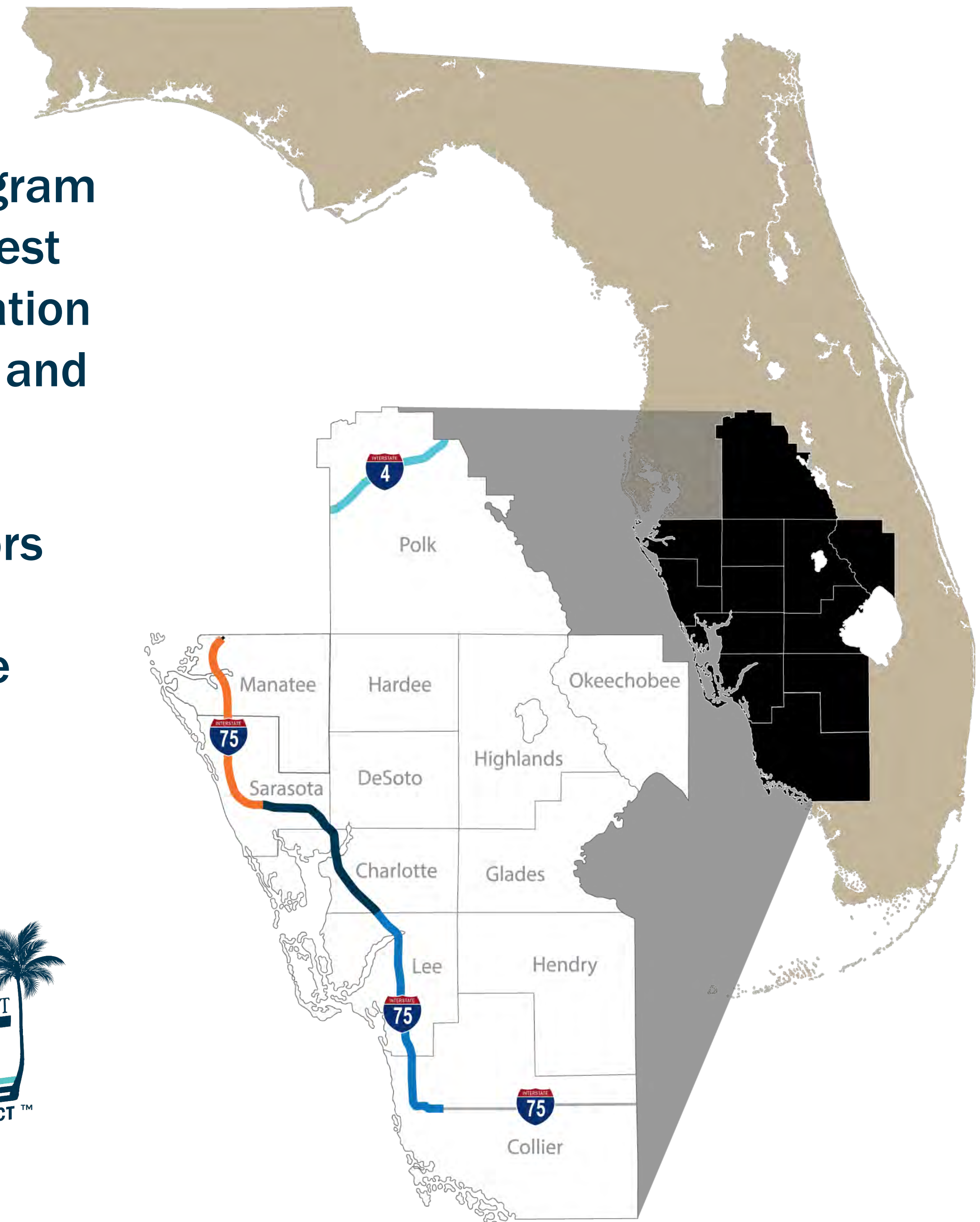


## PROGRAM DESCRIPTION

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)



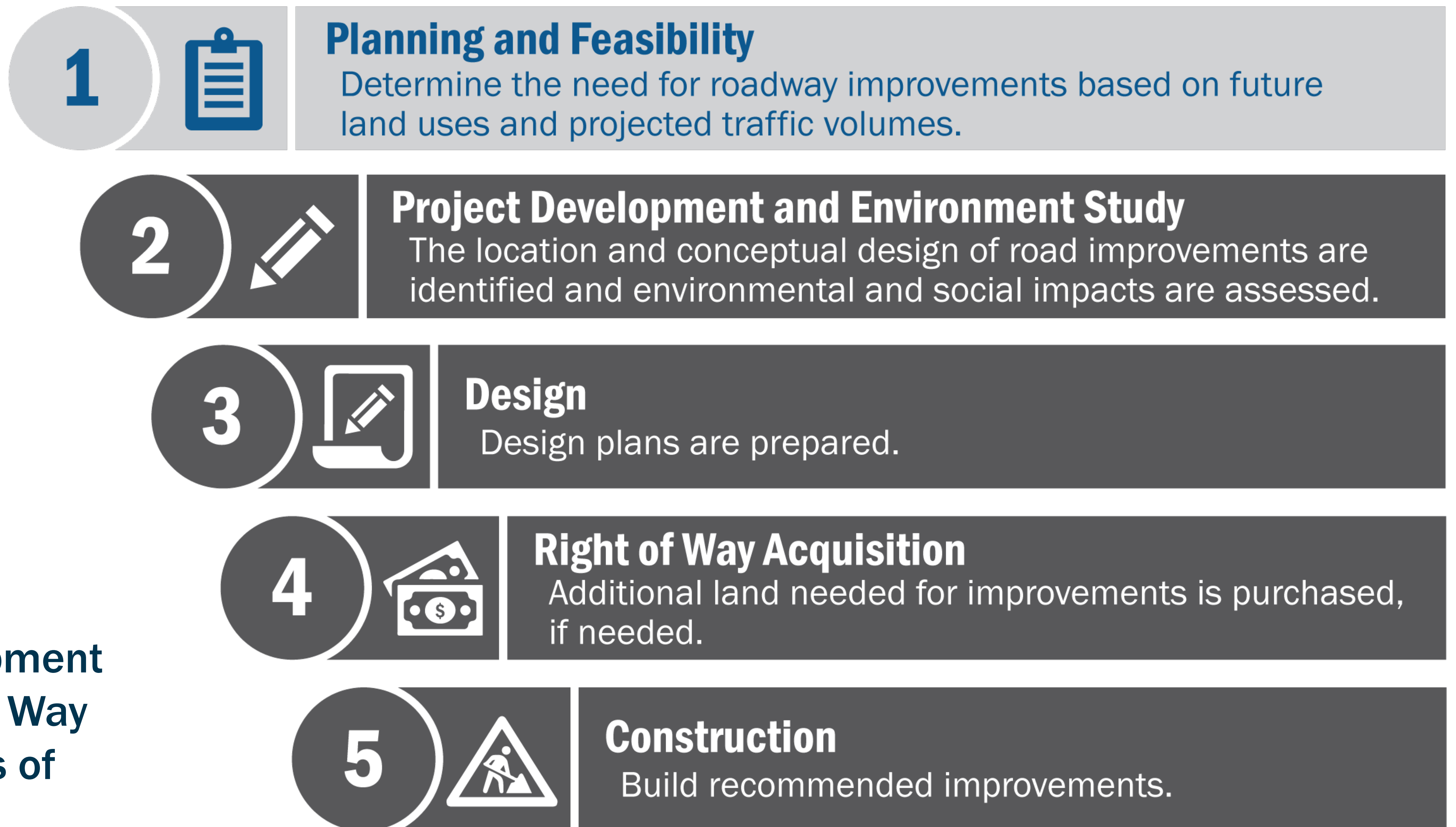
I-4 Corridor

## 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.



# WHERE IN THE PROCESS RIGHT OF WAY

This corridor is currently in the Planning and Feasibility Phase.

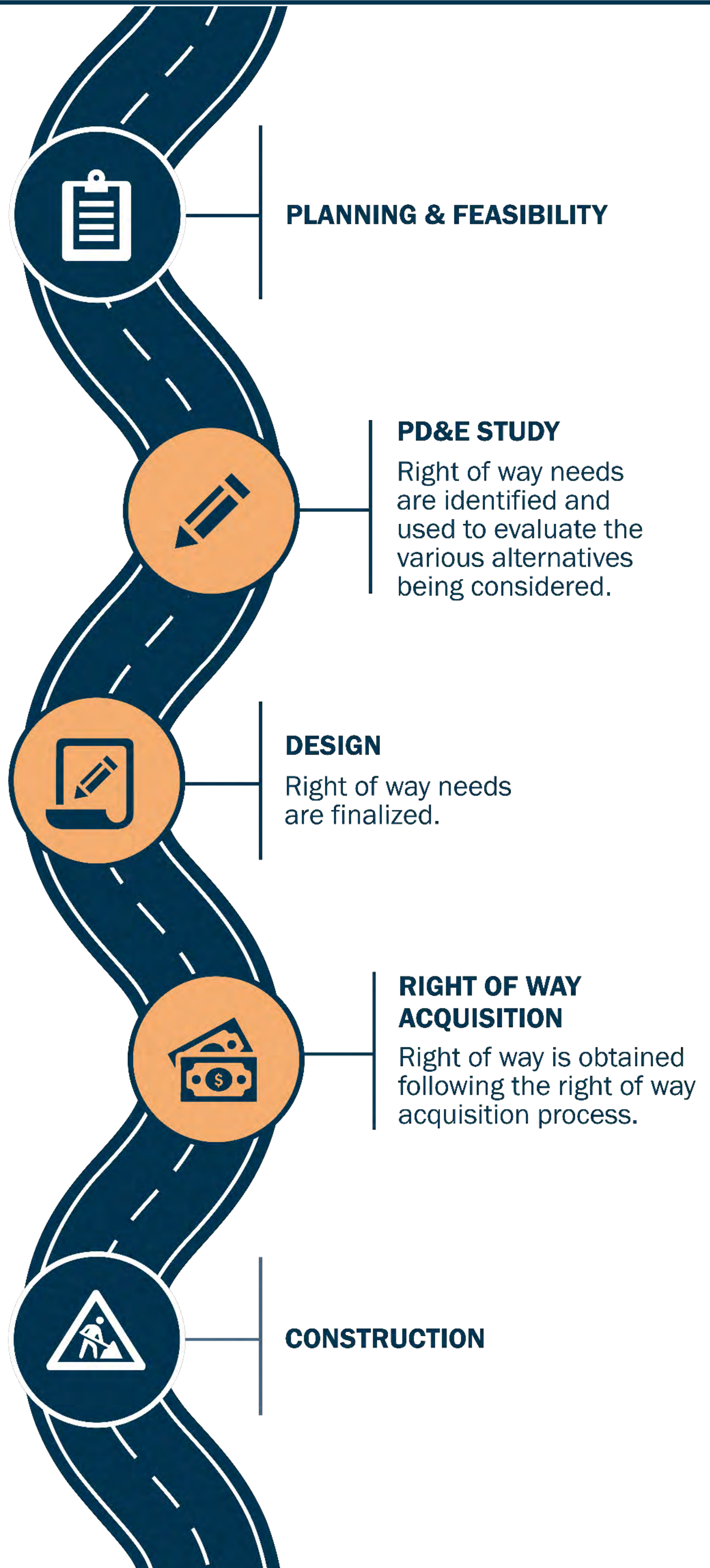
Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will identify any potential right of way needs and use them in the evaluation of the various alternatives being considered.

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.



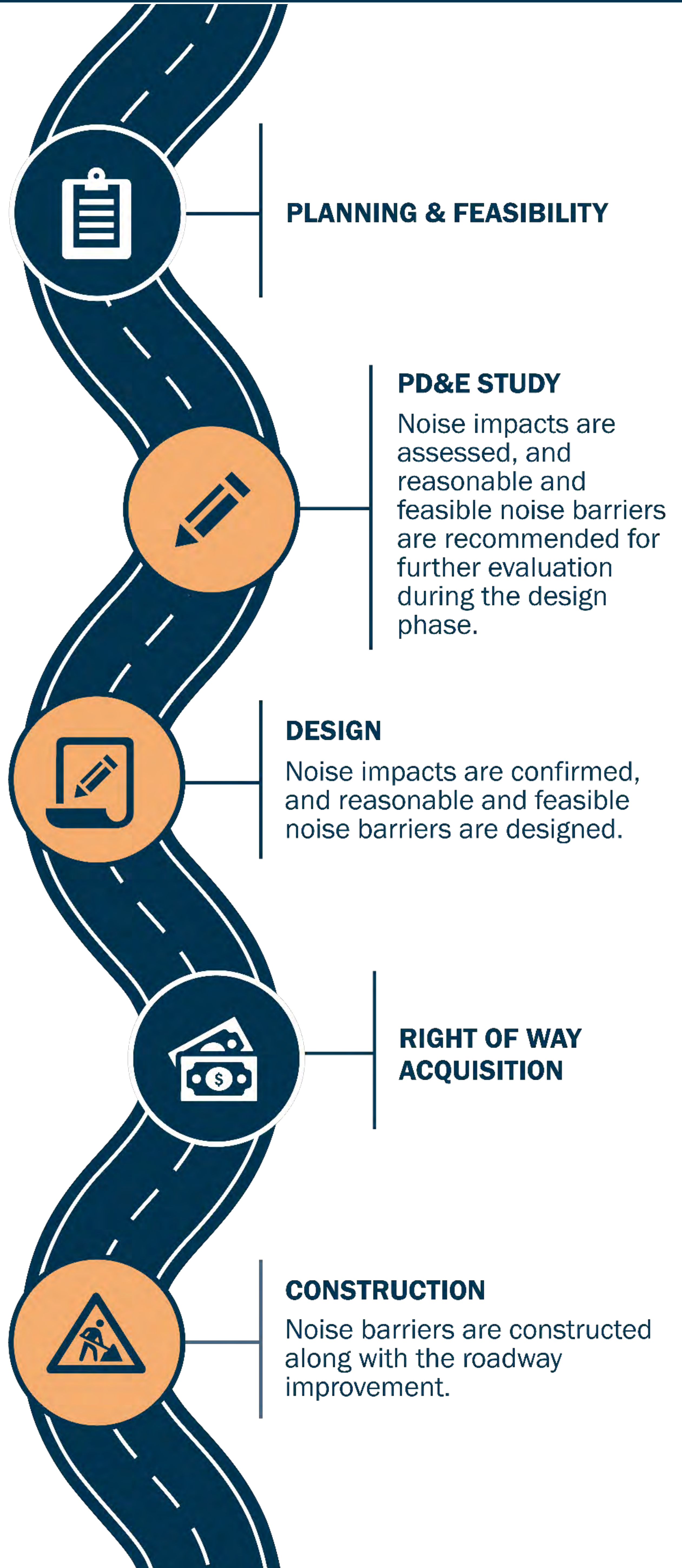
# WHERE IN THE PROCESS TRAFFIC NOISE

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*.

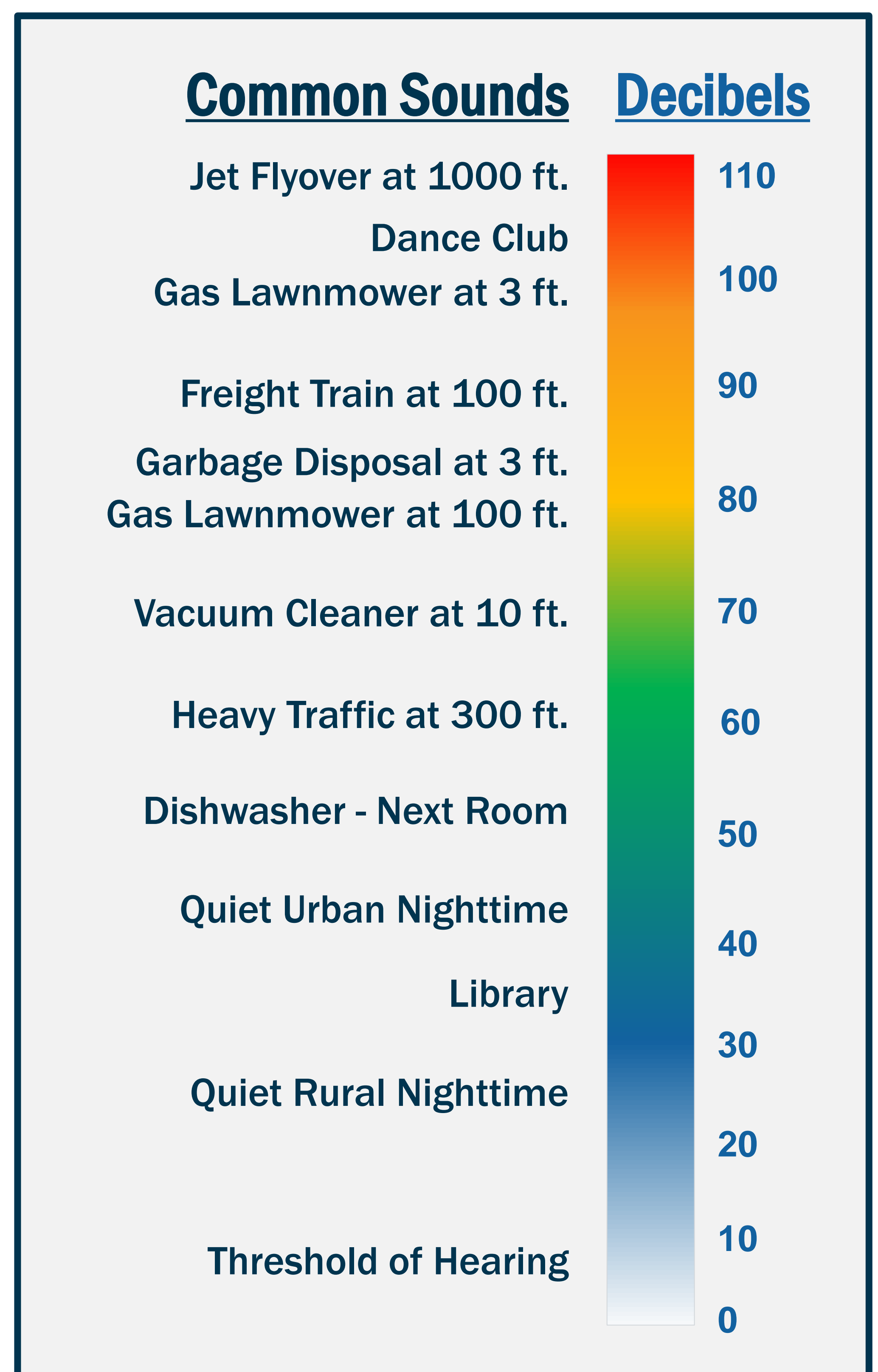
### Feasible

- 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

## 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.

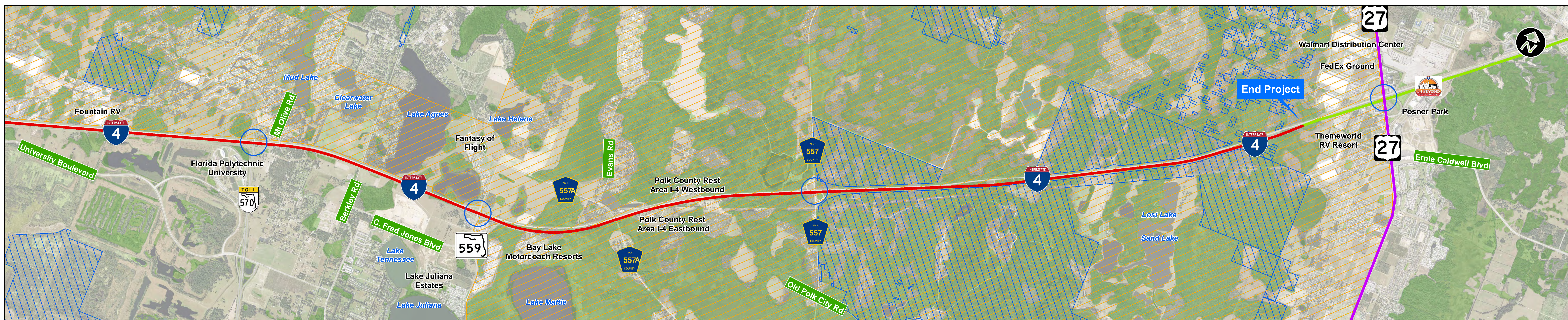
Development of a Master Plan involves data collection, public outreach, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs.

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.



## 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

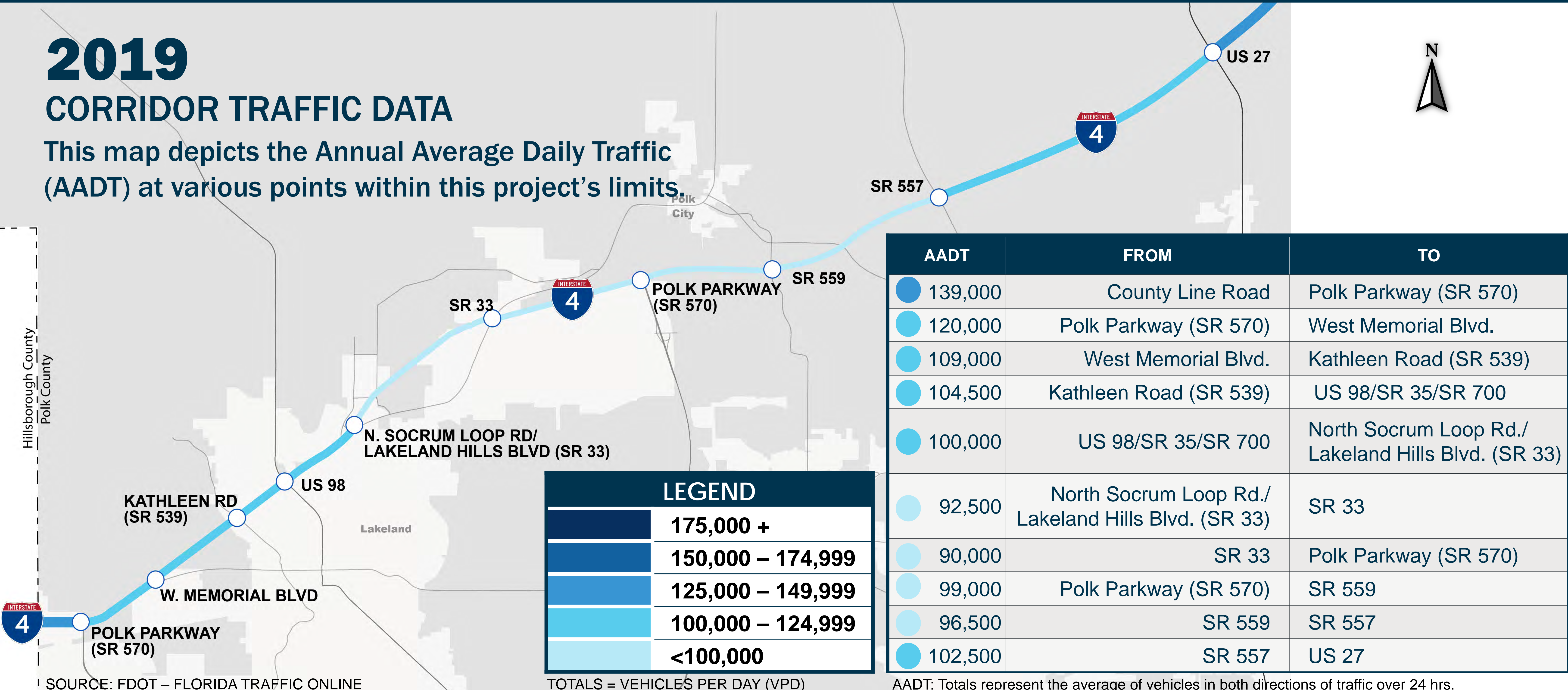
**CORRIDOR LIMITS: I-4 from west of SR 570 (Polk Parkway) to west of US 27**



## 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

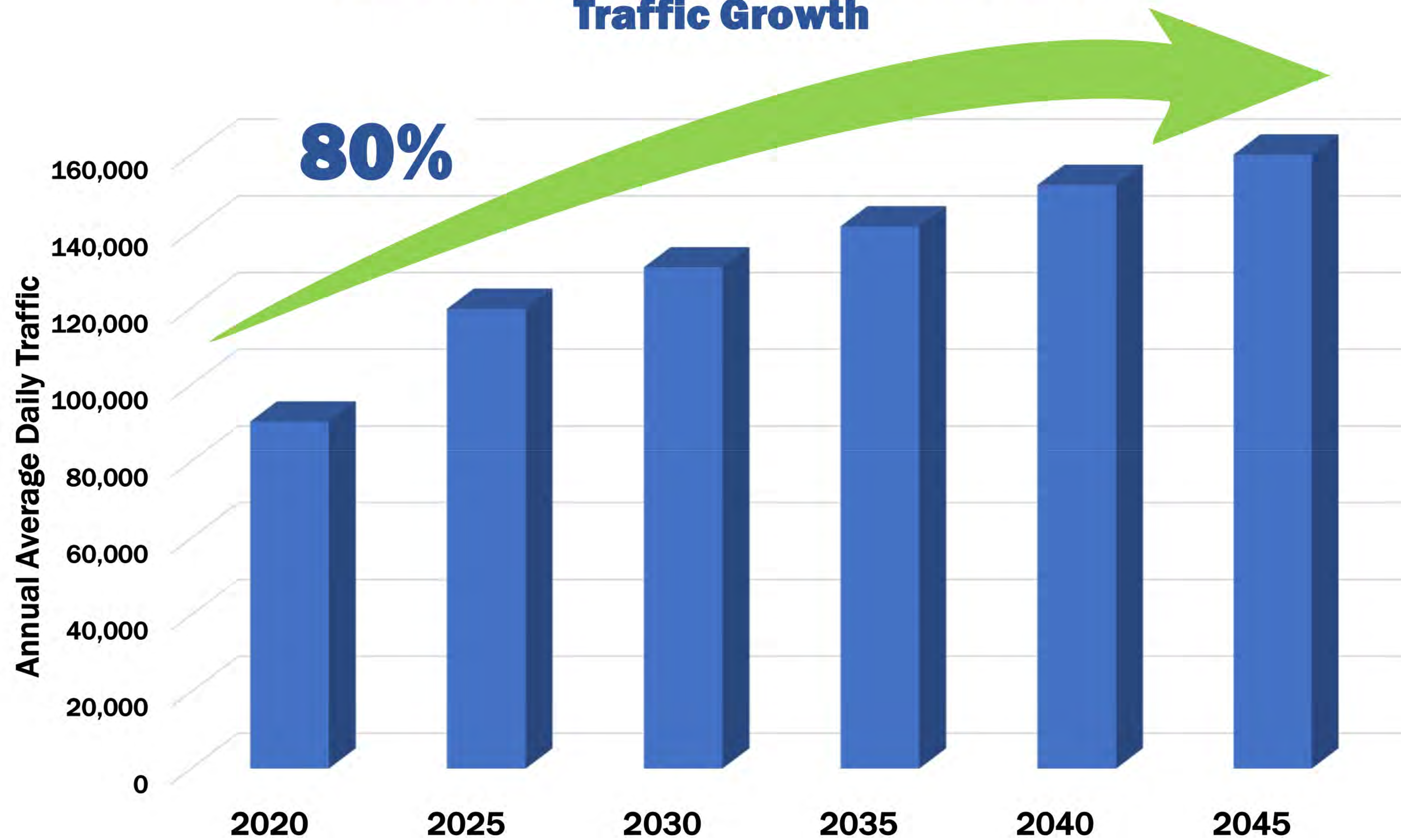
TOTALS = VEHICLES PER DAY (VPD)

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**

## I-4 Corridor From West of SR 570 to West of US 27 Traffic Growth



Source: I-4 Corridor Master Plan - Draft Traffic Projections Memo (March 2023)

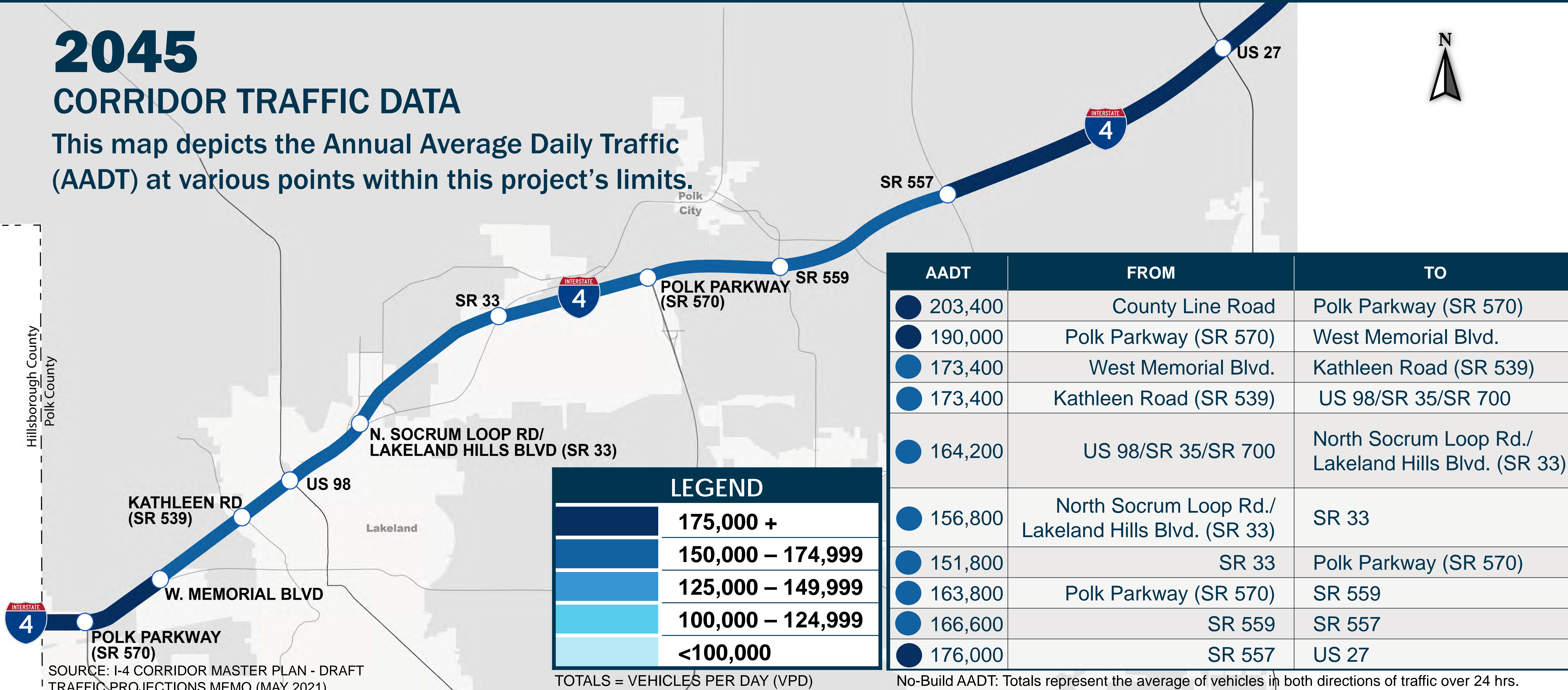
## I-4 CORRIDOR MASTER PLAN

**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.



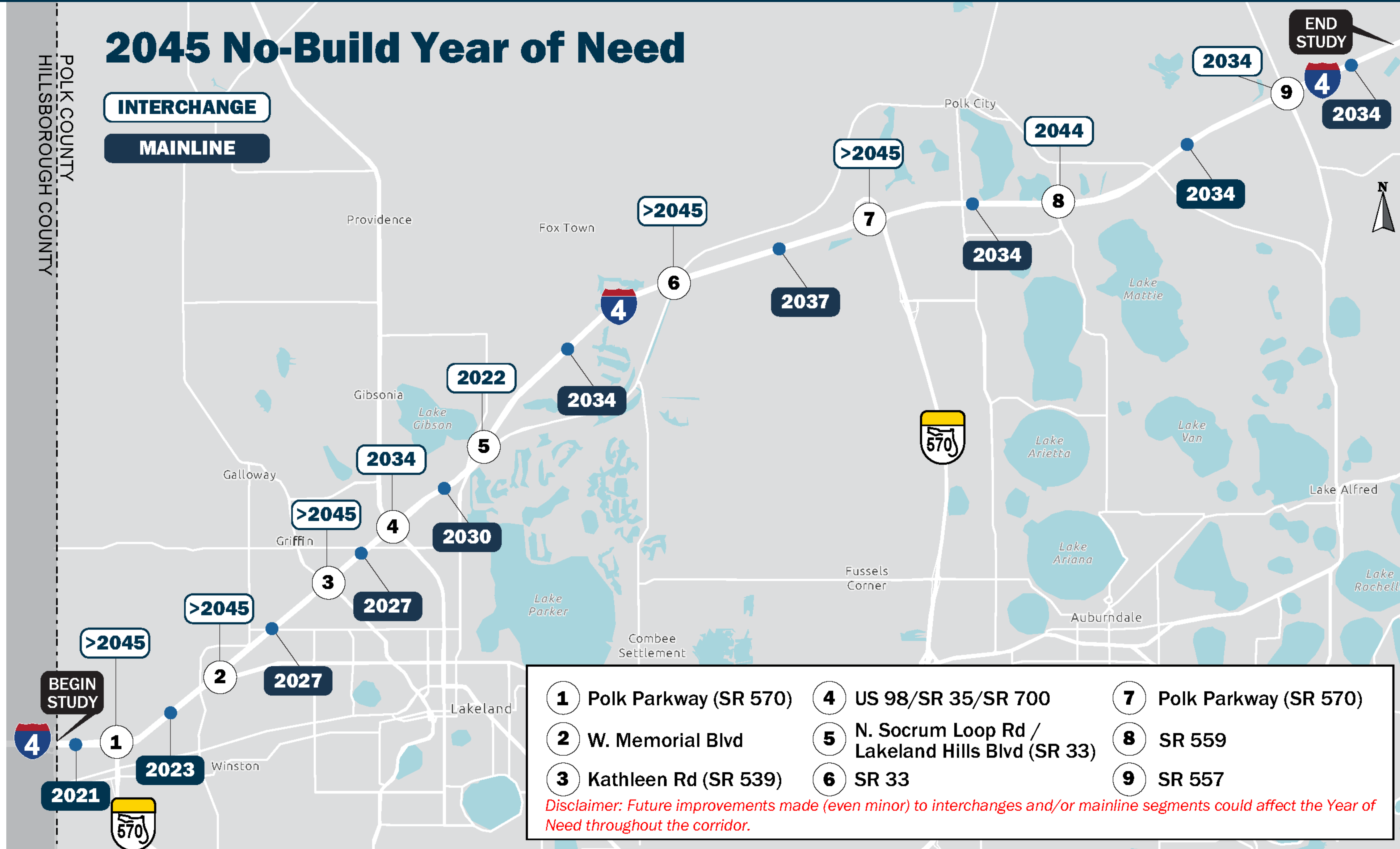
LEGEND	
	175,000 +
	150,000 – 174,999
	125,000 – 149,999
	100,000 – 124,999
	<100,000

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**



## I-4 CORRIDOR MASTER PLAN

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



# ABOUT THE PROJECT

## I-4 PRELIMINARY PROPOSED PROJECTS

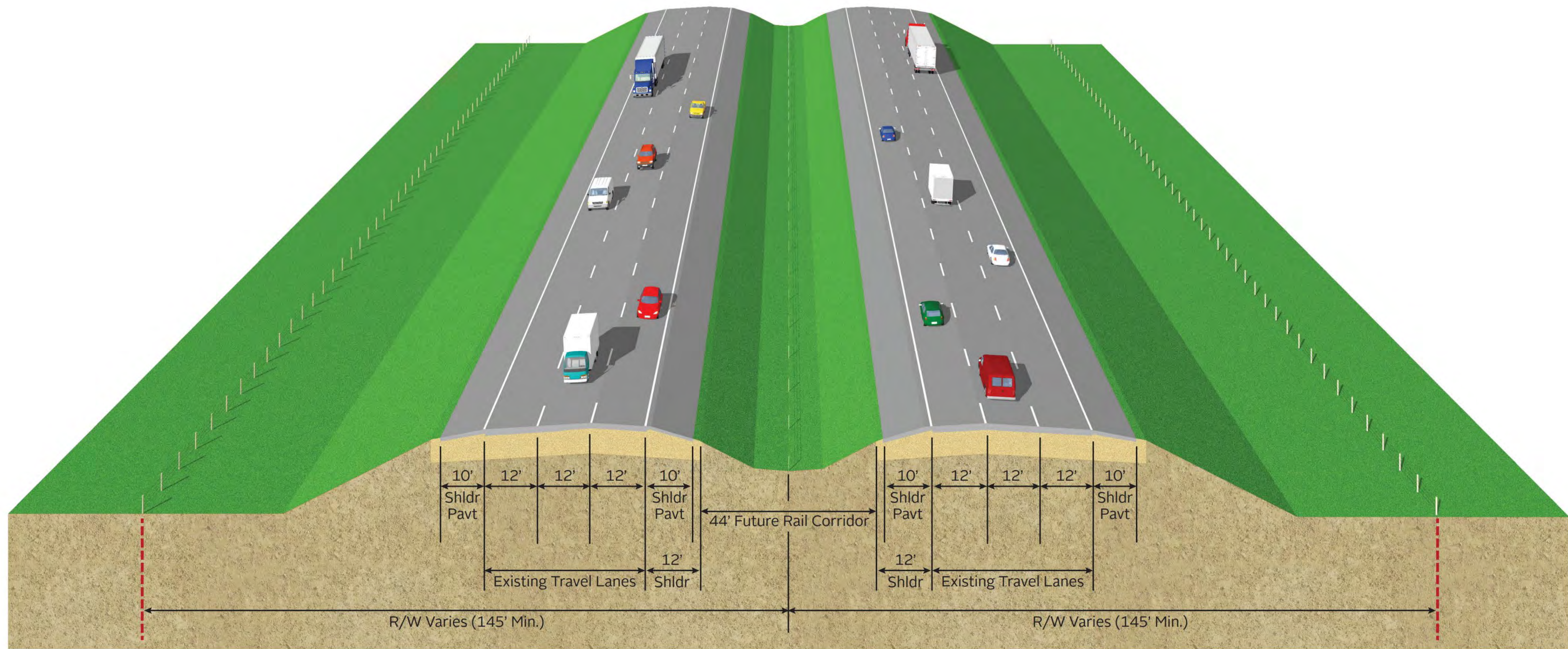
### INTERCHANGE PROJECTS PROPOSED

Project Name	Year of Need	Improvement Type
US 98 Interchange	2034	TBD
Socrum Loop Rd./Lakeland Hills Blvd. Interchange	2022	TBD
SR 559 Interchange*	2022	Signalize Ramp Terminals

\* Interim improvement

### MAINLINE PROJECTS PROPOSED

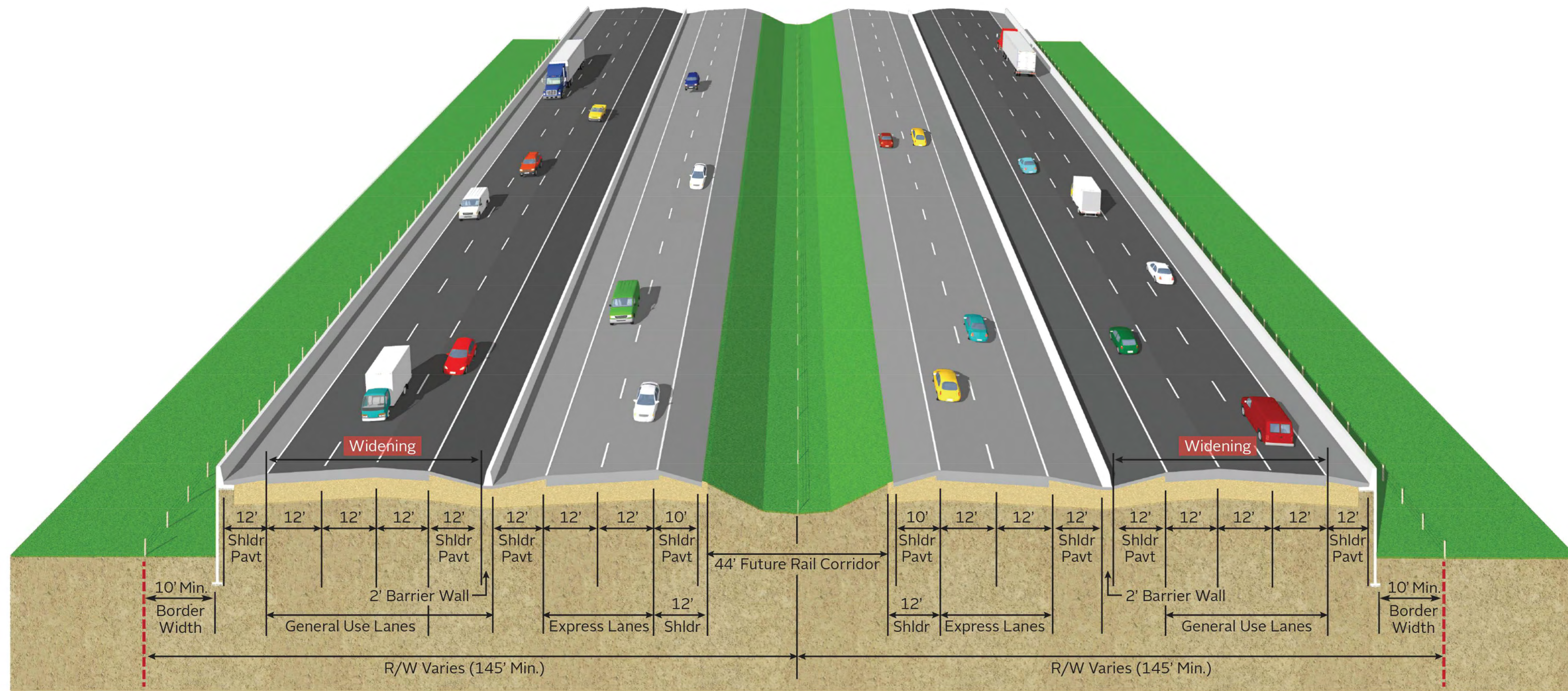
Project Name	Length (miles)	Year of Need
W. Of SR 570/Polk Parkway (West) to E. of US 98	7.0	2023
E. of US 98. to W. Of SR 570/Polk Parkway (East)	7.5	2030
W. Of SR 570/Polk Parkway (East). to W. of US 27	13.5	2034



**EXISTING TYPICAL SECTION**

## I-4 CORRIDOR MASTER PLAN

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



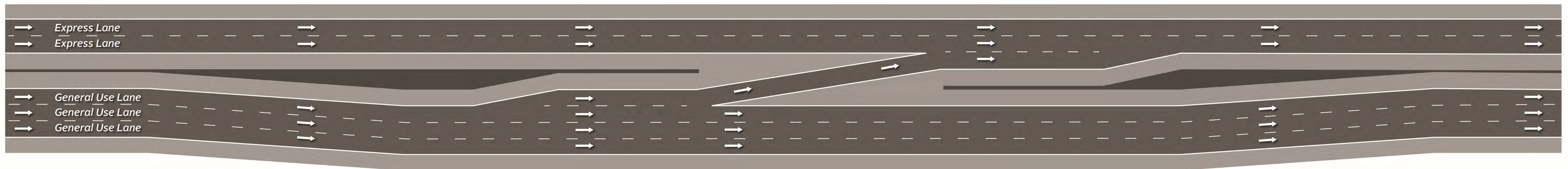
## RECOMMENDED TYPICAL SECTION

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

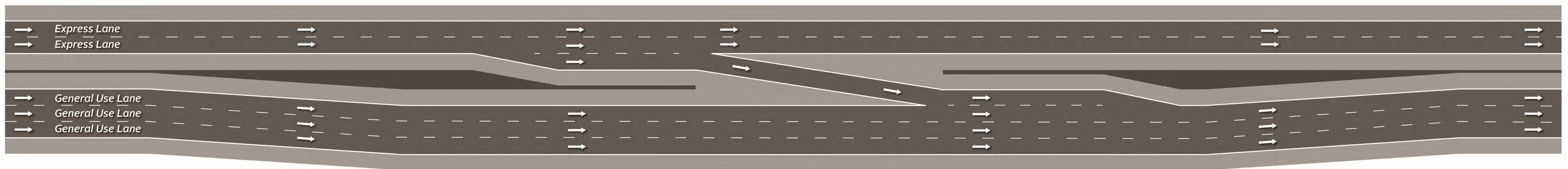
## I-4 CORRIDOR MASTER PLAN

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

## Slip Ramp Typical Ingress & Egress for Express Lanes with Barrier Separation



Slip Ramp - Typical Ingress



Slip Ramp - Typical Egress

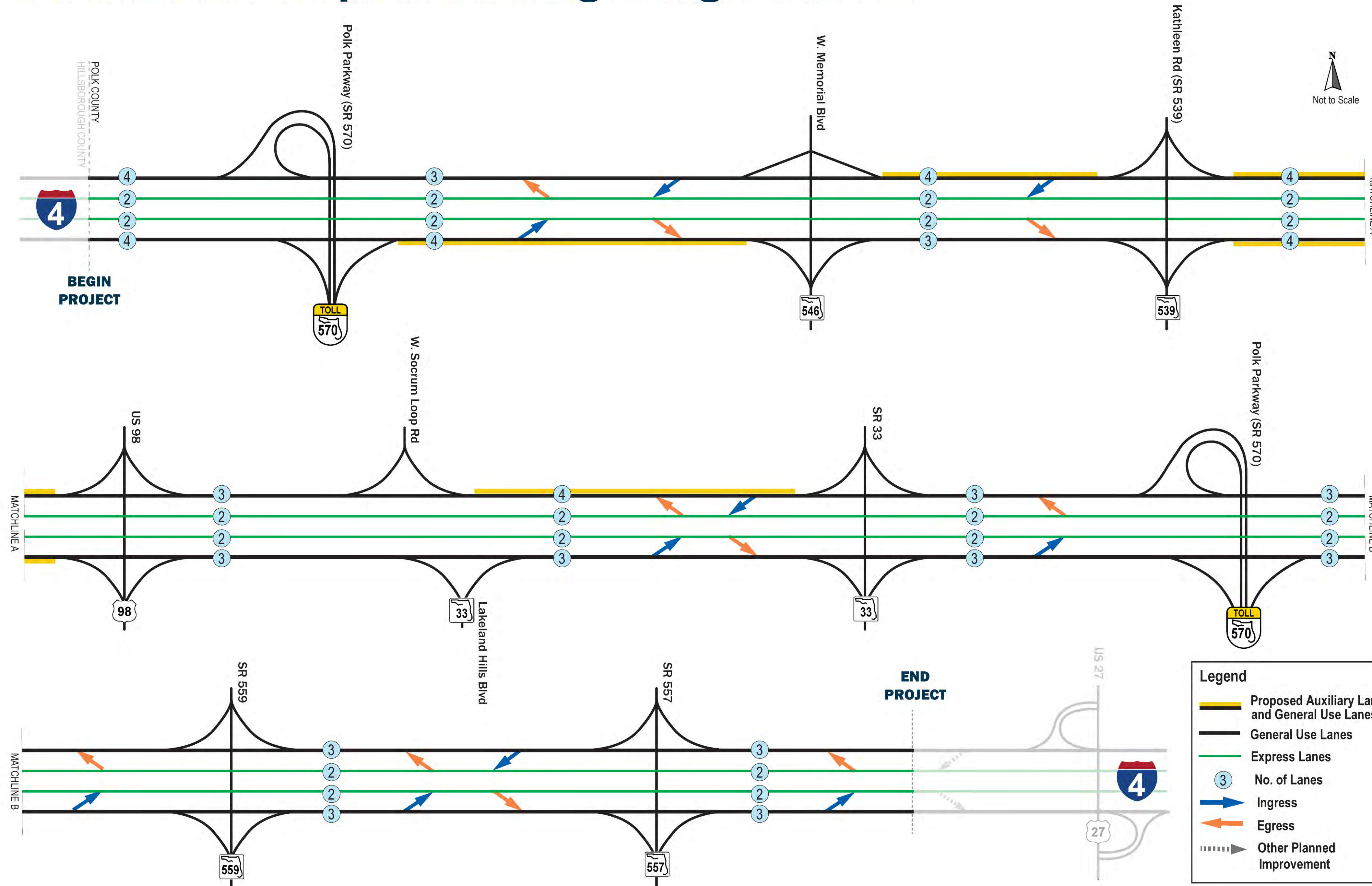
(Not to scale)

## I-4 CORRIDOR MASTER PLAN

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



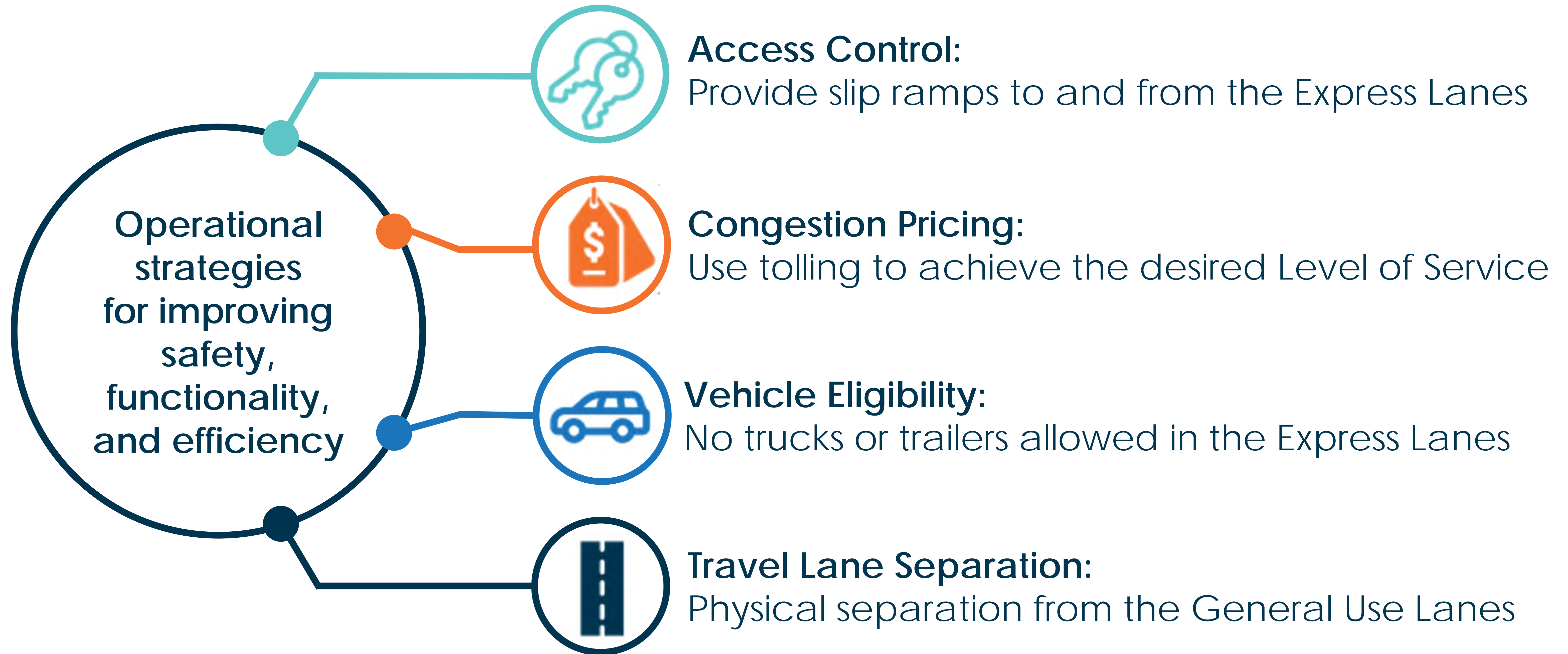
## 2045 Build Alternative General Use and Express Lanes Ingress-Egress Access



## I-4 CORRIDOR MASTER PLAN

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

## WHAT OPERATIONAL STRATEGIES ARE INCLUDED IN THE EXPRESS LANES?





# ABOUT THE PROJECT

## I-4 CORRIDOR

# RELATED PROJECTS

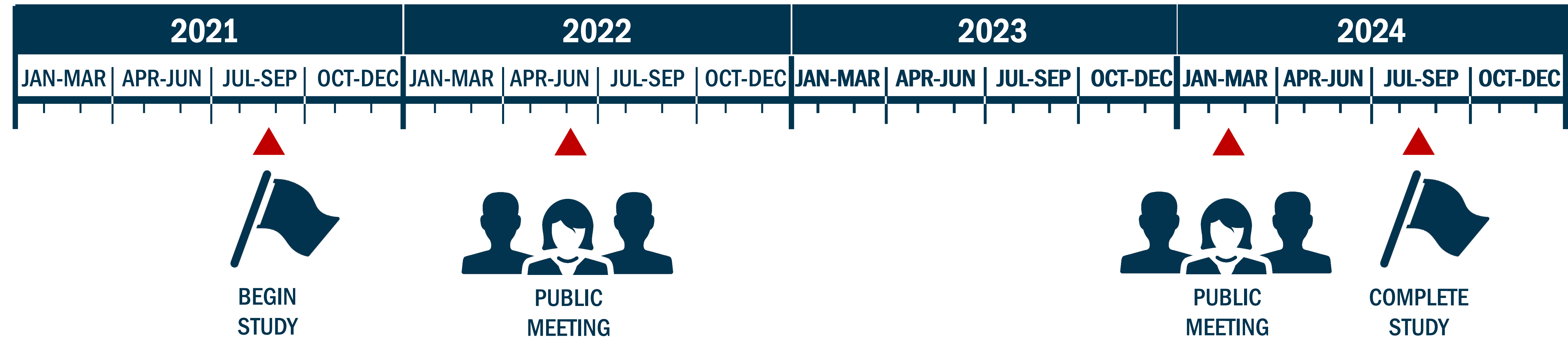
FPID	Project Name	Current Phase	Expected Completion Date (Current Phase)
201217-8	CSX Bridge over I-4 Replacement	Construction	Early 2024
430185-3	I-4 at SR 33 Interchange Reconstruction	Design	Late 2023
201215-3	I-4 at SR 557 Interchange Improvements	Construction	Early 2024
201210-5	I-4 at US 27 Interchange	PD&E	Mid 2024

NOTE: Information from [WWW.SWFLROADS.COM](http://WWW.SWFLROADS.COM)

## 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

