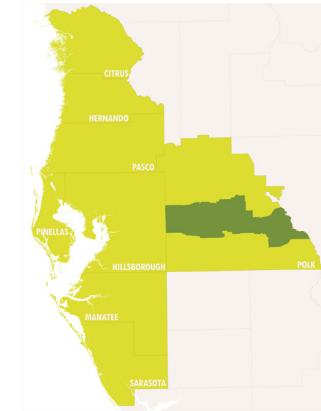
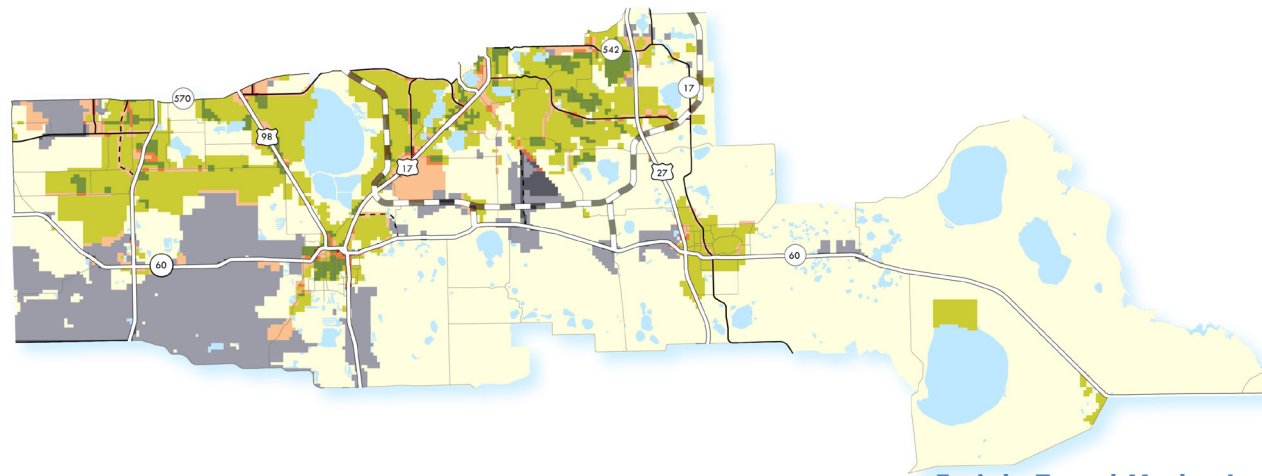


FREIGHT TRAVEL MARKET SUMMARY NO. 10: POLK COUNTY EAST-WEST (SR 60)



Trends and Conditions

- Truck traffic in the travel market is forecast to nearly double between 2010 and 2035.
- Truck traffic is projected to nearly triple on freeways in response to the planned Winter Haven ILC and Central Polk Parkway.
- Auto volumes are expected to grow primarily on regional freight mobility corridors, which carry the bulk of total traffic in the travel market.
- Trucks are projected to comprise around 24 percent of total traffic in the travel market by 2035 and over 25 percent on freeways and regional freight mobility corridors.
- With the advent of the Winter Haven ILC, it is expected that the majority of truck trips in the area will consist of long-haul heavy truck trips that have at least one trip end outside of the travel market.

Freight Travel Market Issues

- Large increases in truck and train traffic and shifting freight travel patterns due to planned Winter Haven ILC and Central Polk Parkway
- Access to I-4 and Polk Parkway from Winter Haven ILC
- Conflicts between anticipated truck traffic on SR 60 and livability goals in central Bartow
- Truck/commuter conflicts on SR 60, US 27, and US 98, especially in absence of Central Polk Parkway
- Uncertainty surrounding construction of Central Polk Parkway
- High truck travel demand between I-4 and Florida Turnpike/Southeast Florida via US 27 and SR 60

Potential Strategies/Projects

- ITS/signal optimization/channelization on SR 60, through Bartow and Lake Wales and on US 98 between SR 60 and Polk Parkway
- Capacity enhancements on SR 60 (4D to 6D) to serve Winter Haven ILC
- Operational improvements to US 27
- Freight friendly design on SR 60 and US 27 (outside urban areas), Pollard Road, and Central Polk Parkway interchanges
- Lane restriction within or truck routing around Dixieland and Downtown Lakeland

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	284,888	4%	213,513	4%	71,375	5%	25.1%
Regional Freight Mobility Corridor	4,552,004	71%	3,337,621	68%	1,214,383	79%	26.7%
Other Designated Freight Distribution Route	1,513,212	23%	1,266,910	26%	246,302	16%	16.3%
FAC Street	92,621	1%	91,635	2%	986	0%	1.1%
Total	6,442,725	100%	4,909,679	100%	1,533,046	100%	23.8%