

PHASE	FISCAL YEAR
Design Phase	Not Currently Funded
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

Currently, the design, right of way, and construction phases are not funded in the FDOT's 5-year adopted work program through fiscal year 2020/21.

## Who to Contact

The approved final *State Environmental Impact Report* may be viewed on the study's website at:

<http://active.fdotd7studies.com/us41/kracker-to-sr676/>

or at the FDOT 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:

### Lilliam Escalera, Project Manager

Florida Department of Transportation District Seven  
11201 N. McKinley Drive, MS 7-800, Tampa, Florida 33612  
Phone: (813) 975-6445 or (800) 226-7220  
Email: Lilliam.Escalera@dot.state.fl.us

### Kris Carson, Public Information Officer

Florida Department of Transportation District Seven  
11201 N. McKinley Drive, MS 7-100, Tampa, Florida 33612  
Phone: (813) 975-6202 or (800) 226-7220  
Email: Kristen.Carson@dot.state.fl.us

## Non Discrimination Laws & Regulations

Public participation was solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns may do so by contacting:

### Christopher Speese, Public Involvement Coordinator

Phone: (813) 975-6405 or (800) 226-7220  
Email: Christopher.Speese@dot.state.fl.us

## Comuniquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante, Señora Lilliam Escalera, 813-975-6445, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, Lilliam.Escalera@dot.state.fl.us



Lilliam Escalera, Project Manager  
Florida Department of Transportation  
District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612



## US 41 / STATE ROAD 45 PD&E STUDY

From Kracker Avenue to South of SR 676  
(Causeway Boulevard)  
in Hillsborough County

Florida Department of Transportation District Seven  
WPI Segment Number: 430056-1 | ETDM Project No. 5180

## Study Approval Notification

March 2017

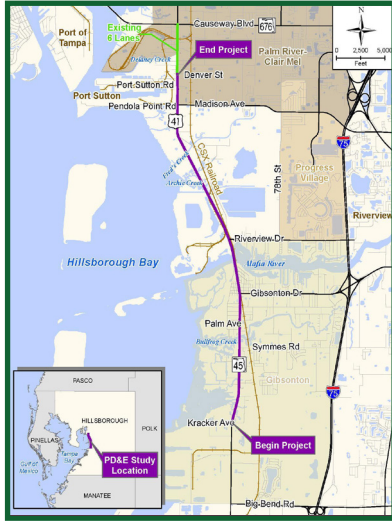
The **Florida Department of Transportation (FDOT)** has completed the Project Development and Environment (PD&E) study for US 41 from Kracker Avenue to south of SR 676 (Causeway Boulevard) in Hillsborough County (see project location map).

On January 12, 2017, the 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 the 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* on February 25, 2017.

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 41 to accommodate future traffic demand in a safe and efficient manner.

## Public Hearing Results

A public hearing was held for this proposed project on January 26, 2016 at the Gardenville Recreation Center in Gibsonton. A total of 60 people signed in at the hearing, and a total of 11 people or agencies made comments. Most attendees appeared to be in favor of the proposed project, while one attendee expressed a preference for the No-Build Alternative. A transcript of the public hearing is included in the *Comments and Coordination Report*. The *Comments and Coordination Report* also contains copies of the written comments received and FDOT's responses. Links to these two documents are included at the bottom right of this page.



## Selected Alternative

Following the public hearing, the Recommended Build Alternative was selected as the Preferred 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 41 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 41.

## Changes Made Following the Public Hearing

Subsequent to the public hearing, as a result of comments received from the public, the FDOT made several changes to the conceptual design plans for the planned improvements. These included changing the southbound triple left turn lanes at Gibsonton Drive to dual left turn lanes (to reduce impacts to businesses) and making several changes to the planned median openings ("access management").

The existing full median opening at Eastwood Drive North

was changed from a proposed median closure to a proposed directional median opening, which will allow southbound motorists to make U-turns to access Magnolia Trails as they currently do.

Switching from triple to dual left turn lanes southbound at Gibsonton Drive resulted in the need for longer dual left turn lanes, which in turn, affected the proposed median openings north of the intersection. At the East Bay Business Center (just north of Anna Avenue) the concept plans were revised to include a short northbound left turn lane to provide truck/auto access into the business center.

The third access management change request concerned the intersection of Dover Street at US 41 (one block south of Madison Avenue). The concept plans were revised to show a full median opening to allow Trademark Metals Recycling customers to continue to make westbound to southbound left turns onto US 41 as they currently do.

## Planned Improvements

Representative typical sections for the Preferred Build Alternative are shown on this page. Suburban typical sections are planned for areas to the south of Palm Avenue and north of the Alafia River where the existing right of way is 182 feet wide. Urban typical sections are planned between Palm Avenue and the Alafia River where the existing right of way is much narrower and the existing typical sections are already urban. All typical sections include bicycle lanes and sidewalks, in addition to accommodating portions of the future South Coast Greenway trail along US41, which will be part of the planned Coast to Coast Connector trail.

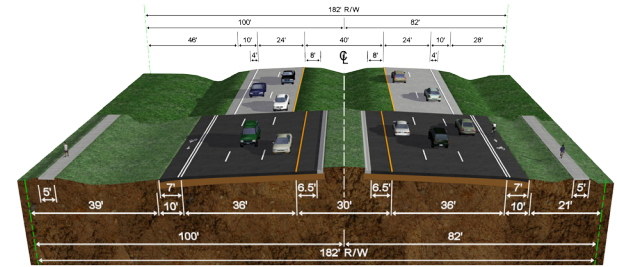
The planned improvements will include construction of stormwater management facilities and floodplain compensation sites; the locations of these facilities will be determined during the proposed project's future design phase. The planned improvements also include modifications to some median openings to improve safety and traffic operations. Updated conceptual design plans for the planned improvements and final study documents are available for viewing and downloading at:

<http://active.fdotd7studies.com/us41/kracker-to-sr676/> (under the Final Documents tab).

## PROJECT WEBSITE

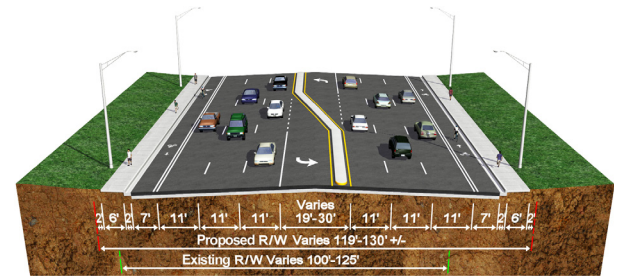
For more information on this study, go to <http://active.fdotd7studies.com/us41/kracker-to-sr676/>

## Planned Typical Sections



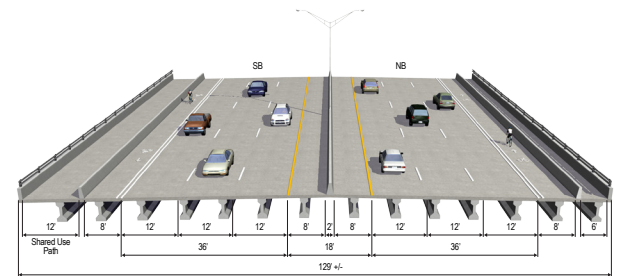
### Planned Typical Section Between Kracker Ave. and Palm Ave.

(Planned typical section between Alafia River Bridge and Denver Street is very similar to this one)

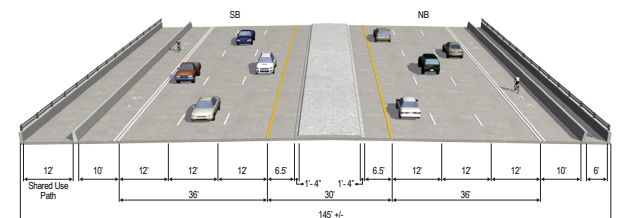


### Planned Typical Section from Palm Avenue to Gibsonton Drive

(Planned typical section from Gibsonton Drive to Lula Street is very similar to this one)



### Planned Bridge Typical Section at Alafia River



### Planned Bridge Typical Section at Bullfrog Creek