



WELCOME

INTERSTATE 4 (I-4) CORRIDOR MASTER PLAN VIRTUAL PUBLIC OUTREACH MEETING

MEETING DATES: **9/27/2021** THROUGH **10/8/2021**

Corridor Limits: I-4 from west of SR 570 (Polk Parkway) to west of US 27

Polk County, Florida

FPID No.: 442512-1



The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.



FLORIDA DEPARTMENT OF TRANSPORTATION

TITLE VI

The Florida Department of Transportation complies with various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting:

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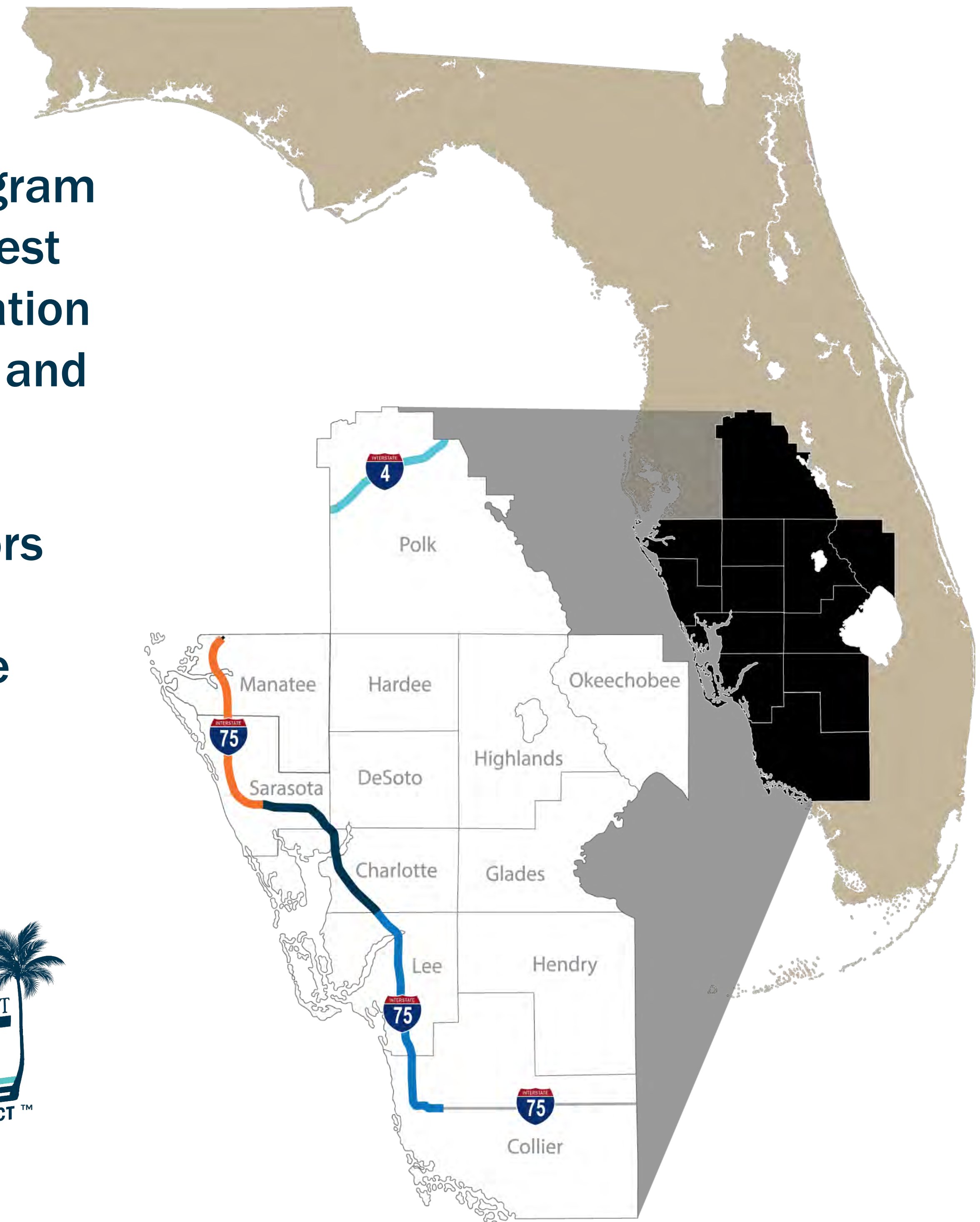
Jacqueline.Paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

PROGRAM DESCRIPTION

Florida Department of Transportation (FDOT) District One is embarking on a program that will lead to the long-term improvement of the interstate corridors in Southwest Florida. This effort will allow District One to analyze and put in place a transportation solution that meets the needs of the near term and accommodates the evolving and innovative transportation solutions of tomorrow.

Within the Southwest Connect™ program, there are currently four project corridors in the Planning and Feasibility phase. This phase is focused on identifying solutions that improve mobility and provide transportation options to support the region's economic development. These solutions are expected to help move people and goods safely and efficiently while balancing regional transportation needs with community concerns.



I-75 (South Corridor)



I-75 (Central Corridor)



I-75 (North Corridor)



I-4 Corridor

WHY IS FDOT STUDYING THESE CORRIDORS?

FDOT is studying the future needs of the corridors to efficiently plan for needed improvements that enhance mobility, reduce congestion, and improve safety.

- I-75 and I-4 have experienced an increase in traffic driven by many factors including population growth, development, additional tourism and special events.
- The Planning and Feasibility phase will document current and future needs of the interstate in corridor Master Plans and provide recommended improvement priorities for implementation.



THE PROJECT DEVELOPMENT PROCESS

We are here

FDOT follows federal and state requirements throughout project development and works closely with governmental agencies, partners and the local communities to identify new projects and move them through the production process.

Planning and Feasibility, Project Development and Environment Study, Design, Right of Way Acquisition, and Construction are phases of production for projects.



WHAT IS A MASTER PLAN?

A Master Plan is a document that summarizes a community's vision for future transportation and provides a set of recommended improvements to enhance safety and mobility.

Development of a Master Plan involves data collection, public outreach, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs.

During the Planning and Feasibility phase, an analysis of the interstate system's existing and future transportation challenges is conducted, and the findings of the analysis and recommendations to enhance safety and mobility are documented in a Master Plan.

The planned improvements identified in the Master Plan may include widening, managed lanes, modifying interchanges, and/or evaluating new interchanges.

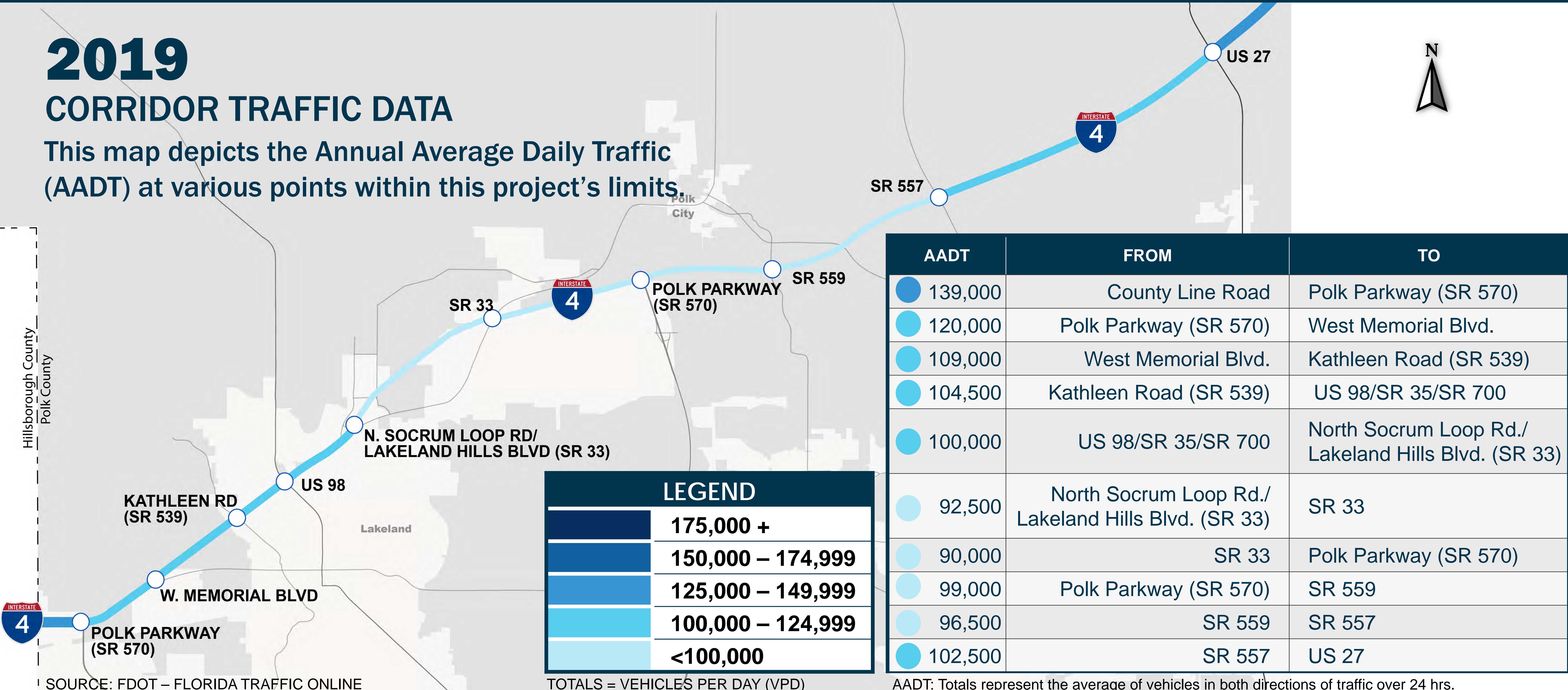
The Master Plan will also include public outreach, which will serve as input in the identification and prioritization of projects to move forward into the Project Development Process.

This long-range approach provides a regional perspective to identify the areas where future demand is predicted and assists in defining subsequent Project Development and Environment (PD&E) Study limits for the project(s). This Master Plan will serve as a guide to allow FDOT to focus future efforts and funding toward the most critical areas first.

2019

CORRIDOR TRAFFIC DATA

This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.



SOURCE: FDOT – FLORIDA TRAFFIC ONLINE

TOTALS = VEHICLES PER DAY (VPD)

AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.

I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27



ABOUT THE PROJECT

CLICK TO FIND OUT WHAT PERCENTAGE OF THE AVERAGE DAILY TRAFFIC ENTERS AND EXITS THE MAINLINE AT A PARTICULAR INTERCHANGE USING THIS

ORIGIN AND DESTINATION TRAFFIC CALCULATOR

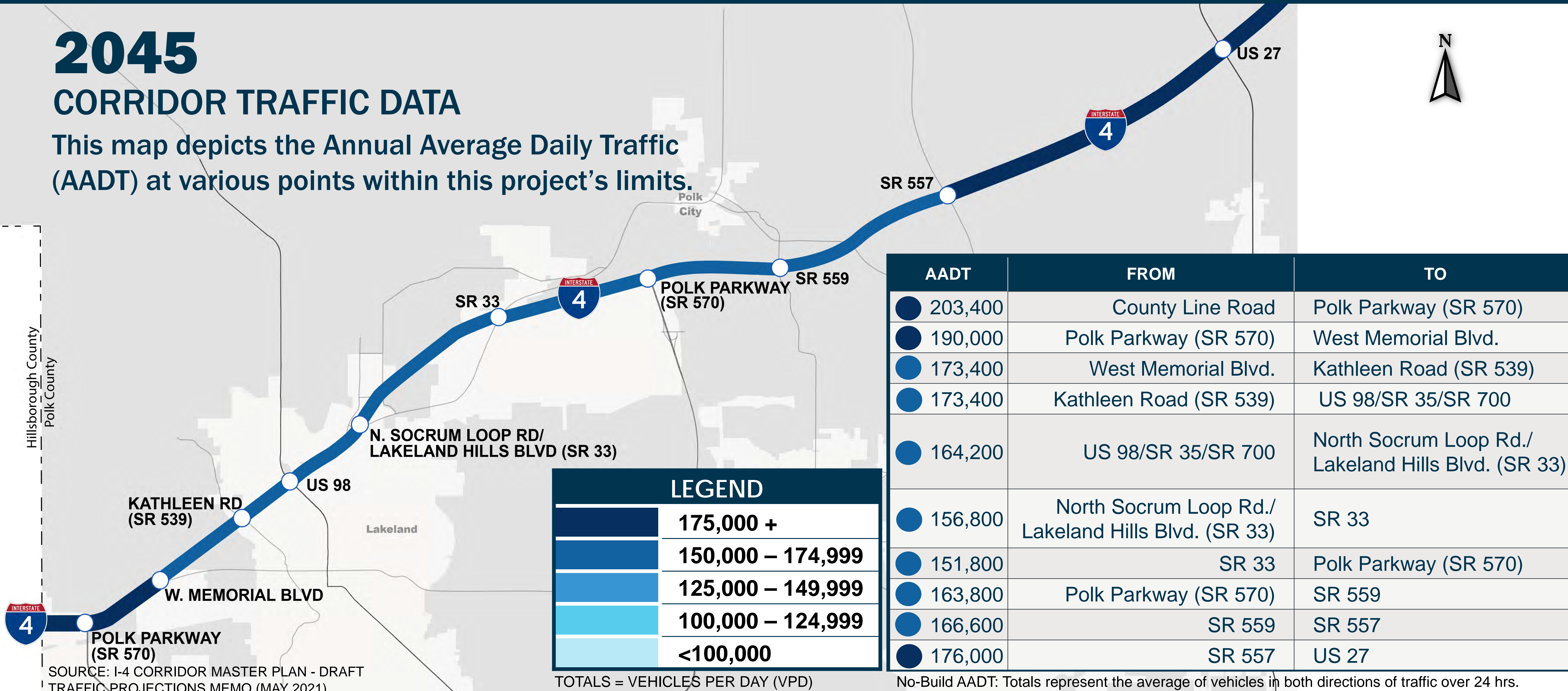
I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

2045

CORRIDOR TRAFFIC DATA

This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.



LEGEND	
	175,000 +
	150,000 – 174,999
	125,000 – 149,999
	100,000 – 124,999
	<100,000

TOTALS = VEHICLES PER DAY (VPD)

No-Build AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.

I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

PROJECT DESCRIPTION

Southwest Connect I-4 Corridor is a project that will evaluate the current and future needs that improve safety, operational capacity, functionality, efficiency and connectivity along and across the corridor. The project limits are from west of Polk Parkway (State Road 570) to west of US 27 in Polk County.

Managed lanes, collector-distributor roadways, auxiliary lanes, or interchange operational improvements are being considered.

PURPOSE AND NEED

The purpose of this project is to address the existing operational deficiencies of I-4 within Polk County and to accommodate future travel demand projections as a result of forecasted population and employment growth. Other goals of the project are to

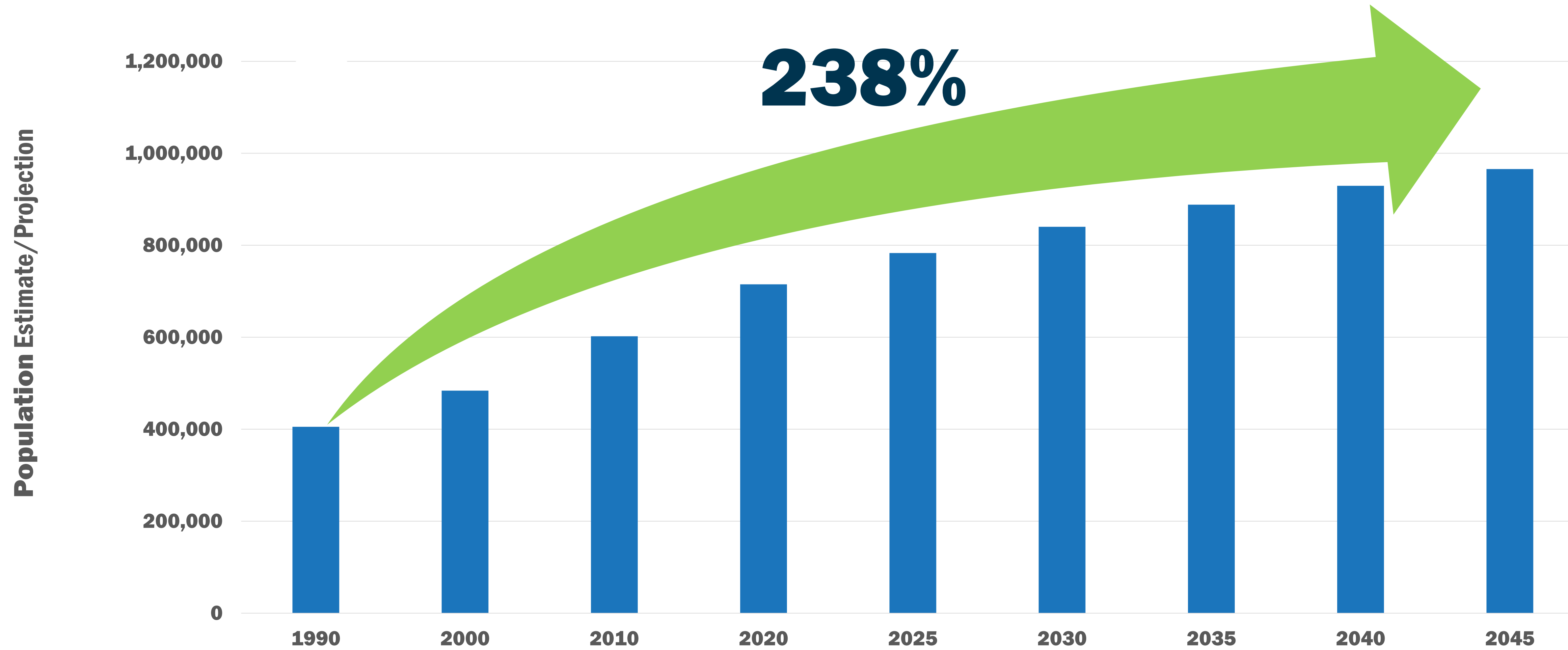
- 1) preserve the operational integrity and regional functionality of I-4 (and, therefore, the regional transportation network)
- 2) Enhance emergency evacuation and response times



I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

Polk County Population Growth

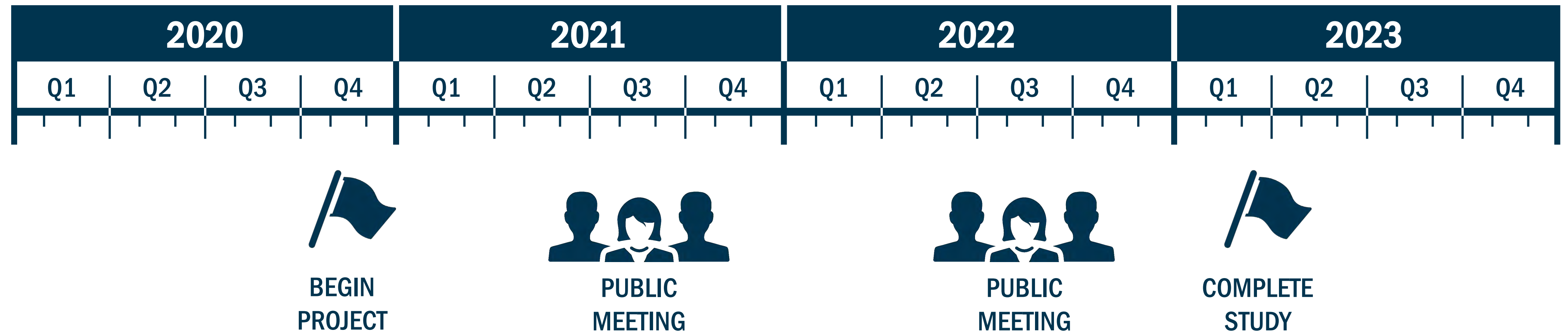


Sources: 1980-2010: U.S. Census Bureau, Population Division, 2025-2045: Bureau of Economics and Business Research, Florida Population Studies, Bulletin 190

I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

MASTER PLAN SCHEDULE



PUBLIC ENGAGEMENT



DATA COLLECTION AND EXISTING CONDITIONS ANALYSES



AGENCY COORDINATION/PRESENTATIONS



TRAFFIC FORECASTING & ANALYSIS AND FACILITIES ENHANCEMENTS REPORTS



DRAFT MASTER PLAN



FINAL MASTER PLAN



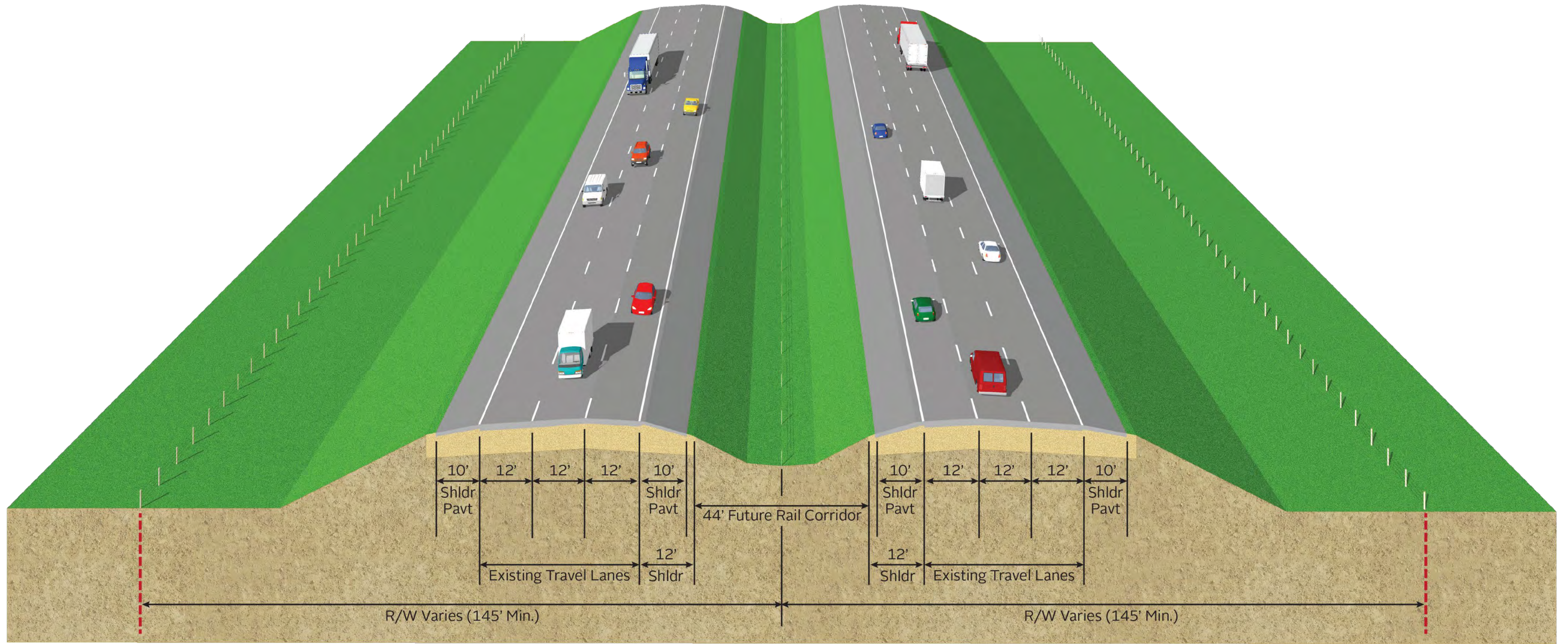
I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

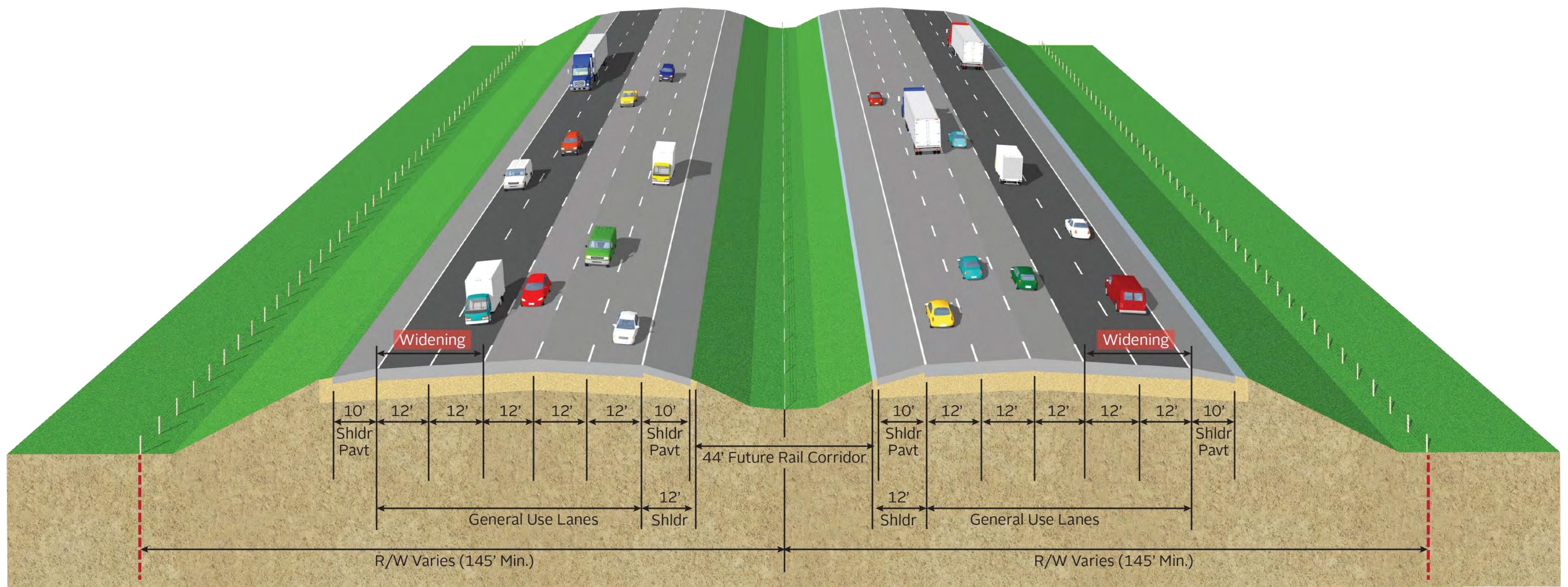


I-4 CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27



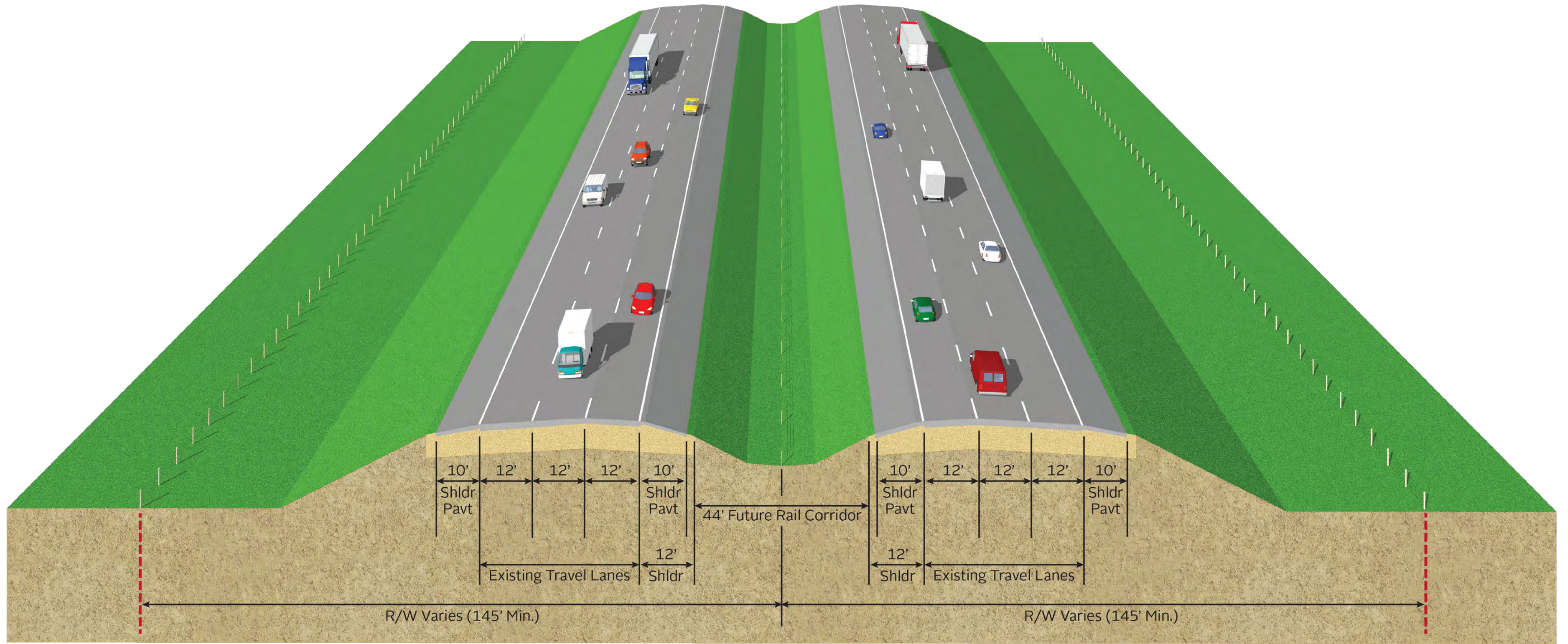
EXISTING TYPICAL SECTION



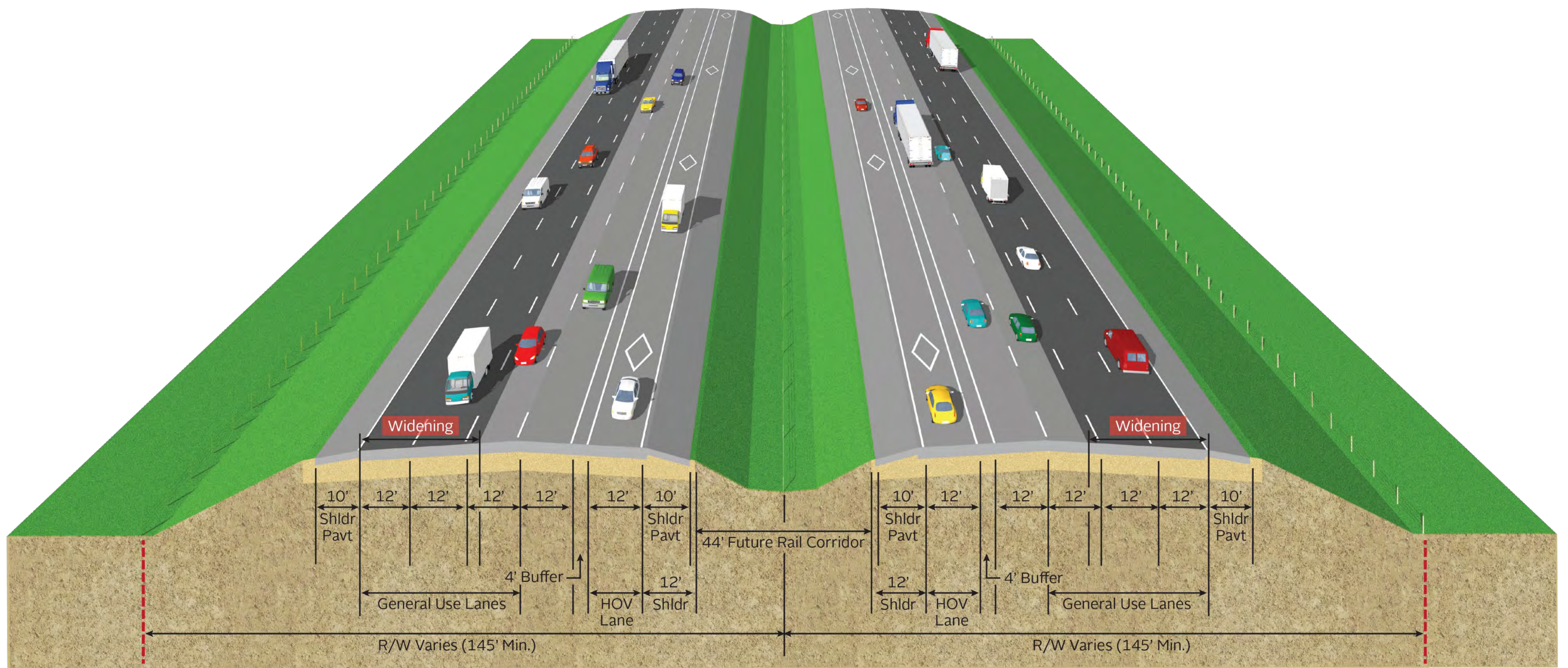
PROPOSED TYPICAL SECTION WITH TEN (10) GENERAL USE LANES

I-4 CORRIDOR MASTER PLAN

PROJECT LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27



EXISTING TYPICAL SECTION

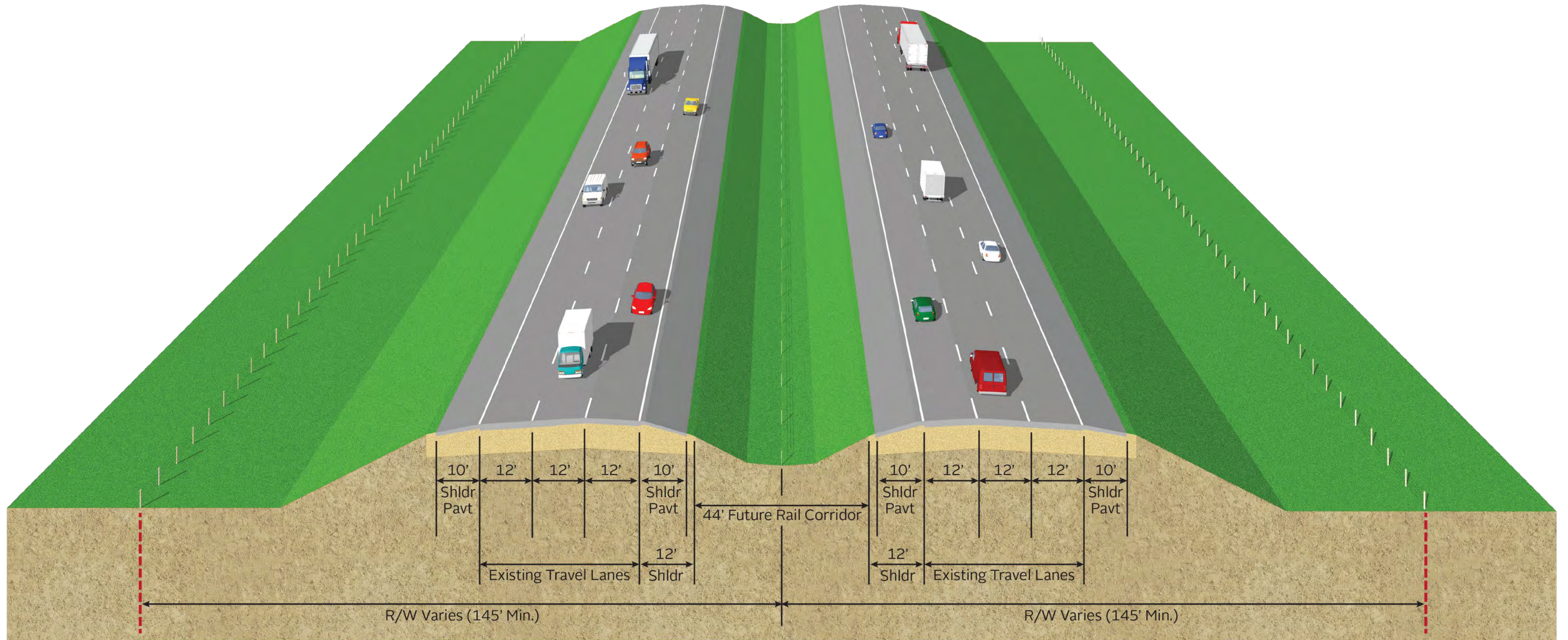


PROPOSED TYPICAL SECTION

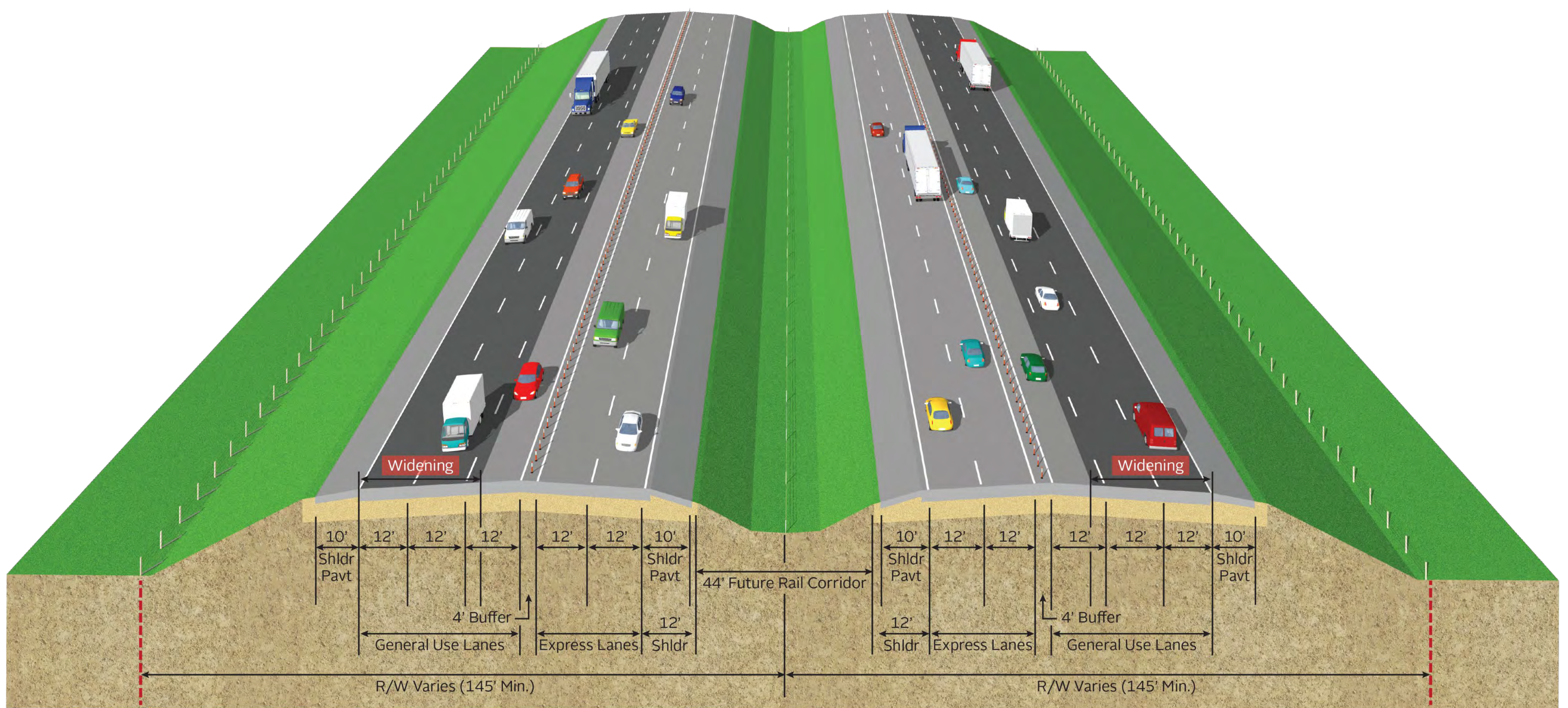
WITH TWO (2) HOV LANES + EIGHT (8) GENERAL USE LANES

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EXISTING TYPICAL SECTION

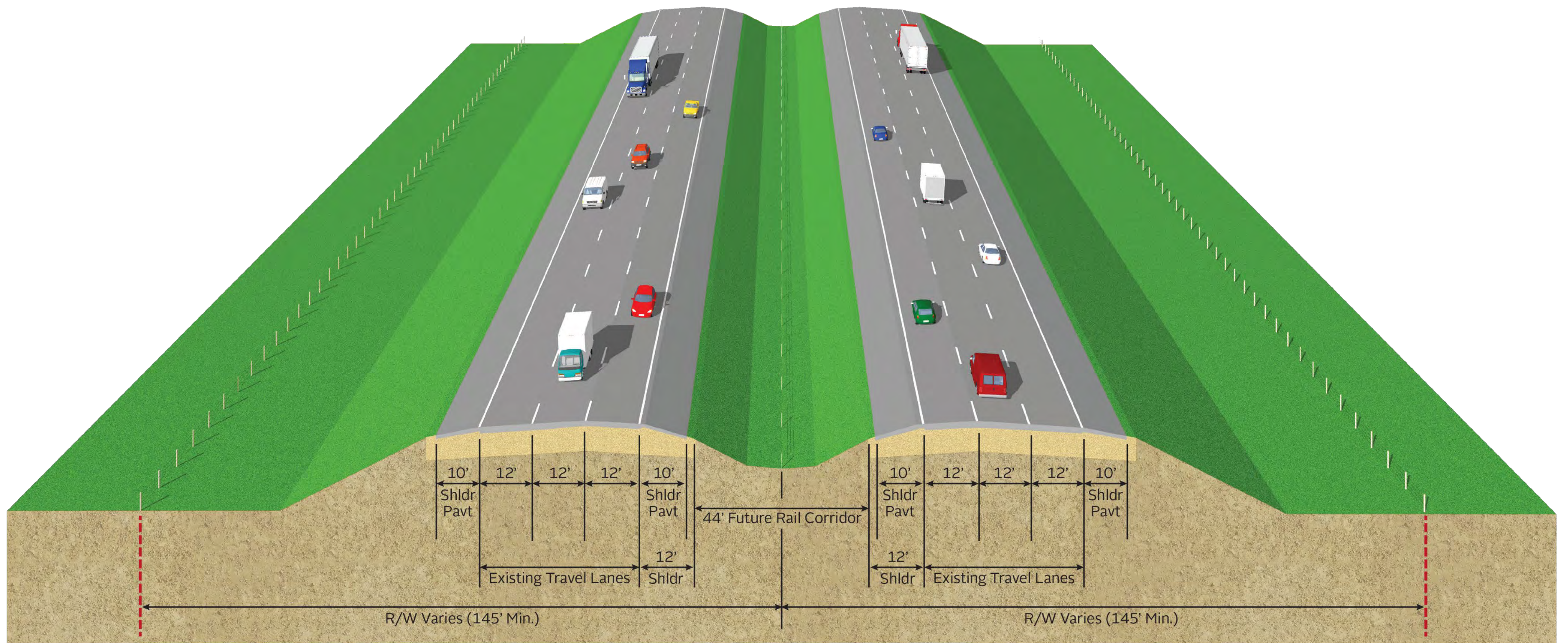


PROPOSED TYPICAL SECTION

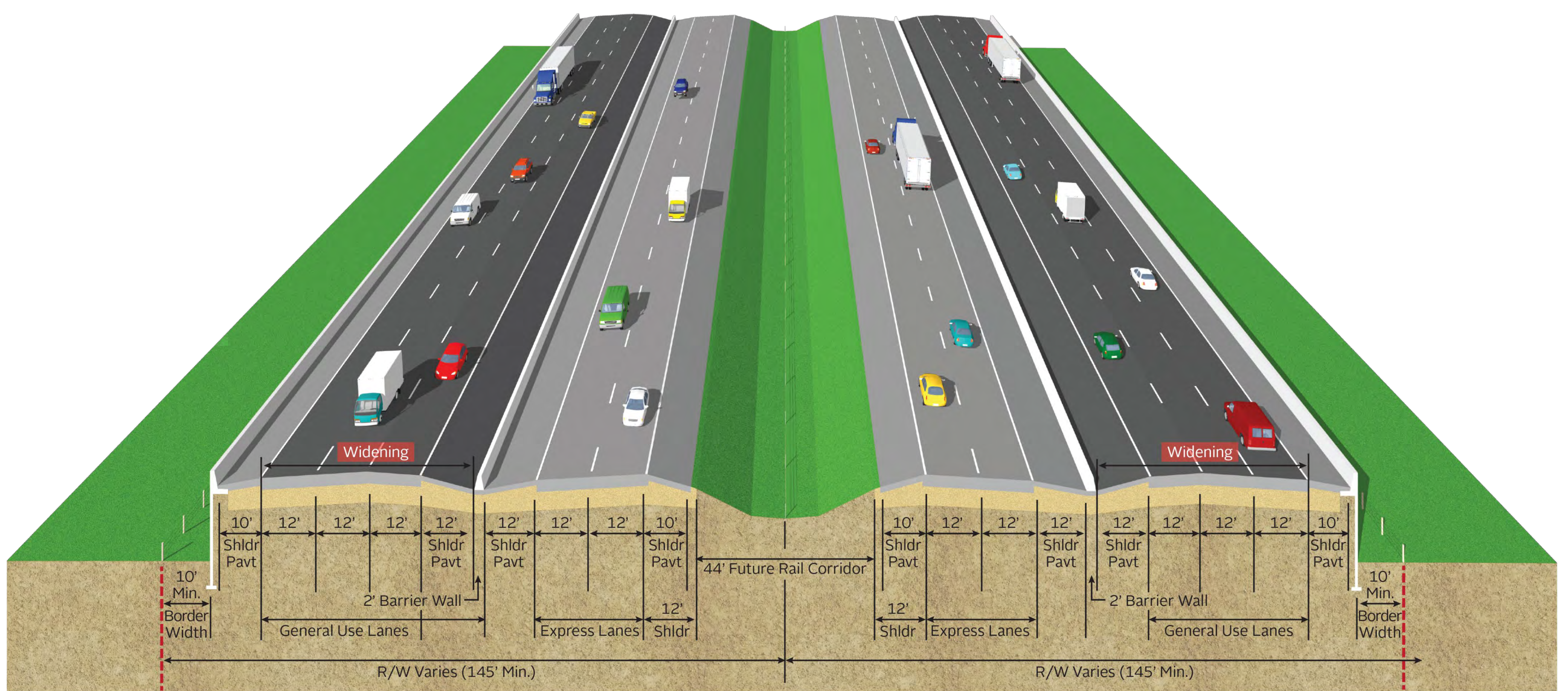
WITH FOUR (4) EXPRESS LANES + SIX (6) GENERAL USE LANES
(BUFFER SEPARATED)

I-4 CORRIDOR MASTER PLAN

PROJECT LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

WITH FOUR (4) EXPRESS LANES + SIX (6) GENERAL USE LANES
 (BARRIER SEPARATED)

I-4 CORRIDOR MASTER PLAN

PROJECT LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27

WHERE IN THE PROCESS RIGHT OF WAY

This corridor is currently in the Planning and Feasibility Phase.

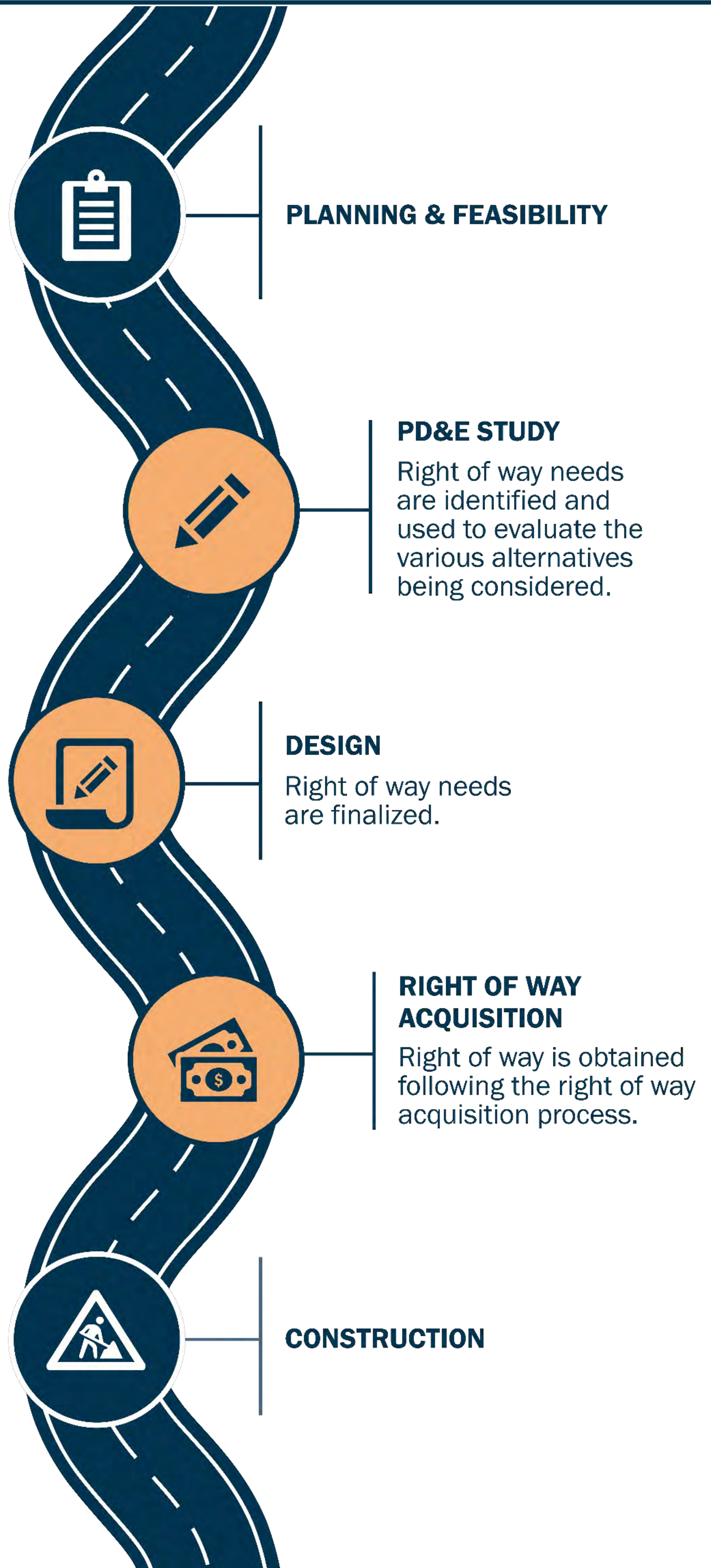
Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will identify any potential right of way needs and use them in the evaluation of the various alternatives being considered.

Once the project is advanced to the Design Phase, all right of way needs are determined and finalized.

If additional land is needed to construct proposed improvements, the Department will notify property owners, explain the acquisition process, their rights and options.

FDOT's Right of Way Acquisition team has developed an informative handout with more details and information.

Click [HERE](#) to view handout.



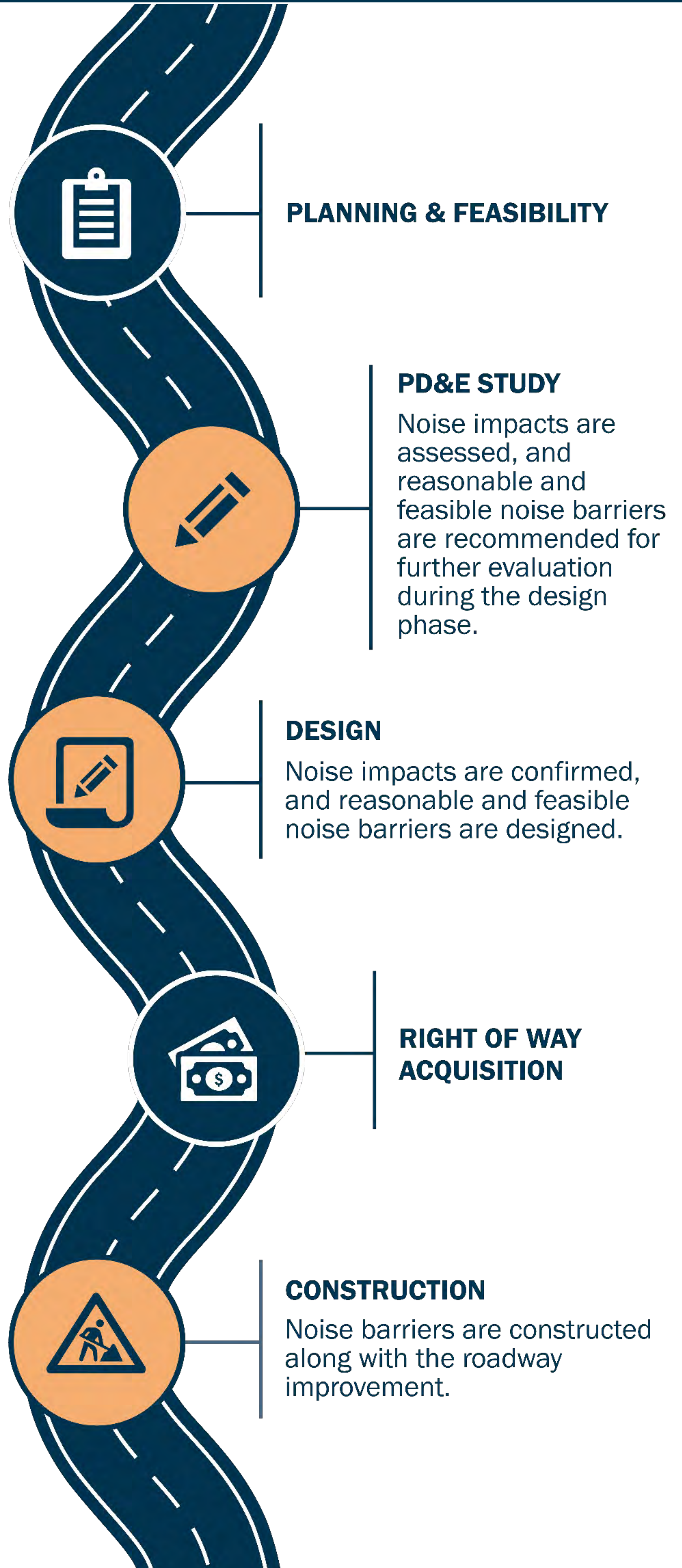
WHERE IN THE PROCESS TRAFFIC NOISE

This corridor is currently in the Planning and Feasibility phase.

Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will determine traffic noise impacts and potential locations that qualify for further consideration of noise abatement measures, including traffic noise barrier walls.

Traffic noise abatement is further evaluated during the Design phase, in accordance with federal and state requirements. For areas that meet feasibility and reasonableness criteria, traffic noise barrier walls are included in the project's design plans and constructed with the roadway improvement project.

A handout detailing the Traffic Noise Evaluation Process can be found by clicking [HERE](#).





NOISE BARRIERS

WHO GETS A NOISE BARRIER?

- When traffic noise impacts are identified during a noise analysis for an FDOT construction project that substantially changes the existing conditions of the typical section (horizontal or vertical alignment, profile, number of lanes, etc.), a noise barrier for that area must be considered.
- Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) require noise barriers to be *feasible and reasonable*.

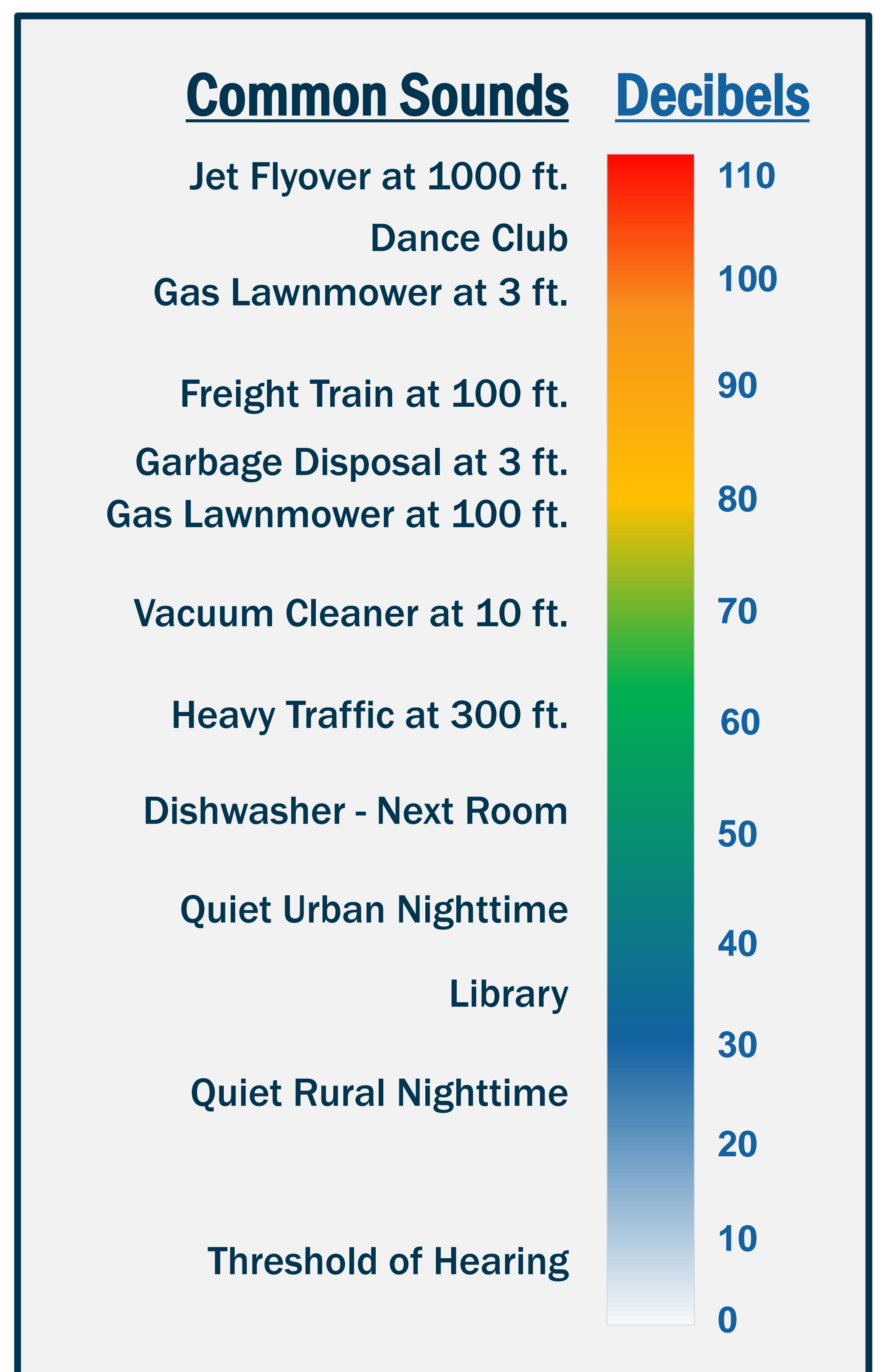
Feasible

- Can be designed and built using standard construction methods and techniques with consideration of safety factors, access, right of way, maintenance, drainage and utilities

Reasonable

- Reduces traffic noise by at least 5 dB at two or more impacted sites and by 7 dB at one site
- Cost to build the noise barrier averages \$42,000 or less per benefited receptor
- Consider the viewpoints of the benefited site owners and residents

Even if previous project(s) determined noise barriers are not feasible and reasonable, they may be feasible and reasonable in the future with the proposed improvements and noise analysis from future studies.



Common Sound Levels