



US 41/SR 45/South 50th Street at CSX Grade Separation

From South of Causeway Boulevard to North of Causeway Boulevard
Hillsborough County, Florida

PD&E Re-evaluation Begins!

The Florida Department of Transportation (FDOT) has begun a re-evaluation for the **US 41/SR45/South 50th Street at CSX Grade Separation** from south of US 41B/SR 45/SR 676/Causeway Boulevard to north of Causeway Boulevard in Hillsborough County, a distance of approximately 1.5 miles. This project is a re-evaluation of a Project Development and Environment (PD&E) study originally completed in 1994. The proposed re-evaluation involves reassessing the environmental and engineering impacts of a grade separation of US 41 and the CSX crossing including operational improvements to the vehicle queues caused by CSX trains, and safety improvements for vehicles, pedestrians, and bicyclists.



What is a PD&E Study?

A PD&E study assists the FDOT in determining the location, conceptual design, and social, economic and environmental impacts of a proposed transportation roadway improvement. During the PD&E process, feasible alternatives are developed for a specific roadway project. These “Build” alternatives are evaluated based on the potential impacts that each alternative would have on the project corridor. The need for additional right-of-way for stormwater and environmental mitigation is also evaluated during the PD&E study phase. FDOT also considers the “No-Build” alternative, which means no changes are made to the roadway within the study limits except for routine maintenance, through the year 2046.

What is a Re-evaluation?

A re-evaluation is the process used to document compliance with state federal laws and to identify any changes that may have occurred since the approval of the original environmental document. As a PD&E re-evaluation, this study will be used to update the prior study, document any changes to the design concept, reassess impacts, incorporate any new commitments, and compare any new alternatives with the previously approved roadway improvement. A re-evaluation is required: 1) to maintain eligibility for future federal funding due to the length of time that has passed since the original environmental documents were approved, 2) to assess impacts within the current project limits, 3) to document any changes from the original PD&E study.



Memorandum of Understanding

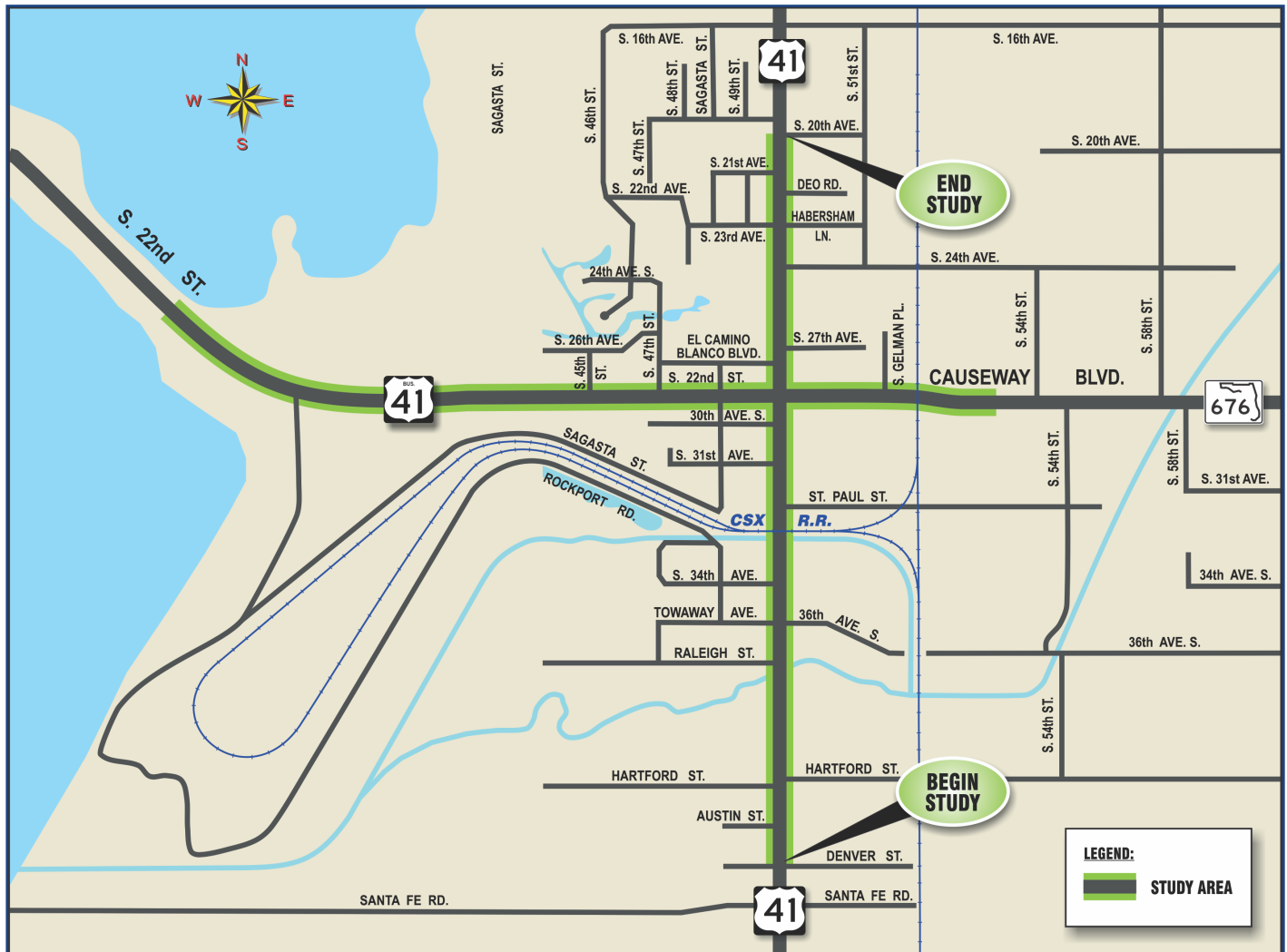
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Para Preguntas En Español

Si usted tiene preguntas, si usted desea hacer algun comentario sobre este proyecto o simplemente desea más información en español, favor de contactar a la señora Lilliam Escalera al teléfono (813) 975-6445. Puede usar también el correo electrónico: lilliam.escalera@dot.state.fl.us.

Project Background

US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified as a Goods Movement Roadway Corridor from I-4 to the Manatee County Line and is a priority project for the National Highway Freight Program. A previous PD&E study was conducted and a Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration in May 1994.



Purpose and Need

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance connectivity among bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor. In addition, this project will also address multimodal connectivity within the area. Between 2012 and 2016 there were 10 crashes involving bicyclists or pedestrians. These 10 crashes resulted in three fatalities, as well as a total of five injuries.

Public Involvement Program

One of the most important aspects of any study is public involvement. Your input is important to the success of the project and opportunities to provide input will be available throughout the study.



Project newsletters, such as this one, are mailed to all property owners located within 300 feet of the study area, as well as to elected and appointed officials, at key points in the study. There are many ways to stay involved and a list of participation opportunities is listed to the right.

You may also provide comments on the public website or you may call or email the FDOT Project Manager, whose information is also included on the right. The public website will include copies of the newsletters and documents produced throughout the life of the study.

FDOT will hold a public alternatives workshop to present the preliminary roadway improvement concepts developed by the study team to the public. This workshop will also present preliminary conclusions reached about the potential environmental, social and economic impacts and will also be an opportunity for the public to make comments. Any comments submitted during the workshop or during the comment period following the workshop will become a part of the official record.

After reviewing the results of the workshop and further study activities, the FDOT will choose a recommended alternative. This alternative, along with any new or updated study information, will be presented to the public at a formal public hearing. Public statements made during the hearing minutes, or during the comment period following the hearing, are included as part of the project record.

What's next?

We are currently beginning the data collection stage of the project. The study team will be developing the alternatives to present at the alternatives public workshop. Please see the back page of this newsletter for a schedule of all major study activities.



*Your input is important to us!
This newsletter is the first of four in a series to keep you involved in the study process.*

Participation Opportunities/ Information

Four newsletters will be mailed to keep you involved in the study's progress:

- At the beginning of the study
- To announce the alternatives public workshop
- To announce the public hearing
- To announce the completion of the study/ results of the hearing

One alternatives public workshop AND one public hearing will be held.

Other opportunities for participation include:

- Small group meetings
- Public Website (where you can also submit comments at anytime)

Stay Connected!

For more information /para más información:

Lilliam E. Escalera
Project Manager

Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
Phone: (813) 975-6445
Toll Free (800) 226-7220
lilliam.escalera@dot.state.fl.us

For media inquiries:

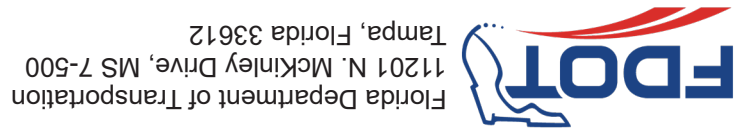
Kris Carson

Public Information Officer
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-100
Tampa, Florida 33612
Phone: (813) 975-6202
Toll Free: (800) 226-7220
kristen.carson@dot.state.fl.us

Project Website

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

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: Alex Henry, Public Involvement Coordinator Phone: (813) 975-6405 Email: alex.henry@dot.state.fl.us.



Schedule

Shown below is an overview of the project schedule. We are currently in the ‘Data Collection’ phase and will begin to develop alternatives to present at an alternatives public workshop in early 2019. The public hearing is anticipated for Fall 2019. Design activities are expected to begin after the hearing, when a preferred alternative has been selected.

	2018			2019				2020
	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring
Project Begins								
Newsletter #1								
Data Collection								
Engineering & Environmental Analysis								
Newsletter #2								
Alternatives Public Workshop								
Newsletter #3								
Public Hearing								
Newsletter #4								
Study Complete								
Design Activities Begin								