



US 92 (New Tampa Highway)

from County Line Road to Wabash Avenue
Polk County

FDOT
Financial
Project Number:
433558-1-22-01

Alternatives Public Meeting

The Lakeland Center - Sikes Hall F

April 28, 2016

Welcome to the alternatives public meeting for the US 92 Project Development and Environment (PD&E) study. The purpose of this meeting is to provide you the opportunity to review project information, ask questions and offer comments about proposed improvements to US 92 from County Line Road to Wabash Avenue, in Polk County. Maps, display boards and other project information are on display here this evening. Project representatives are available to discuss the study and answer questions.

A comment form is included in this handout. We encourage you to complete the form and drop it in one of the boxes provided, or if you prefer, you may mail your comments, written statements, or exhibits, postmarked by May 9, 2016, to the address on the comment form.

Introduction

The Florida Department of Transportation (FDOT) is doing a PD&E study to evaluate widening US 92 from a two-lane undivided roadway to a four-lane divided roadway. The project is approximately 4 miles in length. The objectives of this PD&E study are to evaluate and document engineering and environmental considerations that will assist the department in reaching a decision about the type and location of necessary improvements to US 92.



Need for improvement

US 92 is a major east-west road that provides regional access to County Line Road and Interstate 4. It is also designated as an emergency evacuation route and connects the downtown Lakeland area with the West Regional Industrial Park. Widening US 92 will better connect Interstate 4 to economic centers, enhance safety along the project corridor, and improve emergency evacuation.

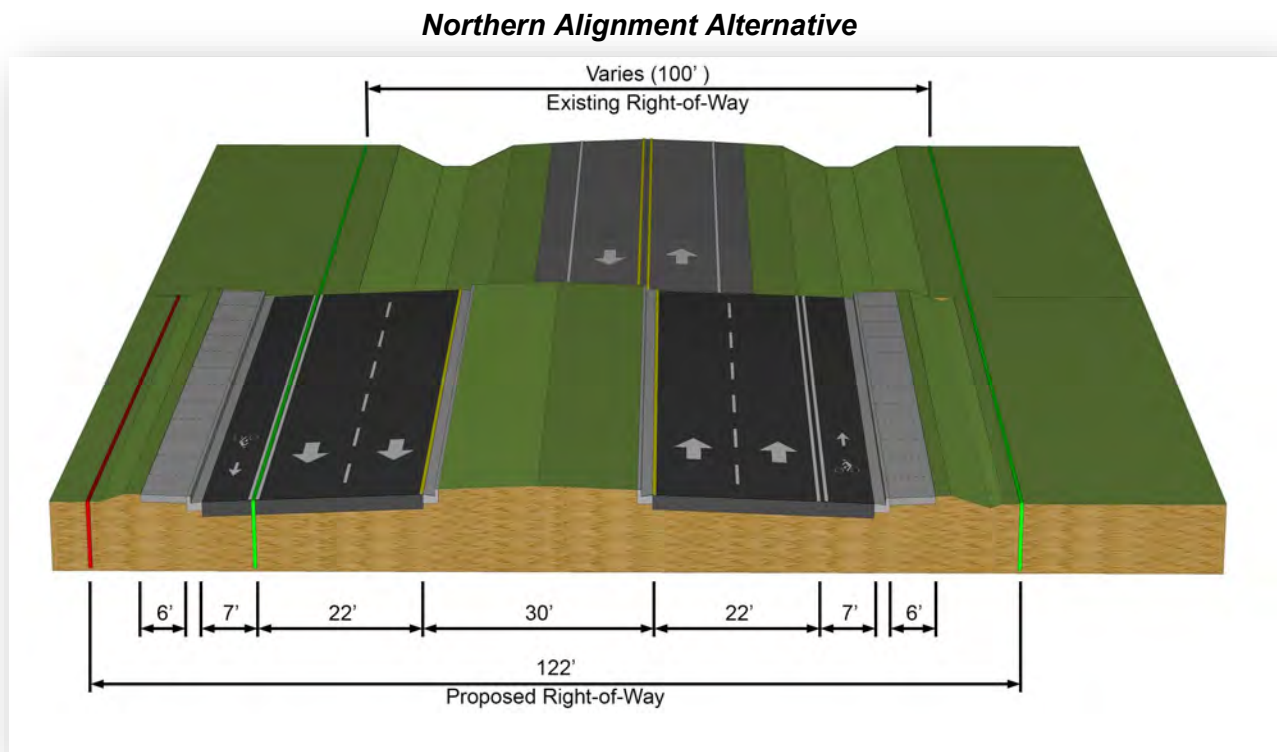
The need for the proposed widening of US 92 is reflected in the Polk Transportation Planning Organization (TPO)'s Transportation Improvement Program for fiscal years 2016 to 2020. The need is also indicated by traffic volumes projected to increase from the current volume of 10,300 to 16,300 vehicles per day to 36,800 to 39,500 vehicles per day by 2040.

Widening options and alignment alternatives

The proposed widening of US 92 includes four 11-foot travel lanes, curb and gutter, and a 30-foot grass median. Six-foot sidewalks and seven-foot buffered bicycle lanes will accommodate pedestrian and bicycle traffic along the corridor. A total of 122 feet of right-of-way is needed to accommodate the proposed improvements. The study team is currently evaluating conceptual locations for stormwater ponds and will need additional right-of-way for these areas. Existing access to properties along US 92 will change due to the addition of a median, a result of widening the road. FDOT is evaluating two alignment alternatives, or "build" alternatives, for this project.

Northern Alignment Alternative

The northern alignment alternative involves constructing four new travel lanes, without saving the existing pavement. The majority of the northern alignment alternative shifts north of the existing roadway and requires approximately 22 feet of additional right-of-way along the north side of the roadway within the project limits. This alignment alternative shifts to widening along the existing alignment under the Polk Parkway bridges to minimize impacts.

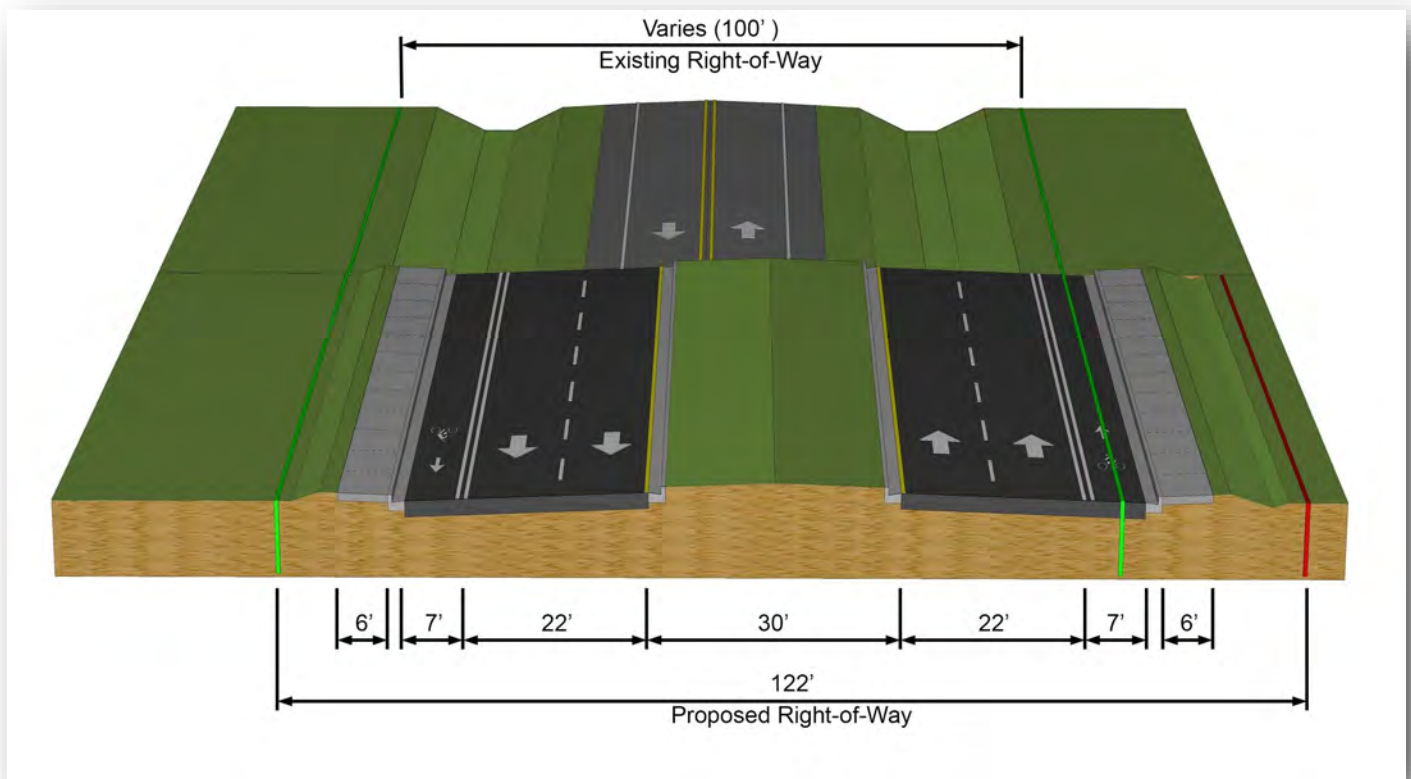


Southern Alignment Alternative

The southern alignment alternative involves constructing four new travel lanes, without saving the existing pavement. The majority of the southern alignment alternative shifts south of the existing roadway and requires approximately 22 feet of additional right-of-way along the south side of the roadway within the project limits. This alignment alternative shifts to widening along the existing alignment under the Polk Parkway bridges to minimize impacts.

The southern alignment alternative shifts to the north in three locations. The first northern shift is at the beginning of the project at County Line Road to connect with the improvements proposed by a US 92 widening project in Hillsborough County. The second and third northern shifts are located around the Silver Moon Drive-in and the Publix Corporate Headquarters to minimize impacts.

Southern Alignment Alternative



“No-Build” Alternative

Throughout this study, a “no-build” alternative is also considered and will remain a viable alternative as evaluations continue. The “no-build” alternative assumes that no improvements will be made to US 92 through 2040, except routine maintenance.

Evaluation Matrix for US 92 from County Line Road to Wabash Avenue

Evaluation Criteria	No-Build Alternative	Northern Alternative	Southern Alternative
Business Impacts			
Number of business relocations	0	2	3
Residential Impacts			
Number of residential relocations	0	6	21
Environmental Effects			
Archaeological/Historic sites (potential)	None	Medium	Medium
Public parks, recreation areas, or wildlife refuges	None	None	None
Noise (potential)	None	Medium	Medium
Wetland (acres)	0	1.3	0.5
Floodplains (acre feet)	0	4.3	9.8
Threatened and endangered species (potential)	None	Low	Low
Contamination sites (high / medium)	None	4 / 13	4 / 13
Right-of-Way Needs			
Right-of-way to be acquired for roadway improvements (acres)	0	12.6	12.1
Right-of-way to be acquired for stormwater facilities (acres)	0	19.1	19.1
Right-of-way to be acquired for floodplain compensation (acres)	0	10.5	10.5
Estimated Total Project Costs (2015 Cost)			
Design	\$0	\$4,450,000	\$4,450,000
Mitigation Cost ¹	\$0	\$138,000	\$54,000
Right-of-way cost for roadway	\$0	\$12,466,000	\$14,488,000
Right-of-way cost for stormwater and floodplain sites	\$0	\$4,327,000	\$4,327,000
Total Right-of-Way Cost	\$0	\$16,793,000	\$18,815,000
Total Construction Cost	\$0	\$52,068,000	\$52,021,000
Construction Engineering & Inspection²	\$0	\$7,810,000	\$7,803,000
Preliminary Estimate of Total Project Cost (2015 Cost)	\$0	\$81,259,000	\$83,143,000

1. Mitigation Cost was based on mitigation bank credit cost and an estimated functional loss for wetland impacts.

2. Construction Engineering & Inspection is estimated at 15% of the Total Construction Cost.

Estimated project costs

Estimated costs shown in the evaluation matrix are based on present-day dollars and the best available information at the time of the PD&E study. At this time, the department's Tentative Five Year Work Program includes funding for design and right-of-way acquisition for US 92. Construction is not currently funded.

Phase	Fiscal Year
Final Design	2019
Right-of-Way Acquisition	2021
Construction	Not Funded

Environmental evaluations

The PD&E study is ongoing. Staff will continue to develop, refine and evaluate alignment alternatives for US 92 during the course of the study. Potential environmental effects associated with these proposed build alternatives are under careful evaluation and include detailed studies of wetlands, floodplains, threatened and endangered species, water quality, hazardous materials, recreational sites, noise, air quality, historic structures, and archaeological sites. Based on current data, the study team anticipates minimal effects to the environment from the proposed build alternatives.

FDOT is evaluating the Silver Moon Drive-In, as well as the Polk County Obelisk at the intersection of US 92 and County Line Road and the Publix Corporate Headquarters at the intersection of US 92 and Wabash Avenue, for historic significance during the course of this study.

The study team is evaluating the effects of traffic noise associated with widening US 92. Noise sensitive sites along the project corridor may be exposed to traffic noise levels that require additional analysis for noise abatement. Additional information for potential noise abatement measures will be available at the upcoming formal public hearing for this project.

What happens next?

We will continue to evaluate estimated project costs and engineering and environmental effects that the alternatives may have. Comments from you, at this meeting and throughout the study, will help the department make its selection of the preferred alternative. The preferred alternative will be presented at the public hearing for this project, tentatively scheduled for fall 2016.

Project Information

Project information and graphics will be available on the project website, www.US92Lakeland.com, following this meeting. If you would like to be added to the project mailing list, please fill out a comment form with your contact information and submit it in the comment boxes provided tonight. You also may submit it by mail to the address on the back of the comment form.

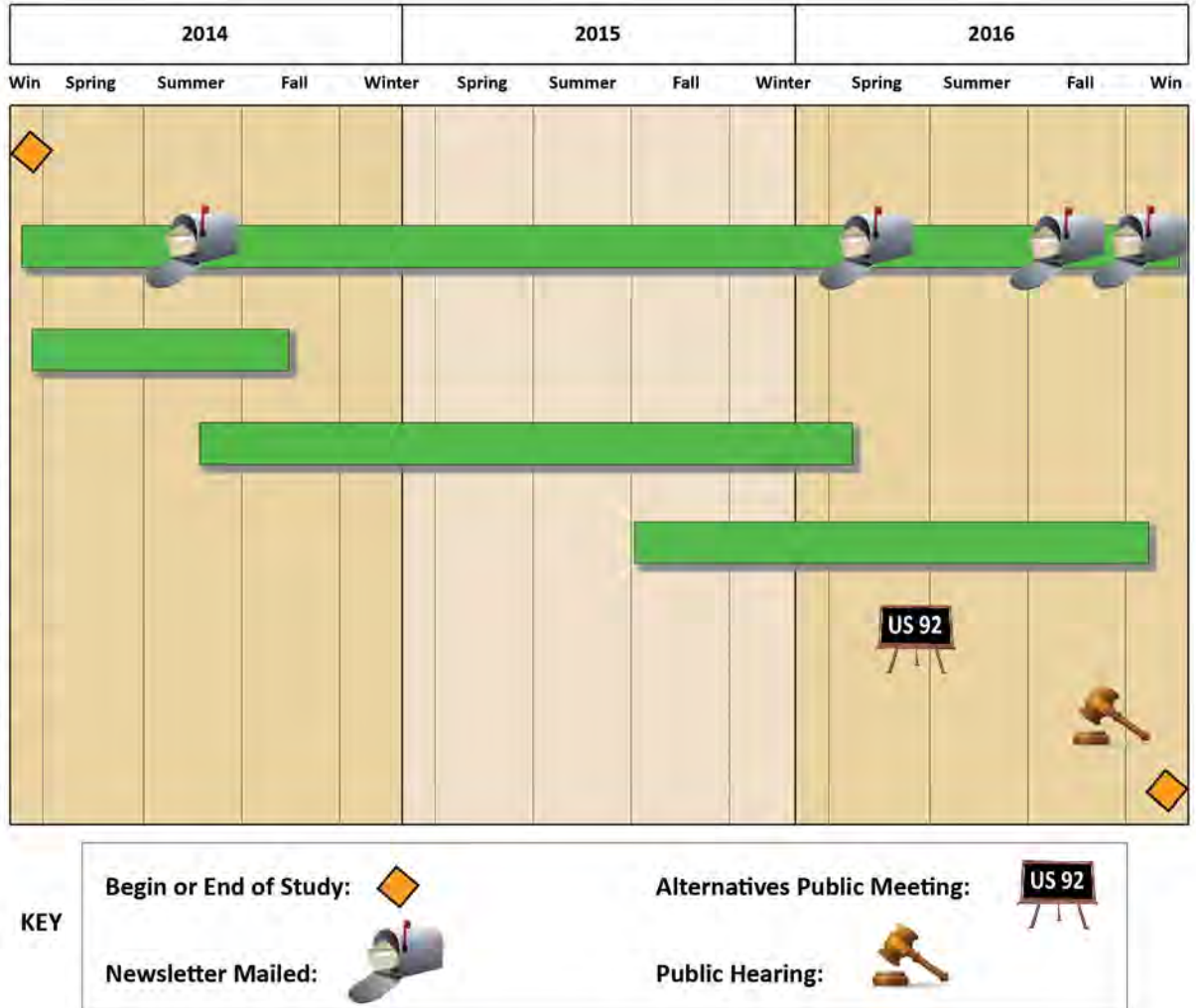




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Title VI of the Civil Rights Act of 1964

This alternatives public meeting is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status.

**Questions or
Comments? Contact:**

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