

RESOLUTION NO. ____

PROPOSED RESOLUTION NO. 25-076

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA EXPRESSING SUPPORT FOR THE TRADEPORT BOULEVARD FEASIBILITY STUDY, RECOMMENDING THAT ADJUSTED “CORRIDOR 2” BE ADVANCED TO A PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY WITH MULTI-MODAL TYPICAL SECTION; PROVIDING AN EFFECTIVE DATE.

WHEREAS, with funding participation from the City, the Florida Department of Transportation conducted the Tradeport Boulevard Feasibility Study to evaluate four alternative corridors for a potential connection between North Socrum Loop Road and State Road 33; and

WHEREAS, through the Study’s public involvement process, participants expressed preferences for the No-Build Alternative and “Corridor 2”, an extension of the existing Tradeport Boulevard alignment toward Walt Williams Road, parallel to Interstate 4 south of Wendell Watson Elementary School; and

WHEREAS, the Study’s technical analysis concluded that Corridor 2 best meets the transportation purpose and need for the area with fewer community and environmental impacts than the other build alternatives; and

WHEREAS, the FDOT and City project team presented the Study’s draft recommendations to the City Commission at a workshop conducted on October 18, 2024; and

WHEREAS, FDOT completed the Feasibility Study in Spring 2025 with a refined “Adjusted Corridor 2” alignment designed to avoid a nearby conservation easement between the roadway and Villages at Bridgewater; and

WHEREAS, the completed Study includes a Recommended Typical Section for a two-lane roadway with a multi-use bicycle and pedestrian path, providing enhanced multimodal connectivity to the nearby trails network; and

WHEREAS, to promote safety, neighborhood compatibility, and multimodal use along the recommended corridor, the City intends to restrict through-truck movements north of Tradeport Drive; and

WHEREAS, the Tradeport Boulevard corridor is included in the Polk Transportation Planning Organization’s *Envision 2050* long-range transportation plan as a Partially Funded project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA:

SECTION 1. The City supports the Adjusted Corridor 2 Alignment and Recommended Typical Section depicted in Exhibit “A” and recommends that FDOT further evaluate the project through a Project Development & Environmental (PD&E) Study to meet Federal National Environmental Policy Act (NEPA) requirements.

SECTION 2. The City will submit funding requests for the PD&E Study to the TPO and FDOT as part of their annual priority project solicitation processes.

SECTION 3. The City Manager is authorized to execute and submit, on behalf of the City, all applications and related documents required to pursue State and/or Federal funding for the PD&E Study and subsequent project phases.

SECTION 4. To promote safety, neighborhood compatibility, and multimodal use along the corridor, any portion of the future roadway ultimately maintained by the City will be posted to prohibit through-trucks north of Tradeport Drive.

SECTION 5. If any word, sentence, clause, phrase, or provision of this Resolution, for any reason, is held to be unconstitutional, void, or invalid, the validity of the remainder of this Resolution shall not be affected thereby.

SECTION 6. This Resolution shall become effective upon passage.

PASSED AND CERTIFIED AS TO PASSAGE this 15th day of December, A.D. 2025.

**CITY COMMISSION OF THE
CITY OF LAKELAND, FLORIDA**

By: _____
H. WILLIAM MUTZ, MAYOR

ATTEST: _____
KELLY S. KOOS
CITY CLERK

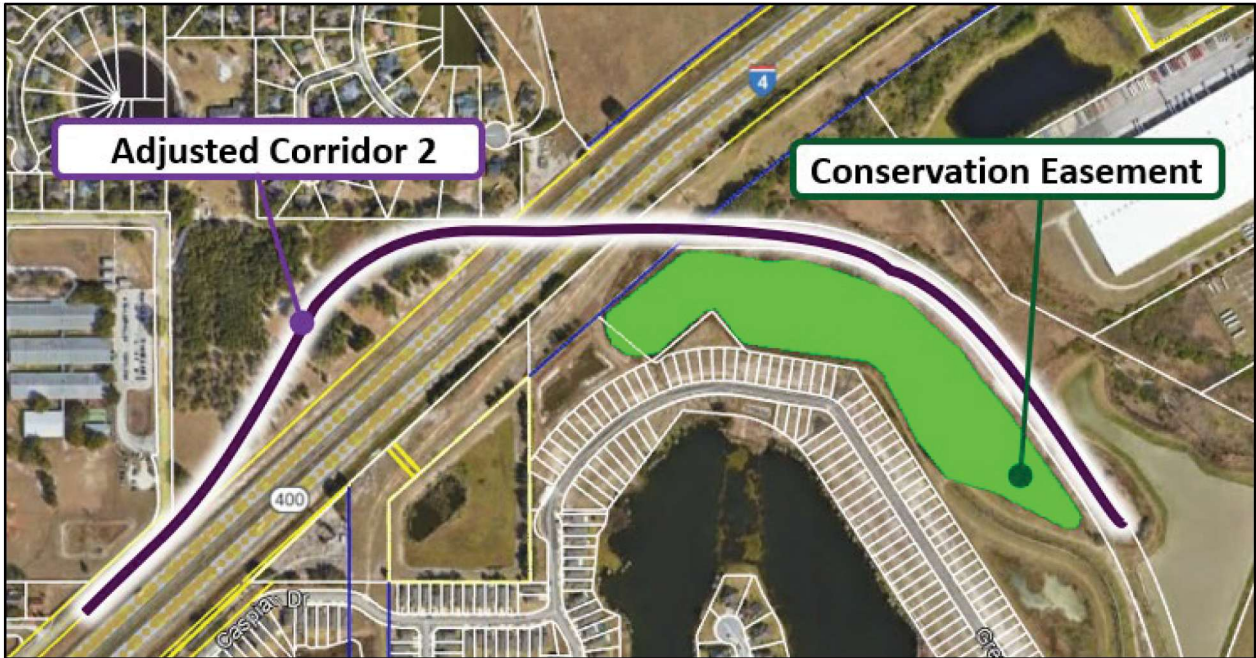
APPROVED AS TO FORM AND CORRECTNESS: _____
PALMER C. DAVIS
CITY ATTORNEY

Figure 21: Recommended Typical Section



Additional engineering considerations were given to Corridor 2 (Pink) in order to fully develop the feasible nature of the recommended corridor. After further analysis, it was determined that a conservation easement was located along a parcel that Corridor 2 was shown to traverse. In order to avoid the conservation easement, an alignment was developed utilizing the existing ROW along Tradeport Boulevard, crossing I-4 and tying back into Walt Williams Road south of the elementary school. The adjusted Corridor 2 in purple (see **Figure 22**) would result in a steel structure over I-4. The following subsections outline the analysis which was performed related to the structure.

Figure 22: Corridor 2 Alignment Adjustments



8.2.1 Tradeport Boulevard over I-4 Bridge Feasibility

There were three study alignments advanced for the proposed bridge feasibility alternatives along Tradeport Boulevard over I-4 (Corridor 2). These alignments are named 1 through 3 from North to

Figure 20: Corridors Under Analysis

