



U.S. 92 (Memorial Boulevard)



Project Development and Environment (PD&E) Study

From Walker Avenue to S.R. 33 (Lakeland Hills Boulevard)
in Polk County, Florida

ALTERNATIVES PUBLIC INFORMATION WORKSHOP

Thursday, September 17, Informal Open House - 5 p.m. to 7 p.m.

Location: Coleman Bush Building, 1104 Martin Luther King Jr. Ave. Lakeland, FL

Tuesday, September 22, Online Option - 6 p.m. | GoToWebinar

PROJECT BACKGROUND

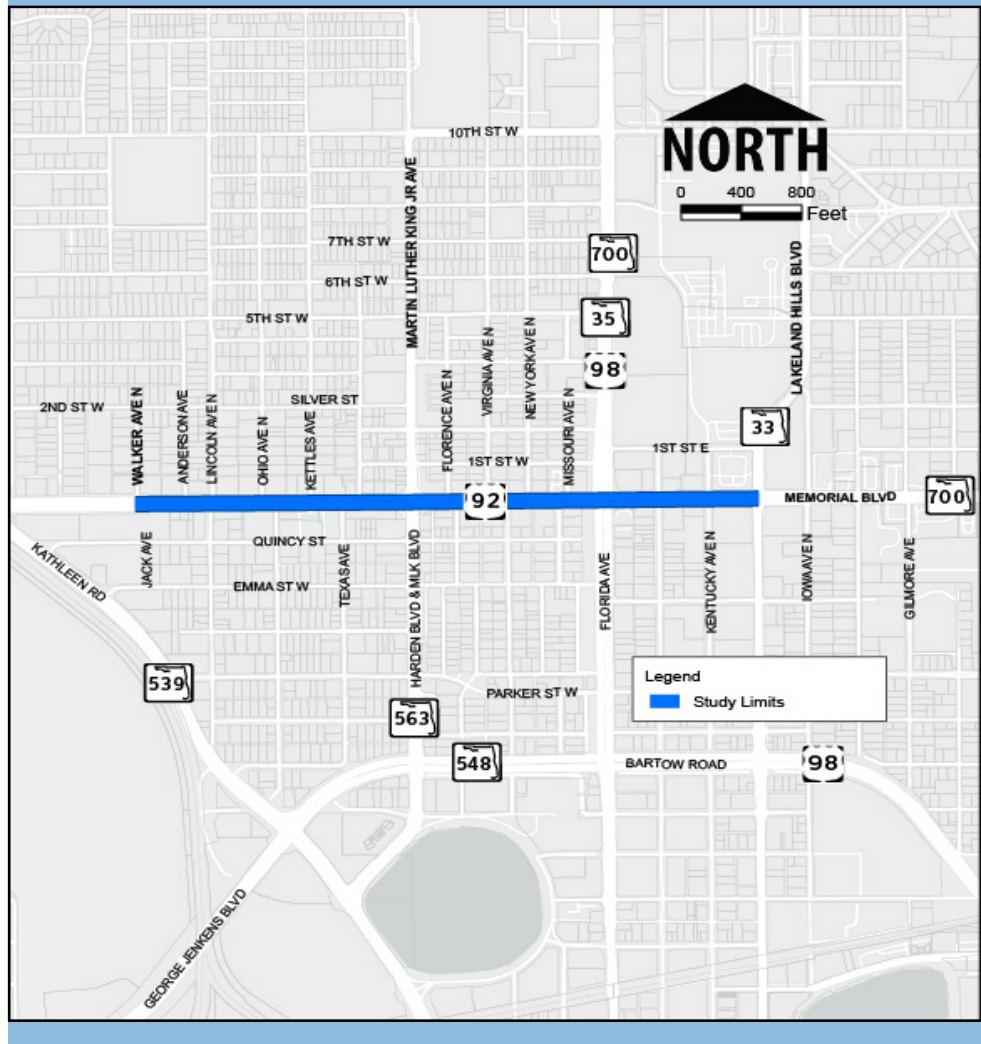
The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study to evaluate proposed improvements to U.S. 92 (Memorial Boulevard) from Walker Avenue to State Road (S.R.) 33 (Lakeland Hills Boulevard) in the city of Lakeland in Polk County. These improvements are intended to address safety conditions and multimodal access within the project limits and to support local initiatives to revitalize the corridor.

The project will widen and connect sidewalks along the corridor and look at improvements at the intersections of Walker Avenue, North Lincoln Avenue, Martin Luther King Jr. Avenue, U.S. 98, and S.R. 33 (Lakeland Hills Boulevard).

FDOT, District One, began this PD&E study in June 2024. This PD&E Study is an outgrowth of the Lakeland Area Alternatives Analysis (LAAA) Study and the Corridor Action Plan (CAP). As a priority corridor, funding will be prioritized for improvements and adjacent property enhancements by the City.

The Alternatives Public Workshop is being held to present information regarding the proposed improvements to U.S. 92 and to gather feedback from the public.

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to U.S. 92 through the year 2050, except routine resurfacing maintenance.

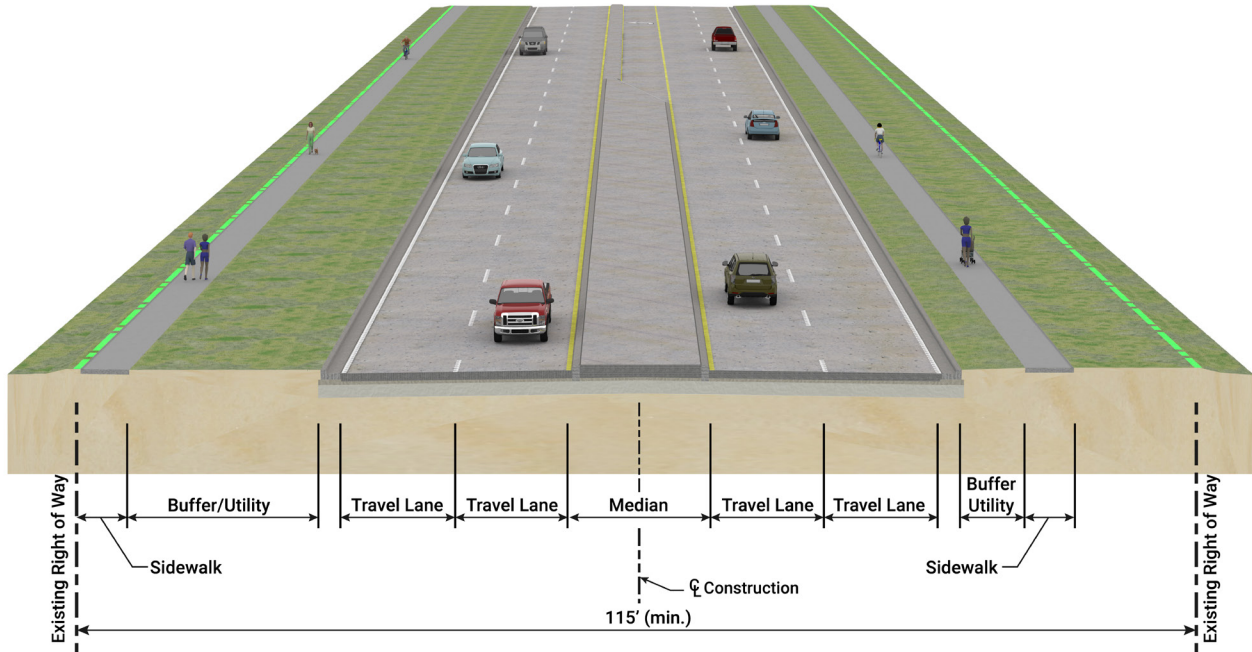


PROPOSED ALTERNATIVES

The study area was divided into two segments due to the differences in existing conditions within the project limits. Segment 1 is a 4-lane roadway from west of Walker Avenue to North Lincoln Avenue. Segment 2 is a 6-lane roadway from North Lincoln Avenue to State Road 33. Each segment's existing and proposed typical sections, along with their descriptions, are included on the next two pages.

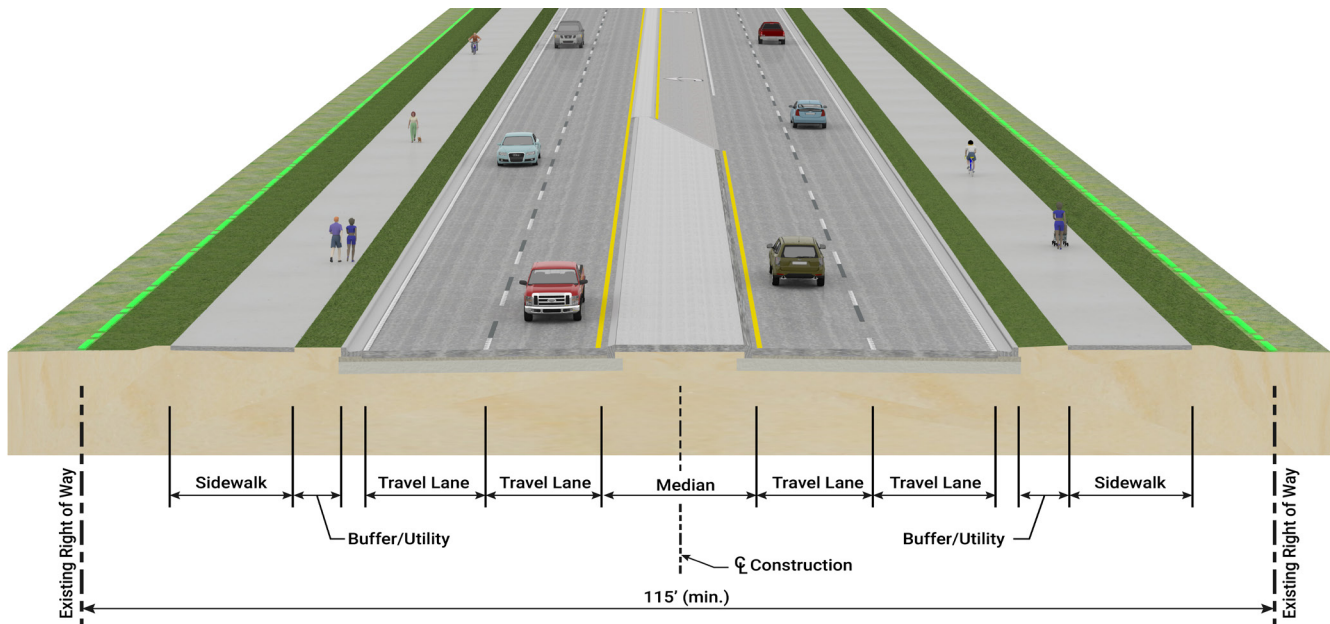
SEGMENT 1 - FROM WALKER AVENUE TO NORTH LINCOLN AVENUE EXISTING TYPICAL SECTION

Segment 1 is a four-lane divided road with 2 travel lanes in each direction, a center raised median, and sidewalks on both sides of the roadway. The sidewalk distance from the roadway varies with some segments next to the roadway and others separated by a grass buffer or driveway. There are no paved shoulders; however, curb and gutter are present along the outside edge of the pavement with a closed drainage system. The existing posted speed limit ranges from 45 to 40 mph (miles per hour)



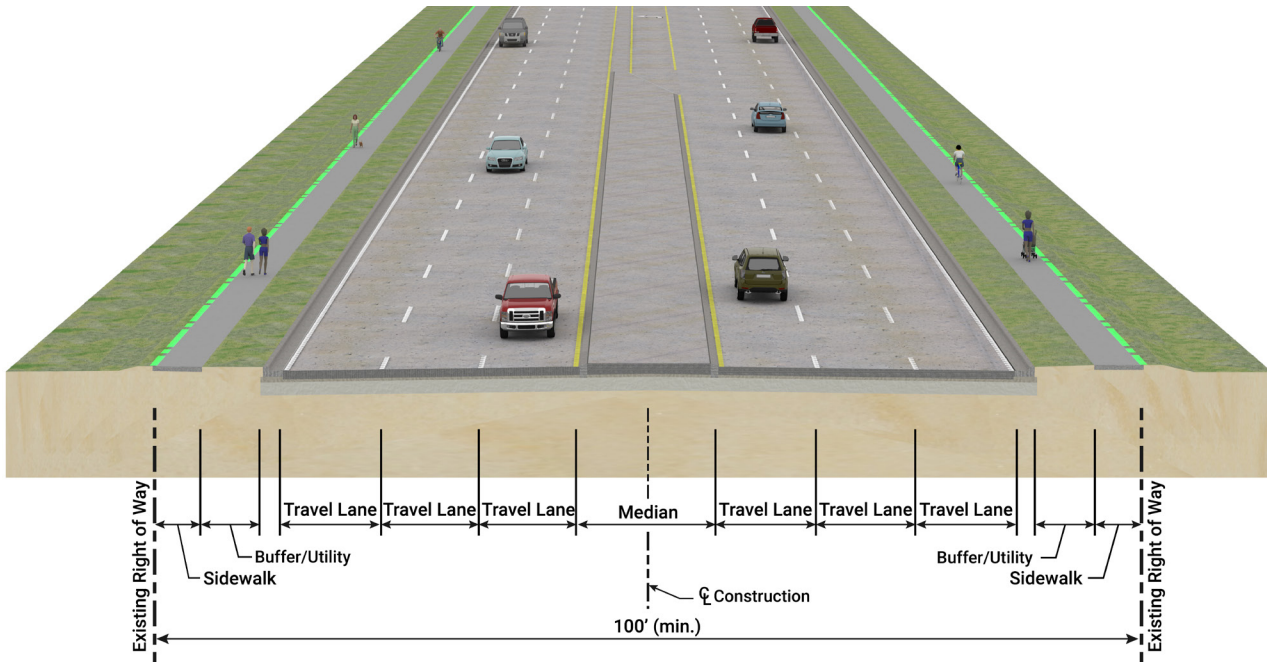
SEGMENT 1 - PROPOSED IMPROVEMENT

The proposed improvements to Segment 1 maintain the existing 4-lane configuration with 2 travel lanes in each direction. A wide sidewalk is proposed on both sides of the roadway with a buffer or utility strip where space permits. The existing concrete pavement will remain, with repairs where needed to maintain the surface of the roadway. Roadway resurfacing is planned through another project. No changes are proposed to bus stop locations or existing mid-block crossings.



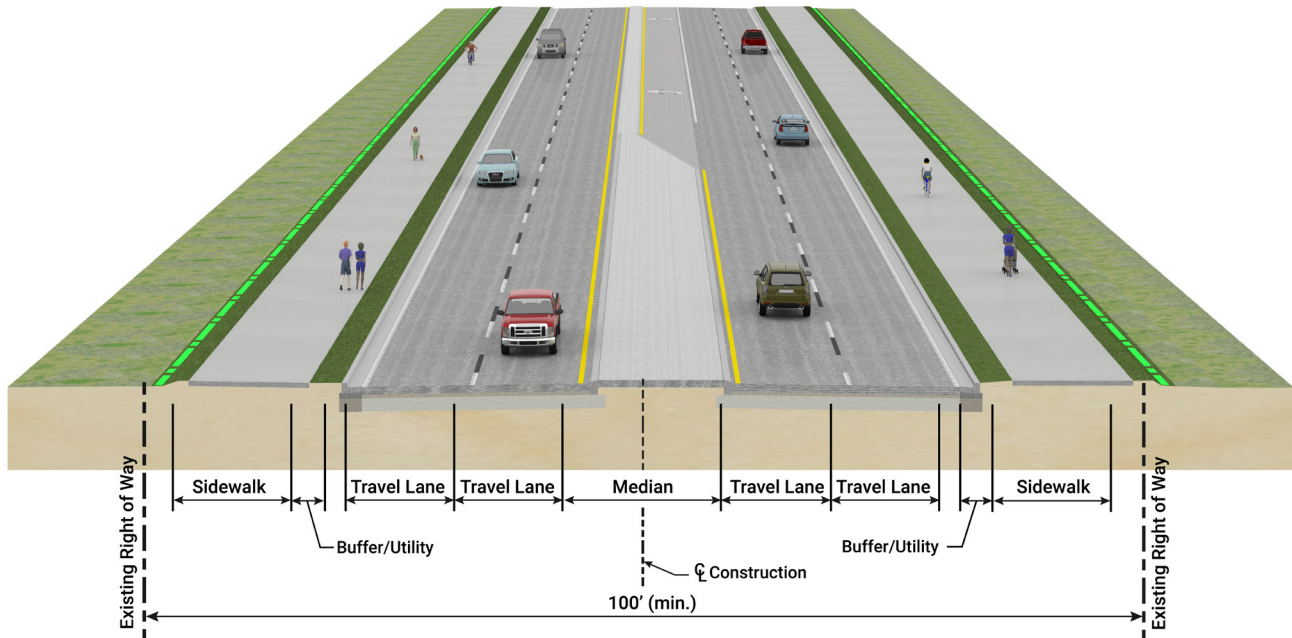
SEGMENT 2 - FROM NORTH LINCOLN AVENUE TO S.R. 33 EXISTING TYPICAL SECTION

Segment 2 is an existing six-lane divided road with three travel lanes in each direction, a center raised median, and sidewalks on both sides of the roadway. There are no paved shoulders; however, curb and gutter are present along the outside edge of the pavement with a closed drainage system. The posted speed on the corridor transitions from 45 mph at Walker Avenue to 40 mph at Anderson Avenue to 35 mph near US 98 to SR 33.



SEGMENT 2 - PROPOSED IMPROVEMENT

The proposed improvements in Segment 2 will continue the 4-lane roadway shown in Segment 1, with two travel lanes in each direction and a center raised median. Directional turn lanes are lengthened at intersection approaches, detailed later in this presentation. Wide sidewalks are proposed on both sides of the roadway with a grass buffer or utility strip where space permits. No changes to bus stops or existing mid-block crossings are proposed.

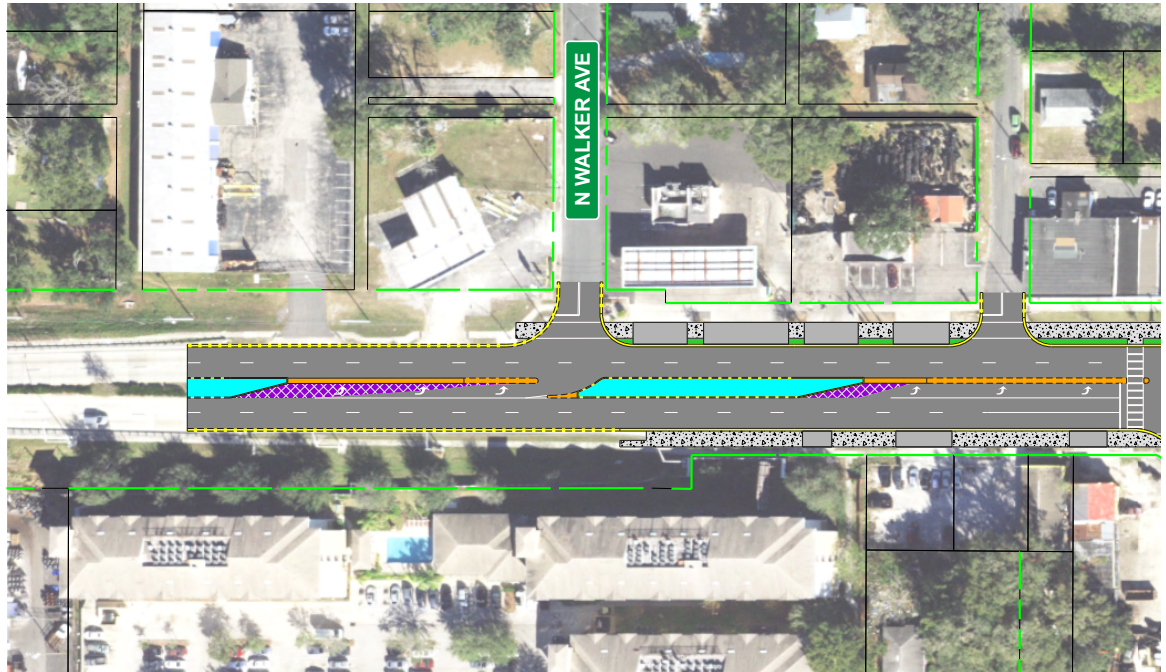


INTERSECTION IMPROVEMENTS

This study also re-evaluated changes to six intersections. The alternatives along with their descriptions are provided below and on the next two pages.

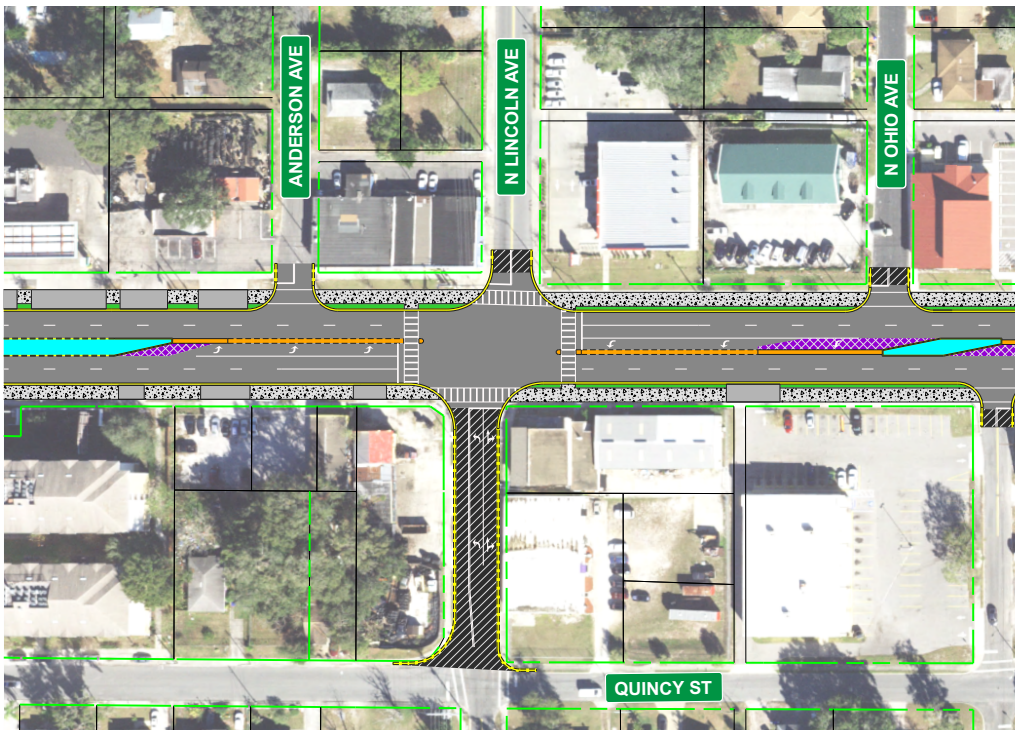
WALKER AVENUE

At Walker Avenue, the proposed improvements extend the eastbound left turn lane, highlighted in yellow, to accommodate future traffic queuing. On the north side of the roadway, the westbound right-turn lane at Walker Avenue will be removed. Wider sidewalks are proposed on both sides of the roadway, with a buffer added between the sidewalk and north side of the roadway. The existing pavement will receive minor improvements where needed to maintain the roadway surface.

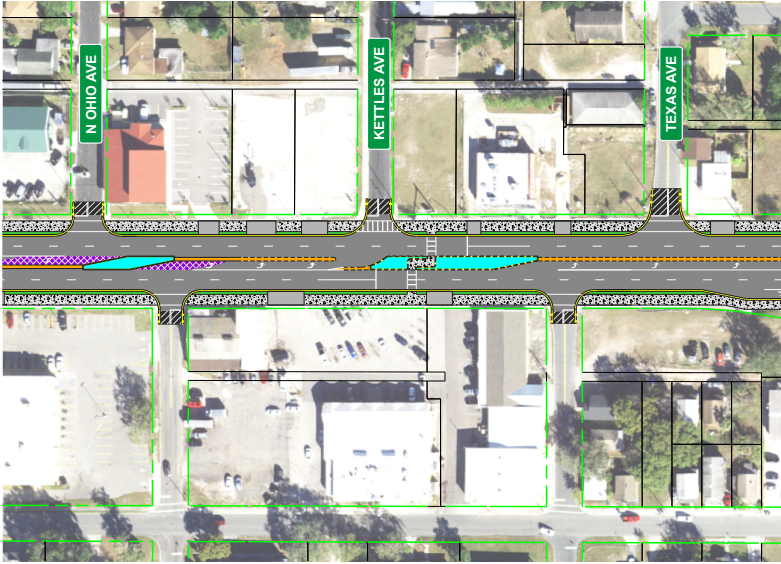


NORTH LINCOLN AVENUE

At North Lincoln Avenue, the proposed improvements increase turn lane capacity for eastbound and westbound left turns on U.S. 92. Pedestrian safety enhancements include widened sidewalks on both sides of the roadway, a grass buffer or utility strip between the road and sidewalk, and extended traffic separators at the intersection to protect crosswalks. Driveway access to surrounding businesses will remain. The existing pavement will receive minor improvements as needed to maintain the roadway surface, including asphalt resurfacing, as shown by the black-striped area on the map.



KETTLES AVENUE

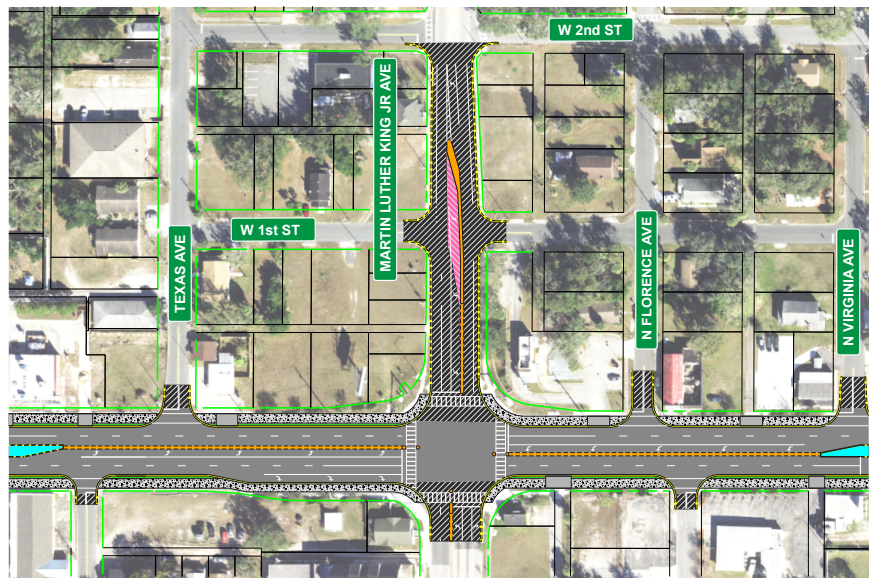


At Kettles Avenue, proposed improvements extend the eastbound left-turn lane to accommodate future traffic queues, highlighted in yellow. Wider sidewalks with a grass buffer continue along both sides of the roadway.

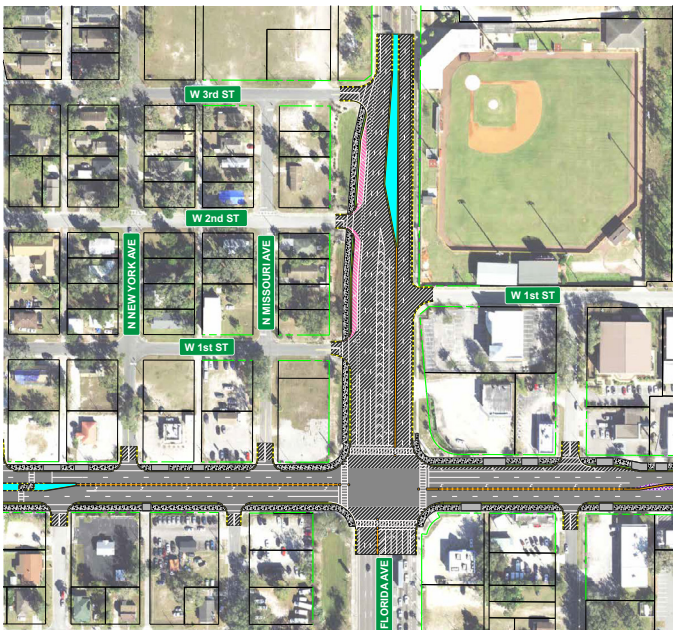
The existing pedestrian midblock crossing just east of Kettles Avenue will remain, and the existing roadway will be repaired as needed to maintain the roadway surface.

MARTIN LUTHER KING JR. AVENUE

The proposed improvements increase the capacity of the southbound Martin Luther King Jr. Avenue left-turn lane by extending the queue lane. The existing median will be removed to accommodate a longer traffic separator between the northbound lane and southbound left-turn lane. Widened sidewalks with a grass buffer or utility strip continue along the corridor. The intersection crosswalks will be restriped where the asphalt is repaved, noted by the black-striped areas. Lastly, traffic separators on three legs of the intersection will be extended to enhance crosswalk safety.



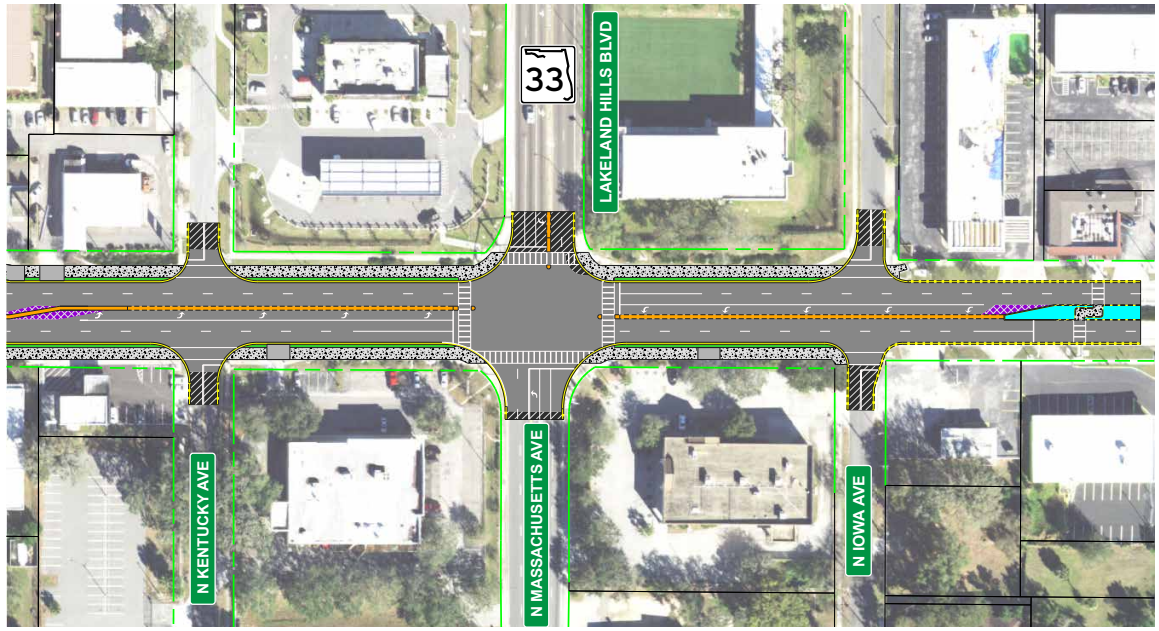
U.S. 98 (FLORIDA AVENUE)



At the intersection of U.S. 98, the proposed improvements increase the capacity of the westbound Memorial Boulevard left and right-turn lanes. On U.S. 98, the southbound right-turn lane is extended, and the southbound left-turn lanes are shifted for better driver visibility. Striping is added to separate left-turn lanes from through-lanes, and a traffic separator is added between the northbound travel lanes and southbound left-turn lanes to enhance driver safety. Traffic separators are extended at the intersection to enhance crosswalk safety on all legs of this intersection. The new midblock crossing north of Henley Field and on-street bike lanes will not be affected by these improvements.

S.R. 33 (LAKELAND HILLS BOULEVARD) ALTERNATIVE 1

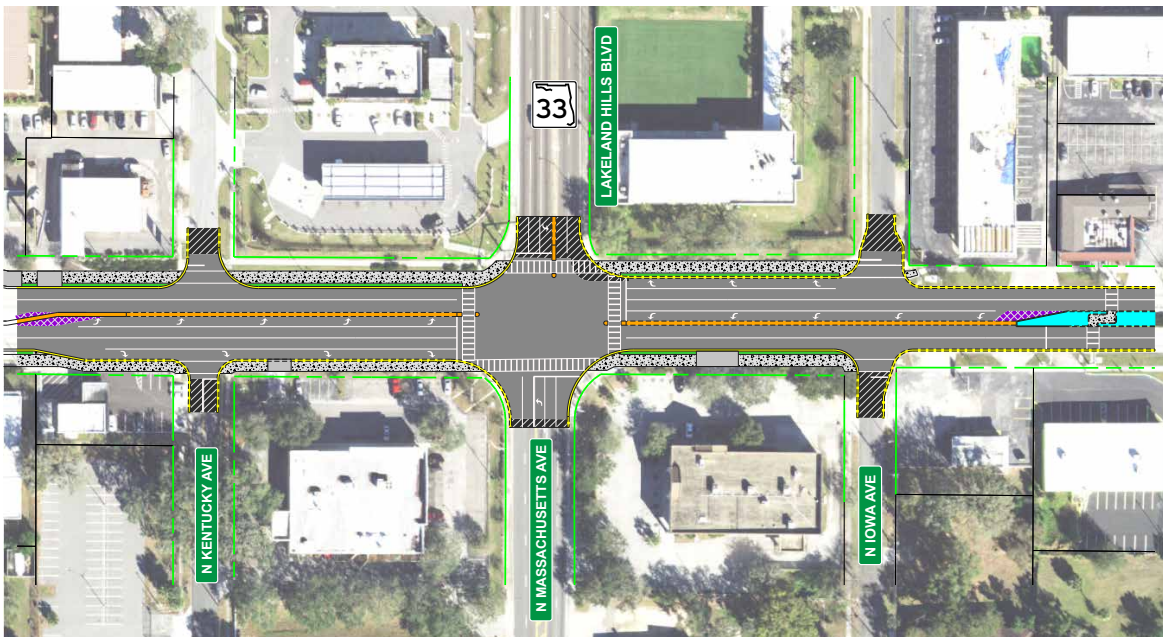
At S.R. 33 (Lakeland Hills Boulevard), Alternative 1, shown here, includes combining the right-turn and travel lanes in both eastbound and westbound directions. The eastbound and westbound left-turn lanes on Memorial Boulevard are extended, and traffic separators are lengthened to accommodate the longer turn lanes and protect crosswalks at the intersection.



The proposed improvements allow the intersection to transition to the existing four-lane roadway and will not impact the existing midblock crossing to the east.

S.R. 33 (LAKELAND HILLS BOULEVARD) ALTERNATIVE 2

In Alternative 2, proposed improvements include dedicated eastbound and westbound right-turn lanes on Memorial Boulevard. The eastbound and westbound left-turn queue lanes are extended, with additional distance for eastbound left turns. Sidewalks meet the roadway or have a smaller grass buffer or utility strip. The proposed sidewalks in Alternative 2 are wider than the existing sidewalks, but narrower than those proposed in Alternative 1. Additionally, traffic separators extend past crosswalks, providing enhanced safety for pedestrians.



Evaluation Matrix

Segment	No Build*	Segment 1		Segment 2			S.R. 33 (Lakeland Hills Blvd.)* Alternative 1	S.R. 33 (Lakeland Hills Blvd.)* Alternative 2
		Walker Avenue	N. Lincoln Avenue	Kettles Avenue	Martin Luther King Jr. Avenue	U.S. 98 (Florida Avenue)		
Description	(Maintenance Only)	Increase Turn Lane Capacity, Widen Sidewalks		4-Lane Configuration, Increase Turn Lane Capacity, Widen Sidewalks			4-Lane Configured, Combined Right-Turn/Travel Lanes, Increase Turn Lane Capacity, Widen Sidewalks	4-Lane Configuration, Separate Right-Turn Lanes, Increase Turn Lane Capacity, Widen Sidewalks
Purpose & Need								
Improves Traffic Operations and Access?	X	✓		✓			✓	✓
Improves Operational Conditions?	X	✓		✓			✓	✓
Improves Safety Conditions?	X	✓		✓			✓	✓
Property Impacts								
Parcels Impacted	0	0	0	0	0	0	0	0
Residential and Business Relocations	0	0	0	0	0	0	0	0
Cultural, Natural, Physical & Soil Impacts								
Potential Species Impacts	None	None	None	None	None	None	None	None
Potential Contamination Sites (Medium/High)	None	9 Medium	17 Medium / 1 High			9 Medium / 1 High	9 Medium / 1 High	9 Medium / 1 High
Section 4(f) Resources	None	0	0	0	0	0	0	0
Wetland/Surface Water Impacts (ac)	None	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Floodplain Impacts (ac)	None	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Potential Impacts to Cultural Resources	None	0	0	0	0	0	0	0
Potential Impacts to Existing Utilities (Low/Medium/High)	None	Low	Low	Low	Low	Low	Low	Low
Disturbing Soils	None	Low	Low	Low	Low	Low	Low	Low
Estimated Costs								
Design	No Cost	\$57,497	\$319,238			\$83,547	\$73,396	
Right of Way	No Cost	\$0	\$0			\$0	\$0	
Stormwater Management Facility (SMF) Right of Way	No Cost	\$0	\$0			\$0	\$0	
Wetland Mitigation	No Cost	\$0	\$0			\$0	\$0	
Roadway Construction		\$383,310	\$2,128,255			\$556,980	\$489,306	
Construction Engineering & Inspection	No Cost	\$38,331	\$212,826			\$55,698	\$48,931	
Total Cost	No Cost	\$479,138	\$2,660,319			\$696,225	\$611,632	

* S.R. 33 (Lakeland Hills Blvd.) is included in Segment 2 of this project. Alternatives are listed separately in the matrix for comparison.

Preliminary — subject to change

	2024			2025			2026			2027		
	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING
STUDY BEGINS	★											
DATA COLLECTION												
DEVELOP & EVALUATE ALTERNATIVES												
PUBLIC INVOLVEMENT	SEPT 2026 We are here											
STUDY DOCUMENTS												
FINAL DOCUMENTS												
STUDY APPROVAL	Early 2027											

PHASE	COST	FISCAL YEAR
PD&E	Funded	On-Going
Design	Funded	2027
Right of Way	N/A	N/A
Construction	Funded	2030

Preliminary — subject to change

PROJECT SCHEDULE

FDOT anticipates completing this PD&E Study in Early 2027, when the Type 1 Categorical Exclusion Checklist will be submitted to the District One Environmental Manager for approval. The design phase is funded for Fiscal Year (FY) 2027 and the construction phase is funded for FY 2030.

You may share your comments about the project in several ways:

At the In-Person Public Workshop

- Complete a comment form and place it in the comment box at the meeting or mail to Steven A. Andrews FDOT Project Manager, 801 N. Broadway Ave., MS 1-40, Bartow, FL 33830

Email Comments

- Email comments to the FDOT Project Manager, Steven A. Andrews, at Steven.Andrews@dot.state.fl.us.

- Submit your comments through the project website at www.swflroads.com/project/445930-1

All comments must be postmarked by October 2, 2026 to be included as part of the public workshop record.

Thank you for attending this workshop!

PROJECT CONTACT

Steven A. Andrews

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FDOT District One
Environmental Management Office
801 N. Broadway Ave., MS 1-40
Bartow, FL 33830
E-mail: Steven.Andrews@dot.state.fl.us

PARA INFORMACION EN ESPAÑOL

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Teléfono: (863) 519-2750

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

For more information, scan the QR code to visit the project website.





From Walker Avenue to S.R. 33 (Lakeland Hills Boulevard) in Polk County, Florida

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