



August 2023

**I-4 (SR 400) from W of SR 570 (Polk Parkway) to
W of US 27 Interchange Master Plan, Phase 2
FPID: 442512-1-12-01
Facility Enhancement Element Report**





Facility Enhancement Element Report

Volume No. 1 of 1

August 2023

Polk County, Florida

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Prepared by RS&H, Inc. at the
direction of Florida Department of
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1 Introduction

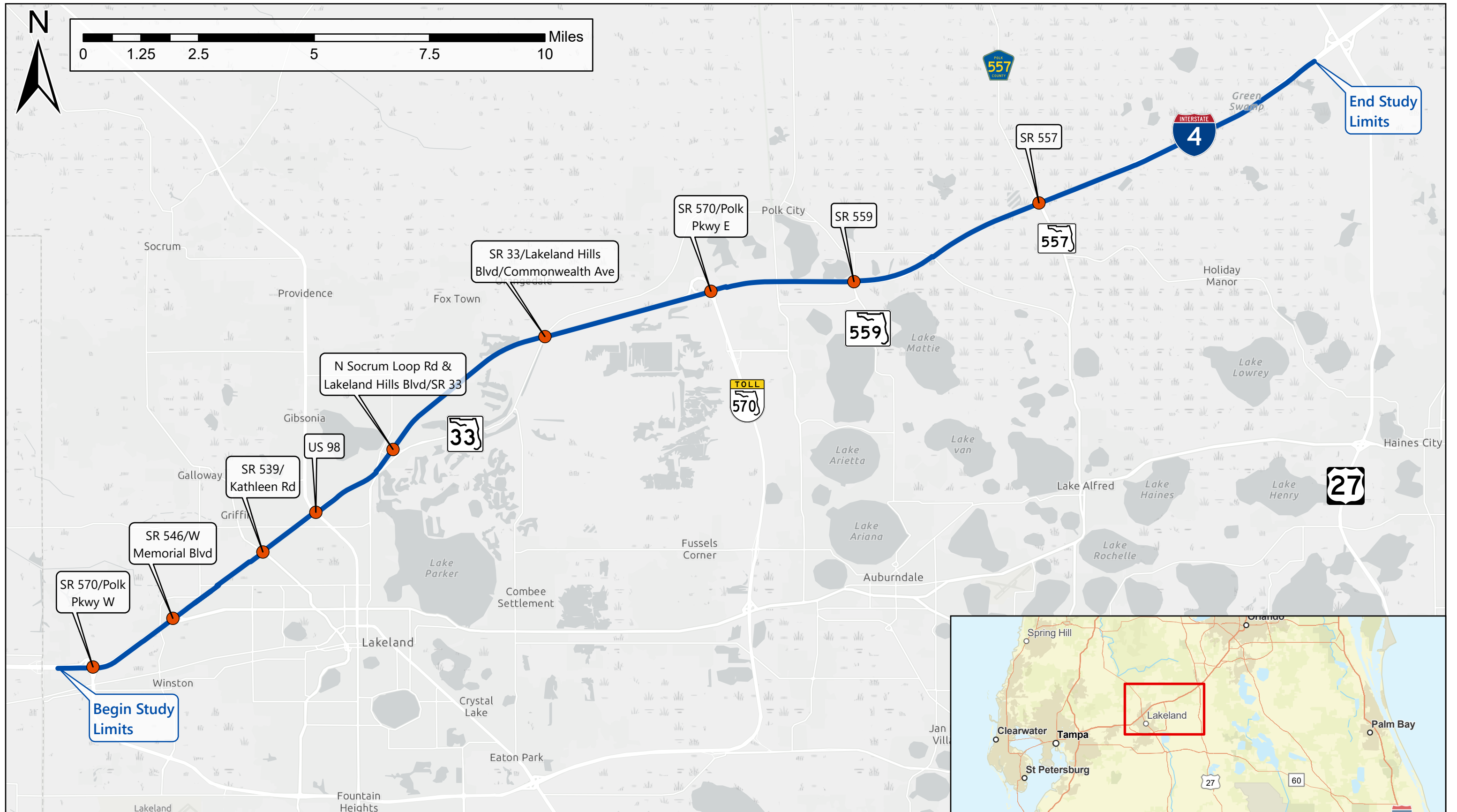
Interstate 4 (I-4) functions as the primary artery for vehicular traffic traveling east/west across central Florida. Within Polk County, the I-4 corridor connects Tampa and Orlando while also serving the residents of Lakeland and other adjacent areas of Polk County.

1.1 Study Description

The Florida Department of Transportation (FDOT) District One (D1) office has initiated the development of a Master Plan for I-4 throughout the District to determine improvement strategies that will meet future safety, operational, and capacity needs of this critical link in Florida's Strategic Intermodal System (SIS). I-4 supports tourism, economic development, emergency management, and the mobility of people and goods throughout the middle part of the state and is an important evacuation route in the event of a natural disaster. The project Purpose and Need is to address existing operational deficiencies and improve safety of I-4 within Polk County, accommodate future travel demand and maintain regional mobility, while enhancing emergency evacuation and response times.

1.2 Purpose of this Report

The purpose of this report is to document the development and analysis of the Recommended Alternative within the study area of the I-4 Master Plan from west of Polk Parkway (SR 570) to West of US 27 (Figure 1-1).



Legend

- I-4 Study Interchanges (9)
- Project Limits

Figure 1-1: Project Location Map

2 Mainline Alternatives

2.1 Typical Section Considerations

This section discusses the evaluation of the multimodal corridor and separation type. The rail aspect of the corridor required consideration per previous planning efforts and at the direction of FDOT District One. Buffer and barrier separation types were also evaluated as consideration was given to adding managed lanes.

2.1.1 Rail Envelope Accommodations

The addition of rail to the I-4 corridor was originally proposed in November 2000. Several PD&E studies along the I-4 corridor have historically accommodated an envelope for rail in the center median. As such, all currently proposed scenarios for the I-4 corridor accommodate the anticipated rail corridor by allocating an appropriately sized envelope in the center median.

2.1.2 Adjacent (D5 and D7) Mainline Improvements

The I-4 corridor has been under study for many years by FDOT District Five (D5) to the east and District Seven (D7) to the west with long-term improvements already well established by these two entities. This roughly 30-mile-long segment of I-4 in D1 must connect to and seamlessly operate with the I-4 Beyond the Ultimate (BtU) and Tampa Bay Next (TBNext) improvements that already have been approved and will likely be implemented before the D1 I-4 Master Plan improvements. The TBNext and I-4 BtU projects both add mainline capacity (additional through lanes) via the addition of tolled express lanes that are separated from the general use lanes (GULs) by either a delineated buffer or a barrier wall.

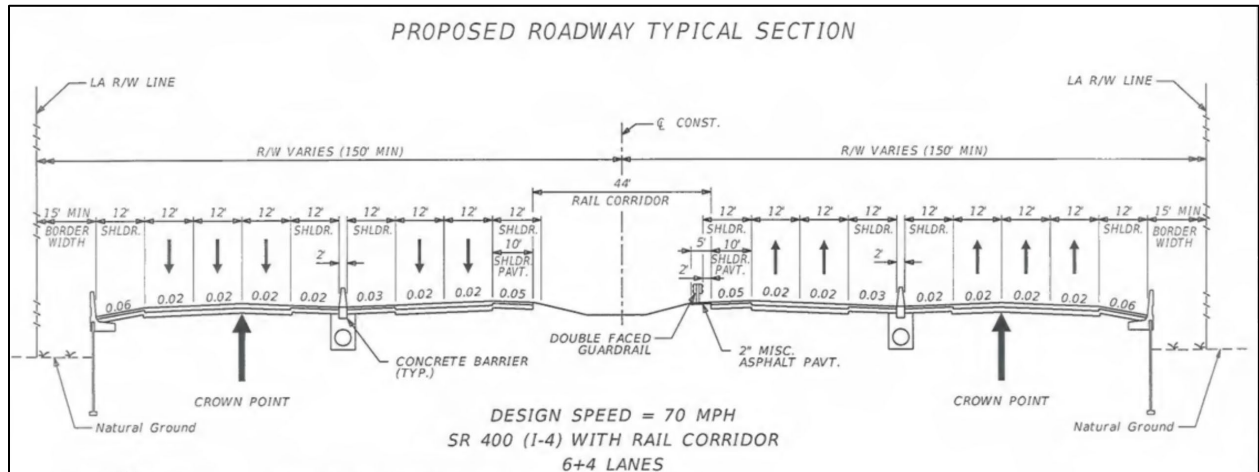
2.1.2.1 I-4 Beyond the Ultimate (BtU)

The goal of the I-4 Beyond the Ultimate program is to improve safety, mobility, and connectivity in Central Florida to the east and west of the I-4 Ultimate project. I-4 Beyond the Ultimate addresses the biggest challenges to mobility on I-4 in Volusia, Seminole, Orange, Osceola, and Polk counties. The improvements will take place in various locations along approximately 40 miles of I-4 — 20 miles on each side of the I-4 Ultimate project to the east and west. I-4 Beyond the Ultimate includes adding I-4 Express lanes along the interstate, but the addition will not cause the loss of any of the freeway general-purpose lanes.

The proposed typical section of I-4 BtU varies from 3-6 general use lanes (GULs) and two express lanes (ELs) in each direction. The proposed typical section adjacent to this study includes three GULs and two barrier-separated ELs in each direction with 12-foot inside and outside shoulders throughout and a 44' rail envelope in the median, as depicted in Figure 2-1. Express lane direct connect ramps are proposed at the SR 429 interchange; the nearest proposed express lanes ingress and egress from the GULs (non-direct-connect) are as follows:

- Eastbound ingress: within SR 429 interchange
- Westbound egress: within World Drive interchange

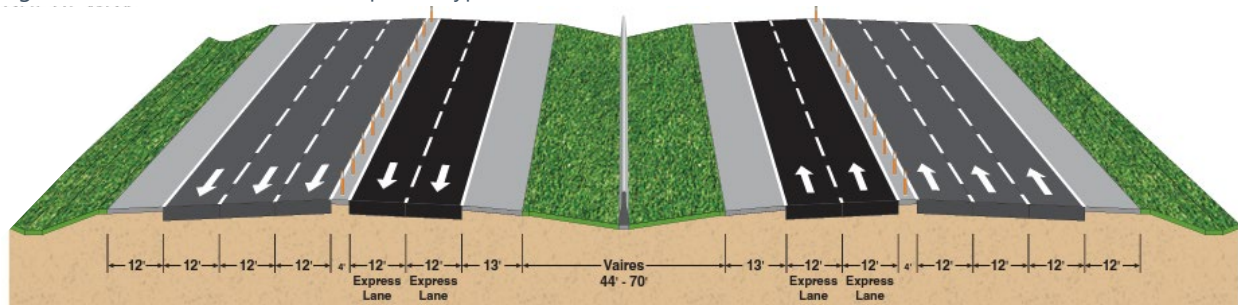
Figure 2-1: I-4 BtU Corridor Proposed Typical Section (west of US 27 to west of CR 532)



2.1.2.2 Tampa Bay Next (TBNext)

FDOT evaluated the need for a multi-lane transportation improvement on I-4 that include widening I-4 to add two buffer separated tolled express lanes in each direction to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. The final design provides two buffer separated tolled express lanes and three general use lanes in each direction. The design also accommodates a 44-foot transit envelope and in areas with significant right of way constraints, it is anticipated that transit would be elevated. The nearest proposed express lanes ingress (westbound) and egress (eastbound) are just west of the Polk Parkway (SR 570) interchange. A proposed typical section for TBNext is depicted in Figure 2-2.

Figure 2-2: TBNext I-4 Corridor Proposed Typical Section



2.1.3 Separation Types

During the evaluation of the Managed Lanes Alternative, two managed lane separation methods were considered for I-4: buffer and rigid barrier separation. The buffer separated typical section would include full-width shoulders and a four-foot buffer area that includes installation of supplemental separation devices (tubular markers) within the buffer space at five-foot spacing. This separation method requires less right-of-way and allows for easier retrofitting and future modifications/expansion of the system. The rigid barrier typical section would include concrete barrier separation and full-width shoulders on either side. The rigid barrier separation method requires a significant expansion of the existing roadway width and, possibly, additional right-of-way acquisition versus buffer separation.

2.2 Alternative Modes

Alternative modes are comprised of modes of transportation other than single passenger motor vehicles. Alternative modes that are permitted along the corridor include carpools/HOV and public transit. There are currently no alternative modes in use along I-4 within the study limits. However, the Polk Transportation Planning Organization (TPO) *Polk Transit Vision 2032* document published in December 2022 (Appendix A) outlines two planned transit routes along I-4 within the study limits.

The *I-4 Hopper* express route, which would operate mostly on I-4, would provide a direct and faster connection between Lakeland and SunRail services while also connecting all existing and proposed park-and-rides. This route would eventually connect to the Haines City SunRail station if implemented. Additionally, the *Lakeland to Tampa Express* route would serve as a regional connection to link to Tampa through the Hillsborough Area Regional Transit (HART) network via I-4. Once connected with the HART network, this peak-hour-only regional commuter express would allow commuters access to the HART network as well as other transit services west of Polk County.

2.3 Incident Management

Incident management is one of the most utilized tools in an advanced traffic management system (ATMS). Managed lanes typically require enhanced/additional incident management resources to meet operational performance requirements. Convenient access to these managed lanes for incident management personnel, such as service patrol (Road Rangers), Florida Highway Patrol (FHP), fire rescue, and other emergency vehicles is critical for safe and quick clearance of disabled vehicles. Incident management is discussed for both buffer and rigid barrier separation methods.

The buffer separation between general use and managed lane facilities is four feet wide with tubular markers installed in between to provide an additional physical and visual separation. These flexible tubular markers can be crossed over at low speeds by incident management and emergency vehicles in response to incidents in the managed lanes. Essentially, access to and from the managed lanes facility by incident management and emergency vehicles is possible throughout the limits of the project.

The rigid barrier separation method does not provide continual access to and from the managed lanes facility. Access for incident management and emergency vehicles must be designed and implemented in the rigid barrier separation system and emergency access gates (Figure 2-3) may need to be considered for access. Outside of the access points provided to the general motoring public, emergency access crossovers can be constructed at strategic points along the managed lanes facility. The emergency access crossovers are openings in the rigid barrier that provide same-direction access for incident management and emergency vehicles. These crossovers are designed with specific signing and pavement marking that restricts and deters the general motoring public from accessing the managed lanes facility.

Figure 2-3: Emergency Access Gate



Advance coordination with law enforcement and incident management agencies is key to providing a managed lanes facility with quick clearance to improve safety and mobility. This is a critical item to consider with the limited access of rigid barrier separation. Interagency response plans organize all responding agencies to determine which agency can access the incident location as quickly as possible. Advance coordination can help avoid unnecessary use of additional emergency resources when responding. This coordination may result in a change of dispatch protocol to ensure the correct agency is sent to clear the scene. In support of this coordination, a Concept of Operations (ConOps) document will be completed during the PD&E phase.

In the event of an emergency, the study area falls under the partial or complete jurisdiction of several responding agencies, as listed below:

- Florida Highway Patrol (FHP)
- Lakeland Police Department
- Lakeland Fire Department
- Polk County Fire Rescue
- Polk County Sheriff

2.4 Intelligent Transportation Systems (ITS)

I-4 Florida's Regional Advanced Mobility Elements (I-4 FRAME) is a regional, intercity integrated corridor management (ICM) project running from the Central Business District in Tampa to the southwest side of Orlando at the Florida Turnpike. I-4 and the other ICM routes cross four (4) counties: Hillsborough, Polk, Osceola, and Orange. I-4 FRAME will cover 77 miles of I-4, 122 miles of other limited-access routes, and signalized arterial roadways with a total of 491 traffic signal systems. The segment of I-4 that spans the

limits of this Master Plan is within the I-4 FRAME project corridor and can thus be expected to incorporate the following proposed strategies.

The I-4 FRAME project will deploy an advanced Integrated Corridor Management system consisting of next-generation traffic incident, work zone, road weather, back-of-queue warning and speed harmonization alerts and messages with vehicle-to-infrastructure technologies, including roadside units (RSUs) (U.S. Department of Transportation, n.d.). The project will deploy roadside units with dedicated short-range communications and cellular vehicle-to-everything capabilities to allow travelers to receive mobility-related messages. The I-4 FRAME project will also use Florida Department of Transportation's customer-centric FL511 website and smartphone application to provide real-time information to travelers. Roles and responsibilities have been identified for FDOT District 1 (Florida Department of Transportation, 2022), District 5 (Florida Department of Transportation, 2022), and District 7 (Transportation, 2022).

2.5 Alternatives Development and Considerations

Initially, two alternatives were considered in the Phase 2 Master Plan based on operational and safety analyses as well as public input collected during Phase 1: 1) addition of two general use lanes (GULs) in each direction, 2) addition of two express lanes (ELs) in each direction (managed lanes alternative). Based on the quantitative operational comparison conducted, the managed lanes alternative is expected to achieve higher mean travel speeds in the design year (2045) than the GUL alternative in both the AM and PM peak hours. Both alternatives exhibit superior performance when compared to the No-Build condition.

In order to further compare the two alternatives, several qualitative factors were considered, as follows:

- **Express lanes provide improved travel time reliability.** With respect to transit: express buses using ELs offer faster, more reliable service than buses in GULs. With respect to emergency vehicles: improved and more predictable response times in ELs vs. GULs. Passenger vehicles will also benefit from improved travel time reliability.
- **Express lanes provide road users with travel options.** There is no requirement to use/pay the EL toll. Users have the option to use ELs for time-sensitive trips and can choose ELs when they believe the value of their time savings exceeds the toll cost.
- **Express lanes address driver expectancy by providing consistency with adjacent I-4 BtU and TBNext EL systems.** ELs provide more systemwide continuity for regional trips between Tampa and Orlando, ensuring regional travel time reliability.
- **Express lanes reduce fuel consumption and air pollution.** Stop-and-go conditions in GULs produce more emissions and increase wear-and-tear on vehicles.
- **Consistent vehicle speeds in express lanes may reduce crashes vs. variable speeds in congested GULs.**
- **Express lanes provide revenue to support future maintenance, roadside services, and enforcement.**

From an operational standpoint, buffer-separated and barrier-separated ELs perform similarly. However, buffer-separated ELs, which are separated using a striped buffer and tubular markers, utilize less space as no additional shoulder is required on the inside of the inner GUL or the outside of the outer EL. On the

other hand, the additional shoulders required to accommodate barrier-separated ELs offer a safety benefit by providing additional space for vehicles to pull over when necessary. Buffer-separated ELs are more demanding from a maintenance standpoint, as tubular markers often require repair/replacement when struck by vehicles deviating from their travel paths.

Improvements to traffic operations, safety, regional travel time reliability, user options, systemwide continuity, and environmental benefits with small right-of-way impacts combine to make barrier-separated express lanes the recommended mainline strategy. Considering the differentiating factors outlined in the previous paragraph, barrier-separated ELs are the preferred configuration of the recommended mainline strategy. However, the final decision to select the express lanes separation type will be made during the PD&E phase.

3 Recommended Alternative and Priority List

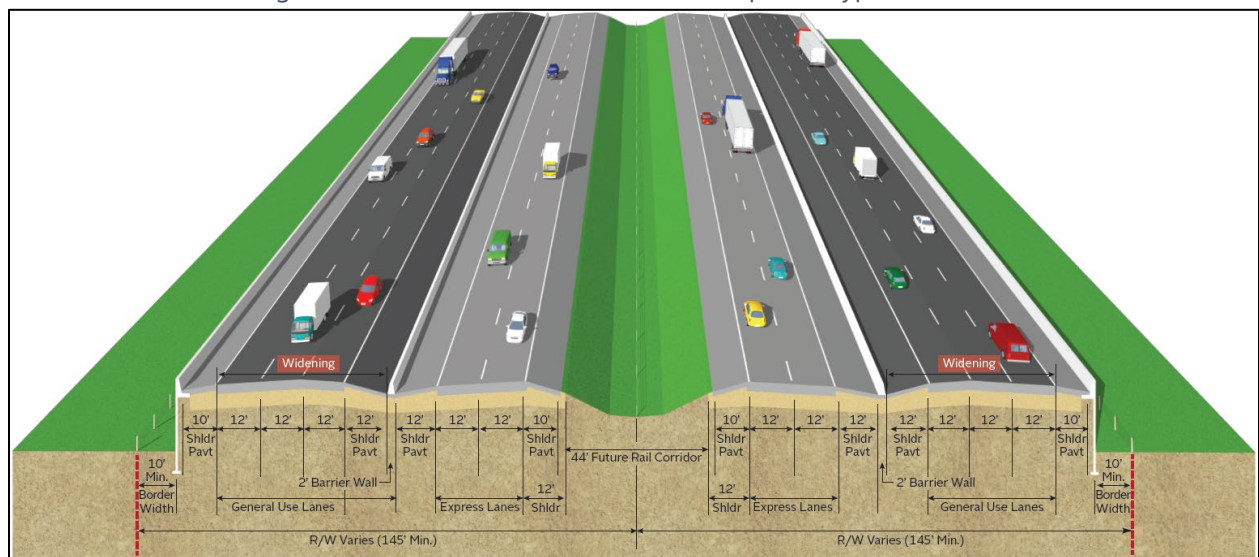
3.1 Mainline Recommended Alternative

The Recommended Alternative is the managed lanes alternative in the form of barrier-separated express lanes; however, the final decision to select the express lanes separation type will be made during the PD&E phase. This alternative consists of the typical section described in Section 3.1.1. Concept plans are included in Appendix B. The inclusion of auxiliary lanes at select locations within the study area will be evaluated in the subsequent PD&E study.

3.1.1 Typical Section

The proposed typical section depicted in Figure 3-1 is expected to be consistent throughout the study limits, with the exception that the addition of auxiliary lanes along segments between interchanges that have a deficient segment level of service (LOS) will be considered in the subsequent PD&E study.

Figure 3-1: Recommended Alternative Proposed Typical Section



3.2 Access Plan

No changes are anticipated for the access classification for I-4 within the Master Plan study limits, nor are additional interchange access points. Improvements will likely be required for some of the interchanges within the project limits to reduce congestion to and from the I-4 mainline. Interchange improvements will be studied in greater detail during subsequent PD&E phases. Any access modifications to adjacent property at the interchanges will be in compliance with FS 335.199.

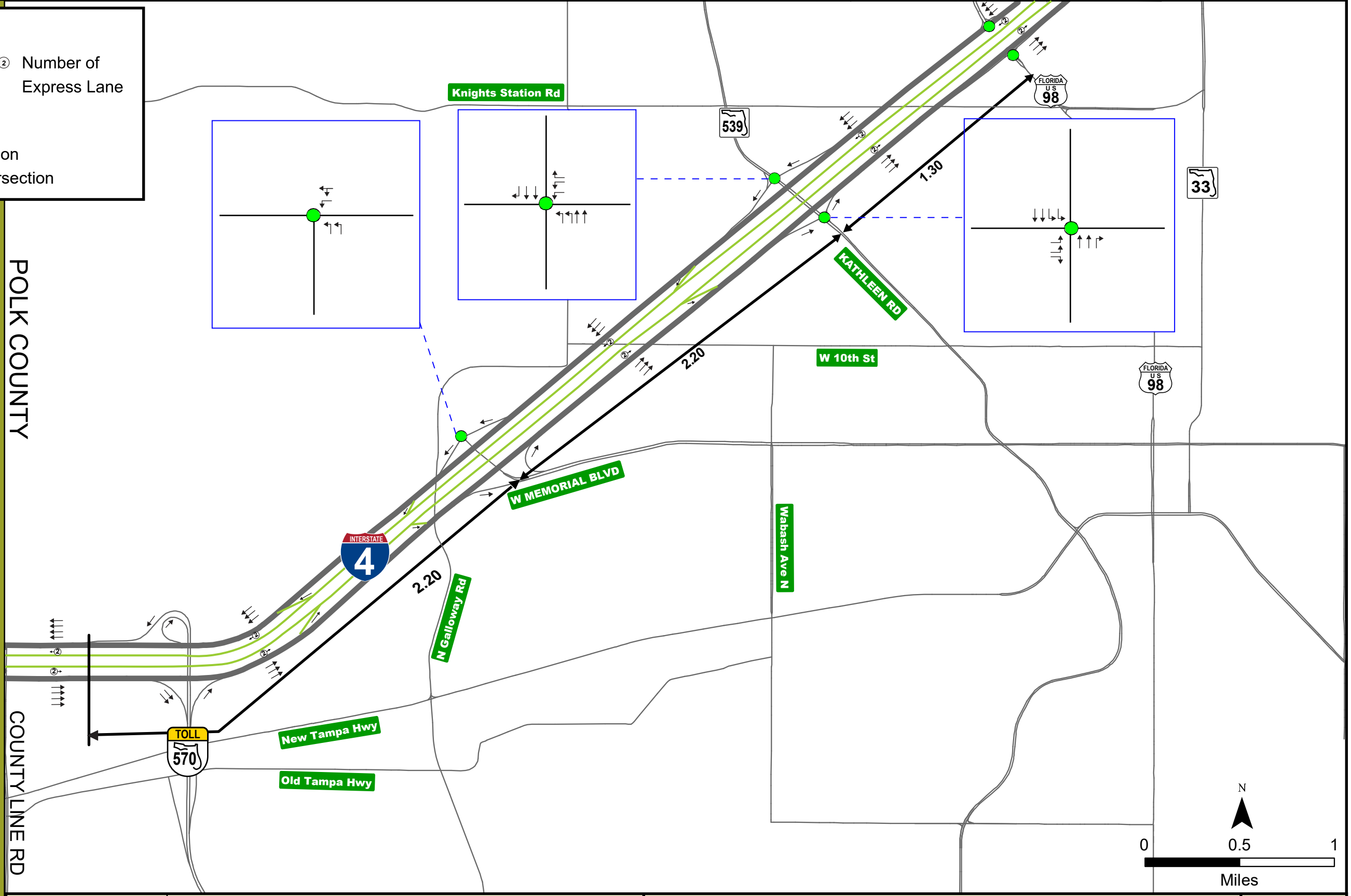
The Recommended Alternative creates a new mainline typical section that provides two tolled express lanes (thru lanes) in each direction that are barrier-separated from the GULs, as depicted in Figure 3-1. Access to and from the ELs is expected to be provided by a series of slip ramps strategically positioned along this corridor to provide opportunities to move into and out of the ELs. The ELs provide vehicles traveling through this section of I-4 with an opportunity to travel in lanes that are less impacted by expected interchange merge- and diverge-related congestion and should be attractive to vehicles with longer distance trip destinations.

Preliminary placement of the slip ramps was determined during the traffic analysis component of the Master Plan based on interchange locations and traffic demand volumes. The line diagram (Figure 3-2) depicts the approximate locations of the slip ramps. The published express lane access points are initial locations based on a high-level preliminary evaluation with final access points to be determined in the PD&E phase and with consultation of Florida's Turnpike Enterprise.

Legend

- Interstate (I-4)
- Arterial
- Express Lane
- Lane Geometry
- Signalized Intersection
- Non Signalized Intersection
- Number of Express Lane

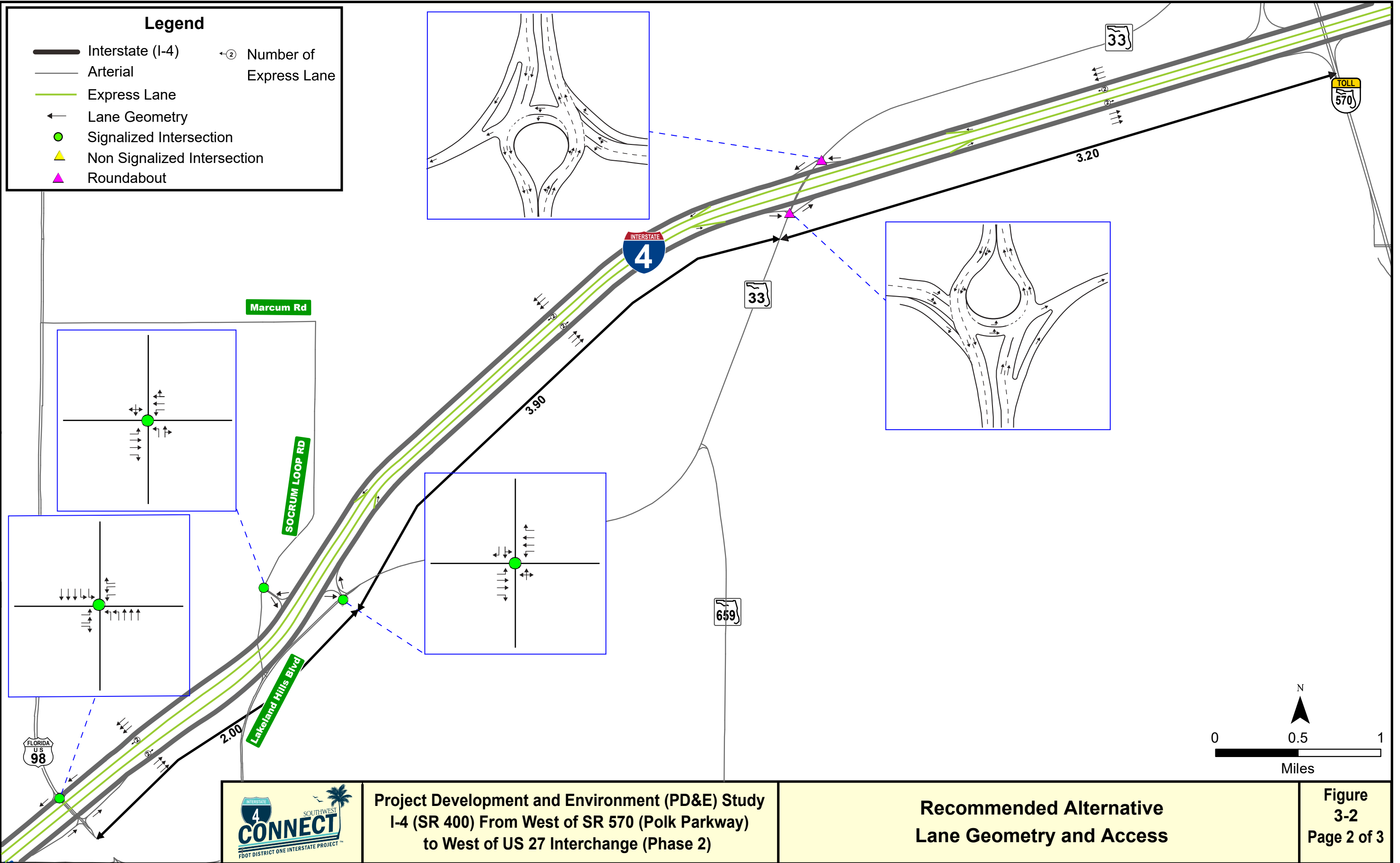
POLK COUNTY
HILLSBOROUGH COUNTY



**Project Development and Environment (PD&E) Study
I-4 (SR 400) From West of SR 570 (Polk Parkway)
to West of US 27 Interchange (Phase 2)**

**Recommended Alternative
Lane Geometry and Access**

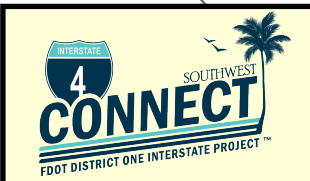
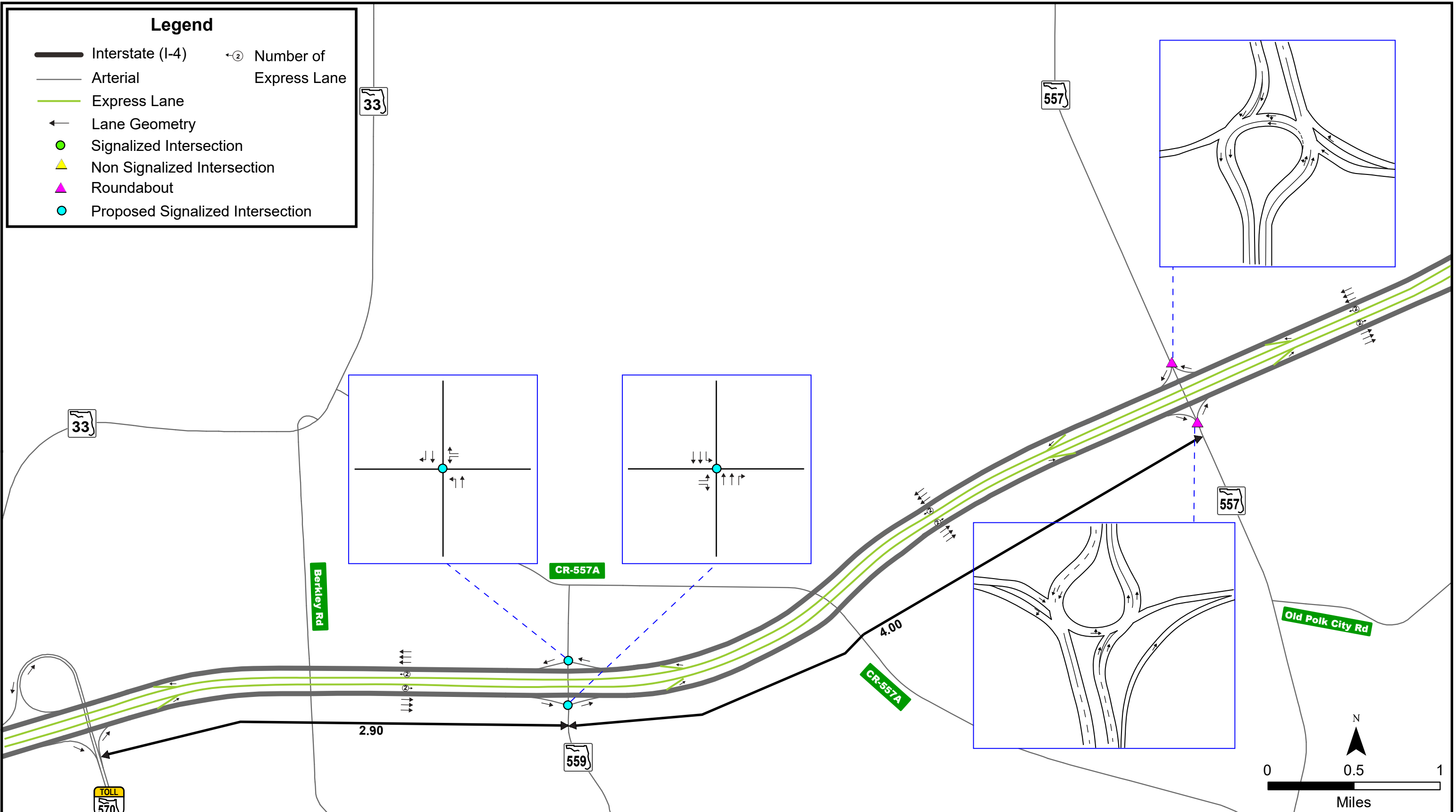
**Figure
3-2
Page 1 of 3**



**Project Development and Environment (PD&E) Study
I-4 (SR 400) From West of SR 570 (Polk Parkway)
to West of US 27 Interchange (Phase 2)**

**Recommended Alternative
Lane Geometry and Access**

**Figure
3-2
Page 2 of 3**



Project Development and Environment (PD&E) Study
I-4 (SR 400) From West of SR 570 (Polk Parkway)
to West of US 27 Interchange (Phase 2)

Recommended Alternative
Lane Geometry and Access

Figure
3-2
Page 3 of 3

3.3 Interchanges

A planning-level evaluation of the interchanges based on the traffic operations analysis was evaluated in the Draft Build Alternatives Analysis Report submitted on May 31st, 2023 (Appendix C). It should be noted that the intersection improvements outlined are for general planning and discussion purposes only and do not determine engineering and operational acceptability. Further interchange improvements will be developed and analyzed based on detailed VISSIM microsimulation that will be conducted in the subsequent PD&E study phase.

The following interchanges are located along I-4 within the study area:

- SR 570 (Polk Parkway, West)
- SR 539
- US 98
- CR 582/SR 33
- SR 33
- SR 570 (Polk Parkway, East)
- SR 559
- CR 557

Interchanges at County Line Road and US 27 are adjacent to the study area.

3.3.1 I-4 at SR 33

The right-turn lane of the eastbound I-4 off-ramp to SR 33 should be modified by replacing the existing merge lane with a dedicated receiving lane.

3.3.2 I-4 at SR 557

The right-turn lane of the eastbound I-4 off-ramp to SR 557 should be modified by replacing the existing merge lane with a dedicated receiving lane. The right-turn lane of the westbound off-ramp should also be modified by replacing the existing merge lane with a dedicated receiving lane.

3.4 Recommended Alternative Analysis

3.4.1 Construction Cost

The study area was segmented between each interchange, and itemized construction costs were prepared for each segment. The roadway, drainage, signing, pavement marking, and lighting cost estimates were based on the FDOT Long Range Estimate (LRE) WDUI68-U-25-BB, "Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill & Resurface Existing; 10' Shoulders Outside" (Appendix D). A conservative factor of 2.5 was applied to these costs to account for the differences between the LRE condition and the Recommended Alternative (barrier-separated express lanes), which includes additional lanes (10 vs. 8), barrier wall, and shoulders, along with slip ramps and a median transit envelope. Bridge costs are based on widening-based impacts related to the implementation of the Recommended Alternative. The impacted bridges and the cost associated with the impacts are listed in Table 3-1 and documented in Appendix E. The full estimate of construction costs is listed in Table 3-2.

Table 3-1: Bridge Impacts

Bridge ID	Bridge Number	Bridge Identifier	Segment	Bridge Type	Bridge Disposition	Phase Constructed ¹	Superstructure Type	Existing Bridge Demo			Proposed Bridge ²			Total Cost (\$)
								Unit Cost (\$/SF)	Quantity (SF)	Cost (\$)	Unit Cost (\$/SF)	Quantity (SF)	Cost (\$)	
1	160234	Eastbound 570 over I-4 (Western Polk Pkwy Interchange)	1	Overpass	Replacement	Yes	PS Concrete	\$ 72.00	9,540.00	\$ 686,880.00	\$ 212.04	9,540	\$ 2,022,861.60	\$ 2,709,741.60
2	160235	Westbound 570 over I-4 (Western Polk Pkwy Interchange)	1	Overpass	Replacement	Yes	PS Concrete	\$ 72.00	13,660.00	\$ 983,520.00	\$ 212.04	13,660	\$ 2,896,466.40	\$ 3,879,986.40
3	160236	Clark Road over I-4	1	Overpass	Replacement	Yes	PS Concrete	\$ 72.00	14,930.00	\$ 1,074,960.00	\$ 212.04	14,930	\$ 3,165,757.20	\$ 4,240,717.20
4	160298	North Galloway Road over I-4	1	Overpass	Replacement	Yes	Steel	\$ 72.00	22,080.00	\$ 1,589,760.00	\$ 246.24	22,080	\$ 5,436,979.20	\$ 7,026,739.20
5	160330	Memorial Blvd Ramp over I-4	2	Overpass	Replacement	Yes	Steel	\$ 72.00	32,650.00	\$ 2,350,800.00	\$ 246.24	32,650	\$ 8,039,736.00	\$ 10,390,536.00
12	160310	Westbound I-4 over US 98	4	Mainline	Widening	No	Steel	\$ 150.00	1,833.90	\$ 275,085.09	\$ 279.30	12,850	\$ 3,589,005.00	\$ 3,864,090.09
13	160311	Eastbound I-4 over US 98	4	Mainline	Widening	No	Steel	\$ 150.00	1,833.90	\$ 275,085.09	\$ 279.30	11,420	\$ 3,189,606.00	\$ 3,464,691.09
15	160177	Westbound I-4 over CR 582 (Socrum Loop Road)	5	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	9,540.00	\$ 686,880.00	\$ 212.04	18,280	\$ 3,876,091.20	\$ 4,562,971.20
16	160178	Eastbound I-4 over CR 582 (Socrum Loop Road)	5	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	9,400.00	\$ 676,800.00	\$ 212.04	17,050	\$ 3,615,282.00	\$ 4,292,082.00
18	160181	Westbound I-4 over SR 33	6	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	13,510.00	\$ 972,720.00	\$ 212.04	24,210	\$ 5,133,488.40	\$ 6,106,208.40
19	160182	Eastbound I-4 over SR 33	6	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	13,510.00	\$ 972,720.00	\$ 212.04	25,100	\$ 5,322,204.00	\$ 6,294,924.00
20	160281	Westbound 570 over I-4 (Eastern Polk Pkwy Interchange)	8	Overpass	Replacement	Yes	PS Concrete	\$ 72.00	9,630.00	\$ 693,360.00	\$ 212.04	9,630	\$ 2,041,945.20	\$ 2,735,305.20
21	160282	Eastbound 570 over I-4 (Eastern Polk Pkwy Interchange)	8	Overpass	Replacement	Yes	PS Concrete	\$ 72.00	13,790.00	\$ 992,880.00	\$ 212.04	13,790	\$ 2,924,031.60	\$ 3,916,911.60
23	160184	Westbound I-4 over Berkley Road	8	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	14,990.00	\$ 1,079,280.00	\$ 212.04	27,850	\$ 5,905,314.00	\$ 6,984,594.00
24	160185	Eastbound I-4 over Berkley Road	8	Mainline	Replacement	Yes	PS Concrete	\$ 72.00	14,990.00	\$ 1,079,280.00	\$ 212.04	26,860	\$ 5,695,394.40	\$ 6,774,674.40

1. Phase constructed bridges include a 20% increase in the unit cost.
2. Unit Cost is based on a 14% increase over the average SDG cost estimate to account for market increases.

Table 3-2: Construction Cost Estimate for Preliminary I-4 Corridor Segments

Segment	Segment Length (mi)	Segment Description	Roadway	Bridge ¹	Drainage	Signing	Pavement Markings	Lighting	Segment Subtotal
1	2.2	West of SR 570 (Polk Parkway W) to SR 546 (W Memorial Boulevard)	\$50,964,844.43	\$17,857,184.40	\$9,613,340.00	\$2,482,986.00	\$951,433.89	\$4,290,000.00	\$86,159,788.72
2	2.2	SR 546 (W Memorial Boulevard) to SR 539 (Kathleen Road)	\$50,964,844.43	\$10,390,536.00	\$9,613,340.00	\$2,482,986.00	\$951,433.89	\$4,290,000.00	\$78,693,140.32
3	1.3	SR 539 (Kathleen Road) to US 98	\$30,115,589.89	-	\$5,680,610.00	\$1,467,219.00	\$562,210.94	\$2,535,000.00	\$40,360,629.82
4	2.0	US 98 to Socrum Loop Road	\$46,331,676.75	\$7,328,781.18	\$8,739,400.00	\$2,257,260.00	\$864,939.90	\$3,900,000.00	\$69,422,057.83
5	3.9	Socrum Loop Road to SR 33	\$90,346,769.66	\$8,855,053.20	\$17,041,830.00	\$4,401,657.00	\$1,686,632.81	\$7,605,000.00	\$129,936,942.67
6	3.2	SR 33 to SR 570 (Polk Parkway E)	\$74,130,682.80	\$12,401,132.40	\$13,983,040.00	\$3,611,616.00	\$1,383,903.84	\$6,240,000.00	\$111,750,375.04
7	2.9	SR 570 (Polk Parkway E) to SR 559	\$67,180,931.29	-	\$12,672,130.00	\$3,273,027.00	\$1,254,162.86	\$5,655,000.00	\$90,035,251.14
8	4.0	SR 559 to SR 557	\$92,663,353.50	\$20,411,485.20	\$17,478,800.00	\$4,514,520.00	\$1,729,879.80	\$7,800,000.00	\$144,598,038.50
9	6.0	SR 557 to west of US 27	\$138,995,030.25	-	\$26,218,200.00	\$6,771,780.00	\$2,594,819.70	\$11,700,000.00	\$186,279,829.95
Category Subtotal			\$641,693,722.99	\$77,244,172.38	\$121,040,690.00	\$31,263,051.00	\$11,979,417.62	\$54,015,000.00	
Grand Total									\$937,236,053.98

1: Bridges at interchanges are included with the segment that begins at that roadway.

3.4.2 Right of Way Cost

Right-of-way costs were estimated based on planning level cost per acre provided by FDOT. Planning level costs vary by county and by rural and urban context; Table 3-3 lists these assumptions. The right-of-way cost estimates by segment are listed in Table 3-4.

Table 3-3: Planning Level Right-of-Way Cost Per Acre Assumptions

County	Suburban Per Acre	Rural Per Acre
Polk	\$750,000	\$350,000

Table 3-4: Planning Level Right-of-Way Cost Estimates

Segment	Acres of Impact	Cost per Acre	ROW Cost
SR 570 to Memorial Highway	2.75	\$350,000	\$962,500
SR 570 to Memorial Highway	0.89	\$350,000	\$311,500
Memorial Highway to Kathleen Road	0.02	\$350,000	\$7,000
Memorial Highway to Kathleen Road	0.19	\$350,000	\$66,500
Kathleen Road to US 98	0.04	\$750,000	\$30,000
US 98 to Socrum Loop Road	0.05	\$750,000	\$37,500
Socrum Loop Road to SR 33	0.13	\$750,000	\$97,500
Socrum Loop Road to SR 33	0.16	\$750,000	\$120,000
Total Acres of Impact	4.23	Total ROW Cost	\$1,632,500

3.5 Preliminary Master Plan Priority List

This section will be addressed in the upcoming Draft Facility Operations and Preservation Element Report.

3.6 Preliminary Proposed Projects Implementation List

This section will be addressed in the upcoming Draft Facility Operations and Preservation Element Report.

4 References

- Florida Department of Transportation. (2022, September 9). *FDOT District 1 I-4 FRAME Roles and Responsibilities*. Retrieved from <https://teo.fdot.gov/architecture/architectures/d1/html/randrs/rrarea144.html>
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- U.S. Department of Transportation. (n.d.). *Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program - Florida*. Retrieved from <https://ops.fhwa.dot.gov/fastact/atcmtd/2019/awards/factsheet/pdf/florida.pdf>