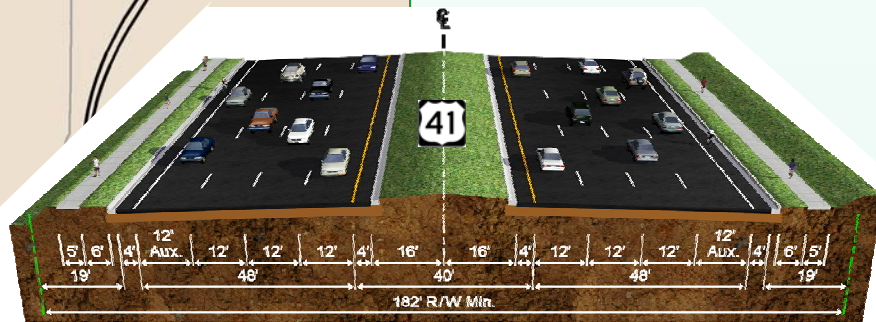


6-Lane Suburban
 from 12th Street to Kracker Avenue
 (except areas shown below)



6-Lane High Speed Urban with Auxiliary Lanes
 from Big Bend Road to Pembroke Road



6-Lane Urban with Auxiliary Lanes
 from Flamingo Drive to Apollo Beach Boulevard

Existing Conditions

U.S. 41 currently has a 4-lane divided rural typical section. A typical section is a cross-sectional view of the area between the right-of-way lines. The typical section provides a visual breakdown of the total right-of-way width into its primary components, such as vehicle lanes, median width, curb and gutter or shoulders, drainage swales, and sidewalks. These elements determine the necessary right-of-way width required for the expanded roadway. The existing roadway has 11.5 to 12.0 foot travel lanes, 4-foot paved inside shoulders, and a 40-foot grassed median. The posted speed limit is 55 miles per hour (mph) except for a short segment on either side of Big Bend Road, which is posted at 45 mph. The existing right-of-way typically varies from 182 feet to 227 feet.

Proposed Improvements

The selected proposed improvements include widening to six lanes as well as intersection improvements and construction of stormwater management facilities, bike lanes, and sidewalks. In addition to six basic travel lanes, auxiliary lanes are also proposed in the vicinity of Apollo Beach Boulevard and Big Bend Road (CR 672).

Proposed Roadway Typical Sections

Three different roadway typical sections are proposed within the study limits. The colors correspond to the picture of the typical section and location on the map.

6-Lane Suburban: This typical section applies to the entire project with the exception of the following intersection areas:

6-Lane High-Speed Urban with Auxiliary Lanes: This typical section applies to the segment from Big Bend Road to Pembroke Road. This segment of U.S. 41 is designated as a Strategic Intermodal System connector route which connects the Port of Tampa to I-75.

6-Lane Urban with Auxiliary Lanes: This typical section applies to two segments:

1. From Flamingo Drive to approximately 1,000 feet north of Apollo Beach Boulevard.
2. Approximately 1,000 feet south of Big Bend Road to Big Bend Road.

Project Schedule

Task	Fiscal Year
Design	Not Currently Funded
Right-of-Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

Currently, design, right-of-way, and construction phases are not funded in the FDOT's Five-Year Adopted Work Program (FY 2009/10 - 2013/14).

Who to Contact

For additional project information please contact:

Manuel Santos, E.I.
PD&E Project Manager
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456
Phone: 813-975-6173 or 1-800-226-7220
Email : manuel.santos@dot.state.fl.us

Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964

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

District Seven

FDOT District 7 Title VI Coordinator,
Linda Stachewicz
MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6456
(813)975-6460
linda.stachewicz@dot.state.fl.us

Or

Tallahassee Office

FDOT Statewide Title VI Administrator,
Charlotte Thomas
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450
(850)414-4747
charlotte.thomas@dot.state.fl.us



Manuel Santos, Project Manager
Florida Department of Transportation,
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11201 N. McKinley Drive, MS 7-500
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U.S. 41



From 12th Street to Kracker Avenue Project Development and Environment (PD&E) Study

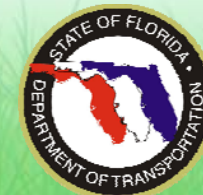
WPI Segment No.: 421140-8
January 2010

Study Approval Notification

The Florida Department of Transportation (FDOT) has concluded the Project Development and Environment (PD&E) Study for U.S. 41 from 12th Street to Kracker Avenue in Hillsborough County.

On November 10, 2009, the FDOT approved the State Environmental Impact Report (SEIR) for this project. This report contains the results of analyses of potential effects to 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 Tribune on Wednesday, January 27, 2010.

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



Florida Department
of Transportation
District Seven