	427	Logistics Parkway	SR 60	Intersection
High Priority Need	428	Thornhill Road	SR 540	Intersection
High Priority Need	429	Spirit Lake Road	SR 540	Intersection
High Priority Need	430	SR 33	SR 559	Intersection
High Priority Need	431	SR 33	Mount Olive Road	Intersection
High Priority Need	437	Charlotte Road	SR 544	Intersection
High Priority Need	439	CR 547	10th Street	Intersection
High Priority Need	440	CR 54	Heritage Pass	Intersection
High Priority Need	441	Old Highway 37	Schoolhouse Road	Intersection
High Priority Need	442	CR 542A (Galloway Rd)	10th Street	Intersection
High Priority Need	444	Old Bartow/Eagle Lake Rd	Spirit Lake Rd	Intersection
High Priority Need	445	CR 542A (Galloway Rd)	Swindell Rd	Intersection
High Priority Need	446	Duff Road	US 98	Intersection
High Priority Need	447	CR 35A (Kathleen Rd)	Duff Rd	Intersection
High Priority Need	448	Buckeye Loop Road	SR 542	Intersection
High Priority Need	449	Cypress Gardens Rd	Lake Ned Rd	Intersection
High Priority Need	450	West Daughtery Rd	Angus Drive to US 98	Intersection
High Priority Need	457	SR 17	Crystal Avenue	Intersection
High Priority Need	463	I-4	@ SR 33	Interchange Reconstruction
High Priority Need	465	US 27	@ CR 17	Intersection Improvement
High Priority Need	480	US 98	Griffin Road	Intersection
High Priority Need	481	SR 37 (S FI Ave)	Edgewood Drive	Intersection
High Priority Need	483	30th Street	Hinson Avenue	Intersection
High Priority Need	492	SR 659 (Combee Rd)	US 98	Intersection Realignment
High Priority Need	493	Commerce Point Drive	US 98	Intersection

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS

STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
Need	432	US 92	SR 572 (Airport Road)	Intersection
Need	433	Wabash Avenue	Olive Street	Intersection
Need	434	Thompson Nursery Road	US 27	Intersection
Need	435	I-4	CR 532	Interchange
Need	436	US 17/92	Poinciana Parkway	Interchange
Need	438	Central Polk Parkway	SR 60	Interchange
Need	451	Patterson Rd	Orchid Drive	Intersection
Need	452	Bates Rd	US 27	Intersection
Need	453	Patterson Rd	North 10th Street	Intersection
Need	454	Bates Rd	US 17/92	Intersection
Need	455	Baker Dairy Road	US 17/92	Intersection
Need	456	Baker Dairy Road	Powerline Rd	Intersection
Need	459	US 27	@ Cypress Gardens Boulevard (SR 540)	Intersection Improvement
Need	460	US 27	@ Dundee Road (SR 542)	Intersection Improvement
Need	462	Polk Parkway Interchange (SR 570)	@ Gateway Road	New Interchange
Need	464	US 27	@ SR 544 (Lucerne Park Road)	Intersection Improvement
Need	466	US 27	@ CR 547 (Bay Street)	Intersection Improvement
Need	467	US 27	@ Ronald Reagan Parkway	Intersection Improvement
Need	468	Central Polk Parkway	@ US 17/92	Interchange
Need	469	SR 60	@ CR 676	Rail Grade Separation
Need	470	SR 60	@ CR 37B (Lakeland Highlands Road Ext)	Rail Grade Separation
Need	471	SR 60	W/O CR 555	Rail Grade Separation
Need	473	SR 60	W of Central Avenue	Rail Grade Separation
Need	474	SR 540	@ Reynolds Rd	Intersection Improvement
Need	475	Central Polk Parkway	@ CR 544	Interchange
Need	476	Central Polk Parkway	@ CR 580	Interchange
Need	477	Central Polk Parkway	@ US 27	Interchange
Need	478	I-4	@ County Line Road	Reconstruct/
Need	479	Intersection/Realignment	Old Combee/Tenoroc Mine Rd/SR 659	Realignment of Old Combee and Tenoroc Mine Roads
Need	482	County Line Road	US 92	Intersection
Need	484	US 17	@ SR 544 (Avenue T NE)	Intersection Improvement
Need	487	I-4	@ Clark Road/Frontage Road	Interchange Reconstruction
Need	489	SR 559	Lake Matie Road	Intersection
Need	490	SR 559	Gapway Road	Intersection
Need	491	SR 572 (Airport Rd)	CR 542 (Old Tampa Highway)	Intersection Improvement
Need	500	Memorial Blvd	Kathleen Road	Intersection/New Road per Lakeland AAA Study

*High Priority intersection improvements anticipated to be funded by TMA or Other Roads.

Complete Streets Projects

PROJECT ID	PROJECT	FROM	TO	MILES	DESCRIPT
30	SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	Reduce to 2 Lanes
44	SR 572 (DRANE FIELD RD)	AIRPORT ROAD	PIPKIN CREEK RD	1.94	Complete Street
45	US 17/92	US 17	ROCHELLE AVENUE	2.33	Complete Street
46	US 17/92	US 27	OSCEOLA CO/L	12.36	Complete Street
47	SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	Complete Street
48	SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	Complete Street
49	WABASH AVE	ARIANA ST	US 92 (NEW TAMPA HWY)	1.07	Complete Street
50	HIGHLAND/GREENWOOD STREET	CR 542 (OLD TAMPA HIGHWAY)	SR 563	2.05	Complete Street
51	SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	Complete Street
52	SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	Complete Street
53	CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	Complete Street
54	SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	Complete Street
55	US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	Complete Street
61	SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	Complete Street
62	SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	Complete Street
63	US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	Complete Street
65	SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	Complete Street
66	US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	Complete Street
67	PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	Complete Street

MOMENTUM 2045 VISION PROJECTS

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT
7	CR 540 EXTENSION (WAVERLY RD)	SR 17 (N SCENIC HWY)	LAKE MABEL LOOP RD/POWERLINE EXT	0.98	New 4 Lanes
8	WAVERLY RD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2.26	Widen to 4 Lanes
60	MARCUM RD EXTENSION	US 98	DUFF RD	0.75	New 2 Lanes
113	WABASH AVE	ARIANA ST	US 92 (NEW TAMPA HWY)	1.07	Widen to 4 Lanes
130	POINCIANA PARKWAY	CR 542	MARIGOLD AVENUE	4.90	Widen to 4 Lanes
154	POLLARD ROAD EXTENSION	CSX ILC	THOMPSON NURSERY RD REALIGNMENT	1.59	New 2 Lanes
155	D R BRYANT EXTENSION	PARK BYRD ROAD	US 98	1.01	New 2 Lanes
156	BANANA ROAD CONNECTOR	PARK BYRD ROAD	US 98	1.38	New 2 Lanes
158	RAULERSON/D R BRYANT ROAD	CR 35A (KATHLEEN RD)	PARK BYRD ROAD	2.01	Improved 2/4 Lanes
217	NEW RD	NE POLK US 27 RELIEVER	CR 540A	2.42	New 2 Lanes
218	CR 653 EXTENSION	SR 60	OLD BARTOW LAKE WALES RD	0.97	New 2 Lanes
220	CONNECTOR A	US 17	SR 60/BNC PHASE II	5.53	New 4 Lanes
220	CONNECTOR A	US 17	SR 60/BNC PHASE II	0.80	New 4 Lanes
221	MT OLIVE RD EXTENSION	PACE RD	MT OLIVE RD	1.30	New 2 Lanes
222	SOUTHERN POLLARD RD EXTENSION	SR 60	ALTURAS LOOP RD	1.51	New 2 Lanes
223	COON LAKE RD	CR 653 (RATTLESNAKE ROAD)	THOMPSON NURSERY ROAD	0.76	New 2 Lanes
224	12TH ST EXTENSION	12TH ST	POLLARD RD EXTENSION	0.71	New 2 Lanes
225	YAROBOROUGH LANE EXTENSION	CREWS LAKE DRIVE	TILLERY RD/YARBOROUGH LN/CREWS LAK	0.52	New 2 Lanes
226	TILLERY ROAD/MCCALL ROAD EXTENSION	CREWS LAKE DRIVE	CR 540A	0.52	Improved 2 Lanes
233	GREEN ROAD	DAUGHTERY ROAD	DUFF ROAD	1.02	Improved 2/4 Lanes
258	ALMBURG ROAD (SUBSTANDARD GROVE ROAD)	STEWARD ROAD	LAKE MABLE LOOP ROAD	0.50	Improved 2/4 Lanes
259	LAKE MABEL LOOP ROAD REALIGNMENT	LAKE MABLE LOOP ROAD	H. L. SMITH ROAD S	0.45	New 2 Lanes
260	ALMBURG ROAD EXTENSION SOUTH	SR 17	LINCOLN AVENUE	1.97	New 2 Lanes
262	H.L. SMITH ROAD N EXTENSION	WATER TANK ROAD	BICE GROCE ROAD	0.50	New 2 Lanes
265	JAHNA SAND MINE ROAD EXTENSION	EXISTING JAHNA SAND MINE ROAD	HINSON AVENUE	1.29	New 2 Lanes
266	HAINES CITY - DAVENPORT EASTERN ROAD	HINSON AVENUE	BAKER DAIRY RD	1.01	New 2 Lanes
268	30TH STREET EXTENSION	BAKER AVENUE	MARSHALL ROAD N	0.66	New 4 Lanes
269	PINK APARTMENT ROAD EXTENSION	BATES ROAD EXTENSION	SNELL CREEK ROAD	0.65	New 2 Lanes
270	MARSHALL ROAD N	30TH STREET EXTENSION	BATES ROAD EXTENSION	0.36	Widen to 4 Lanes
279	H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABELL LOOP ROAD	WATER TANK ROAD E	2.53	Improved 2/4 Lanes
280	LAKE MABELL LOOP ROAD	H.L. SMITH REALIGNMENT	CR 17A	3.13	Improved 2/4 Lanes
281	BICE GROVE ROAD/JAHNA SAND MINE ROAD	BICE GROVE ROAD EXTENSION	JAHNA SAND MINE ROAD EXTENSION	2.39	Improved 2/4 Lanes
283	SNELL CREEK ROAD	PINK APARTMENT ROAD	WARNER ROAD	1.41	Improved 2/4 Lanes
284	BATES ROAD EXTENSION	MARSHALL ROAD	PINK APARTMENT EXTENSION	0.14	New 2 Lanes
285	30TH STREET	CR 544	BAKER AVENUE	2.54	Widen to 4 Lanes
286	DETOUR ROAD	CR 542 (LAKE HATCHINEHA RD)	SR 544	2.98	Widen to 4 Lanes
289	ALMBURG ROAD (SUBSTANDARD GROVE ROAD)	SR 17	STEWARD ROAD	0.51	Improved 2/4 Lanes
292	LINCOLN AVENUE	US 27	ALMBURG ROAD ROAD EXTENSION SOUTH	0.72	Improved 2/4 Lanes
296	LAKE MATTIE CONNECTOR	LAKE MATTIE ROAD	OLD LAKE ALFRED ROAD	1.16	New 2 Lanes
297	LAKE MATTIE CONNECTOR	ADAMS BARN ROAD	LAKE MATTIE ROAD CONNECTOR	0.30	New 2 Lanes
298	GATEWAY ROAD CONNECTOR	LAKELAND E-W CONNECTOR RD	BRADDOCK ROAD	2.48	New 2 Lanes
306	TILLERY RD/YARBOROUGH LN/CREWS LAKE RD CONNECTOR	CREWS LAKE DRIVE	CREWS LAKE ROAD EXT	1.71	New 2 Lanes
326	WILLOWBROOK CONNECTOR	LUCERNE PARK ROAD (SR 544)	AVENUE T/NE BUCKEYE LOOP	1.70	New 2 Lanes
327	CUNNINGHAM ROAD	SR 653 (RATTLESNAKE ROAD)	THOMPSON NURSERY ROAD REALIGNMENT	1.33	New 2 Lanes
219A	PROPOSED CLEAR SPRINGS RD 2	SR 60	PSC CAMPUS	0.41	New 2 Lanes
219C	PROPOSED CLEAR SPRINGS RD 1	PROPOSED CLEAR SPRINGS 2	GASKIN RD	1.17	New 2 Lanes
AD4	GAPWAY ROAD	CR 655	SR 559	1.89	Improved 2 Lanes
CS1	CS1	CS4	CONNERSVILLE RD	0.37	New 2 Lanes
CS11	CS11	NORALYN MINE RD	US 17	1.68	New 2 Lanes
CS5	CS5	CS4	80 FOOT RD	2.69	New 2 Lanes
CS6	CS6	CR 640	CS5	4.51	New 2 Lanes

MOMENTUM 2045 VISION PROJECTS

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT
CS7	CS7	US 17	CR 559 (80 FOOT RD)	4.27	New 2 Lanes
CS8	CS8	CR 555	US 17	2.41	New 2 Lanes
L1	WILLIAMS SOUTH LOOP CONNECTOR	WILLIAMS SOUITH LOOP ROAD (WEST)	WILLIAMS SOUITH LOOP ROAD (EAST)	0.87	New 2 Lanes
L14	GLENDALE PARKWAY EXTENSION	CR 37B (LAKELAND HIGHLANDS RD)	US 98	1.02	New 2 Lanes
L2	WILLIAMS SOUTH LOOP	UNIVERSITY BOULEVARD	GATEWAY ROAD CONNECTOR	3.61	New 2 Lanes
L3	HAMILTON ROAD EXTENSION	DRANE FIELD ROAD	GATEWAY BOULEVARD EXTENSION	1.44	New 2 Lanes
L4	HAMILTON ROAD	MEDULLA ROAD	DRANE FIELD ROAD	1.00	Improved 2 Lanes
L5	COUNTY LINE BACKAGE ROAD	WEST PIPKIN ROAD	MEDULLA ROAD	0.77	New 2 Lanes
L6	HAWTHORNE MILL BOULEVARD	EWELL ROAD	WEST PIPKIN ROAD	1.42	New 2 Lanes
L7	FLAGLER PARK BOULEVARD	SR 572 (AIRPORT ROAD)	CR 542	2.07	New 4 Lanes
L8	FLAGLER PARK BOULEVARD	SR 572 (AIRPORT ROAD)	NORTH PARKWAY FRONTAGE ROAD	1.70	New 2 Lanes
L9	MEDULLA ROAD EXTENSION	WEST PIPKIN ROAD	HAWTHORNE MILL BOULEVARD	1.95	New 2 Lanes
LA2	ADAMS BARN RD	SR 559	ADAMS BARN ROAD	2.00	Improved 2 Lanes
	GAPWAY RD AT SR 559	-	-	-	Intersection Improvements
	HINSON AVE AT 30TH ST	-	-	-	Intersection Improvements
	I-4 AT COUNTY LINE RD	-	-	-	Intersection Improvements
	LAKE MATTIE RD AT SR 559	-	-	-	Intersection Improvements
	SR 540 AT REYNOLD RD	-	-	-	Intersection Improvements
	SR 60 AT CENTRAL AVE	-	-	-	Intersection Improvements
	US 92 AT COUNTY LINE RD	-	-	-	Intersection Improvements

APPENDIX D

Roadway Projects and Costs (Year of Expenditure Costs)

Demonstration of Fiscal Restraint

Polk TPO Momentum 2045

Notes:
a) All dollar amounts are in millions of Year of Expenditure (YOE) dollars.
b) It is assumed that roadway capacity projects include context sensitive bicycle and pedestrian improvements where appropriate. These costs estimates are included in the estimates of the roadway capacity project.

Polk TPO Momentum 2045 - First Five Years (2020-2025 - TIP)

Revenue	TIP (2020-2025)
Roadway Capacity Total	$1,157.93
Transit Total	$1,006.58
Total Revenue 2020-2025	313.79

Expenditures	TIP (2020-2025)
Roadway Capacity Projects	$1,157.93
Transit Projects	$1,006.58
Total Expenditure 2020-2025	313.79

BALANCE	TIP (2020-2025)
Roadway Capacity Projects	$0.00
Transit Projects	$0.00
Total 2020-2025	$ -

Polk TPO Momentum 2045 - Long Range Needs Plan (2025-2045)

REVENUE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
Strategic Intermodal System Subtotal	*$0.55*	*$75.35*	*$786.37*	*$1,702.00*	*$2,564.27*
Other Roads Construction and ROW	*$33.17*	*$209.49*	*$228.99*	*$479.50*	*$951.15*
TMA Funds [1]	*$7.50*	*$37.51*	*$37.51*	*$75.02*	*$157.54*
Competitive Funding Sources Subtotal	*$2.51*	*$14.95*	*$15.85*	*$32.09*	*$65.41*
Federal and State Total	**$43.73**	**$337.30**	**$1,068.72**	**$2,288.61**	**$3,738.36**
Taxes Subtotal	*$82.67*	*$449.61*	*$517.83*	*$1,292.97*	*$2,343.07*
Impact Fee Subtotal	*$27.83*	*$135.53*	*$146.24*	*$370.80*	*$680.40*
(Capital)	*$85.90*	*$452.84*	*$514.46*	*$1,300.49*	*$2,353.68*
(Maintenance)	*$24.60*	*$132.30*	*$149.61*	*$363.28*	*$669.79*
Polk County Total	**$110.50**	**$585.14**	**$664.07**	**$1,663.77**	**$1,673.28**
Total Momentum 2045 Revenue	**$179.21**	**$922.43**	**$1,866.55**	**$3,952.38**	**$5,559.97**

[1] *Projects using TMA funds are programmed annually and included in the TIP*

EXPENDITURE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
SIS	*$0.55*	*$75.35*	*$786.37*	*$1,702.00*	*$2,564.27*
OA	*$33.17*	*$209.49*	*$228.99*	*$479.50*	*$951.15*
Local	*$75.31*	*$387.49*	*$392.36*	*$1,222.43*	*$2,077.59*

BALANCE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
SIS	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$0.00*
OA	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$0.00*
Local	*$10.59*	*$65.35*	*$122.09*	*$78.06*	*$276.10*

MOMENTUM 2045 COST FEASIBLE ROADWAY PLAN - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
89B	SR 33	OLD COMBEE ROAD	FIRST PARK/UNIVERSITY BLVD	3.75	Widen to 4 Lanes	$ -	OA	Committed	$ 636,159	OA	Committed	$ 15,160,000	OA	Committed	$ 22,550,500	OA	2025
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	Widen to 4 Lanes	$ 5,974	Product Support	Committed	$ 963,900	Product Support	2025	$ 2,225,300	OA	2025	$ 6,414,100	OA	2025
96	US 17/92 (HINSON AVE)	SR 17 (10TH ST)	17TH ST	0.32	Widen to 4 Lanes	$ 4,026	Product Support	Committed	$ 1,375,000	Product Support	Committed	$ 805,200	OA	2026-2030	$ 1,954,937	OA	2026-2030
64	US 92 (NEW TAMPA HWY)	HILLSBOROUGH CO/L	WABASH AVE	4.26	Widen to 4 Lanes	$ 3,000,000	OA	Committed	$ 6,000,000	OA	Committed	$ 27,257,823	OA	2026-2030	$ 79,200,000	OA	2026-2030
56A	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING JR BLVD	LUCERNE LOOP RD	3.60	Widen to 4 Lanes	$ -	Product Support	Complete	$ 5,864,999	Product Support	Committed	$ 18,161,992	OA	2026-2030	$ 22,702,490	OA	2026-2030
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	4.45	Widen to 4 Lanes	$ -	Product Support	Complete	$ 7,015,000	Product Support	Committed	$ 22,702,490	OA	2026-2030	$ 33,322,784	OA	2031-2035
	SR 700 (US 98)	PEACE RIVER-FT MEADE AT BR #0064 (JOHN SINGLETARY BR)	-	-	Bridge	$ -	OA	Complete	$ 2,075,006	OA	Committed	$ 224,110	OA	Committed	$ 14,520,000	OA	2026-2030
4	US 98 (BARTOW RD)*	N OF EDGEWOOD DR	MAIN STREET	2.93	Operations	$ -	OA	Complete	$ 6,146,089	OA	Committed	$ 9,326,256	OA	Committed	$ 41,000,000	OA	2036-2045
	** US 98/Bartow Road, Edgewood Drive to Main Street – Widen 4L to 6L (Edgewood to Sylvester), Transportation Systems Management & Operational Improvements (Sylvester to Main)*																
32	EWELL RD	LUNN RD	SR 37	2.02	Widen to 4 Lanes	$ 105,600	Local	2026-2030	$ 3,181,200	Local	2026-2030	$ 14,031,600	Local	2026-2030	$ 21,186,000	Local	2026-2030
323	FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	New 2 Lanes	$ 1,507,532	Local	2026-2030	$ 4,522,596	Local	2026-2030	$ 7,471,272	Local	2026-2030	$ 30,150,643	Local	2026-2030
321	HOLLY HILL RD	CR 547 (BAY ST)	RIDGEWOOD LAKES BLVD.	2.56	New 2 Lanes	$ 2,706,000	Local	2026-2030	$ 8,117,801	Local	2026-2030	$ 34,966,800	Local	2026-2030	$ 54,120,000	Local	2026-2030
98B	SR 25 (US 27)	CR 630A	PRESIDENTS DRIVE	5.04	Widen to 6 Lanes	$ 6,147	SIS	Committed	$ 180,000	SIS	Committed	$ 24,051,340	SIS	Committed	$ 88,940,280	SIS	2026-2030
42	I-4	WEST OF US 27	OSCEOLA CO/L	3.65	Widen to 10 Lanes (Express Lanes)	$ -	SIS	Complete	$ -	SIS	Complete	-	SIS	2026-2035	-	SIS	2026-2035
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	New 2 Lanes	$ -	Local	Complete	$ -	Local	Complete	$ 27,527,808	Local	Committed	$ 24,990,000	Local	2025
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	New 2 Lanes	$ 1,255,500	Local	2031-2035	$ 3,766,500	Local	2031-2035	$ 43,741,000	Local	2031-2035	$ 25,156,500	Local	2031-2035
325	HOLLY HILL RD	PATTERSON ROAD	CR 547 (BAY ST)	1.37	New 2 Lanes	$ 723,850	Local	2031-2035	$ 2,171,551	Local	2031-2035	$ 3,587,375	Local	2031-2035	$ 14,477,006	Local	2031-2035
230	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.40	Widen to 4 Lanes	$ 1,550,000	Local	2031-2035	$ 3,100,000	Local	2031-2035	$ 34,875,000	Local	2031-2035	$ 60,450,000	Local	2031-2035
324	THOMPSON NURSERY ROAD EXTENSION	US 17	CR 653	5.83	New 4 Lanes	$ 3,100,000	Local	2031-2035	$ 6,200,000	Local	2031-2035	$ 18,652,562	Local	2031-2035	$ 51,097,438	Local	2031-2035
97B	US 17/92	HINSON AVENUE	NORTHEAST POLK RELIEVER	5.00	Widen to 4 Lanes	$ 4,575,852	Product Support	2031-2035	$ 13,727,557	Product Support	2031-2035	$ 60,633,619	OA	2031-2035	$ 91,517,044	OA	2031-2035
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	Widen to 6 Lanes	$ 806,000	Product Support	2031-2035	$ 2,402,500	Product Support	2031-2035	$ 5,301,000	OA	2031-2035	$ 15,980,500	OA	2031-2035
13	US-27 BACKAGE ROAD (WEST)	-	-	1.01	Widen to 4 Lanes	$ 792,000	Local	2026-2030	$ 2,362,800	Local	2026-2030	$ -	Local	2036-2045	$ 24,456,500	Local	2036-2045
261	POWERLINE ROAD	CR 542	CR 546	1.01	New 2 Lanes	$ 957,350	Local	2036-2045	$ 2,872,051	Local	2036-2045	$ 4,744,592	Local	2036-2045	$ 19,147,008	TBD	2036-2045
287	BANNON LOOP ROAD (UNPAVED ROAD)	HUGES ROAD EXTENSION	BANNON ISLAND ROAD	0.25	Improved 2/4 Lanes	$ 300,195	Local	2036-2045	$ 900,585	Local	2036-2045	$ 3,977,820	Local	2036-2045	$ 6,003,902	TBD	2036-2045
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	Widen to 4 Lanes	$ 995,349	Local	2026-2030	-	Local	2026-2035	$ 6,578,954	Local	2031-2035	$ 23,375,614	Local	2031-2035
57B	CR 544	SR 17	NORTHEAST POLK RELIEVER	1.54	Widen to 4 Lanes	$ 1,849,202	Local	2036-2045	$ 5,547,606	Local	2036-2045	$ 7,000,963	Local	2036-2045	$ 36,984,038	Local	2036-2045
22	CR 547	US 27	US 17/92/CSX LINE	2.28	Widen to 4 Lanes	$ 2,497,623	Local	2036-2045	$ 7,492,870	Local	2036-2045	$ 33,095,462	Local	2036-2045	$ 49,952,467	Local	2036-2045
305	CREWS LAKE ROAD/E.F. GRIFFIN ROAD CONNECTOR	CREWS LAKE ROAD	E.F. GRIFFIN ROAD	0.83	New 2 Lanes	$ 877,314	Local	2026-2030	$ 2,631,943	Local	2026-2030	$ 1,214,801	Local	2026-2030	$ 17,546,288	Local	2026-2030
20	DUNSON RD EXTENSION	DUNSON ROAD TERMINUS EAST	MEADOWS BLVD TERMINUS WEST	0.78	New 2 Lanes	$ 1,271,000	Local	2036-2045	$ 3,833,500	Local	2036-2045	$ 16,543,500	Local	2036-2045	$ 25,604,500	Local	2036-2045
322	FDC GROVE ROAD	US 27	MASSEE RD	2.13	New 2 Lanes	$ 2,018,967	Local	2036-2045	$ 6,056,900	Local	2036-2045	$ 10,005,922	Local	2036-2045	$ 40,379,334	Local	2036-2045
318	GRANDVIEW PARKWAY EXTENSION	GRANDVIEW PARKWAY DEAD END	DUNSON ROAD	0.50	New 4 Lanes	$ 2,278,642	Local	2036-2045	$ 6,835,926	Local	2036-2045	$ 9,746,796	Local	2036-2045	$ 45,572,841	Local	2036-2045
317	HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	New 2 Lanes	$ 1,132,677	Local	2036-2045	$ 3,398,032	Local	2036-2045	$ 14,638,378	Local	2036-2045	$ 22,653,545	Local	2036-2045
288	HUGHES ROAD (UNPVED GROVE ROAD)	HUGHES ROAD E-W	CR 546	0.49	Improved 2/4 Lanes	$ 588,382	Local	2036-2045	$ 1,765,147	Local	2036-2045	$ 7,796,527	Local	2036-2045	$ 11,767,649	Local	2036-2045
263	HUGHES ROAD EXTENSION	EXISTING HUGHES ROAD	BANNON LOOP ROAD	0.76	New 2 Lanes	$ 1,247,587	Local	2036-2045	$ 3,742,760	Local	2036-2045	$ 16,123,430	Local	2036-2045	$ 24,951,731	Local	2036-2045
43	I-4	SR 570	WEST OF US 27	27.32	Widen to 10 Lanes (Express Lanes)	$ 4,020,000	SIS	Committed	$ 3,870,000	SIS	Committed	-	SIS	2026-2035	$ 3,394,800,000	SIS	2036-2045
43A	I-4	COUNTY LINE RD	SR 570 / POLK PARKWAY	0.98	Widen to 10 Lanes (Express Lanes)	$ -	SIS	Complete	-	SIS	2026-2035	$ 44,325,100	SIS	2036-2045	$ 1,646,691,200	SIS	2036-2045
47	I-4 CROSSOVER RD	FDC GROVE RD	NW ACCESS ROAD	1.11	New 4 Lanes	$ 2,111,500	Local	2036-2045	$ 6,314,000	Local	2036-2045	$ 42,886,000	Local	2036-2045	$ 42,025,000	Local	2036-2045
129	MARIGOLD AVENUE	POINCIANA PARKWAY	COYOTE RD	2.37	Widen to 4 Lanes	$ 2,845,850	Local	2036-2045	$ 8,537,549	Local	2036-2045	$ -	Local	2036-2045	$ 56,916,994	Local	2036-2045
362	NEW E_W ROAD	E.F. GRIFFIN ROAD	US 98	0.86	New 2 Lanes	$ 1,411,743	Local	2036-2045	$ 4,235,228	Local	2036-2045	$ 1,954,814	Local	2036-2045	$ 28,234,854	Local	2036-2045
363	NEW SILVER DEVELOPMENT ROAD	NEW E-W ROAD	US 98	0.57	New 2 Lanes	$ 935,690	Local	2036-2045	$ 2,807,070	Local	2036-2045	$ 1,295,633	Local	2036-2045	$ 18,713,798	Local	2036-2045
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	New 2 Lanes	$ 2,439,440	Local	2025	$ 7,318,320	Local	2025	$ 31,526,584	Local	2025	$ 54,118,671	Local	2026-2030
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	New 2 Lanes	$ 1,515,121	Local	2025	$ 4,545,363	Local	2025	$ 21,720,061	Local	2026-2030	$ 33,612,768	Local	2026-2030
282	POWERLINE ROAD	CR 580-JOHNSON AVENUE	SOUTH BOULEVARD	2.74	Widen to 4 Lanes	$ 2,118,528	Local	2026-2030	$ 6,355,585	Local	2026-2030	$ 28,072,155	Local	2026-2030	$ 49,753,313	Local	2031-2035
295	POWERLINE ROAD	HINSON AVENUE E	CR 580-JOHNSON AVENUE	0.50	Widen to 4 Lanes	$ 600,390	Local	2036-2045	$ 1,801,171	Local	2036-2045	$ 7,955,640	Local	2036-2045	$ 12,007,805	Local	2036-2045
360C	US 98	WEST SOCRUM LOOP RD.	CR54	9.90	Widen to 4 Lanes	$ 1,420,000.00	OA	Committed	$ 4,525,000	ARPA*	Committed	$ 15,000,000	ARPA*	Committed	$ 105,000,000	ARPA*	Committed

*American Rescue Plan Act of 2021 (ARPA)

MOMENTUM 2045 COST FEASIBLE ROADWAY PLAN - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
295	POWERLINE ROAD	HINSON AVENUE E	CR 580-JOHNSON AVENUE	0.50	Widen to 4 Lanes	$ 600,390	Local	2036-2045	$ 1,801,171	Local	2036-2045	$ 7,955,640	Local	2036-2045	$ 12,007,805	Local	2036-2045

MOMENTUM 2045 COST FEASIBLE ROADWAY PLAN - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
264	POWERLINE ROAD EXTENSION	CR 544	HINSON AVENUE E	1.73	New 4 Lanes	$ 3,275,670	Local	2036-2045	$ 9,827,011	Local	2036-2045	$ 66,850,106	Local	2036-2045	$ 65,513,407	Local	2036-2045
271	POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	1.31	New 4 Lanes	$ 2,707,635	Local	2036-2045	$ 8,122,905	Local	2036-2045	$ 55,257,602	Local	2036-2045	$ 54,152,701	Local	2036-2045
294	POWERLINE ROAD EXTENSION	BANNON ISLAND ROAD	CR 544	0.51	New 2 Lanes	$ 837,196	Local	2036-2045	$ 2,511,589	Local	2036-2045	$ 10,819,670	Local	2036-2045	$ 16,743,925	Local	2036-2045
40	SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	New 2 Lanes	$ 656,000	Local	2036-2045	$ 1,968,000	Local	2036-2045	$ 8,487,000	Local	2036-2045	$ 13,140,500	Local	2036-2045
236A	SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	Widen to 4 Lanes	$ 828,539	Product Support	2036-2045	$ 2,485,616	Product Support	2036-2045	$ 10,978,783	OA	2036-2045	$ 16,570,770	OA	2036-2045
97C	US 17/92	NORTHEAST POLK RELIEVER	OSCEOLA CO/L	5.80	Widen to 6 Lanes	$ 6,916,495	Product Support	2036-2045	$ 20,749,486	Product Support	2036-2045	$ 91,648,973	OA	2036-2045	$ 138,329,909	OA	2036-2045
157	WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	Widen to 4 Lanes	$ 1,825,186	Local	2036-2045	$ 5,475,559	Local	2036-2045	$ 1,151,674	Local	2036-2045	$ 36,503,726	Local	2036-2045
48	I-4 CROSSOVER RD	WAVERLY BARN RD	DEEN STILL RD	0.57	New 4 Lanes	$ 1,086,500	Local	2036-2045	$ 3,239,000	Local	2036-2045	$ 22,017,000	Local	2036-2045	$ 21,586,500	Local	2036-2045
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2025	Various	Various	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	$ 1,980,041	OA	2025
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2026-2030	Various	Various		Intersection Improvements	-	-	-	-	-	-	-	-	-	$ 22,185,008	OA	2026-2030
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2031-2035	Various	Various		Intersection Improvements	-	-	-	-	-	-	-	-	-	$ 22,235,079	OA	2031-2035
-	OTHER ROADS CONTINGENCY / INTERSECTIONS 2036-2045	Various	Various		Intersection Improvements	-	-	-	-	-	-	-	-	-	$ 180,971,484	OA	2036-2045
-	LOCAL INITIATIVES 2025	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 2,975,000	Local	2025
-	LOCAL INITIATIVES 2026-2030	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 33,000,000	Local	2026-2030
-	LOCAL INITIATIVES 2031-2035	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 38,750,000	Local	2031-2035
-	LOCAL INITIATIVES 2036-2045	Various	Various	-	Operations	-	-	-	-	-	-	-	-	-	$ 102,500,000	Local	2036-2045
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2025	Various	Various	-	-	-	-	-	-	-	-	-	-	-			2025
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2026-2030	Various	Various	-	-	-	-	-	-	-	-	-	-	-			2026-2030
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2031-2035	Various	Various	-	-	-	-	-	-	-	-	-	-	-			2031-2035
-	TMA-FUNDED PROJECTS (PRIORITIZED ANNUALLY) 2036-2045	Various	Various	-	-	-	-	-	-	-	-	-	-	-			2036-2045
-	I-4 AT SR 33	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	I-4 AT US 27	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 33 (FROM VICTORIA BLVD TO N FLORIDA AVE)	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 572 (DRANE FIELD RD) AT WARING RD	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 572 (DRANE FIELD RD) AT DON EMERSON DR	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT RIFLE RANGE RD	-	-	-	Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-

MOMENTUM 2045 ILLUSTRATIVE ROADWAY NEEDS - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
3	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	1.57	Widen to 6 Lanes	$ -	SIS	2026-2035	$ 39,975,000	SIS	2036-2045	TBD	SIS	Unfunded	$ 76,905,750	TBD	Unfunded
133	SPIRIT LAKE RD/42ND ST NW	SR 655 (RECKER HIGHWAY)	SR 544	1.96	Widen to 4 Lanes	$ 1,519,155	TBD	Unfunded	$ 4,557,465	Local	Unfunded	$ 8,551,176	Local	Unfunded	$ 30,383,097	TBD	Unfunded
214	SR 60	MAIN STREET W	BROADWAY AVE N	0.86	Widen to 6 Lanes	$ 771,416	TBD	Unfunded	$ 2,314,248	TBD	Unfunded	$ 4,105,110	TBD	Unfunded	$ 15,428,317	TBD	Unfunded
309	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	1.57	New 2 Lanes	$ 1,000,000	OA	Committed	$ 7,728,500	TBD	Unfunded	$ 33,312,500	TBD	Unfunded	$ 51,537,000	TBD	Unfunded
311	BRIDGEWATER SOUTH CONNECTOR	BRIDGEWATER CONNECTOR	SR 33	0.52	New 2 Lanes	$ 861,000	TBD	Unfunded	$ 2,562,500	TBD	Unfunded	$ 11,029,000	TBD	Unfunded	$ 17,076,500	TBD	Unfunded
360	US 98	N OF WEST SOCRUM LOOP ROAD	SR 471	8.40	Widen to 4 Lanes	$ 1,420,000	OA	Committed	$ 14,415,395	TBD	2026-2035	$ 21,924,968	TBD	2026-2035	$ 149,250,302	TBD	Unfunded
214A	SR 60	HILLSBOROUGH CO/L	CR 555/AGRICOLA RD	13.24	Widen to 6 Lanes	$ 5,125,000	TBD	Unfunded	$ 39,975,000	SIS	Unfunded	$ 63,247,338	SIS	Unfunded	$ 237,703,723	TBD	Unfunded
214B	SR 60	FLAMINGO DRIVE	US 27	14.04	Widen to 6 Lanes	$ 12,611,752	TBD	Unfunded	$ 37,835,257	SIS	Unfunded	$ 67,113,779	SIS	Unfunded	$ 252,235,045	TBD	Unfunded
214C	SR 60	SR 60 (VAN FLEET DRIVE E)	FLAMINGO DRIVE	0.92	Widen to 6 Lanes	$ 1,107,123	TBD	Unfunded	$ 3,321,368	SIS	Unfunded	$ 23,866,920	SIS	Unfunded	$ 22,142,456	TBD	Unfunded
300A	NORTHEAST POLK RELIEVER	SR 60	US 27	5.22	New 6 Lanes Freeway	$ 7,324,885	TBD	Unfunded	$ 21,974,654	TBD	Unfunded	$ 367,005,038	TBD	Unfunded	$ 146,497,690	TBD	Unfunded
300B	NORTHEAST POLK RELIEVER	US 27	CR 544	9.69	New 6 Lanes Freeway	$ 23,738,505	TBD	Unfunded	$ 71,215,516	TBD	Unfunded	$ 1,189,390,910	TBD	Unfunded	$ 474,770,106	TBD	Unfunded
300C	NORTHEAST POLK RELIEVER	CR 544	CR 580	2.11	New 6 Lanes Freeway	$ 5,169,066	TBD	Unfunded	$ 15,507,197	TBD	Unfunded	$ 258,990,178	TBD	Unfunded	$ 103,381,313	TBD	Unfunded
300D	NORTHEAST POLK RELIEVER	CR 580	US 17/92	4.87	New 6 Lanes Freeway	$ 11,930,498	TBD	Unfunded	$ 35,791,493	TBD	Unfunded	$ 597,764,059	TBD	Unfunded	$ 238,609,950	TBD	Unfunded
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	Widen to 4 Lanes	$ 2,161,405	Local	2036-2045	$ 6,484,215	TBD	2036-2045	$ 15,002,064	TBD	2036-2045	$ 43,228,097	TBD	Unfunded
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	Widen to 4 Lanes	$ 2,101,366	Local	2036-2045	$ 6,304,097	Local	2036-2045	$ 14,585,340	Local	2036-2045	$ 42,027,316	TBD	Unfunded
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	Widen to 4 Lanes	$ -	SIS	Complete	$ 149,000	SIS	Committed	$ 10,335,600	SIS	2026-2035	$ 76,905,750	TBD	Unfunded
93B	SR 60	GRAPE HAMMOCK ROAD	OSCEOLA CO/L	1.59	Widen to 4 Lanes	$ -	SIS	Complete	$ 350,000	TBD	Committed	COMBINED SEGMENT	TBD	2026-2035	COMBINED SEGMEN	TBD	Unfunded
98A	US 27	HIGHLANDS CO/L	CR 630A	8.68	Widen to 6 Lanes	$ -	SIS	Complete	$ 6,780,543	TBD	Committed	$ 8,451,475	TBD	Committed	$ 141,249,240	TBD	Unfunded
98C	US 27	PRESIDENTS DR	SR 60	5.30	Widen to 6 Lanes	$ -	SIS	Committed	$ -	SIS	Committed	$ 5,574,875	SIS	Committed	$ 47,000,000	TBD	Unfunded
-	NORTHEAST POLK RELIEVER AT CR 544 (MARION RD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT CR 580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	NORTHEAST POLK RELIEVER AT US 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	FLORIDA AVE AT EDGEWOOD DR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	OLD COMBEE RD AT SR 659 (COMBEE RD)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 540 AT 1ST ST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT NORTHEAST POLK RELIEVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT CR 676	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT LAKELAND HIGHLANDS RD EXT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 60 AT US 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 17 AT AVE T NE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 17 AT POINCIANA PARKWAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT CR 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT CR 547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT SR 540	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	US 27 AT SR 542	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MOMENTUM 2045 UNFUNDED ROADWAY NEEDS - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
1	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	Widen to 6 Lanes	$ 2,152,500	TBD	Unfunded	$ 6,457,500	TBD	Unfunded	$ 2,644,500	TBD	Unfunded	$ 43,050,000	TBD	Unfunded
2	US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	Widen to 6 Lanes	$ 635,500	TBD	Unfunded	$ 1,886,000	TBD	Unfunded	$ -	TBD	Unfunded	$ 114,152,280	TBD	Unfunded
5	COUNTY LINE RD	DRANE FIELD RD	I-4	2.75	Widen to 6 Lanes	$ 3,329,859	TBD	Unfunded	$ 9,989,577	TBD	Unfunded	$ 33,337,920	TBD	Unfunded	$ 66,597,180	TBD	Unfunded
6	CR 547 EXTENSION	OLD POLK CITY RD	US 27	2.01	New 2 Lanes	$ 3,300,500	TBD	Unfunded	$ 9,901,500	TBD	Unfunded	$ 42,640,000	TBD	Unfunded	$ 65,989,500	TBD	Unfunded
16	CR 547 EXTENSION	POWERLINE RD EXTENSION	NORTHEAST POLK RELIEVER	0.66	New 4 Lanes	$ 3,786,902	TBD	Unfunded	$ 11,360,706	TBD	Unfunded	$ 77,283,360	TBD	Unfunded	$ 75,738,043	TBD	Unfunded
23	CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	Widen to 4 Lanes	$ 348,500	TBD	Unfunded	$ 1,066,000	TBD	Unfunded	$ 3,075,000	TBD	Unfunded	$ 7,134,000	TBD	Unfunded
24	POWERLINE ROAD/SOUTH BLVD E	POWERLINE RD	US 17/92	1.06	Widen to 4 Lanes	$ 1,312,000	TBD	Unfunded	$ 3,915,500	TBD	Unfunded	$ 1,599,000	TBD	Unfunded	$ 26,076,000	TBD	Unfunded
25	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY	CR 532	2.76	New 4 Lanes	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded
26	POINCIANA PARKWAY EXTENSION*	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	2.58	New 4 Lanes	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded	TBD	TBD	Unfunded
31	EWELL RD	COUNTY LINE RD	LUNN RD	3.27	Widen to 4 Lanes	$ 4,018,000	TBD	Unfunded	$ 12,074,500	TBD	Unfunded	$ 4,961,000	TBD	Unfunded	$ 80,442,000	TBD	Unfunded
33	US 92	SR 570	SR 655	1.33	Widen to 6 Lanes	$ 1,824,500	TBD	Unfunded	$ 5,473,500	TBD	Unfunded	$ 12,095,000	TBD	Unfunded	$ 36,510,500	TBD	Unfunded
34	DUNDEE ROAD	US 27	SR 17	0.87	Widen to 4 Lanes	$ 1,066,000	TBD	Unfunded	$ 3,218,500	TBD	Unfunded	$ 1,312,000	TBD	Unfunded	$ 21,402,000	TBD	Unfunded
35	STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	Widen to 6 Lanes	$ 820,000	TBD	Unfunded	$ 2,480,500	TBD	Unfunded	$ 5,453,000	TBD	Unfunded	$ 16,482,000	TBD	Unfunded
36	AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	Widen to 4 Lanes	$ 2,562,500	TBD	Unfunded	$ 7,708,000	TBD	Unfunded	$ 22,160,500	TBD	Unfunded	$ 51,414,000	TBD	Unfunded
37	US 17	9TH STREET	CR 640	4.33	Widen to 6 Lanes	$ 594,500	TBD	Unfunded	$ 17,835,000	TBD	Unfunded	$ 39,360,000	TBD	Unfunded	$ 118,900,000	TBD	Unfunded
38	CR 544	NE POLK RELIEVER/POWERLINE ROAD	CR 546	2.77	Widen to 4 Lanes	$ 3,403,000	TBD	Unfunded	$ 10,229,500	TBD	Unfunded	$ 29,376,500	TBD	Unfunded	$ 68,142,000	TBD	Unfunded
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	Widen to 4 Lanes	$ 512,500	TBD	Unfunded	$ 1,558,000	TBD	Unfunded	$ 4,448,500	TBD	Unfunded	$ 10,332,000	TBD	Unfunded
41	WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	New 2 Lanes	$ 574,000	TBD	Unfunded	$ 1,722,000	TBD	Unfunded	$ 7,421,000	TBD	Unfunded	$ 11,500,500	TBD	Unfunded
58	MALL HILL RD EXTENSION, S	BELLA VISTA ST, W	CR 35A (KATHLEEN RD)	0.47	New 2 Lanes	$ 771,534	TBD	Unfunded	$ 2,314,601	TBD	Unfunded	$ 9,971,069	TBD	Unfunded	$ 15,430,676	TBD	Unfunded
59	CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	Widen to 4 Lanes	$ 1,573,022	TBD	Unfunded	$ 4,719,067	TBD	Unfunded	$ 20,843,777	TBD	Unfunded	$ 31,460,448	TBD	Unfunded
68	HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	Widen to 4 Lanes	$ 1,230,000	TBD	Unfunded	$ 3,690,000	TBD	Unfunded	$ 10,598,500	TBD	Unfunded	$ 24,600,000	TBD	Unfunded
70	LAKELAND PARK CENTER DRIVE	UNION DRIVE	CARPENTERS WAY	0.40	New 2 Lanes	$ 656,000	TBD	Unfunded	$ 1,968,000	TBD	Unfunded	$ 8,487,000	TBD	Unfunded	$ 13,140,500	TBD	Unfunded
79	RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	New 4 Lanes	$ 714,201	TBD	Unfunded	$ 2,142,604	TBD	Unfunded	$ 3,054,966	TBD	Unfunded	$ 14,284,025	TBD	Unfunded
84	SOUTHSIDE FRONTAGE RD (I-4)	GALLOWAY RD	MEMORIAL BLVD	1.21	New 2 Lanes	$ 1,146,925	TBD	Unfunded	$ 3,440,774	TBD	Unfunded	$ 5,684,115	TBD	Unfunded	$ 22,938,495	TBD	Unfunded
114	WABASH AVE	US 92 (MEMORIAL BLVD)	10TH ST	0.52	Widen to 4 Lanes	$ 762,634	TBD	Unfunded	$ 2,287,902	TBD	Unfunded	$ -	TBD	Unfunded	$ 15,252,679	TBD	Unfunded
122	INTERSTATE CROSSOVER	CR 35A (KATHLEEN RD)	MALL HILL DRIVE	0.35	New 2 Lanes	$ 574,546	TBD	Unfunded	$ 1,723,639	TBD	Unfunded	$ 7,425,264	TBD	Unfunded	$ 11,490,929	TBD	Unfunded
203	SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	Widen to 4 Lanes	$ 533,000	TBD	Unfunded	$ 1,619,500	TBD	Unfunded	$ 3,054,500	TBD	Unfunded	$ 10,844,500	TBD	Unfunded
212	BATES ROAD	US 27	US 17/92	1.57	Widen to 4 Lanes	$ 1,359,244	TBD	Unfunded	$ 4,077,731	TBD	Unfunded	$ 7,651,053	TBD	Unfunded	$ 27,184,876	TBD	Unfunded
213	GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	New 2 Lanes	$ 2,363,848	TBD	Unfunded	$ 7,091,545	TBD	Unfunded	$ 30,549,658	TBD	Unfunded	$ 47,276,964	TBD	Unfunded
231	COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	New 2 Lanes	$ 4,908,268	TBD	Unfunded	$ 14,724,804	TBD	Unfunded	$ 63,432,970	TBD	Unfunded	$ 98,165,363	TBD	Unfunded
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	Widen to 4 Lanes	$ 4,548,581	TBD	Unfunded	$ 13,645,742	TBD	Unfunded	$ 25,603,523	TBD	Unfunded	$ 90,971,613	TBD	Unfunded
304	BEACON ROAD	HARDEN BOULEVARD	PROPOSED WABASH AVENUE EXTENSION	1.00	New 2 Lanes	$ 1,641,561	TBD	Unfunded	$ 4,924,684	TBD	Unfunded	$ 21,215,040	TBD	Unfunded	$ 32,831,225	TBD	Unfunded
307	CREWS LAKE ROAD EXTENSION	CREWS LAKE DRIVE	CREWS LAKE RD/E.F. GRIFFIN CONNEC	0.50	New 2 Lanes	$ 473,936	TBD	Unfunded	$ 1,421,808	TBD	Unfunded	$ 2,348,808	TBD	Unfunded	$ 9,478,717	TBD	Unfunded
313	NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	New 2 Lanes	$ 1,824,500	TBD	Unfunded	$ 5,473,500	TBD	Unfunded	$ 23,554,500	TBD	Unfunded	$ 36,449,000	TBD	Unfunded
315	DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	Widen to 4 Lanes	$ 1,236,804	TBD	Unfunded	$ 3,710,412	TBD	Unfunded	$ 16,388,618	TBD	Unfunded	$ 24,736,078	TBD	Unfunded
316	WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	Widen to 4 Lanes	$ 468,304	TBD	Unfunded	$ 1,404,913	TBD	Unfunded	$ 6,205,399	TBD	Unfunded	$ 9,366,088	TBD	Unfunded
328	US 17/92	ROCHELLE AVENUE	US 27	5.34	Widen to 6 Lanes	$ 4,780,984	TBD	Unfunded	$ 14,342,953	TBD	Unfunded	$ 25,442,137	TBD	Unfunded	$ 95,619,686	TBD	Unfunded
331	LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	New 2 Lanes	$ 701,425	TBD	Unfunded	$ 2,104,275	TBD	Unfunded	$ 3,476,236	TBD	Unfunded	$ 14,028,501	TBD	Unfunded
336	I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	New 2 Lanes	$ 410,390	TBD	Unfunded	$ 1,231,171	TBD	Unfunded	$ 5,303,760	TBD	Unfunded	$ 8,207,806	TBD	Unfunded
338	WILLIAMS N/S CONNECTOR	LAKELAND E-W ROAD	OLD POLK CITY ROAD	1.00	New 2 Lanes	$ 947,872	TBD	Unfunded	$ 2,843,615	TBD	Unfunded	$ 4,697,616	TBD	Unfunded	$ 18,957,434	TBD	Unfunded
357	CR 580	NE POLK US 27 RELIEVER	OSCEOLA COUNTY LINE	8.30	Widen to 4 Lanes	$ 9,966,478	TBD	Unfunded	$ 29,899,434	TBD	Unfunded	$ 132,063,624	TBD	Unfunded	$ 199,329,557	TBD	Unfunded
236B	SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	Widen to 4 Lanes	$ 781,787	TBD	Unfunded	$ 2,345,362	TBD	Unfunded	$ 4,400,605	TBD	Unfunded	$ 15,635,746	TBD	Unfunded
236C	SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	Widen to 4 Lanes	$ 1,020,663	TBD	Unfunded	$ 3,061,990	TBD	Unfunded	$ 13,524,588	TBD	Unfunded	$ 20,413,268	TBD	Unfunded
89D	SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	Widen to 4 Lanes	$ 3,158,053	TBD	Unfunded	$ 9,474,158	TBD	Unfunded	$ 41,846,666	TBD	Unfunded	$ 63,161,052	TBD	Unfunded
NR1	NR1	SAND MINE RD DEAD END	POLK LINE/WESTSIDE BOULEVARD	0.14	New 2 Lanes	$ 225,500	TBD	Unfunded	$ 697,000	TBD	Unfunded	$ 2,972,500	TBD	Unfunded	$ 4,592,000	TBD	Unfunded
NR4	TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	New 2 Lanes	$ 820,000	TBD	Unfunded	$ 2,460,000	TBD	Unfunded	$ 10,598,500	TBD	Unfunded	$ 16,420,500	TBD	Unfunded
NR5	TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	New 2 Lanes	$ 1,660,500	TBD	Unfunded	$ 4,981,500	TBD	Unfunded	$ 21,422,500	TBD	Unfunded	$ 33,169,000	TBD	Unfunded
-	CR 557 AT OLD LAKE ALFRED RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	I-4 AT CR 532 (DDI)	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	LAKE WILSON RD AT OSCEOLA POLK LINE RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	RECKER HWY AT DERBY RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	SR 570 AT GATEWAY DR EXTENSION	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	US 92 AT SR 572/AIRPORT RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	US 98 AT GRIFFIN RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
-	WABASH AVE AT OLIVE RD	-	-	-	Intersection/Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-

* Poinciana Parkway Extension is anticipated to be outside of Polk County and adminstrated by Central Florida Expressway (CFX)

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS				
STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
Committed	400	SR 570 (Polk Parkway)	Barddock Rd	Interchange
Committed	401	SR 540 (Cypress Gardens Blvd)	US 17	Intersection Improvement
Committed	402	SR 559	CR 557A	Intersection Improvement
Committed	403	SR 572 (Drane Field Rd)	Don Emerson Drive	Intersection
Committed	404	US 92	SR 655 (Recker Hwy) to Kelly Ln	Intersection
Committed	405	CR 54	CR 547	Intersection
Committed	406	CR 54	Old Kissimmee Rd	Intersection
Committed	407	CR 580 (Johnson Ave)	Powerline Rd	Intersection
Committed	408	CR 547	Holly Hill Rd	Intersection
Committed	409	Poinciana Parkway	Lake Marion Creek Drive	Intersection
Committed	410	US 27	Four Corners Blvd	Intersection
Committed	411	County Line Road	US 92	Intersection
Committed	412	US 92	Wabash Ave	Intersection
Committed	413	US 17	9th Street NE	Intersection
Committed	414	SR 60	Alturas Rd	Intersection
Committed	415	SR 655	CR 542	Intersection
Committed	416	CR 557	Evenhouse Rd	Intersection
Committed	417	Dunson Rd	Buckingham Dr	Intersection
Committed	418	US 17	Spirit Lake Rd	Intersection
Committed	421	SR 60	80 Foot Road	Intersection
Committed	443	CR 37B (Lakeland Highlands Rd)	Deerfield Drive	Intersection
Committed	458	Waring Rd	Drane Field Rd	Intersection
Committed	461	Interstate 4	@ CR 557	Intersection Improvement
Committed	472	SR 60	E/O SR 653 Extension	Rail Grade Separation
Committed	485	SR 655 (Recker Highway), Chambers Rd to US 92	Thornhill Rd, 1/2 mi S of SR 655 to SR 655	Rail Grade Separation
Committed	486	SR 540	SR 549 (1st Street)	Intersection Improvement
Committed	488	US 27	@ SR 60	Interchange Reconstruction

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS

STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
High Priority Need	419	SR 17	Mountain Lake Cut-Off Rd	Traffic Signal/Roundabout
High Priority Need	420	SR 17	Burns Avenue	Traffic Signal/Roundabout
High Priority Need	422	CR 655	SR 60	Intersection
High Priority Need	423	SR 549	SR 544	Intersection
High Priority Need	424	US 27	Interstate 4	Interchange Reconstruction
High Priority Need	425	US 98 (John Singletary Bridge)	Peace River	Bridge Reconstruction
High Priority Need	426	US 17/92	CR 557	Intersection
High Priority Need	427	Logistics Parkway	SR 60	Intersection
High Priority Need	428	Thornhill Road	SR 540	Intersection
High Priority Need	429	Spirit Lake Road	SR 540	Intersection
High Priority Need	430	SR 33	SR 559	Intersection
High Priority Need	431	SR 33	Mount Olive Road	Intersection
High Priority Need	437	Charlotte Road	SR 544	Intersection
High Priority Need	439	CR 547	10th Street	Intersection
High Priority Need	440	CR 54	Heritage Pass	Intersection
High Priority Need	441	Old Highway 37	Schoolhouse Road	Intersection
High Priority Need	442	CR 542A (Galloway Rd)	10th Street	Intersection
High Priority Need	444	Old Bartow/Eagle Lake Rd	Spirit Lake Rd	Intersection
High Priority Need	445	CR 542A (Galloway Rd)	Swindell Rd	Intersection
High Priority Need	446	Duff Road	US 98	Intersection
High Priority Need	447	CR 35A (Kathleen Rd)	Duff Rd	Intersection
High Priority Need	448	Buckeye Loop Road	SR 542	Intersection
High Priority Need	449	Cypress Gardens Rd	Lake Ned Rd	Intersection
High Priority Need	450	West Daughtery Rd	Angus Drive to US 98	Intersection
High Priority Need	457	SR 17	Crystal Avenue	Intersection
High Priority Need	463	I-4	@ SR 33	Interchange Reconstruction
High Priority Need	465	US 27	@ CR 17	Intersection Improvement
High Priority Need	480	US 98	Griffin Road	Intersection
High Priority Need	481	SR 37 (S FI Ave)	Edgewood Drive	Intersection
High Priority Need	483	30th Street	Hinson Avenue	Intersection
High Priority Need	492	SR 659 (Combee Rd)	US 98	Intersection Realignment
High Priority Need	493	Commerce Point Drive	US 98	Intersection

MOMENTUM 2045 - INTERCHANGE AND INTERSECTION PROJECTS

STATUS	PROJECT ID	PROJECT	INTERSECTION	DESCRIPTION
Need	432	US 92	SR 572 (Airport Road)	Intersection
Need	433	Wabash Avenue	Olive Street	Intersection
Need	434	Thompson Nursery Road	US 27	Intersection
Need	435	I-4	CR 532	Interchange
Need	436	US 17/92	Poinciana Parkway	Interchange
Need	438	Central Polk Parkway	SR 60	Interchange
Need	451	Patterson Rd	Orchid Drive	Intersection
Need	452	Bates Rd	US 27	Intersection
Need	453	Patterson Rd	North 10th Street	Intersection
Need	454	Bates Rd	US 17/92	Intersection
Need	455	Baker Dairy Road	US 17/92	Intersection
Need	456	Baker Dairy Road	Powerline Rd	Intersection
Need	459	US 27	@ Cypress Gardens Boulevard (SR 540)	Intersection Improvement
Need	460	US 27	@ Dundee Road (SR 542)	Intersection Improvement
Need	462	Polk Parkway Interchange (SR 570)	@ Gateway Road	New Interchange
Need	464	US 27	@ SR 544 (Lucerne Park Road)	Intersection Improvement
Need	466	US 27	@ CR 547 (Bay Street)	Intersection Improvement
Need	467	US 27	@ Ronald Reagan Parkway	Intersection Improvement
Need	468	Central Polk Parkway	@ US 17/92	Interchange
Need	469	SR 60	@ CR 676	Rail Grade Separation
Need	470	SR 60	@ CR 37B (Lakeland Highlands Road Ext)	Rail Grade Separation
Need	471	SR 60	W/O CR 555	Rail Grade Separation
Need	473	SR 60	W of Central Avenue	Rail Grade Separation
Need	474	SR 540	@ Reynolds Rd	Intersection Improvement
Need	475	Central Polk Parkway	@ CR 544	Interchange
Need	476	Central Polk Parkway	@ CR 580	Interchange
Need	477	Central Polk Parkway	@ US 27	Interchange
Need	478	I-4	@ County Line Road	Reconstruct/
Need	479	Intersection/Realignment	Old Combee/Tenoroc Mine Rd/SR 659	Realignment of Old Combee and Tenoroc Mine Roads
Need	482	County Line Road	US 92	Intersection
Need	484	US 17	@ SR 544 (Avenue T NE)	Intersection Improvement
Need	487	I-4	@ Clark Road/Frontage Road	Interchange Reconstruction
Need	489	SR 559	Lake Matie Road	Intersection
Need	490	SR 559	Gapway Road	Intersection
Need	491	SR 572 (Airport Rd)	CR 542 (Old Tampa Highway)	Intersection Improvement
Need	500	Memorial Blvd	Kathleen Road	Intersection/New Road per Lakeland AAA Study

*High Priority intersection improvements anticipated to be funded by TMA or Other Roads.

Complete Streets Projects					
PROJECT ID	PROJECT	FROM	TO	MILES	DESCRIPT
30	SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	Reduce to 2 Lanes
44	SR 572 (DRANE FIELD RD)	AIRPORT ROAD	PIPKIN CREEK RD	1.94	Complete Street
45	US 17/92	US 17	ROCHELLE AVENUE	2.33	Complete Street
46	US 17/92	US 27	OSCEOLA CO/L	12.36	Complete Street
47	SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	Complete Street
48	SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	Complete Street
49	WABASH AVE	ARIANA ST	US 92 (NEW TAMPA HWY)	1.07	Complete Street
50	HIGHLAND/GREENWOOD STREET	CR 542 (OLD TAMPA HIGHWAY)	SR 563	2.05	Complete Street
51	SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	Complete Street
52	SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	Complete Street
53	CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	Complete Street
54	SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	Complete Street
55	US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	Complete Street
61	SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	Complete Street
62	SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	Complete Street
63	US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERI	SR 33 (LAKELAND HILLS BLVD)	1.02	Complete Street
65	SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	Complete Street
66	US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	Complete Street
67	PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	Complete Street

MOMENTUM 2045 VISION PROJECTS

PROJ ID	PROJECT	FROM	TO	MILES	DESCRIPT
7	CR 540 EXTENSION (WAVERLY RD)	SR 17 (N SCENIC HWY)	LAKE MABEL LOOP RD/POWERLINE EXT	0.98	New 4 Lanes
8	WAVERLY RD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2.26	Widen to 4 Lanes
60	MARCUM RD EXTENSION	US 98	DUFF RD	0.75	New 2 Lanes
113	WABASH AVE	ARIANA ST	US 92 (NEW TAMPA HWY)	1.07	Widen to 4 Lanes
130	POINCIANA PARKWAY	CR 542	MARIGOLD AVENUE	4.90	Widen to 4 Lanes
154	POLLARD ROAD EXTENSION	CSX ILC	THOMPSON NURSERY RD REALIGNMENT	1.59	New 2 Lanes
155	D R BRYANT EXTENSION	PARK BYRD ROAD	US 98	1.01	New 2 Lanes
156	BANANA ROAD CONNECTOR	PARK BYRD ROAD	US 98	1.38	New 2 Lanes
158	RAULERSON/D R BRYANT ROAD	CR 35A (KATHLEEN RD)	PARK BYRD ROAD	2.01	Improved 2/4 Lanes
217	NEW RD	NE POLK US 27 RELIEVER	CR 540A	2.42	New 2 Lanes
218	CR 653 EXTENSION	SR 60	OLD BARTOW LAKE WALES RD	0.97	New 2 Lanes
220	CONNECTOR A	US 17	SR 60/BNC PHASE II	5.53	New 4 Lanes
220	CONNECTOR A	US 17	SR 60/BNC PHASE II	0.80	New 4 Lanes
221	MT OLIVE RD EXTENSION	PACE RD	MT OLIVE RD	1.30	New 2 Lanes
222	SOUTHERN POLLARD RD EXTENSION	SR 60	ALTURAS LOOP RD	1.51	New 2 Lanes
223	COON LAKE RD	CR 653 (RATTLESNAKE ROAD)	THOMPSON NURSERY ROAD	0.76	New 2 Lanes
224	12TH ST EXTENSION	12TH ST	POLLARD RD EXTENSION	0.71	New 2 Lanes
225	YAROBOROUGH LANE EXTENSION	CREWS LAKE DRIVE	TILLERY RD/YARBOROUGH LN/CREWS LAK	0.52	New 2 Lanes
226	TILLERY ROAD/MCCALL ROAD EXTENSION	CREWS LAKE DRIVE	CR 540A	0.52	Improved 2 Lanes
233	GREEN ROAD	DAUGHTERY ROAD	DUFF ROAD	1.02	Improved 2/4 Lanes
258	ALMBURG ROAD (SUBSTANDARD GROVE ROAD)	STEWARD ROAD	LAKE MABLE LOOP ROAD	0.50	Improved 2/4 Lanes
259	LAKE MABEL LOOP ROAD REALIGNMENT	LAKE MABLE LOOP ROAD	H. L. SMITH ROAD S	0.45	New 2 Lanes
260	ALMBURG ROAD EXTENSION SOUTH	SR 17	LINCOLN AVENUE	1.97	New 2 Lanes
262	H.L. SMITH ROAD N EXTENSION	WATER TANK ROAD	BICE GROCE ROAD	0.50	New 2 Lanes
265	JAHNA SAND MINE ROAD EXTENSION	EXISTING JAHNA SAND MINE ROAD	HINSON AVENUE	1.29	New 2 Lanes
266	HAINES CITY - DAVENPORT EASTERN ROAD	HINSON AVENUE	BAKER DAIRY RD	1.01	New 2 Lanes
268	30TH STREET EXTENSION	BAKER AVENUE	MARSHALL ROAD N	0.66	New 4 Lanes
269	PINK APARTMENT ROAD EXTENSION	BATES ROAD EXTENSION	SNELL CREEK ROAD	0.65	New 2 Lanes
270	MARSHALL ROAD N	30TH STREET EXTENSION	BATES ROAD EXTENSION	0.36	Widen to 4 Lanes
279	H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABELL LOOP ROAD	WATER TANK ROAD E	2.53	Improved 2/4 Lanes
280	LAKE MABELL LOOP ROAD	H.L. SMITH REALIGNMENT	CR 17A	3.13	Improved 2/4 Lanes
281	BICE GROVE ROAD/JAHNA SAND MINE ROAD	BICE GROVE ROAD EXTENSION	JAHNA SAND MINE ROAD EXTENSION	2.39	Improved 2/4 Lanes
283	SNELL CREEK ROAD	PINK APARTMENT ROAD	WARNER ROAD	1.41	Improved 2/4 Lanes
284	BATES ROAD EXTENSION	MARSHALL ROAD	PINK APARTMENT EXTENSION	0.14	New 2 Lanes
285	30TH STREET	CR 544	BAKER AVENUE	2.54	Widen to 4 Lanes
286	DETOUR ROAD	CR 542 (LAKE HATCHINEHA RD)	SR 544	2.98	Widen to 4 Lanes
289	ALMBURG ROAD (SUBSTANDARD GROVE ROAD)	SR 17	STEWARD ROAD	0.51	Improved 2/4 Lanes
292	LINCOLN AVENUE	US 27	ALMBURG ROAD ROAD EXTENSION SOUTH	0.72	Improved 2/4 Lanes
296	LAKE MATTIE CONNECTOR	LAKE MATTIE ROAD	OLD LAKE ALFRED ROAD	1.16	New 2 Lanes
297	LAKE MATTIE CONNECTOR	ADAMS BARN ROAD	LAKE MATTIE ROAD CONNECTOR	0.30	New 2 Lanes
298	GATEWAY ROAD CONNECTOR	LAKELAND E-W CONNECTOR RD	BRADDOCK ROAD	2.48	New 2 Lanes
306	TILLERY RD/YARBOROUGH LN/CREWS LAKE RD CC	CREWS LAKE DRIVE	CREWS LAKE ROAD EXT	1.71	New 2 Lanes
326	WILLOWBROOK CONNECTOR	LUCERNE PARK ROAD (SR 544)	AVENUE T/NE BUCKEYE LOOP	1.70	New 2 Lanes
327	CUNNINGHAM ROAD	SR 653 (RATTLESNAKE ROAD)	THOMPSON NURSERY ROAD REALIGNMENT	1.33	New 2 Lanes
219A	PROPOSED CLEAR SPRINGS RD 2	SR 60	PSC CAMPUS	0.41	New 2 Lanes
219C	PROPOSED CLEAR SPRINGS RD 1	PROPOSED CLEAR SPRINGS 2	GASKIN RD	1.17	New 2 Lanes
AD4	GAPWAY ROAD	CR 655	SR 559	1.89	Improved 2 Lanes
CS1	CS1	CS4	CONNERSVILLE RD	0.37	New 2 Lanes
CS11	CS11	NORALYN MINE RD	US 17	1.68	New 2 Lanes
CS5	CS5	CS4	80 FOOT RD	2.69	New 2 Lanes
CS6	CS6	CR 640	CS5	4.51	New 2 Lanes

MOMENTUM 2045 VISION PROJECTS

PROJ ID	PROJECT	FROM	TO	MILES	DESCRIPT
CS7	CS7	US 17	CR 559 (80 FOOT RD)	4.27	New 2 Lanes
CS8	CS8	CR 555	US 17	2.41	New 2 Lanes
L1	WILLIAMS SOUTH LOOP CONNECTOR	WILLIAMS SOUITH LOOP ROAD (WEST)	WILLIAMS SOUITH LOOP ROAD (EAST)	0.87	New 2 Lanes
L14	GLENDALE PARKWAY EXTENSION	CR 37B (LAKELAND HIGHLANDS RD)	US 98	1.02	New 2 Lanes
L2	WILLIAMS SOUTH LOOP	UNIVERSITY BOULEVARD	GATEWAY ROAD CONNECTOR	3.61	New 2 Lanes
L3	HAMILTON ROAD EXTENSION	DRANE FIELD ROAD	GATEWAY BOULEVARD EXTENSION	1.44	New 2 Lanes
L4	HAMILTON ROAD	MEDULLA ROAD	DRANE FIELD ROAD	1.00	Improved 2 Lanes
L5	COUNTY LINE BACKAGE ROAD	WEST PIPKIN ROAD	MEDULLA ROAD	0.77	New 2 Lanes
L6	HAWTHORNE MILL BOULEVARD	EWELL ROAD	WEST PIPKIN ROAD	1.42	New 2 Lanes
L7	FLAGLER PARK BOULEVARD	SR 572 (AIRPORT ROAD)	CR 542	2.07	New 4 Lanes
L8	FLAGLER PARK BOULEVARD	SR 572 (AIRPORT ROAD)	NORTH PARKWAY FRONTAGE ROAD	1.70	New 2 Lanes
L9	MEDULLA ROAD EXTENSION	WEST PIPKIN ROAD	HAWTHORNE MILL BOULEVARD	1.95	New 2 Lanes
LA2	ADAMS BARN RD	SR 559	ADAMS BARN ROAD	2.00	Improved 2 Lanes
	GAPWAY RD AT SR 559	-	-	-	Intersection Improvements
	HINSON AVE AT 30TH ST	-	-	-	Intersection Improvements
	I-4 AT COUNTY LINE RD	-	-	-	Intersection Improvements
	LAKE MATTIE RD AT SR 559	-	-	-	Intersection Improvements
	SR 540 AT REYNOLD RD	-	-	-	Intersection Improvements
	SR 60 AT CENTRAL AVE	-	-	-	Intersection Improvements
	US 92 AT COUNTY LINE RD	-	-	-	Intersection Improvements

APPENDIX E

Transit Needs

Transit Needs	
Route / Geographical Area	**Description**
Gold Line	Increase Frequency, Hours of Service, Sunday Service
Pink Line	Increase Frequency, Hours of Service, Sunday Service
Green Line	Increase Frequency, Hours of Service, Sunday Service
Purple Line	Increase Frequency, Hours of Service
Orange Line	Increase Frequency, Hours of Service
Blue Line	Increase Frequency, Hours of Service, Sunday Service
Silver Line	Increase Frequency, Hours of Service
Route 22XW	Increase Frequency, Hours of Service
Route 30	Increase Frequency, Hours of Service
Route 40/44	Increase Frequency, Hours of Service
Yellow Line	Increase Frequency, Hours of Service, Sunday Service
Route 50	Increase Frequency, Hours of Service
Haines City/Eagle Ridge Mall	Add New Fixed-Route Service
Lakeland/Florida Polytechnic (Phase I)	Add New Fixed-Route Service
3X -Lakeland/Florida Polytechnic (Phase II)	Increase Frequency
4X - Lakeland Park Center	Maintain Existing Fixed Route Service
Mulberry Circulator	Add New Fixed-Route Service
Bartow Circulator	Add New Fixed-Route Service
Lake Wales Circulator	Add New Fixed-Route Service
Haines City Circulator	Add New Fixed-Route Service
Auburndale/Florida Polytechnic (Phase I)	Add New Fixed-Route Service
Auburndale/Florida Polytechnic (Phase II)	Add New Fixed-Route Service
North Lakeland Circulator	Add New Fixed-Route Service
Carter Rd Walmart/Bradley	Add New Fixed-Route Service
Bartow/Fort Meade	Add New Flex Service
Lake Wales/Frostproof	Add New Flex Service
Eagle Ridge Mall/Lake Wales	Add New Flex Service
Davenport/North Ridge (LYNX 427)	Maintain Existing Fixed Route Service
Davenport-North Ridge Flex (LYNX 427)	Maintain Existing Fixed Route Service
Poinciana/Haines City (LYNX 416)	Maintain Existing Fixed Route Service
Lakeland/Bartow Express	Express Add New Express Service
Lakeland/Winter Haven Express	Express Add New Express Service
Lakeland/SunRail Terminal Express	Express Add New Express Service
Lakeland to TIA Express (Phase I)	Add New Express Service
Lakeland to TIA Express (Phase II)	Increase Frequency
Lakeland to Orlando Airport Express (Phase I)	Add New Express Service
Lakeland to Orlando Airport Express (Phase II)	Increase Frequency
Fort Meade	Add New Call and Ride Service
Frostproof	Add New Call and Ride Service
Ridge	Add New Call and Ride Service
Poinciana	Add New Call and Ride Service
Davenport	Add New Call and Ride Service
Winter Haven Logistics Center	Add New Call and Ride Service
ADA Service	Maintain Existing ADA Paratransit Service
Commuter Services/Taxi Access Program	Maintain Existing Fixed Route Service
Miscellaneous	Add and Maintain Existing Fixed Route Service

	Time Frame					
	2021-2025*	2026-2029*	2030	2031-2035	2036-2045	TOTAL
Revenues per Forecast	$ 116,460,777	$ 103,130,040	$ 26,894,438	$ 142,134,016	$ 288,020,892	**$ 676,640,162**
Costs	$ 202,292,327	$ 210,314,942	$ 63,159,327	$ 370,804,980	$ 1,016,651,693	**$ 1,863,223,269**
Unfunded Needs	$ (85,831,550)	$ (107,184,902)	$ (36,264,889)	$ (228,670,965)	$ (728,630,801)	**$ (1,186,583,106)**
Time Frame Balance	$ -	$ -	$ -	$ -	$ -	**$ -**

* Estimates from 2021-2025 and 2026-2029 were developed as part of *My Ride: Polk Transit Development Plan 2017-2026 2020 Annual Progress Report,* Adopted August 12, 2020 by LAMTD, as this was the most current data available.

Additional estimates were forecasted based on TDP data.

APPENDIX F

Bicycle, Pedestrian, Compete Streets, Multi-Use Trails

BICYCLE, PEDESTRIAN, COMPLETE STREETS, AND MULTIUSE TRAIL PROJECTS
REVENUES AND EXPENDITURES BY LRTP TIME FRAME

	2025	2026-2029	2031-2035	2036-2045	TOTAL
Revenues per Forecast	$ 10,016,025	$ 52,461,000	$ 53,361,000	$ 107,111,000	**$ 222,949,025**
Costs	$ 32,009,868	$ 160,049,342	$ 160,049,342	$ 320,098,683	**$ 672,207,235**
Unfunded Needs	$ (21,993,843)	$ (107,588,342)	$ (106,688,342)	$ (212,987,683)	**$ (449,258,210)**
Time Frame Balance	$ -	$ -	$ -	$ -	$ -

It is assumed that the Bicycle, Pedestrian, and Complete Streets Needs identified throughout these tables which coincide with Roadway Capacity improvements (**Appendix C/D**) will be addressed as part of the associated projects and are shown here with estimated costs for informational purposes.

BICYCLE/PEDESTRIAN NEEDS — COMPLETE STREET CORRIDORS - HIGH PRIORITY					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
BERKLEY RD	US 92	AUBURNDALE RD	1.13	$ 216,567	$ 420,000
CLUBHOUSE RD	LAKELAND HIGHLANDS RD	US 98	2.70	$ 517,462	$ 1,003,543
CR 655 (RIFLE RANGE ROAD)*	ROBIN DRIVE	US 17	5.20	$ 3,966,456	$ 7,692,376
HIGHLANDS STREET/GREENWOOD STREET*	CR 542 (OLD TAMPA HIGHWAY)	SR 563	2.00	$ 3,215,488	$ 6,235,980
SHEPHERD RD	CHELSEA OAKS DR	SR 37 (FLORIDA AVE S)	1.04	$ 199,318	$ 386,550
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	$ 305,497	$ 592,468
SR 33 (MASSACHUSETTS AVENUE)*	LAKE MORTON DRIVE	GRENADA STREET	2.59	$ 923,414	$ 1,790,830
SR 37 (FLORIDA AVE S)	ALAMO DR	BEACON RD	2.50	$ 480,806	$ 932,454
SR 37 (FLORIDA AVE S)	ARIANA ST	US 92 (MEMORIAL BLVD)	2.35	$ 451,957	$ 876,506
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	$ 191,831	$ 372,029
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	$ 287,443	$ 557,456
SR 544 (HAVENDALE BLVD)*	US 92	US 17	3.20	$ 7,551,645	$ 14,645,340
SR 544 (LUCERNE PARK RD)*	AVENUE T NW	OLD LUCERNE PARK RD	2.06	$ 1,209,957	$ 2,346,540

BICYCLE/PEDESTRIAN NEEDS — COMPLETE STREET CORRIDORS - HIGH PRIORITY					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
SR 549/FIRST STREET*	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUE T)	2.80	$ 9,970,415	$ 19,336,200
SR 653 (HARDEN BLVD)	POLK PARKWAY (SR 570)	W GREENWOOD ST	2.60	$ 498,297	$ 966,376
SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	1.94	$ 371,806	$ 721,065
SR 60	WEST OF SR 37 (CHURCH AVE)	EAST OF SR 37 (CHURCH AVE)	0.67	$ 192,136	$ 372,620
SR 659 (COMBEE RD)*	US 98	HARDIN COMBEE RD	3.30	$ 15,424,954	$ 29,914,500
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOL RD	3.07	$ 589,859	$ 1,143,947
US 17/92	US 27	OSCEOLA CO/L	12.36	$ 2,370,120	$ 4,596,510
US 17/92	US 17	ROCHELLE AVENUE	2.33	$ 446,794	$ 866,494
HILLCREST HEIGHTS NEIGHBORHOOD			0.10	$ 19,187	$ 37,211
US 27	HUNT BROTHERS RD	WASHINGTON AVE	2.95	$ 566,803	$ 1,099,234
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	US 98 (LAKE PARKER AVE S)	2.00	$ 384,001	$ 744,715
US 92 (MAGNOLIA AVE)	POLK PARKWAY (SR 570)	BENNETT ST	3.05	$ 585,601	$ 1,135,689
US 98	INTERSTATE 4	YALE ST	2.01	$ 385,672	$ 747,955
US 98	YALE ST	RITTER RD	1.91	$ 366,484	$ 710,744
US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	2.36	$ 452,828	$ 878,196
US 98	KELTON HILL LN	AVON PARK CUT OFF RD S	0.12	$ 23,025	$ 44,654
WABASH AVE*	ARIANA ST	US 92 (NEW TAMPA HWY)	0.70	$ 2,484,899	$ 4,819,107
TOTAL PROJECTED COST				**$ 54,650,721**	**$ 105,987,288**

Notes:
** Projects identified in the Complete Streets Action Plan use cost estimates as documented in that report, inflated to 2020$.*
Additional costs as estimated using the FDOT District 1 2045 Costing spreadsheet.

BICYCLE/PEDESTRIAN NEEDS — FUTURE COMPLETE STREETS CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	1.02	$ 195,056	$ 378,284
BEACON ROAD	SR 563 (HARDEN BLVD)	LAKE HOLLINGSWORTH DRIVE	1.45	$ 278,780	$ 540,654
CHARLOTTE RD/DAIRY RD	SR 544 (HAVENDALE BLVD)	LAKE ALFRED RD	1.62	$ 310,667	$ 602,495
COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	0.53	$ 101,854	$ 197,531
CR 37B (LAKELAND HIGHLANDS RD)	CR 540A	LAKE MIRIAM DR	1.50	$ 288,282	$ 559,083
CR 540A (CENTRAL BARN RD)	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2.78	$ 533,840	$ 1,035,306
CR 542 (MAIN ST E)	US 98 (LAKE PARKER AVE)	SR 659 (COMBEE ROAD)	2.11	$ 405,301	$ 786,024
CR 542 (MAIN ST E/K-VILLE AVE)	SR 659 (COMBEE ROAD)	THORNHILL RD	5.97	$ 1,145,261	$ 2,221,070
CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	4.29	$ 823,412	$ 1,596,890
CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)	SR 659 (COMBEE ROAD)	LAKE ARIANA BLVD	6.05	$ 1,159,511	$ 2,248,707
CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	3.33	$ 638,803	$ 1,238,867
CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2.81	$ 538,737	$ 1,044,803
CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	1.29	$ 246,779	$ 478,592
CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	1.04	$ 198,731	$ 385,410
CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	0.67	$ 128,483	$ 249,175
DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2.18	$ 417,482	$ 809,647
DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	1.26	$ 241,118	$ 467,614
FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	1.71	$ 327,906	$ 635,928
LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	1.81	$ 346,731	$ 672,436
LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	1.78	$ 341,594	$ 662,472
MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2.17	$ 416,570	$ 807,878
MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	1.65	$ 317,301	$ 615,360
MARIGOLD AVENUE	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	4.49	$ 861,302	$ 1,670,372
PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	1.26	$ 241,374	$ 468,111
PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	0.52	$ 99,008	$ 192,012
REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	3.50	$ 670,538	$ 1,300,414
SHEPHERD RD	BAILEY RD	SR 37	2.44	$ 467,940	$ 907,503
SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	1.25	$ 240,474	$ 466,364
SR 33	I-4 @ SOCRUM LOOP RD N	I-4	4.76	$ 912,525	$ 1,769,713
SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	1.92	$ 367,201	$ 712,134
SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	0.75	$ 143,424	$ 278,150

BICYCLE/PEDESTRIAN NEEDS — FUTURE COMPLETE STREETS CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
SR 37 (CHURCH AVE N)	SR 60 (CANAL STREET E)	SHEPHERD RD	3.10	$ 594,615	$ 1,153,170
SR 37 (FLORIDA AVE S)	SR 570 (POLK PARKWAY)	ARIANA ST	2.05	$ 393,489	$ 763,116
SR 37 (FLORIDA AVE S)	ALAMO DR W	SR 570 (POLK PARKWAY)	0.96	$ 184,399	$ 357,615
SR 37 (FLORIDA AVE S)	SHEPHERD RD	PIPKIN RD W	2.67	$ 511,170	$ 991,341
SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	1.05	$ 200,469	$ 388,782
SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	14TH ST SE	1.32	$ 252,598	$ 489,879
SR 563 (HARDEN BLVD)	SR 570 (POLK PARKWAY)	ARIANA ST	2.05	$ 393,720	$ 763,565
SR 60 (HESPERIDES RD)	SR 17 (RIDGE SCENIC HIGHWAY)	STOKES RD	3.83	$ 733,504	$ 1,422,527
SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	1.30	$ 250,193	$ 485,214
SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	1.19	$ 227,846	$ 441,875
THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	0.67	$ 129,312	$ 250,782
THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	1.41	$ 270,393	$ 524,388
US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4.73	$ 906,192	$ 1,757,430
US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	0.51	$ 97,433	$ 188,958
US 27	CR 547	I-4	5.24	$ 1,004,706	$ 1,948,485
US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	3.35	$ 642,919	$ 1,246,850
US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	5.88	$ 1,127,925	$ 2,187,450
US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	1.93	$ 370,897	$ 719,302
US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2.29	$ 439,998	$ 853,313
US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	0.91	$ 174,548	$ 338,510
US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	2.14	$ 410,295	$ 795,708
US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	1.01	$ 193,840	$ 375,926
US 98	DAUGHTERY RD W	ROCK RIDGE RD	5.59	$ 1,071,047	$ 2,077,143
US 98	SLEEPY HILL RD	DAUGHTERY RD W	1.75	$ 336,467	$ 652,529
US 98	EDGEWOOD DR E	LAKE PARKER AVE S	2.41	$ 461,302	$ 894,629
US 98	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	1.12	$ 215,620	$ 418,164
US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	3.51	$ 672,830	$ 1,304,858
US 98 (BROADWAY AVE N)	SR 60 (VAN FLEET DRIVE W)	LYLE PKWY	0.61	$ 116,719	$ 226,360
TOTAL PROJECTED COST				**$ 25,790,432**	**$ 50,016,869**

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	SR 559	1.82	$ 349,498	$ 677,802
ALAMO DRIVE	OLD HIGHWAY 37	SR 37	0.25	$ 47,657	$ 92,423
ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	0.75	$ 144,553	$ 280,339
AMERICAN SUPERIOR BLVD/HOOVER RD/ SHELL RD/LK ELOISE DR W	CR 655 (SNIVELY AVE)	AVE Z SE	1.69	$ 323,502	$ 627,385
ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	0.99	$ 190,171	$ 368,809
AVE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	3.57	$ 684,157	$ 1,326,825
AVENUE C SE	1ST STREET SOUTH	6TH STREET	0.50	$ 96,468	$ 187,086
AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	0.39	$ 75,690	$ 146,791
AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	0.50	$ 96,588	$ 187,319
AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	0.25	$ 47,752	$ 92,607
AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	0.50	$ 96,335	$ 186,829
BAILEY ROAD	SR 60	SHEPHERD ROAD	2.05	$ 393,762	$ 763,644
BAKER AVENUE E/BAKER DAIRY RD	US 17/92	POWER LINE ROAD	1.67	$ 320,252	$ 621,083
BANANA ROAD	CAMPBELL ROAD N	US 98	1.76	$ 338,186	$ 655,863
BATES ROAD	US 27	US 17/92	1.57	$ 300,195	$ 582,186
BELLA VISTA STREET	MARTIN LUTHER KING JR AVENUE	LAKE PARKER DRIVE W	1.03	$ 197,541	$ 383,103
BELLA VISTA STREET W/KENDRICK LN	CR 542A (GALLOWAY RD N)	SR 539 (KATHLEEN ROAD)	1.41	$ 269,960	$ 523,549
BOLENDER RD	SR 559 (POLK CITY ROAD)	LAKE ALFRED RD	1.61	$ 307,774	$ 596,885
BRIDGERS AVE	US 92	US 92 (MAGNOLIA AVENUE)	2.04	$ 391,574	$ 759,402
BROADWAY AVE N	MAIN ST	SR 60 (VAN FLEET DRIVE)	0.52	$ 100,525	$ 194,954
BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	1.45	$ 278,173	$ 539,478
BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	1.16	$ 223,188	$ 432,842
CAMELLIA DRIVE	SR 540	LAKE SHIPP DR S	0.79	$ 151,911	$ 294,610
CAMPBELL RD N	CR 35A (KATHLEEN RD)	CR 35A (SOCRUM LOOP RD W)	3.30	$ 631,831	$ 1,225,347
CANAL AVE/LAKE PARKER DR E/IDLEWILD ST/ MORGAN COMBEE RD	CR 542 (MAIN STREET E)	FISH HATCHERY RD	2.43	$ 465,591	$ 902,947
CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	0.52	$ 100,426	$ 194,763
CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD	US 98	CR 582 (FLORIDA AVENUE N)	1.34	$ 257,473	$ 499,331
CARTER ROAD	SR 37	CR 540A	2.81	$ 537,850	$ 1,043,083
CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	1.38	$ 265,308	$ 514,527
CENTRAL AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	0.84	$ 161,766	$ 313,722
CENTRAL AVENUE	SR 60	US 27	0.61	$ 116,020	$ 225,004
CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	0.26	$ 49,667	$ 96,321
CHERRY LANE	LUNN ROAD	OLD HIGHWAY 37	1.01	$ 193,439	$ 375,147
CHESTNUT RD N	US 92 (NEW TAMPA HWY)	10TH ST W	1.47	$ 282,629	$ 548,118
CLEVELAND HEIGHTS BLVD	WESTOVER STREET	LAKE HOLLINGSWORTH DRIVE	1.42	$ 271,801	$ 527,119
CLEVELAND HEIGHTS BLVD	WESTOVER STREET	HALLAM DRIVE	1.02	$ 195,529	$ 379,200
COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	0.89	$ 170,899	$ 331,435
COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	1.58	$ 303,027	$ 587,678

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	1.04	$ 199,825	$ 387,532
CORONET RD	SR 60	COUNTY LINE ROAD	1.92	$ 367,909	$ 713,508
COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2.40	$ 460,918	$ 893,885
COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	3.01	$ 577,837	$ 1,120,632
COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4.53	$ 869,308	$ 1,685,899
CR 17	CR 557	US 27	1.90	$ 364,402	$ 706,706
CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	1.69	$ 324,807	$ 629,916
CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	1.67	$ 320,494	$ 621,553
CR 17A (CHALET SUZANNE RD)	SR 17 (RIDGE SCENIC HIGHWAY)	US 27	1.74	$ 332,927	$ 645,665
CR 17A (MASTERPIECE GARDENS RD/ MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	6.05	$ 1,159,855	$ 2,249,373
CR 17B (BUCK MOORE RD)	SR 60	CR 17A (BURNS AVE)	1.40	$ 268,989	$ 521,667
CR 17B (ELEVENTH ST S/HUNT BROTHERS RD)	US 27	SR 60	3.30	$ 632,866	$ 1,227,354
CR 35A (KATHLEEN RD)	CR 542A (GALLOWAY RD N)	DUFF RD	2.88	$ 551,454	$ 1,069,467
CR 35A (KATHLEEN RD)	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2.26	$ 432,489	$ 838,752
CR 35A (KATHLEEN RD)	I-4	CR 542A (GALLOWAY RD N)	2.39	$ 458,640	$ 889,467
CR 35A (SOCRUM LOOP RD W)	CR 35A (KATHLEEN RD)	US 98	3.17	$ 607,795	$ 1,178,731
CR 37A (SCOTT LAKE RD)	CR 540A	HALLAM DR	2.09	$ 400,393	$ 776,505
CR 37B (LAKELAND HIGHLANDS RD)	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	1.04	$ 199,799	$ 387,481
CR 37B (LAKELAND HIGHLANDS RD)	LAKE MIRIAM DR	SR 570 (POLK PARKWAY)	1.49	$ 286,462	$ 555,553
CR 54 (RONALD REGAN PKWY)	US 27	CHAMPIONS GATE BLVD	2.12	$ 405,973	$ 787,327
CR 54 (RONALD REGAN PKWY)	CHAMPIONS GATE BLVD	LAKE WILSON RD	2.25	$ 431,964	$ 837,733
CR 54 (RONALD REGAN PKWY)	LAKE WILSON RD	US 17/92	2.06	$ 394,349	$ 764,783
CR 540 (CLUBHOUSE RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	2.70	$ 517,786	$ 1,004,173
CR 540A (CENTRAL BARD RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	3.28	$ 628,206	$ 1,218,316
CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2.25	$ 431,622	$ 837,069
CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	1.65	$ 317,002	$ 614,780
CR 542 (AVE G NW)	LAKE HOWARD DR NW	SR 655 (RECKER HIGHWAY)	1.72	$ 330,357	$ 640,681
CR 542 (K-VILLE AVE)	THORNHILL ROAD	SR 655 (RECKER HIGHWAY)	2.03	$ 389,056	$ 754,518
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	10TH ST W	2.54	$ 486,275	$ 943,060
CR 542A (GALLOWAY RD)	10TH ST W	CR 35A (KATHLEEN ROAD)	2.56	$ 490,720	$ 951,681
CR 544/LAKE MARION RD W/JIM EDWARDS RD	SR 17 (RIDGE SCENIC HIGHWAY)	CR 542 (LAKE HATCHINEHA ROAD)	0.60	$ 114,761	$ 222,562
CR 544A (DERBY AVE W)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD)	2.14	$ 410,263	$ 795,646
CR 546 (KOKOMO RD)	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	0.94	$ 179,549	$ 348,209
CR 546 (KOKOMO RD)	SR 17 (RIDGE SCENIC HIGHWAY)	CR 544	1.50	$ 288,298	$ 559,114
CR 547 (JACKSON HWY/BAY ST)	US 27	CR 547 (LEE JACKSON HWY)	2.25	$ 430,659	$ 835,202
CR 547 (JACKSON HWY/RAILROAD AVE)	CR 547 (BAY ST)	CR 54 (RONALD REGAN PKWY)	6.58	$ 1,260,651	$ 2,444,853
CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2.81	$ 539,181	$ 1,045,664
CR 557/POMELO ST	US 17/92	I-4	3.46	$ 663,226	$ 1,286,232
CR 557A (POLK CITY RD)	SR 559	CR 557	1.65	$ 317,216	$ 615,195

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
CR 559A (AUBURNDALE CUTOFF ROAD)	CR 655 (BERKLEY ROAD)	SR 559	1.94	$ 371,729	$ 720,916
CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	1.68	$ 322,784	$ 625,993
CR 580 (JOHNSON AVE E/CYPRESS PKWY/ MARION CREEK RD)	POWER LINE ROAD	OSCEOLA COUNTY LINE	2.24	$ 429,786	$ 833,508
CR 580 (JOHNSON AVE E/CYPRESS PKWY/ MARION CREEK RD)	POWER LINE ROAD	OSCEOLA COUNTY LINE	1.88	$ 360,192	$ 698,541
CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	1.20	$ 230,582	$ 447,181
CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	0.77	$ 147,856	$ 286,746
CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	1.76	$ 337,623	$ 654,771
CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	3.81	$ 729,952	$ 1,415,639
CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	1.00	$ 191,872	$ 372,108
CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	1.22	$ 233,530	$ 452,898
CR 630 (BREWSTER RD)	SR 37	US 17/98	0.38	$ 73,047	$ 141,665
CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	4.62	$ 885,075	$ 1,716,477
CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (RIDGE SCENIC HIGHWAY)	2.52	$ 483,116	$ 936,935
CR 640	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	0.99	$ 189,258	$ 367,039
CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROAD	SR 60	CR 540A (ELOISE LOOP RD)	6.16	$ 1,181,268	$ 2,290,900
CR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	1.13	$ 217,518	$ 421,844
CR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4.37	$ 836,970	$ 1,623,184
CR 655 (BERKLEY RD)	PACE ROAD	SR 33 (COMMON WEALTH AVE SW)	3.23	$ 619,512	$ 1,201,455
CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	1.08	$ 207,733	$ 402,868
CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	4.18	$ 801,451	$ 1,554,300
CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	0.95	$ 182,256	$ 353,460
CREWS LAKE DRIVE/CREWSLAKE ROAD/ LAKELAND HIGHLANDS ROAD	CR 540A	CR 540A	3.53	$ 677,398	$ 1,313,716
CRUMP RD	COUNTRY CLUB RD S	US 27	2.18	$ 417,877	$ 810,413
CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	1.21	$ 231,817	$ 449,577
CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	3.88	$ 743,763	$ 1,442,423
CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2.00	$ 383,038	$ 742,848
CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	0.91	$ 174,076	$ 337,595
DEESON ROAD	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2.22	$ 424,842	$ 823,920
DENTON AVE	CR 655 (BERKLEY ROAD)	LAKE ARIANA BLVD	0.44	$ 84,268	$ 163,425
DETOUR ROAD	CR 542 (HATCHINEHA RD)	CR 544	3.02	$ 579,456	$ 1,123,773
DRANE FIELD RD	COUNTY LINE RD	SR 572 (AIRPORT RD)	2.28	$ 436,716	$ 846,948
DUFF RD	CR 35A (KATHLEEN RD)	US 98	3.03	$ 581,703	$ 1,128,131
DUNDEE ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	0.87	$ 166,905	$ 323,689
EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	1.01	$ 193,188	$ 374,661
EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2.19	$ 420,056	$ 814,638

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	0.72	$ 138,540	$ 268,678
EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2.00	$ 383,023	$ 742,819
EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	1.25	$ 239,922	$ 465,294
ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	1.32	$ 253,529	$ 491,683
Ernest M Smith Boulevard	US 98	US 17	1.90	$ 364,061	$ 706,044
Ernie Caldwell Blvd	US 27	Pine Tree Trail	2.54	$ 487,949	$ 946,308
EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	1.13	$ 217,380	$ 421,578
EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	5.28	$ 1,012,701	$ 1,963,990
EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	0.64	$ 122,066	$ 236,730
FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	0.38	$ 71,961	$ 139,558
FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	0.88	$ 168,727	$ 327,221
FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2.01	$ 385,163	$ 746,968
FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	0.90	$ 171,734	$ 333,053
FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	0.65	$ 124,241	$ 240,948
GAPWAY ROAD	CR 655 (BERKLEY ROAD)	SR 559	1.93	$ 369,836	$ 717,244
GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	1.19	$ 228,872	$ 443,865
GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	3.33	$ 638,849	$ 1,238,958
GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	1.05	$ 201,798	$ 391,359
GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	0.67	$ 128,270	$ 248,762
GREEN ROAD	DAUGHTERY RD W	DUFF RD	1.01	$ 193,749	$ 375,748
H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2.02	$ 387,727	$ 751,941
HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	1.61	$ 308,813	$ 598,898
HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	1.54	$ 294,535	$ 571,208
HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	0.75	$ 144,106	$ 279,474
HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	0.23	$ 43,834	$ 85,010
HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	0.98	$ 188,725	$ 366,005
HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	1.48	$ 283,251	$ 549,326
HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	0.25	$ 48,051	$ 93,189
HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	0.50	$ 96,636	$ 187,412
HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2.19	$ 420,175	$ 814,869
HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	0.66	$ 125,933	$ 244,229
HOLLY HILL ROAD	CR 547	US 27	1.97	$ 378,060	$ 733,193
INGRAHAM AVENUE	US 98	US 92 (MEMORIAL BLVD)	0.88	$ 168,808	$ 327,379
INGRAHAM AVENUE	LAKE HOLLINGSWORTH DRIVE	US 98	0.87	$ 167,484	$ 324,810

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	1.16	$ 222,229	$ 430,982
LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	SR 559 (POLK CITY ROAD)	2.16	$ 413,834	$ 802,572
LAKE ELBERT DRIVE, 11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	1.68	$ 322,998	$ 626,409
LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2.79	$ 534,795	$ 1,037,160
LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	1.07	$ 205,639	$ 398,807
LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	1.81	$ 347,593	$ 674,107
LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (RIDGE SCENIC HIGHWAY)	1.14	$ 219,021	$ 424,759
LAKE MATTIE ROAD/ADAMS BARN ROAD	SR 559 (POLK CITY ROAD)	LAKE ALFRED ROAD	4.10	$ 786,615	$ 1,525,529
LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2.22	$ 425,380	$ 824,963
LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	0.98	$ 188,740	$ 366,034
LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2.04	$ 390,181	$ 756,700
LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	3.16	$ 605,409	$ 1,174,105
LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	4.94	$ 947,327	$ 1,837,205
LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	1.09	$ 208,555	$ 404,462
LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	1.94	$ 371,916	$ 721,278
LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	1.00	$ 191,979	$ 372,316
LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	0.62	$ 119,638	$ 232,021
LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	0.75	$ 144,047	$ 279,358
LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	0.25	$ 48,832	$ 94,703
LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2.19	$ 418,998	$ 812,587
LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	1.50	$ 287,392	$ 557,355
LK MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	3.01	$ 577,462	$ 1,119,906
LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	1.50	$ 288,167	$ 558,858
LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	0.82	$ 156,418	$ 303,350
LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	1.54	$ 294,421	$ 570,988
LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	1.00	$ 190,837	$ 370,101
LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	4.32	$ 828,938	$ 1,607,606
LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	1.57	$ 300,775	$ 583,309
M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	0.76	$ 146,617	$ 284,342
MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	0.38	$ 72,721	$ 141,032
MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	0.96	$ 183,299	$ 355,482
MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	1.00	$ 190,927	$ 370,276
MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	1.01	$ 193,070	$ 374,432
MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	0.51	$ 98,049	$ 190,152
MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	0.83	$ 158,927	$ 308,216
MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	0.47	$ 89,476	$ 173,526
MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	0.30	$ 56,684	$ 109,930

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	0.75	$ 144,433	$ 280,106
MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	0.77	$ 146,950	$ 284,988
McNICHOLS AVE/KEYSTONE RD	SR 559 (LAKE ARIANA BLVD)	LAKE ALFRED RD	1.21	$ 231,633	$ 449,219
MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2.16	$ 414,069	$ 803,027
MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	0.76	$ 145,237	$ 281,667
MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	1.00	$ 191,928	$ 372,216
MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2.26	$ 432,875	$ 839,500
MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2.73	$ 523,997	$ 1,016,218
MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	0.67	$ 129,133	$ 250,436
NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	1.58	$ 303,766	$ 589,110
NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	0.61	$ 116,270	$ 225,490
NINETY-ONE MINE RD	SR 60	US 17	2.79	$ 534,912	$ 1,037,386
NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT DR W	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2.03	$ 389,914	$ 756,183
NORTH BLVD	US 27	HOLLY HILL ROAD	0.49	$ 94,843	$ 183,934
NORTH BLVD	HOLLY HILL ROAD	CR 547 N	1.81	$ 347,478	$ 673,883
ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	1.00	$ 192,455	$ 373,240
OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	7.19	$ 1,378,745	$ 2,673,879
OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	4.35	$ 834,983	$ 1,619,330
OLD BERKLEY ROAD	GAPWAY ROAD	CR 559A (AUBURNDALE CUTOFF ROAD)	2.62	$ 501,926	$ 973,415
OLD COMBEE ROAD	CR 582 (SOCRUM LOOP ROAD N)	SR 33	0.65	$ 125,152	$ 242,715
OLD COMBEE ROAD	SR 33	SR 659 (COMBEE RD N)	1.96	$ 376,715	$ 730,584
OLD DADE CITY RD/ROCK RIDGE RD	CR 35A (SOCRUM LOOP RD W)	US 98	2.12	$ 406,939	$ 789,201
OLD HAINES CITY LAKE ALFRED ROAD/ KENTUCKY STREET	US 17/92	US 17/92	4.59	$ 879,147	$ 1,704,980
OLD HIGHWAY 37	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	1.43	$ 274,507	$ 532,367
OLD HIGHWAY 37	SHEPHERD RD	PIPKIN RD W	2.56	$ 491,278	$ 952,764
OLD LAKE ALFRED RD	SR 559 (LAKE ARIANA BLVD)	STADIUM RD/LAKE ALFRED RD	0.47	$ 90,619	$ 175,742
OLD LAKE ALFRED ROAD	CR 557	CR 557A	3.48	$ 666,436	$ 1,292,457
OLD LUCERNE PARK ROAD	SR 544 (LUCERNE PARK ROAD)	SR 544 (LUCERNE PARK ROAD)	3.38	$ 647,107	$ 1,254,973
OLD MEDULLA ROAD	PIPKIN ROAD W	PIPKIN ROAD SOUTH	1.24	$ 236,898	$ 459,429
OLD NINE FOOT RD/EAGLE DR/GILBERT STREET	3RD ST N	SR 540	0.71	$ 135,591	$ 262,959
OLD POLK CITY RD	CR 582 (SOCRUM LOOP ROAD N)	WALT WILLIAMS RD	2.56	$ 491,038	$ 952,298
OLD POLK CITY RD	WALT WILLIAMS RD	SR 33	4.18	$ 800,569	$ 1,552,590
OLIVE STREET	WABASH AVENUE S	LAKE BEULAH DRIVE	1.27	$ 242,712	$ 470,704
ORANGE STREET	NEW YORK AVENUE S	US 98 (LAKE PARKER AVE S)	1.13	$ 216,231	$ 419,349

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	0.50	$ 95,565	$ 185,334
ORCHID DRIVE	PATTERSON ROAD	CR 547	1.00	$ 191,503	$ 371,393
Pace Road	SR 570 (Polk Parkway)	CR 655	1.08	$ 207,096	$ 401,634
PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	0.59	$ 113,936	$ 220,963
PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2.00	$ 384,362	$ 745,416
PATTERSON ROAD	US 27	10TH STREET N	0.86	$ 165,334	$ 320,641
PATTERSON ROAD	10TH STREET N	BATES ROAD	1.01	$ 194,301	$ 376,818
PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	0.51	$ 96,831	$ 187,790
PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	1.57	$ 300,888	$ 583,529
PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	0.27	$ 52,225	$ 101,283
Pine Tree Trail	Ernie Caldwell Blvd	CR 54 (Ronald Reagan Parkway)	1.98	$ 379,052	$ 735,117
PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	0.50	$ 96,046	$ 186,267
PIPKIN RD WEST	PIPKIN RD SOUTH	SR 37 (FLORIDA AVENUE S)	2.06	$ 394,349	$ 764,783
PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	1.64	$ 314,037	$ 609,030
PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	1.70	$ 326,428	$ 633,060
PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	2.10	$ 403,407	$ 782,350
POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	4.90	$ 939,680	$ 1,822,376
POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	1.54	$ 296,011	$ 574,072
POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	3.78	$ 724,928	$ 1,405,895
PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	1.33	$ 254,979	$ 494,496
RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	1.55	$ 297,336	$ 576,641
Research Way	University Boulevard	University Boulevard	1.73	$ 331,907	$ 643,687
ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	0.72	$ 138,496	$ 268,593
ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	0.60	$ 115,529	$ 224,051
SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	0.70	$ 134,468	$ 260,781
SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2.52	$ 483,678	$ 938,025
SIXTH STREET SW	AVENUE K SW	US 17	0.50	$ 96,150	$ 186,469
SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	0.99	$ 190,654	$ 369,745
SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	1.45	$ 278,603	$ 540,310
SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2.73	$ 524,197	$ 1,016,605
SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	0.61	$ 116,354	$ 225,652
SPIRIT LAKE RD	US 17	SR 540	3.55	$ 680,705	$ 1,320,130
SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	1.76	$ 336,710	$ 653,002

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
SR 17 (RIDGE SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	4.31	$ 826,720	$ 1,603,306
SR 17 (RIDGE SCENIC HIGHWAY)	CR 630A (FORT MEADE ROAD)	CR 630	1.81	$ 346,896	$ 672,755
SR 17 (RIDGE SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	6.50	$ 1,245,638	$ 2,415,737
SR 17 (RIDGE SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	4.07	$ 779,982	$ 1,512,664
SR 17 (RIDGE SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	3.83	$ 734,066	$ 1,423,617
SR 17 (RIDGE SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	3.60	$ 689,955	$ 1,338,069
SR 17 (RIDGE SCENIC HIGHWAY)	CR 630	SEMINOLE AVE	0.98	$ 187,024	$ 362,706
SR 17 (RIDGE SCENIC HIGHWAY)/TENTH STREET S	SR 544	US 17/92 (HINSON AVENUE E)	1.55	$ 296,311	$ 574,654
SR 33	I-4	OLD POLK CITY RD	2.63	$ 503,615	$ 976,689
SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	3.41	$ 653,204	$ 1,266,796
SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	0.55	$ 105,751	$ 205,088
SR 37	CR 640	ALAFIA RIVER (NORTH PRONG)	2.67	$ 511,648	$ 992,269
SR 37 (CHURCH AVE S)	ALAFIA RIVER (NORTH PRONG)	SR 60 (CANAL STREET E)	0.40	$ 77,504	$ 150,307
SR 37 (FLORIDA AVE S)	PIPKIN RD W	ALAMO DR W	0.54	$ 104,028	$ 201,747
SR 540 (CYPRESS GARDENS BLVD)	CYPRESS GARDENS RD	US 27	1.83	$ 349,950	$ 678,678
SR 540 (CYPRESS GARDENS BLVD)	9TH ST SE	CR 550 (OVERLOOK DRIVE SE)	1.38	$ 264,139	$ 512,261
SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	1.05	$ 200,469	$ 388,782
SR 540 (WINTER-LAKE RD)	SR 570 (POLK PARKWAY)	SPIRIT LAKE RD	3.90	$ 746,919	$ 1,448,543
SR 540 (WINTER-LAKE RD)	SPIRIT LAKE RD	US 17 (FIFTH STREET N)	2.73	$ 522,707	$ 1,013,716
SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	0.50	$ 95,064	$ 184,362
SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	3.39	$ 650,558	$ 1,261,664
SR 542 (DUNDEE ROAD)	14TH ST SE	CARL FLOYD RD	1.79	$ 343,146	$ 665,483
SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	2.83	$ 541,972	$ 1,051,077
SR 544 (AVE T NW)	US 17 (LAKE ALFRED ROAD)	1ST ST N	0.50	$ 95,670	$ 185,539
SR 544 (SCENIC HWY S)	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	1.79	$ 343,511	$ 666,191
SR 546 (MEMORIAL BLVD W)	I-4	WABASH AVE N	2.44	$ 468,159	$ 907,927
SR 548 (BARTOW ROAD)	SR 35 (FLORIDA AVE N)	MAIN STREET E	0.80	$ 154,231	$ 299,109
SR 559	I-4	SR 33	2.42	$ 463,529	$ 898,949
SR 559	GAPWAY ROAD	I-4	3.61	$ 691,682	$ 1,341,419
SR 559 (BARTOW AVE)	US 92	LAKE STELLA DRIVE	0.68	$ 130,856	$ 253,777
SR 559 (LAKE ARIANA BLVD)	LAKE STELLA DRIVE	GAPWAY ROAD	3.10	$ 594,098	$ 1,152,169
SR 559 (LAKE STELLA DR)	SR 559	SHELBY ST	0.21	$ 40,230	$ 78,020
SR 559 (LAKE STELLA DR)	SHELBY ST	SR 559	0.16	$ 30,599	$ 59,343
SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	0.59	$ 112,779	$ 218,719
SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	0.47	$ 89,576	$ 173,719
SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	1.42	$ 272,159	$ 527,814
SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2.75	$ 526,828	$ 1,021,708

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
SR 60	SR 37 (CHURCH AVENUE N)\	12TH AVE NE	0.70	$ 134,174	$ 260,211
SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	1.57	$ 300,638	$ 583,045
SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4.26	$ 816,432	$ 1,583,353
SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	3.69	$ 708,043	$ 1,373,148
SR 60	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	1.19	$ 229,023	$ 444,158
SR 60	VAN FLEET DR E	FLAMINGO DR E	0.92	$ 177,117	$ 343,494
SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	1.01	$ 193,794	$ 375,835
SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	0.80	$ 152,975	$ 296,674
SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	0.86	$ 164,283	$ 318,603
SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	0.55	$ 104,677	$ 203,006
SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	3.32	$ 637,274	$ 1,235,903
SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	0.55	$ 105,367	$ 204,344
SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2.48	$ 474,864	$ 920,931
SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	3.20	$ 613,728	$ 1,190,237
STADIUM RD/PIERCE ST/LAKE ALFRED RD	SR 559 (MAIN STREET N)	US 17/92 (SHINN BLVD)	4.18	$ 800,888	$ 1,553,207
SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	0.61	$ 116,677	$ 226,278
SWANN PLACE/LAKE MARIE BLVD	SR 17 (RIDGE SCENIC HIGHWAY)	H.L. SMITH ROAD	1.96	$ 375,062	$ 727,379
SWINDELL RD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	1.24	$ 238,626	$ 462,781
SYLVESTER ROAD	NEW JERSEY ROAD	US 98	0.81	$ 156,248	$ 303,021
TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	1.93	$ 369,093	$ 715,803
TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	0.83	$ 158,967	$ 308,294
TENTH STREET N	BATES ROAD	CR 547	1.49	$ 284,983	$ 552,685
TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	0.39	$ 75,551	$ 146,520
THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/AVE M SW/6TH ST SW/AVE K SW	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	3.45	$ 661,913	$ 1,283,686
THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	0.77	$ 147,674	$ 286,393
THIRTIETH ST N	CR 580	BAKER AVENUE E	0.51	$ 96,969	$ 188,058
THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	0.50	$ 96,140	$ 186,449
THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.41	$ 654,195	$ 1,268,719
THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	3.13	$ 599,823	$ 1,163,271
TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	0.99	$ 189,180	$ 366,888
TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	1.23	$ 235,361	$ 456,450
TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	1.28	$ 245,713	$ 476,525
TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	1.98	$ 379,865	$ 736,694
TWENTY-THIRD ST NW/LAKE CANNON DR W/ TWENTY-SIXTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	1.22	$ 233,640	$ 453,111
University Boulevard	SR 33	SR 570 (Polk Parkway)	4.35	$ 834,343	$ 1,618,089

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	1.81	$ 346,381	$ 671,756
US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	1.16	$ 223,214	$ 432,891
US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	0.78	$ 150,114	$ 291,124
US 17	HARDEE COUNTY LINE	9TH STREET SE	1.01	$ 193,490	$ 375,247
US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	0.77	$ 147,172	$ 285,419
US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	2.21	$ 422,949	$ 820,250
US 17 (FIFTH ST)	CRYSTAL BEACH RD	GILBERT ST	0.89	$ 171,072	$ 331,770
US 17 (FOURTH ST)	GILBERT ST	CRYSTAL BEACH RD	0.89	$ 170,820	$ 331,282
US 17/92	POMELO ST	US 27	5.56	$ 1,065,326	$ 2,066,047
US 17/92 (LAKE SHORE WAY N)	ECHO ST	POMELO ST	0.61	$ 116,495	$ 225,925
US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	0.68	$ 130,144	$ 252,396
US 17/92 (SHINN BLVD)	POMELO ST	ECHO ST	0.63	$ 120,368	$ 233,437
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	$ 336,383	$ 652,367
US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	0.66	$ 126,584	$ 245,492
US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	1.71	$ 328,042	$ 636,190
US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	1.61	$ 307,882	$ 597,093
US 27	SAND MINE ROAD	US 192	2.54	$ 487,496	$ 945,429
US 27	BATES ROAD	CR 547	1.39	$ 266,188	$ 516,234
US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	3.87	$ 741,540	$ 1,438,112
US 27	US 17/92	CR 17 (POLK CITY ROAD)	1.05	$ 200,829	$ 389,479
US 27	SR 542 (DUNDEE RD)	SR 544	4.55	$ 873,271	$ 1,693,585
US 27	SR 544	US 17/92	1.85	$ 354,018	$ 686,568
US 27	CR 640 (ALTU9RAS BABSON PARK CUTOFF ROAD)	SR 60	3.92	$ 751,757	$ 1,457,925
US 27	SR 60	TOWERVIEW BLVD	2.96	$ 567,855	$ 1,101,273
US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	2.99	$ 572,626	$ 1,110,526
US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	2.75	$ 527,219	$ 1,022,465
US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	1.15	$ 221,239	$ 429,062
US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTU9RAS BABSON PARK CUTOFF ROAD)	1.50	$ 287,881	$ 558,303
US 27/98	HIGHLANDS COUNTY LINE	CR 630 (FORT MEADE ROAD)	2.18	$ 418,640	$ 811,892

BICYCLE/PEDESTRIAN NEEDS — OTHER BICYCLE/PEDESTRIAN PRIORITY CORRIDORS					
ROAD NAME	FROM	TO	MILES	PRESENT DAY COST (2020$)	YEAR OF EXPENDITURE (2036-2045)
US 98	I-4	SLEEPY HILL RD	0.76	$ 145,877	$ 282,908
US 98	LYLE PKWY	CR 540A	3.19	$ 611,849	$ 1,186,594
US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	1.03	$ 198,064	$ 384,118
US 98	CR 582 (GRIFFIN ROAD)	I-4	0.43	$ 83,080	$ 161,121
US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	0.31	$ 58,928	$ 114,283
US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	1.07	$ 204,364	$ 396,334
US 98	US 27	AVON PARK CUTOFF ROAD	2.53	$ 484,767	$ 940,137
US 98 (LAKE PARKER AVE S)	BARTOW RD	MEMORIAL BLVD E	1.14	$ 218,178	$ 423,125
WABASH AVE N	SR 546 (MEMORIAL BLVD W)	TENTH ST W	0.52	$ 99,138	$ 192,263
WALNUT STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	1.02	$ 196,145	$ 380,395
WALT LOOP ROAD	CR 582 (SOCRUM LOOP ROAD)	OLD POLK CITY ROAD	1.38	$ 264,705	$ 513,357
WALT WILLIAMS ROAD	WALT LOOP ROAD	OLD POLK CITY ROAD	2.97	$ 569,534	$ 1,104,530
WARING ROAD	OLD MEDULLA ROAD	SR 570 (POLK PARKWAY)	1.14	$ 217,972	$ 422,726
WATER TANK ROAD	SR 17 (RIDGE SCENIC HIGHWAY)	DETOUR ROAD	0.51	$ 98,311	$ 190,660
WAVERLY RD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2.26	$ 434,196	$ 842,062
WEST LAKE ELOISE DRIVE	ELOISE LOOP ROAD	SHELL ROAD	1.01	$ 193,568	$ 375,398
YARBOROUGH LANE	CR 540A	CR 540 (CLUBHOUSE ROAD)	1.01	$ 192,816	$ 373,939
YATES ROAD	EWELL ROAD	PIPKIN ROAD W	1.51	$ 289,965	$ 562,346
TOTAL PROJECTED COST				$ 126,542,726	$ 245,411,589

Notes:
Costs generally reflect the Sidewalks Per Mile (5’ Width - 1 Side) and Rural Bike lanes provided as part of the FDOT costing spreadsheet.