



U.S. 92 (Memorial Boulevard)
Project Development and Environment (PD&E) Study

FDOT District One
FPID: 445930-1

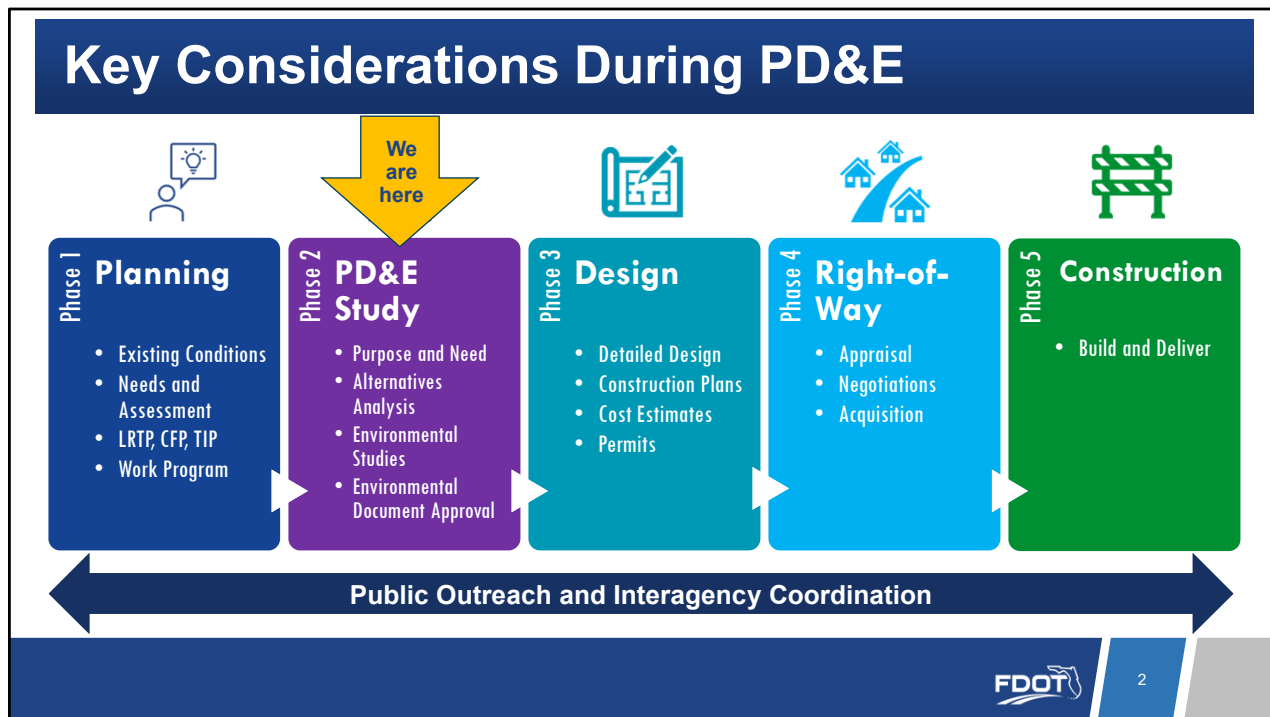
Alternatives Public Information Workshop

In-Person Public Workshop
September 17, 2026
5:00 p.m. to 7:00 p.m.

Live Online Public Workshop
September 22, 2026
6:00 p.m. to 7:00 p.m.



The Florida Department of Transportation, or F-D-O-T, welcomes you to the Alternatives Public Information Workshop for the U.S. 92 (Memorial Boulevard) Project Development and Environment, or P D and E Study. We appreciate your attendance and participation.



The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid F D O T District One and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the P D and E Study process.

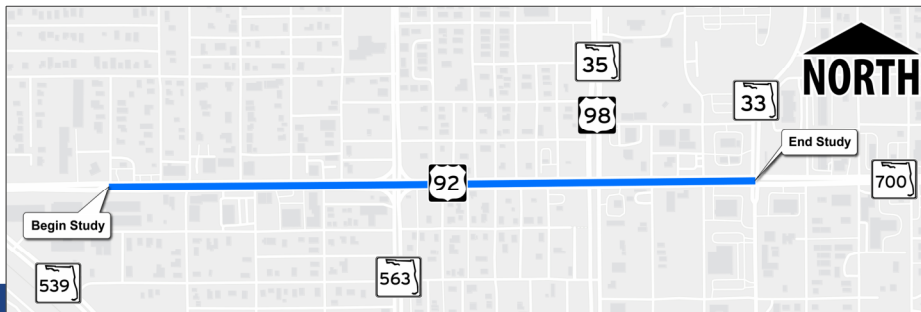
In-person: This presentation will play on a loop throughout the open house tonight. The project team is available to answer your questions and project materials are on display for viewing.

Live Online: Following this presentation, the project team will answer your questions. You may submit your questions through the questions box at any time during or after the presentation.

Key considerations during the P D and E process include evaluating impacts and effects on the social, economic, cultural, natural, and physical environments. We also take into account specially designated resources that may be impacted as a result of the proposed improvements.

Project Location

- Project Limits
 - Walker Avenue to State Road (S.R.) 33 (Lakeland Hills Boulevard)
- Evacuation route and designated truck route
- Connects to and parallels I-4
 - Accommodates overflow traffic during congestion
- Intersects with other major roads in the transportation network
 - Kathleen Road (S.R. 539)
 - Martin Luther King Jr. Avenue (S.R. 563)
 - U.S. 98 (Florida Avenue)
 - S.R. 33 (Lakeland Hills Boulevard)
- 5 Citrus Connection Routes



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The study begins at Walker Avenue and extends approximately 0.8 miles to State Road 33 (Lakeland Hills Boulevard), within the city limits of Lakeland in Polk County.

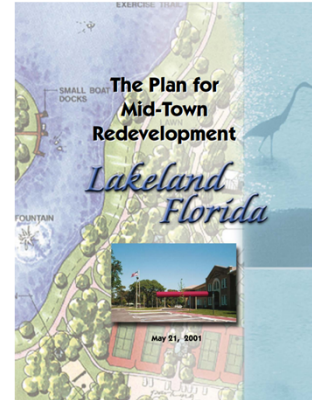
Memorial Boulevard facilitates east-west local and regional traffic, including freight, and is both a designated evacuation route and a truck route of Polk County.

The roadway connects directly to and parallels Interstate 4, and accommodates overflow traffic from the interstate during periods of congestion. The project corridor also intersects with other major roads in the transportation network, including Kathleen Road (State Road 539), Martin Luther King Jr. Avenue (State Road 563), U.S. 98 (Florida Avenue), and State Road 33 (Lakeland Hills Boulevard).

In addition, five Citrus Connection bus routes intersect or operate along the corridor, including the Orange Line, Pink Line, Gold Line North, Yellow Line, and Blue Line 1.

Project Background

- Outgrowth of:
 - Lakeland Area Alternatives Analysis Study
 - Corridor Action Plan
- Safety improvements being evaluated are a catalyst for Lakeland CRA's Midtown Redevelopment Plan
- Priority corridor



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This PD&E Study is an outgrowth of the Lakeland Area Alternatives Analysis Study and the Corridor Action Plan.

The transformation of Memorial Boulevard from a highly developed, 6-lane divided urban roadway to a safe, walkable, accessible, and equitable street is seen as a catalyst for the Lakeland Community Redevelopment Agency (or C-R-A)'s Midtown Redevelopment Plan. As a priority corridor, the C-R-A is prioritizing funding for corridor and adjacent property enhancements, and a reimagined Memorial Boulevard would facilitate placemaking for the city.

This section of Memorial Boulevard is also prioritized by the Polk Transportation Planning Organization through roadway safety audits and the 2016 and 2020 Bicycle and Pedestrian Safety Action Plans.

Purpose and Need



- Address safety conditions and multimodal access
- Support local corridor revitalization
- Prioritize bicycle and pedestrian safety improvements
- Proposed improvements:
 - Intersection improvements and wider sidewalks



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The purpose of the U.S. 92 P D and E Study is to address safety conditions and multimodal access within the project limits, and to support local initiatives to revitalize the corridor.

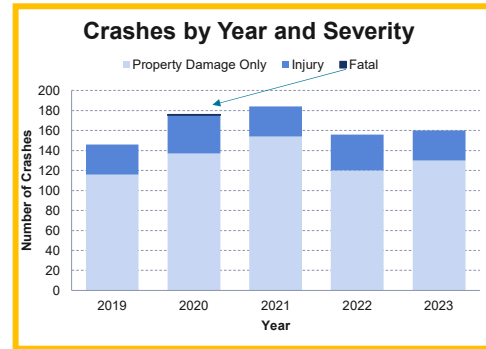
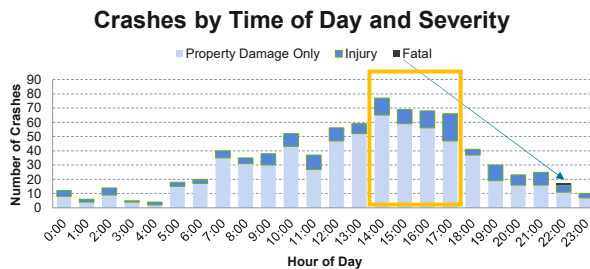
Polk County has been prioritized for bicycle and pedestrian safety improvements due to the high numbers of bicycle and pedestrian fatalities and serious injuries. Sidewalk segments on the corridor vary in width, and buffers protecting the sidewalks from the roadway are not always provided.

Proposed improvements being evaluated include intersection improvements and wider sidewalks.

Historical Safety Analysis – 2019 to 2023

- **Corridor-wide Statistics**

- 822 total crashes, 164 injury crashes (20% of total), 1 fatal (pedestrian) crash
- Rear-end (46% of total), sideswipe (23% of total), and angle (13% of total) highest crash types
- 34% of crashes occur between 2-6 PM



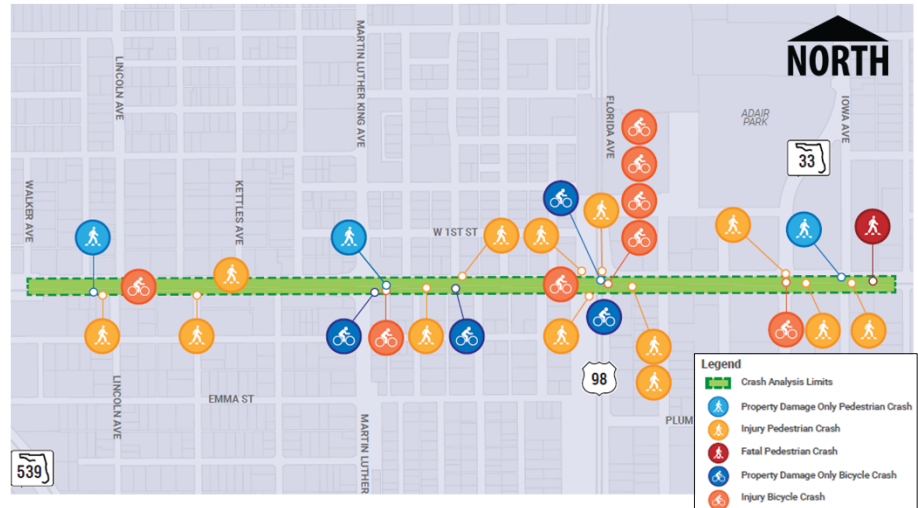
As part of this study, the project team conducted a safety analysis of historical data from 2019 to 2023.

Within the project limits, a total of 822 (eight hundred twenty-two) vehicle crashes occurred, resulting in 164 injury crashes and one fatal crash.

46% of total crashes were rear-end crashes, and 34% of all crashes occurred between 2 pm and 6 pm.

Historical Safety Analysis – Pedestrian/Bicycle Crashes

- 17 pedestrian crashes and 12 bicycle crashes
- 22 injury crashes
- 12 crashes at U.S. 98 (Florida Ave.)
- 6 crashes at S.R. 33 (Lakeland Hills Blvd.)



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The map on this slide shows the locations of pedestrian and bicycle crashes that occurred between 2019 and 2023.

The light blue icons indicate property damage crashes involving pedestrians, while dark blue icons indicate those involving bicyclists.

In total, 17 pedestrian crashes and 12 bicycle crashes occurred, with 22 crashes resulting in injury. Yellow icons show the location of pedestrian injury crashes and orange icons indicate injury crashes involving bicyclists. The red icon indicates a fatal pedestrian crash.

The highest concentration of crashes occurred at the intersections of U.S. 98 and State Road 33.

2024 Existing Conditions: Intersection Performance



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The level of service, or L-O-S, is used to evaluate traffic conditions at the intersections along the corridor. Levels of service are like grades in school where "A" is great, and "F" is failing. The existing AM and PM peak L-O-S are shown on the map, based on daily traffic volumes between 31,500 (thirty-one thousand five hundred) and 37,500 (thirty-seven thousand five hundred). AM and PM peak hour travel times along the corridor range between 2 to 3 minutes.

Project Area



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.

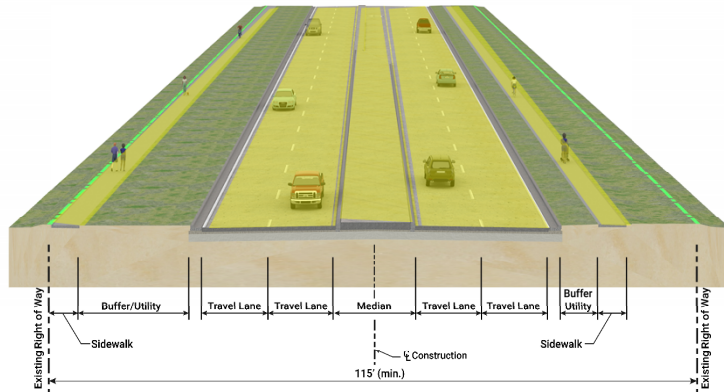
Existing Typical Section – Segment 1

From Walker Ave. to North Lincoln Ave.

- 4-lane divided roadway
- 2 travel lanes in each direction
- Center raised median
- Sidewalks on both sides of the roadway

**SPEED
LIMIT
45**

**SPEED
LIMIT
40**



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.

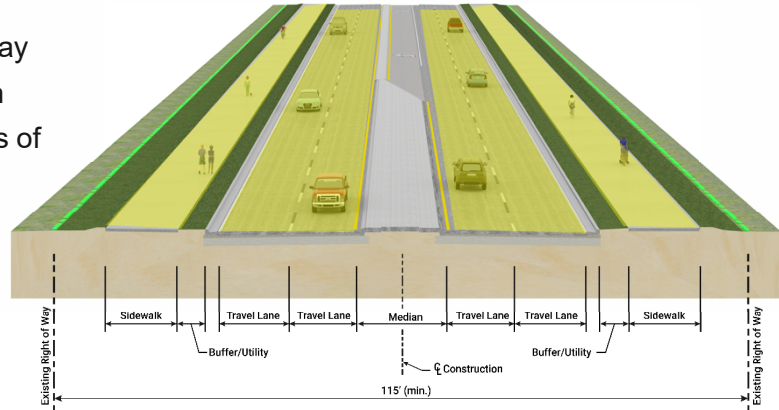
The existing posted speed limit ranges from 45 mph at Walker Avenue to 40 mph at North Lincoln Avenue

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Proposed Improvements – Segment 1

From Walker Ave. to North Lincoln Ave.

- Maintain 4-lane divided roadway
- 2 travel lanes in each direction
- Widen sidewalks on both sides of the roadway
- Repair existing concrete pavement as needed to maintain the roadway surface
- No changes to bus stops or mid-block crossings



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.

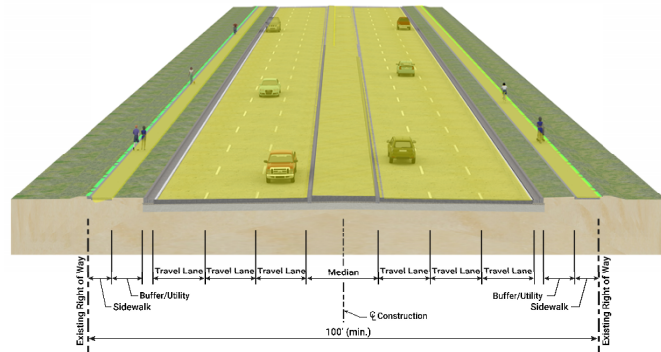
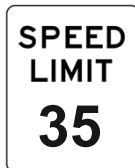
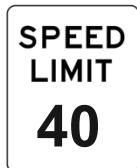
The existing concrete pavement will remain, with repairs where needed to maintain the surface of the roadway. Roadway resurfacing is planned through another project. No changes are proposed to bus stop locations or existing mid-block crossings.

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Existing Typical Section – Segment 2

From North Lincoln Avenue to S.R. 33

- 6-lane divided roadway
- 3 travel lanes in each direction
- Center raised median
- Sidewalks on both sides of the roadway



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.

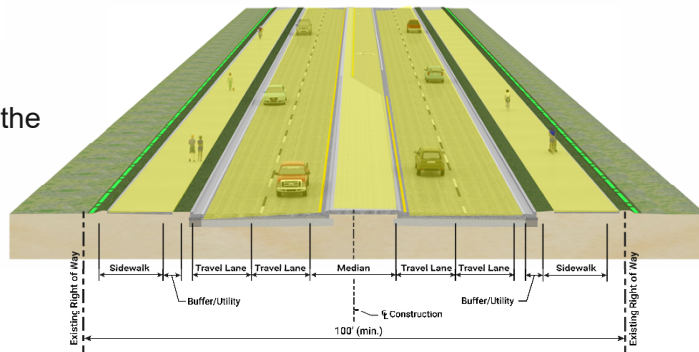
The posted speed on the corridor transitions from 40 mph at Anderson Avenue to 35 mph near U.S. 98 to State Road 33.

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Proposed Improvements – Segment 2

From North Lincoln Avenue to S.R. 33

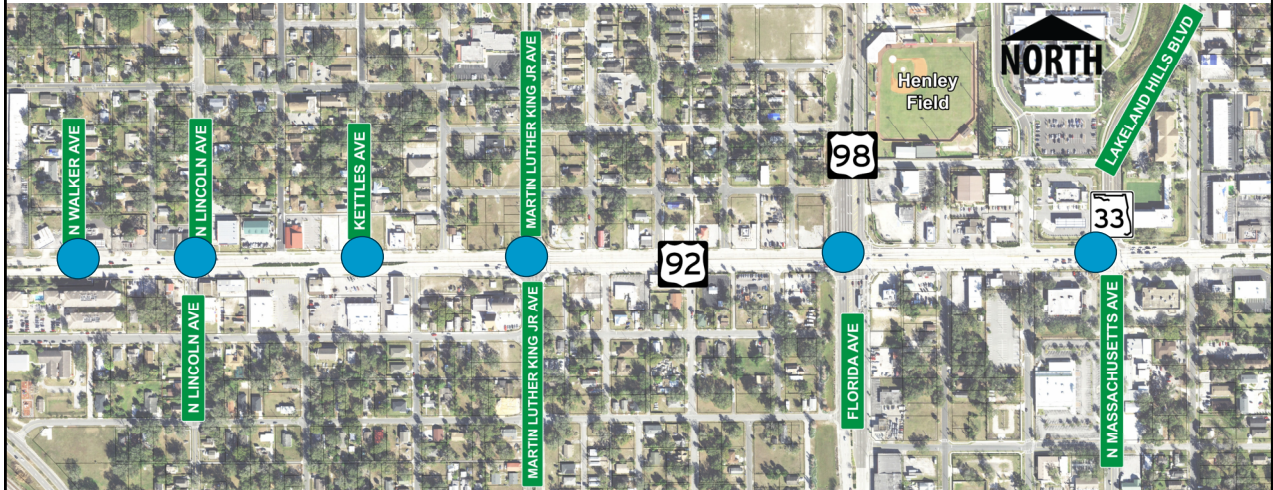
- 4-lane divided roadway
- 2 travel lanes in each direction
- Center raised median
- Widen sidewalks on both sides of the roadway
- Repair existing concrete pavement as needed to maintain the roadway surface
- No changes to bus stops or mid-block crossings



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.

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Existing Intersections



The Study also proposed improvements at six intersections along the corridor:

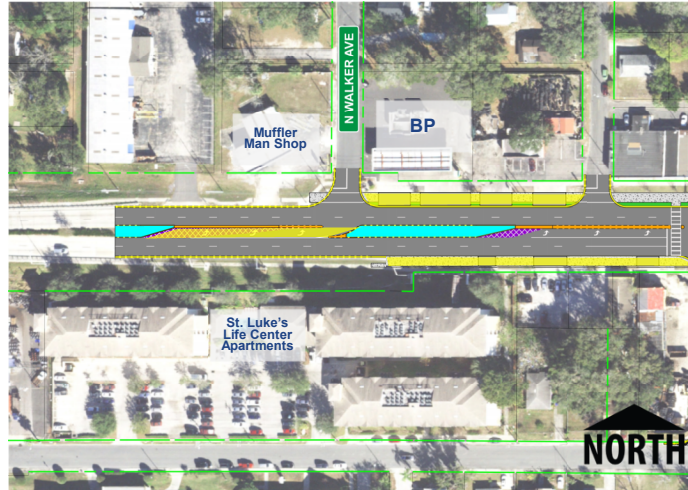
- Walker Avenue
- North Lincoln Avenue
- Kettles Avenue
- Martin Luther King Jr. Avenue
- U.S. 98 (Florida Avenue) and
- State Road 33 (Lakeland Hills Boulevard).

Let's review the proposed improvements for each intersection.

Intersection Improvements

Walker Avenue

- Eastbound left turn lane extended
- Accommodate future traffic queuing
- Wider sidewalks
- Minor pavement improvements to maintain roadway surface



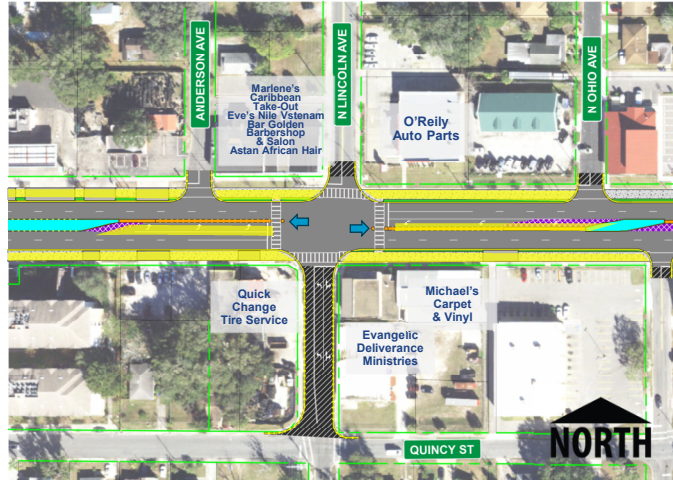
At Walker Avenue, the proposed improvements extend the eastbound left turn lane, highlighted in yellow, to accommodate future traffic queuing. On the north side of the roadway, the westbound right-turn lane at Walker Avenue will be removed. Wider sidewalks are proposed on both sides of the roadway, with 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.

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Intersection Improvements

North Lincoln Avenue

- Increased left-turn capacity for eastbound and westbound U.S. 92
- Pedestrian safety enhancements
 - Wider sidewalks with a buffer east of the intersection
 - Extended traffic separators
- No driveway access changes



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.

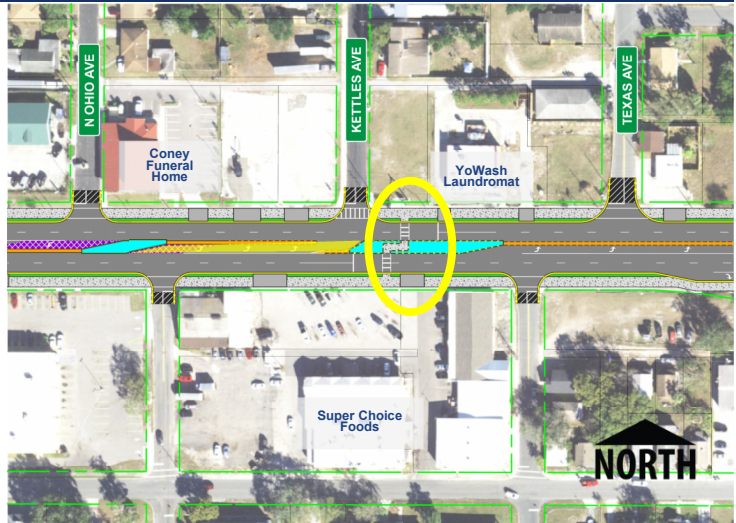
The existing pavement will receive minor improvements as needed to maintain the roadway surface, including asphalt resurfacing, as shown by the black-striped area on the map.

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Intersection Improvements

Kettles Avenue

- Extended eastbound left turn lane
- Wider sidewalks with buffer strip
- Maintains existing pedestrian midblock crossing east of North Kettles Ave
- Maintain roadway surface



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.

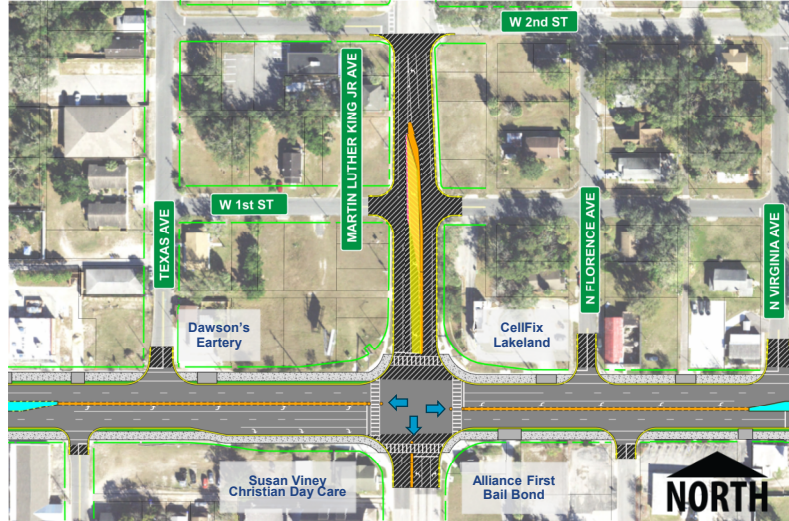
The existing pedestrian midblock crossing just east of Kettles Avenue will remain, and the existing roadway will be repaired as needed to maintain the roadway surface.

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Intersection Improvements

Martin Luther King Jr. Avenue

- Extended southbound left turn lane
- Median removed to accommodate longer traffic separator
- Wider sidewalks
- Restriped crosswalks



Here, the proposed improvements increase the capacity of the southbound Martin Luther King Jr. Avenue left-turn lane by extending the queue lane, highlighted in yellow. The existing median will be removed to accommodate a longer traffic separator between the northbound lane and southbound left-turn lane.

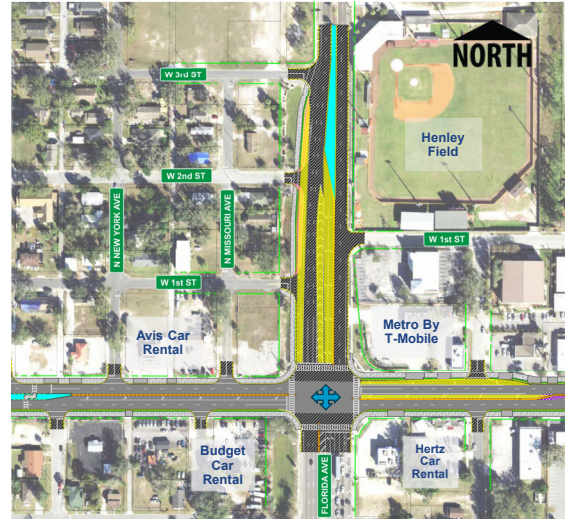
Widened sidewalks with a grass buffer or utility strip continue along the corridor. The intersection crosswalks will be restriped where the asphalt is repaved, noted by the black-striped areas. Lastly, traffic separators on three legs of the intersection will be extended to enhance crosswalk safety.

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Intersection Improvements

U.S. 98 (Florida Avenue)

- Extended turn lanes
 - Westbound right and left-turns on Memorial Blvd.
 - Southbound U.S. 98 right-turn lane
- Shift southbound left-turn on U.S. 98 to enhance driver safety
- Enhanced crosswalk safety
- Avoids impacts to Henley Field
- On-street bike lanes will remain



Next, 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.

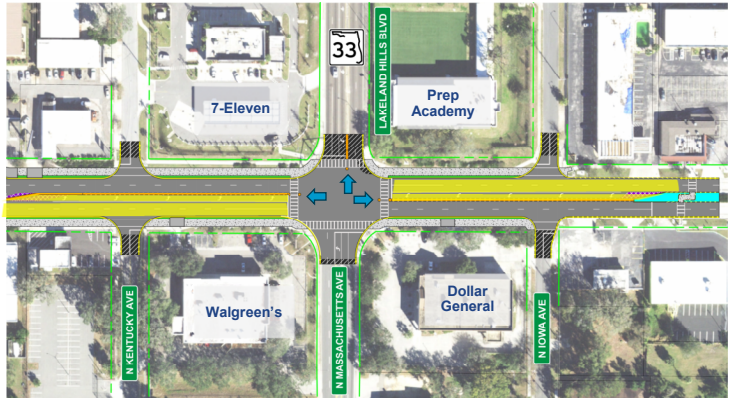
The new midblock crossing north of Henley (Hen-lee) Field and on-street bike lanes will not be affected by these improvements.

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Intersection Improvements

S.R. 33 (Lakeland Hills Boulevard) Alternative 1

- Combined right-turn and travel lanes
- Extended eastbound and westbound left-turn lanes
- Enhanced crosswalk safety
- Intersection transition to 4-lane roadway
- No impacts to mid-block crossing



Lastly, at State Road 33 (Lakeland Hills Boulevard), there are two alternatives.

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.

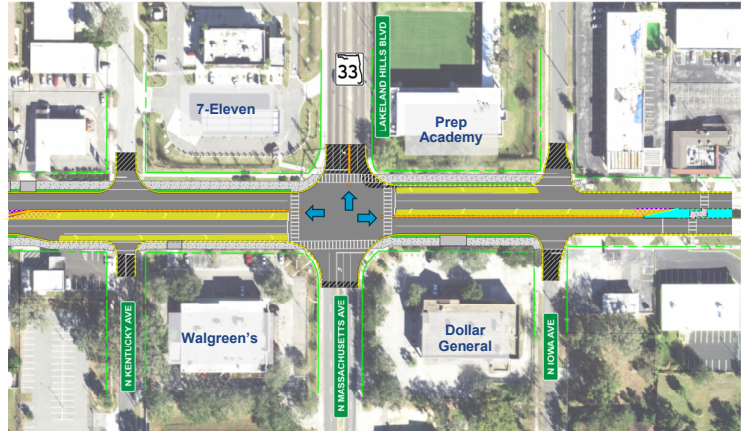
The proposed improvements allow the intersection to transition to the existing four-lane roadway and will not impact to the existing midblock crossing to the east.

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Intersection Improvements

S.R. 33 (Lakeland Hills Boulevard) Alternative 2

- Dedicated eastbound and westbound right-turn lanes
- Extended eastbound and westbound left-turn lanes
- Sidewalks meet the roadway or include a narrow buffer strip
- Enhanced pedestrian safety



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.

No-Build

- No improvements through the year 2050
- Routine Maintenance

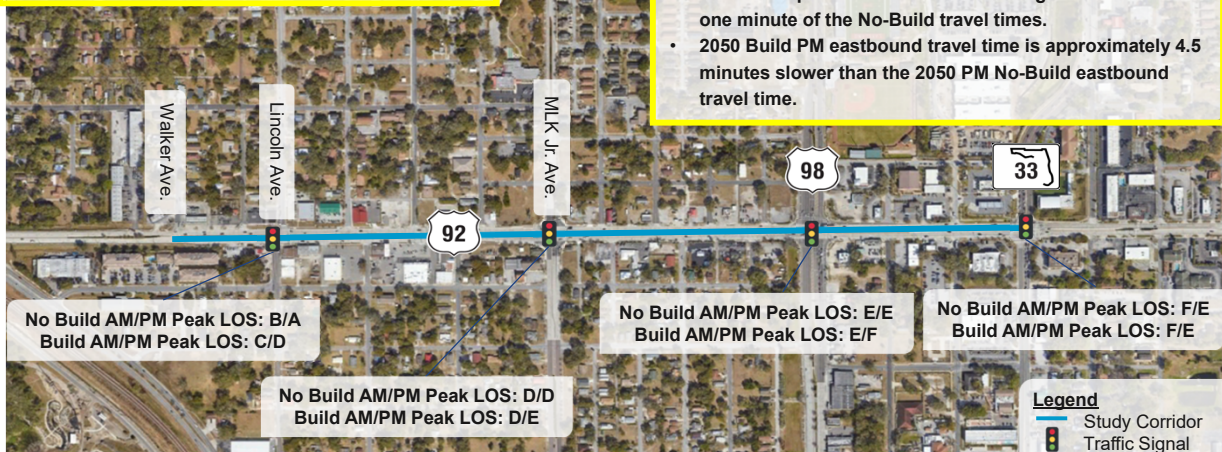


Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to U.S. 92 through the year 2050, except routine resurfacing maintenance.

2050 No-Build and Build Operations

Daily 2050 volumes range between 38,500 and 47,000

- 2050 Build peak hour travel times along the corridor within one minute of the No-Build travel times.
- 2050 Build PM eastbound travel time is approximately 4.5 minutes slower than the 2050 PM No-Build eastbound travel time.



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In the 2050 design year, the project team evaluated the No-Build, or do-nothing option, as well as the proposed alternatives. Daily traffic volumes are projected to increase to a range of 38,500 (thirty-eight thousand five hundred) to 47,000 (forty-seven thousand).

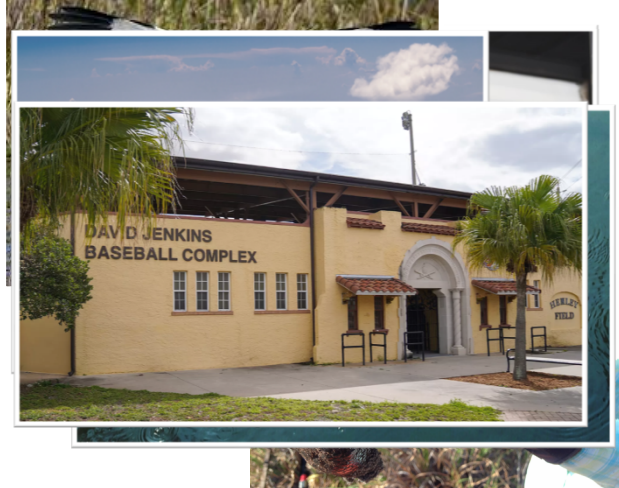
The Build and No-Build peak hour Levels of Service are noted for each intersection evaluated.

Comparing the travel time through the corridor, the 2050 Build peak hour travel times are typically within one minute of the No-Build travel times. However, the 2050 Build PM peak eastbound travel time is approximately 4 and a half minutes slower than the 2050 PM No-Build eastbound travel time.

It is important to note that the improvements proposed in this project – wider sidewalks and shorter crosswalks that reduce pedestrian exposure time – address safety conditions for bicyclists and pedestrians, meeting the purpose and need of the project.

Environmental Effects

- Wetlands
- Floodplains
- Protected species and habitat
- Water quality
- Stormwater management and permitting
- Air quality
- Contamination
- Archaeological and historical resources
- Recreational sites
- Land use
- Construction effects
- Aesthetics



This P D and E study is ongoing. Project team members will continue to develop, refine, and evaluate alternatives for U.S. 92 throughout the remainder of the study. Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of:

- Wetlands and floodplains
- Protected species and habitat
- Water quality, stormwater management and permitting
- Air quality
- Contamination
- Archeological and historical resources
- Recreational sites
- Land use
- Construction effects
- Aesthetics

Based on data already collected, we do not anticipate significant effects associated with these proposed build alternatives.

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 Configuration, 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
Residential and Business Relocations	0	0		0	0	0	0	0
Cultural, Natural, Physical & Soil Impacts								
Potential Species Impacts	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
Section 4(f) Resources	None	0		0			0	0
Wetland/Surface Water Impacts (ac)	None	0.00		0.00			0.00	0.00
Floodplain Impacts (ac)	None	0.00		0.00			0.00	0.00
Potential Impacts to Cultural Resources	None	0		0			0	0
Potential Impacts to Existing Utilities (Low/Medium/High)	None	Low		Low			Low	Low
Disturbing Soils	None	Low		Low			Low	Low
Estimated Costs								
Design	No Cost	\$232,742		\$1,133,529			\$301,041	\$292,088
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	No Cost	\$1,551,614		\$7,556,857			\$2,006,937	\$1,947,252
Construction Engineering & Inspection	No Cost	\$155,161		\$755,686			\$200,694	\$194,725
Total Cost	No Cost	\$1,939,518		\$9,446,072			\$2,568,672	\$2,434,065

* 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



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The evaluation matrix included in your handout shows a summary of the results of preliminary analysis for the “build” and “no-build” alternatives. The matrix is also on display this evening.

Public Comments & Questions



Comment form



FDOT District One
Attn: Steven A. Andrews
801 N. Broadway Ave, MS 1-40
Bartow, Florida 33830



Email: Steven.Andrews@dot.state.fl.us



Website: www.swflroads.com/project/445930-1

Submit comments by

Friday, October 2, 2026

to be included in the formal
workshop record



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The purpose of this Alternatives Public Information Workshop is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project.

Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments in any of the following ways: at the in-person workshop, through the project webpage, by email, or mail to the project team.

Though comments are accepted at any time, they must be received or postmarked by **Friday, October 2, 2026**, to be included in the formal workshop record. The project team will consider all comments, and where feasible, will incorporate them into the development of the preferred alternative.

How to Stay Informed

Project Website

SCAN ME!



www.swflroads.com/project/445930-1

The collage contains several documents related to the U.S. 92 (Memorial Boulevard) Project Development and Environment (PDAE) Study. Key documents include:

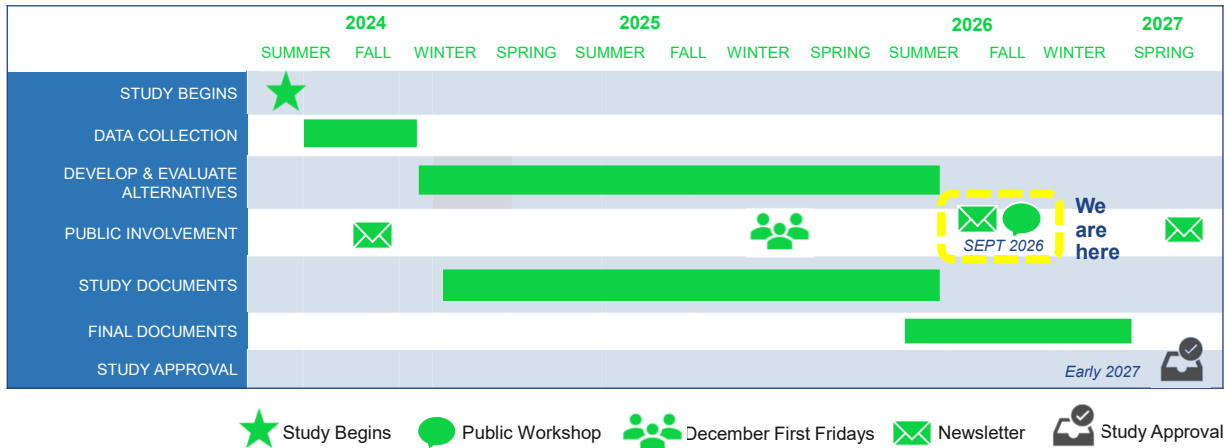
- Project Website:** A page with the URL www.swflroads.com/project/445930-1 and contact information for Steven A. Andrews.
- Project Location Map:** A map showing the project location on U.S. 92 (Memorial Boulevard) from Walker Avenue to S.R. 33 (Lakeland Hill Boulevard).
- Project Newsletter #3 - August 2024:** A newsletter from the Florida Department of Transportation (FDOT) District One, inviting the public to attend a U.S. 92 (Memorial Boulevard) PDAE Study Alternatives Public Information Workshop on Thursday, September 17, 2026, or live online on Tuesday, September 22, 2026.
- PDAE Study:** A document titled "PDAE Study" with a QR code and a link to the project website.

FDOT

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We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to be added on the project webpage.

Project Schedule



Preliminary – subject to change



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The Department anticipates completing this P D and E study in early 2027, when the Type 1 Categorical Exclusion Checklist will be submitted to the District One Environmental Manager for approval.

Future Phases

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

Preliminary – Subject to Change



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At this time, this project is included in FDOT 's Adopted Five-Year Work Program, the current FDOT State Transportation Improvement Program (or STIP), and the Polk TPO 2023/2024 – 2027/2028 (2023, 2024 to 2027, 2028) Transportation Improvement Program. The project is also identified as a cost-feasible project in the Polk TPO's 2045 Long Range Transportation Plan (or LRTP).

Design funding is identified in Fiscal Year 2027 through Project FPID 449049-1 U.S. 92 from Wabash Avenue to west of East Gary Road. This project will incorporate the preferred alternative and safety recommendations from this study as well as additional design considerations within its project limits.

Construction funding is identified in Fiscal Year 2030.

The U.S. 92 study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.

Study Compliance

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

This P D and E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.

Safety Message



We appreciate your participation and input.

FDOT thanks you for making safety a continued priority!

THINK AHEAD

You only have seconds to react when approaching an intersection. Over 30% of all traffic fatalities occur from intersection-related crashes*. Avoid distractions and stay alert so you're able to make a safe decision quickly.

It Could Save Your Life.



*Sourced from the Florida Department of Transportation



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Thank you for your interest in the proposed U.S. 92 improvements and for taking time to participate in this workshop. We look forward to your comments and your continued involvement in this important P D and E study.

And finally: an FDOT safety moment. FDOT is dedicated to working with our neighbors and communities to make sure everyone gets home safely. Please stay alert and focused on driving when you are behind the wheel.

- FDOT thanks you for making safety a continued priority!"

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The presentation will replay shortly...

Save Your Life.

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2:00



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