



US 301 (SR 43)

from SR 60 (Adamo Drive) to I-4 (SR 400)

WPI Segment No. 430050-1
Hillsborough County

Project Development and Environment Study

Study Approval Notification

July 2018

The Florida Department of Transportation has completed the Project Development and Environment (PD&E) study for US 301 (SR 43) from SR 60 (Adamo Drive) to I-4 (SR 400) in Hillsborough County. (see project location map).

On March 15, 2018, FDOT approved the *State Environmental Impact Report (SEIR)* for this proposed project. This report contains the results of analyses of potential effects on the social, cultural, natural, and physical environment. These efforts were accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allowed FDOT to better determine the effects a transportation project will have on the natural and human environment. A legal notice was published in the Tampa Bay Times in July 2018.

A PD&E study is a comprehensive study that evaluates social cultural, economic, and environmental effects associated with the proposed transportation improvements. Based on this study, the Department can reach a decision on the type, location, and conceptual design of the necessary improvements to US 301 to accommodate future traffic demand in a safe and efficient manner.

Public Hearing Results

FDOT held a Public Hearing for the PD&E Study for the proposed improvements to US 301 on March 1, 2016 at the Sheraton Tampa East Hotel from 5:30 p.m. to 7:30 p.m. Draft project documents, along with other project-related materials were on display as well as a project video presentation that ran continuously. A total of 13 attended the Hearing. No comment forms were received at the Hearing and one comment was received electronically, by email during the Hearing comment period. A transcript of the Public Hearing is included in the *Comments and Coordination Report*. The Comments and Coordination Report also contains the electronic comment received. A link to this document is included on the project website.

<http://archived.fdotd7studies.com/us301/sr60-to-i4/>



Selected Alternative

Following the public Hearing, the Recommended Build Alternative was selected as the Preferred Build Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 301 in order to accommodate future traffic increases along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along US 301.

Changes Made Following the Public Hearing

Following the Public Hearing, the Recommended Build Alternative was revised to incorporate 7-foot wide buffered bike lanes per FDOT's Roadway Design Bulletin 15-01. Once approved by the District, the Recommended Build Alternative becomes the Preferred Build Alternative, and it can be advanced to the design phase.

Planned Improvements

This roadway capacity improvement project involves widening US 301 from the existing four-lane divided arterial roadway to a divided six-lane arterial roadway to accommodate future travel demand in the study area. The study limits extend from the intersection with State Road 60 to south of the I-4/US 301 ramps in Hillsborough County. The total project length is 3.3 miles.

The Recommended Build Alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. Based on the evaluation of the alternatives, Alternative 2 was selected as the Preferred Build Alternative. The Preferred Build Alternative is approved for advancement to future project phases (i.e. design, right-of-way acquisition, and construction) as funding becomes available. Representative typical sections for the Preferred Build Alternative are shown on the next page.

Planned Typical Sections

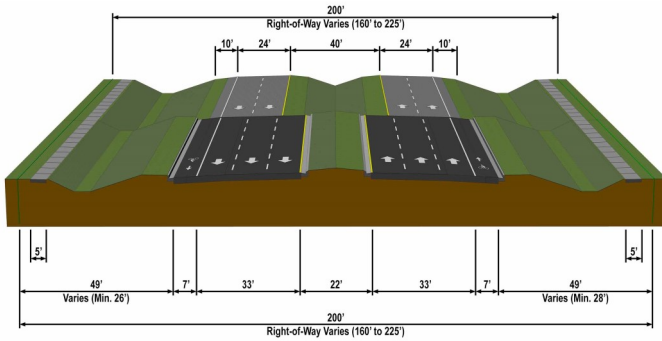
The Preferred Build Alternative consists of two typical sections for the widening of US 301.

Typical section No. 1 is a 45 mph urban typical section that consists of six 11-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 22-foot raised median, and 5-foot sidewalks with curb and gutter on both sides.

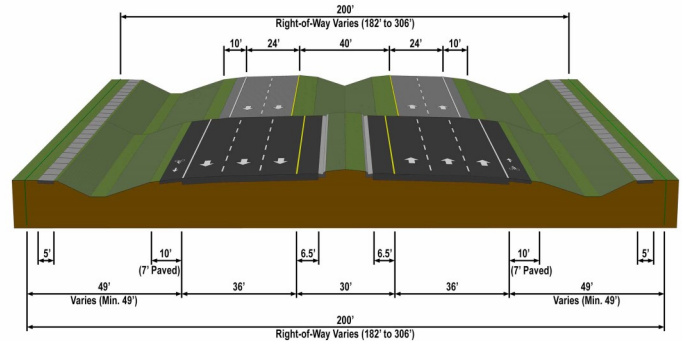
Typical section No. 2 is a 50 mph suburban typical section that consists of six 12-foot travel lanes (three in each direction), 6.5-foot paved inside shoulders, 10-foot outside shoulders (with 7 feet paved), a 30 foot raised median with curb and gutter in the median and 5-foot sidewalks on both sides.

All four structures crossing the CSX Transportation rail lines will be replaced due to minimum vertical clearance and potential train and/or cargo strikes. The proposed typical sections for the bridges over the CSX S-Line, CSX A-Line, and CR 574 are shown on the next page. The Bruce Creek bridge culvert will be extended and both Tampa Bypass Canal bridges will be widened. The open median between the two Tampa Bypass Canal bridges will be closed based on the proposed improvements shown.

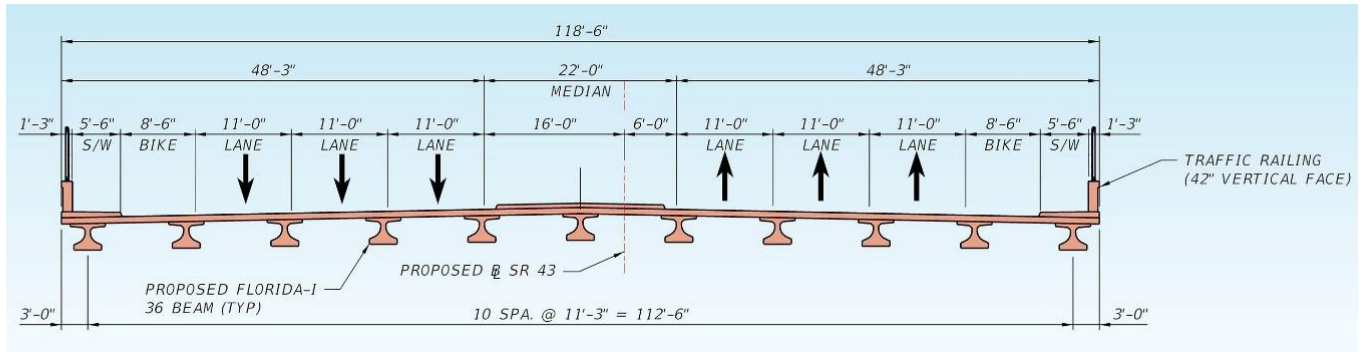
FUNDING SCHEDULE FDOT's Adopted Five-Year Work Program Fiscal Years 2018 - 2022	
PHASE	FUNDING YEAR
Design	Currently Not Funded
Right-of-Way	Currently Not Funded
Construction	Currently Not Funded



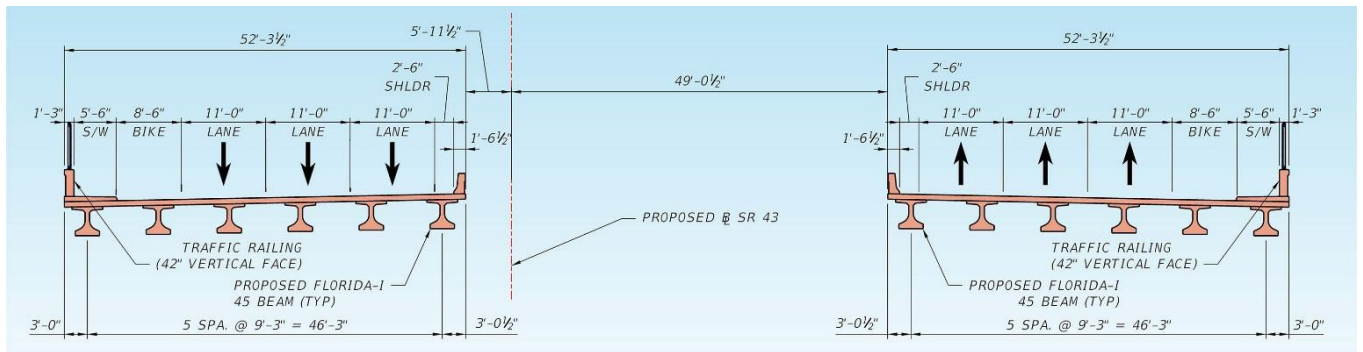
Proposed Urban Typical Section 1



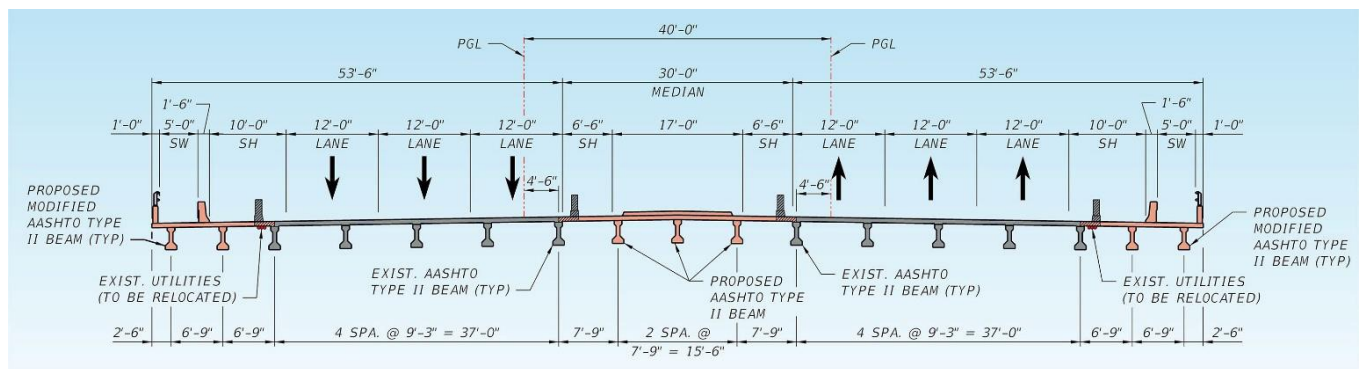
Proposed Suburban Typical Section 2



Proposed Bridge Typical Section over CSX S-Line



Proposed Bridge Typical Section over CSX A-Line and CR 574



Proposed Bridge Typical Section over Tampa Bypass Canal

PROJECT WEBSITE

for more information on this study, go to

<http://archived.fdotd7studies.com/us301/sr60-to-i4/>

Florida Department of Transportation, District Seven
US 301 PD&E Study from SR 60 to I-4
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Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact:

Alex Henry, Public Involvement Coordinator

Phone: (813) 975-6405, or (800) 226-7220

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Comuníquese con Nosotros

Nos importa mucho la opinión sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, porfavor comuníquese con nosotros. Nuestra representante:

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Who to Contact

The approved final State Environmental Impact Report may be viewed on the study's website or at FDOT's District Seven Headquarters, 11201 N. McKinley Drive in Tampa. For more information about the project, please contact FDOT's Project Manager or Public Information Officer:

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