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

Comuníquese 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
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