



January 2026

VIRTUAL PROJECT UPDATE

US 41 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM KRACKER AVENUE TO SOUTH OF SR 676
Hillsborough County | WPI No. 430056-1 | ETDM No. 5180

Dear Property Owner and/or Interested Citizen:

You are invited to participate in the Florida Department of Transportation (FDOT), District Seven, virtual project update on the US 41 PD&E Study from Kracker Avenue to south of SR 676. The update is being conducted to present new, updated information on the previously conducted PD&E study.

On January 12, 2017, the FDOT prepared and approved a SEIR, a state-level environmental document. The FDOT is now pursuing federal funding for this project, resulting in the need for updated and additional analyses, and the preparation of a Type 2 Categorical Exclusion (CE).

Project Information

The proposed improvements include widening US 41 from four to six lanes, replacing the bridges over the Alafia River and Bullfrog Creek, making operational improvements at major intersections, constructing new stormwater management and floodplain compensation facilities, and installing sidewalks, bicycle lanes, and a shared use path.

The shared use path will be constructed in place of the sidewalk in two segments of the project to accommodate the future South Coast Greenway currently being planned by Hillsborough County (CIP #69675001). The shared use path will be installed on the west side of US 41 from Symmes Road to Beach Avenue and from Lula Street to Old US 41 and then cross to the east side of US 41 by routing under the Alafia River Bridge.

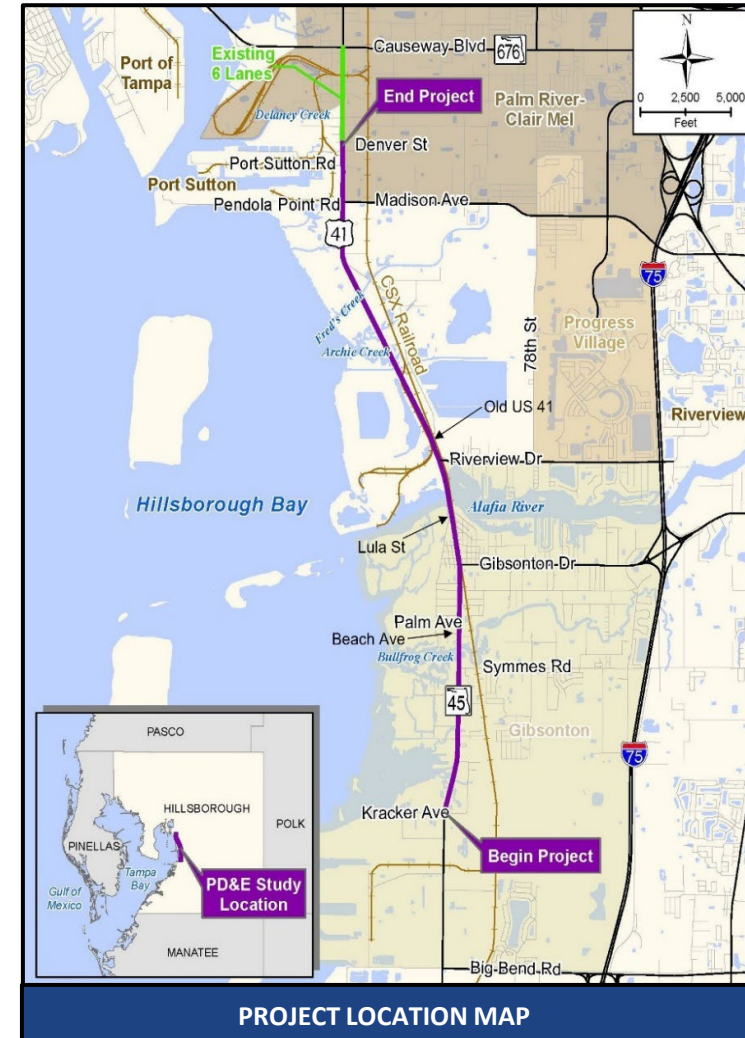
Updated project materials including maps, graphics, and other information will be available for review on the project website from January 9, 2026, through January 30, 2026. Comments may also be submitted during these dates. Comments received or postmarked by January 30, 2026, will be included in the project record.

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 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 the FDOT. The FDOT welcomes and appreciates everyone's participation.

If you have questions about the project, please contact the FDOT Project Manager, Anna Geismar, at 813-975-6433 or visit the project website at www.fdotd7studies.com/projects/us41-kracker-to-sr676/.

Sincerely,

Kirk Bogen, P.E. Environmental Management Engineer



VIRTUAL PROJECT UPDATE

The FDOT is conducting a virtual project update from **January 9, 2026, to January 30, 2026** to present new information on the US 41 PD&E Study.

Updated project materials including maps, graphics, and study documents will be available for review on the project website and comments may be submitted anytime during the update period.

This is a virtual event, no in-person meeting will be held.

Florida Department of Transportation
District Seven
Attn: Anna Geismar, Project Manager
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612



US 41 PD&E Study Contact Information

For additional information please visit the project website:
www.fdotd7studies.com/projects/us41-kracker-to-sr676/

Or contact :

Anna Geismar
FDOT Project Manager

(813) 975-3698 or (800) 226-7220
anna.geismar@dot.state.fl.us

Kris Carson
District Public Information Officer

(813) 975-6060 or (800) 226-7220
kristen.carson@dot.state.fl.us

Translation and Disability Provisions

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Jensen Hackett, Title VI Coordinator, at (813) 975-6283 or jensen.hackett@dot.state.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Ways to Comment

FDOT encourages the public to provide comments on the US 41 PD&E Study Virtual Project Update. Comments may be submitted in the following ways:

www.fdotd7studies.com/projects/us41-kracker-to-sr676/
ONLINE:

Kirk Bogen, P.E.
Environmental Management Engineer
MAIL: Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612



Comuniquese con Nosotros

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor **Manuel Flores** al teléfono (813) 975-6279 o correo electrónico: manuel.flores@dot.state.fl.us

Scan Here for more Project Information



- Quick access to the Project Website
- View Project Documents, Maps, and Graphics
- Submit Comments



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PREFERRED TYPICAL SECTIONS

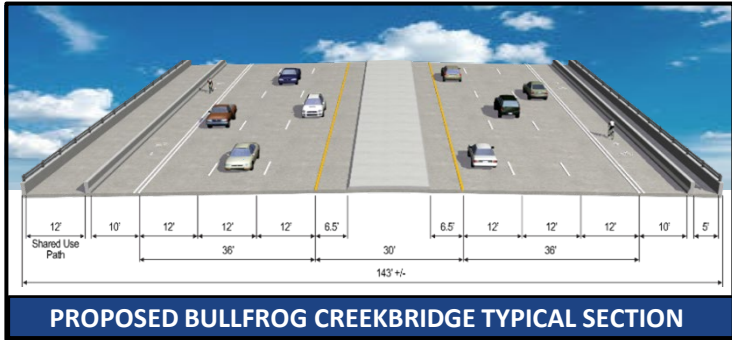
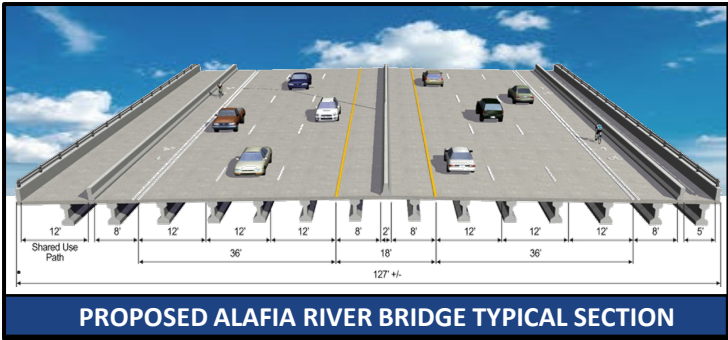
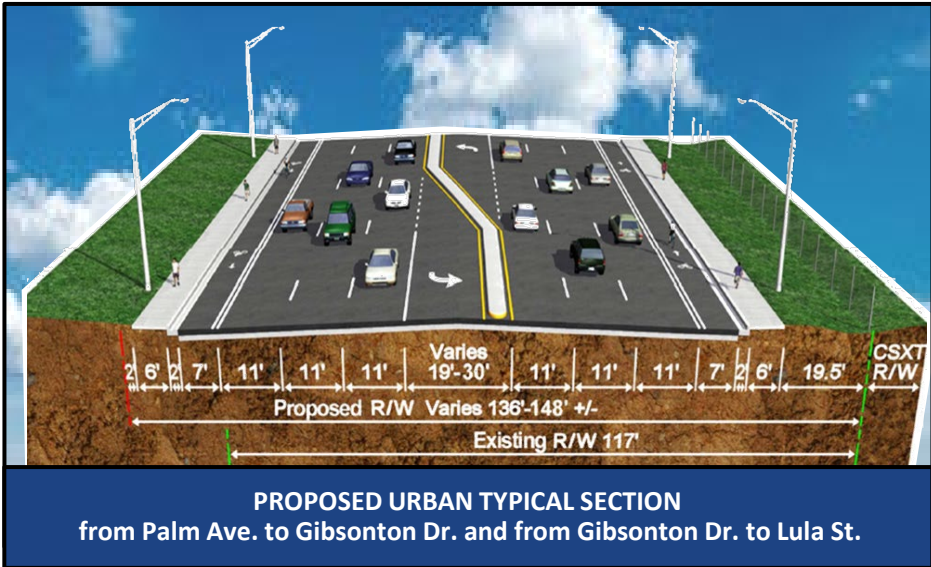
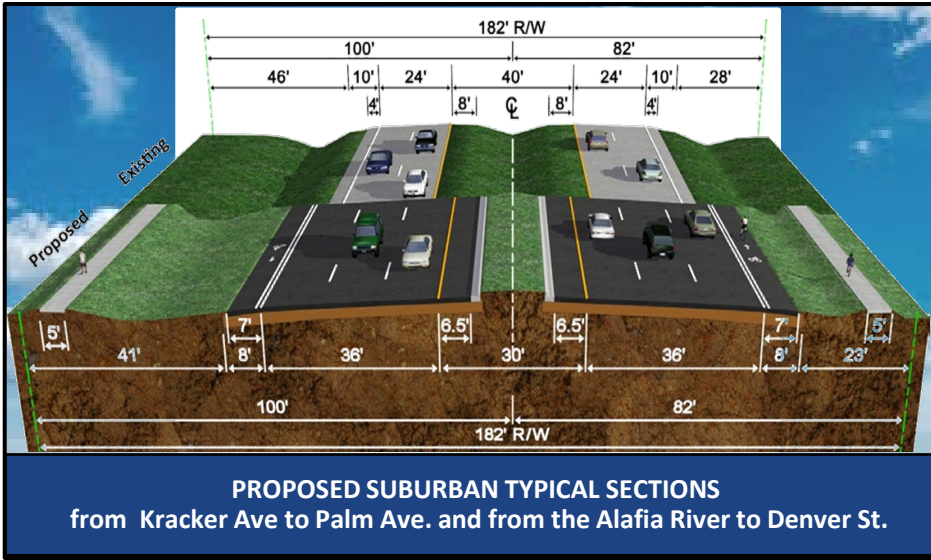
The preferred typical roadway and bridge typical sections that were evaluated in 2017 have not changed as a result of the project update and consist of the following:

Suburban Typical Sections occur in two areas - from Kracker Avenue to Palm Avenue and from the Alafia River to Denver Street. The improvements for both suburban segments consist of widening US 41 from four to six 12-foot travel lanes (3 in each direction), with 7-foot bike lanes, and 5-foot sidewalks. The improvements in these areas will occur within the existing 182-foot right of way (ROW).

Urban Typical Sections occur in two areas - from Palm Avenue to Gibsonton Drive and from Gibsonton Drive to Lula Street. The improvements for both urban segments consist of widening US 41 from four to six 11-foot travel lanes (3 in each direction), with 7-foot bike lanes, and 6-foot sidewalks. The proposed ROW from Palm Avenue to Gibsonton Drive varies from 119-130 feet while the proposed ROW from Gibsonton Drive to Lula Street varies from 136-148 feet.

Alafia River Bridge Typical Section: The new bridge over the Alafia River includes six 12-foot travel lanes (3 in each direction), 8-foot bike lanes, a 5-foot sidewalk on the northbound side and a 12-foot shared use path on the southbound side.

Bullfrog Creek Bridge Typical Section: The new bridge over Bullfrog Creek includes six 12-foot travel lanes (3 in each direction), 10-foot bike lanes, a 5-foot sidewalk on the northbound side and a 12-foot shared use path on the southbound side.



NO-BUILD ALTERNATIVE

Under the No-Build Alternative, no improvements would be made, leaving the existing roadway in its current configuration. The No-Build Alternative will not incur additional costs or environmental impacts; however, it fails to fulfill the project’s purpose and need or to meet the goals of the MPO’s LRTP. The No-Build Alternative remained a viable alternative throughout the study process and served as the basis of comparison for the Build Alternatives.

US 41 PD&E Study Evaluation Matrix	No-Build Alternative	Build Alternative
Potential Number of Relocations		
Business Relocations	0	6
Residential Relocations	0	2
Potential Environmental Effects		
Right of Way Required for Roadway Improvements (Acres)	0	3.47
Right of Way Required for Stormwater/Floodplain Compensation Sites (Acres)	0	44.31
Archaeological/Historic Sites (Potential) ¹	None	Low
Section 4(f) Resources in Project Limits/Impacted	None	5/0
Noise Impacts (Number of Sites) ²	61	89
Wetlands and Surface Waters Affected (Acres)	0	8.31
Essential Fish Habitat (Acres)	0	3.57
Floodplain Encroachment (Acre-feet)	0	10.61
Threatened and Endangered Species (Involvement)	None	Low
Contamination Sites (Involvement) – Medium/High Risk Rating	None	14/10
Estimated Costs (\$millions)		
Construction of Roadway, Bridges and Ponds	0	\$273.50
Right of Way Acquisition for Roadway	0	\$21.21
Right of Way Acquisition for Stormwater Ponds & Floodplain Compensation Sites	0	\$16.18
Wetlands Mitigation ³	0	\$2.08
Engineering Design & Construction Inspection (20%)	0	\$55.00
Preliminary Estimate of Total Costs (\$millions)	0	\$367.97

Notes ¹Sites on or eligible for listing on the National Register of Historic Places (NRHP)
²Sites with noise levels equal to or higher than the Federal Highway Administration’s (FHWA) Noise Abatement Criteria
³Based on an average mitigation cost of \$175,000/acre

FDOT ADOPTED FIVE-YEAR WORK PROGRAM
Fiscal Years (FY) 2025/26 to 2029/30

WPI Seg.	Project Segment	Design	ROW	CST
TBD	US 41 from Kracker Ave. to south of Pendola Pt./Madison Ave.	Not Currently Funded	Not Currently Funded	Not Currently Funded
430056-2	US 41 from Pendola Point/Madison Ave. to Denver St.	Underway	Not Currently Funded	Not Currently Funded

RIGHT OF WAY (ROW) ACQUISITION

The Preferred Alternative will require an estimated 47.78 acres from 45 parcels comprised of 3.47 acres from 34 parcels for intersection improvements, and 44.31 acres from 11 parcels for offsite stormwater management and floodplain compensation sites.

REAL ESTATE ACQUISITION AND RELOCATION PROCESS

When a transportation project proposes the acquisition of private property, questions or concerns may arise. The FDOT has developed informational brochures to provide a better understanding of the ROW acquisition and relocation process. These brochures, along with other educational materials, are available online: www.fdot.gov/rightofway/documents.shtm



For additional information, call the District ROW office: (813) 975-6495 or (800) 226-7220

