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December 04, 2025 TPO TAC

**FDOT District One Conference Center  
801 N. Broadway  
Bartow, FL 33830**

**Introduction**

1. Call to Order - 9:30 a.m. (Tess Schwartz, Chairperson)
2. Confirmation of Quorum
3. Approval of Meeting Minutes
4. Agenda Review - Ryan Kordek, Polk TPO Executive Director

**Action Items**

5. Review/Approve Amendments to FY 2025/26 - 2029/30 Transportation Improvement Program (TIP)
6. Review/Approval of the Draft 2050 Long Range Transportation Plan - Envision 2050
7. Review/Comment on Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) FY 2026/27 - 2030/31 Draft Work Programs for Polk County

**Presentations and Status Reports**

8. Transit Development Plan
9. Best Foot Forward
10. Priority Transportation Project Application Cycle

**Communications and Reports**

11. 2026 TPO Meeting Schedule
12. Central Polk Parkway Meeting
13. Board Member Comments
14. Adjournment

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## TPO Technical Advisory Committee (TAC)

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Agenda Item 3.12/4/2025

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**Agenda Item**

Approval of Meeting Minutes

**Presenter**

NA

**Summary**

The Polk TPO is required to keep an accurate record of the TPO TAC's proceedings.

**Recommended Action**

The Committee is requested to approve the meeting minutes from the meeting held on September 25, 2025

**Attachment**

1. Draft Meeting Minutes September 25, 2025



Polk Transportation Planning Organization Technical Advisory Committee (TAC)  
Draft Meeting Minutes

Thursday, September 25, 2025

Polk County Administration Building  
4<sup>th</sup> Floor Room 413  
330 West Church Street  
Bartow, Florida 33830

**Members Present:**

James Philips  
Chuck Barmby  
Tess Schwartz, **Chair**  
Sean Byers  
Julie Womble  
Ted Adkins  
Bob Wieggers  
Jeffrey Ball  
Raymond Perez  
Marisa Barmby  
Don Stephenson  
Richard Ranck  
Jay Jarvis  
Ben Ziskal  
Carlie Flagler, **Vice Chair**

**Representing:**

City of Lakeland  
City of Lakeland  
City of Lakeland  
City of Winter Haven  
City of Auburndale  
City of Haines City  
City of Bartow  
Town of Lake Hamilton  
City of Davenport  
CFRPC  
Polk County School Board  
CFRPC  
Polk County Roads & Drainage  
Polk County Land Development  
Citrus Connection

**Others Present:**

Ryan Kordek  
Julia Davis  
Angela Kaufman  
Cindy Mitchell  
KC Rivera  
William Roll  
Adam Rose  
Eric Flemming

**Representing:**

Polk TPO Staff  
Polk TPO Staff  
Polk TPO Staff  
Polk TPO Staff  
Polk TPO Staff  
Kimley-Horn  
FDOT  
FDOT

## **1. Call to Order**

Chair Tess Schwartz called the TAC Meeting to order at 9:30 am.

**2. Confirmation of Quorum** – Roll call was taken, and a quorum was confirmed by KC Rivera, Polk TPO Staff.

## **3. Approval of Meeting Minutes** - September 25, 2025

Motion to approve September 25, 2025, meeting minutes.

**Motion:** Motioned to approve made by Chuck Barmby, seconded by Carlie Flagler.  
Motion carried without dissent.

## **4. Agenda Review**

Julia Davis, TPO staff, gave an overview of the TAC agenda. Action items included the Envision 2050 Long Range Transportation Plan Update, a presentation and status report for the update on Polk County projects, County Line Road Project Development and Environmental (PD&E) Study, I-4 Intermodal Passenger Rail Station Planning and Feasibility Study, and Polk County Vision Zero Action Plan.

## **Action Items**

## **5. Envision 2050 – Long Range Transportation Plan Update**

### **A. Project Schedule**

Ryan Kordek, TPO Executive Director, explained what is in the draft LRTP and the timeline until December 9<sup>th</sup> when the LRTP is proposed to be adopted by the TPO Board.

### **B. Review/Approve Draft Cost-Feasible Plan for Envision 2050**

William Roll, Kimley-Horn, presented the existing/committed projects along with the cost feasible projects, partially funded, unfunded needs, complete streets, bicycle/pedestrian needs, and multi-use trail needs. He also reviewed updated needs costs and available revenue being considered in the Draft Cost Feasible Plan.

A discussion ensued between the committee, Mr. Roll and Mr. Kordek regarding the Draft Plan.

**Motion:** Motioned to approve was made by Bob Wieggers, seconded by Carlie Flagler.  
Motion carried unanimously.

## **Presentation and Status Reports**

## **6. Update on Polk County Projects**

Jay Jarvis, Polk County, presented an update on three (3) major projects in Polk County consisting of the Fraser Trail Extension, Thompson Nursery Road re-alignment and widening, and the CR 557 Widening project.

### **7. County Line Road Project Development and Environmental (PD&E) Study**

Adam Rose, FDOT, introduced Eric Flemming, Project Manager, and he presented the US 92 / County Line Road from Amberjack Boulevard to Frontage Road South PD&E Study. He discussed three (3) alternatives including an elevated intersection, a Northeast quadrant roadway, and a Northwest quadrant roadway. Mr. Flemming then presented the PD&E study schedule.

Carlie Flagler asked if public transit was involved in the study.

Mr. Rose answered that public transit was not involved.

Ms. Flagler responded there is a route near Amazon that riders take for work and should be taken into consideration.

### **8. I-4 Intermodal Passenger Rail Planning and Feasibility Study**

Julia Davis, Polk TPO, introduced the I-4 Intermodal Request for Proposals (RFP) and the proposed scope for the study which should take about a year. The TPO will be asked to review and approve the RFP at their next meeting. Ms. Davis presented the process of the RFP. Ms. Davis asked if anyone knows anyone who would be an interested vendor and if anyone has questions have them contact the Polk County Procurement Department. Ms. Davis explained Cindy Mitchell is the lead TPO staff member for the High-Speed Rail/I-4 Intermodal RFP. Mr. Kordek inquired if anyone would be interested in serving on the selection committee.

### **9. Polk County Vision Zero Action Plan**

Julia Davis, Polk TPO, presented the timeline of what has been done and what is coming with the Vision Zero Action Plan. Ms. Davis mentioned the first corridor workshop will be held on October 28<sup>th</sup> at the Garden Center in Winter Haven.

## **Communications and Reports**

### **10. Committee Member Comments**

Carlie Flagler announced that Citrus Connection was awarded a grant to extend services on five (5) routes which include North and South Lakeland, Winter Haven, Lake Alfred, Haines City, and Legoland. She announced the open planner position was filled by Maurice Fair.

### **11. Adjournment**

The meeting adjourned at 11:17 a.m.

The next TAC Meeting is scheduled for December 4, 2025, and will also be held at the FDOT Conference Center, Bartow.

Respectfully transcribed by KC Rivera, TPO Office Manager.

Section 286.105, Florida Statutes, states that if a person decides to appeal any decision made by a board, agency or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

## TPO Technical Advisory Committee (TAC)

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Agenda Item 5.12/4/2025

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**Agenda Item**

Review/Approve Amendments to FY 2025/26 - 2029/30 Transportation Improvement Program (TIP)

**Presenter**

Angela Kaufman, TPO Staff

**Summary**

TPO staff will introduce a draft amendment to the current TIP requested by the Florida Department of Transportation (FDOT) and request the committee to make a recommendation to the TPO Board for Approval.

It is important projects appear in the TIP accurately in order to remain eligible for federal funding therefore the TPO is requested by FDOT to make amendments to the TIP several times a year as certain refinements to programmed projects are made.

A public hearing is scheduled for these items at the TPO Board meeting on December 9, 2025, and the board will hear public comments prior to taking action on these item.

**Recommended Action**

Recommend approval of Draft Amendments to the FY 2025/26 - 2029/30 TIP as presented.

**Attachment**

1.FDOT Request Letter and Amendments



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N Broadway Ave  
Bartow FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

11/13/2025

Ryan Kordek  
Polk TPO Executive Director  
330 W. Church Street, P.O. Box 9005-Drawer TS05  
Bartow, FL 33831

**RE: Request for Amendment and/or Modification to the Polk Transportation Planning Organization (TPO) Fiscal Year (FY) 24/25 – 28/29 Transportation Improvement Program (TIP)**

Dear Mr. Kordek:

The purpose of this letter is to request the Polk TPO approve the following amendment/modification to the TIP FY 24/25 - 28/29.

- **451349-1: CROWN AVE FROM W POLK ST TO W MAIN ST**  
Amendment needed to add this Rail Safety project programmed with Federal funding in FY 26.
- **440258-1: LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE**  
Modification is needed to add additional allocated Federal and Local funding to FY 2026, totaling less than \$2 million and 20%.
- **410150-2: LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE**  
Amendment is needed to add additional allocated Federal and Local funding to FY 2026, totaling more than \$2 million and 20%.

Please see enclosed table for project details. These projects must be shown and listed correctly in the Polk TPO TIP to show transparency and ensure authorization of funds.

If you have any questions or concerns, please let me know.

Edith D. Perez, FCCM  
*Edith Perez*  
FDOT District One Community Liaison

EDP: ep:  
Enclosure  
cc: Wayne Gaither, FDOT  
Kristi Smith, FDOT  
Dana Knox, FHWA

**HIGHWAYS****Project Description:** CROWN AVE FROM W POLK ST TO**Item Number:** 451349 1

W MAIN ST

**District:** 01**County:** POLK**Type of Work:** RAIL SAFETY PROJECT**Project Length:** 0.255MI**LRTP:** 1-4, 2-3**Fiscal Year****Phase / Responsible Agency**

&lt;2026

2026

2027

2028

2029

&gt;2029

All Years

**RAILROAD & UTILITIES / MANAGED BY FDOT****Fund Code:** RHH-RAIL HIGHWAY X-INGS - HAZARD

372,602

129,845

502,447

**Item: 451349 1 Totals**

372,602

129,845

502,447

**Project Totals**

372,602

129,845

502,447

**Grand Total**

372,602

129,845

502,447

**FLP: TRANSIT****Project Description:** LAKELAND AREA MASS TRANSIT

DISTRICT FTA SEC 5311 OPERATING ASSISTANCE

**Item Number:** 440258 1**Type of Work:** OPERATING/ADMIN.**Project Length:** 0.000**District:** 01**County:** POLK

ASSISTANCE

**LRTP:** 4-35**Fiscal Year****Phase / Responsible Agency**

&lt;2026

2026

2027

2028

2029

&gt;2029

All Years

**OPERATIONS / MANAGED BY LAKELAND****Fund Code:** DU-STATE PRIMARY/FEDERAL REIMB

5,637,040

984,041

795,486

913,000

800,000

805,000

9,934,567

LF-LOCAL FUNDS

5,637,040

984,041

795,486

913,000

800,000

805,000

9,934,567

**Phase: OPERATIONS Totals**

11,274,080

1,968,082

1,590,972

1,826,000

1,600,000

1,610,000

19,869,134

**Item: 440258 1 Totals**

11,274,080

1,968,082

1,590,972

1,826,000

1,600,000

1,610,000

19,869,134

**Project Totals**

11,274,080

1,968,082

1,590,972

1,826,000

1,600,000

1,610,000

19,869,134

**Grand Total**

11,274,080

1,968,082

1,590,972

1,826,000

1,600,000

1,610,000

19,869,134

**Project Description:** LAMTD/WINTER HAVEN UZA/FTA

SECTION 5307 OPERATING ASSISTANCE

**Item Number:** 410150 2**Type of Work:** OPERATING FOR FIXED ROUTE**Project Length:** 0.000**District:** 01**County:** POLK**Extra Description:**

LAMTD IS THE DESIGNATED RECIPIENT

**LRTP:** 4-35**Fiscal Year****Phase / Responsible Agency**

&lt;2026

2026

2027

2028

2029

&gt;2029

All Years

**OPERATIONS / MANAGED BY LAKELAND****Fund Code:** FTA-FEDERAL TRANSIT ADMINISTRATION

19,542,172

3,029,314

1,412,168

3,625,944

3,816,993

5,667,260

37,093,851

LF-LOCAL FUNDS

19,542,172

3,029,314

1,412,168

3,625,944

3,816,993

5,667,260

37,093,851

**Phase: OPERATIONS Totals**

39,084,344

6,058,628

2,824,336

7,251,888

7,633,986

11,334,520

74,187,702

**Item: 410150 2 Totals**

39,084,344

6,058,628

2,824,336

7,251,888

7,633,986

11,334,520

74,187,702

**Project Totals**

39,084,344

6,058,628

2,824,336

7,251,888

7,633,986

11,334,520

74,187,702

**Grand Total**

39,084,344

6,058,628

2,824,336

7,251,888

7,633,986

11,334,520

74,187,702



## TPO Technical Advisory Committee (TAC)

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Agenda Item 6.12/4/2025

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**Agenda Item**

Review/Approval of the Draft 2050 Long Range Transportation Plan - Envision 2050

**Presenter**

Ryan Kordek, Polk TPO

**Summary**

TPO staff will provide a presentation on the Polk TPO's Long Range Transportation Plan, Envision 2050. The Draft Plan includes highway, transit, bicycle, pedestrian and multi-use trail projects. In developing the TPO has identified the most important and critical projects for funding with available revenue (federal, state, and local) through the year 2050.

TPO staff will also provide an update on the public involvement activities and public comments received since the Board approved the Draft Plan for public review and comment in October. The final adoption hearing for Envision 2050 is scheduled for December 9th at the TPO Board meeting.

**Recommended Action**

Staff will request the Committee to recommend the TPO Board review and approve the Draft Envision 2050 Long Range Transportation Plan.

**Attachment**

1. Envision 2050 - Adoption Package

**POLK TPO**

# ENVISION 2050

## LONG RANGE TRANSPORTATION PLAN

*DRAFT*

*Adoption Report*

*November 24, 2025*



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CONTENTS

1.0 Plan Overview..... 1

1.1 Introduction..... 1

1.2 Federal Legislation and Guidance..... 1

1.3 Plan Organization ..... 1

2.0 Goals, Objectives, and Performance Targets ..... 2-1

2.1 Introduction..... 2-1

2.2 Updated Goals and Performance Measures..... 2-1

Goals and Objectives ..... 2-1

Why Measure Performance? ..... 2-2

What are the Benefits of Performance Measurement? ..... 2-2

When will Performance Measurement be Used? ..... 2-3

2.3 Performance Standard Requirements and Guidance ..... 2-3

Infrastructure Investment and Jobs Act (IIJA) ..... 2-3

IIJA (Federal) Goals ..... 2-3

IIJA (Federal) Planning Factors ..... 2-3

FDOT Guidance ..... 2-4

Local Plans ..... 2-4

2.4 Polk TPO System Performance Report..... 2-4

Safety Performance Targets (PM1) ..... 2-4

Bridge and Pavement Condition Performance Targets (system Preservation) (PM2)..... 2-5

System Performance and Freight Measures (PM3) ..... 2-5

Transit Asset Management Targets..... 2-6

Transit Safety Performance..... 2-6

3.0 Planning Assumptions ..... 3-1

3.1 Introduction..... 3-1

3.2 Population Control Totals ..... 3-1

3.3 Employment Control Totals ..... 3-1

3.4 School Enrollment Totals ..... 3-2

3.5 Hotel/Motel Control Totals..... 3-2

3.6 Planning Area Allocation Summary ..... 3-2

3.7 Travel Demand Model ..... 3-9

3.8 Regional Coordination ..... 3-9

4.0 Transportation Needs ..... 4-1

4.1 Introduction..... 4-1

4.2 Projected Revenues ..... 4-1

4.3 Roadway Plan ..... 4-2

Phasing of Projects..... 4-2

Prioritization Considerations ..... 4-2

Transportation Improvement Program (TIP)..... 4-2

Freight Corridors ..... 4-5

Regional Projects ..... 4-5

Special Studies ..... 4-6

4.4 Public Transportation ..... 4-9

Citrus Connection 2025 Transit Development Plan update..... 4-9

TDP Service Improvements ..... 4-10

TDP Capital Improvements ..... 4-14

SunRail..... 4-19

High Speed Rail..... 4-20

4.5 Bicycle, Pedestrian, and Trails ..... 4-20

4.6 Safety ..... 4-25

Vision Zero Conditions Assessment Study..... 4-25

Polk Vision Zero Action Plan ..... 4-27

5.0 Cost Feasible Plan ..... 5-1

6.0 Public Involvement..... 6-1

6.1 Summary of Public Input..... 6-1

Interactive Map ..... 6-1

Comment Wall..... 6-1

Survey..... 6-1

Live Virtual Public Forum..... 6-2

7.0 Performance Evaluation ..... 7-1

7.1 Introduction ..... 7-1

7.2 Performance Measures..... 7-1

7.3 Network Performance..... 7-3

Travel Demand Model Results..... 7-3

7.4 Environmental Mitigation ..... 7-3

FDOT Requirements ..... 7-3

Wetlands ..... 7-4

Wildlife and habitat Coordination ..... 7-4

Habitat Conservation Plan Background for Polk County ..... 7-4

Flood Zones ..... 7-4

System Resiliency ..... 7-4

8.0 Implementation ..... 8-1

8.1 Introduction ..... 8-1

8.2 Implementation Action Items ..... 8-1

Major Program Priorities of the Polk TPO ..... 8-1

Partially Funded and Unfunded Priority Projects ..... 8-1

8.3 Compliance with Federal Regulation and Guidance ..... 8-1

IIJA ..... 8-1

Plan Amendment Process ..... 8-1

The Next Five Years ..... 8-1



TABLES

Table 2-1. Envision 2050 Goals and IJJA Goals ..... 2-3

Table 2-2. Envision 2050 Goals and IJJA Planning Factors ..... 2-3

Table 2-3. Envision 2050 Goals and 2045 FDOT FTP Goals ..... 2-4

Table 2-4. Polk TPO and Statewide PM1 Targets ..... 2-5

Table 2-5. Polk TPO and Statewide PM2 Targets ..... 2-5

Table 2-6. Polk TPO and Statewide PM3 Targets ..... 2-6

Table 2-7. FTA TAM Performance Measures ..... 2-6

Table 2-8. Performance Measures for Transit Vehicles ..... 2-6

Table 2-9. Performance Measures for Transit Equipment ..... 2-6

Table 2-10. Performance Measures for Transit Facilities ..... 2-6

Table 2-11. Transit Safety Performance ..... 2-6

Table 3-1. Polk County BEBR Population Forecast ..... 3-1

Table 3-2. School Enrollment Projections ..... 3-2

Table 3-3. Projected Hotel/Motel Units ..... 3-2

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

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

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

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

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

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

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

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

Table 4-2. Polk County Revenue Summary in Year of Expenditure (YOE) ..... 4-1

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

Table 4-4. Capital Improvement Plan Projects ..... 4-8

Table 4-5. Transit Costs and Revenues ..... 4-9

Table 4-6. Transit Needs by Time Band ..... 4-9

Table 4-7. 10-Year Schedule of Projects for TDP (Service) ..... 4-12

Table 4-8. 10-Year Schedule of Projects for TDP (Capital) ..... 4-16

Table 4-9. Adopted Priority Bicycle, Pedestrian, and Trail Projects ..... 4-21

Table 5-1. Demonstration of Fiscal Constraint ..... 5-1

Table 5-2. Fully Committed Projects ..... 5-1

Table 5-3. 2050 Cost Feasible Projects ..... 5-2

Table 5-4. Tentative Partially Funded Projects ..... 5-8

Table 5-5. Unfunded Roadway Projects, YOE ..... 5-11

Table 6-1. Participants Engaged ..... 6-1

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

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

Table 7-3. Goal 2 Objectives, Performance Measures, Targets, and Polk TPO Performance ..... 7-1

Table 7-4. Goal 2 Objectives, Performance Indicators, Targets, and Polk TPO Performance ..... 7-1

Table 7-5. Goal 3 Objectives, Performance Measures, Targets, and Polk TPO Performance ..... 7-2

Table 7-6. Goal 3 Objectives, Performance Indicators, Targets, and Polk TPO Performance ..... 7-2

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

Table 7-8. Goal 5 Objectives, Performance Indicators, Targets, and Polk TPO Performance ..... 7-2

Table 7-9. Goal 6 Objectives, Performance Indicators, Targets, and Polk TPO Performance ..... 7-2

Table 7-10. Potential Mitigation Strategies by Resource/Impact ..... 7-4

FIGURES

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

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

Figure 3-3. Polk County Planning Areas ..... 3-2

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

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

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

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

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

Figure 3-9. Travel Demand Model Results ..... 10

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

Figure 4-2. Phasing Tiers ..... 4-2

Figure 4-3. Prioritization Criteria ..... 4-2

Figure 4-4. Existing + Committed Roadway Network ..... 4-4

Figure 4-5. Enhancements to Existing Network ..... 4-10

Figure 4-6. New Local Service ..... 4-10

Figure 4-7. New Regional and Rail Services ..... 4-10

Figure 4-8. New Premium Services ..... 4-11

Figure 4-9. New Microtransit Service ..... 4-11

Figure 4-10. Lakeland Intermodal Center Potential Site Locations ..... 4-14

Figure 4-11. Lakeland Intermodal Center Conceptual Rendering ..... 4-14

Figure 4-12. TSP with Queue Jump Concept to Support BRT ..... 4-15

Figure 4-13. TDP Public Engagement ..... 4-15

Figure 4-14. Schedule of Projects (Service and Capital) for TDP ..... 4-17

Figure 4-15. 2050 Transit Service Needs ..... 4-18

Figure 4-16. SunRail Expansion Study Area ..... 4-19

Figure 4-17. SunRail Expansion Newsletter ..... 4-19

Figure 4-18. Sunshine Corridor HSR Concept ..... 4-20

Figure 4-19. 2050 Multi-Use Trail Needs ..... 4-22

Figure 4-20. Northeast Polk 2050 Trail Needs ..... 4-23

Figure 4-21. 2050 Bicycle and Pedestrian Needs ..... 4-24

Figure 5-1. Cost Feasible Projects within Polk County ..... 5-4

Figure 5-2. Cost Feasible Projects within Polk County, Lakeland Area ..... 5-5

Figure 5-3. Cost Feasible Projects within Polk County, Winter Haven Area ..... 5-6

Figure 5-4. Cost Feasible Projects within Polk County, Northeast Area ..... 5-7

Figure 5-5. Partially Funded Roadways ..... 5-10

Figure 5-6. Unfunded Roadway Needs ..... 5-14

Figure 5-7. Partial and Unfunded Roadway Needs, Lakeland Area ..... 5-15

Figure 5-8. Partial and Unfunded Roadway Needs, Winter Haven Area ..... 5-16

Figure 5-9. Partial and Unfunded Roadway Needs, Northeast Area ..... 5-17

Figure 6-1. Interactive Map Responses to Date ..... 6-1

Figure 6-2. Live Virtual Public Forum ..... 6-2

Figure 6-3. Project Website ..... 6-2

Figure 7-1. Graphic from Resilient Polk Transportation Plan ..... 7-4



APPENDICES

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

APPENDIX B – Roadway Cost Feasible Plan (Year of Expenditure)

APPENDIX C – Roadway Cost Feasible Plan (Present Day Value)

APPENDIX D – TDP Excerpt







PLAN OVERVIEW  
CHAPTER 1

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# 1.0 PLAN OVERVIEW

## 1.1 INTRODUCTION

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

The Long Range Transportation Plan (LRTP) is a strategic document that addresses short- and long-term multimodal transportation needs within the TPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Polk County TPO serves as the primary guidance for further developing the transportation system in Polk County over the next 25 years.

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

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

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

This plan:

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

## 1.2 FEDERAL LEGISLATION AND GUIDANCE

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

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

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability

- Promoting climate resilience and reducing greenhouse gas emissions through investments in clean energy and sustainable transportation
- Enhancing equity in transportation planning to ensure underserved communities have improved access
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles

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

## 1.3 PLAN ORGANIZATION

This Long Range Transportation Plan is organized with an emphasis on the adopted plan and summarizes the activities and assumptions that were used to develop the plan. 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.

The *Envision 2050* LRTP is organized as follows:

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



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GOALS, OBJECTIVES,  
AND PERFORMANCE TARGETS  
CHAPTER 2

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2.0 GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

2.1 INTRODUCTION

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

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

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

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

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

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

2.2 UPDATED GOALS AND PERFORMANCE MEASURES

The Polk TPO has developed a primary Goal, along with Objectives, Performance Measures, and Performance Indicators, to guide the *Envision 2050* plan. These align with the requirements of the latest federal legislation, as well as those from the Florida Department of Transportation (FDOT). The new framework aims to support a sustainable transportation system that preserves

existing infrastructure, enhances Florida’s economic competitiveness, improves travel choices to ensure mobility, and addresses emerging priorities such as sustainability, equity, and technology adoption.

Listed below are elements of the goals, with federally required performance measures indicated in bold and related performance indicators. The relationship between the TPO’s goals, objectives, and performance measures and indicators reflects a comprehensive and forward-looking approach to transportation planning in Polk County.

GOALS AND OBJECTIVES

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

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

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

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

Goal 1 – Safety

Support safe movement for all users

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



*Goal 2 – Mobility*

Enhance connectivity for seamless travel options

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

*Goal 3 – Livability*

Foster vibrant communities and high quality of life

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

*Goal 4 – Economy*

Drive growth through efficient transportation

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

*Goal 5 – Sustainable Resources*

Maintain infrastructure and minimizing environmental impacts

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

*Goal 6 – Implementation*

Transform plans into impactful action

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

WHY MEASURE PERFORMANCE?

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

WHAT ARE THE BENEFITS OF PERFORMANCE MEASUREMENT?

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

WHEN WILL PERFORMANCE MEASUREMENT BE USED?

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

2.3 PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

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

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

IIJA (FEDERAL) GOALS

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

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

Table 2-1. Envision 2050 Goals and IIJA Goals

IIJA (Federal) Goals	Envision 2050 Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety	•		•		•	•

Infrastructure Condition	•	•			•	•
Congestion Reduction	•	•		•	•	•
System Reliability	•	•	•	•		•
Freight Movement and Economic Vitality		•		•	•	•
Environmental Sustainability	•		•		•	•
Reduced Project Delivery Delays		•		•		•

IIJA (FEDERAL) PLANNING FACTORS

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

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

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

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

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



FDOT GUIDANCE

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

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

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

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

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

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

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

Transportation solutions that enhance Florida’s communities	•	•	•		•	•
Transportation solutions that enhance Florida’s environment			•	•	•	•

LOCAL PLANS

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

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

2.4 POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and TPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

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

On February 8, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets. The current TIP as adopted in June 12, 2025 reestablishes the TPO’s support of the FDOT Performance targets as follows:

SAFETY PERFORMANCE TARGETS (PM1)

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

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

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

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

Table 2-4. Polk TPO and Statewide PM1 Targets

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

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

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

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

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

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

Table 2-5. Polk TPO and Statewide PM2 Targets

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

SYSTEM PERFORMANCE AND FREIGHT MEASURES (PM3)

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

- Truck Travel Time Reliability Index (TTTR)

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

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

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

Table 2-6. Polk TPO and Statewide PM3 Targets

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

TRANSIT ASSET MANAGEMENT TARGETS

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

Table 2-7. FTA TAM Performance Measures

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

Table 2-8. Performance Measures for Transit Vehicles

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

Table 2-9. Performance Measures for Transit Equipment

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

Table 2-10. Performance Measures for Transit Facilities

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

TRANSIT SAFETY PERFORMANCE

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

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

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

The PTASP rule took effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than December 31, 2020. (The LAMTD/Citrus Connection’s PTASP was adopted November 18, 2020.) TPOs then have 180 days to establish transit safety targets for the TPO planning area. Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. The Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The Citrus Connection established the safety performance targets listed below in **Table 2-11** on December 1, 2024.

Table 2-11. Transit Safety Performance

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	7	0.26	10	0.38	7,950
ADA/Paratransit	0	0	4	0.57	4	0.57	8,395



# PLANNING ASSUMPTIONS CHAPTER 3

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3.0 PLANNING ASSUMPTIONS

3.1 INTRODUCTION

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

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

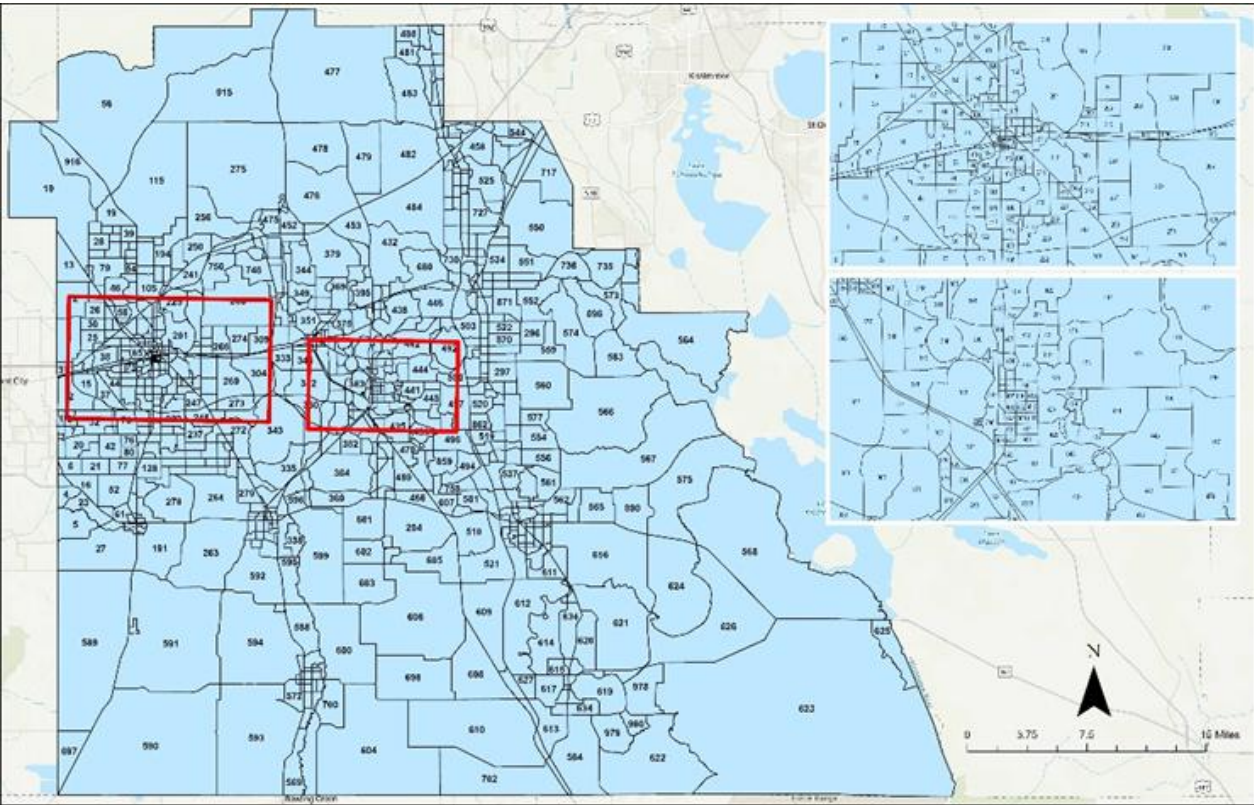


Figure 3-1. Polk Transportation Analysis Zones (TAZs)

3.2 POPULATION CONTROL TOTALS

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

- Low: The low range of the forecasts

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

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

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

Table 3-1. Polk County BEBR Population Forecast

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

3.3 EMPLOYMENT CONTROL TOTALS

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

- **Industrial Employment** - All full-time and regular part-time employees, and self-employed persons by job location, whose job is in an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing).

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

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

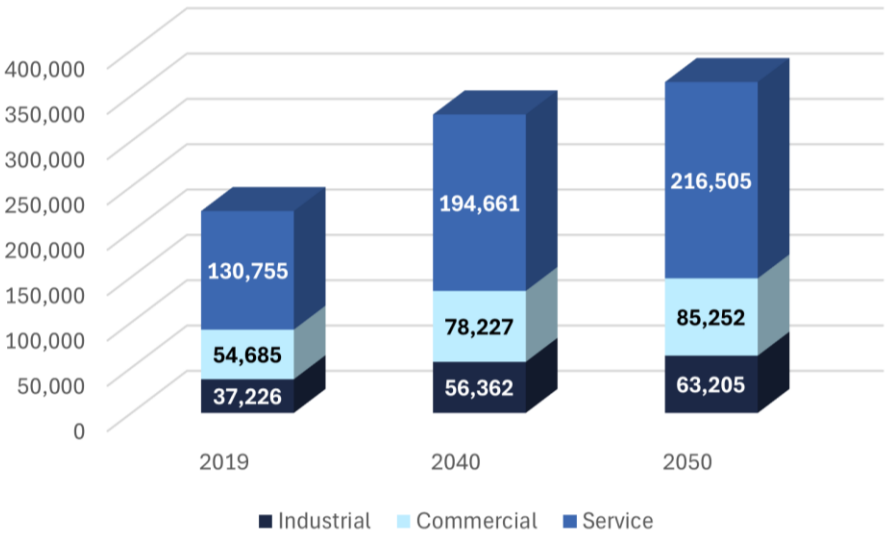


Figure 3-2. Change in Employment from 2019 to 2050

### 3.4 SCHOOL ENROLLMENT TOTALS

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

Table 3-2. School Enrollment Projections

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

### 3.5 HOTEL/MOTEL CONTROL TOTALS

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

Table 3-3. Projected Hotel/Motel Units

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

### 3.6 PLANNING AREA ALLOCATION SUMMARY

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

The resulting growth forecasts by planning area are summarized in

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

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

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

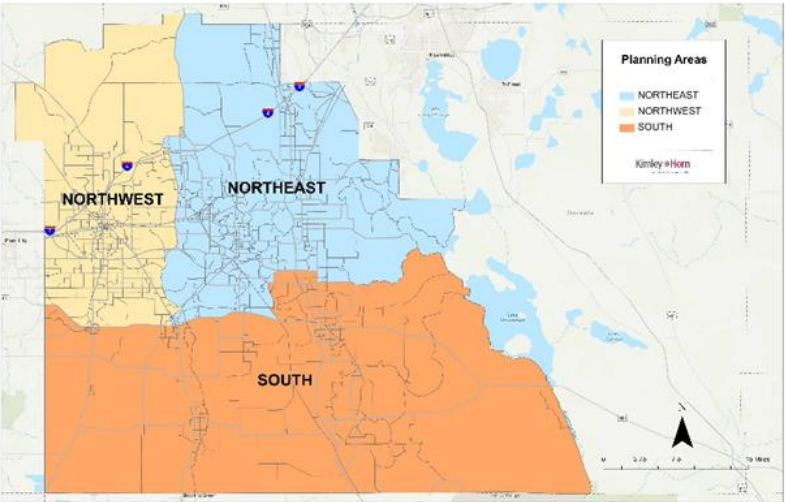


Figure 3-3. Polk County Planning Areas



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Polk Parkway and South Florida Avenue



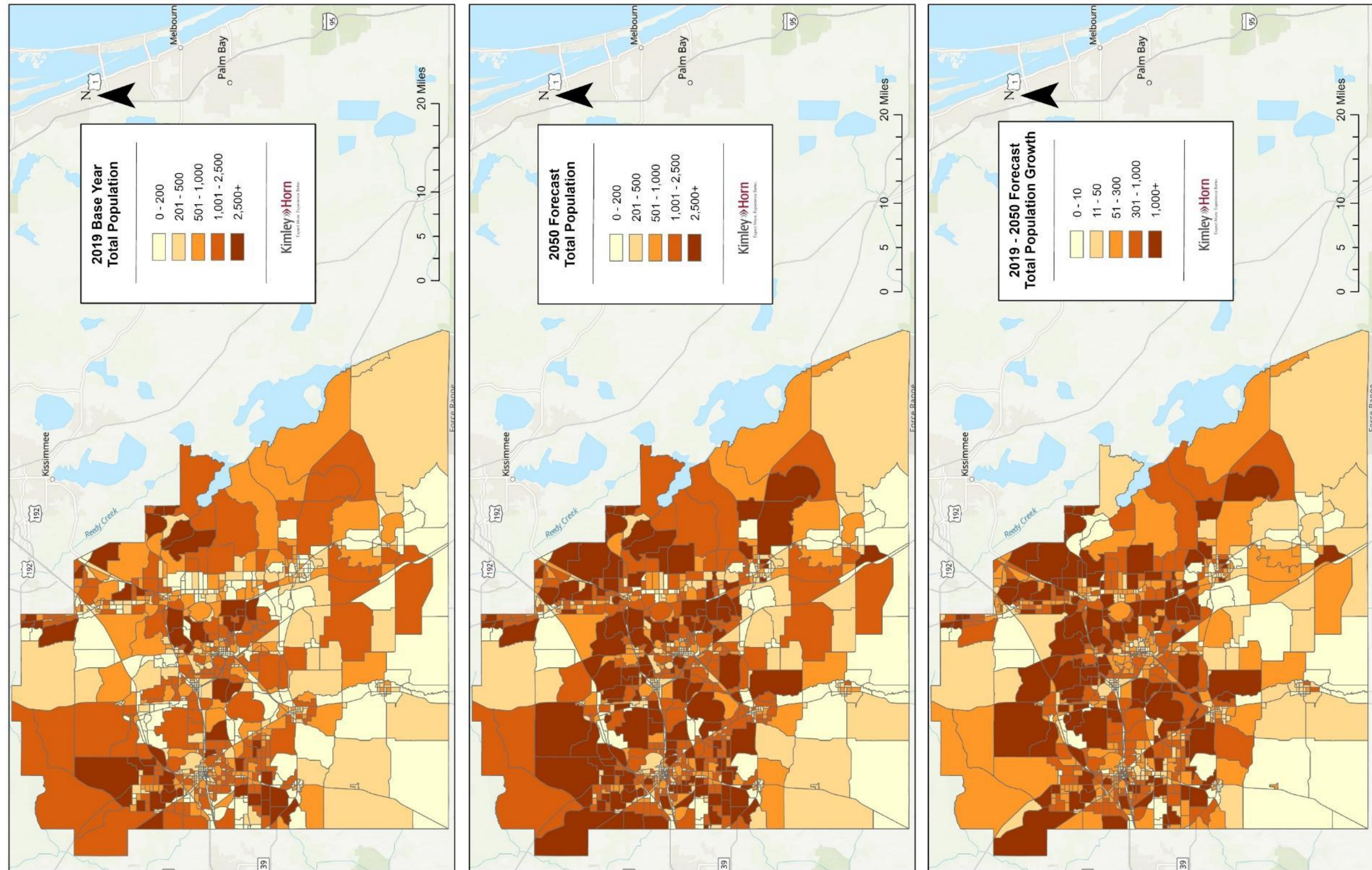


Figure 3-4. Projected Total Population Map by TAZ (2019-2050)



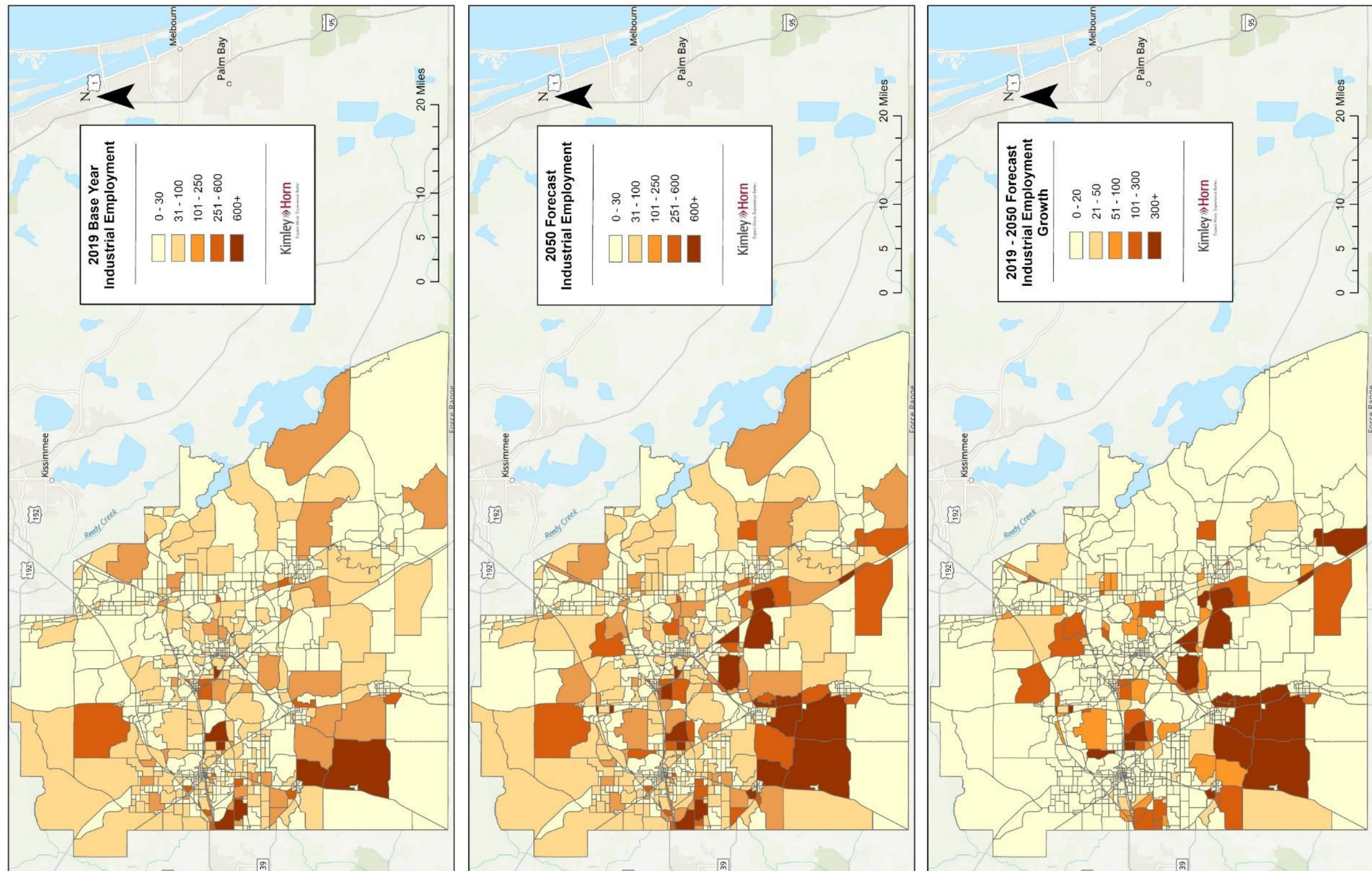


Figure 3-5. Projected Industrial Employment by TAZ (2019-2050)



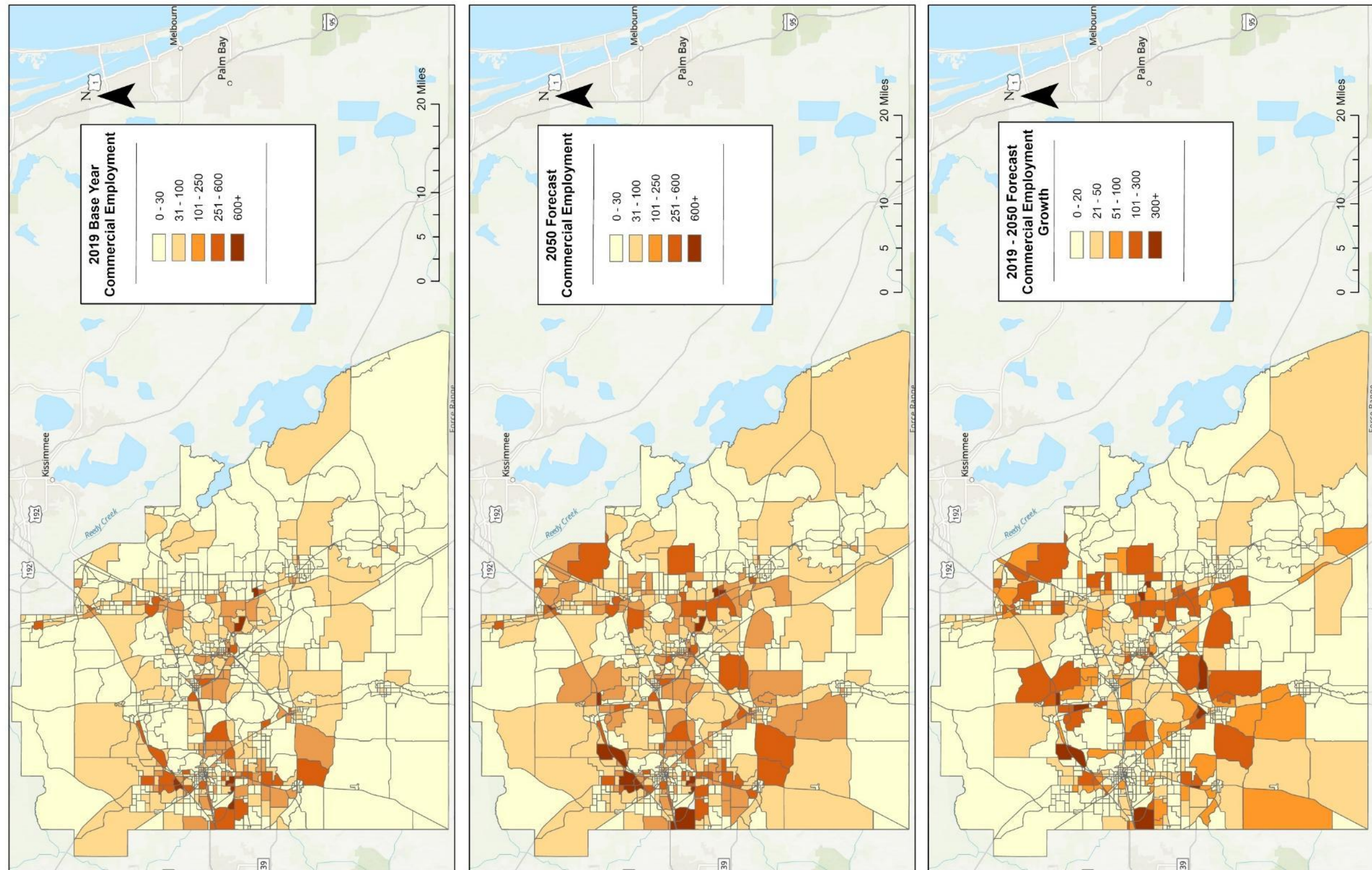


Figure 3-6. Projected Commercial Employment by TAZ (2019-2050)



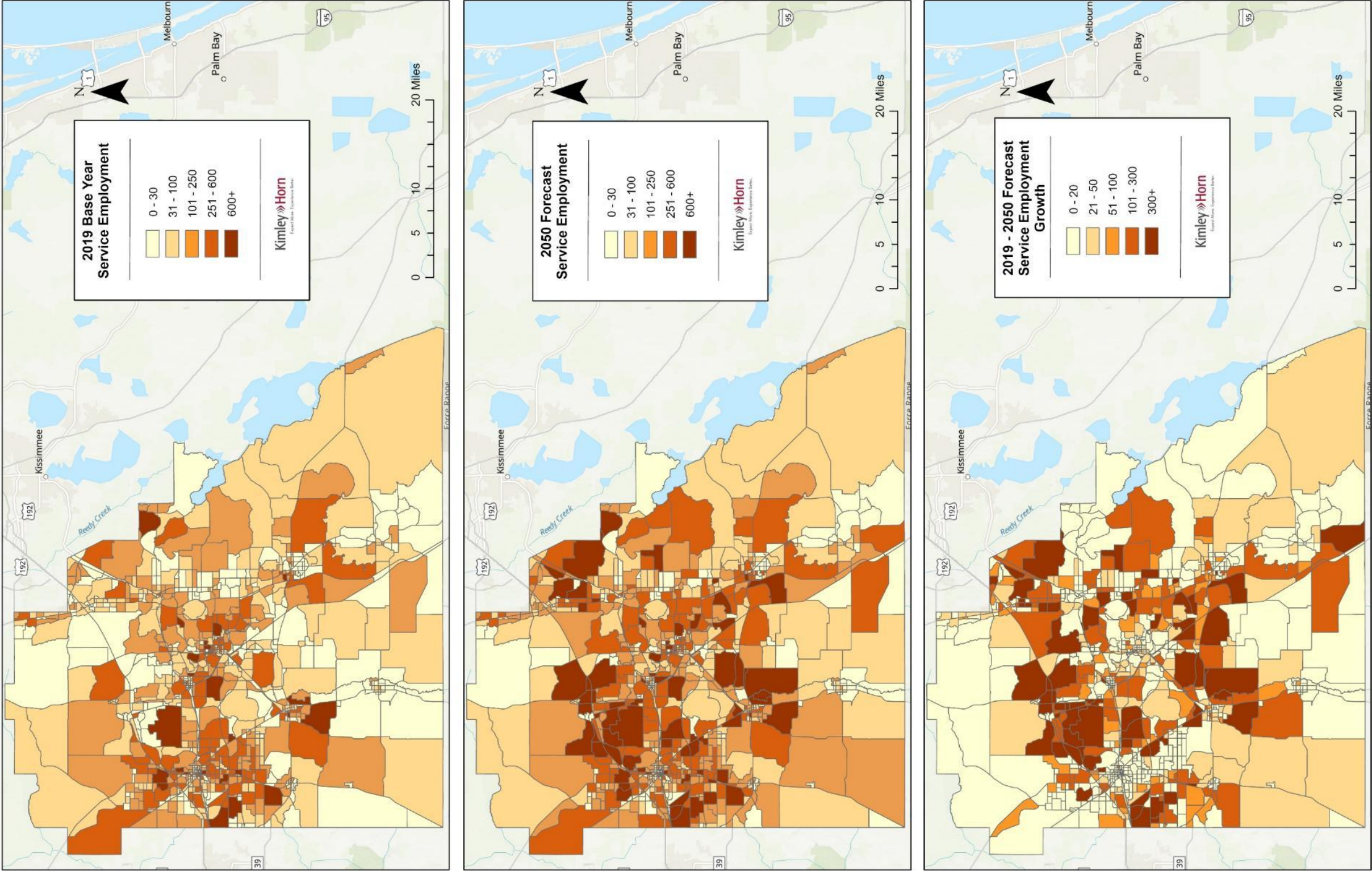


Figure 3-7. Projected Service Employment by TAZ (2019-2050)



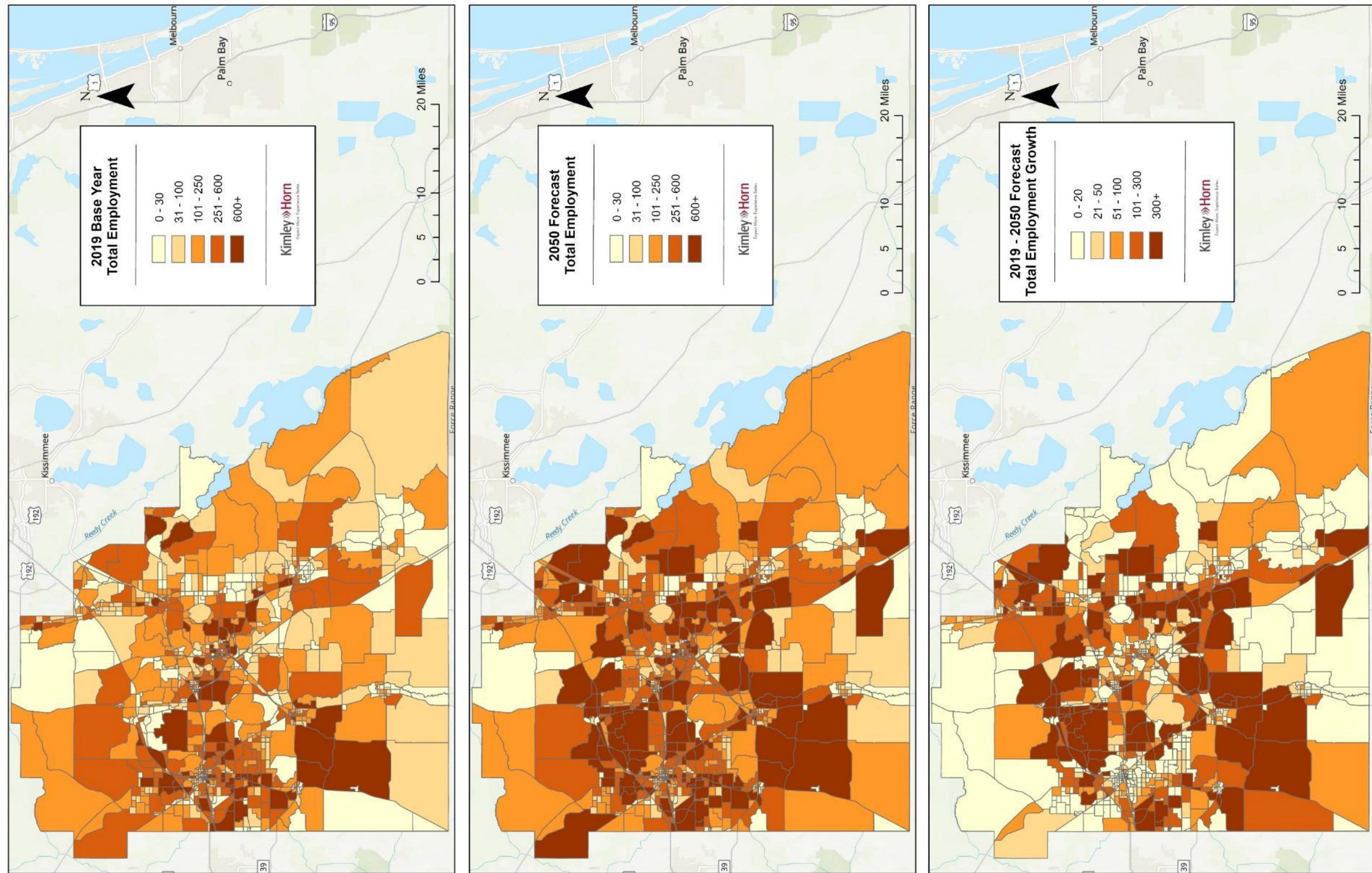


Figure 3-8. Projected Total Employment by TAZ (2019-2050)



### 3.7 TRAVEL DEMAND MODEL

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

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

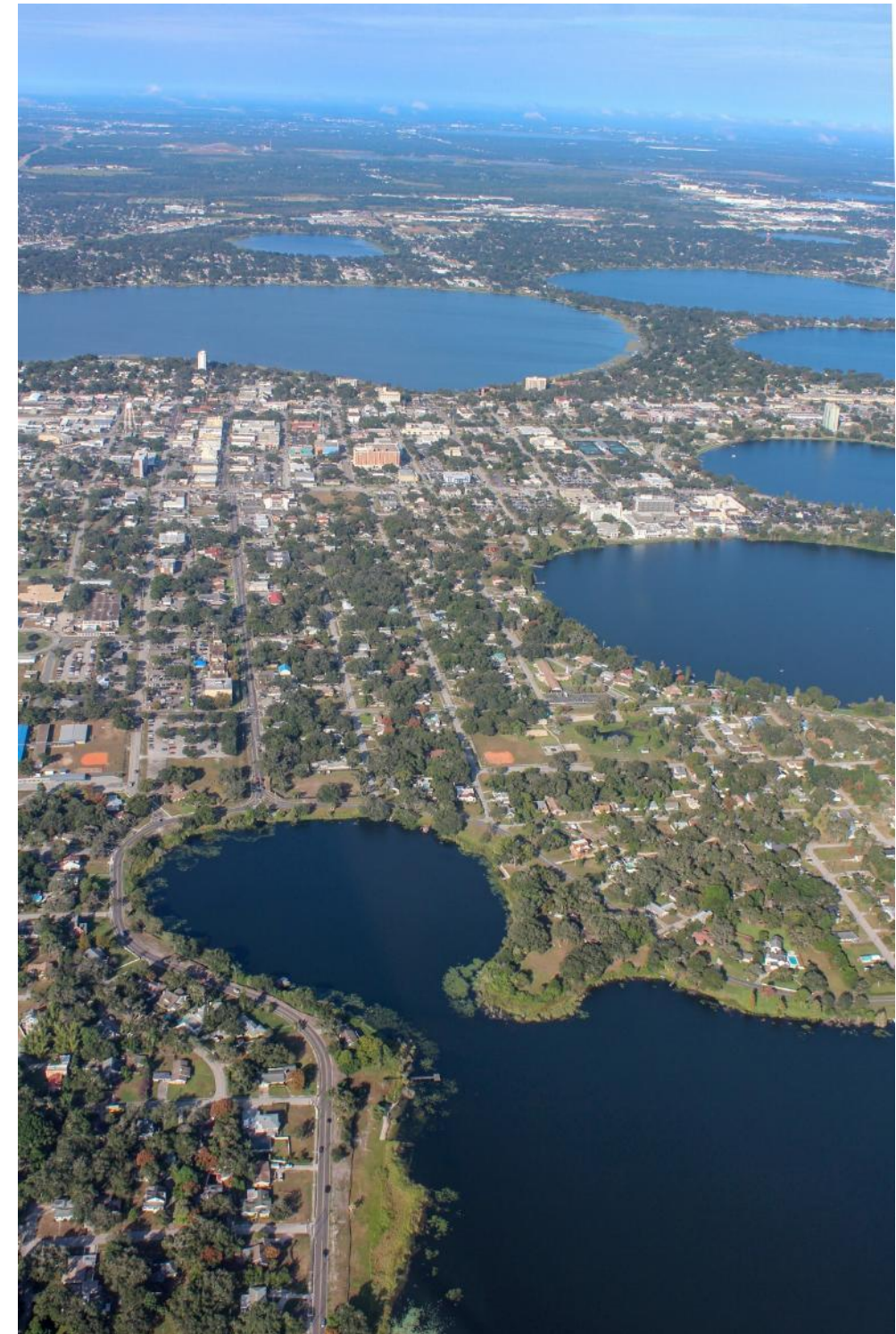
A map showing the results of the travel demand model is provided in **Figure 3-9** on the next page. Roadway segments are color-coded based on their Volume-to-Capacity (V/C) ratio—a basic indicator of traffic congestion. The V/C ratio compares the amount of traffic a road carries (volume) to the amount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

### 3.8 REGIONAL COORDINATION

In Central Florida, there has and continues to be a need for regional transportation planning due to the amount of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the TPO has maintained strong regional alliances with our counterparts in the Tampa Bay and Orlando urbanized areas in Central and west Central Florida. The TPO has interlocal agreements with the 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 *Envision 2050* Plan was being developed. The TPO will ensure that the regional projects contained in *Envision 2050* are reflected in the regional transportation plan for both the CCC and CFMPOA.

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

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



*Downtown Winter Haven and Surrounding Lakes*



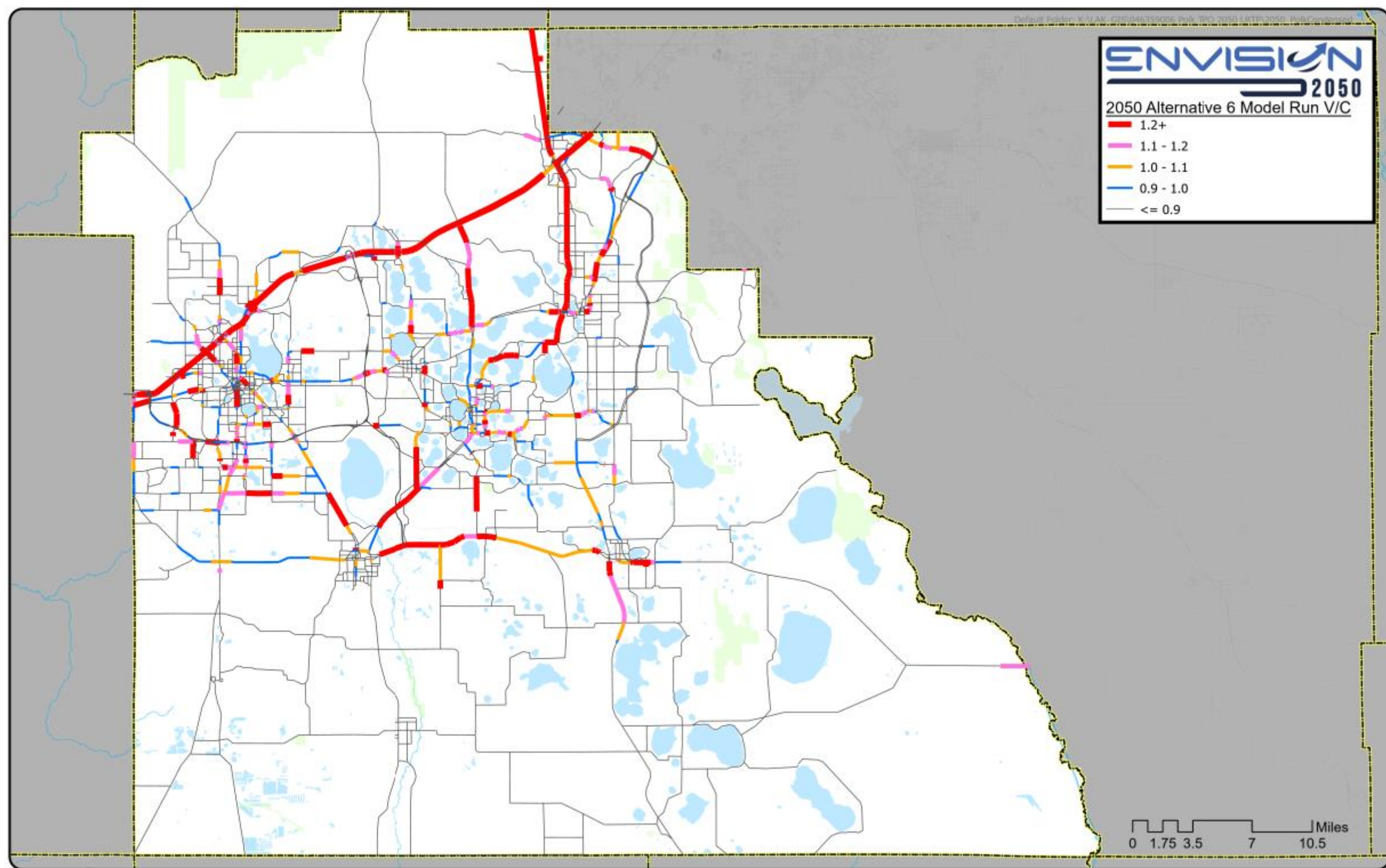


Figure 3-9. Travel Demand Model Results



# TRANSPORTATION NEEDS CHAPTER 4

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4.0 TRANSPORTATION NEEDS

4.1 INTRODUCTION

A key aspect of long-range transportation planning involves estimating the revenues that can be reasonably expected, which helps prioritize the Needs Plan and shape a Cost Feasible Plan. These revenue projections represent a snapshot of the current financial landscape and anticipated trends. Another critical component of the forecast is identifying how transportation funds are allocated between capital investments and operations and maintenance. Ensuring the continued upkeep of transportation infrastructure will remain a vital priority moving forward. However, compared to 20 years ago, when needs and revenues were more closely aligned, the cost of meeting transportation needs has risen dramatically while available revenues have remained relatively flat—widening the gap and creating increasing challenges in balancing investment priorities over time. **Figure 4-1** illustrates this by comparing the costs of needs in 2005 to the cost of needs in 2025 and the anticipated revenue available to address those needs. Note that the revenues shown in **Figure 4-1** only shows revenues for 2025, whereas **Table 4-1** and **Table 4-2** show revenues for 2031 through 2050.

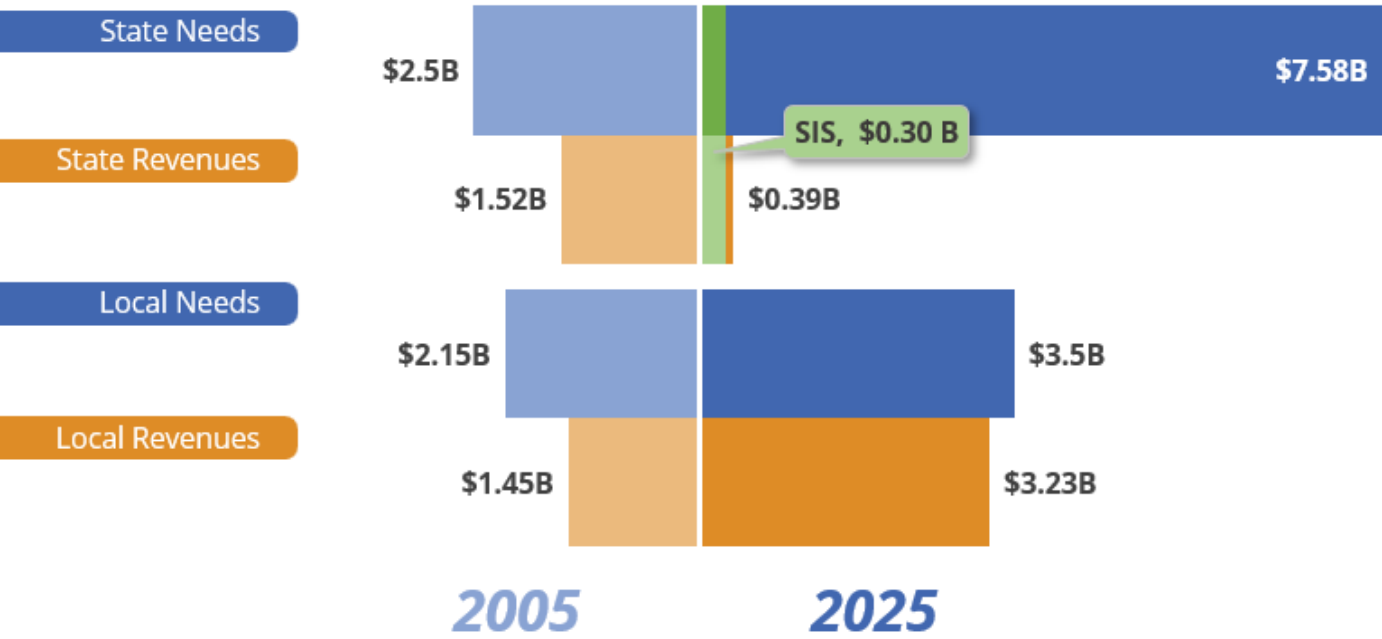


Figure 4-1. Transportation Needs and Revenues in 2005 vs. 2025

4.2PROJECTED REVENUES

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

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

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

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

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

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

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

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

4.3 ROADWAY PLAN

PHASING OF PROJECTS

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

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

Figure 4-2. Phasing Tiers

PRIORITIZATION CONSIDERATIONS

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



Figure 4-3. Prioritization Criteria

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Projects listed in the TIP are shown in **Table 4-3**. A map showing the locations of the existing and committed roadway network is presented in **Figure 4-4**.

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

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES



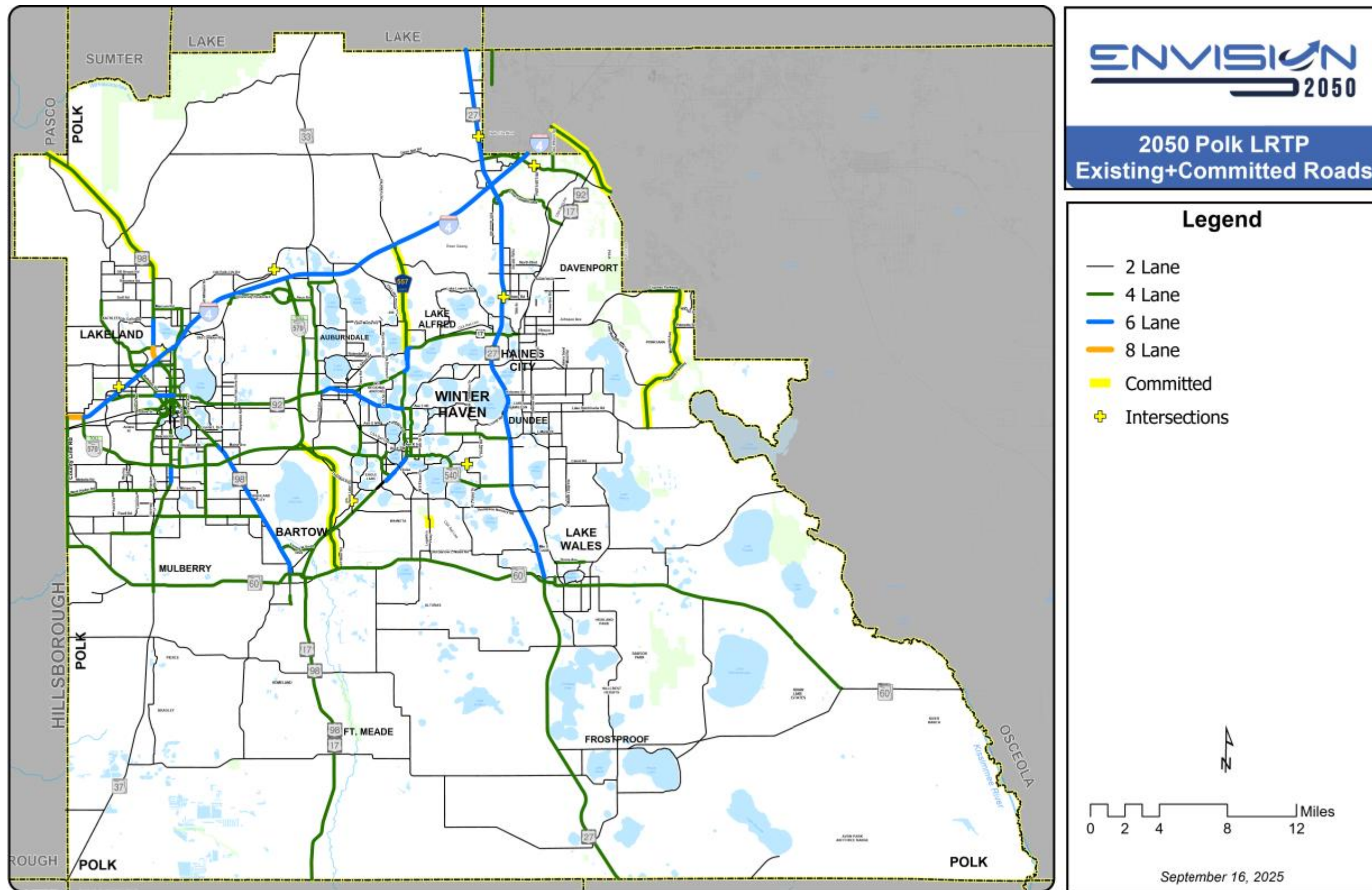


Figure 4-4. Existing + Committed Roadway Network



# FREIGHT CORRIDORS

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

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

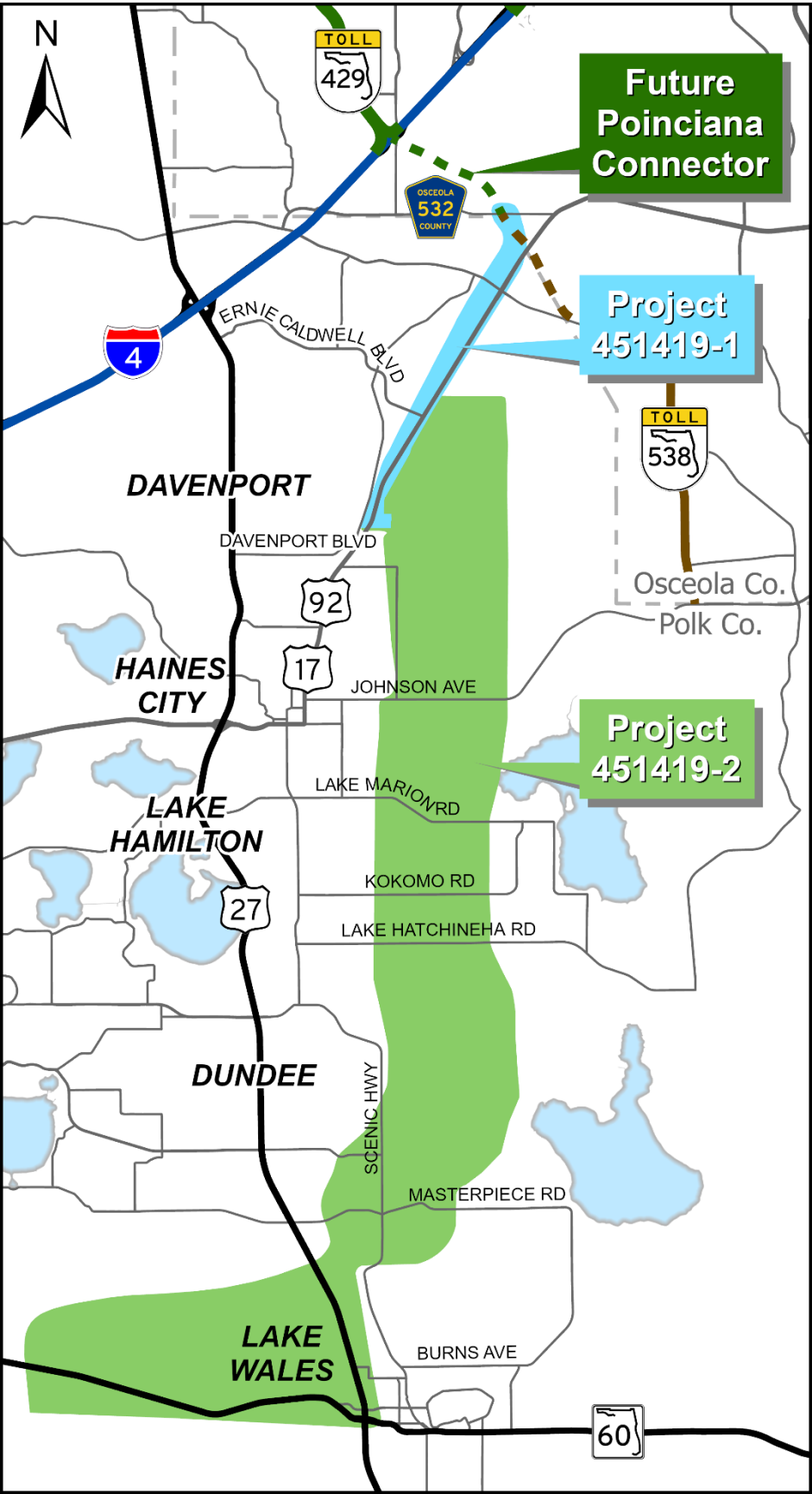
# REGIONAL PROJECTS

## Central Polk Parkway East

FDOT and Florida’s Turnpike Enterprise (Enterprise) are conducting a PD&E study to evaluate corridor alternative for a new tolled, limit access highway from SR 60 to US 17/92. The proposed facility would provide a direct link to Interstate 4 and SR 429 through the future Poinciana Connector. The proposed corridor would provide some relief to the existing US 27 corridor in northeast Polk, which has become increasingly congested in recent years and is projected to worsen in the future due to forecasted population growth. The study is scheduled to be completed in late 2025.

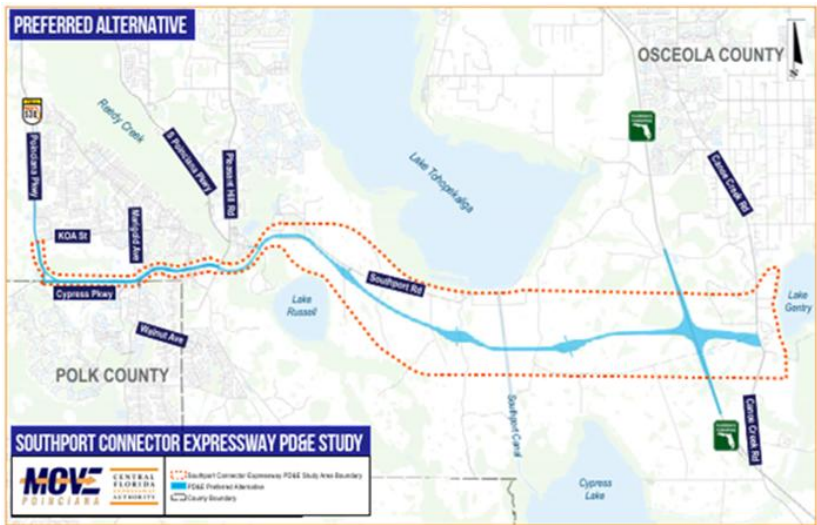
A ladder-rung consensus-building exercise was conducted to determine the benefits, connectivity, impacts, barriers, and environmental justice of expanding east-west corridors to support connectivity to the planned Central Polk Parkway East roadway. The five east-west corridors most suitable for expansion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

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



*Southport Connector Expressway*

The Southport Connector Expressway is a proposed regional transportation corridor intended to improve mobility and relieve congestion in the rapidly growing Poinciana area of Osceola and Polk counties. Originally studied by the Central Florida Expressway Authority (CFX) through a Concept, Feasibility, and Mobility (CF&M) Study, the corridor would extend approximately 13 miles from the southern terminus of the Poinciana Parkway at Cypress Parkway eastward to Florida’s Turnpike. While the CFX Board opted not to advance the project beyond the feasibility phase in 2018 due to funding limitations and community concerns, the corridor remains under periodic review as growth and transportation needs evolve. The project continues to be referenced in planning discussions as a potential long-term solution for regional connectivity, multimodal access, and improved hurricane evacuation routes.



**SPECIAL STUDIES**

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

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

*Lakeland Area Alternatives Analysis*

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

*Lakeland Intermodal Center Feasibility Study*

The Lakeland Intermodal Center project, led by FDOT in partnership with the City of Lakeland, is currently in the Planning Phase following the completion of its Feasibility Study in 2020. Envisioned as a multimodal mobility center, the facility is planned to integrate local and intercity bus service, passenger rail (Amtrak and future SunRail), rideshare, and full bicycle and pedestrian access. The initial study completed Tier 1 and Tier 2 screenings, culminating in the formal selection of the Downtown West, Option B site (located near the RP Funding Center) via Lakeland City Commission Resolution No. 19-081. FDOT, the City of Lakeland, and the Polk County TPO are now working on advancing the project through the required next steps, which are expected to include the National Environmental Policy Act (NEPA) environmental analysis, design work, and property acquisition for the estimated \$27

million facility. The project remains a key component of future regional mobility planning, serving as a critical hub for connecting downtown Lakeland with major transit systems.

*South Florida Avenue (SR 37) Road Diet Pilot Project*

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

*US 17 Vision and Action Plan (Winter Haven)*

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

*US 17/92 Hinson Avenue PD&E Study*

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

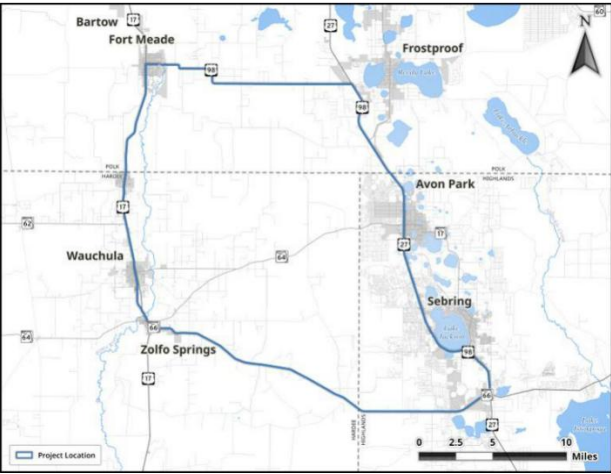
*US 17/92 Vision and Action Plan (Haines City and Davenport)*

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



SR 66 to US 98 PD&E Study

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



Vision Roadway Improvements

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

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

Lakeland Linder International Airport Master Plan

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

To accommodate this growth, the Master Plan identifies a series of phased facility improvements. Key airside projects include the eventual extension of the primary runway (09/27) to 10,000 feet, construction of a new 7,400-foot parallel runway, and upgrades to navigational aids and taxiway geometry to meet evolving FAA standards and the needs of larger aircraft such as the Boeing 767-300F. Landside improvements focus on expanding hangar and apron capacity, enhancing general aviation terminal facilities, and providing for future commercial passenger service. The plan also addresses the need for expanded fuel storage, improved access roads, and additional support infrastructure.

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

The Capital Improvement Plan (CIP) prioritizes projects into short-, medium-, and long-term phases, with an estimated total investment of over \$427 million through 2040. Funding will be sourced from a combination of federal, state, and local resources. The Master Plan positions LAL to support continued economic growth in Polk County and the Central Florida region, while

maintaining flexibility to adapt to changes in the aviation industry and community needs. **Table 4-4** provides a list of the projects included in the CIP.

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



Airport Master Plan 2020

Lakeland Linder International Airport  
City of Lakeland





## A GROWING SIS AND CARGO HUB

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

### Major Cargo Growth

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

### Increasing Passenger Activity

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

### A Diverse and Resilient Airport

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

### Preparing for Future Demand

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

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

Project	Federal Fiscal Year	Project Description	Project Cost	Funding		
				Federal	State	Local
Short-Term (Federal FY 2020-2025)						
A1	2021	Runway 9 Improvements	\$19,843,900	\$17,895,510	\$992,195	\$992,195
L1	2021	Relocate Airport Maintenance Building	\$5,378,800	-	\$2,689,400	\$2,689,400
A2	2021	Rehabilitate Taxiways A, B, C	\$6,563,400	\$5,907,060	\$328,170	\$328,170
A3	2021	Construct Taxiway Connector A4	\$1,924,400	\$1,731,960	\$96,220	\$96,220
L2	2022	Construct Conventional Hangars on Taxilane H	\$18,485,900	-	\$9,242,950	\$9,242,950
A4	2022	Taxiway E Enhancements	\$10,561,100	\$9,504,990	\$528,055	\$528,055
A5	2023	Shift Taxiway D	\$13,562,000	\$12,205,800	\$678,100	\$678,100
L3	2024	Construct Executive Aviation Center Access Road	\$4,300,300	\$3,870,360	\$215,020	\$215,020
A6	2024	Construct Taxiway A Shoulders	\$9,318,500	\$8,386,650	\$465,925	\$465,925
L4	2025	Construct Executive Aviation Center	\$40,380,200	\$4,939,110	\$17,720,545	\$17,720,545
A7	2025	Construct Run-Up Apron (Taxiway A)	\$3,324,700	\$2,992,230	\$166,235	\$166,325
L5	2025	Construct GA Hangar Access Road	\$2,156,600	\$1,940,940	\$107,830	\$107,830
Medium-Term (Federal FY 2026-2030)						
L6	2026	Construct 5,625 SF Hangar (West of Taxilane G)	\$9,424,200	-	\$4,712,100	\$4,712,100
L7	2027	Expand Taxilane H (Future Taxilane F) Nested T-Hangars	\$1,415,600	-	\$707,800	\$707,800
L8	2028	Construct T-Hangars	\$7,031,200	-	\$3,515,600	\$3,515,600
L9	2028	Fuel Farm Expansion	\$7,063,000	-	\$3,531,500	\$3,531,500
A8	2028	Airport Master Plan Update	\$1,462,100	\$1,315,890	\$73,105	\$73,105
A9	2022	Construct South Parallel Runway 10R/28L	\$45,679,100	\$41,111,190	\$2,283,955	\$2,283,955
L10	2029	East Terminal Expansion	\$48,409,900	\$26,141,346	\$11,134,277	\$11,134,277
A10	2028	Construct South Parallel Taxiway to Runway 10R/28L (Future Taxiway B)	\$28,282,500	\$25,454,250	\$1,414,125	\$1,414,125
L11	2029	Construct 5,625 SF Hangars (Southwest of existing FBO Apron)	\$15,065,200	-	\$7,532,600	\$7,532,600
L12	2030	Construct 8,100 SF Hangar	\$23,696,300	-	\$11,848,150	\$11,848,150
A11	2030	Remove Runway 5/23	\$10,156,100	\$9,140,490	\$507,805	\$507,805
Long-Term (Federal FY 2031-2040)						
A12	2030	Runway 09/27 Extension	\$28,078,300	\$25,270,470	\$1,403,915	\$1,403,915
L13	2031	West Terminal Expansion	\$60,101,200	\$32,454,648	\$6,458,009	\$6,458,009
A13	2035	Construction of Ground Run-Up Enclosure (GRE)	\$4,222,900	-	\$2,111,450	\$2,111,450
A14	2037	Airport Master Plan Update	\$1,738,000	\$1,564,200	\$86,900	\$86,900
Short-Term Total			\$135,799,900	\$69,338,610	\$33,230,645	\$33,230,645
Medium-Term Total			\$197,685,200	\$103,163,166	\$47,261,017	\$47,261,017
Long-Term Total			\$94,140,400	\$59,289,318	\$10,060,274	\$10,060,274
Full Program Total			\$427,625,500	\$231,791,094	\$90,551,936	\$90,551,936



Lakeland Linder International Airport Terminal Area Master Plan

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

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

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

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

Congestion Management Process

The Polk TPO’s updated Congestion Management Process (CMP) reflects a data-driven and performance-based approach to identifying and addressing congestion across the metropolitan transportation network. The CMP integrates operational and management strategies aimed at improving the efficiency of existing facilities, enhancing safety, and maximizing mobility for both people and goods. It supports the LRTP by informing project prioritization and investment decisions, particularly for single-occupancy vehicle (SOV) projects and multimodal enhancements. The CMP also aligns with federal requirements under 23 C.F.R. 450.324, ensuring consistency with FAST Act guidance and emphasizing the role of intercity transit, transportation demand management (TDM), and emerging mobility technologies. The updated process incorporates corridor-level analysis, travel time reliability metrics, and stakeholder input to guide strategic improvements and support regional resilience planning.

4.4 PUBLIC TRANSPORTATION

CITRUS CONNECTION 2025 TRANSIT DEVELOPMENT PLAN UPDATE

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

The TDP outlines a phased 10-year program of service and capital improvements designed to enhance mobility, reduce congestion, and support sustainable growth. Key recommendations include extending weekday service hours, increasing frequency on high-

demand routes, introducing new local and regional services (such as express and microtransit options), and implementing premium Bus Rapid Transit (BRT) on major corridors like Florida Avenue and US 98. The plan prioritizes investments in infrastructure, including new and upgraded transit centers, park-and-ride facilities, and technology enhancements to improve rider experience and operational efficiency. Financial projections and a prioritized project list ensure that improvements are both ambitious and achievable, with funding strategies leveraging federal, state, local, and public-private partnerships. The TDP positions Citrus Connection to meet the county’s growing and diversifying mobility needs, while supporting broader LRTP goals for a connected, accessible, and resilient transportation network.

Consistent with the TDP, costs and revenues were forecasted out to 2050. **Table 4-5** provides an overview of costs and revenues forecasted for transit needs. **Table 4-6** provides an overview of transit needs by time band. An excerpt from the TDP showing the comprehensive transit costs, revenues, and needs by time band is provided in Appendix D.

Table 4-5. Transit Costs and Revenues

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

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

Table 4-6. Transit Needs by Time Band

Needs	From 2025 TDP Major Update			
	2026-2030	2031-2035	2036-2040	2041-2050
Operational Needs				
Citrus Connection Network	X	X	X	X
Existing ADA Paratransit Service	X	X	X	X
Enhancements to Existing Service	X	X	X	X
New Transit Services - Local Services	X	X	X	X
New Transit Services - Microtransit	X	X	X	X
New Transit Services - Regional Services	X	X	X	X
New Transit Services - Premium Services	X	X	X	X
Capital Needs				
New Vehicles		X		
Replacement Vehicles - Existing Fixed-Route	X	X	X	X
Replacement Vehicles -Paratransit and microtransit vehicles		X		X
Expand Transit Marketing/UAP	X	X	X	X
Additional Bus Stop Infrastructure		X		
Queue Jumps		X		
Transit Signal Priority		X		

Needs	From 2025 TDP Major Update			
	2026-2030	2031-2035	2036-2040	2041-2050
New Transit Center	X			
Super Stop	X			
Bus Facilities Repair and Enhancement	X			
Farebox Replacement and System Upgrades	X		X	
Mobile App/ Fare Options	X	X	X	X
Lakeland Intermodal PD&E Study	X			
Park-and-Ride Studies	X			
New Technology Upgrades	X	X		

TDP SERVICE IMPROVEMENTS

The TDP includes service improvement recommendations, which were developed to improve transit access to jobs and services in and next to Polk County and help reduce traffic congestion in core areas and corridors. These include strategies to enhance existing services and new services. New services include premium transit options, new express and local routes, and technology-based microtransit services. Service improvements identified in the TDP are listed in Error! Reference source not found. and explained in greater detail on the following pages.

Enhancements to Existing Network

The TDP identified a need to improve the existing network by extending service and increasing frequency. The map in Figure 4-5 below shows the recommended improvements to enhance existing service.

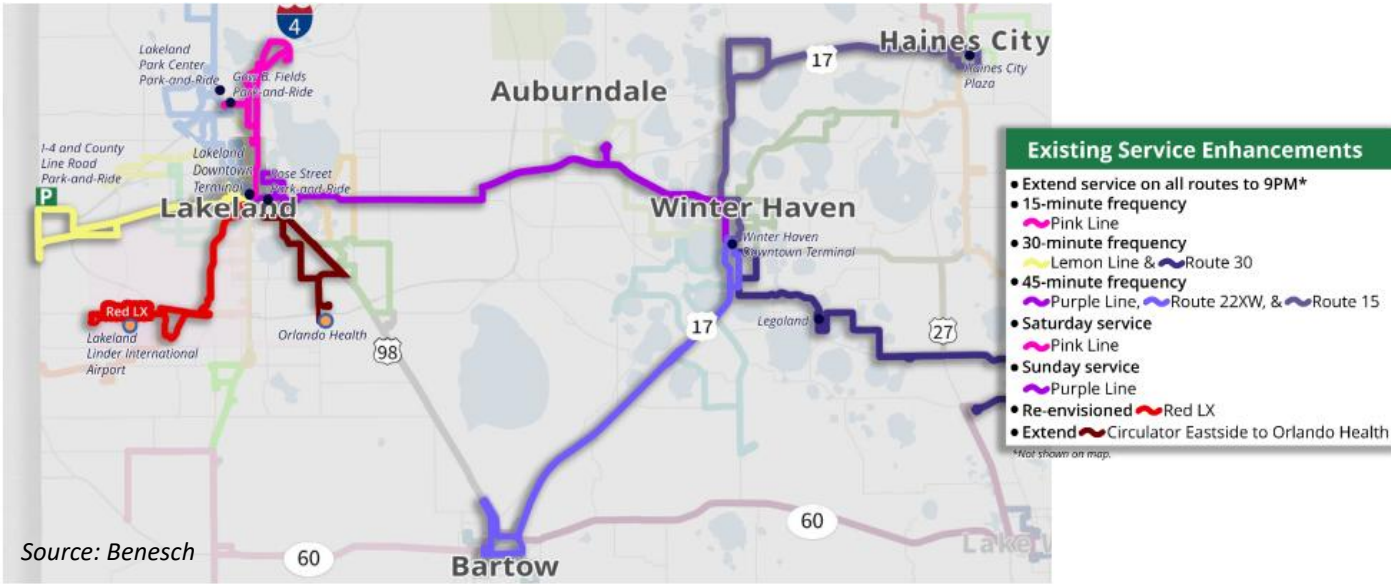


Figure 4-5. Enhancements to Existing Network

New Local Service

The TDP identified a need to expand service to potentially mitigate worsening traffic congestion resulting from the county’s rapid growth. The recommended new local service expansions are shown in Figure 4-6 below.

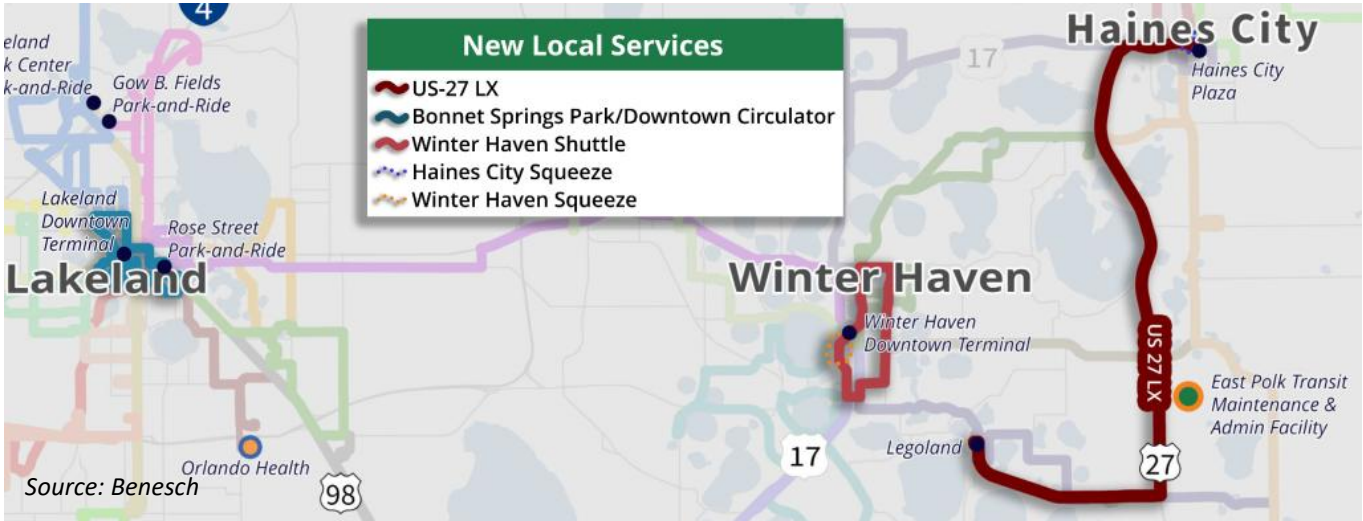


Figure 4-6. New Local Service

New Regional and Rail Services

The TDP identified regional and rail services as needed in order to support growth and enhance connectivity within and beyond Polk County. The recommended regional and rail services improvements are shown in Figure 4-7.

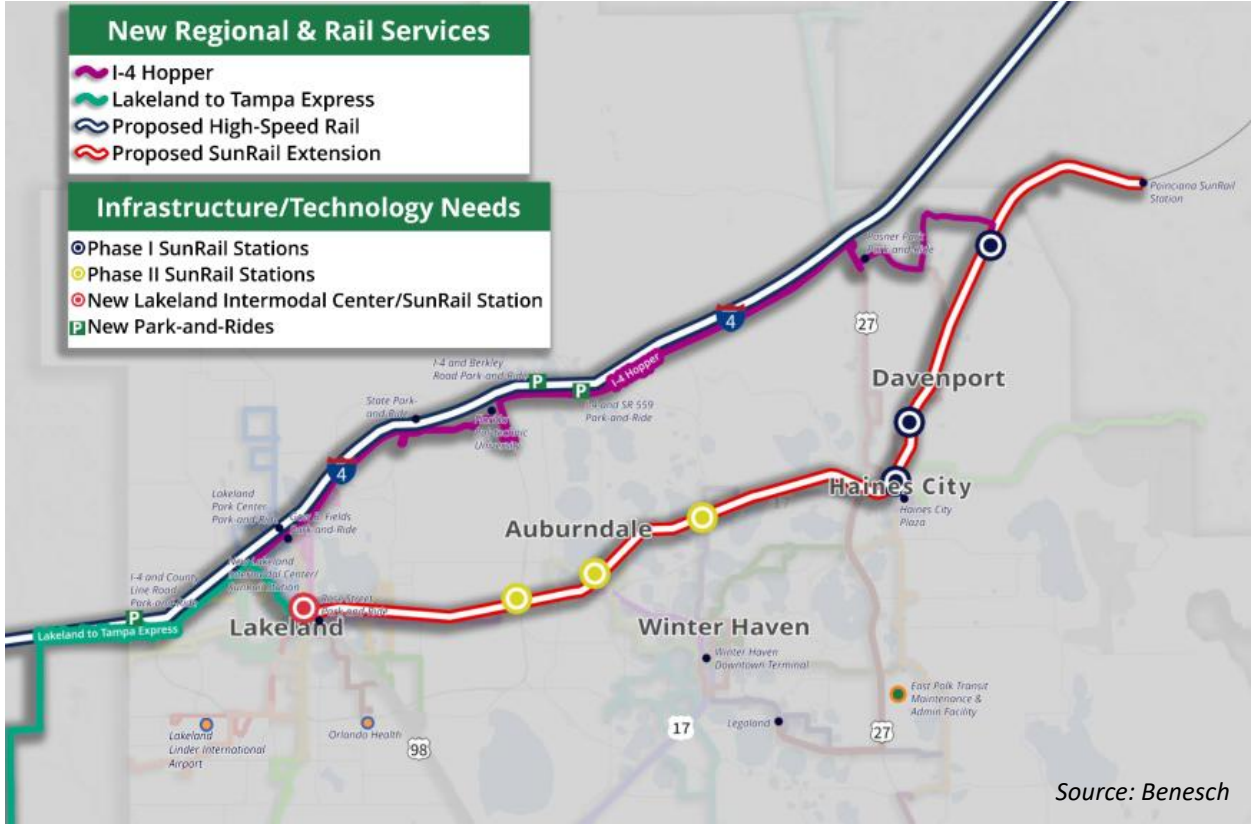


Figure 4-7. New Regional and Rail Services



New Premium Service

The TDP identified a need to add premium service on high demand corridors/areas in order to attract new customer and improve the quality of service for current customers. Key features of the expanded premium service include TSP/queue jumps at needed/applicable intersections, branded stations with enhanced amenities (covered/sheltered bus stops with real-time passenger information, WiFi, information kiosks, etc.) and branded low-floor BRT vehicles. The recommended new premium services are shown in **Figure 4-8** below.

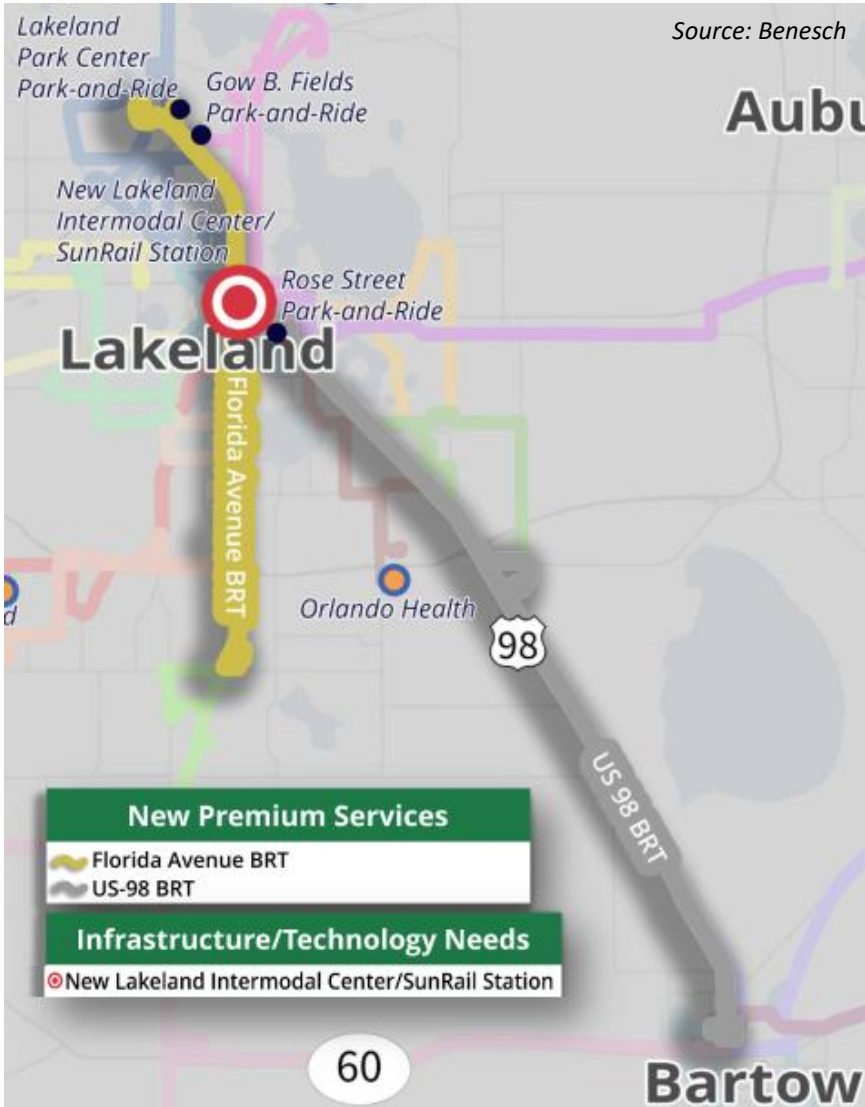


Figure 4-8. New Premium Services

GREYHOUND

Greyhound Lines is a privately-operated bus operator that provides intercity bus service connecting Indian River County to major cities across Florida and the broader United States. While Greyhound does not operate local fixed-route service within the county, it offers regional and national connectivity through its stop in Vero Beach. The Vero Beach stop is located at the Sunoco gas station on 20<sup>th</sup> Street, near I-95 Exit 170. This service compliments the county’s local transit system, GoLine, by offering residents and visitors access to long-distance travel options. There are no plans for Greyhound terminals in the county, but future planning efforts may consider opportunities to enhance intercity bus travel.

New Microtransit Service

The TDP identified a need to provide microtransit service to increase accessibility and improve convenience, particularly in low-density areas where traditional bus service may be inefficient. The recommended new microtransit service is shown in **Figure 4-9** below.

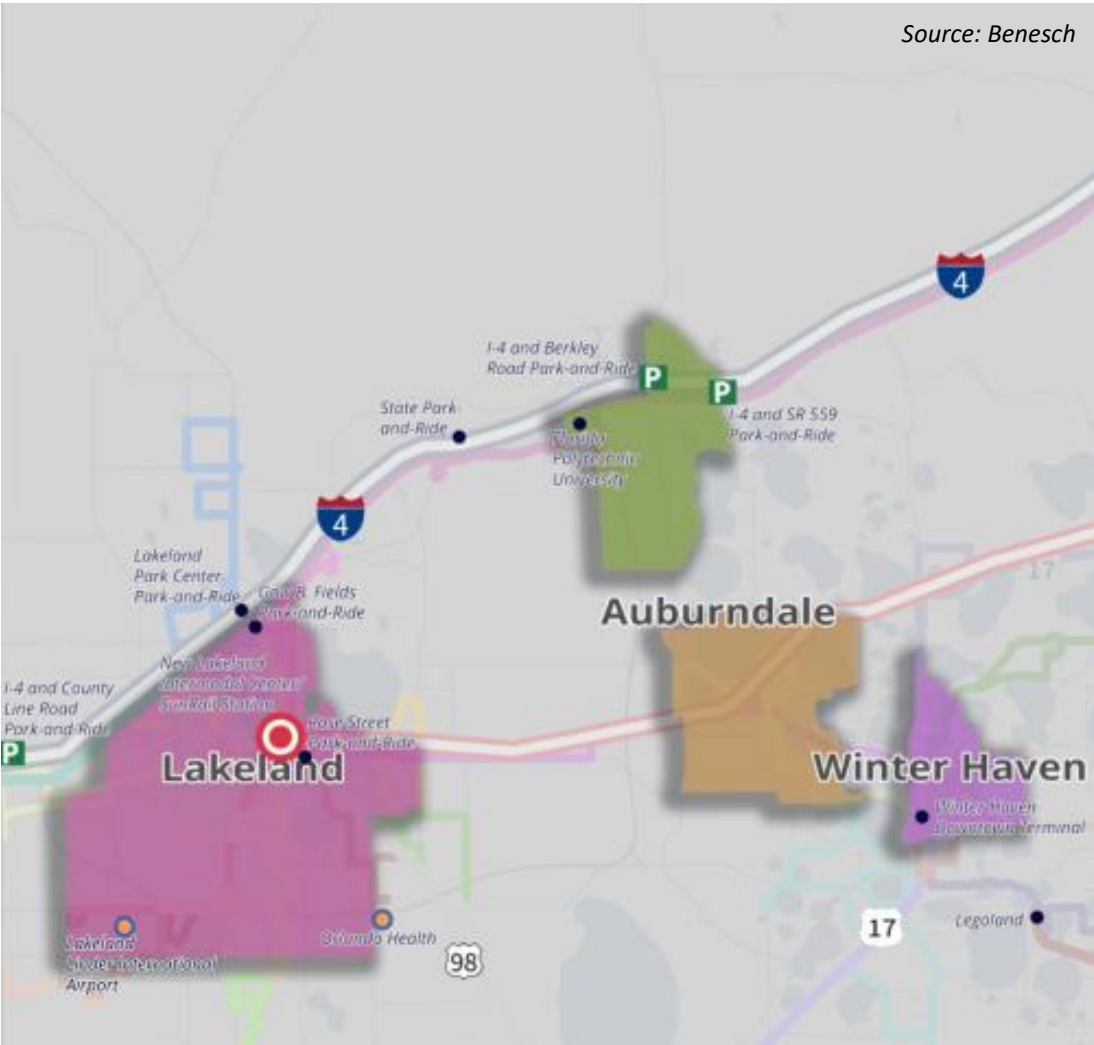


Figure 4-9. New Microtransit Service

The complete list of service projects in the 10-year schedule for the TDP are provided in **Table 4-7**.



Table 4-7. 10-Year Schedule of Projects for TDP (Service)

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

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

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



TDP CAPITAL IMPROVEMENTS

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

Lakeland Intermodal Center/SunRail Station

The TDP has determined that the existing Lakeland Downtown Terminal is inadequate to accommodate expanded transit service improvements. It is anticipated that the Lakeland Intermodal Center will be relocated to one of the potential site locations as identified in the Lakeland Intermodal Feasibility Study, which is available under separate cover. The proposed facility will include bus based, park-and-ride facilities, multimodal amenities, a drop-off and pick-up area, and other amenities. A Project Development and Environment (PD&E) study will be conducted to support this effort. The potential locations for the proposed facility are shown in **Figure 4-10**. A conceptual rendering of the proposed facility is shown in **Figure 4-11**.



Figure 4-10. Lakeland Intermodal Center Potential Site Locations

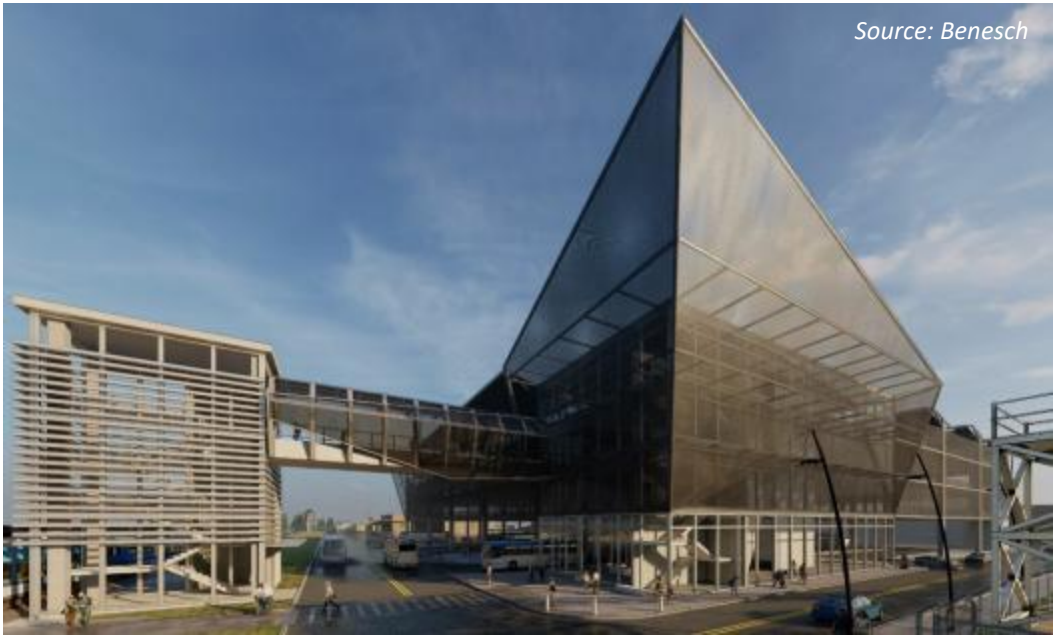


Figure 4-11. Lakeland Intermodal Center Conceptual Rendering

East Polk Transit Maintenance and Administrative Facility

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

Proposed New Transit Center and Super Stop

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

New Park and Ride Facilities

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

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

Implement Alternative Fuel Vehicles

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

Additional/Enhanced Facilities and Bus Stop Infrastructure

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



TSP/Queue Jumps

The TDP recommends implementing bus preferential treatments on critical corridors such as Florida Avenue and US 98 to mitigate the effects of increased traffic. TSP and queue jumps are strategic enhancements designed to create more efficient transit travel, particularly during periods of peak congestion. These enhancements are essential to the successful implementation of BRT services. The TDP recommends that Citrus Connection reviews the 2024 FDOT District One Districtwide BRT Feasibility Study to plan for potential TSP and queue jump implementation, in coordination with the appropriate local agencies. **Figure 4-12** illustrates a conceptual TSP with Queue Jump that could be used to support BRT.

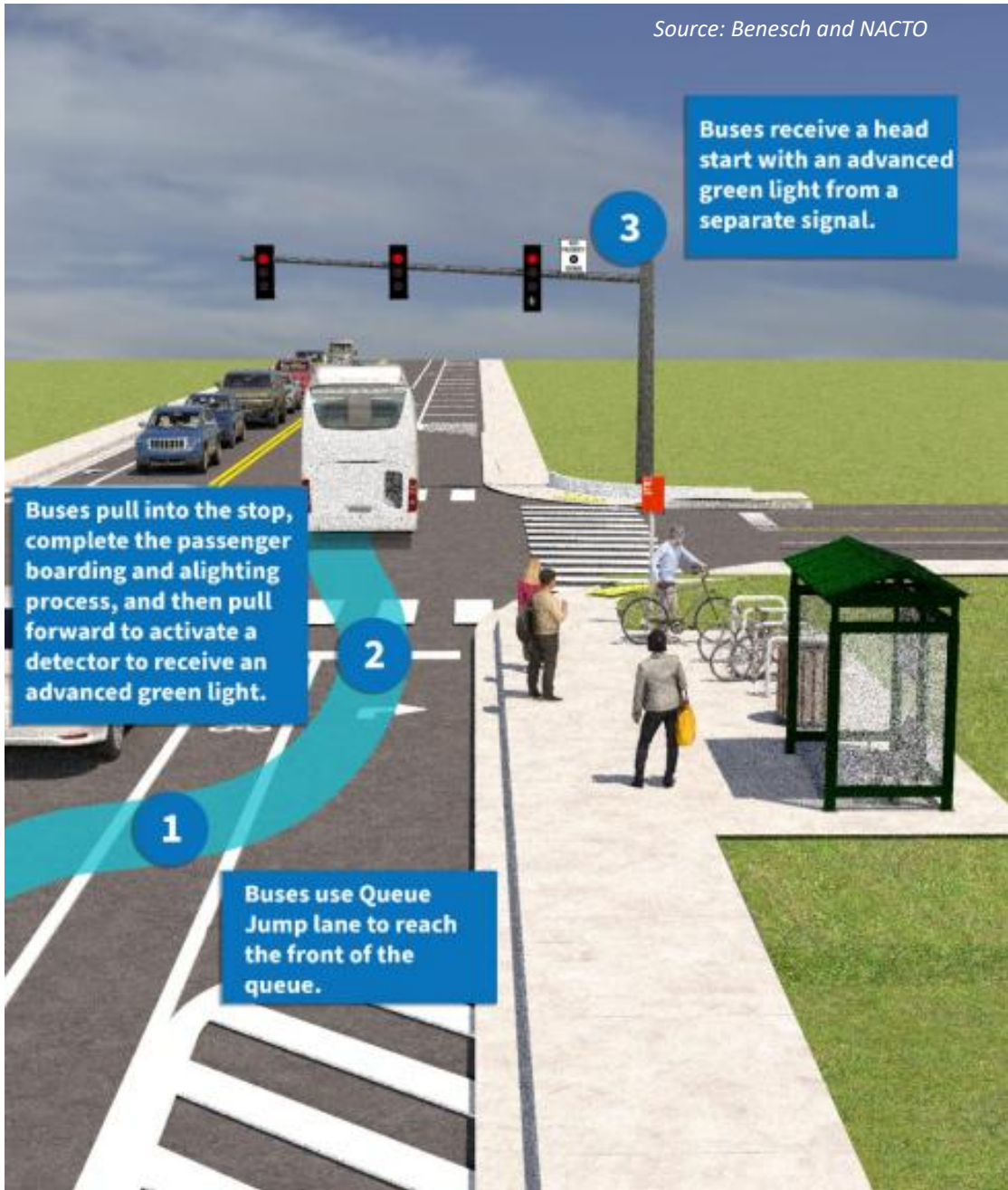


Figure 4-12. TSP with Queue Jump Concept to Support BRT

Expand Pass Sale Location and Implement Mobile Payment

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

Enhance Marketing and Promote UAP Partnerships

The TDP recommends that Citrus Connection broadens its marketing reach by engaging major employers and higher education centers and implementing targeted social media campaigns to reach specific audiences. Doing so will help attract new customers and help educate the community as a whole about the services offered by Citrus Connection. **Figure 4-13** shows a photo of an effort to engage the public as part of the TDP.



Figure 4-13. TDP Public Engagement

The 10-year schedule of capital projects for the TDP are listed in **Table 4-8**. A map of the schedule of projects for the TDP is provided in **Figure 4-14**. A map of the 2050 transit service needs are shown in **Figure 4-15**.

Table 4-8. 10-Year Schedule of Projects for TDP (Capital)

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

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

\*\*Annually



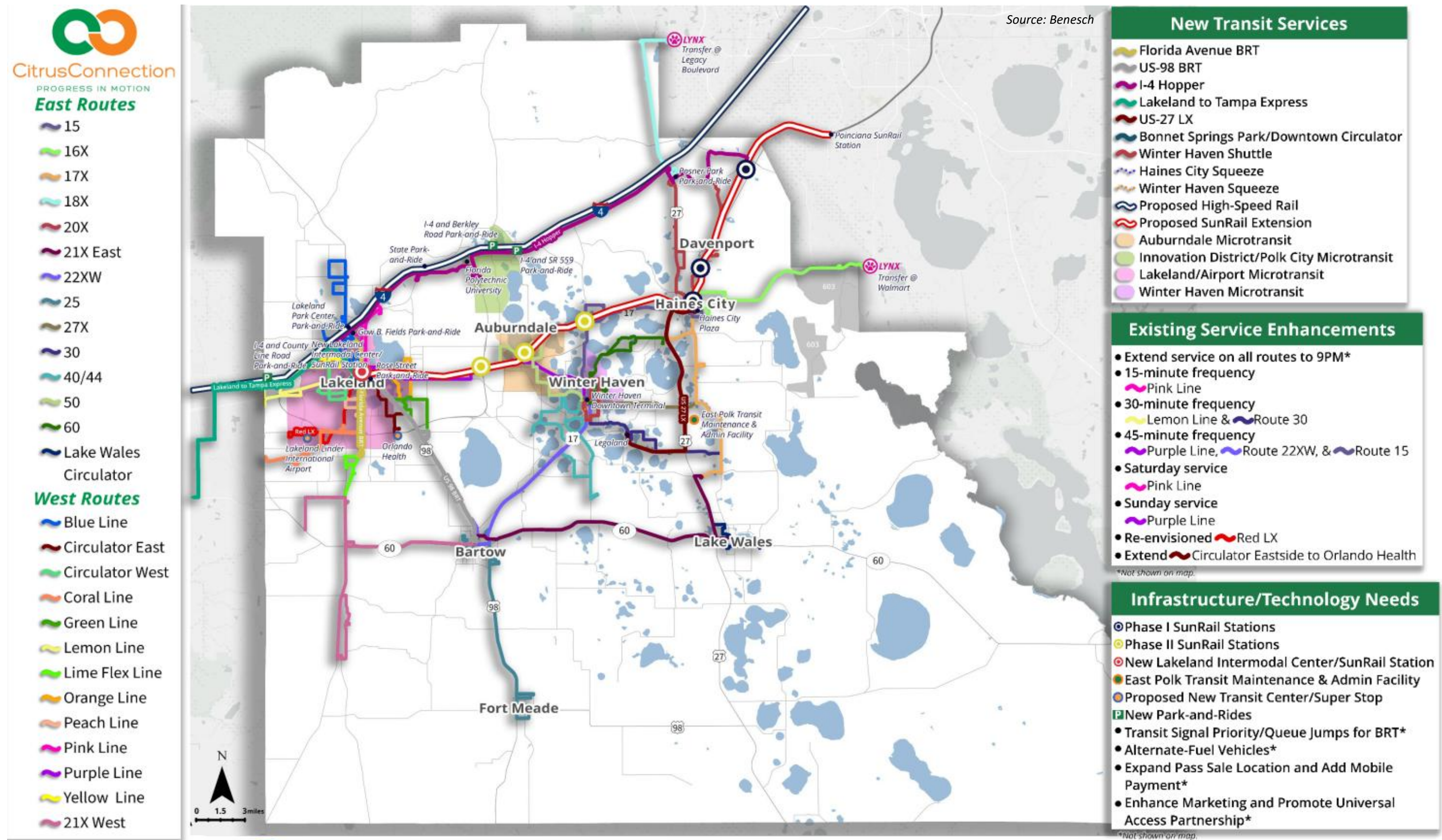


Figure 4-14. Schedule of Projects (Service and Capital) for TDP



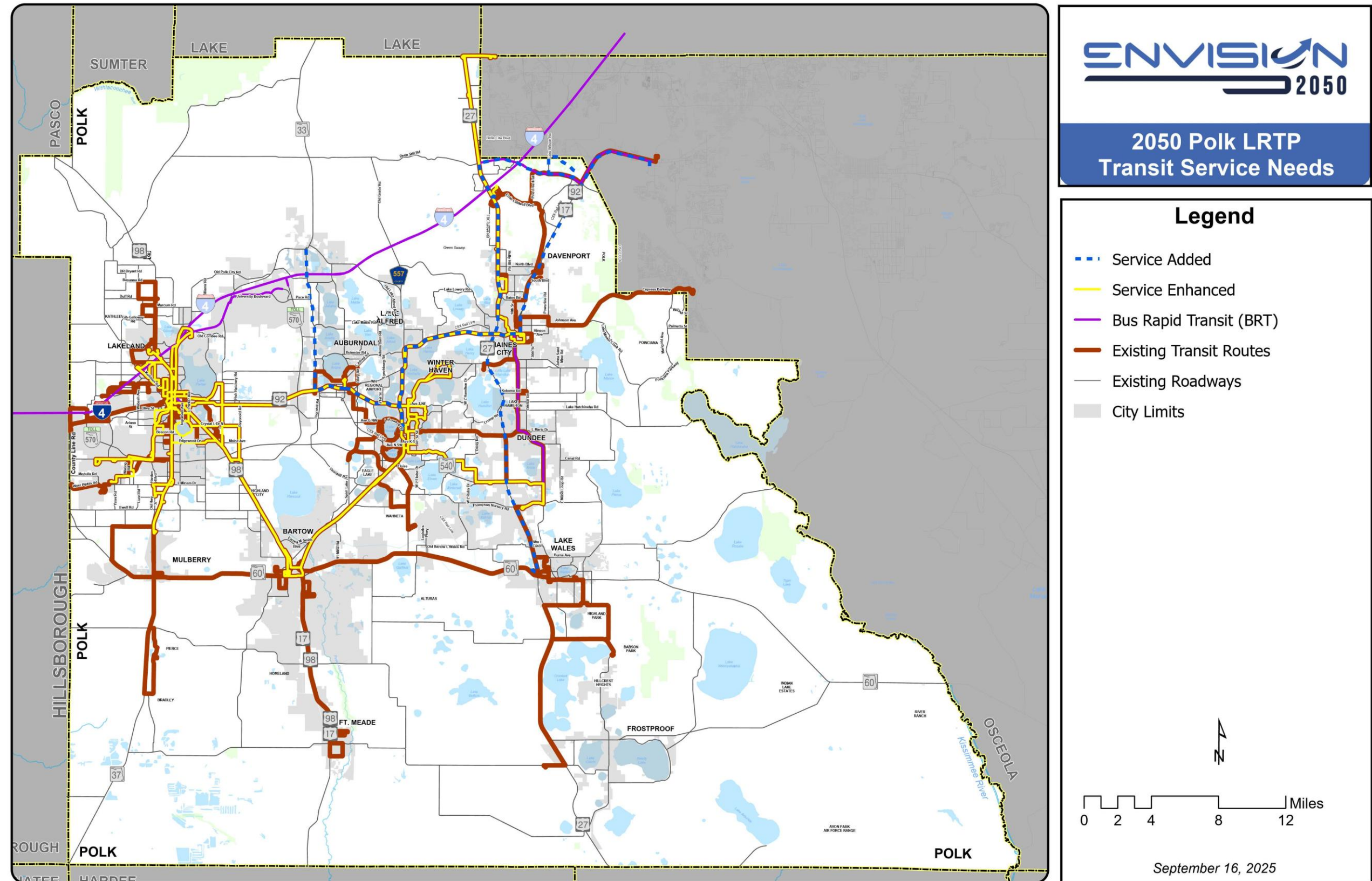


Figure 4-15. 2050 Transit Service Needs

SUNRAIL

SunRail is a commuter rail system that currently operates over 61 miles with 17 stations, connecting DeLand in Volusia County to Poinciana in neighboring Osceola County. FDOT completed the Sunshine Corridor Transit Concept and Alternatives Review (TCAR) study, finalized in 2024, evaluated an east-west passenger rail expansion to connect SunRail to major activity centers in Central Florida, concluding that a rail option was the most viable alternative. Based on these findings, Phase 1 of the expansion into Polk County is currently in the PD&E phase. Phase 1 of the proposed extension would continue service southwest into Polk County with possible stations in the Loughman area, Davenport, and Haines City as shown in **Figure 4-16**.

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

The PD&E Study will examine alternatives, environmental considerations, conceptual costs, ridership and revenue potential, and possible funding strategies. It will also assess how the extension could generate economic development and enhance regional connectivity. The study is scheduled to run through late 2026, with a locally preferred alternative recommended at its conclusion. A newsletter describing the PD&E process is shown as **Figure 4-17**.

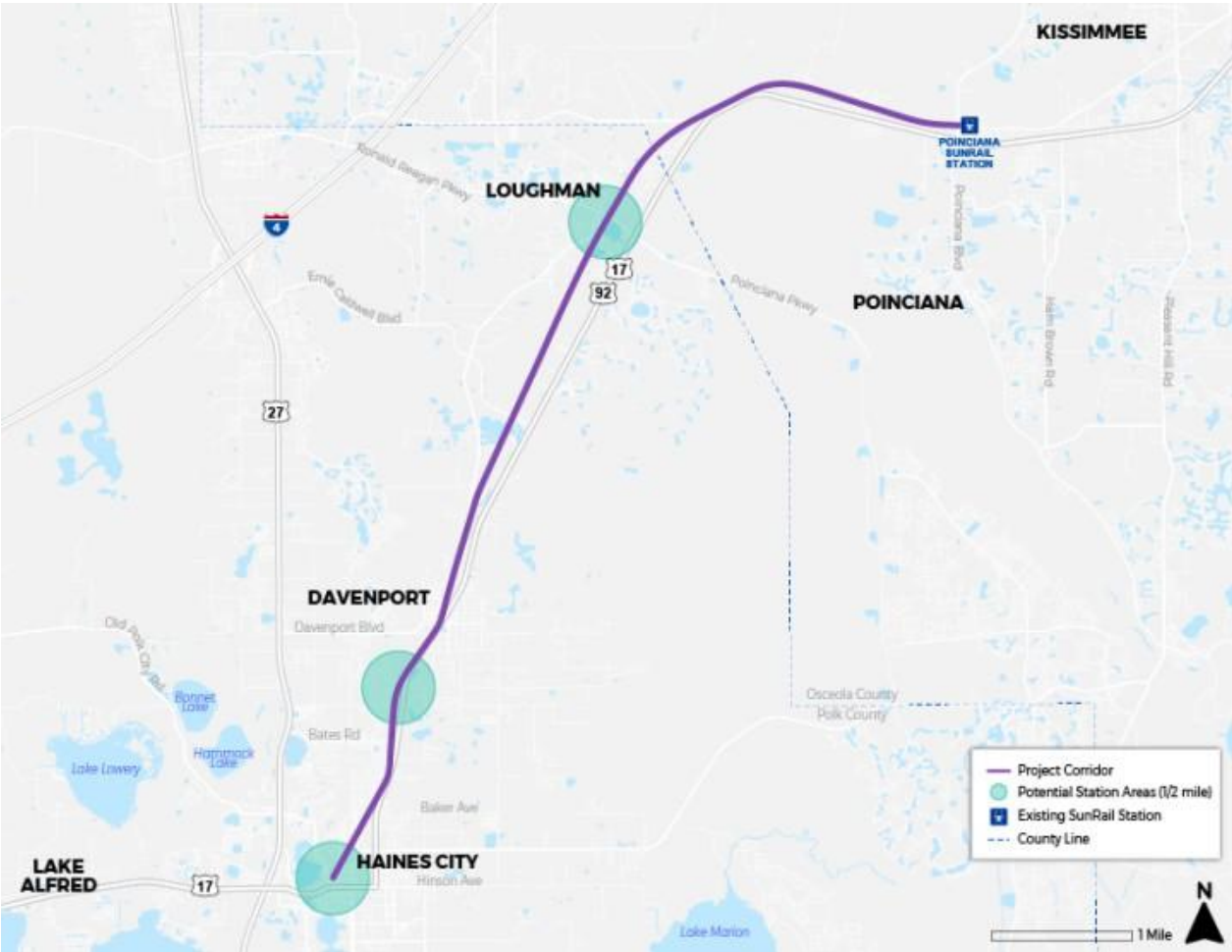


Figure 4-16. SunRail Expansion Study Area

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

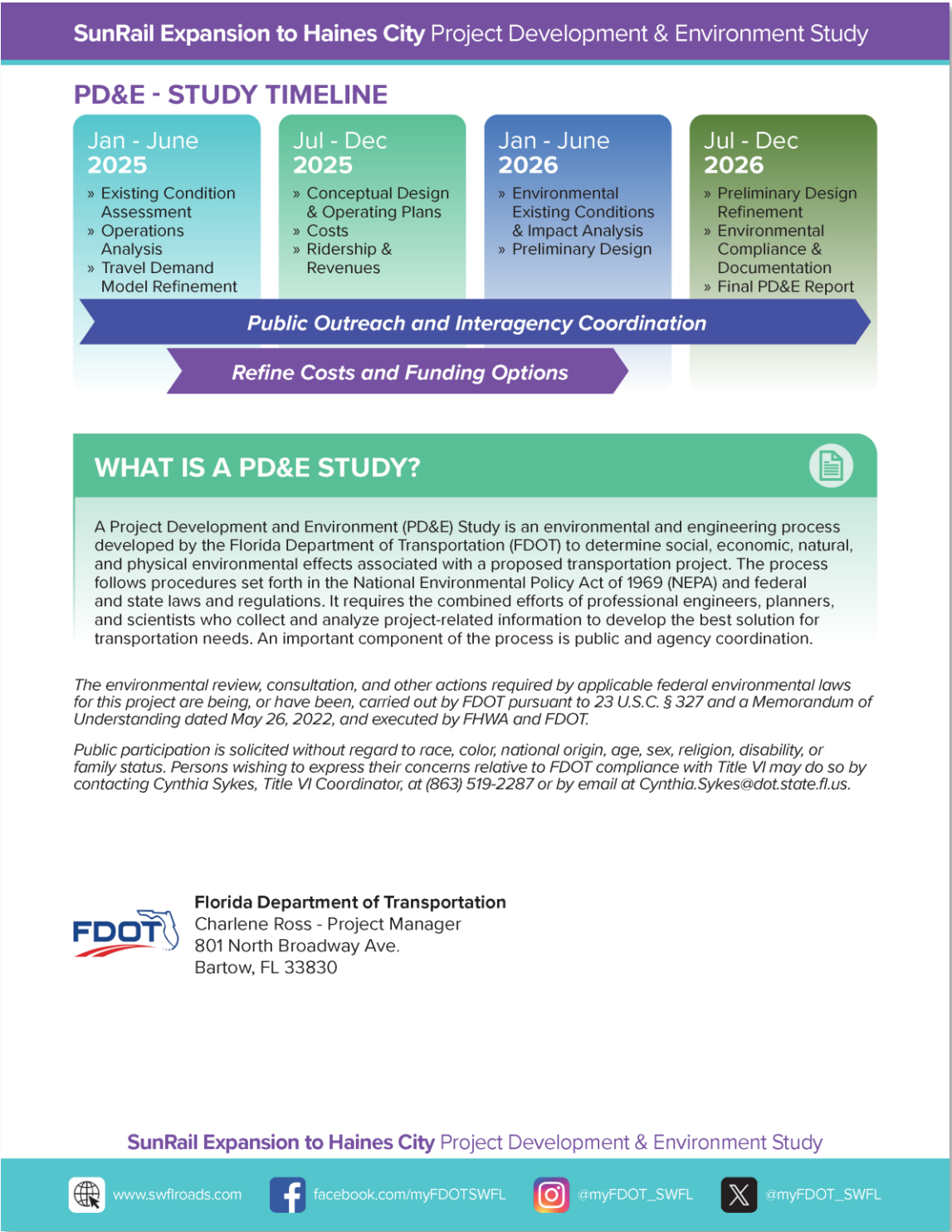


Figure 4-17. SunRail Expansion Newsletter



## HIGH SPEED RAIL

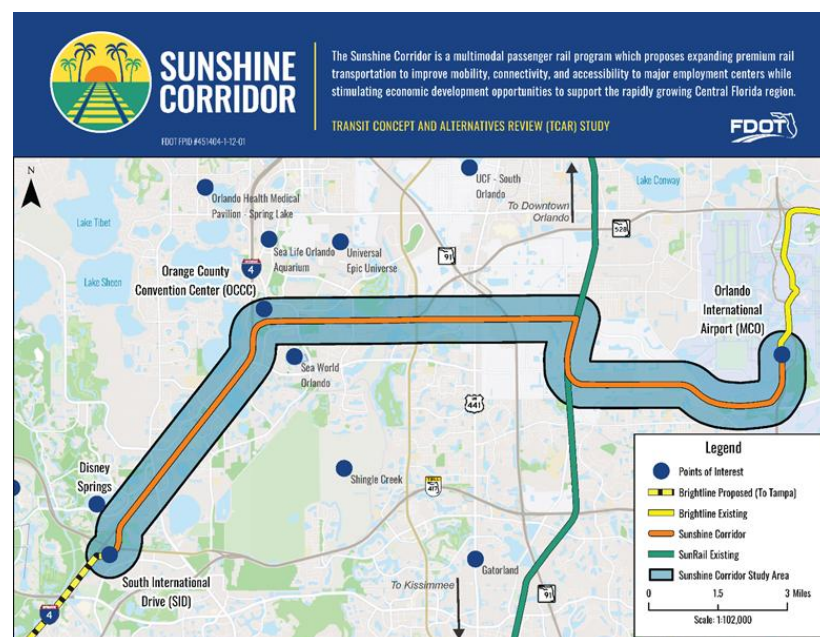
High-speed rail (HSR) has long been discussed as a transformative mobility option for Central Florida, particularly along the I-4 corridor between Tampa and Orlando. While earlier efforts were discontinued in 2011, interest in regional and statewide passenger rail continues to resurface as population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

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

## Sunshine Corridor Transit Concept and Alternatives Review (TCAR)

FDOT completed the Sunshine Corridor Study (shown in **Figure 4-18**), which evaluated new passenger rail service opportunities to improve regional mobility, focused on major employment centers, attractions, and transportation hubs in Central Florida. The recommended alternative—commuter rail expansion—would enhance connectivity between Polk County and key destinations such as Orlando International Airport, downtown Orlando, the Orange County Convention Center, and major theme parks. The expanded rail service would provide Polk County residents and workers with more reliable and efficient transportation options, reducing dependence on single-occupancy vehicles and alleviating congestion on I-4. The study projects significant increases in ridership and improved access to jobs, education, and entertainment, supporting both local economic development and regional travel needs.

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



## 4.5 BICYCLE, PEDESTRIAN, AND TRAILS

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

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

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

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

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

Together, these projects demonstrate the scale of Polk TPO's investment in bicycle, pedestrian, and trail infrastructure. By advancing Complete Streets, filling sidewalk gaps, expanding the trail system, and improving multimodal safety, *Envision 2050* supports a future where walking and biking are safer, more accessible, and more fully integrated into the region's transportation system. **Table 4-9** lists the adopted bicycle, pedestrian, and trail projects.

**Figure 4-19** and **Figure 4-20** illustrates the needs for multi-use trail facilities in Polk County, while **Figure 4-21** highlights bicycle and pedestrian facility needs.

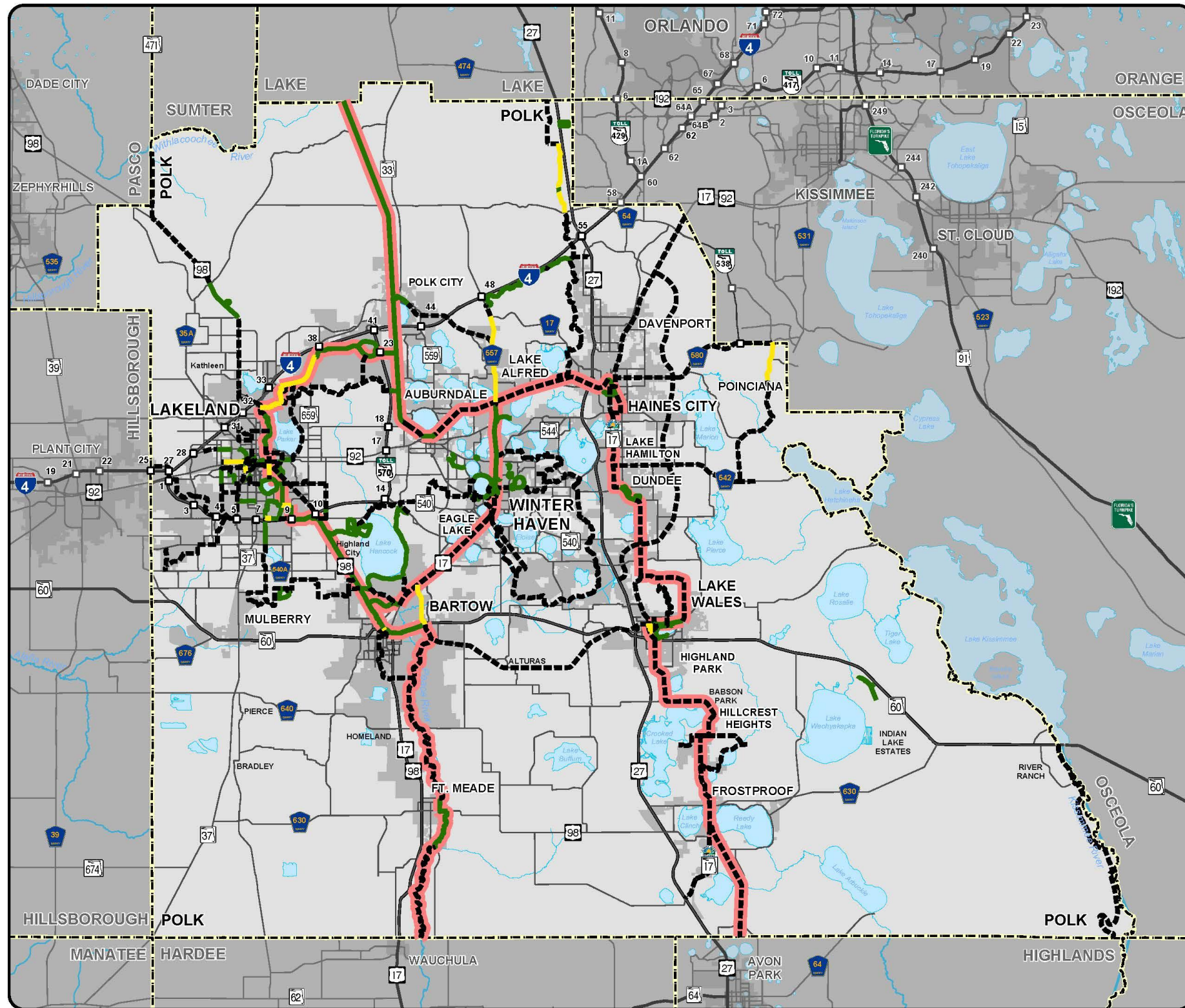





Table 4-9. Adopted Priority Bicycle, Pedestrian, and Trail Projects

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







## Multi-Use Trail Needs

### Legend

**Multi-Use Trail Status**


- Existing Multi-Use Trail (127.76 mi.)
- Multi-Use Trail - (22.45 mi.) Under Construction/Committed
- - - Proposed Multi-Use Trail (312.69 mi.)

**Regional Multi-Use Trail Network**

- Florida SUN Trail Network (146.10 Mi.)


**Other Map Features**

- City Limits



Miles

0
2.5
5
10
15



Polk Transportation Planning Organization

DRAFT  
November 24, 2025

Figure 4-19. 2050 Multi-Use Trail Needs



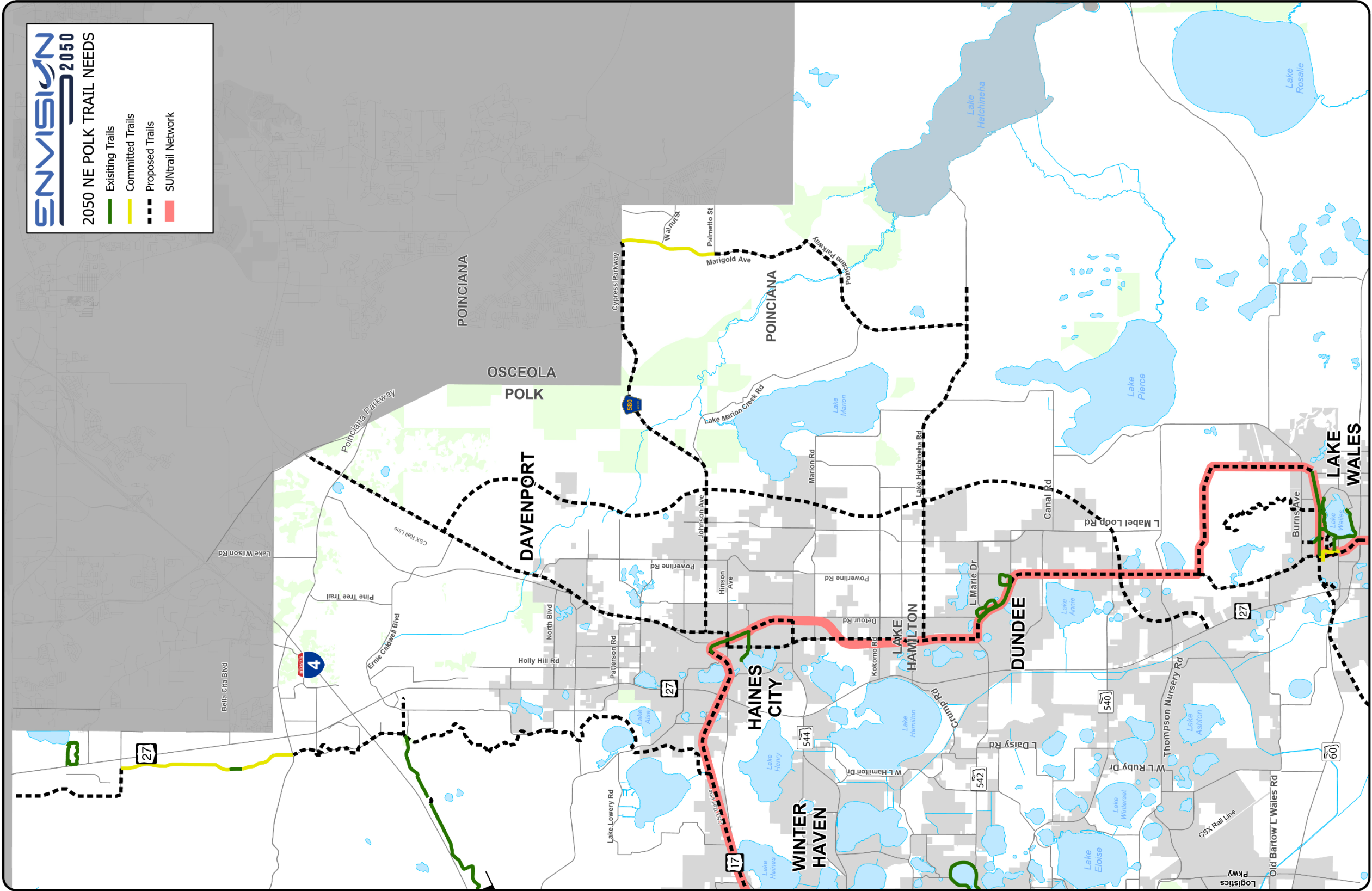


Figure 4-20. Northeast Polk 2050 Trail Needs

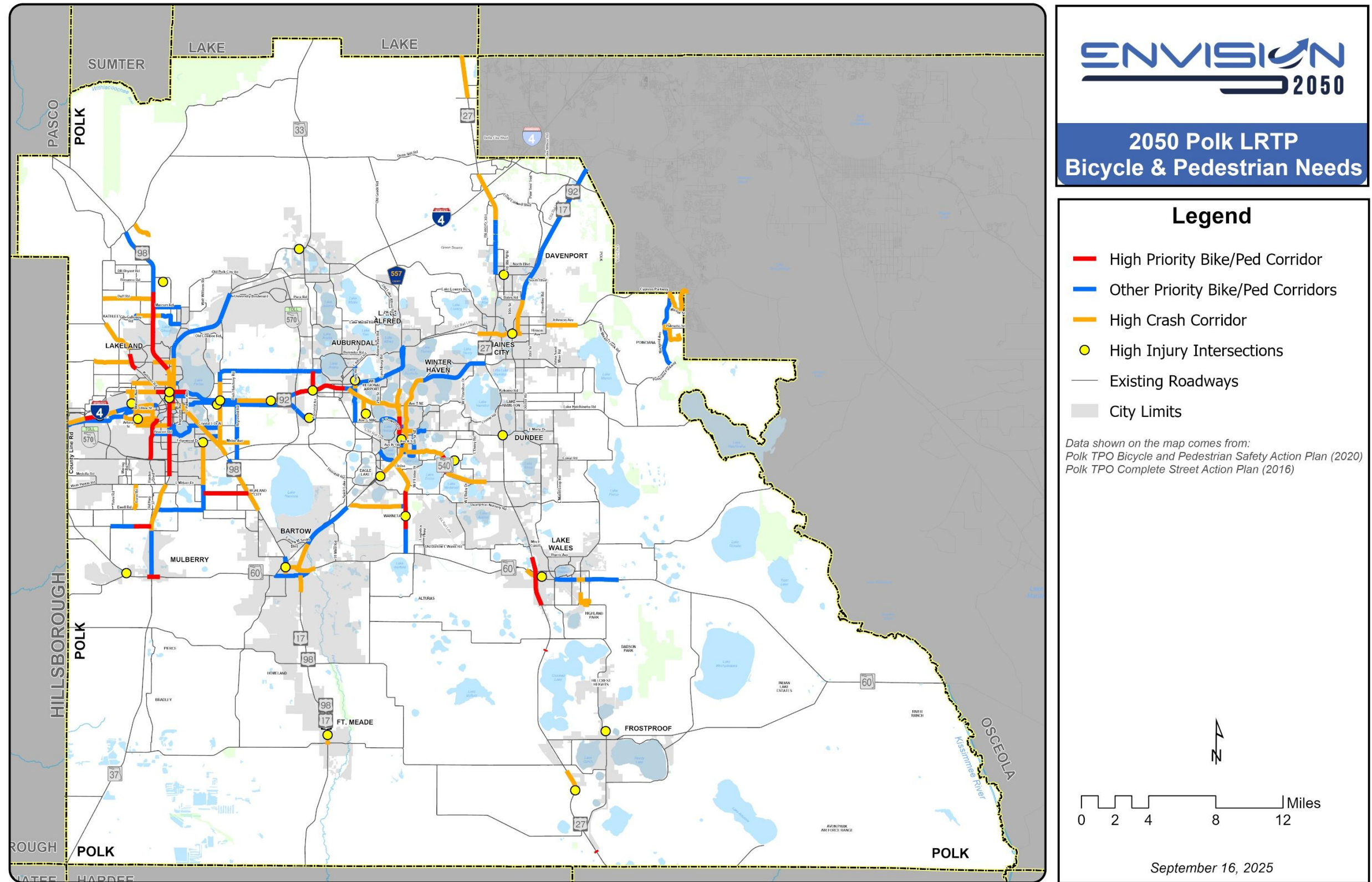


Figure 4-21. 2050 Bicycle and Pedestrian Needs

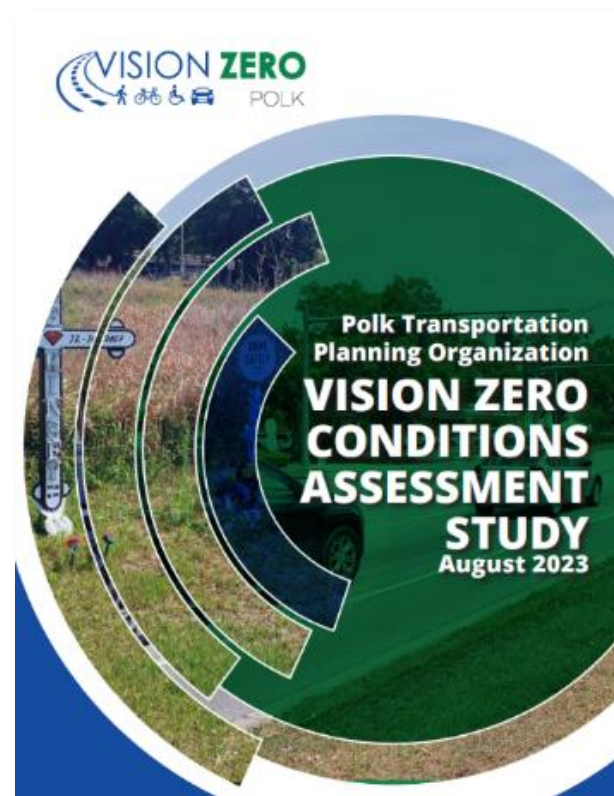


## 4.6 SAFETY

### VISION ZERO CONDITIONS ASSESSMENT STUDY

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

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



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

- **Phase 1 – Programs, Policies, and Projects to create new communication inroads between Polk TPO and Polk residents.**
  - Program Level Action Items
    - Update design standards: introduce target speeds, context-based design, safety-positive designs for new development; update standards to ensure safest designs are present
    - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment
    - Develop a comprehensive strategy and toolbox in place for traffic safety and behavior marketing/education
    - Train police officers in better data collection and appropriate language
    - Provide a Vision Zero portal for users in Polk County to share information/ideas/support/track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting
    - Develop mechanism to trigger “after” studies once projects are completed
    - Identify potential severe crash risk areas through a systemic approach based on crash history, roadway design, posted speeds, land-use context, and other common factors. Feed into model to identify corridors at risk for future severe crashes
    - Review posted speeds and/or implement speed calming measures on critical corridors, including transition zones to rural towns and areas with new development

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

- **Phase 2 – Programs, Policies, and Projects that seek to revise longstanding traffic precedents that do not serve county safety.**

- Program Level Action Items

- Conduct a campaign against DUIs in English and Spanish.
    - Implement campaign in Polk to influence higher usage of seatbelts.
    - Create bike/ped safety curriculum for schools – look at “Campaign in a Box.”
    - Present the TPO’s Bicycle and Pedestrian Safety Education Program and Vision Zero Action Plan recommendations to the School Board, County and City Commissions, Polk Vision Governing Board, and at other community forums.
    - Collaborate with Polk Vision, Polk County Public Schools, FDOT, and other agencies to conduct Vision Zero workshops and educational programs for students and agency staff.
    - Improve transit on higher-speed corridors to encourage use of transit in place of (or to augment) walking/biking higher-speed roads until appropriate physical accommodations can be built
    - Pilot project for safe vehicle technologies in fleet vehicles (driver assistance features, georeferenced speed limiting).
    - Review driver education materials and suggest updates.
    - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment. Allow smaller cities and towns in Polk to use contracts.
    - Look at opportunities to increase network connectivity instead of widening to accommodate travel modes.
    - Offer to partner with the State using county contracting methods to address certain safety problems more quickly on State and U.S. Roadways.
    - Proactively communicate speed limit changes as well as the connection between speed and safety outcomes to the community.
    - Collaborate with emergency responders to ensure balance of quick-response times and traffic-calming treatments. Identify priority emergency response routes in collaboration with Polk County Fire Rescue and local hospitals.
    - Hold focus groups with hospitals and trauma centers to identify ways to incorporate their data on severe injuries and fatalities related to traffic crashes while maintaining patient confidentiality.
    - Convene the Vision Zero Leadership Team semiannually to report on progress and provide relevant updates.
    - Form and convene a Vision Zero Task Force focused on implementing the Vision Zero Action Plan that meets monthly to share updates, plan projects, and track progress.

- Policy Level Action Items

- Strengthen development review standards/traffic study guidelines at the local level to incentivize more multimodal infrastructure (e.g. transit, crosswalks) or safety enhancements. Developers should participate in preventing safety issues. Encourage mixed-use development to reduce the length of trips, particularly by foot/bicycle.
    - Provide separated bike/golf cart paths to/from entertainment areas/bars/package stores to encourage use of slower/lower mass vehicles.
    - Require inspectors for work zones to ensure proper MOT is put in place and maintained, including a safe pedestrian route.
    - Add traffic-calming and multimodal-friendly requirements to land use code.
    - Establish a schedule for reviewing progress and updating objectives/strategies.
    - Focus on enforcing laws against risky driving behaviors.

- Ensure all clear zone requirements are context and speed appropriate, and that roadways are assessed using these requirements. Ensure that obstructions are either cleared, frangible, or that protection has been installed for drivers.
    - Monitor and track legislation that impacts the County’s Vision Zero efforts.
    - Secure a funding source or dedicated percent of money for Vision Zero projects. Advocate for Vision Zero earmarks during annual appropriations.
    - Utilize a score-based system to rank projects.
    - Work with cities to identify a Low-Stress Network; lower posted speeds to 20 mph on streets that overlap with the Low Stress Network.
    - Collaborate with various agencies and municipalities to prioritize Vision Zero infrastructure investments on HIN corridors and intersections as identified in the Vision Zero Action Plan. The plan recommends Vision Zero projects on HIN should be prioritized in the TPO’s Annual List of Priority Transportation Projects, Long Range Transportation Plan, CIPs, and other planning documents.

- Project Level Action Items

- Construct separated bicycle facilities on HIN roadways.
    - Examine existing crosswalks for adequate lighting.
    - Evaluate all streets on the HIN over 30 mph to determine appropriate speed limits and make necessary improvements to the roads to make them self-enforcing.
    - Implement red light running safety cameras at two HIIIs. Expand program to additional HIN following the pilot study.
    - Develop model codes for cities to draw from to support Vision Zero.
    - Evaluate severe rear-end locations and look for systemic low-cost countermeasures, such as dilemma zone detection or turn lanes.
    - Develop implementation plan for corridors that require lower posted speeds to match context.

- **Phase 3 – Programs, Policies and Projects that add longevity and sustainability to safe transportation measures in the county.**

- Program Level Action Items

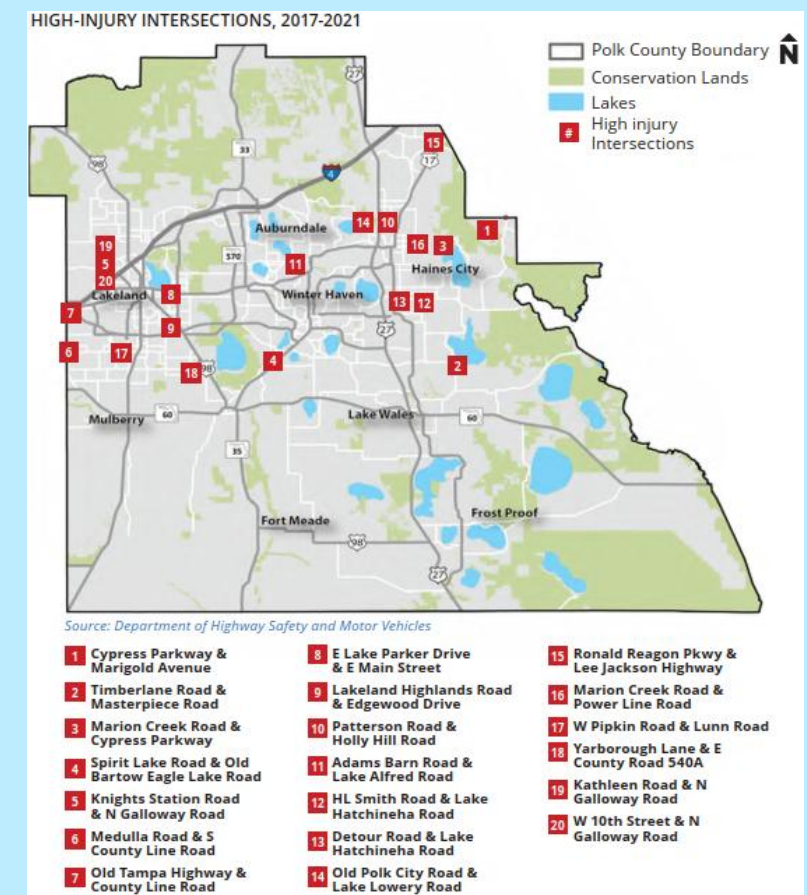
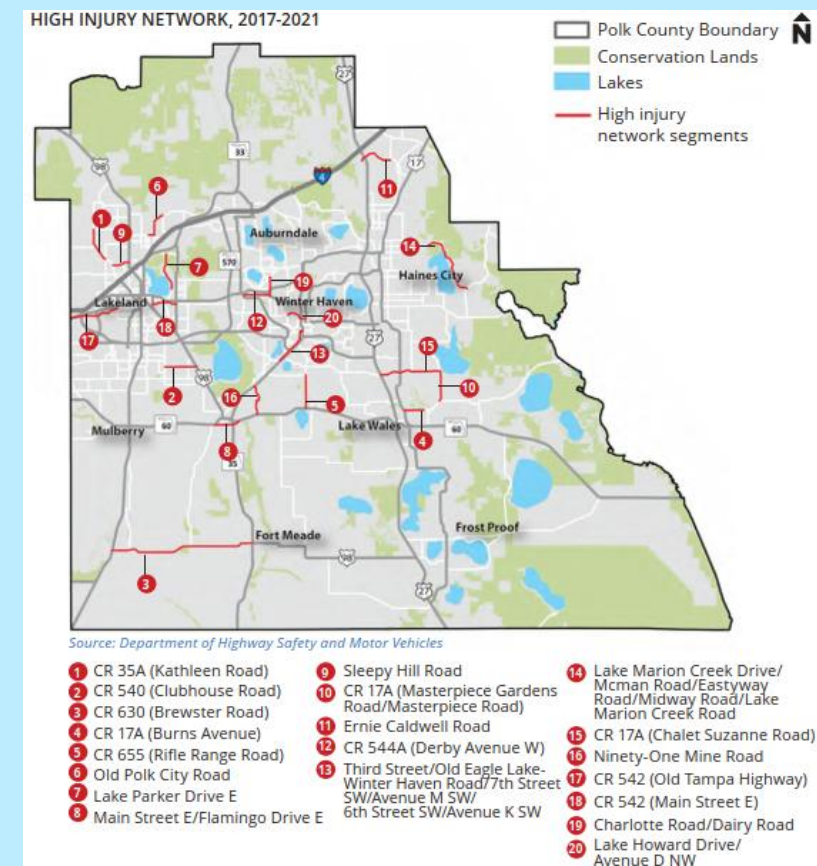
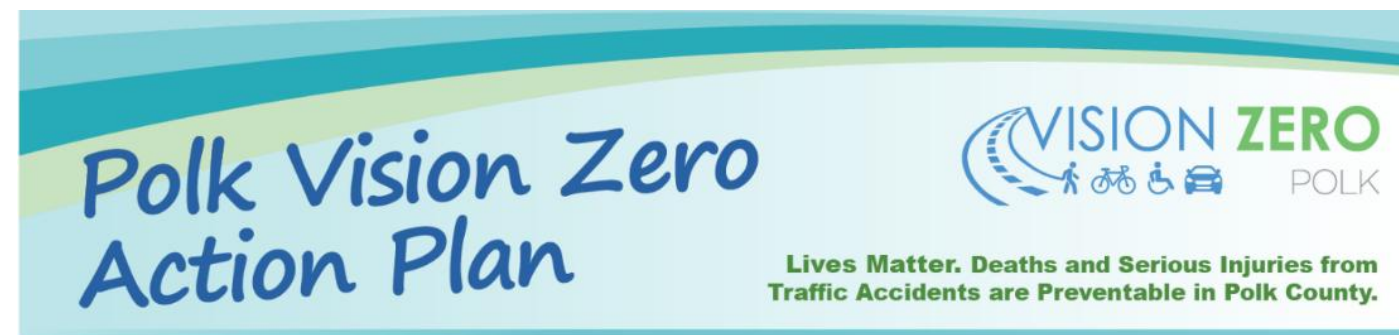
- Partner with Uber, Lyft, local breweries, bars, businesses, etc. to provide free rides home or vouchers/certificates/coupons for designated drivers.
    - Offer education/training for municipal fleet drivers.
    - Streamline safety concern submissions through an equitable process to center high-priority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



- Provide training and education outreach to users and staff when introducing new pedestrian or bicycle safety infrastructure; teach all users how to navigate the network.
- Give reports to elected officials on why crashes are happening and what their recommended fixes could be.
- Identify or create a position that holds responsibility for being a Vision Zero champion and for coordinating Vision Zero efforts.
- Explore corridors where a speed-management pilot would be applicable and could be deployed.
- Policy Level Action Items
  - Use USLimits2 or other appropriate method for setting reasonable speed limits based on road context.
  - Lower statutory speed limits in CBD areas and on residential local roads.
  - Consider crossing distances for pedestrians and increase midblock crossings to provide appropriate density of protected crossings.
  - Design suburban commercial centers to accommodate pedestrians and bicyclists.
  - Encourage municipalities to adopt Vision Zero policies.
  - Review and work on any needed changes of State and local pedestrian and bicycle laws.
  - Allow on-street golf cart use in designated areas (low-speed residential streets) to encourage use of lower-weight, lower-speed vehicles for shorter trips.
  - Ensure ROW is available to bicyclists to use, especially in C4 contexts. Consider lane diets for cycle tracks if needed, or multiuse paths.
- Project Level Action Items
  - Investigate whether GPS preemption systems would improve response times.
  - Implement new systemic countermeasures (rumble strips, chevrons, etc.)
  - Create Polk Web Book of Safety and Speed Calming Resources that provides guidance and organizes recommendations based on functional classification and street typology.
  - Hold one demonstration project in a city (ex. City of Lakeland on first Friday) that coincides with another event.
  - Work with local electric companies to facilitate simpler and cheaper lighting projects.
  - Evaluate corridors for LED retrofits if needed.

#### POLK VISION ZERO ACTION PLAN

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



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# COST FEASIBLE PLAN CHAPTER 5





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5.0 COST FEASIBLE PLAN

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

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

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county’s roadways throughout the planning period of the LRTP. **Table 5-1** presents the demonstration of fiscal constraint.

Table 5-1. Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$592,954,056	\$453,991,040	\$200,111,715	\$1,247,056,811
Federal/State Revenue for Capital	\$76,943,001	\$78,664,000	\$158,925,999	\$314,532,999
Local Revenue for Capital	\$838,586,301	\$1,016,124,564	\$3,351,067,536	\$5,205,778,401
Subtotal for Capital Projects	\$1,508,483,358	\$1,548,779,604	\$3,710,105,250	\$6,767,368,211
Federally/State-Funded Capital Projects	(\$669,897,057)	(\$532,655,040)	(\$359,037,714)	(\$1,561,589,810)
Locally-Funded Capital Projects	(\$838,586,301)	(\$1,016,124,564)	(\$3,351,067,536)	(\$5,205,778,401)
Capital Revenue Balance	\$0	\$0	\$0	\$0
Federal/State Revenue for O&M	\$13,764,000	\$14,021,000	\$28,391,000	\$56,176,000
Local Revenue for O&M	\$335,583,206	\$434,598,871	\$1,307,616,726	\$2,077,798,803
Subtotal for O&M Projects	\$349,347,206	\$448,619,871	\$1,336,007,726	\$2,133,974,803
Federally/State-Funded O&M Projects	\$13,764,000	\$14,021,000	\$28,391,000	\$56,176,000
Locally-Funded O&M Projects	\$335,583,206	\$434,598,871	\$1,307,616,726	\$2,077,798,803
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$0	\$0	\$0	\$0

Fully committed roadway projects are presented in **Table 5-2**.

Table 5-2. Fully Committed Projects

Fully Committed Projects (2025 - 2030)			
ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES

Tentative 2050 Cost Feasible projects are presented in **Table 5-3**. Maps showing the locations of Cost Feasible projects within Polk County are provided in **Figure 5-1** through **Figure 5-4**.

Table 5-3. 2050 Cost Feasible Projects

2050 Cost Feasible Projects						
PROJECT ID	ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
501	KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	2031 – 2035
706	KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	2031 – 2035
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	2031 – 2035
47	FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	2031 – 2035
295	POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	2031 – 2035
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	2036 – 2040
133	SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	2036 – 2040
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	2036 – 2040
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	2036 – 2040
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	2036 – 2040
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	2041 – 2050
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	2041 – 2050
322B	FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	2041 – 2050
43A	I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	2041 – 2050
264A	POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	2041 – 2050
264B	POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	2041 – 2050
6	CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	2041 – 2050
32B	EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	2041 – 2050



2050 Cost Feasible Projects						
PROJECT ID	ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
502	KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	2041 – 2050
507	LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	2041 – 2050
702	LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	2041 – 2050
259B	H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	2041 – 2050
701	BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	2041 – 2050
212	BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	2041 – 2050
504	LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	2041 – 2050
22	CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	2041 – 2050
31	EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	2041 – 2050
32A	EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	2041 – 2050
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	2041 – 2050
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	2041 – 2050
57B	CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	2041 – 2050
357	CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	2041 – 2050
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	2041 – 2050
321.1	HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	2041 – 2050
321.2	HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	2041 – 2050
321.3	HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	2041 – 2050

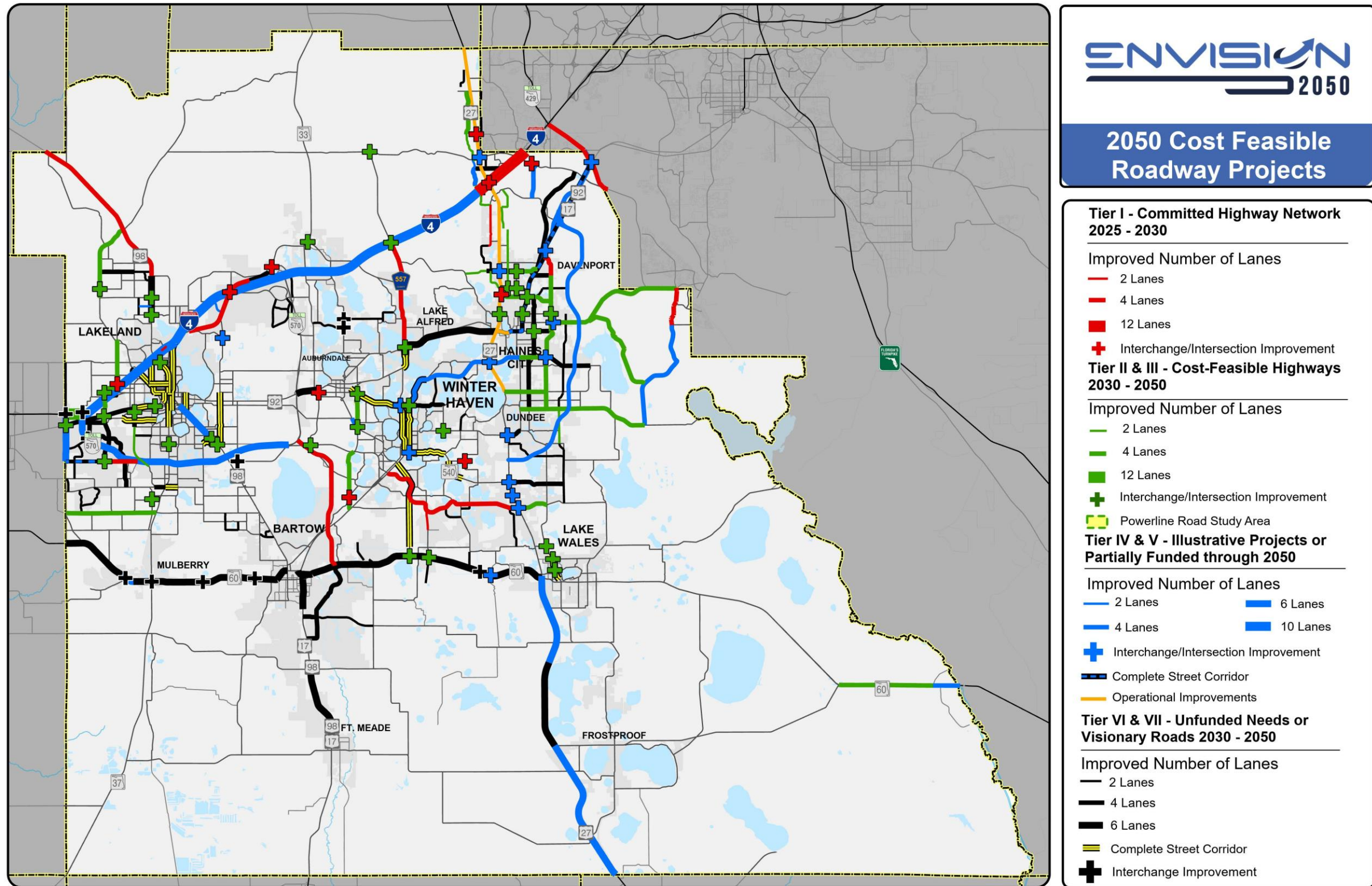


Figure 5-1. Cost Feasible Projects within Polk County



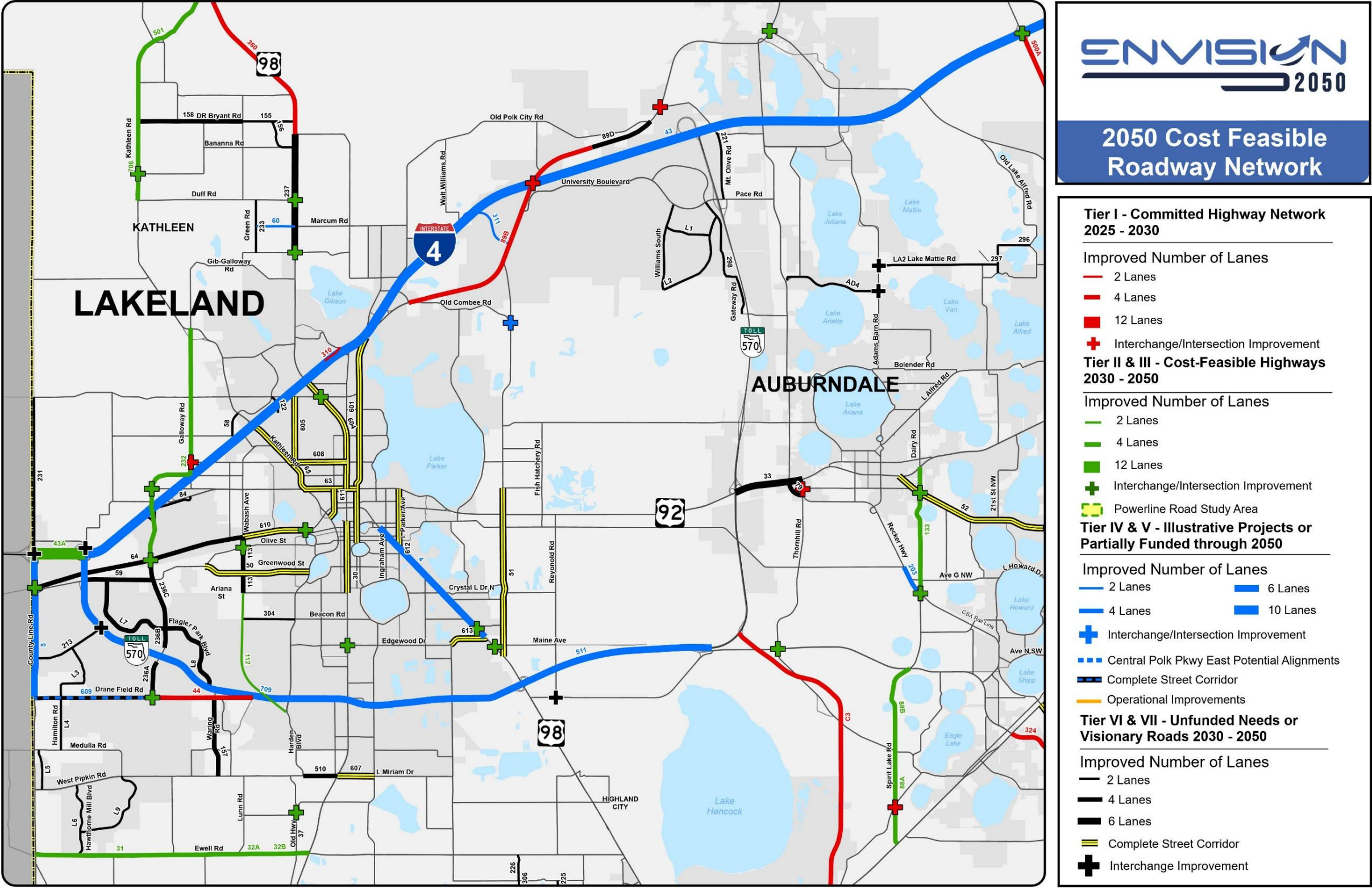


Figure 5-2. Cost Feasible Projects within Polk County, Lakeland Area



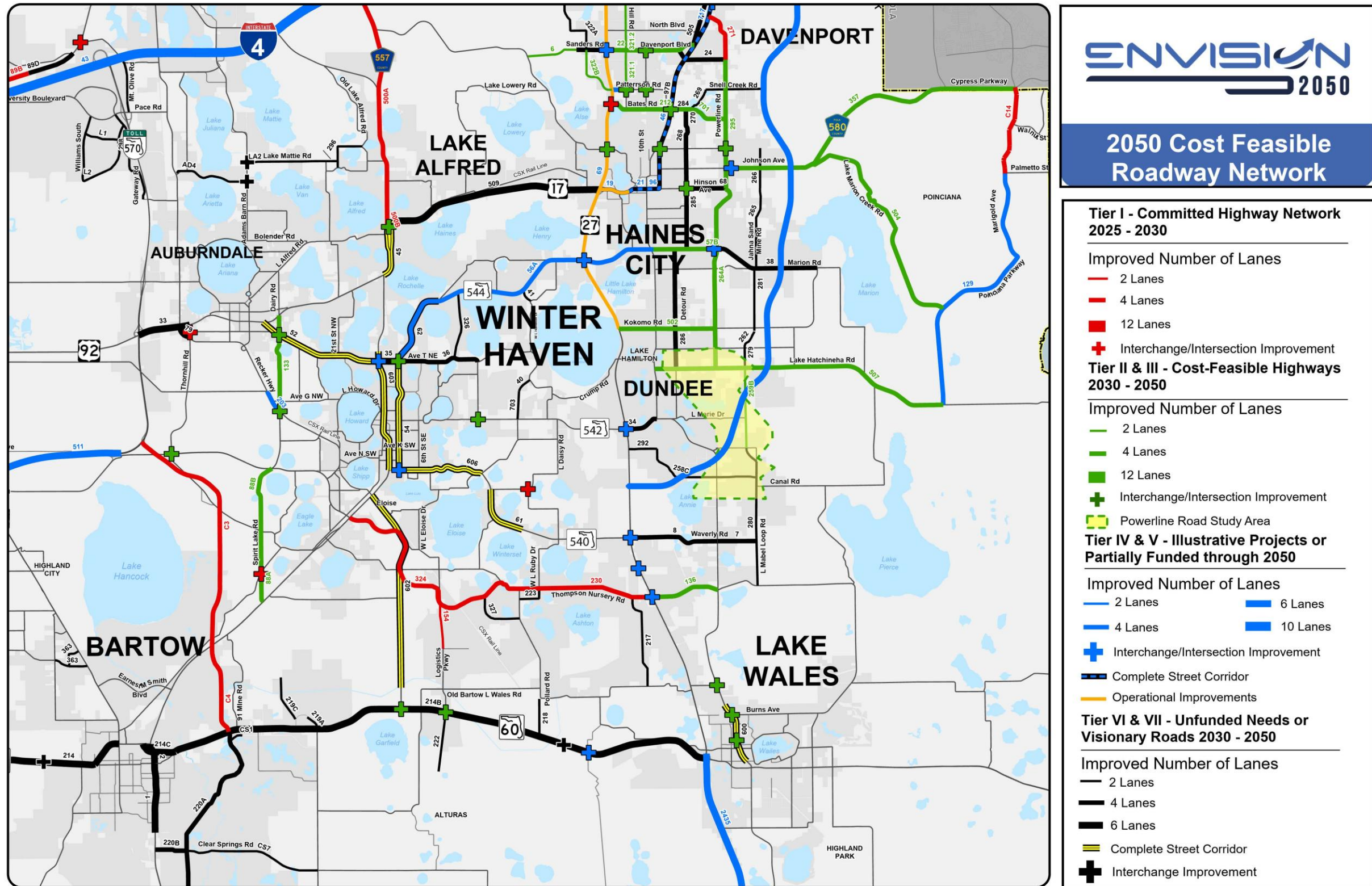


Figure 5-3. Cost Feasible Projects within Polk County, Winter Haven Area



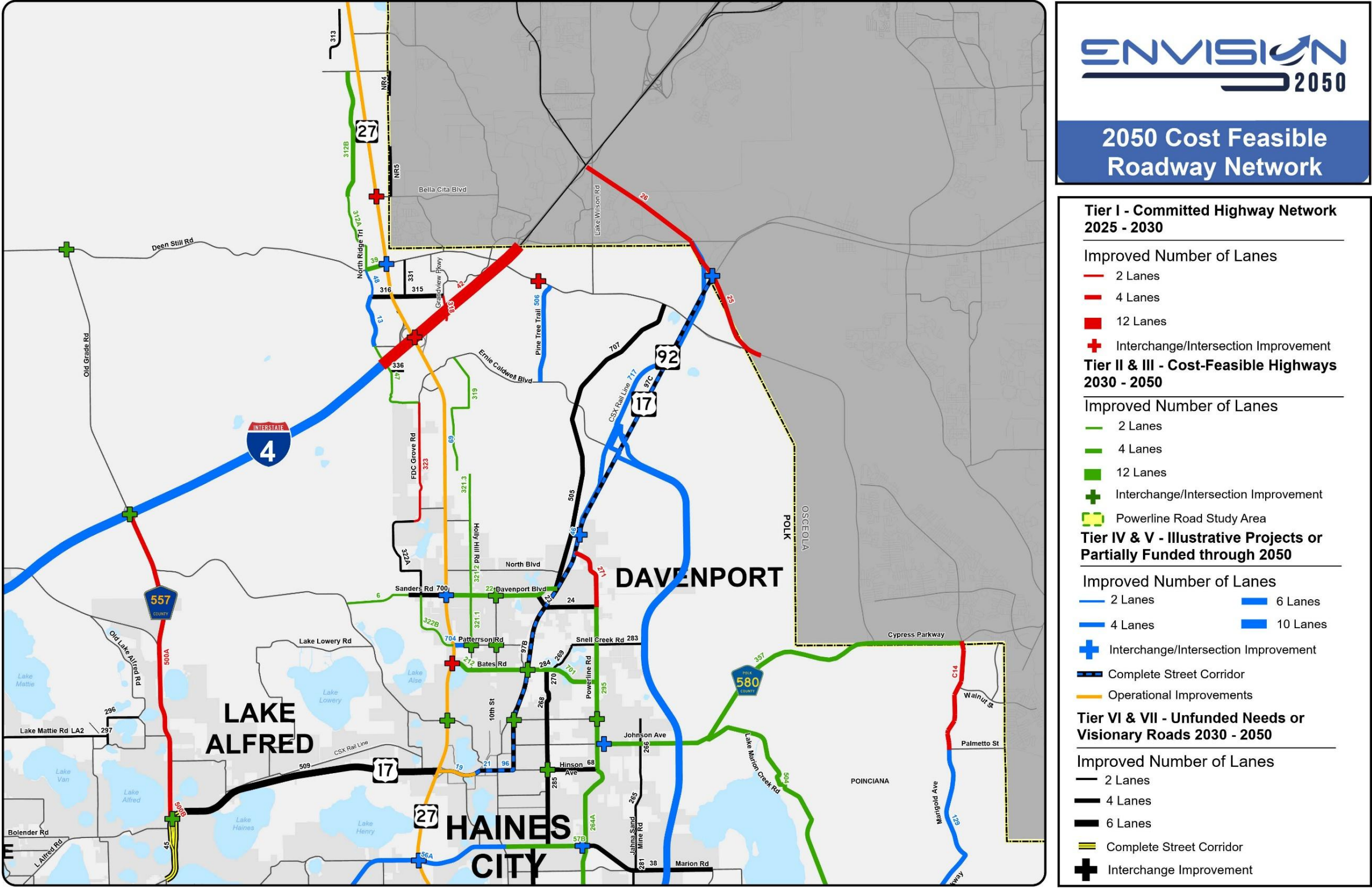


Figure 5-4. Cost Feasible Projects within Polk County, Northeast Area



Partially funded projects are presented in **Table 5-4**. A map showing the locations of the partially funded projects within Polk County is presented in **Figure 5-5**.

Table 5-4. Tentative Partially Funded Projects

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

Partially Funded Projects						
PROJECT ID	ON STREET	FROM LIMIT	TO LIMIT	LENGTH (MI)	IMPROVEMENT	FUNDED PHASES
97C	US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	1.86	WIDEN 2 TO 4 LANES	PDE/DES
3	SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4.45	WIDEN 2 TO 4 LANES	PDE/DES
48	NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.81	WIDEN 4 TO 6 LANES	PDE/DES
710	CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	0.61	WIDEN 2 TO 4 LANES	PDE
712	CENTRAL POLK PKWY EAST	US 27	US 17/92	3.24	MULTIMODAL IMPROVEMENTS	PDE
713	CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	3.95	WIDEN 2 TO 4 LANES	PDE
715	CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	20.74	STUDY	PDE
716	CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.93	WIDEN 4 TO 6 LANES	PDE
717	CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	2.05	NEW 2 LANES	PDE
709	SR 570	I-4	US 98	6.57	NEW 4 LANE LIMITED ACCESS	PDE
511	SR 570	US 98	SR 540	0.69	NEW 4 LANE LIMITED ACCESS	PDE
311	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	6.12	NEW 4 LANE LIMITED ACCESS	PDE
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	1.53	NEW 4 LANE LIMITED ACCESS	PDE
2432A	US 27	HIGHLANDS CO/L	CR 630A	2.45	NEW 4 LANE LIMITED ACCESS	PDE
2435A	US 27	PRESIDENTS DR	SR 60	8.03	NEW 4 LANE LIMITED ACCESS	PDE
2435B	US 27	PRESIDENTS DR	SR 60	5.39	NEW 4 LANE LIMITED ACCESS	PDE
21	US 17/92 (HINSON AVE)	US 27	1ST ST N	10.09	WIDEN 4 TO 6 LANES	PDE
2432B	US 27	HIGHLANDS CO/L	CR 630A	3.77	WIDEN 4 TO 6 LANES	PDE
2435C	US 27	PRESIDENTS DR	SR 60	12.36	MULTIMODAL IMPROVEMENTS	PDE
46	US 17/92	US 27	OSCEOLA CO/L	0.77	OPERATIONAL IMPROVEMENTS	PDE
N/A	SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles E>W and 40 miles N>S	NEW 4 LANES	PDE



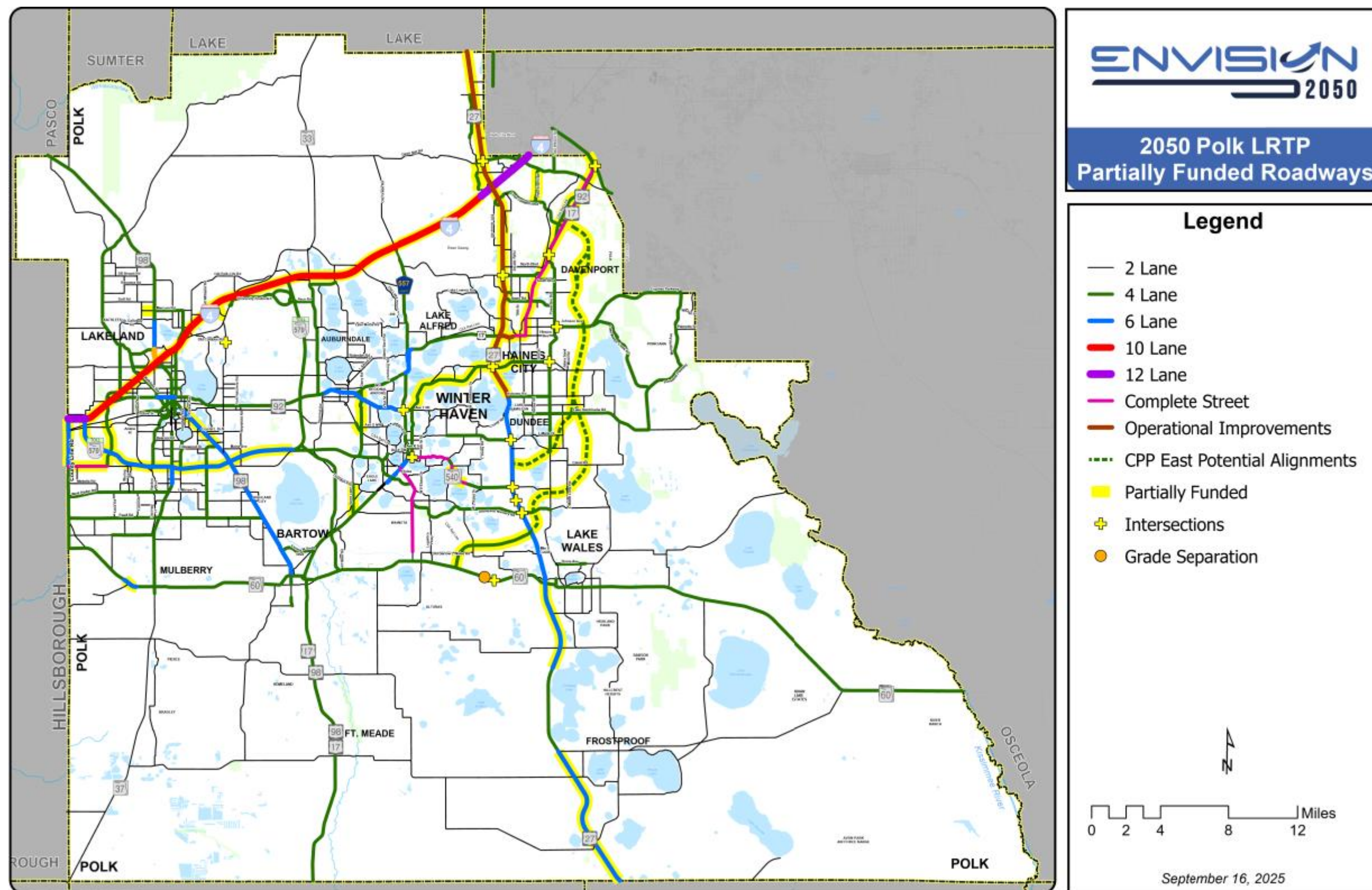


Figure 5-5. Partially Funded Roadways

Unfunded roadway projects are presented in **Table 5-5**. Maps showing unfunded and partially funded roadway needs are provided in **Figure 5-6** through **Figure 5-9**.

Table 5-5. Unfunded Roadway Projects, YOE

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



Unfunded Roadway Projects (Costs in Year of Expenditure)								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	\$1,321,817	\$3,304,542	\$12,392,034	\$16,522,712
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	\$2,059,876	\$5,149,691	\$19,311,342	\$25,748,455
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	\$1,194,934	\$2,987,335	\$11,202,506	\$14,936,675
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	\$1,451,936	\$3,629,840	\$13,611,901	\$18,149,201
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	\$741,869	\$1,854,672	\$6,955,021	\$9,273,361
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	\$1,767,182	\$4,417,954	\$16,567,328	\$22,089,770
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	\$2,470,972	\$6,177,429	\$23,165,359	\$30,887,146
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	\$1,028,522	\$2,571,306	\$10,285,224	\$12,856,530
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	\$4,156,935	\$10,392,337	\$41,569,350	\$51,961,687
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	\$3,868,428	\$9,671,069	\$38,684,277	\$48,355,346
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	\$1,130,972	\$2,827,431	\$11,309,722	\$14,137,153
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	\$1,594,587	\$3,986,468	\$15,945,872	\$19,932,341
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	\$1,452,731	\$3,631,827	\$14,527,306	\$18,159,133
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	\$6,462,068	\$16,155,170	\$64,620,678	\$80,775,848
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	\$1,329,098	\$3,322,746	\$13,290,984	\$16,613,729
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUE T)	2.78	MULTIMODAL IMPROVEMENTS	\$2,697,571	\$6,743,927	\$26,975,709	\$33,719,637
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	\$568,573	\$1,421,432	\$5,685,727	\$7,107,159
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	\$1,567,700	\$3,919,251	\$15,677,005	\$19,596,256
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	\$1,225,807	\$3,064,517	\$12,258,070	\$15,322,587
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	\$1,511,869	\$3,779,673	\$15,118,690	\$18,898,363
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	\$22,761,487	\$68,284,461	\$227,614,869	\$227,614,869
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	\$23,899,382	\$71,698,146	\$238,993,819	\$238,993,819
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	\$1,665,348	\$4,996,045	\$16,653,483	\$16,653,483
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	\$2,582,741	\$7,748,223	\$25,827,411	\$25,827,411
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	\$1,546,371	\$4,639,113	\$15,463,711	\$15,463,711
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	\$1,175,572	\$2,938,930	\$11,755,721	\$14,694,651

Unfunded Roadway Projects (Costs in Year of Expenditure)								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	\$1,079,050	\$5,233,395	\$20,933,578	\$26,166,973
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	\$1,102,545	\$2,756,362	\$11,025,450	\$13,781,812
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	\$719,942	\$1,799,855	\$7,199,419	\$8,999,274
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	\$922,687	\$2,306,719	\$8,650,195	\$11,533,593
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	\$1,862,947	\$4,657,369	\$17,465,133	\$23,286,844
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	\$970,686	\$2,426,714	\$9,100,178	\$12,133,570
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	MULTIMODAL IMPROVEMENTS	\$2,974,259	\$7,435,647	\$29,742,588	\$37,178,235
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	\$7,710,641	\$19,276,603	\$77,106,410	\$96,383,013
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	\$4,720,752	\$11,801,880	\$47,207,521	\$59,009,402
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	\$8,911,480	\$22,278,701	\$89,114,804	\$111,393,505
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	\$3,296,591	\$8,241,478	\$32,965,913	\$41,207,392
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	\$3,166,334	\$9,499,002	\$31,663,340	\$31,663,340
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	\$917,127	\$2,751,381	\$9,171,271	\$9,171,271
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	\$9,098,682	\$27,296,047	\$90,986,824	\$90,986,824
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	\$1,923,311	\$4,808,277	\$19,233,110	\$24,041,387
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	\$2,064,875	\$5,162,186	\$20,648,745	\$25,810,931
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	\$3,299,662	\$8,249,155	\$32,996,620	\$41,245,774
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	\$2,291,054	\$5,727,635	\$22,910,539	\$28,638,174
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	\$3,549,932	\$8,874,831	\$33,280,615	\$44,374,154
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	\$960,548	\$2,401,370	\$9,005,139	\$12,006,852
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	\$652,593	\$1,631,483	\$6,118,063	\$8,157,417
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	\$4,869,858	\$12,174,644	\$45,654,915	\$60,873,220



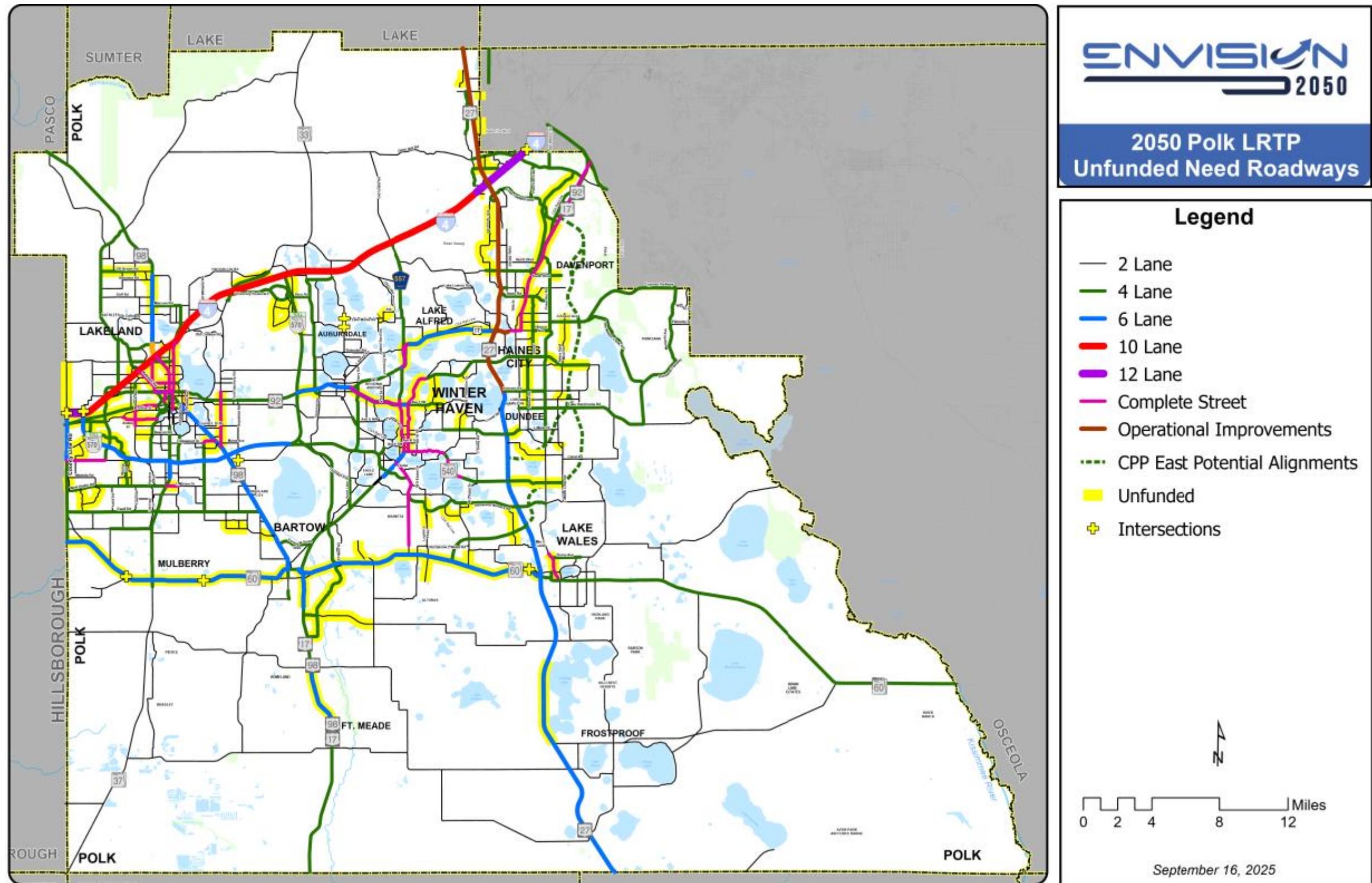


Figure 5-6. Unfunded Roadway Needs



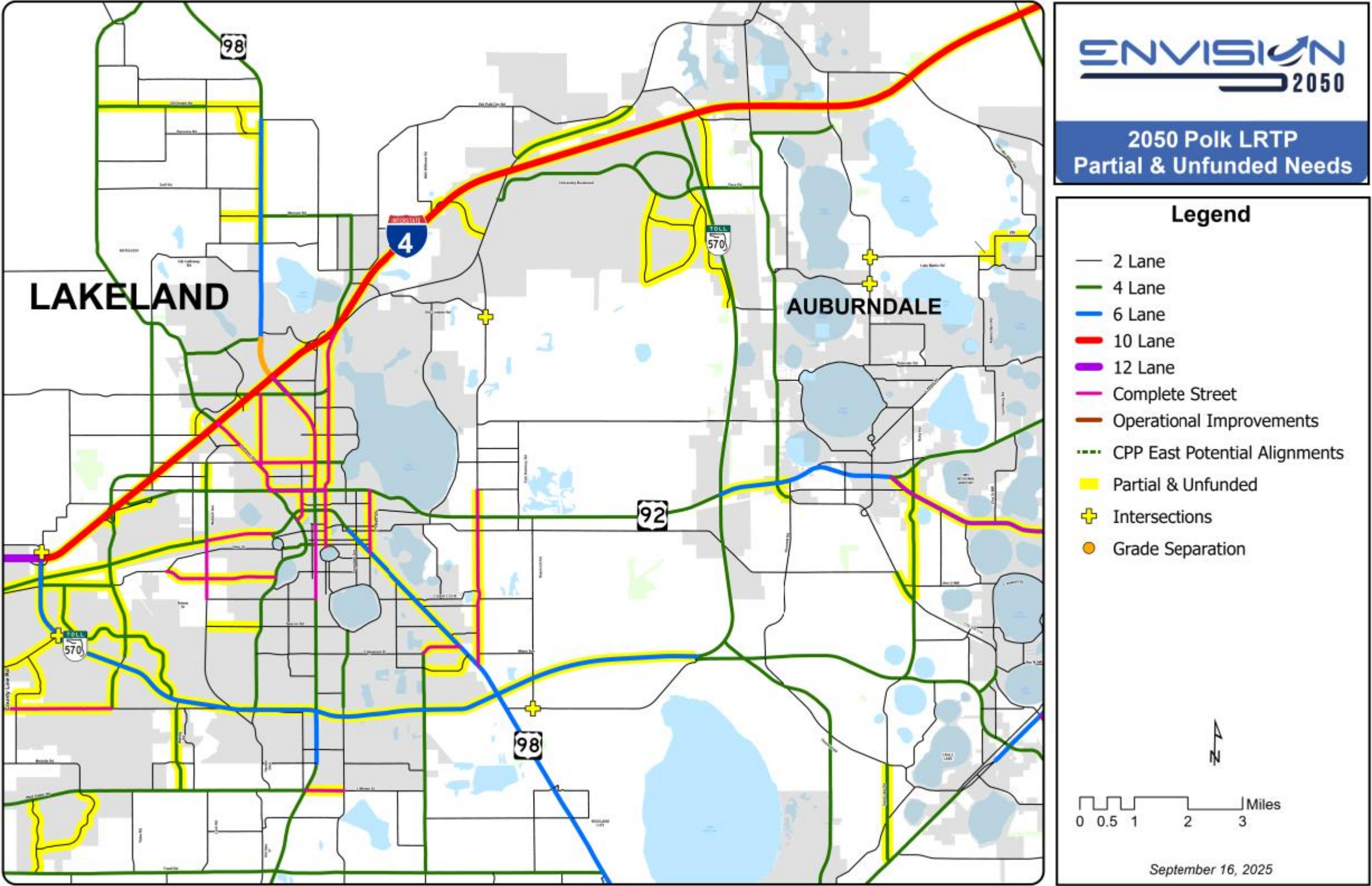


Figure 5-7. Partial and Unfunded Roadway Needs, Lakeland Area



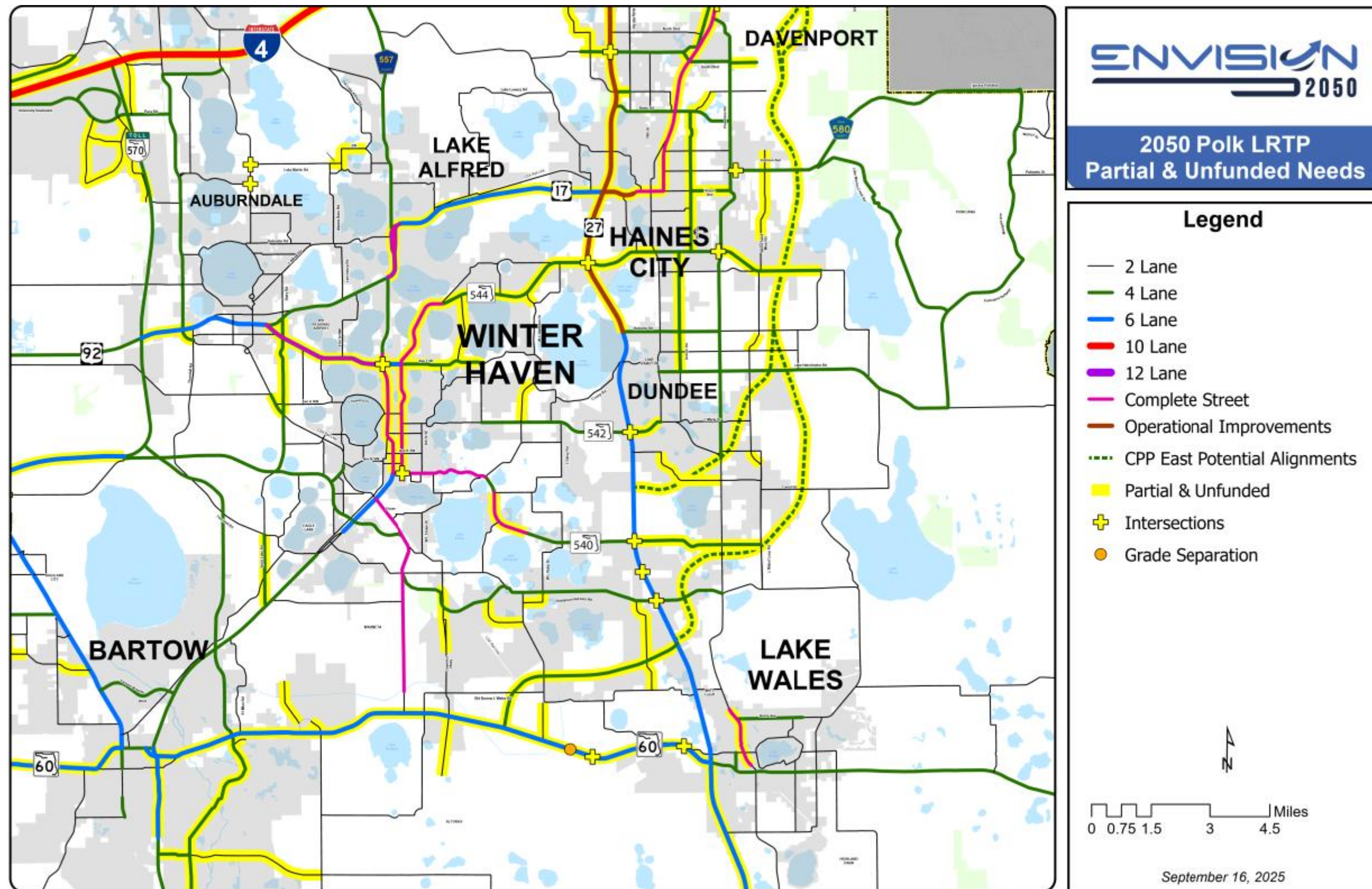


Figure 5-8. Partial and Unfunded Roadway Needs, Winter Haven Area



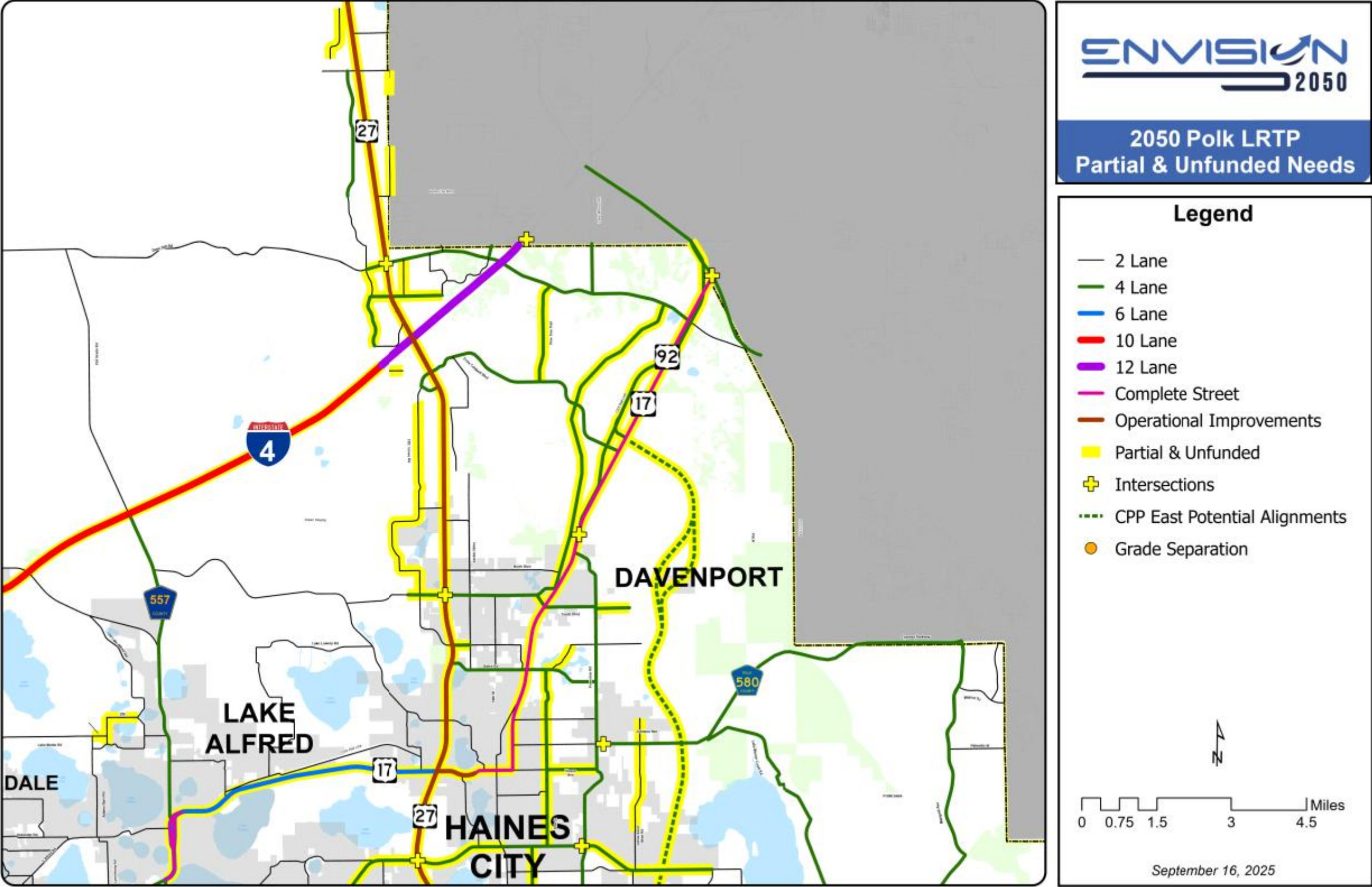


Figure 5-9. Partial and Unfunded Roadway Needs, Northeast Area



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PUBLIC INVOLVEMENT  
CHAPTER 6



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6.0 PUBLIC INVOLVEMENT

The *Envision 2050* LRTP included an intentional effort to solicit feedback from a broad range of participants and stakeholders within Polk County. The TPO used virtual methods to engage the public, including an interactive map, comment wall, survey, themes-ranking activity, and live public forum. In accordance with federal regulation, traditionally underserved populations were specifically targeted as part of the outreach efforts and participation in the Plan. Input gathered was used to assist in the development of the *Envision 2050* LRTP.

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

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

Ultimately, the input received through these public outreach efforts helped guide the development of the *Envision 2050* LRTP and validate the projects that were recommended in the plan. **Table 6-1** shows the number of participants engaged during each of the public involvement activities conducted.

Table 6-1. Participants Engaged

Date	Activity	Number of Participants
February 20, 2025 – Ongoing	Interactive Map	292
March 5, 2025 – Ongoing	Comment Wall	25
March 12, 2025 – Ongoing	Survey	TBD
February 18, 2025 - Ongoing	Rank our Themes	TBD
June 20, 2025	Virtual Live Public Forum	TBD

6.1 SUMMARY OF PUBLIC INPUT

INTERACTIVE MAP

The public involvement effort included an interactive online map, where participants were able to place points at locations of concern. Participants were able to attach comments to points, allowing them to highlight their concerns or suggestions for improvements at specific locations. **Figure 6-1** illustrates the map showing the locations of the 292 contributions received to date.

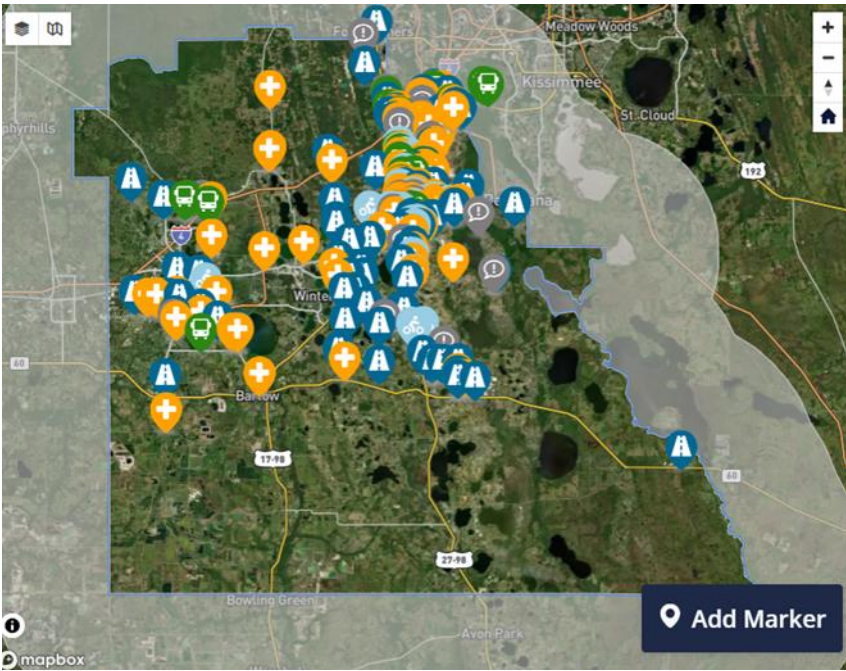


Figure 6-1. Interactive Map Responses to Date

COMMENT WALL

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

SURVEY

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



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

LIVE VIRTUAL PUBLIC FORUM

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

The TPO highlighted recent and ongoing projects, such as improvements at State Road 540 and US 17, the John Singletary Bridge, and trail expansions. Public participation was strongly encouraged through interactive features on the *Envision 2050* website, including maps, comment walls, and surveys. The TPO reaffirmed its commitment to transparency, collaboration with partner agencies, and ongoing community engagement to ensure the LRTP reflects the needs and priorities of Polk County residents. **Figure 6-2** depicts the Virtual Live Public Hearing and **Figure 6-3** shows the project website.



Figure 6-2. Live Virtual Public Forum



Figure 6-3. Project Website



# PERFORMANCE EVALUATION CHAPTER 7



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7.0 PERFORMANCE EVALUATION

7.1 INTRODUCTION

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

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

7.2 PERFORMANCE MEASURES

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

Objective	Performance Measure	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Provide travel options for persons of all ages and abilities	50% of complete street network with bicycle facilities	TBD	TBD
	50% of complete street network with sidewalks	TBD	TBD
	Overall avg Transit Connectivity Index (TCI) score of 175 for county census block groups	TBD	TBD
	75% of senior residents with high or moderate access to fixed-route transit services based on TCI	TBD	TBD

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

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

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

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

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

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

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

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

Objective	Performance Indicator	Polk TPO 2025 Conditions	Polk TPO 2050 Outlook
Maintain highway infrastructure in a state of good repair	≥60% interstate pavement in good condition	TBD	Target met
	≥40% non-interstate (NHS) pavement in good condition	TBD	Target met
	≥50% NHS bridges condition	TBD	Target met
	Transit Asset Management Plan (TAM) various targets	TBD	Target met
Minimize environmental impacts from transportation projects	<5% of total footprint from transportation projects	TBD	Target met
	Meet or exceed National Ambient Air Quality Standards	Standard met	Target met
Improve transportation resiliency	Does plan identify key vulnerabilities and identify resiliency priorities to enable resiliency funds?	Developed for 2050 LRTP	Yes
Improve air quality and carbon emissions	Does plan identify types of projects for carbon reduction?	Developed for 2050 LRTP	Yes
	Does plan reduce per capita vehicle miles of travel (VMT)?	Developed for 2050 LRTP	Yes

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

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

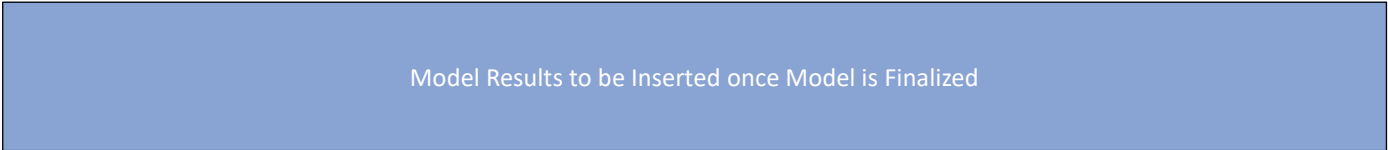
Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes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

7.3 NETWORK PERFORMANCE

TRAVEL DEMAND MODEL RESULTS

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

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



7.4 ENVIRONMENTAL MITIGATION

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

FDOT REQUIREMENTS

The *Envision 2050* LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.324:

- (f) The metropolitan transportation plan shall, at a minimum, include:
- (10) 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 373.4137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by TPO.

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

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its TPO/MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects. The potential mitigation strategies for each resource and impact are shown in **Table 7-10** below.



Table 7-10. Potential Mitigation Strategies by Resource/Impact

Resources/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none"><li>• Restore degraded wetlands</li><li>• Create new wetland habitats</li><li>• Enhance or preserve existing wetlands</li><li>• Improve stormwater management</li><li>• Purchase credits from a mitigation bank</li></ul>
Forested and other natural areas	<ul style="list-style-type: none"><li>• Use selective cutting and clearing</li><li>• Replace or restore forested areas</li><li>• Preserve existing vegetation</li></ul>
Habitats	<ul style="list-style-type: none"><li>• Construct underpasses, such as culverts</li><li>• Other design measures to minimize potential fragmenting of animal habitats</li></ul>
Streams	<ul style="list-style-type: none"><li>• Stream restoration</li><li>• Vegetative buffer zones</li><li>• Strict erosion and sedimentation control measures</li></ul>
Threatened or Endangered Species	<ul style="list-style-type: none"><li>• Preservation</li><li>• Enhancement or restoration of degraded habitat</li><li>• Creation of new habitats</li><li>• Establish buffer areas around existing habitat</li></ul>

WETLANDS

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

WILDLIFE AND HABITAT COORDINATION

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

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. 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.

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.

FLOOD ZONES

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

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

SYSTEM RESILIENCY

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

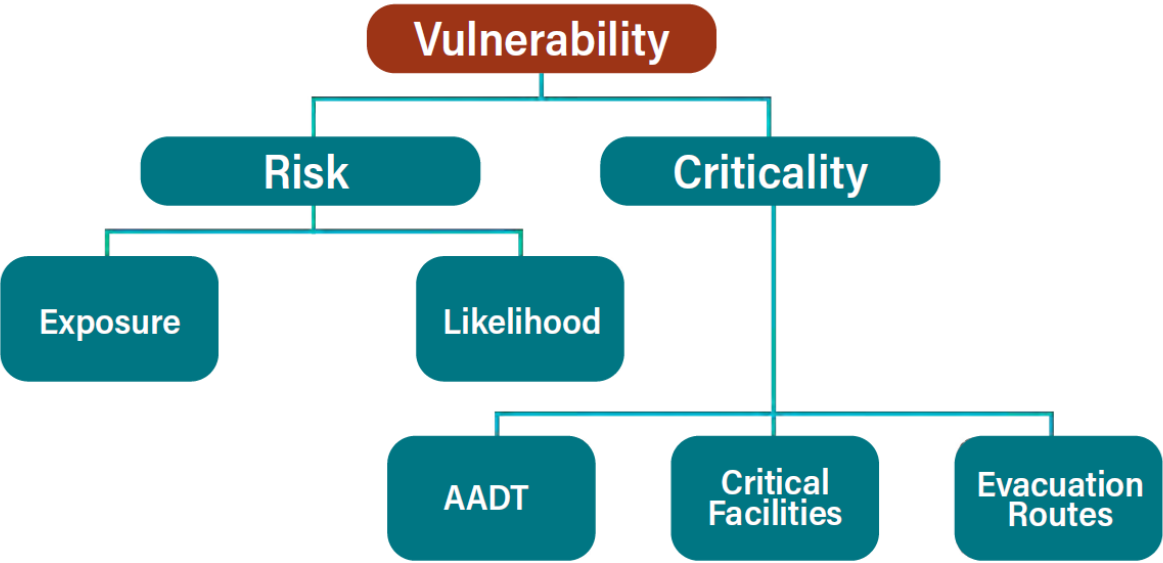


Figure 7-1. Graphic from Resilient Polk Transportation Plan

# IMPLEMENTATION CHAPTER B



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8.0 IMPLEMENTATION

8.1 INTRODUCTION

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

8.2 IMPLEMENTATION ACTION ITEMS

MAJOR PROGRAM PRIORITIES OF THE POLK TPO

The Polk TPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, 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 allocate funding for these program areas and prioritize projects.

PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

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

8.3 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

IIJA

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

PLAN AMENDMENT PROCESS

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

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

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

An *amendment* is a major revision to the LRTP (or TIP). Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects.

Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

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



THE NEXT FIVE YEARS

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





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

## APPENDIX A

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

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

*TIP FY 2025/2026-2029/2030 Roadway Projects*

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
I-4	Hillsborough C/L	Osceola C/L	32 mi	Corridor Improvement	PD&E	No	\$767,166
I-4	US 27	Osceola C/L	4 mi	PD&E/EMO Study	PD&E	No	\$736,816
I-4	W of US 27	E of CR 532	4 mi	Add Lanes & Reconstruct	ROW	No	\$7,260,158
I-4	At US 27		1.5 mi	Interchange - Add Lanes	PD&E	No	\$2,993,388
I-4	W of US 27	Osceola C/L	4 mi	Add Lanes & Reconstruct	ROW	No	\$20,534,337
I-4	US 27 Backage Rd		1.5 mi	Interchange - Add Lanes	PD&E	No	\$432,382
I-4	W of Memorial Blvd	W of US 98	3.8 mi	Add Lanes & Reconstruct	ROW	No	\$13,281,224
I-4	W of Memorial Blvd	W of US 98	3 mi	Add Lanes & Update PVMT	Design	No	\$67,865,184
I-4	at CSX Railroad			Bridge Replacement	Construction	Yes	\$46,850,567
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	\$5,058,380
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	\$1,769,015

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	\$7,017,770
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	\$21,539,542
US 27	Highlands C/L	N of SR 60	19 mi	PD&E/EMO Study	PD&E	No	\$3,518,284
US 27	Highlands C/L	CR 630A	8.8 mi	Add Lanes & Reconstruct	ROW	No	\$3,936,510
US 27	CR 630A	Presidents Dr	4.9 mi	Add Lanes & Reconstruct	ROW	No	\$3,092,398
US 27	At SR 60		0.9 mi	Interchange - Add Lanes	Construction	Yes	\$76,328,952
US 92	Recker Hwy	Kelly Ave	0.2 mi	Intersection Improvement	Construction	Yes	\$1,060,975
Fort Fraiser	Trail	Over SR 60		Bike Path/Trail	Construction	Yes	\$12,300,782
SR 544	MLK Blvd	SR 17	7.9 mi	PD&E/EMO Study	PD&E	No	\$1,996,066
SR 544	MLK Blvd	Ave Y	0.4 mi	Add Lanes & Reconstruct	Construction	Yes	\$26,066,076
Tenoroc TRL Seg1	Lake Crago Dr at SR 33	At Old Combee Rd		Bike Path/Trail	PD&E	No	\$349,179
Tenoroc TRL Seg2	E of Lake Crago Dr	Braddock Rd		Bike Path/Trail	PD&E	No	\$2,000,000
SR 37	Ariana St	Lime St	1.2 mi	Miscellaneous Construction	Construction	Yes	\$1,249,766
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	\$3,173,778
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	\$25,087,532
SR 37	Lime St	Lemon St	0.081 mi	Traffic Signal Update	Construction	Yes	\$2,196,218
Chase St Trail	Strain Blvd	W of Veterans Ave	0.8 mi	Bike Path/Trail	Construction	Yes	\$1,567,846
6 <sup>th</sup> St	Ave G	US 17	0.2 mi	Sidewalk	Construction	Yes	\$1,043,853
6 <sup>th</sup> St	Ave G	US 17		Sidewalk	Construction	Yes	\$1,093,853
SR 60	Bonnie Mine Rd	Mosaic Entrance Rd	0.6 mi	PD&E/EMO Study	PD&E	No	\$1,013,365
SR 544	Lake Blue Dr	26th St NW	0.9 mi	Sidewalk	Construction	Yes	\$2,250,115



Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Combee Academy	Sports		1 mi	Sidewalk	Construction	Yes	\$741,122
Combee Academy	Sports			Sidewalk	PD&E	No	\$949,408
SR 659	US 92	Morgan Combee Rd	1 mi	Sidewalk	Construction	Yes	\$4,482,173
SR 563	Lk Hunter Boat Ramp	Lime St	0.3 mi	Bike Path/Trail	Construction	Yes	\$2,438,679
Ave C	1st St	6th St	0.1 mi	Sidewalk	Construction	Yes	\$1,338,427
US 17/92	At Ernie Caldwell Blvd			Traffic Signal Update	Construction	Yes	\$1,143,458
US 27	At Airport Rd, South Blvd	and Patterson Rd	0.9 mi	Safety Project	Construction	Yes	\$2,417,083
Providence Rd	Kathleen Rd	Griffin Rd	1.1 mi	Sidewalk	Construction	Yes	\$4,835,000
Grandview Pkwy	N of Posner Blvd	Dunson Rd	0.5 mi	New Bridge Construction	Design	No	\$47,431,327
Roosevelt Dr	SR 540	Register Rd	0.1 mi	Safety Project	Construction	Yes	\$927,935
RSH Connector	E of Central Ave	First St	0.7 mi	Bike Path/Trail	Construction	Yes	\$854,152
RSH Connector	E of Central Ave	First St		Bike Path/Trail	Construction	Yes	\$754,732
Kathleen Rd & Ext	Duff Rd	Hwy 98	2.7 mi	Add Lanes & Reconstruct	PD&E	No	\$2,000,000
Powerline Rd Ext	Hinson Ave	Lake Trask Rd		New Road Construction	PD&E	No	\$10,000,000
Powerline Rd Ext	Hinson Ave	S Scenic Hwy 17		New Road Construction	PD&E	No	\$17,500,000
Glendale St Trail	New Jersey Rd	Lakeland Highlands Rd	0.4 mi	Bike Path/Trail	Construction	Yes	\$1,171,000
Hartsell Ave Trail	SR 563	Lake Beulah Dr	0.2 mi	Bike Path/Trail	Construction	Yes	\$960,100
Old Helena Rd	Cypress Gardens Rd	Complete Street	0.6 mi	Sidewalk	Construction	Yes	\$593,094
SE 8 <sup>th</sup> St		Complete Street	0.4 mi	Sidewalk	Construction	Yes	\$894,377
North Lake	Fitness Trail			Bike Path/Trail	Construction	Yes	\$594,855
North Lake	Fitness Trail			Bike Path/Trail	PD&E	No	\$977,795

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Lake Martha Dr	Ave C	NE Ave K	0.6 mi	Safety Project	Construction	Yes	\$1,343,784
Mall Hill Dr	Kathleen Rd	Grand Bay Circle	0.8 mi	Sidewalk	Construction	Yes	\$468,629
SW Roselawn St	SW Ave O	SW 15th St	0.3 mi	Safety Project	Construction	Yes	\$1,317,725
W Central Ave		Complete Street	0.2 mi	Safety Project	Construction	Yes	\$435,566
Ingraham Ave Trail	Fort Fraser Trail Ext		0.6 mi	Bike Path/Trail	Construction	Yes	\$4,025,021
Central Polk Pkwy	SR 570	SR 60	13 mi	New Road Construction	Construction	Yes	\$320,641
Central Polk Pkwy	SR 570	US 17	6 mi	New Road Construction	Construction	Yes	\$354,971,445
Central Polk Pkwy	US 17	SR 60	3 mi	New Road Construction	Construction	Yes	\$239,139,944
Central Polk Pkwy	US 17	SR 60	3 mi	PD&E/EMO Study	PD&E	No	\$2,061,453
Central Polk Pkwy	Old Mine Rd	SR 60 & ramps	0.3 mi	New Road Construction	PD&E	No	\$627,734,107
SR 570	I-4	SR 540	14 mi	PD&E/EMO Study	PD&E	No	\$4,001,500
Central Polk Pkwy East	US 17-92	SR 538		PD&E/EMO Study	PD&E	No	\$12,422,590
Central Polk Pkwy East	SR 60	US 17-92		PD&E/EMO Study	PD&E	No	\$20,204,090
Central Polk Pkwy East	N of CR 546	US 17-92		New Road Construction	PD&E	No	\$31,518,042
Central Polk Pkwy East	US 27	N of CR 546		New Road Construction	PD&E	No	\$32,004,597
Central Polk Pkwy East	SR 60	US 27		New Road Construction	PD&E	No	\$10,004,270
Central Polk Pkwy East	US 27	N of CR 546		PD&E/EMO Study	PD&E	No	\$5,304,070
Central Polk Pkwy East	N of CR 546	US 17-92		PD&E/EMO Study	PD&E	No	\$5,322,531
LAMTD Ops Corridor				Urban Corridor Improvements			\$18,882,868
LAMTD Op Corridor				Urban Corridor Improvements			\$3,246,620
Transit Support Plan				Modal Systems Planning			\$200,000



# Roadway Cost Feasible Plan Year of Expenditure (YOE)

## APPENDIX B

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Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27		INTERSECTION/INTERCHANGE
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS
CR 54	AT HERITAGE PASS		INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET		INTERSECTION/INTERCHANGE
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD		INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD		INTERSECTION/INTERCHANGE
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS
POLLARD ROAD EXTENSION	CSX ILC	THOMPSON NURSERY RD REALIGNMENT	NEW 2 LANES
POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	NEW 4 LANES
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	WIDEN 2 TO 4 LANES
SR 33	AT MOUNT OLIVE ROAD		INTERSECTION/INTERCHANGE
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES
US 27	AT FOUR CORNERS BLVD		INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES



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

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

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

TIER 4 - Tentative Partially Funded Projects, Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	FED/STATE	\$-	Complete/Committed	FED/STATE	\$-	Complete/Committed	0	\$52,857,496	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$5,139,798	2031 – 2035	FED/STATE	\$24,862,280	2036 – 2040	FED/STATE	\$38,648,095	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	FED/STATE	\$957,896	2031 – 2035	FED/STATE	\$5,762,227	2041 – 2050	FED/STATE	\$7,202,784	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	FED/STATE	\$1,363,174	2031 – 2035	FED/STATE	\$8,200,181	2041 – 2050	FED/STATE	\$10,250,226	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	\$11,114,125	2031 – 2035	LOCAL	\$33,600,844	2036 – 2040	LOCAL	\$156,696,243	2041 – 2050	LOCAL	\$208,928,324	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	\$15,584,528	2036 – 2040	LOCAL	\$38,961,321	2036 – 2040	LOCAL	\$181,694,622	2041 – 2050	LOCAL	\$242,259,496	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	SIS	\$10,608,847	2041 – 2050	SIS	\$35,362,824	2041 – 2050	SIS	\$35,362,824	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	\$923,533	2031 – 2035	LOCAL	\$3,472,197	2041 – 2050	LOCAL	\$13,020,737	2041 – 2050	LOCAL	\$17,360,983	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	\$1,952,202	Completed	FED/STATE	\$6,295,852	2031 – 2035	FED/STATE	\$35,505,678	Unfunded		\$47,340,903	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	\$730,730	Completed	FED/STATE	\$2,356,603	2031 – 2035	FED/STATE	\$13,290,143	Unfunded		\$17,720,190	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$5,508,151	2031 – 2035	FED/STATE	\$33,134,303	Unfunded		\$41,417,879	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$13,169,019	2031 – 2035	FED/STATE	\$79,218,287	Unfunded		\$99,022,859	Unfunded
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	\$-	2031 – 2035	LOCAL	\$-	2031 – 2035	LOCAL	\$-	Unfunded		\$15,376,190	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	\$556,975	2031 – 2035	LOCAL	\$1,683,878	2036 – 2040	LOCAL	\$7,852,702	Unfunded		\$10,470,270	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	\$3,068,389	2031 – 2035	LOCAL	\$9,276,524	2036 – 2040	LOCAL	\$43,260,711	Unfunded		\$57,680,948	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	\$1,183,082	2036 – 2040	FED/STATE	\$2,957,706	2036 – 2040	FED/STATE	\$14,712,692	Unfunded		\$18,390,864	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	\$46,502,976	2036 – 2040	SIS	\$4,672,200	2036 – 2040	SIS	\$-	Unfunded		\$578,306,240	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	\$869,237	2036 – 2040	FED/STATE	\$2,173,092	2036 – 2040	FED/STATE	\$10,809,738	Unfunded		\$13,512,173	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	\$-	2036 – 2040	SIS	\$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	\$143,436,103	2036 – 2040	LOCAL	\$535,127,001	2041 – 2050	SIS	\$1,783,756,671	Unfunded		\$1,783,756,671	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	\$5,656,201	2036 – 2040	FED/STATE	\$17,584,985	2041 – 2050	FED/STATE	\$70,339,940	Unfunded		\$87,924,925	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	\$1,464,404	2041 – 2050	SIS	\$4,393,213	2041 – 2050	SIS	\$14,644,042	Unfunded		\$14,644,042	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	\$1,053,090	2041 – 2050	LOCAL	\$2,632,726	Unfunded	LOCAL	\$9,872,722	Unfunded		\$13,163,629	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$85,125,443	Unfunded		\$283,751,478	Unfunded		\$283,751,478	Unfunded



ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$8,912,152	Unfunded		\$29,707,174	Unfunded		\$29,707,174	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$79,268,475	Unfunded		\$264,228,249	Unfunded		\$264,228,249	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$19,779,456	Unfunded		\$65,931,519	Unfunded		\$65,931,519	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$31,743,604	Unfunded		\$105,812,015	Unfunded		\$105,812,015	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$104,108,817	Unfunded		\$347,029,391	Unfunded		\$347,029,391	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	STATE/FED	\$93,798,068	Unfunded		\$312,660,225	Unfunded		\$312,660,225	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	STATE/FED	\$35,080,679	Unfunded		\$116,935,597	Unfunded		\$116,935,597	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		\$-	Complete/Committed	STATE/FED	\$7,237,421	Unfunded		\$28,949,683	Unfunded		\$36,187,103	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	\$-	Complete/Committed	STATE/FED	\$600,164	Unfunded		\$2,400,656	Unfunded		\$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$31,314,466	Unfunded		\$125,257,864	Unfunded		\$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$28,707,474	Unfunded		\$95,691,581	Unfunded		\$95,691,581	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$28,707,474	Unfunded		\$95,691,581	Unfunded		\$95,691,581	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	\$-	Complete/Committed	STATE/FED	\$600,164	Unfunded		\$2,400,656	Unfunded		\$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$31,314,466	Unfunded		\$125,257,864	Unfunded		\$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$28,707,474	Unfunded		\$95,691,581	Unfunded		\$95,691,581	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	\$6,418,680	2036 – 2040	FED/STATE	\$19,955,512	Unfunded		\$79,822,046	Unfunded		\$99,777,558	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles east to west and 40 miles north to south	NEW 4 LANES	\$-	Complete/Committed	FED/STATE	\$-	Unfunded		\$57,959,440	Unfunded		\$1,380,051,980	Unfunded

TIER 5 - Tentative Partially Funded Projects, Year of Expenditure (YOE)

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

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



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

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



# Roadway Cost Feasible Plan Present Day Value (PDV)

## APPENDIX C



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Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	#N/A
CENTRAL POLK PARKWAY	SR 570	US 17	
CENTRAL POLK PARKWAY	US 17	SR 60	
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	#N/A
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	#N/A
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	#N/A
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	#N/A
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS

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

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



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

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

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

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	FED/STATE		Complete/Committed	FED/STATE		Complete/Committed	0	\$27,246,132	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$3,984,340	2031 – 2035	FED/STATE	\$15,937,359	2036 – 2040	FED/STATE	\$19,921,699	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	FED/STATE	\$742,555	2031 – 2035	FED/STATE	\$2,970,220	2041 – 2050	FED/STATE	\$3,712,775	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	FED/STATE	\$1,056,724	2031 – 2035	FED/STATE	\$4,226,897	2041 – 2050	FED/STATE	\$5,283,622	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	\$8,615,601	2031 – 2035	LOCAL	\$21,539,002	2036 – 2040	LOCAL	\$80,771,259	2041 – 2050	LOCAL	\$107,695,012	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	\$9,990,082	2036 – 2040	LOCAL	\$24,975,206	2036 – 2040	LOCAL	\$93,657,022	2041 – 2050	LOCAL	\$124,876,029	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	SIS	\$5,468,478	2041 – 2050	SIS	\$18,228,260	2041 – 2050	SIS	\$18,228,260	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	\$715,917	2031 – 2035	LOCAL	\$1,789,792	2041 – 2050	LOCAL	\$6,711,720	2041 – 2050	LOCAL	\$8,948,960	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	\$1,952,202	Completed	FED/STATE	\$4,880,506	2031 – 2035	FED/STATE	\$18,301,896	Unfunded		\$24,402,528	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	\$730,730	Completed	FED/STATE	\$1,826,824	2031 – 2035	FED/STATE	\$6,850,589	Unfunded		\$9,134,119	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$4,269,884	2031 – 2035	FED/STATE	\$17,079,538	Unfunded		\$21,349,422	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	\$-	Complete/Committed	STATE/FED	\$10,208,542	2031 – 2035	FED/STATE	\$40,834,168	Unfunded		\$51,042,711	Unfunded
NFED/STATETH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	\$1,272,864	2031 – 2035	LOCAL	\$3,182,161	2031 – 2035	LOCAL	\$11,933,103	Unfunded		\$15,910,805	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	\$431,764	2031 – 2035	LOCAL	\$1,079,409	2036 – 2040	LOCAL	\$4,047,785	Unfunded		\$5,397,046	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	\$2,378,596	2031 – 2035	LOCAL	\$5,946,490	2036 – 2040	LOCAL	\$22,299,336	Unfunded		\$29,732,448	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPFED/STATET RD	2.28	MULTIMODAL IMPROVEMENTS	\$758,386	2036 – 2040	FED/STATE	\$1,895,965	2036 – 2040	FED/STATE	\$7,583,862	Unfunded		\$9,479,827	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	\$38,232,802	2036 – 2040	SIS	\$114,698,406	2036 – 2040	SIS	\$382,328,019	Unfunded		\$382,328,019	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	\$557,203	2036 – 2040	FED/STATE	\$1,393,008	2036 – 2040	FED/STATE	\$5,572,030	Unfunded		\$6,965,038	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	\$2,500,000	2036 – 2040	SIS	\$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	\$3,000,000	2036 – 2040	LOCAL	\$13,000,000	2041 – 2050	SIS	\$919,462,202	Unfunded		\$919,462,202	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	\$3,625,770	2036 – 2040	FED/STATE	\$9,064,425	2041 – 2050	FED/STATE	\$36,257,701	Unfunded		\$45,322,126	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	\$754,848	2041 – 2050	SIS	\$2,264,543	2041 – 2050	SIS	\$7,548,475	Unfunded		\$7,548,475	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	\$542,830	2041 – 2050	LOCAL	\$1,357,075	Unfunded	LOCAL	\$5,089,032	Unfunded		\$6,785,376	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$43,879,094	Unfunded		\$146,263,648	Unfunded		\$146,263,648	Unfunded

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

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$4,593,893	Unfunded		\$15,312,976	Unfunded		\$15,312,976	Unfunded
CENTRAL POLK PKWY EAST	US 27 NFED/STATETH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$40,860,039	Unfunded		\$136,200,128	Unfunded		\$136,200,128	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$10,195,596	Unfunded		\$33,985,319	Unfunded		\$33,985,319	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$16,362,683	Unfunded		\$54,542,276	Unfunded		\$54,542,276	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTED/STATE	8.03	NEW 4 LANE LIMITED ACCESS	\$-	Complete/Committed	STATE/FED	\$53,664,339	Unfunded		\$178,881,129	Unfunded		\$178,881,129	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	STATE/FED	\$48,349,519	Unfunded		\$161,165,065	Unfunded		\$161,165,065	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	STATE/FED	\$18,082,824	Unfunded		\$60,276,081	Unfunded		\$60,276,081	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		\$-	Complete/Committed	STATE/FED	\$3,730,629	Unfunded		\$14,922,517	Unfunded		\$18,653,146	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	\$-	Complete/Committed	STATE/FED	\$309,363	Unfunded		\$1,237,451	Unfunded		\$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$16,141,477	Unfunded		\$64,565,909	Unfunded		\$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$14,797,667	Unfunded		\$49,325,557	Unfunded		\$49,325,557	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$14,797,667	Unfunded		\$49,325,557	Unfunded		\$49,325,557	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	\$-	Complete/Committed	STATE/FED	\$309,363	Unfunded		\$1,237,451	Unfunded		\$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$16,141,477	Unfunded		\$64,565,909	Unfunded		\$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	\$-	Complete/Committed	SIS	\$14,797,667	Unfunded		\$49,325,557	Unfunded		\$49,325,557	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	\$4,114,538	2036 – 2040	FED/STATE	\$10,286,346	Unfunded		\$41,145,385	Unfunded		\$51,431,731	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles east to west and 40 miles north to south	NEW 4 LANES	\$-	Complete/Committed	FED/STATE	\$-	Unfunded		\$29,876,000	Unfunded		\$711,367,000	Unfunded



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

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

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

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



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

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TDP Excerpt

# APPENDIX D



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

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





Polk Transportation  
Planning Organization

## TPO Technical Advisory Committee (TAC)

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Agenda Item 7.12/4/2025

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**Agenda Item**

Review/Comment on Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) FY 2026/27 - 2030/31 Draft Work Programs for Polk County

**Presenters**

Polk TPO, FDOT and FTE staff

**Summary**

TPO, FDOT and FTE staff will present the new Draft Work Programs for Polk County. Staff will request the committee to review and comment on the Draft Work Programs based on the TPO's Adopted 2025 Priority Transportation Projects which consist of candidate road, congestion management, multimodal, safety and multi-use trail projects.

**Recommended Action**

TPO staff requests the Committee to review and comment on the Draft Tentative Work Programs for FY 2026/27 - 2030/31 for the Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise.

**Attachments**

- 1.Draft FDOT District One Work Program for Polk County
- 2.Draft Turnpike Work Program for Polk County
- 3.Draft FDOT Work Program Summary of Changes
- 4.Adopted 2025 TPO Priority Transportation Projects





# **TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT**

FISCAL YEAR 2027 TO FISCAL YEAR 2031



## **POLK COUNTY SUMMARY REPORT**

AS OF **10/9/2025 4:23 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1  
PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031  
VISIT US AT [WWW.FDOT.GOV/WPPH/DISTRICT1](http://WWW.FDOT.GOV/WPPH/DISTRICT1)



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Florida Rail Enterprise

436560-1 - SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO  
Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$49,439,127		
Railroad & Utilities	Local			\$2,226,942		
	State			\$3,300,000		
Total for Project 436560-1				\$54,966,069		

446404-2 - US 92 / COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)  
Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	State	\$4,200,000				
Total for Project 446404-2		\$4,200,000				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

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Florida Department of Transportation - District One

**POLK COUNTY****Highways****197620-4 - CITY OF LAKELAND LEASE OF FIBER OPTIC NETWORK**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
<b>Total for Project 197620-4</b>		<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>

**201217-8 - I-4 (SR 400) AT CSX RAILROAD**

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$8,232,000				
<b>Total for Project 201217-8</b>		<b>\$8,232,000</b>				

**412675-1 - POLK COUNTY TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$1,328,497	\$143,539			
<b>Total for Project 412675-1</b>		<b>\$1,328,497</b>	<b>\$143,539</b>			

**413647-1 - TOWN OF DUNDEE TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$21,746	\$22,599			
<b>Total for Project 413647-1</b>		<b>\$21,746</b>	<b>\$22,599</b>			

**413651-1 - CITY OF HAINES CITY TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$95,075	\$98,948			
<b>Total for Project 413651-1</b>		<b>\$95,075</b>	<b>\$98,948</b>			

**413653-1 - CITY OF LAKE WALES TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$83,410	\$87,291			
<b>Total for Project 413653-1</b>		<b>\$83,410</b>	<b>\$87,291</b>			

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****413654-1 - CITY OF LAKELAND TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$865,840	\$94,516			
<b>Total for Project 413654-1</b>		<b>\$865,840</b>	<b>\$94,516</b>			

**413656-1 - CITY OF WINTER HAVEN TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$213,885				
<b>Total for Project 413656-1</b>		<b>\$213,885</b>				

**430185-4 - SR 33 FROM OLD COMBEE RD TO S OF FIRSTPARK BLVD S**

Type of Work: ADD LANES &amp; REHABILITATE PVMNT

Phase	Funding Source	2027	2028	2029	2030	2031
Repayment	Federal					\$1,000,000
	State					\$1,000,000
<b>Total for Project 430185-4</b>						<b>\$2,000,000</b>

**433856-2 - SR 60 FROM CR 630 TO GRAPE HAMMOCK RD**

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Environmental	State				\$1,200,000	
Right of Way	State				\$15,020,000	
<b>Total for Project 433856-2</b>					<b>\$16,220,000</b>	

**436560-2 - US 92 FROM RECKER HWY TO KELLY LANE**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$953,197		
<b>Total for Project 436560-2</b>				<b>\$953,197</b>		

**437107-1 - LAKELAND TMC OPS FUND CITY WIDE**

Type of Work: OTHER ITS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
<b>Total for Project 437107-1</b>		<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****440273-4 - SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y**

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					\$5,598,161
	Local					\$116,500
	State					\$12,467,511
Environmental	State				\$75,000	\$250,000
Railroad & Utilities	Federal				\$750,000	
	Local					\$2,000,000
Right of Way	Federal	\$1,766,982				
	State	\$186,000	\$1,138,157			
<b>Total for Project 440273-4</b>		<b>\$1,952,982</b>	<b>\$1,138,157</b>		<b>\$825,000</b>	<b>\$20,432,172</b>

**442103-1 - POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I**

Type of Work: ATMS - ARTERIAL TRAFFIC MGMT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State					\$3,910,378
Preliminary Engineering	State				\$400,000	\$100,000
<b>Total for Project 442103-1</b>					<b>\$400,000</b>	<b>\$4,010,378</b>

**443606-1 - TENOROC TRAIL SEG 2-6 FROM E OF LAKE CRAGO PARK TO BRADDOCK RD**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	State	\$2,000,000				
<b>Total for Project 443606-1</b>		<b>\$2,000,000</b>				

**444627-3 - SR 37 FROM ARIANA ST TO LIME ST**

Type of Work: MISCELLANEOUS CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$8,563,816				
	Local	\$6,251,910				
	State	\$15,772,089				
<b>Total for Project 444627-3</b>		<b>\$30,587,815</b>				

**446274-1 - SR 563 AT PEAR ST / PARKER ST**

Type of Work: MEDIAN MODIFICATION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$493,958				
<b>Total for Project 446274-1</b>		<b>\$493,958</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****446365-1 - SIXTH ST SW FROM S OF AVE G SW TO US 17 (SR 555)**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$627,483			
	Local		\$300,371			
<b>Total for Project 446365-1</b>			<b>\$927,854</b>			

**446561-1 - SR 659 (COMBEE RD) FROM US 92 (MEMORIAL BLVD) TO MORGAN COMBEE RD**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$4,052,541			
Environmental	Federal	\$49,870	\$150,000			
<b>Total for Project 446561-1</b>		<b>\$49,870</b>	<b>\$4,202,541</b>			

**447075-2 - SR 563 FROM LK HUNTER BOAT RAMP TO LIME ST**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$2,675,724			
<b>Total for Project 447075-2</b>			<b>\$2,675,724</b>			

**448431-1 - AVENUE C SE FROM FIRST STREET SOUTH TO SIXTH STREET SE**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,118,408		
	Local			\$219,019		
Preliminary Engineering	Federal	\$1,000				
<b>Total for Project 448431-1</b>		<b>\$1,000</b>		<b>\$1,337,427</b>		

**449049-1 - US 92 (MEMORIAL BLVD) FROM WABASH AVE TO N GARY RD**

Type of Work: RIGID PAVEMENT RECONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$77,792,490	
Preliminary Engineering	Federal	\$3,602,867				
	State	\$3,197,133				
<b>Total for Project 449049-1</b>		<b>\$6,800,000</b>			<b>\$77,792,490</b>	

**449659-1 - SR 25 (US 27) AT AIRPORT RD/PATTERSON RD AND SOUTH BLVD**

Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$3,025,055	
<b>Total for Project 449659-1</b>					<b>\$3,025,055</b>	

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****449660-1 - PROVIDENCE RD FROM SR 539 KATHLEEN RD TO CR 582 GRIFFIN RD**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$4,080,641				
	Local	\$754,359				
<b>Total for Project 449660-1</b>		<b>\$4,835,000</b>				

**449737-1 - I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING**

Type of Work: PARKING FACILITY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$11,140,576				
<b>Total for Project 449737-1</b>		<b>\$11,140,576</b>				

**449979-1 - LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33**

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State				\$1,828,645	
<b>Total for Project 449979-1</b>					<b>\$1,828,645</b>	

**450872-1 - SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$7,860,856		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 450872-1</b>		<b>\$100,000</b>		<b>\$7,860,856</b>		

**450873-1 - SR 572 FROM SR 600 (US 92) TO N OF ROOMS TO GO ENT**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$1,304,414			
<b>Total for Project 450873-1</b>			<b>\$1,304,414</b>			

**450875-1 - SR 555(US17) FROM S OF AVENUE A TO S OF SR 600**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$30,441,729			
<b>Total for Project 450875-1</b>			<b>\$30,441,729</b>			



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****450876-1 - SR 600 (US 92/US 17) FROM S OF SOUTH BLVD TO N OF NORTH BLVD**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$1,043,552				
<b>Total for Project 450876-1</b>		<b>\$1,043,552</b>				

**450877-1 - SR 35/700 (US 98) FROM S OF SR 540 (WINTER LAKE RD) TO N OF BROOKS ST**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$3,236,227				
<b>Total for Project 450877-1</b>		<b>\$3,236,227</b>				

**450879-1 - SR 17 FROM SR 25 (US 27) TO 5TH AVE**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$10,386,372			
<b>Total for Project 450879-1</b>			<b>\$10,386,372</b>			

**450880-1 - SR 17 FROM S OF N CROOKED LAKE DR TO N OF JACK TOWNSEND RD**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$3,568,898			
<b>Total for Project 450880-1</b>			<b>\$3,568,898</b>			

**450881-1 - SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$2,825,896		
<b>Total for Project 450881-1</b>				<b>\$2,825,896</b>		

**450883-1 - SR 17 FROM NORTH OF OLD SCENIC HWY TO LAKE MARION RD / SR 544**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$4,511,597				
<b>Total for Project 450883-1</b>		<b>\$4,511,597</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****450884-1 - SR 544 FROM 8TH ST NW (US17) TO 10TH ST S**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$16,237,653		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 450884-1</b>		<b>\$100,000</b>		<b>\$16,237,653</b>		

**450885-1 - SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO N OF SR 700 (US 98)**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$16,032,906			
<b>Total for Project 450885-1</b>			<b>\$16,032,906</b>			

**450885-2 - SR 25 (US 27) FROM GEORGE ST TO CHARLES ST**

Type of Work: MEDIAN MODIFICATION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$1,546,268			
<b>Total for Project 450885-2</b>			<b>\$1,546,268</b>			

**450886-1 - SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$25,239,039		
<b>Total for Project 450886-1</b>				<b>\$25,239,039</b>		

**451381-2 - GRANDVIEW PKWY FROM NORTH OF POSNER BLVD TO DUNSON RD**

Type of Work: NEW BRIDGE CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Contract Incentives	State	\$377,894	\$377,894	\$377,894	\$377,894	\$283,420
Design Build	Local	\$15,435,000				
	State	\$41,841,010	\$550,244	\$550,244	\$1,232,153	\$576,446
Preliminary Engineering	State	\$287,672	\$287,672	\$287,672	\$287,672	\$575,343
<b>Total for Project 451381-2</b>		<b>\$57,941,576</b>	<b>\$1,215,810</b>	<b>\$1,215,810</b>	<b>\$1,897,719</b>	<b>\$1,435,209</b>

**451423-1 - SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$3,099,275		
<b>Total for Project 451423-1</b>				<b>\$3,099,275</b>		

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****451469-1 - SR 563 FROM S OF SR 539 (KATHLEEN RD) TO S OF SR 546 (US 92)**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$1,367,478				
<b>Total for Project 451469-1</b>		<b>\$1,367,478</b>				

**451470-1 - SR 539 FROM N OF ELLIOT ST TO N OF I-4**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$879,011				
<b>Total for Project 451470-1</b>		<b>\$879,011</b>				

**451473-1 - SR 600 (US 92) FROM COUNTY LINE RD TO E OF CHURCHILL AVE**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$3,570,730				
<b>Total for Project 451473-1</b>		<b>\$3,570,730</b>				

**451475-1 - SR 600 (US 92) FROM W OF SR 555 (US 17) TO E ECHO ST**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$2,583,989			
<b>Total for Project 451475-1</b>			<b>\$2,583,989</b>			

**451476-1 - SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$3,555,564		
<b>Total for Project 451476-1</b>				<b>\$3,555,564</b>		

**451477-1 - SR 60 FROM E OF MICHIGAN BLVD TO SCENIC HIGHWAY OVERPASS**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$16,387,049			
<b>Total for Project 451477-1</b>			<b>\$16,387,049</b>			



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****451479-1 - SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$10,314,576			
<b>Total for Project 451479-1</b>			<b>\$10,314,576</b>			

**451480-1 - SR 35 (US 98) FROM N OF SR 546 TO S OF GRIFFIN RD**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$4,524,782				
<b>Total for Project 451480-1</b>		<b>\$4,524,782</b>				

**451481-1 - SR 35 (US 98) FROM SHARON DR TO N OF NORTON RD**

Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$18,352,153				
<b>Total for Project 451481-1</b>		<b>\$18,352,153</b>				

**451484-1 - SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$2,628,174		
<b>Total for Project 451484-1</b>				<b>\$2,628,174</b>		

**451485-1 - SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$8,336,804			
<b>Total for Project 451485-1</b>			<b>\$8,336,804</b>			

**452625-1 - SR 60 FROM PEACE RIVER BRIDGE #160043 & #160130 TO E OF MICHIGAN BLVD**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$13,659,469			
<b>Total for Project 452625-1</b>			<b>\$13,659,469</b>			

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****452963-2 - POWERLINE ROAD SOUTH EXTENSION FROM HINSON AVE TO S SCENIC HWY 17**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal Earmark	\$7,500,000				
<b>Total for Project 452963-2</b>		<b>\$7,500,000</b>				

**453407-1 - 8TH STREET NW AND AVE L NW COMPLETE STREETS ENHANCEMENTS**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$1,712,842			
<b>Total for Project 453407-1</b>			<b>\$1,712,842</b>			

**453408-1 - OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$884,140			
<b>Total for Project 453408-1</b>			<b>\$884,140</b>			

**453409-1 - 8TH STREET SE COMPLETE STREETS ENHANCEMENTS**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,623,640		
<b>Total for Project 453409-1</b>				<b>\$1,623,640</b>		

**453504-1 - NORTH LAKE FITNESS TRAIL**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$1,523,508				
<b>Total for Project 453504-1</b>		<b>\$1,523,508</b>				

**454603-1 - SR563 (SIKES BLVD) FROM LIME TO MLK**

Type of Work: RIGID PAVEMENT RECONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					\$20,170,005
	State					\$3,261,567
Preliminary Engineering	State	\$2,000,000				
<b>Total for Project 454603-1</b>		<b>\$2,000,000</b>				<b>\$23,431,572</b>

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****454941-1 - SR544 FROM SR600(US92) TO W OF 8TH ST NW**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$19,958,989			
<b>Total for Project 454941-1</b>			<b>\$19,958,989</b>			

**455923-1 - LAKE MARTHA DR FROM AVE C TO AVE K NE**

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$1,168,508	
Preliminary Engineering	Local		\$175,276			
<b>Total for Project 455923-1</b>			<b>\$175,276</b>		<b>\$1,168,508</b>	

**455930-1 - MALL HILL DR SIDEWALK - CR35A KATHLEEN RD TO GRAND BAY CIRCLE**

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$314,353	
Preliminary Engineering	Local		\$154,276			
<b>Total for Project 455930-1</b>			<b>\$154,276</b>		<b>\$314,353</b>	

**455931-1 - ROSELAWN ST SW COMPLETE ST ENHANCEMENTS FROM AVE O SW TO 15TH ST SW**

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,146,296		
Preliminary Engineering	Local	\$171,877				
<b>Total for Project 455931-1</b>		<b>\$171,877</b>		<b>\$1,146,296</b>		

**455932-1 - W CENTRAL AVE COMPLETE STREETS ENHANCEMENTS**

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$371,366	
Preliminary Engineering	Federal		\$10,000			
	Local		\$54,200			
<b>Total for Project 455932-1</b>			<b>\$64,200</b>		<b>\$371,366</b>	

**456130-1 - INGRAHAM AVENUE TRAIL (FORT FRASER TRAIL EXTENSION)**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$3,533,994		
<b>Total for Project 456130-1</b>				<b>\$3,533,994</b>		



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****456241-1 - SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$6,005,080		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 456241-1</b>		<b>\$100,000</b>		<b>\$6,005,080</b>		

**456252-1 - SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$9,058,125		
Preliminary Engineering	Federal	\$835,000				
<b>Total for Project 456252-1</b>		<b>\$835,000</b>		<b>\$9,058,125</b>		

**456254-1 - SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$18,270,004		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 456254-1</b>		<b>\$100,000</b>		<b>\$18,270,004</b>		

**456255-1 - SR35(US98) FROM MAIN STREET TO NORTH OF SR546**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$3,132,711		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 456255-1</b>		<b>\$100,000</b>		<b>\$3,132,711</b>		

**457164-1 - SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$6,073,238		
Preliminary Engineering	State	\$100,000				
<b>Total for Project 457164-1</b>		<b>\$100,000</b>		<b>\$6,073,238</b>		

**457232-1 - PED GATE CORRIDOR POLK COUNTY**

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal			\$267,530		
<b>Total for Project 457232-1</b>				<b>\$267,530</b>		

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Highways****457234-1 - EAST CENTRAL AVENUE CROSSING 625481Y**

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal			\$374,080		
<b>Total for Project 457234-1</b>				<b>\$374,080</b>		

**457236-1 - EAST F STREET CROSSING 627541M**

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal				\$484,261	
<b>Total for Project 457236-1</b>					<b>\$484,261</b>	

**457237-1 - GATE ROAD CROSSING 623054C**

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal				\$405,593	
<b>Total for Project 457237-1</b>					<b>\$405,593</b>	

**457247-1 - FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$499,556	
	Local				\$50,000	
Preliminary Engineering	Local	\$90,000				
<b>Total for Project 457247-1</b>		<b>\$90,000</b>			<b>\$549,556</b>	

**457280-1 - US 27 AT SOUTH BLVD**

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$2,051,690				
<b>Total for Project 457280-1</b>		<b>\$2,051,690</b>				

**457697-1 - LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State					\$919,355
Preliminary Engineering	State		\$110,102			
<b>Total for Project 457697-1</b>			<b>\$110,102</b>			<b>\$919,355</b>

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY

Highways

**457732-1 - SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$11,351,060				
Preliminary Engineering	State	\$347,500				
Total for Project 457732-1		\$11,698,560				



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Maintenance****412583-1 - POLK COUNTY HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$556,469				
<b>Total for Project 412583-1</b>		<b>\$556,469</b>				

**413553-1 - AUBURNDALE HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$62,833				
<b>Total for Project 413553-1</b>		<b>\$62,833</b>				

**413554-1 - BARTOW HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$83,903				
<b>Total for Project 413554-1</b>		<b>\$83,903</b>				

**413555-1 - DAVENPORT HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$9,030				
<b>Total for Project 413555-1</b>		<b>\$9,030</b>				

**413557-1 - EAGLE LAKE HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$25,209				
<b>Total for Project 413557-1</b>		<b>\$25,209</b>				

**413558-1 - FROSTPROOF HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$27,842				
<b>Total for Project 413558-1</b>		<b>\$27,842</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Maintenance****413559-1 - FT MEADE HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$47,407				
<b>Total for Project 413559-1</b>		<b>\$47,407</b>				

**413560-1 - HAINES CITY HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$188,123				
<b>Total for Project 413560-1</b>		<b>\$188,123</b>				

**413561-1 - LAKE ALFRED HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$50,041				
<b>Total for Project 413561-1</b>		<b>\$50,041</b>				

**413562-1 - LAKELAND HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$563,241				
<b>Total for Project 413562-1</b>		<b>\$563,241</b>				

**413563-1 - LAKE WALES HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$123,033				
<b>Total for Project 413563-1</b>		<b>\$123,033</b>				

**413564-1 - WINTER HAVEN HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$287,452				
<b>Total for Project 413564-1</b>		<b>\$287,452</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Maintenance****414087-2 - ASSET MAINTENANCE NE POLK COUNTY**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$1,448,901	\$4,052,969	\$4,052,969	\$4,052,969	\$4,052,969
<b>Total for Project 414087-2</b>		<b>\$1,448,901</b>	<b>\$4,052,969</b>	<b>\$4,052,969</b>	<b>\$4,052,969</b>	<b>\$4,052,969</b>

**417967-1 - MULBERRY HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$61,328				
<b>Total for Project 417967-1</b>		<b>\$61,328</b>				

**427785-1 - ITS DEVICES ELECTRIC**

Type of Work: OTHER ITS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$30,000	\$30,000			
<b>Total for Project 427785-1</b>		<b>\$30,000</b>	<b>\$30,000</b>			

**431775-1 - I-4 WEST ASSET MAINTENANCE**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$4,168,768	\$1,201,231	\$1,201,231	\$1,201,231	\$1,201,231
<b>Total for Project 431775-1</b>		<b>\$4,168,768</b>	<b>\$1,201,231</b>	<b>\$1,201,231</b>	<b>\$1,201,231</b>	<b>\$1,201,231</b>

**436729-8 - HIGHWAY LIGHTING - POLK PKWY (SR 570)**

Type of Work: LIGHTING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
<b>Total for Project 436729-8</b>		<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>

**437300-3 - SUNTRAX TOLL FACILITY OPERATIONS**

Type of Work: TOLL PLAZA

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$157,775	\$70,000	\$70,000	\$70,000	
<b>Total for Project 437300-3</b>		<b>\$157,775</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Maintenance****449680-1 - ADA MAT REPLACEMENT**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$65,000				
<b>Total for Project 449680-1</b>		<b>\$65,000</b>				

**455314-1 - SUNTRAX PLUMBING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<b>Total for Project 455314-1</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>

**455314-2 - SUNTRAX PRESSURE CLEANING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
<b>Total for Project 455314-2</b>		<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>

**455314-3 - SUNTRAX HVAC MAINTENANCE**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
<b>Total for Project 455314-3</b>		<b>\$130,000</b>	<b>\$130,000</b>	<b>\$130,000</b>	<b>\$130,000</b>	<b>\$130,000</b>

**455314-4 - SUNTRAX FIRE ALARM SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
<b>Total for Project 455314-4</b>		<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>

**455314-5 - SUNTRAX SWEEPING SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$75,000	\$75,000	\$80,000	\$80,000	\$80,000
<b>Total for Project 455314-5</b>		<b>\$75,000</b>	<b>\$75,000</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$80,000</b>

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Maintenance****455314-6 - SUNTRAX HVAC MAINT & WTP CHILLER**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
<b>Total for Project 455314-6</b>		<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>

**455314-7 - SUNTRAX LANDSCAPING SERVICES**

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$445,000	\$445,000	\$445,000	\$445,000	\$445,000
<b>Total for Project 455314-7</b>		<b>\$445,000</b>	<b>\$445,000</b>	<b>\$445,000</b>	<b>\$445,000</b>	<b>\$445,000</b>

**455314-8 - SUNTRAX TOW TRUCK SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<b>Total for Project 455314-8</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>

**455314-9 - SUNTRAX BUILDING AUTOMATIC SCHEDULE (BAS) MAINTENANCE SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<b>Total for Project 455314-9</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>

**455317-1 - SUNTRAX ELECTRICAL, LIFE SAFETY, AND LIGHTNING PROTECTION SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike		\$70,000	\$70,000	\$70,000	\$70,000
<b>Total for Project 455317-1</b>			<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>

**455317-2 - SUNTRAX GENERATOR MAINTENANCE SERVICES**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
<b>Total for Project 455317-2</b>		<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$35,000</b>

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Maintenance

455317-3 - SUNTRAX - MAINTENANCE GENERAL - PCARD EXPENSES

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Total for Project 455317-3		\$75,000	\$75,000	\$75,000	\$75,000	\$75,000

455317-4 - SUNTRAX ELEVATOR MAINTENNANCE SERVICES

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
Total for Project 455317-4		\$35,000	\$35,000	\$35,000	\$35,000	\$35,000

455317-5 - DRAINAGE MAINTENANCE - SUNTRAX

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Total for Project 455317-5		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

**POLK COUNTY** **Miscellaneous**

**440358-2 - TENOROC TRL SEGMENT 1 FROM LAKE CRAGO DR TO SR 33 AT OLD COMBEE ROAD**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,000,000				
<b>Total for Project 440358-2</b>		<b>\$2,000,000</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Modal Development: Aviation****440928-1 - BARTOW MUNICIPAL AIRPORT REHAB RUNWAY 9R/27L**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			\$75,000	\$600,000	
	State			\$300,000	\$2,400,000	
<b>Total for Project 440928-1</b>				<b>\$375,000</b>	<b>\$3,000,000</b>	

**441851-1 - BARTOW MUNICIPAL AIRPORT REHABILITATE TAXIWAY C**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			\$100,000	\$200,816	
	State			\$400,000	\$803,265	
<b>Total for Project 441851-1</b>				<b>\$500,000</b>	<b>\$1,004,081</b>	

**441852-1 - BARTOW MUNICIPAL AIRPORT REHABILITATE RUNWAY 5-23**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$125,000	\$205,666			
	State	\$500,000	\$822,664			
<b>Total for Project 441852-1</b>		<b>\$625,000</b>	<b>\$1,028,330</b>			

**444616-1 - LAKE WALES MUNICIPAL ARPT EAST APRON EXPANSION & TAXILANE**

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$810,000				
	State	\$90,000				
<b>Total for Project 444616-1</b>		<b>\$900,000</b>				

**445718-1 - LAKELAND LINDER INTERNATIONAL AIRPORT UPGRADE ILS TO CATEGORY III**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$299,253				
	State	\$1,197,013				
<b>Total for Project 445718-1</b>		<b>\$1,496,266</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Modal Development: Aviation****453425-1 - LAKELAND LINDER INTL AIRPORT VOR RELOCATION**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				\$600,000	
	State				\$400,000	\$2,000,000
<b>Total for Project 453425-1</b>					<b>\$1,000,000</b>	<b>\$2,000,000</b>

**453834-1 - WINTER HAVEN REGIONAL AIRPORT TAXIWAY E EXTENSION**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		\$189,000	\$1,890,000		
	Local		\$10,500	\$105,000		
	State		\$10,500	\$105,000		
<b>Total for Project 453834-1</b>			<b>\$210,000</b>	<b>\$2,100,000</b>		

**455461-1 - LAKE WALES AIRPORT AWOS-II BEACON INSTALLATION**

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$351,000				
	Local	\$7,800				
	State	\$31,200				
<b>Total for Project 455461-1</b>		<b>\$390,000</b>				

**455569-1 - WINTER HAVEN AIRPORT PAPIS AND REILS FOR RWY 11/29**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				\$47,000	
	State				\$188,000	
<b>Total for Project 455569-1</b>					<b>\$235,000</b>	

**456014-1 - LAKELAND LINDER INTL AIRPORT CONTRUCT RUNWAY 10R/28L (NEW PARRALLE)**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		\$8,000,000	\$52,000,000	\$40,000,000	
	State		\$8,000,000	\$52,000,000	\$40,000,000	
<b>Total for Project 456014-1</b>			<b>\$16,000,000</b>	<b>\$104,000,000</b>	<b>\$80,000,000</b>	



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Modal Development: Aviation

457277-1 - LAKE WALES AIRPORT WILDLIFE HAZARD FENCE

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$135,000	\$2,700,000			
	Local	\$3,000	\$60,000			
	State	\$12,000	\$240,000			
Total for Project 457277-1		\$150,000	\$3,000,000			

457279-1 - WINTER HAVEN AIRPORT 5/23 & NORTH TAXIWAY B REHABILITATION

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal			\$315,000	\$2,884,140	
	Local			\$17,500	\$160,230	
	State			\$17,500	\$160,230	
Total for Project 457279-1				\$350,000	\$3,204,600	

457284-1 - BARTOW AIRPORT RUNWAY APPROACH CLEARING

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		\$705,986			
	Local		\$39,221			
	State		\$39,221			
Total for Project 457284-1			\$784,428			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Modal Development: Intermodal

450036-1 - BARTOW EXECUTIVE AIRPORT ENTRANCE ROAD

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$17,028				
	State	\$68,112				
Total for Project 450036-1		\$85,140				

453426-1 - LAKELAND LINDER INTL AIRPORT MAINTENANCE, REPAIR AND OPERATIONS HANGER

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$3,322,086	\$4,622,672	\$3,963,848		
	State	\$3,322,086	\$4,329,633	\$3,963,848		
Total for Project 453426-1		\$6,644,172	\$8,952,305	\$7,927,696		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Modal Development: Rail

451348-1 - E TILLMAN AVE FROM S 2ND ST TO S 4TH ST

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal	\$150,749				
Total for Project 451348-1		\$150,749				

451354-1 - E SEMINOLE AVE FROM N 1ST ST TO N 3RD ST

Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal	\$246,842				
Total for Project 451354-1		\$246,842				



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Modal Development: Transit****410149-1 - LAMTD/LKND UZA/FTA SECT 5307 CAPITAL ASSIST LKLD UZA**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$1,062,476	\$1,654,180	\$1,667,371	\$2,185,561	\$2,129,482
	Local	\$265,619	\$413,545	\$416,843	\$546,390	\$532,371
<b>Total for Project 410149-1</b>		<b>\$1,328,095</b>	<b>\$2,067,725</b>	<b>\$2,084,214</b>	<b>\$2,731,951</b>	<b>\$2,661,853</b>

**410149-2 - LAMTD/LKND UZA/FTA SECT 5307 OPERATING ASSIST**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$1,882,190	\$4,678,904	\$4,742,943	\$6,158,128	\$6,388,447
	Local	\$1,882,190	\$4,678,904	\$4,742,943	\$6,158,128	\$6,388,447
<b>Total for Project 410149-2</b>		<b>\$3,764,380</b>	<b>\$9,357,808</b>	<b>\$9,485,886</b>	<b>\$12,316,256</b>	<b>\$12,776,894</b>

**410150-1 - LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$758,102	\$1,208,647	\$1,310,081	\$2,072,677	\$2,031,010
	Local	\$189,526	\$302,162	\$327,520	\$518,169	\$507,753
<b>Total for Project 410150-1</b>		<b>\$947,628</b>	<b>\$1,510,809</b>	<b>\$1,637,601</b>	<b>\$2,590,846</b>	<b>\$2,538,763</b>

**410150-2 - LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$1,412,168	\$3,625,944	\$3,816,993	\$5,667,260	\$6,093,032
	Local	\$1,412,168	\$3,625,944	\$3,816,993	\$5,667,260	\$6,093,032
<b>Total for Project 410150-2</b>		<b>\$2,824,336</b>	<b>\$7,251,888</b>	<b>\$7,633,986</b>	<b>\$11,334,520</b>	<b>\$12,186,064</b>

**414063-1 - LAKELAND AREA MASS TRANSIT (LAMTD)-OPERATING ASSISTANCE - CORRIDOR**

Type of Work: URBAN CORRIDOR IMPROVEMENTS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$455,211	\$455,211	\$455,211	\$455,211	
	State	\$455,211	\$455,211	\$455,211	\$455,211	
<b>Total for Project 414063-1</b>		<b>\$910,422</b>	<b>\$910,422</b>	<b>\$910,422</b>	<b>\$910,422</b>	

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Modal Development: Transit****435771-1 - LAMTD/LKND-WH UZA FTA SECTION 5339 CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$732,922	\$848,314	\$888,095	\$1,037,303	\$1,088,030
	Local	\$183,231	\$212,079	\$222,024	\$259,326	\$272,008
<b>Total for Project 435771-1</b>		<b>\$916,153</b>	<b>\$1,060,393</b>	<b>\$1,110,119</b>	<b>\$1,296,629</b>	<b>\$1,360,038</b>

**440258-1 - LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$795,486	\$913,000	\$800,000	\$805,000	\$984,041
	Local	\$795,486	\$913,000	\$800,000	\$805,000	\$984,041
<b>Total for Project 440258-1</b>		<b>\$1,590,972</b>	<b>\$1,826,000</b>	<b>\$1,600,000</b>	<b>\$1,610,000</b>	<b>\$1,968,082</b>

**440757-1 - LAKELAND AREA MASS TRANSIT FOR WH AND LKLD BLOCK GRANT OPER ASSISTANCE**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$2,055,366	\$2,117,027	\$2,180,539	\$2,245,954	\$2,313,334
	State	\$2,055,366	\$2,117,027	\$2,180,539	\$2,245,954	\$2,313,334
<b>Total for Project 440757-1</b>		<b>\$4,110,732</b>	<b>\$4,234,054</b>	<b>\$4,361,078</b>	<b>\$4,491,908</b>	<b>\$4,626,668</b>

**445916-1 - LAMTD OPERATING SR37 CIRCULATOR**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$150,577	\$150,577	\$150,577	\$150,577	
	State	\$150,577	\$150,577	\$150,577	\$150,577	
<b>Total for Project 445916-1</b>		<b>\$301,154</b>	<b>\$301,154</b>	<b>\$301,154</b>	<b>\$301,154</b>	

**448715-1 - LAKELAND AREA MASS TRANSIT DIST - OPERATING - CORRIDOR - PILOT PROJECT**

Type of Work: URBAN CORRIDOR IMPROVEMENTS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$249,740	\$249,740	\$249,740	\$249,740	
	State	\$249,740	\$249,740	\$249,740	\$249,740	
<b>Total for Project 448715-1</b>		<b>\$499,480</b>	<b>\$499,480</b>	<b>\$499,480</b>	<b>\$499,480</b>	

**455183-1 - FTA SECTION 5339 LAMTD POINCIANA SMALL URBAN CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$18,199	\$20,929	\$24,068	\$27,678	\$26,534
	Local	\$4,550	\$5,232	\$6,017	\$6,920	\$6,634
<b>Total for Project 455183-1</b>		<b>\$22,749</b>	<b>\$26,161</b>	<b>\$30,085</b>	<b>\$34,598</b>	<b>\$33,168</b>

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Modal Development: Transit****455184-1 - FTA SECTION 5339 LAMTD FOUR CORNERS SMALL URBAN CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$5,112	\$5,879	\$6,761	\$7,774	\$10,755
	Local	\$1,278	\$1,470	\$1,690	\$1,944	\$2,689
<b>Total for Project 455184-1</b>		<b>\$6,390</b>	<b>\$7,349</b>	<b>\$8,451</b>	<b>\$9,718</b>	<b>\$13,444</b>

**455571-1 - LAMTD FTA SECTION 5307 POINCIANA SMALL URBAN AREA - CAPITAL**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$68,667	\$78,967	\$90,812	\$104,434	\$104,013
	Local	\$17,167	\$19,742	\$22,703	\$26,109	\$26,003
<b>Total for Project 455571-1</b>		<b>\$85,834</b>	<b>\$98,709</b>	<b>\$113,515</b>	<b>\$130,543</b>	<b>\$130,016</b>

**455571-2 - LAMTD FTA SECTION 5307 POINCIANA SMALL URBAN AREA - OPERATING**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$205,998	\$236,898	\$272,433	\$313,297	\$312,040
	Local	\$205,998	\$236,898	\$272,433	\$313,297	\$312,040
<b>Total for Project 455571-2</b>		<b>\$411,996</b>	<b>\$473,796</b>	<b>\$544,866</b>	<b>\$626,594</b>	<b>\$624,080</b>

**455572-1 - LAMTD FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - CAPITAL**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$15,431	\$17,746	\$20,408	\$23,469	\$42,373
	Local	\$3,858	\$4,437	\$5,102	\$5,867	\$10,593
<b>Total for Project 455572-1</b>		<b>\$19,289</b>	<b>\$22,183</b>	<b>\$25,510</b>	<b>\$29,336</b>	<b>\$52,966</b>

**455572-2 - LAMTD FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - OPERATING**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$46,293	\$53,237	\$61,223	\$70,406	\$127,118
	Local	\$46,293	\$53,237	\$61,223	\$70,406	\$127,118
<b>Total for Project 455572-2</b>		<b>\$92,586</b>	<b>\$106,474</b>	<b>\$122,446</b>	<b>\$140,812</b>	<b>\$254,236</b>

**457667-1 - LAMTD OPERTING SERVICE DEVELOPMENT EXTENDED ROUTE HOURS**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$566,678				
	State	\$566,678				
<b>Total for Project 457667-1</b>		<b>\$1,133,356</b>				



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

POLK COUNTY Transportation Planning

439313-6 - POLK COUNTY MPO FY 2026/2027-2027/2028 UPWP  
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal	\$1,365,146	\$1,365,146			
Total for Project 439313-6		\$1,365,146	\$1,365,146			

439313-7 - POLK COUNTY MPO FY 2028/2029-2029/2030 UPWP  
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal			\$1,365,146	\$1,365,146	
Total for Project 439313-7				\$1,365,146	\$1,365,146	

439313-8 - POLK COUNTY MPO FY 2030/2032-2031/2032 UPWP  
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal					\$1,365,146
Total for Project 439313-8						\$1,365,146

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Turnpike****437300-3 - SUNTRAX TOLL FACILITY OPERATIONS**

Type of Work: TOLL PLAZA

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Toll/Turnpike	\$100,000	\$100,000	\$100,000	\$100,000	
Operations	Toll/Turnpike	\$765,000	\$765,000	\$765,000	\$765,000	
<b>Total for Project 437300-3</b>		<b>\$865,000</b>	<b>\$865,000</b>	<b>\$865,000</b>	<b>\$865,000</b>	

**437300-8 - SUNTRAX CONNECTED/AUTOMATED VEHICLE TEST FACILITY OPERATIONS**

Type of Work: TRAFFIC MANAGEMENT CENTERS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Toll/Turnpike	\$12,087,500	\$12,471,875	\$12,521,875	\$12,621,875	\$12,721,875
<b>Total for Project 437300-8</b>		<b>\$12,087,500</b>	<b>\$12,471,875</b>	<b>\$12,521,875</b>	<b>\$12,621,875</b>	<b>\$12,721,875</b>

**440897-2 - CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Toll/Turnpike	\$2,210,000				
Contract Incentives	Toll/Turnpike	\$8,002,911				
<b>Total for Project 440897-2</b>		<b>\$10,212,911</b>				

**440897-3 - CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Toll/Turnpike		\$3,128,048	\$2,674,100		
<b>Total for Project 440897-3</b>			<b>\$3,128,048</b>	<b>\$2,674,100</b>		

**446619-1 - PD&E STUDY TO WIDEN POLK PARKWAY (SR 570) FROM I-4 TO SR 540 (MP 0-14)**

Type of Work: PD&amp;E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	\$4,000,000				
<b>Total for Project 446619-1</b>		<b>\$4,000,000</b>				

**451419-1 - PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538**

Type of Work: PD&amp;E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	\$20,000,000				
<b>Total for Project 451419-1</b>		<b>\$20,000,000</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**POLK COUNTY****Turnpike****451419-2 - ACE FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92**

Type of Work: PD&amp;E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike		\$550,000			
<b>Total for Project 451419-2</b>			<b>\$550,000</b>			

**451420-1 - CENTRAL POLK PARKWAY EAST FROM S OF JOHNSON AVE TO N OF US 17/92**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	\$14,000,000				
Right of Way	Toll/Turnpike			\$20,000,000		
<b>Total for Project 451420-1</b>		<b>\$14,000,000</b>		<b>\$20,000,000</b>		

**451421-1 - CENTRAL POLK PARKWAY EAST- N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	\$11,000,000				
Right of Way	Toll/Turnpike			\$20,000,000		
<b>Total for Project 451421-1</b>		<b>\$11,000,000</b>		<b>\$20,000,000</b>		

**451422-1 - CENTRAL POLK PARKWAY EAST FROM US 27 TO N. OF LAKE MABEL LOOP RD**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	\$6,000,000				
<b>Total for Project 451422-1</b>		<b>\$6,000,000</b>				

**455878-1 - PD&E CPP EAST FROM N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE**

Type of Work: PD&amp;E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	\$500,000				
<b>Total for Project 455878-1</b>		<b>\$500,000</b>				

**455879-1 - PD&E CPP EAST FROM S OF JOHNSON AVE TO N OF US 17/92**

Type of Work: PD&amp;E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	\$500,000				
<b>Total for Project 455879-1</b>		<b>\$500,000</b>				





# Florida's Turnpike Enterprise

## Tentative Five-Year Work Program

### FY 2027 through FY 2031

### Summary of Projects

## Overview

Since FY 2023, Florida's Turnpike Enterprise continued and/or initiated funding construction of various transportation infrastructure improvements in FDOT District One, with a total value of over \$502 million<sup>[1]</sup>. Major projects include:

Project Category		Facility	Location / Additional Details	FPID
<div>N</div>	New Road Construction	Central Polk Parkway	Polk Parkway / SR 570 to US 17	440897-2
<div>N</div>	New Road Construction	Central Polk Parkway	US 17 to SR 60	440897-3
<div>W I</div>	Other Widening   New Interchange	Polk Parkway / SR 570	Old Dixie Highway / CR 546 (MP 18) to South of Pace Road (MP 22)   New Interchange at Braddock Road (MP 20)	438018-1
<div>R</div>	Resurfacing	Polk Parkway / SR 570	MP 8 to MP 17	449688-1,-2
<div>O</div>	Other	SunTrax Connected/Automated Vehicle Test Facility	Auburndale, Florida	437300-4
<div>O</div>	All-Electronic Tolling	Polk Parkway / SR 570	I-4 (MP 0) to Old Dixie Highway / CR 546 (MP 18)	440857-1

<sup>[1]</sup> This value does not include projects that cross into other districts.

The Enterprise continues to make project investments in FDOT District One. In FY 2027 through FY 2031, over \$27 million in Enterprise funding is programmed for construction projects within Polk and Okeechobee counties. This amount includes the phases referenced below:

Phase	Funding Code
ENV Environmental	C2
CST Construction	52, 53, 61, 62

## Summary of Major Project Funding by Category

The table below summarizes the Enterprise funding programmed for the major projects in the Tentative Five-Year Work Program (FY 2027 through FY 2031) that are located in FDOT District One, by category.

Project Category	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
<b>New Road Construction</b>	\$ -	\$3,128,100	\$2,674,100	\$ -	\$ -	<b>\$5,802,200</b>
<b>Total</b>	<b>\$ -</b>	<b>\$3,128,100</b>	<b>\$2,674,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,802,200</b>



# Florida's Turnpike Enterprise

## Tentative Five-Year Work Program

### FY 2027 through FY 2031

### Summary of Projects



#### Construct Central Polk Parkway from US 17 to SR 60

**FPID: 440897-3**

The project constructs the second segment of Central Polk Parkway from US 17 to SR 60. This approximately 3-mile-long roadway will be a four-lane, divided, limited-access facility. It will reduce commercial vehicle traffic through Bartow, enhance safety by separating regional through-traffic from local traffic, and provide regional connectivity. Construction of this over \$176 million project began in FY 2025, and the remaining expenditures to complete the project are funded in FY 2028 and FY 2029.

Phase	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
CST	\$ -	\$3,128,100	\$2,674,100	\$ -	\$ -	\$5,802,200
<b>Total</b>	<b>\$ -</b>	<b>\$3,128,100</b>	<b>\$2,674,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,802,200</b>

### Summary of Minor Project Funding by Category

Minor projects may include bridge paintings/rehabilitations, intelligent transportation systems (ITS) upgrades, signing/pavement markings, guardrail/safety improvements, landscaping, and other miscellaneous types. The table below summarizes the Enterprise funding programmed for the minor projects in the Tentative Five-Year Work Program (FY 2027 through FY 2031) that are located in FDOT District One, by category.

Project Category	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
ITS Upgrades	\$1,985,300	\$ -	\$ -	\$ -	\$ -	\$1,985,300
Lighting	\$18,796,900	\$ -	\$ -	\$ -	\$ -	\$18,796,900
Miscellaneous	\$712,200	\$ -	\$ -	\$ -	\$ -	\$712,200
<b>Total</b>	<b>\$21,494,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$21,494,400</b>

### Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

Classification	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
Minor Projects	\$21,494,400	\$ -	\$ -	\$ -	\$ -	\$21,494,400
Major Projects	\$ -	\$3,128,100	\$2,674,100	\$ -	\$ -	\$5,802,200
<b>Total</b>	<b>\$21,494,400</b>	<b>\$3,128,100</b>	<b>\$2,674,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$27,296,600</b>



New Road Construction Project

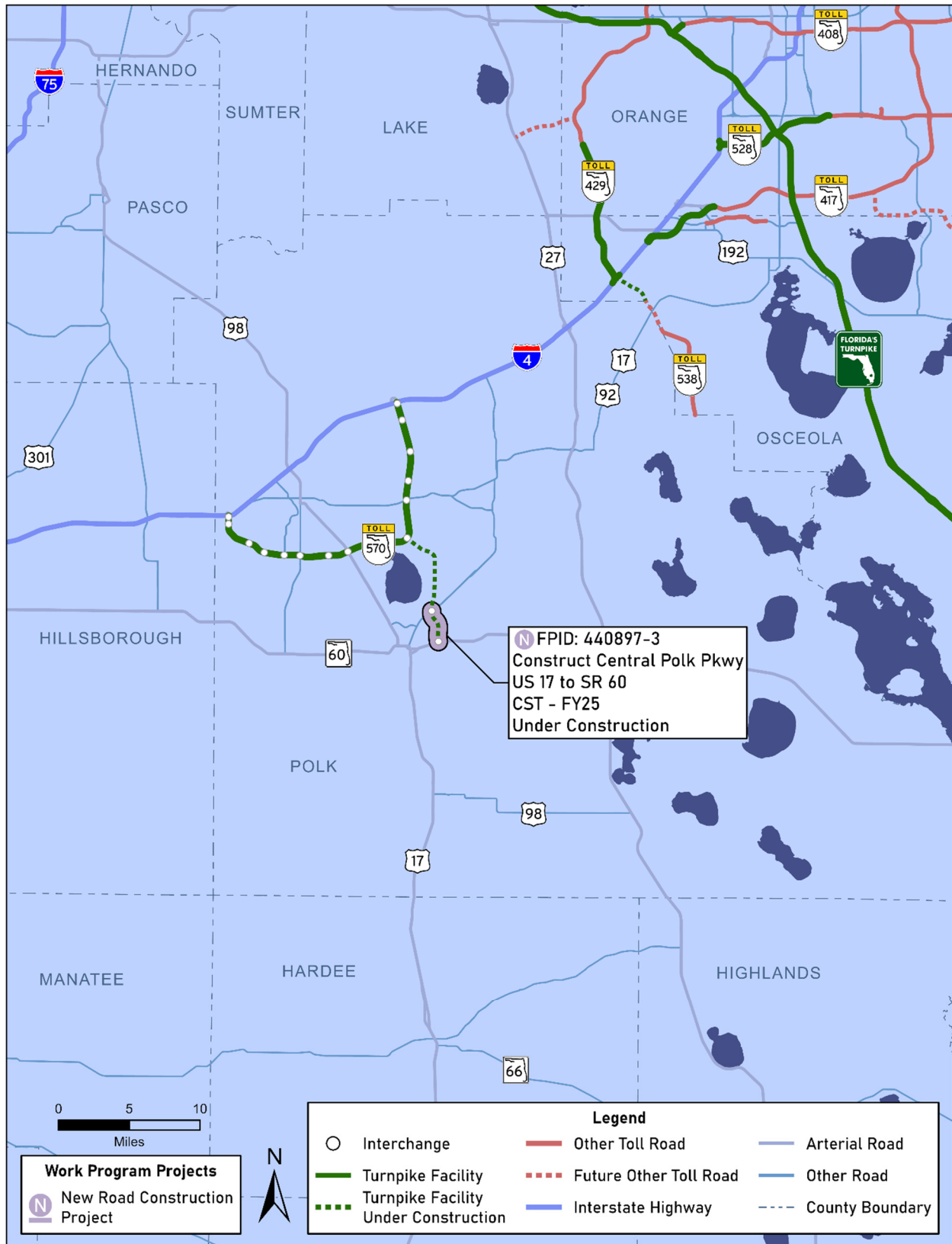


# Florida's Turnpike Enterprise

## Tentative Five-Year Work Program

### FY 2027 through FY 2031

### Summary of Projects







# Florida's Turnpike Enterprise

## Tentative Five-Year Work Program

### FY 2027 through FY 2031

### Summary of Projects



## Project Development and Environment (PDE), Preliminary Engineering (PE), and/or Right of Way (ROW) Projects

The table below provides a summary of the projects in FDOT District One that have funding for Project Development and Environment (PDE – Phase 22), Preliminary Engineering (PE – Phase 32), and/or Right of Way (ROW – Phase 43), but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2027 through FY 2031). The projects listed below are not included in the previous funding tables or map. New road construction projects are subject to a test of economic feasibility according to Florida Statutes.

FPID	County	Project Category	Description	Phase	FY	Funding
446619-1	Polk	Other Widening	Widen Polk Parkway / SR 570 from I-4 (MP 0) to Winter Lake Road / SR 540 / Central Polk Parkway (Future) (MP 14)	PDE	2027	\$4,000,000
451419-1	Polk	New Road Construction	Construct Central Polk Parkway East from US 17/92 to SR 538	*PE	2027	\$20,000,000
451422-1	Polk	New Road Construction	Construct Central Polk Parkway East from US 27 to North of Lake Mabel Loop Road	PE	2027	\$6,000,000
455878-1	Polk	New Road Construction	Construct Central Polk Parkway East from North of Lake Mabel Loop Road to South of Johnson Avenue	*PDE	2027	\$500,000
451421-1				PE	2027	\$11,000,000
				ROW	2029	\$20,000,000
455879-1	Polk	New Road Construction	Construct Central Polk Parkway East from South of Johnson Avenue to US 17/92	*PDE	2027	\$500,000
451420-1				PE	2027	\$14,000,000
				ROW	2029	\$20,000,000
451008-1	Okeechobee	Other	Implement Parking Improvements at Ft Drum Service Plaza (MP 185)	PE	2027 – 2028	\$3,388,000

\* = Phase underway and the remaining expenditure shown is to complete the phase.

**FLORIDA DEPARTMENT OF TRANSPORTATION  
DRAFT TENTATIVE WORK PROGRAM  
POLK TPO  
FY2027 THROUGH FY2031 SUMMARY OF CHANGES**

County	FPID Number	Project Description	Project Phase	Type of Work	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate
<b>ADD</b>								
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Enviromental Consultants Contractors	Add Lanes & Reconstruct		\$0	2030	\$1,200,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way Services	Add Lanes & Reconstruct		\$0	2030	\$2,800,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way In-House	Add Lanes & Reconstruct		\$0	2030	\$1,320,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way Purchase	Add Lanes & Reconstruct		\$0	2030	\$10,900,000
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Enviromental Consultants Contractors	Add Lanes & Reconstruct		\$0	2030	\$325,000
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Preliminary Engineering Consultant Contractors	Atms-Arterial Traffic Mgmt		\$0	2030	\$500,000
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Construction Consultant Contractors	Atms-Arterial Traffic Mgmt		\$0	2031	\$3,284,716
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Construction Support Consultant Contractors	Atms-Arterial Traffic Mgmt		\$0	2031	\$625,662
POLK	444627-3	SR 37 FROM ARIANA ST TO LIME ST	Construction Support Other Agency	Miscellaneous Construction		\$0	2027	\$3,031,225
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Consultant Contractors	Landscaping		\$0	2030	\$1,579,340
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Support In-House	Landscaping		\$0	2030	\$5,640
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Support Consultant Contractors	Landscaping		\$0	2030	\$243,665
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$7,096,551
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Support In-House	Pavement Only Resurface (Flex)		\$0	2029	\$54,650
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$709,655
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Consultant Contractors	Resurfacing		\$0	2028	\$27,318,411
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Support In-House	Resurfacing		\$0	2028	\$53,000
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Support Consultant Contractors	Resurfacing		\$0	2028	\$3,070,318
POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000

POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$14,497,904
POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$1,739,749
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$22,910,949
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Support In-House	Pavement Only Resurface (Flex)		\$0	2029	\$109,300
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$2,218,790
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$2,713,897
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Support In-House	Pavement Only Resurface (Flex)		\$0	2029	\$27,325
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$358,053
POLK	453407-1	8TH STREET NW AND AVE L NW COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk		\$0	2028	\$1,712,842
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Preliminary Engineering Consultant Contractors	Rigid Pavement Reconstruction		\$0	2027	\$2,000,000
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Consultant Contractors	Rigid Pavement Reconstruction		\$0	2031	\$20,630,371
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Support In-House	Rigid Pavement Reconstruction		\$0	2031	\$582,500
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Support Consultant Contractors	Rigid Pavement Reconstruction		\$0	2031	\$2,218,701
POLK	455931-1	ROSELAWN ST SW COMPLETE ST ENHANCEMENTS FROM AVE O SW TO 15TH ST SW	Construction Support In-House	Pedestrian Safety Improvement		\$0	2029	\$448
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Preliminary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$5,434,323
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Support In-House	Pavement Only Resurface (Flex)		\$0	2029	\$27,325
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$543,432
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Preliminary Engineering In-House	Resurfacing		\$0	2027	\$10,000
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Preliminary Engineering Consultant Contractors	Resurfacing		\$0	2027	\$825,000
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Consultant Contractors	Resurfacing		\$0	2029	\$8,189,946



POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Support In-House	Resurfacing		\$0	2029	\$27,325
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Support Consultant Contractors	Resurfacing		\$0	2029	\$840,854
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Preliminary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$17,014,800
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$1,255,204
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Preliminary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$2,823,078
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Support In-House	Pavement Only Resurface (Flex)		\$0	2029	\$27,325
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$282,308
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Preliminary Engineering In-House	Pavement Only Resurface (Flex)		\$0	2027	\$100,000
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Construction Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$5,422,534
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		\$0	2029	\$650,704
POLK	457232-1	PED GATE CORRIDOR POLK COUNTY	Construction Railroad	Rail Safety Project		\$0	2029	\$267,530
POLK	457234-1	EAST CENTRAL AVENUE CROSSING 625481Y	Construction Railroad	Rail Safety Project		\$0	2029	\$374,080
POLK	457236-1	EAST F STREET CROSSING 627541M	Construction Railroad	Rail Safety Project		\$0	2030	\$484,261
POLK	457237-1	GATE ROAD CROSSING 623054C	Construction Railroad	Rail Safety Project		\$0	2030	\$405,593
POLK	457247-1	FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST	Construction Other Agency	Resurfacing		\$0	2030	\$307,787
POLK	457247-1	FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST	Construction Support Other Agency	Resurfacing		\$0	2030	\$191,769
POLK	457277-1	LAKE WALES AIRPORT WILDLIFE HAZARD FENCE	Capital Grant	Aviation Preservation Project		\$0	2027	\$252,000
POLK	457279-1	WINTER HAVEN AIRPORT 5/23 & NORTH TAXIWAY B REHABILITATION	Capital Grant	Aviation Preservation Project		\$0	2029	\$177,730
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Consultant Contractors	Traffic Signals		\$0	2027	\$1,783,184
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Support In-House	Traffic Signals		\$0	2027	\$1,029
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Support Consultant Contractors	Traffic Signals		\$0	2027	\$267,477
POLK	457284-1	BARTOW AIRPORT RUNWAY APPROACH CLEARING	Capital Grant	Aviation Preservation Project		\$0	2028	\$39,221
POLK	457667-1	LAMTD OPERTING SERVICE DEVELOPMENT EXTENDED ROUTE HOURS	Operations Grant	Operating/Admin. Assistance		\$0	2027	\$566,678

POLK	457697-1	LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT	Preliminary Engineering Grant	Bike Path/Trail		\$0	2028	\$110,102
POLK	457697-1	LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT	Construction Grant	Bike Path/Trail		\$0	2031	\$919,355
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Preliminary Engineering Consultant Contractors	Resurfacing		\$0	2027	\$347,500
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Consultant Contractors	Resurfacing		\$0	2027	\$9,592,698
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Support In-House	Resurfacing		\$0	2027	\$729,362
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Support Consultant Contractors	Resurfacing		\$0	2027	\$1,029,000
<b>DEFER</b>								
POLK	412530-3	POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING	Construction Consultant Contractors	Traffic Ops Improvement	2028	\$7,017,770	2029	\$10,824,133
POLK	412530-4	POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING	Construction Consultant Contractors	Traffic Ops Improvement	2028	\$7,694,377	2029	\$2,284,854
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Consultant Contractors	Add Lanes & Reconstruct	2030	#####	2031	\$16,046,849
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Relocate	Add Lanes & Reconstruct	2029	\$2,750,000	2030	\$2,750,000
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Support In-House	Add Lanes & Reconstruct	2030	\$58,450	2031	\$58,250
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Support Consultant Contractors	Add Lanes & Reconstruct	2030	\$970,270	2031	\$2,077,073
POLK	440928-1	BARTOW MUNICIPAL AIRPORT REHAB RUNWAY 9R/27L	Capital Grant	Aviation Preservation Project	2027	\$2,700,000	2029	\$2,700,000
POLK	441851-1	BARTOW MUNICIPAL AIRPORT REHABILITATE TAXIWAY C	Capital Grant	Aviation Preservation Project	2028	\$27,000	2029	\$1,203,265
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2028	\$1,894,228	2029	\$2,540,978
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Support In-House	Pavement Only Resurface (Flex)	2028	\$21,920	2029	\$21,860
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2028	\$280,220	2029	\$263,058
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Consultant Contractors	Resurfacing	2028	\$2,560,526	2029	\$3,216,432
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Support In-House	Resurfacing	2028	\$239,690	2029	\$1,093
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Support Consultant Contractors	Resurfacing	2028	\$240,255	2029	\$338,039
POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2027	\$8,664,207	2028	\$9,367,251

POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Support In-House	Pavement Only Resurface (Flex)	2027	\$10,620	2028	\$10,600
POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2027	\$1,384,748	2028	\$936,725
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2028	\$1,755,666	2029	\$2,297,789
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Support In-House	Pavement Only Resurface (Flex)	2028	\$54,800	2029	\$54,650
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2028	\$206,892	2029	\$275,735
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2027	\$4,539,079	2028	\$7,569,276
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Support In-House	Pavement Only Resurface (Flex)	2027	\$10,620	2028	\$10,600
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2027	\$464,227	2028	\$756,928
POLK	453408-1	OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk	2027	\$592,094	2028	\$883,140
POLK	453408-1	OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS	Construction Support Other Agency	Sidewalk	2027	\$1,000	2028	\$1,000
POLK	453409-1	8TH STREET SE COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk	2027	\$893,377	2029	\$1,449,679
POLK	453409-1	8TH STREET SE COMPLETE STREETS ENHANCEMENTS	Construction Support Other Agency	Sidewalk	2027	\$1,000	2029	\$173,961
POLK	455569-1	WINTER HAVEN AIRPORT PAPIIS AND REILS FOR RWY 11/29	Capital Grant	Aviation Preservation Project	2027	\$188,000	2030	\$188,000
<b>DELETE</b>								
POLK	419243-4	SR 25 (US 27) AT SR 60	Preliminary Engineering Consultant Contractors	Interchange - Add Lanes	2029	\$3,700,000		\$0
POLK	436559-1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	Construction Relocate	Rail Capacity Project	2027	\$2,000,000		\$0
POLK	436559-1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	Construction Railroad	Rail Capacity Project	2027	\$600,000		\$0
POLK	437300-7	SUNTRAX TEST FACILITY - POWERTRAX IN-FIELD	Construction Relocate	Miscellaneous Construction	2028	\$500,000		\$0
POLK	444627-3	SR 37 FROM ARIANA ST TO LIME ST	Administration Other Agency	Miscellaneous Construction	2030	\$7,500,710		\$0



# 2025

# Transportation Priority Projects

Approved  
June 12, 2025



Polk Transportation  
Planning Organization

## Table of Contents

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Table of Contents .....	i
Priority Road Projects .....	1
Freight Projects .....	2
TRIP/CIGP Projects .....	2
Transit Projects .....	2
Surface Transportation Program Projects .....	3
Multi-Use Trail Projects .....	4
Lakeland Area Alternative Analysis Projects .....	4
Map of 2025 TPO Priority Projects .....	5
Map of State Road 60 Projects .....	6
Polk TPO – Sarasota/Manatee MPO TRIP List .....	7
Map of Thompson Nursery Road TRIP/CIGP Project .....	8



# 2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Priority Road Projects (Non-SIS Roads) - State Funds and other Surface Transportation Program (STP) Funds										
1	US 98 Widening, TSM & Operational Improvements FPN: 197564-4	This portion of US 98 is one the most congested state highways in Lakeland and is a long-standing priority of the TPO to widen the corridor from 4 to 6-lanes from Edgewood Dr to Sylvester Rd. Project is broken down into three segments. Portions of the corridor are operating over capacity.	Complete	Complete	Complete	Unfunded	Construction	FY 2026/27 - 2030/31	STP/other State funds	\$38,814
2	US 17/92 FPN: 431351-1	Long-standing priority of the TPO to widen a small section of US 17/92 in Downtown Haines City between 1st St. and 17th St. Volume approaching capacity of the roadway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
3	SR 544 FPN: 440273-1	Roadway widening, intersection, safety and complete street improvements from Avenue Y NE to SR 17. Project has been divided into 8 segments for design and construction. The priority is the intersection of SR 544 and US 27. Improvements should be consistent to extent feasible with the ultimate Improvements identified in the 2045 LRTP, and PD&E Study that is underway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$22,500
4	US 92 (New Tampa Highway) FPN: 433558-2	Intersection Improvements requested along corridor (County Line Rd to Wabash Ave) to address failing/congested turning movements at County Line Road, SR 572 (Airport Rd) and Wabash Avenue.	Complete	Unfunded	NA	Unfunded	Design/CST	FY 2026/27 - 2030/31	STP/other State funds	\$27,071
5	US 17/92 Lake Alfred FPN: 442404-3	Polk County will be widening CR 557 from US 17/92 to Interstate 4. This project will evaluate the needed Intersection Improvement at US 17/92 and CR 557 in Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
6	US 17/92 Lake Alfred (442404-3)	Project will evaluate complete street improvements as recommended in FDOT US 17/92 Study (2019) through Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
7	Wabash Avenue Extension	Construction of a new 2-lane road between Harden Blvd and Ariana St. intended to provide additional north-south capacity in southwest Lakeland. The City of Lakeland is seeking Federal funding for construction of this new roadway.	Complete	Complete	Committed	Unfunded	Construction, CEI & Post-Des. Services	FY 2026/27 - 2030/31	Federal Funds	\$35,058
8	US 17	The US 17 Vision Plan Improvements consist of Complete Street project on US 17 from SR 540 (Cypress Gardens Blvd) to SR 544 (Havendale Blvd) - a distance of 2.8 miles. The goal of the project is to improve safety, improve the multimodal framework, intersection improvements, building place making features (gateway, way finding), and other improvements for the environment and comfort of the corridor users.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$881 PE \$7,340 CST
9	Cypress Gardens Blvd Corridor (West)	The City is requesting funding for the design and implementation of the recommendations from FDOT's Corridor Study for the portion of State Road 540 (Cypress Gardens Blvd) between 1st Street and CR 550 (Overlook Drive). Volume is approaching the capacity of the roadway.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$5,000
10	Cypress Gardens Blvd Corridor (East)	Complete Street project on SR 540/Cypress Gardens Boulevard from East Lake Summit Drive to Waterview Way extending approximately 1.75 miles. The project includes adding sidewalk connections, changing the typical section of the roadway, reconstructing the intersection at SR 540/Cypress Gardens Boulevard and Legoland Way.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	STP/other State funds	\$1,553 PE \$12,942 CST
11	Main Street Roundabout	The City of Bartow is requesting funding for the design and construction of a roundabout at the intersection of Main Street and North Second Avenue.	Unfunded	Unfunded	Unfunded	Unfunded	Design/Construction	FY 2026/27 - 2030/31	Federal Funds	\$181 PE \$952 CST
Total										\$167,292





# 2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Freight Projects for Strategic Intermodal System (SIS) Funds										
1	State Road 60 widening FPN: 433856-2/3	State Road 60 is planned to be widened from two to four-lanes in eastern Polk County from CR 630 to just east of the Kissimmee River. State Road 60 is a regionally significant SIS freight corridor in Central Florida serving the seaports of Port of Tampa and Port Canaveral on either coast and one of Florida's largest inland ports in the Central Florida Integrated Logistics Center (ILC) in Winter Haven. The two-lane portion of State Road 60 in eastern Polk and western Osceola County between CR 630 and Florida's Turnpike is the only portion of the road that is not four or more lanes in Florida. The two-lane section of roadway, with little or no shoulders, presents an increased safety hazard for high-speed truck and automobile travel. This portion of State Road 60 has a high number of severe crashes and fatalities which result in very long road closures and delays.	Complete	Partially Funded	Unfunded	Unfunded	Design/ROW	FY 2026	SIS/State Funds/NHFP Funds & TMA SU Funds (\$2M to match NHFP Grant)	\$19,600
Total										\$19,600
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP) Projects										
1	Thompson Nursery Road Widening	Thompson Nursery Road is planned to be widened from two to four-lanes between West Lake Ruby Drive and US 27 in South Winter Haven. This segment of Thompson Nursery Road serves as Phase 2 of the larger improvement to extend and realign Thompson Nursery Road between US 17 and US 27. Upon completion, the expanded corridor will, along with State Road 540 (Winter Lake Road), provide a new contiguous four-lane connection between State Road 570 (Polk Parkway) and US 27.	Comeplete	Underway	Funded	Funded	Construction	FY 2026 - 2028	State TRIP/CIGP Funds	\$5,000
Total										\$5,000
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Transit Projects - FTA and TMA-SU Funds										
1	Lakeland Intermodal Center	The Lakeland Intermodal Center will be a state-of-the-art transit terminal for the Citrus Connection, with a new transportation center for Citrus Connection staff, a parking garage supporting potential future SunRail commuter rail service, a re-located AMTRAK Station, as well as, planned re-development activity around the RP Funding Center convention center and arena complex.	Underway	Unfunded	Unfunded	Unfunded	Design	FY 2025 - 2029	FTA Funds	\$5,000
Total										\$5,000



# 2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Surface Transportation Program Projects - Lakeland & Winter Haven TMA SU & Transportation Alternative Funds (TAP) - Complete Streets & Multi-Use Trails										
1	8th Street NW & Ave L NW Complete Street Enhancements FPN: 453407-1	This project was a priority of the TPO in 2023, was funded by FDOT, then deleted from the Work Program due to the removal of Carbon Reduction funding from the Work Program. As a result, the TPO is establishing this project as its number one priority in this category for 2025. Project requests funding for complete street improvements including sidewalks, crosswalks, a roundabout and bike sharrows in Winter Haven.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2029/30	TMA SU (4125302)/ TAP Funds	\$1,115
2	Lake Parker - Tenoroc Conenctor Trail	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland’s Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	\$3,268
3	Fairbanks Street Sidewalk	The Fairbanks Street Sidewalk project will add a sidewalk along the south side of Fairbanks Street between W. Bella Vista Street and FL-539/Kathleen Road addressing the bicycle/pedestrian needs and will support the redevelopment goals of this area and fill a gap in the connectivity of sidewalks and pedestrian network.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2025/26 - 2029/30	TMA SU (4125302)/ TAP Funds	\$500
4	Jackson Avenue Corridor Safety Project	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	\$752 PE \$3,363 CST
5	US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)	This project consists of a request for PD&E and preliminary design phase (up to 30%) for appropriate bicycle/pedestrian infrastructure on, or adjacent to, the US 92/Memorial Boulevard that spans the CSX “S” Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland. This project is in response to the recommendation from FDOT's AAA Study (2019).	Not Applicable	Unfunded	Unfunded	Unfunded	PD&E/Design (30%)	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds	\$2,000
Total										\$10,998



# 2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Regional Multi-Use Trail Projects - Transportation Alternative Funds (TAP), SUNTrail and Lakeland/Winter Haven TMA SU Funds										
1	Old Dixie Trail - Auburndale to Haines City FPN: 435391-2	Regional multi-use trail between Auburndale and Haines City. Joint application prepared by Auburndale, Lake Alfred, Winter Haven and Polk County. Trail will link the Auburndale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail. Part of Florida's SUN Trail network.	Complete	Underway	Unfunded	Unfunded	ROW, Construction	FY 2026/27 - 2030/31	Florida SUN Trail Funds	\$14,750
2	Lake Parker - Tenoroc Conenctor Trail (Lakeland)	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$3,268
3	Lakeshore Drive SUN Trail Project	The project replaces 5-6-foot wide sidewalk along the the east side of Lakeshore Drive with a 10-foot-wide multi-use trail bewtween Parker St. and southern terminus of the West Lake Parker Trail just north of Memorial Blvd. The trail will also cross US 92 (Memorial Blvd.) which is a top five intersection for fatal/severe injury angle crashes within Lakeland.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/CST	FY 2027/28 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$2,142
4	Jackson Avenue Corridor Safety Project (Bartow)	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/TAP Funds	\$752 PE \$3,363 CST
Total										\$24,275
Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost (\$1,000)
			PD&E	Design	ROW	CST				
Candidate Projects from Lakeland Area Alternative Analysis (AAA) - State Funds, Surface Transportation Program Funds, or TMA-SU Funds										
1	SR 539 (Kathleen Rd)	Pedestrian/complete street and intersection improvements between 8th and 14th Streets.	Unfunded	Unfunded	Unfunded	Unfunded	Design/CST	FY 2025/26 - 2029/30	SF/STP/TMA SU funds	\$1,000
2	Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel - Sloan Avenue	With the opening of Bonnet Springs Park immediately north of SR 548/George Jenkins Boulevard, a bicycle/pedestrian route has become an even more important connection to Downtown and will complement the roundabout recently completed at the adjacent "Five Points" intersection.	FDOT's Polk Rail Study	Unfunded	Unfunded	Unfunded	Funding for Design & ROW	FY 2025/26 - 2029/30	Other State/Federal Rail - Intermodal Funds	\$2,000
Total										\$3,000
Total Cost of All Projects										\$235,165



**2025 Transportation  
Priority Projects**

**Legend**

**Funded Highway Projects  
FY 2025 - 2030**

- Committed/Funded Highway Projects
- Committed/Funded Intersection/Interchange/Bridge Project

**Candidate Highway Projects  
FY 2025/26 - 2030/31**

- New Road/Road Widening Project
- Intersection/Interchange Project

**Other Candidate Projects  
FY 2025/26 - 2030/31**

- Complete Street/Congestion Management
- Bicycle/Pedestrian
- Multi-Use Trail



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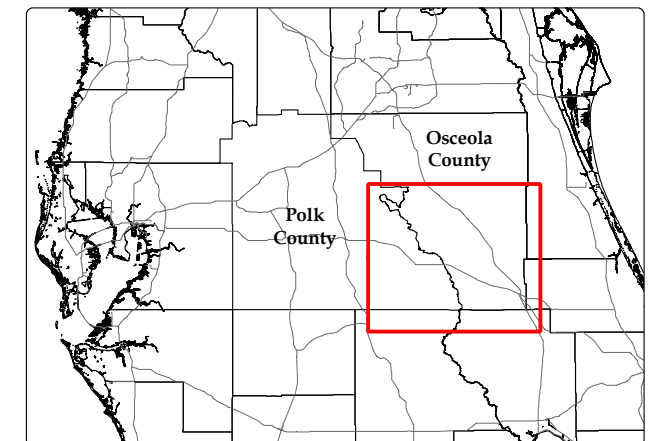
## State Road 60 CR 630 - US 441

### Legend

#### Funded Highway Projects FY 2024 - 2029

- PD&E Study Programmed
- PD&E Study Complete
- Design Underway
- Construction (Passing Lanes)

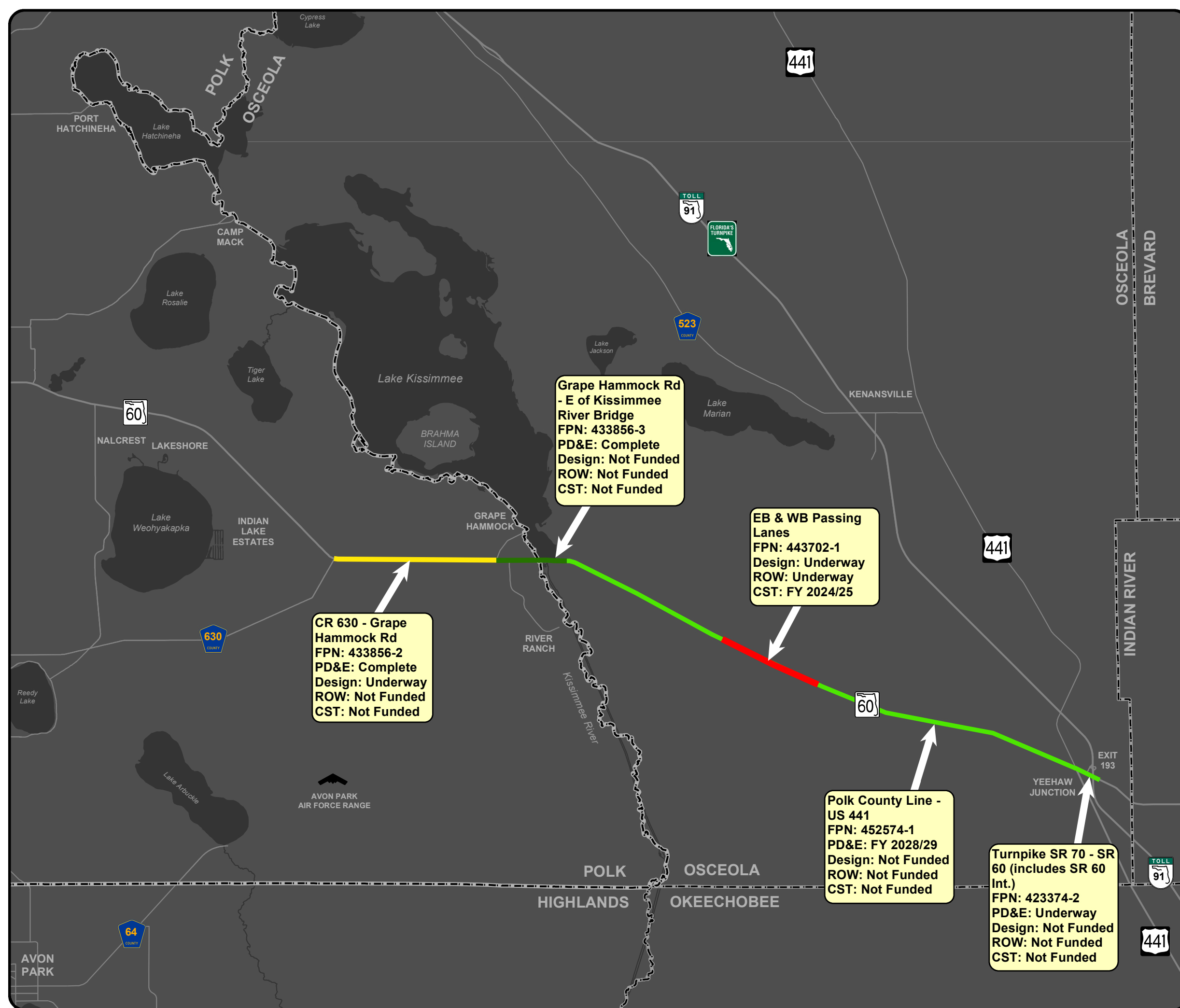
#### Map Locator



0 1.25 2.5 5 7.5 Miles

June 12, 2025

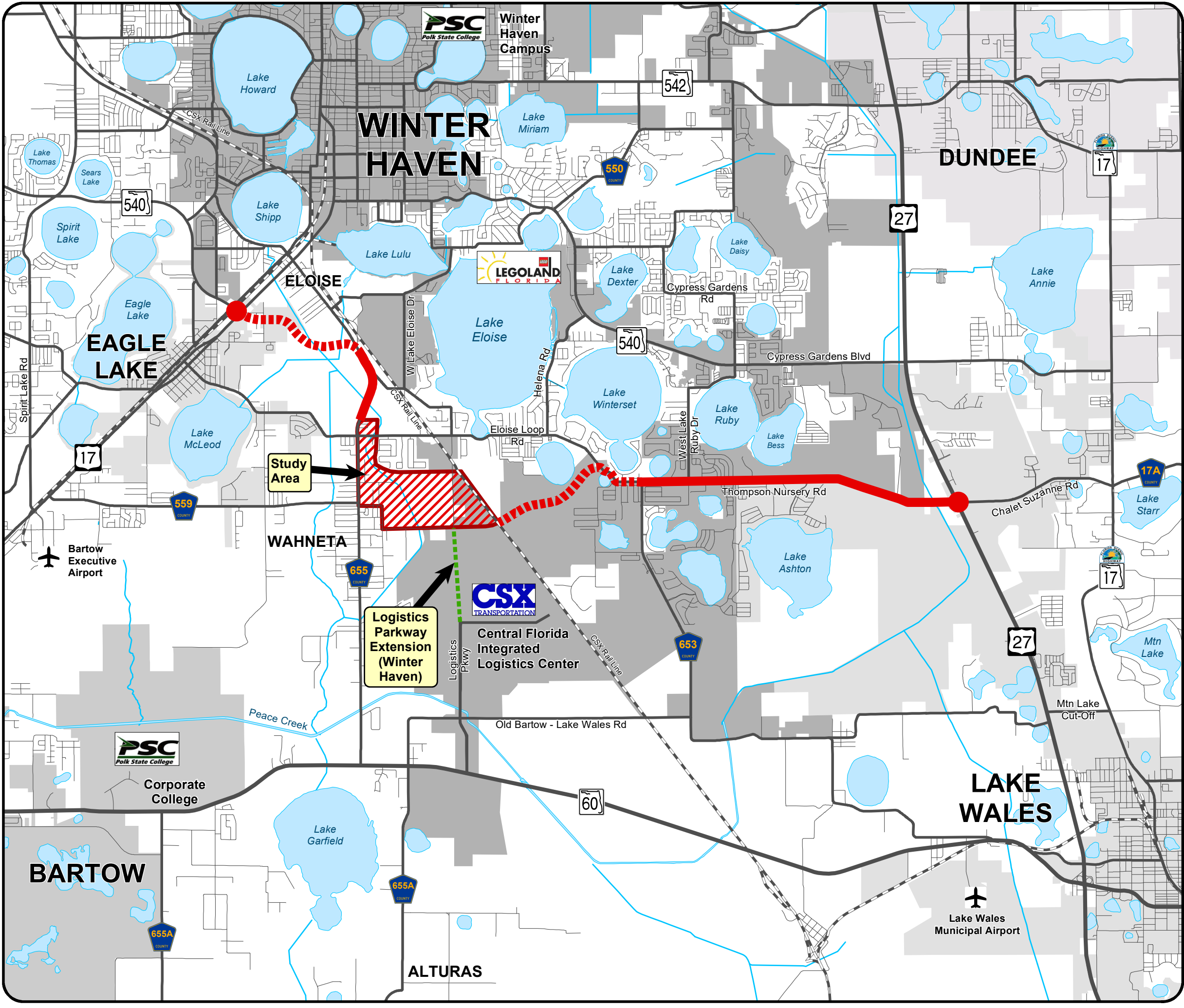
197



## SCTPA District 1 MPOs - DRAFT 2025 TRIP Project List

2025 Rank	FPN #	Project Name	Description	Agency	Requested Phase(s)	TRIP Funding Request	Total Project Cost
1		THOMPSON NURSERY RD FROM WEST LAKE RUBY DRIVE TO US 27	Widen from 2 Lanes to 4 Lanes	Polk County TPO	ROW	\$ 5,000,000	\$22,000,000
2		FRUITVILLE RD FROM SARASOTA CENTER BLVD TO LORRAINE RD	Widen from 2 Lanes to 4 Lanes	Sarasota/Manatee MPO	CST	\$ 12,533,934	\$25,067,869
3		LORRAINE RD FROM PALMER BLVD TO FRUITVILLE RD	Construct two outer lanes of new four lane roadway	Sarasota/Manatee MPO	CST	\$ 25,072,461	\$50,144,922
4		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT B	Construct new four lane roadway	Sarasota/Manatee MPO	CST	\$ 24,569,060	\$49,138,119
5		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT C	Construct new four lane roadway	Sarasota/Manatee MPO	CST	\$ 33,587,042	\$67,174,084
6		SR 72/CLARK RD AT MCINTOSH RD	Intersection improvements at Clark Rd (SR 72) and McIntosh Rd	Sarasota/Manatee MPO	PE	\$ 1,000,000	\$2,000,000
		<del>*FORT HAMER RD FROM RIVE ISLE RUN TO US 301</del>	Project is not listed in current MPO LRTP	Sarasota/Manatee MPO		<del>\$ 9,682,150</del>	
		<del>CR 557 FROM NORTH OF US 17/92 TO INTERSTATE 4</del>		Polk County TPO		<del>\$ 5,000,000</del>	
		<del>NORTH RIDGE TRAIL FROM DEEN STILL RD TO SAND MINE RD</del>		Polk County TPO		<del>\$ 5,000,000</del>	
		<del>HONORE AVE FROM FRUITVILLE RD TO 17TH ST</del>		Sarasota/Manatee MPO		<del>\$ 5,010,000</del>	





**Thompson Nursery Rd**  
**US 17 - US 27**

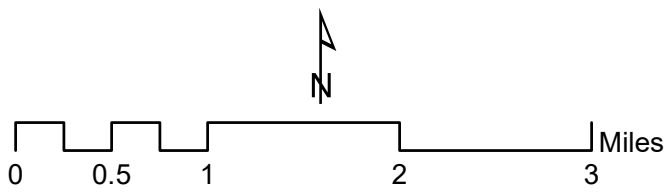
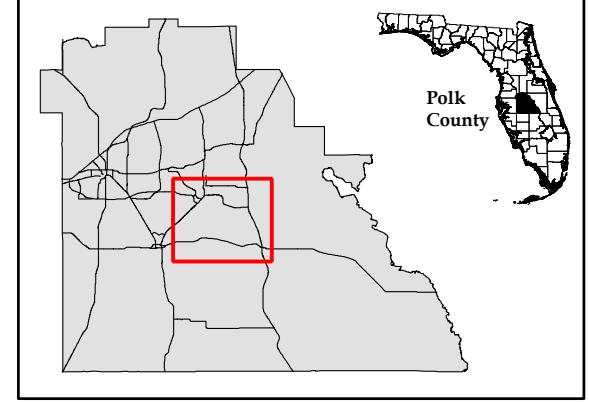
**Legend**  
**Thompson Nursery Rd Projects**

- New 4-Lane Road
- 2 to 4-Lane Road Widening
- ▨ New 4-Lane Road - Corridor being Studied

**Other Map Features**

- Other Road Projects
- Other Major Roads
- City Limits (color varies)

**Map Locator**



## TPO Technical Advisory Committee (TAC)

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Agenda Item 8.12/4/2025

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**Agenda Item**

Transit Development Plan

**Presenter**

Asela Silva, Project Consultant

**Summary**

The Transit Development Plan (TDP) was a joint effort of the Citrus Connection and the Polk TPO and was adopted by the Citrus Connection at their meeting on November 12, 2025. The project consultant will provide a presentation highlighting the major projects and themes contained in the TDP.

**Recommended Action**

This item is being presented for information only.

**Attachment**

1.Citrus Connection Transit Development Plan



# Citrus Connection Transit Development Plan

LAMTD Meeting  
*October 2025*



# Agenda

- What is a TDP?
- Existing Transit Service
- Public Outreach Overview
- 2035 Transit Needs Plan
- Prioritization Criteria
- Project Priorities
- Implementation Timeline
- Costs & Revenues
- What's Next



# What is a Transit Development Plan?

*TDP is ...*

## ***What TDP is NOT:***

- *Budget*
- *Capital Improvement Program (CIP)*
- *Binding agreement*



10-year vision for transit



Plan that identifies both  
funded & unfunded needs



Collaborative process



Helps Citrus Connection set  
transit service/capital  
priorities



Updated every five years

# What is a TDP?

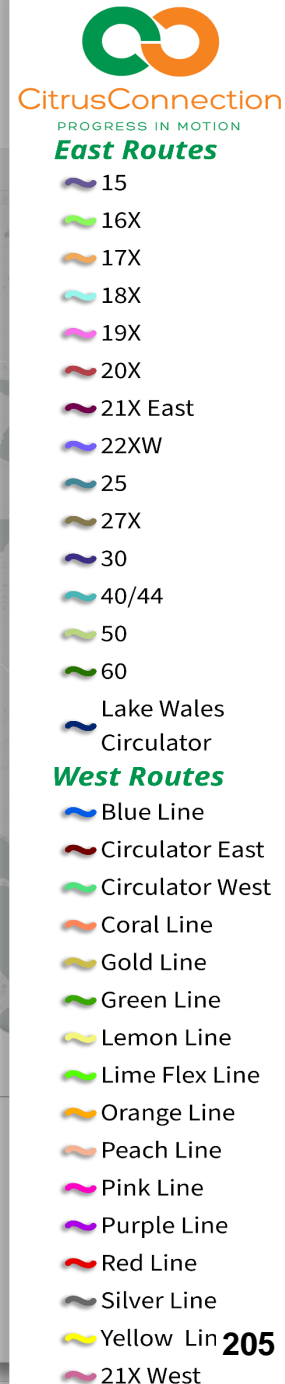
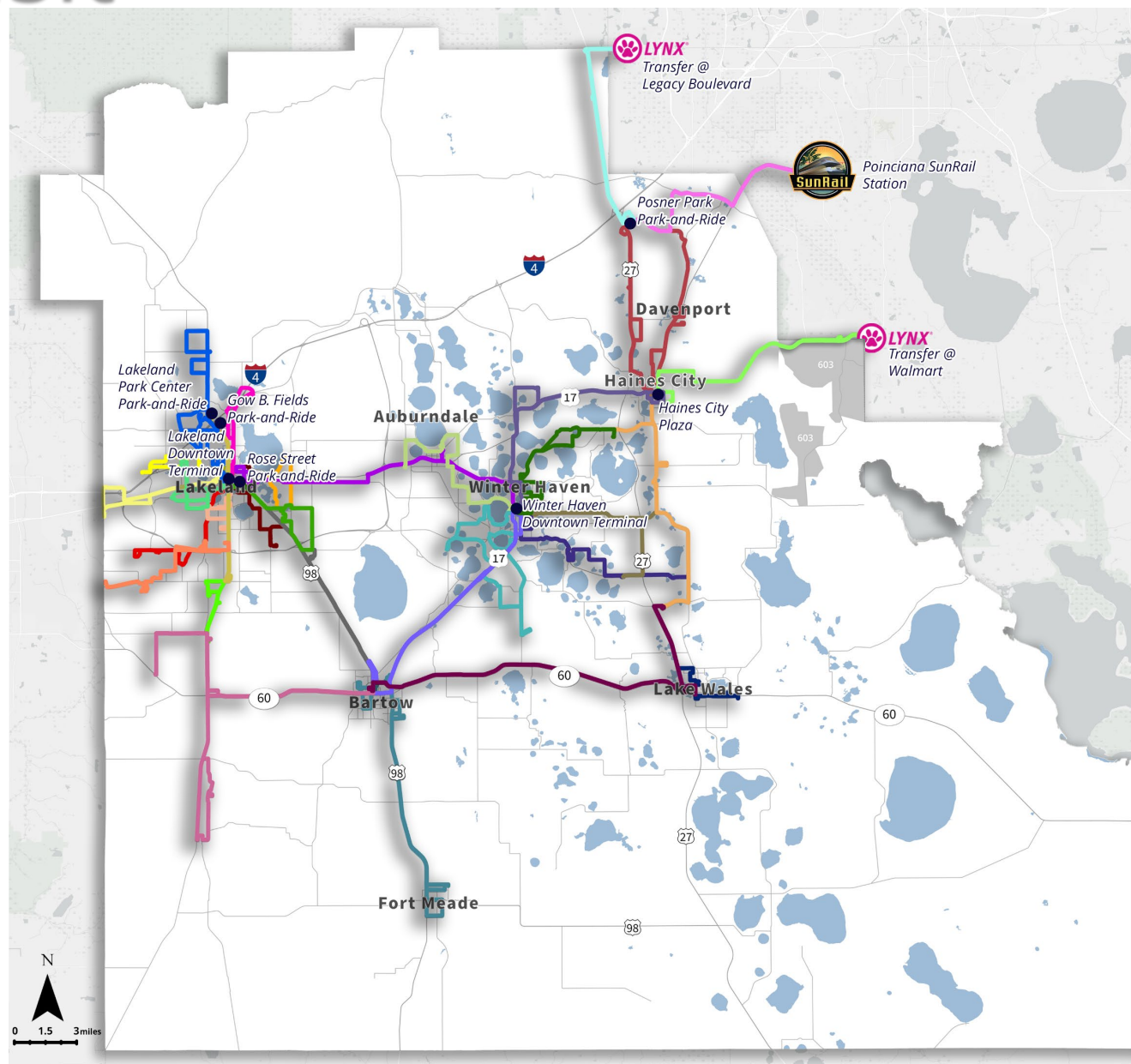
- 10-year transit plan
- Strategic plan for transit
  - Evaluate demographics & travel behavior
  - Assess existing transit options
  - Conduct public involvement & outreach
  - Determine transit needs
  - Develop service & implementation plans
- FDOT requirement for funding





# Existing Transit Service

- 32 routes
  - East- 15 routes
  - West- 14 routes
  - 3 East-West Connector
- 5 Squeeze Services
- Monday-Saturday
  - One Sunday route
- \$1.50 one-way fare



# Public Outreach Overview



**25**  
Stakeholder  
Interviews



**3**  
Discussion  
Group  
Workshops



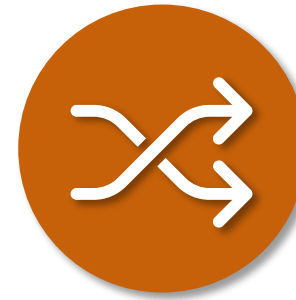
**2**  
Open House  
Public  
Workshops



**1**  
Public  
Input  
Survey



**1**  
Bus  
Operator  
Survey



LRTP  
Coordination –  
Workshops &  
Surveys



Website &  
Social  
Media  
Outreach

# Public Outreach Overview



**25**  
Stakeholders  
engaged



**52**  
Discussion  
Group  
Workshops  
participants



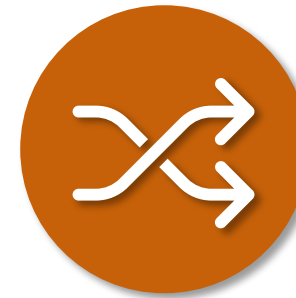
**129**  
Open House  
Public  
Workshops  
participants



**797**  
Public  
Input  
Survey  
responses



**18**  
Bus  
Operator  
Survey  
responses



LRTTP  
Coordination –  
Workshops &  
Surveys



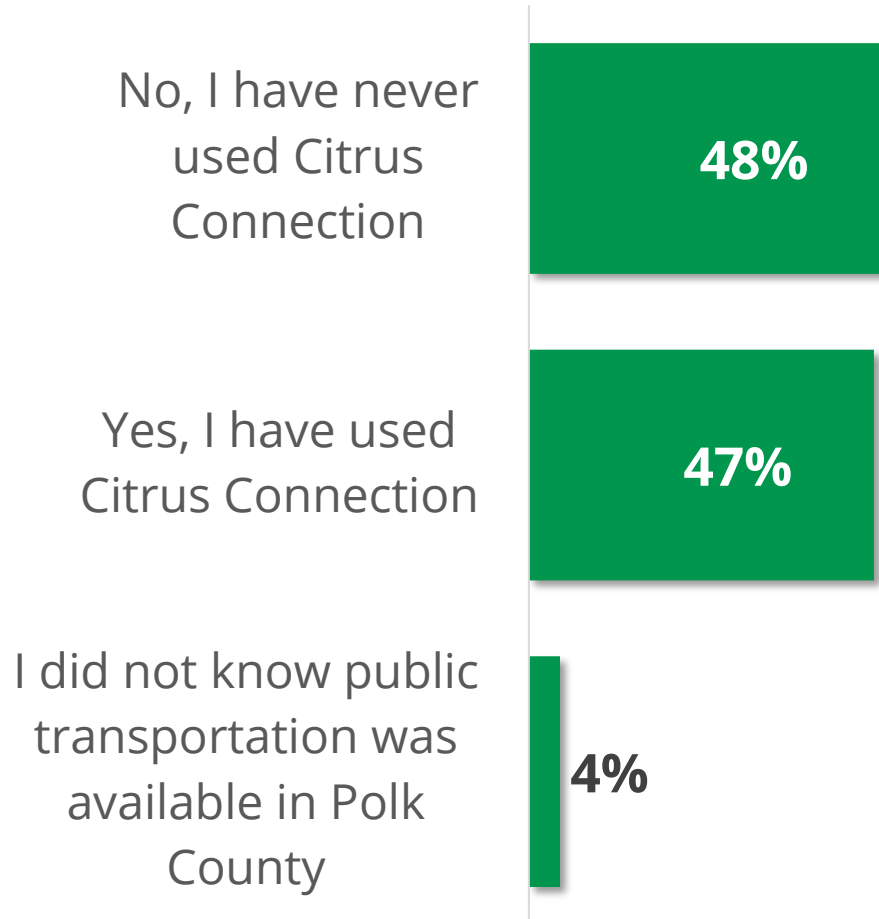
**90+**  
Website &  
Social  
Media  
Outreach

***More than 1,300 engaged!***

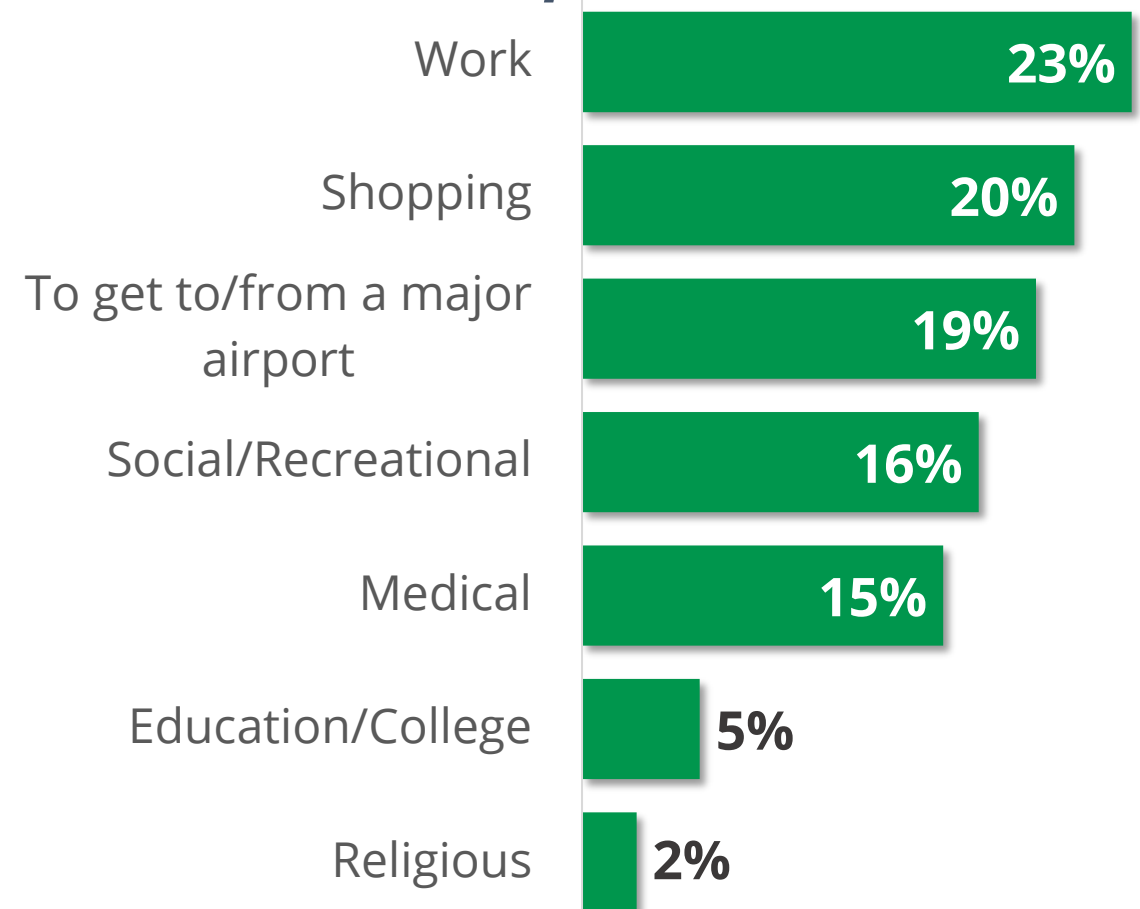


# Public Input Survey Results

## *Transit Use*

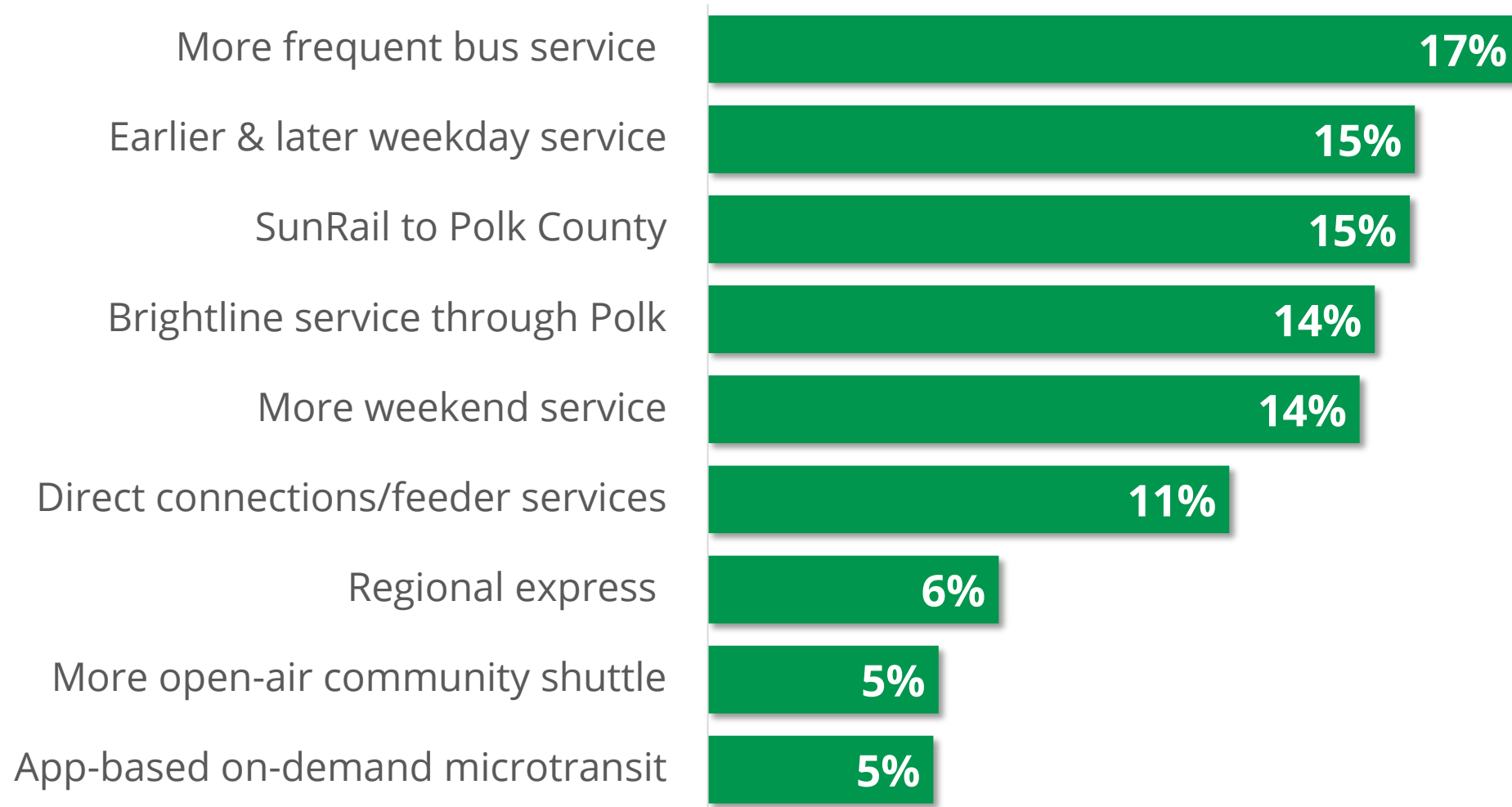


## *Top Destinations*



# Public Input Survey

## *Top Service Needs*



# Developing 10-Year Transit Needs





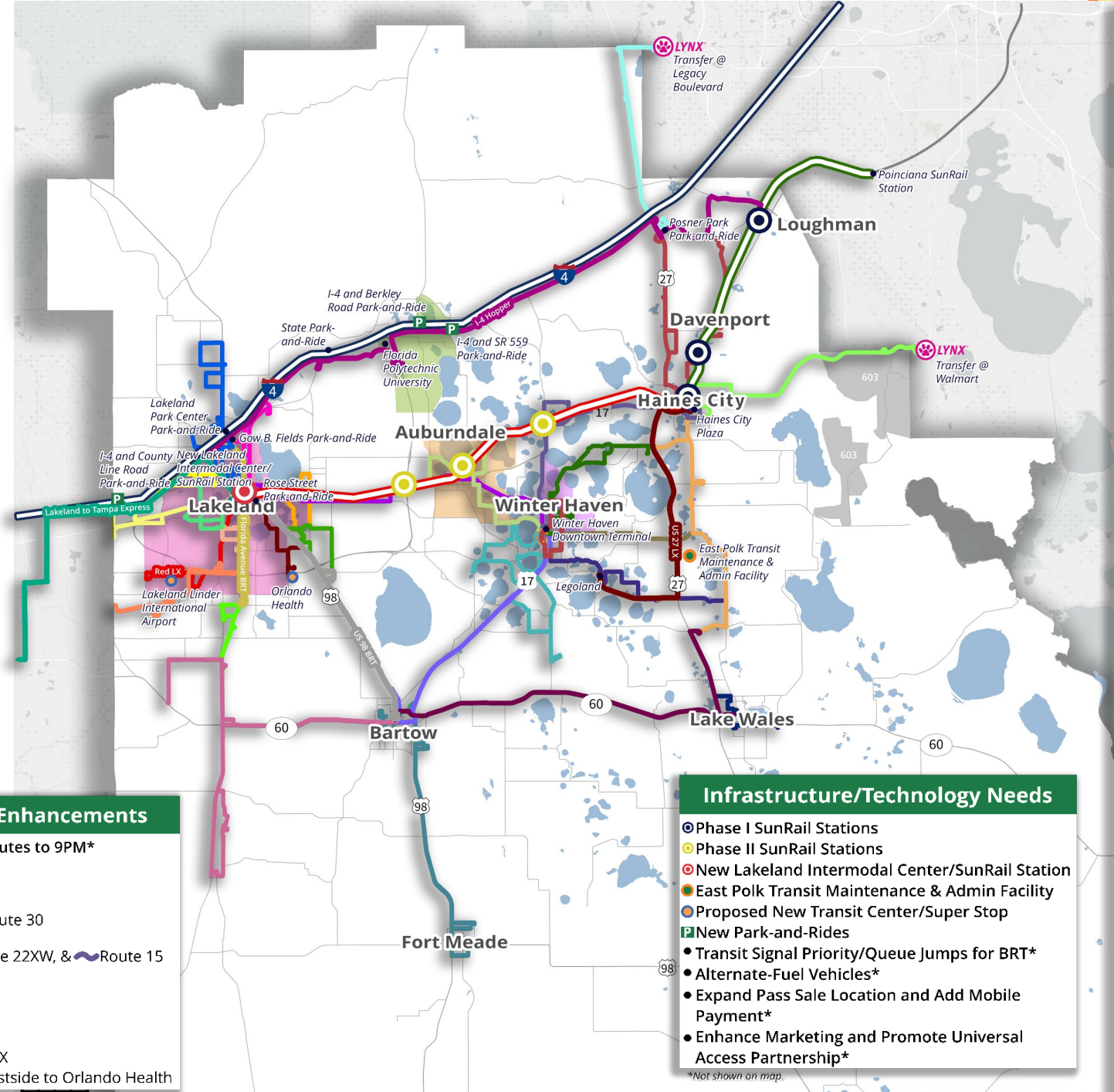
# 2035 Transit Needs

- Enhancements to existing network
- New local services
- New regional & rail services
- New microtransit

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

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

\*Not shown on map.



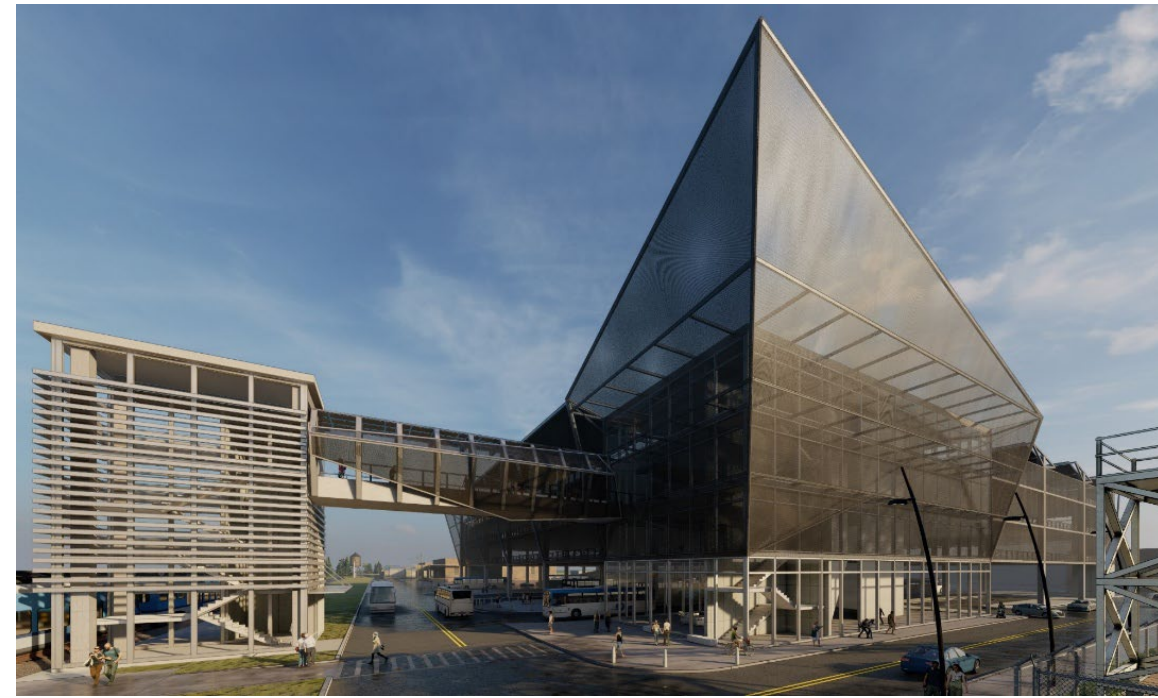
Infrastructure/Technology Needs	
	Phase I SunRail Stations
	Phase II SunRail Stations
	New Lakeland Intermodal Center/SunRail Station
	East Polk Transit Maintenance & Admin Facility
	Proposed New Transit Center/Super Stop
	New Park-and-Rides
•	Transit Signal Priority/Queue Jumps for BRT*
•	Alternate-Fuel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

\*Not shown on map.

	CitrusConnection
	PROGRESS IN MOTION
	East Routes
	15
	16X
	17X
	18X
	20X
	21X East
	22XW
	25
	27X
	30
	40/44
	50
	60
	Lake Wales Circulator
	West Routes
	Blue Line
	Circulator East
	Circulator West
	Coral Line
	Green Line
	Lemon Line
	Lime Flex Line
	Orange Line
	Peach Line
	Pink Line
	Purple Line
	Yellow Line
	21X West

# Capital, Technology, & Policy Needs

- New Lakeland Intermodal Center/SunRail Station
- East Polk Transit Maintenance & Administration Facility
- New transit centers/super stops
- New Park-and-Rides
- TSP/Queue Jumps
- Enhanced bus stop infrastructure
- Expand pass sale/add mobile payment
- Enhanced Marketing program

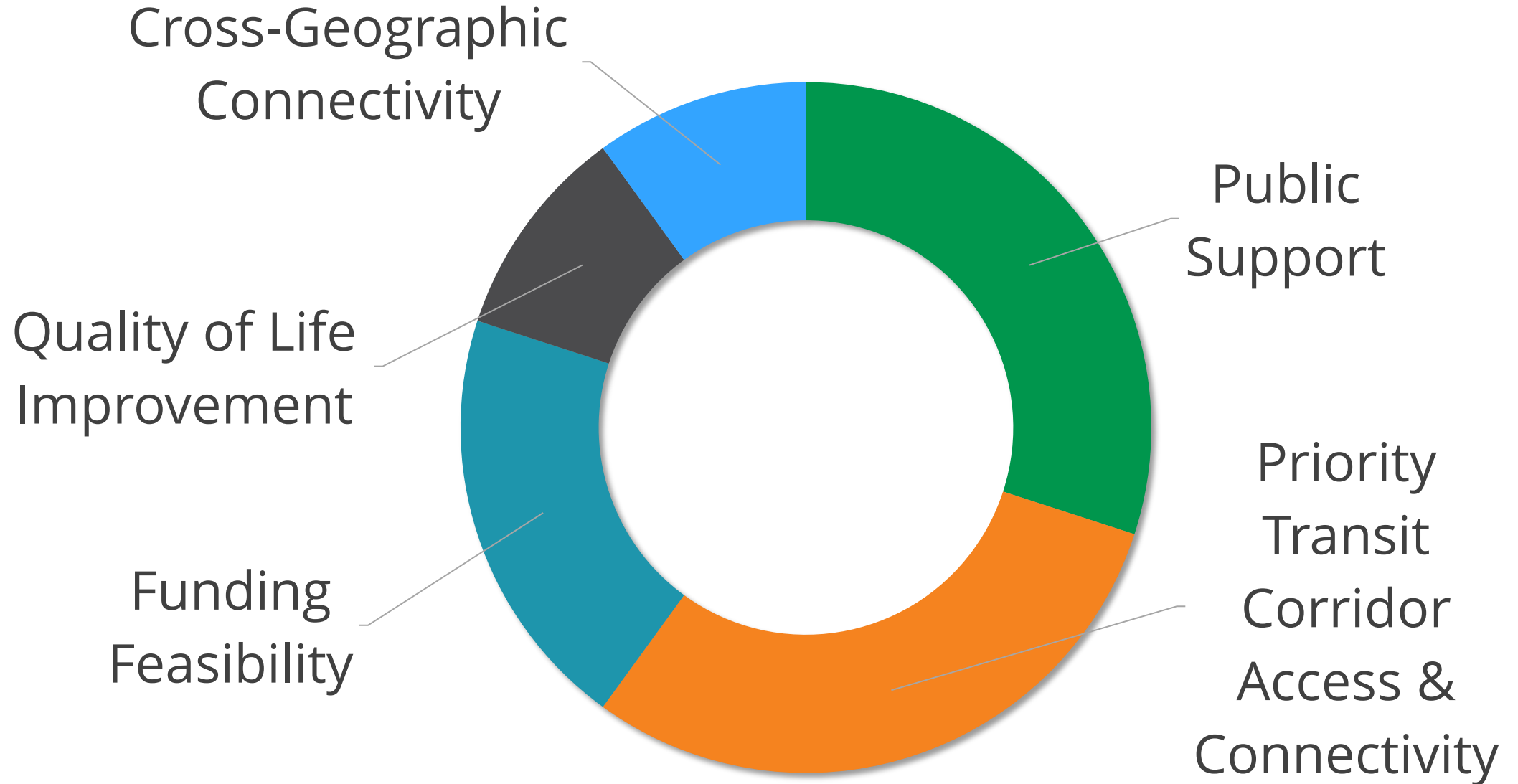


# Public Workshop | Priorities Feedback

- 1 Later bus service hours
- 2 Rapid transit on US 98 & Florida Avenue  
(bus every 15 minutes or less)
- 3 Bus every 30-minutes on major corridors
- 4 Peak-hour commuter express to SunRail stations via I-4 and US 27
- 5 More weekend service
- 6 SunRail Stations in Haines City & Lakeland
- 7 Regional bus connection to Tampa
- 8 Connection to Lakeland Airport
- 9 App-Based Microtransit service



# Prioritization Criteria

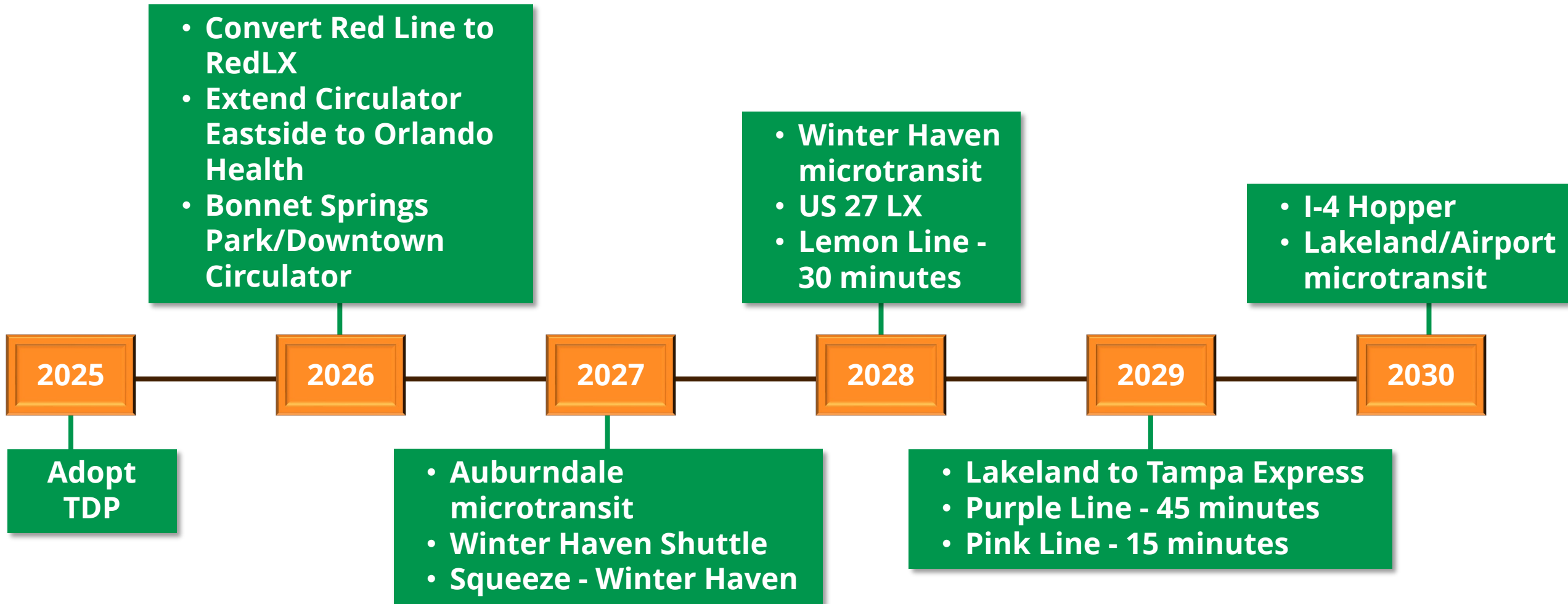


# List of Priority Projects

## **Rank Project**

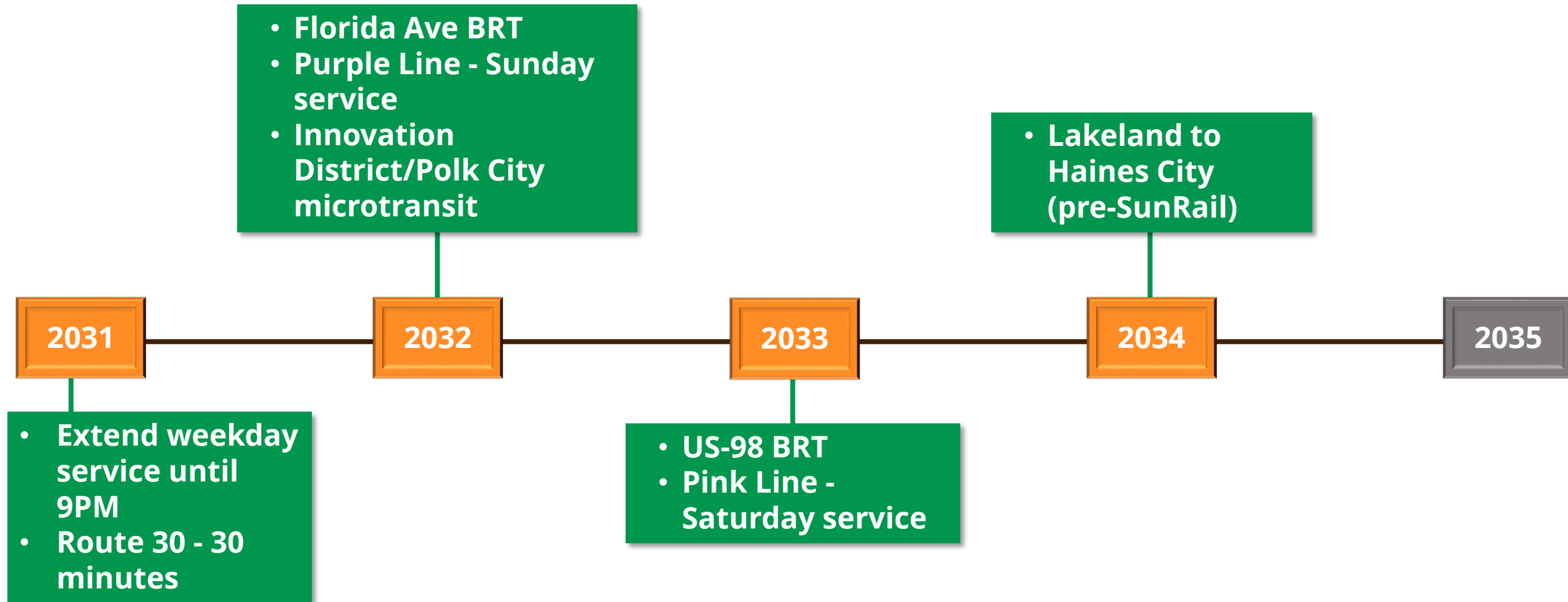
- 1** Florida Avenue BRT
- 2** US-98 BRT
- 3** Lakeland – Tampa Express
- 4** 15-minute Frequency on Pink Line
- 5** 30-minute Frequency on Lemon Line
- 6** 30-minute Frequency on Route 30
- 7** Extend weekday service until 9PM
- 8** US-27 LX
- 9** Bonnet Springs Park/ Downtown Circulator
- 10** I-4 Hopper

# Implementation Timeline



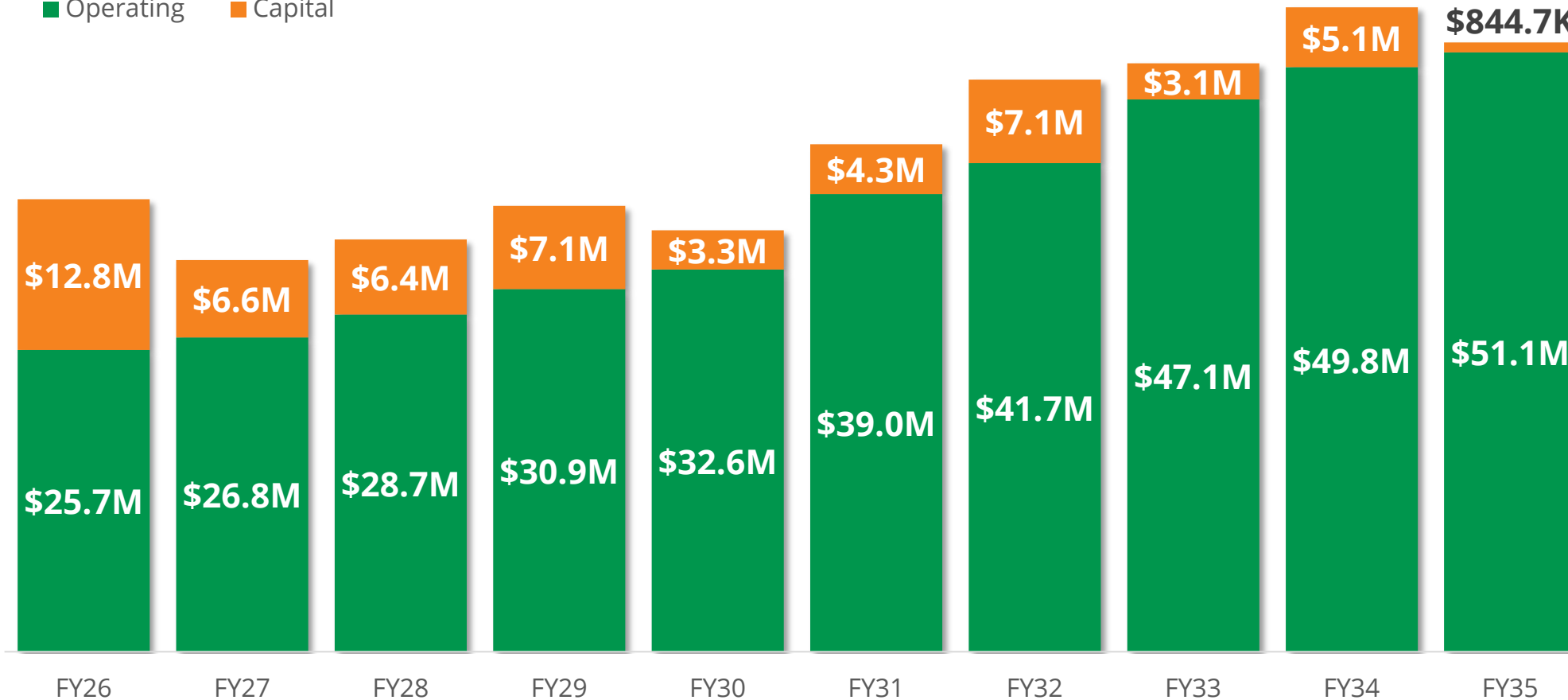


# Implementation Timeline

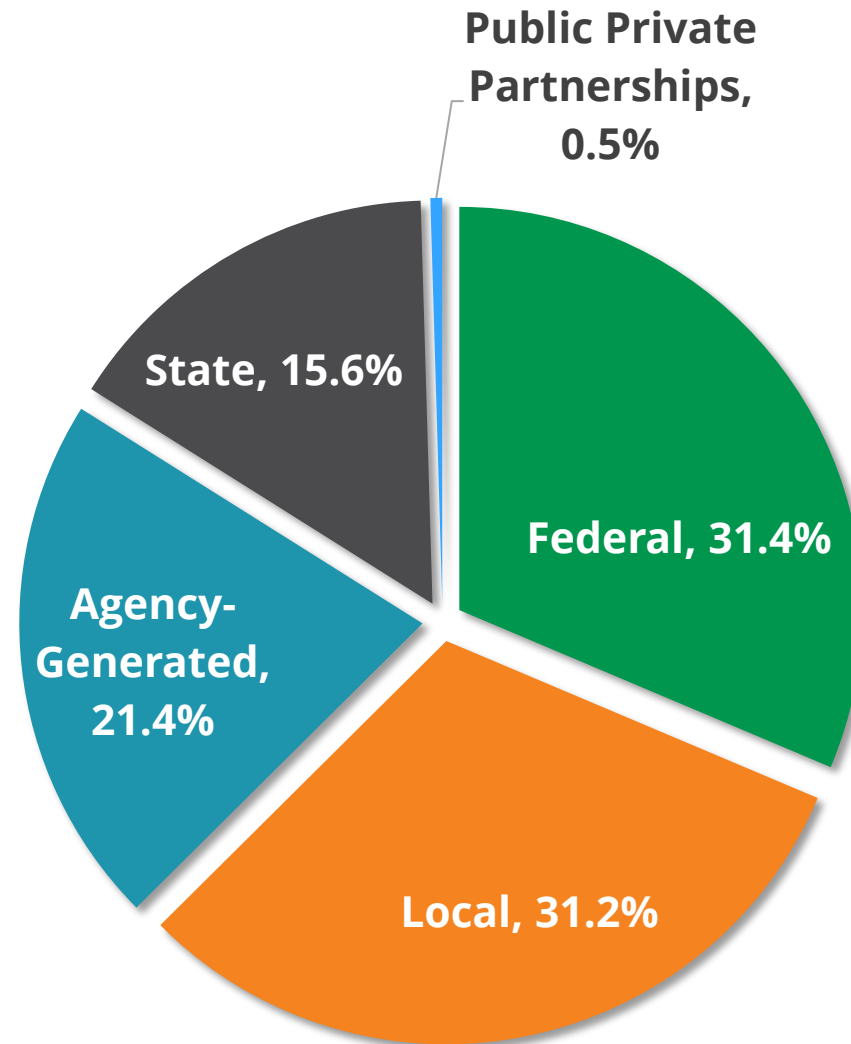


# Finance Plan | Costs

■ Operating ■ Capital



# Finance Plan | Revenues





# What is Next?

- 30-day public comment period
- Adoption by LAMTD in November
- Submit TDP to FDOT in November



## TPO Technical Advisory Committee (TAC)

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Agenda Item 9.12/4/2025

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**Agenda Item**

Best Foot Forward

**Presenter**

Vince Dyer, Program Director

**Summary**

Vince Dyer, the program director for Best Foot Forward will provide a presentation on the group's work to improve safety and driver yield rates at various cross-walks throughout Polk County.

**Recommended Action**

This item is being presented for information only.

**Attachment**

NA

## TPO Technical Advisory Committee (TAC)

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Agenda Item 10.12/4/2025

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**Agenda Item**

Priority Transportation Project Application Cycle

**Presenter**

Angela Kaufman, TPO Staff

**Summary**

TPO staff will provide a brief overview of the priority program and remind members of the key deadlines for anyone considering preparing an application.

**Recommended Action**

None

**Attachment**

1. Transportation Priority Program Fact Sheet

# Transportation Priority Program

## Important Dates to Know

- **December 5, 2025:** Application Workshop via Microsoft Teams at 3:30 pm
- **January 5, 2025:** Beginning of application cycle
- **March 31, 2026 :** Email and deliver hard copies to Polk TPO **AND** Upload FDOT application to GAP
- **April/May:** Sub-committee review and scoring of projects
- **June 11, 2026:** TPO Board adoption of Priority Projects



**Project Prioritization:** A subcommittee comprised of members from the TPO's Technical Advisory Committee and the Adviser Network will evaluate, score and rank each project proposal based on the TPO's adopted scoring criteria. This ranking is then reviewed and approved by the Polk TPO Board.



## Who can apply?

- Any municipality, county, state, federal or other public agency

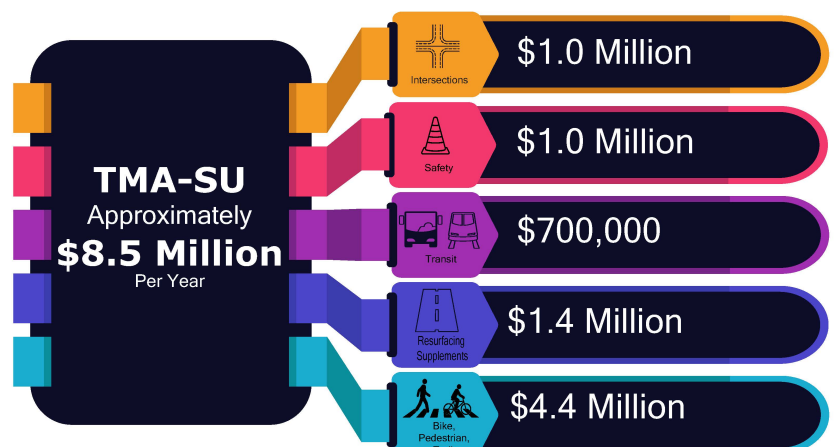
## Where do I start?

The TPO's Transportation Projects Application Guide provides additional information. Please email Angela Kaufman for a copy: [angelakaufman@polkfl.gov](mailto:angelakaufman@polkfl.gov)

## Available Funding:

## Project Ideas

- Safety Improvements
- Bicycle & Pedestrian enhancements:
  - Sidewalks
  - Bicycle facilities
- Transit Enhancements
  - Passenger amenities
  - Transit ITS
- Multi-Use Trails
- Streetscaping
- Lighting





## TPO Technical Advisory Committee (TAC)

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Agenda Item 11.12/4/2025

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**Agenda Item**

2026 TPO Meeting Schedule

**Presenter**

NA

**Recommended Action**

None

**Attachment**

1. Proposed 2026 TPO Meeting Schedule

## Draft 2026 Board/Committee Meeting Calendar

	Polk Transportation Planning Organization (TPO)	Polk TPO Technical Advisory Committee (TAC)	Polk County Transportation Disadvantaged Local Coordinating Board (TDLCB)	Metropolitan Planning Organization Advisory Council (MPOAC)	Central Florida MPO Alliance (CFMPOA)	Sun Coast Transportation Planning Alliance (SCTPA)	Lakeland Area Mass Transit District (LAMTD) Citrus Connection	Ridge Scenic Highway CME
Time:	9:00 AM	9:30 AM	1:30 PM	1:00 PM	10:00 AM	10:30 AM	8:30 AM	4:00 PM
January		22 (Thursday)		28th (Wednesday)			14 (Wednesday)	
February	12 (Thursday)				13 (Friday)	13 or 20 (Friday)	11 (Wednesday)	
March		19 (Thursday)	16 (Monday)				11 (Wednesday)	12 (Thursday)
April	9 (Thursday)			30th (Thursday)	10 (Friday)		8 (Wednesday)	
May		21 (Thursday)				8 or 15 (Friday)	13 (Wednesday)	
June	11 (Thursday)		15 (Monday)		5 (Friday)		10 (Wednesday)	11 (Thursday)
July		23 (Thursday)		30th (Thursday)			15 (Wednesday)	
August	27 (Thursday)						19 (Wednesday)	
September		17 (Thursday)	21 (Monday)			25 or Oct 2 (Friday)	9 (Wednesday)	10 (Thursday)
October	8 (Thursday)		26 (Monday)	29th (Thursday)	9 ** (Friday)		TBD (Wednesday)	
November							TBD (Wednesday)	7 39-Mile Yard Sale
December	10 (Thursday)	3 (Thursday)	21 (Monday)			4 or 11 (Friday)	TBD (Wednesday)	10 (Thursday)

\* Dates and locations subject to change.

\*\*Fall meeting is contingent upon the Priority Project List adoption schedule.

## TPO Technical Advisory Committee (TAC)

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Agenda Item 12.12/4/2025

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**Agenda Item**

Central Polk Parkway Meeting

**Presenter**

NA

**Summary**

Florida's Turnpike Enterprise (FTE) will be hosting two (2) public meetings on the proposed Central Polk Parkway in eastern Polk County. On December 15<sup>th</sup>, there will be a virtual meeting and on December 17<sup>th</sup> there will be an in-person meeting held in Davenport. Details of these meetings can be found in the attachments.

**Recommended Action**

This item is being presented for information only.

**Attachments**

1. Turnpike Central Polk Parkway Meeting Notice
2. Central Polk Parkway Newsletter



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

Florida's Turnpike Enterprise  
P.O. Box 613069, Ocoee, FL 34761  
407-532-3999

JARED W. PERDUE, P.E.  
SECRETARY

November 20, 2025

Mr. Ryan Kordek  
Executive Director  
Polk TPO  
330 W. Church Street, Drawer TS05  
Bartow, FL 33830

Re: **Selected Corridor Public Information Meeting**  
Central Polk Parkway East from US 27 to US 17/92 in Polk County, FL  
Financial Project Identification Numbers: 451419-2, 451419-3, 455878-1 and 455879-1  
Efficient Transportation Decision Making Number: 14582

Dear Mr. Kordek:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise) will hold a Selected Corridor Public Information Meeting for the above-referenced studies. The proposed improvements include a new tolled, limited-access highway from US 27 to US 17/92. The Enterprise will provide several options to participate in this meeting. You may participate **virtually/online at 6 p.m. on Monday, December 15, 2025**, via a computer, tablet, smartphone, or by telephone in listen-only mode. Alternatively, you may participate **in-person from 4:30 p.m. to 7:30 p.m. on Wednesday, December 17, 2025**, at the Tom Fellows Community Center, 207 North Boulevard West, Davenport, FL 33837. The in-person meeting will be held in an open house format.

Please visit the project website, [www.CentralPolkParkwayEast.com](http://www.CentralPolkParkwayEast.com), to register to attend the Selected Corridor Public Information Meeting virtually. Registration works best with Google Chrome, Microsoft Edge, Safari, or Firefox web browsers. Registration is not required for in-person attendance. Additional registration and project information is provided in the [project newsletter](#).

This meeting will give interested persons an opportunity to review the selected corridor, ask questions, and provide comments concerning the potential social, economic, and environmental effects of the proposed improvements. Displays that illustrate the selected corridor will be available at the meeting along with informational videos. All meeting materials will be posted to the project website on the day of the virtual meeting. This letter is being sent to all property owners and tenants within at least 300 feet of either side of the proposed project and to public officials, regulatory agencies, organizations, and individuals interested in the project.

Persons wishing to submit written or verbal comments/questions may do so at the meeting or may contact the Project Manager, Jazlyn Georges, P.E., via email at [Jazlyn.Georges@dot.state.fl.us](mailto:Jazlyn.Georges@dot.state.fl.us) or by phone at (407) 264-3298. For assistance registering for the meeting, or for additional information, please contact the Project Manager.

Sincerely,  
/s/ Nicola A. Liquori, CPA,  
Executive Director and Chief Executive Officer  
Florida's Turnpike Enterprise

[www.fdot.gov](http://www.fdot.gov) | [www.floridasturnpike.com](http://www.floridasturnpike.com)



## PROJECT OVERVIEW

The Florida Department of Transportation, Florida's Turnpike Enterprise, is evaluating a tolled, limited-access highway in northeastern Polk County. This new route would begin at U.S. 27 and connect directly to Interstate 4 and State Road (S.R.) 429 (Western Beltway) via the future Poinciana Connector (S.R. 538).

## WHY IS THE PROJECT NEEDED

U.S. 27 is already experiencing heavy congestion, and traffic is expected to increase as the county continues to add new homes and residents. The new highway would offer a high-speed alternative route, helping to relieve congestion on U.S. 27 and surrounding local roads.

## CORRIDOR ALTERNATIVES

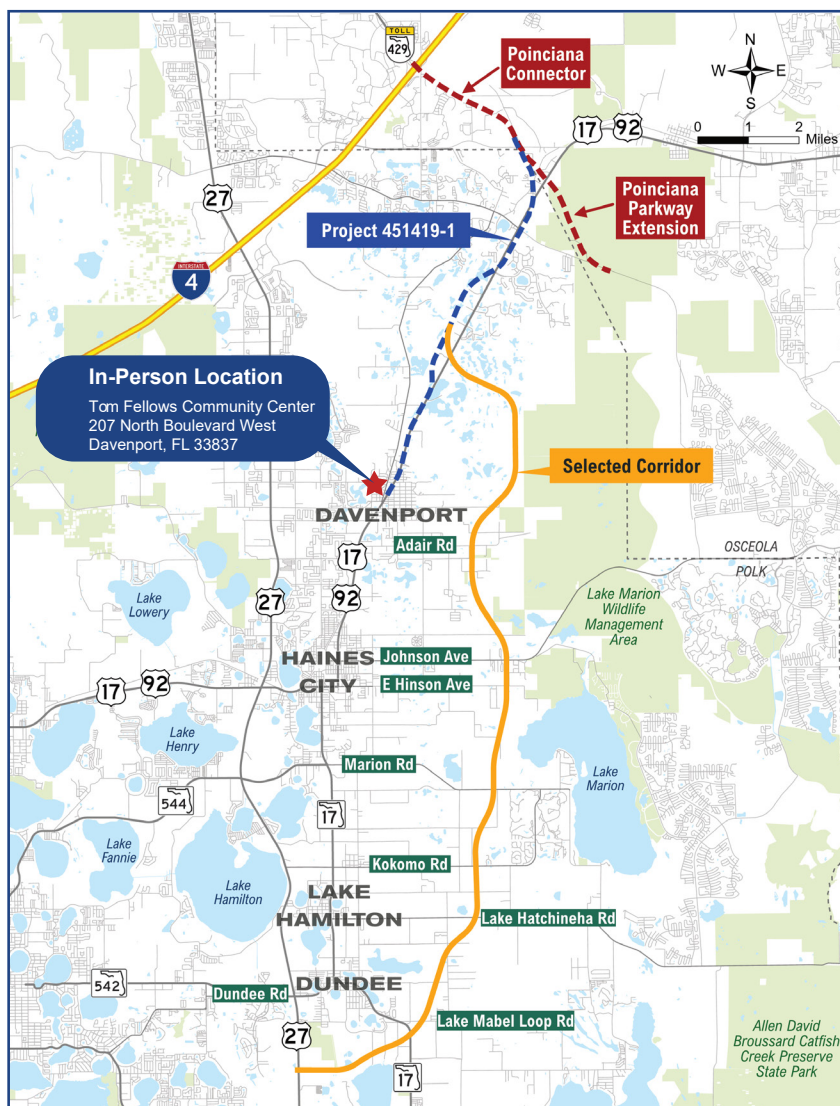
Four initial corridors (A, B, C, and D) were presented for public input in January 2025. The options were narrowed to Corridors E and F and presented for public input in May 2025. **A refined Corridor F has been selected to move forward into the Project Development & Environment (PD&E) Study phase.** Corridor F will be presented for additional public input in December 2025. The selection was guided by stakeholder input and planning-level engineering and environmental evaluations.

## COMMUNITY OUTREACH

As the PD&E Study progresses, we'll continue engaging with the community through events such as a public meetings and formal public hearings.

We encourage you to stay involved in this important project! To receive updates and meeting invitations, simply email the project manager and ask to be added to the project mailing list.

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Jazlyn Georges, P.E. at (407) 264-3298 or by email at Jazlyn.Georges@dot.state.fl.us at least seven days (7) prior to the meeting. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).*



## PUBLIC MEETING ANNOUNCEMENT

You are invited to a Selected Corridor Public Information Meeting for Central Polk Parkway East from U.S. 27 to U.S. 17/92 in Polk County. The meeting will give interested persons an opportunity to view the selected corridor, and review project goals, community benefits, and project schedule. Interested persons will also be able to ask questions and provide comments concerning the selected corridor, and potential social, economic, and environmental effects of the proposed improvements.

Please visit the project website, [www.CentralPolkParkwayEast.com](http://www.CentralPolkParkwayEast.com), to register to attend the Selected Corridor Public Information Meeting virtually. Please note that registration works best in the Google Chrome, Microsoft Edge, or Firefox web browsers. The same material will be presented in each participation option. Please contact the Project Manager for assistance with registering.

### VIRTUAL OR TELEPHONE DECEMBER 15, 2025 | 6:00 p.m.

We are using the GoToWebinar platform. Once you register, you will receive a confirmation email that includes instructions on how to join the Corridor Alternatives Public Information Meeting online. The meeting will begin at 6:00 p.m. with introductions and an informational project video. The project team will then answer questions received during registration.

To join the meeting in listen-only mode, please call (914) 614-3221 and enter access code 479-904-421. The line will open at 6 p.m. with introductions and an informational project video. The project team will then answer questions received during registration. Virtual and telephone attendees will participate in the same virtual Corridor Alternatives Public Information Meeting.

### IN-PERSON DECEMBER 17, 2025 | 4:30-7:30p.m.

You may participate in-person by going to the **Tom Fellows Community Center, located at 207 North Boulevard West, Davenport, FL 33837, from 4:30 p.m. to 7:30 p.m.**

The in-person meeting will be conducted in an informal, open house format, with no formal presentation. Project exhibits will be on display and members of the project team will be available to answer questions. The same informational project video played at the virtual meeting will be shown at the in-person meeting. Registration is not required for in-person attendance.

## PUBLIC MEETING MATERIALS

All materials that will be on display at the in-person meeting location will be available on the project website, [www.CentralPolkParkwayEast.com](http://www.CentralPolkParkwayEast.com), on the day of the virtual meeting.

## QUESTIONS & COMMENTS

Please contact the Project Manager, Jazlyn Georges, P.E., with questions or comments about the project. All comments and questions will receive a written response. While comments and questions will be accepted at any time, we ask that those related to the public information meetings be submitted by January 6, 2026.

### Project Contacts

**Jazlyn Georges, P.E.**  
Project Manager  
Consultant to Florida's Turnpike Enterprise  
P.O. Box 613069  
Ocoee, FL 34761-3069  
(407) 264-3298  
Email: [Jazlyn.Georges@dot.state.fl.us](mailto:Jazlyn.Georges@dot.state.fl.us)

**Ron Kareiva, P.E.**  
Project Development Engineer  
Florida's Turnpike Enterprise  
P.O. Box 613069  
Ocoee, Florida 34761-3069  
(407) 264-3870  
Email: [Ronald.Kareiva@dot.state.fl.us](mailto:Ronald.Kareiva@dot.state.fl.us)

Scan the QR code to visit  
project website:

