



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation From South of Causeway Boulevard to North of Causeway Boulevard

Alternatives Public Workshop
November 19, 2019

Hillsborough County, Florida
WPI Segment Number 440749-1

DEAR PROPERTY OWNER OR INTERESTED CITIZEN:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in the US 41/SR 45/South 50th Street at CSX Grade Separation alternatives public workshop. This public workshop is being conducted to give interested persons an opportunity to express their views concerning the conceptual design, and social, economic, and environmental effects of the proposed improvements along this segment of US 41, which begins just south of the CSX railroad crossing and extends to the north of Causeway Boulevard in Hillsborough County, a distance of approximately 1.5 miles.

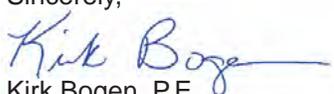
This project is a design change re-evaluation of a Project Development and Environment (PD&E) study originally approved in 1994. The proposed re-evaluation involves reassessing the environmental and engineering impacts of a grade separation of US 41 at the CSX crossing including operational improvements to reduce vehicle delays caused by CSX trains, and safety improvements for vehicles, pedestrians, and bicyclists. This letter is being sent to all property owners (pursuant to F.S. 339.155) with parcels situated within at least 300 feet of the edge of right-of-way of the proposed project, as well as to public officials, regulatory agencies, organizations and individuals interested in the project. However, this does not mean that all properties will be directly affected. If you are receiving this newsletter for the first time, it may be due to the limits of our improvements expanding with the current alternatives. Please review the project website for any previously released materials.

The alternatives public workshop will be held from **5:30 p.m. to 7:30 p.m.** on **Tuesday, November 19, 2019**, at the **Port Tampa Bay, Terminal 6, 1101 Channelside Drive, Tampa, FL 33602**.

The workshop will consist of an informal, open house format and there will be a short presentation discussing general project details which will run continuously throughout the workshop. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. Written comments may be submitted at any time during the workshop, or mailed up to 10 days after the workshop (by November 29, 2019) to the address located on the back of the comment form. Comments may also be submitted by visiting the project website (<http://active.fdotd7studies.com/us41/csx-to-sr676>).

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.

If you have any questions about the project or scheduled workshop, please contact: Lilliam Escalera, Environmental Management Office Project Manager (813) 975-6445 or lilliam.escalera@dot.state.fl.us or visit the project website.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer



ALTERNATIVES PUBLIC WORKSHOP

Date: Tuesday, November 19, 2019

Place: Port Tampa Bay, Terminal 6
1101 Channelside Drive
Tampa, FL 33602

Time: 5:30 PM - 7:30 PM

Para Preguntas En Español

Si usted tiene preguntas o si desea hacer algún 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.

Parking Information

Enter the port of Tampa at the primary entrance at the intersection of Kennedy Boulevard and Channelside Drive and make a right turn around the main Port Tampa Bay building. Signs will be posted to guide you to the workshop entrance. (The meeting location is also a short walk from the TECO Streetcar Stop #5 which services every 15 minutes free of charge.)

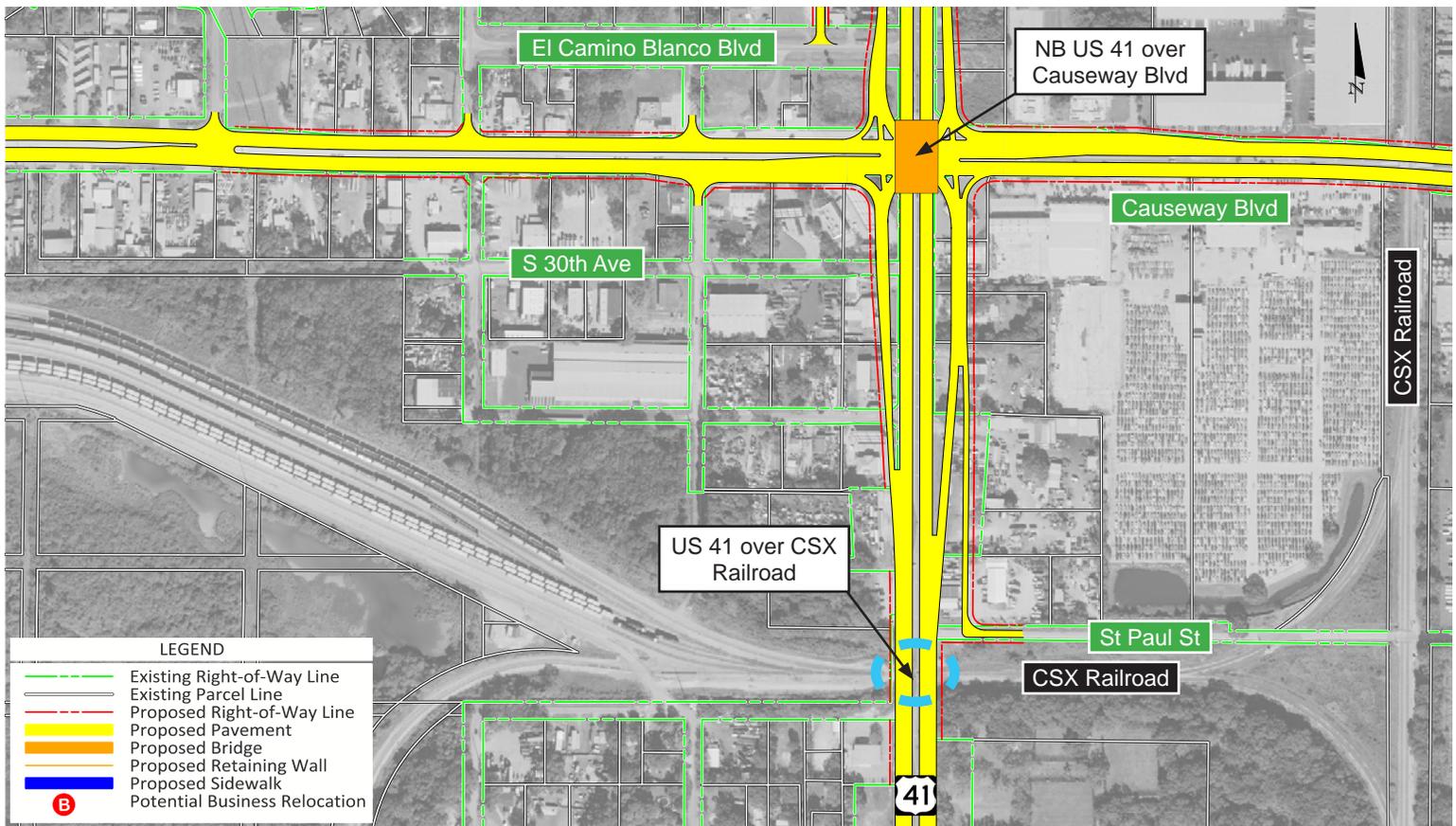
Purpose and Need

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.

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 safety and connectivity for 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.

1994 EA/FONSI Preferred Alternative

The FONSI documented the construction of a six-lane Causeway Boulevard to replace the existing two- to four-lane roadway beginning at SR 60 and extending approximately seven miles east to US 301. The project included a new interchange at US 41/Causeway Boulevard intersection for which the approved concept was a “compressed diamond” interchange with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) or a Tight Urban Diamond Interchange (TUDI). The US 41 grade separation over CSX Railroad south of Causeway Boulevard was also included.

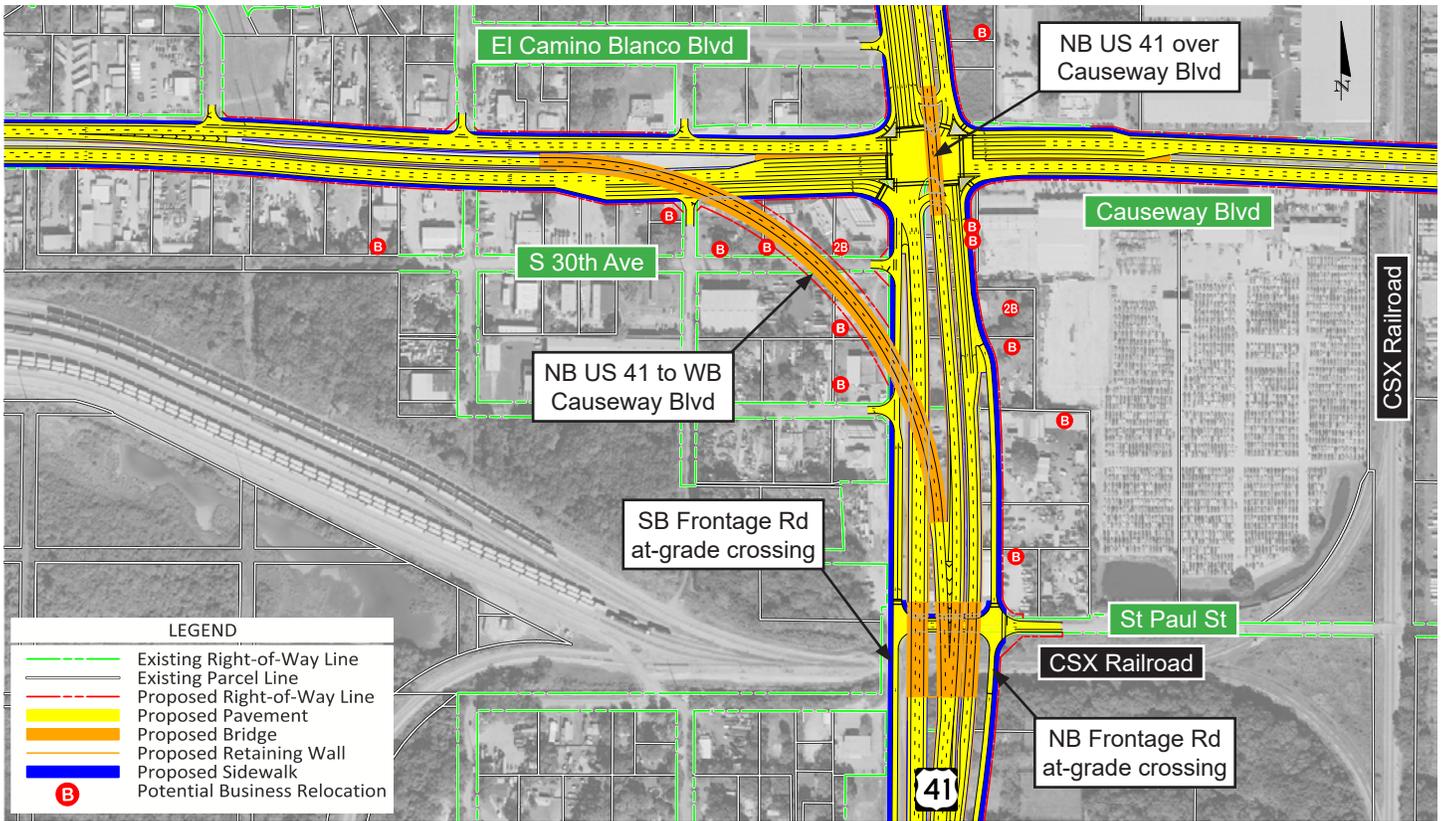


Alternatives

Due to changes in land use, traffic volumes, and other factors since the approved 1994 study, four alternatives were developed for further consideration by the current study. Descriptions for each alternative are included in this handout. A refined version of the approved, preferred alternative from the FONSI is considered as Alternative 4 (SPUI).

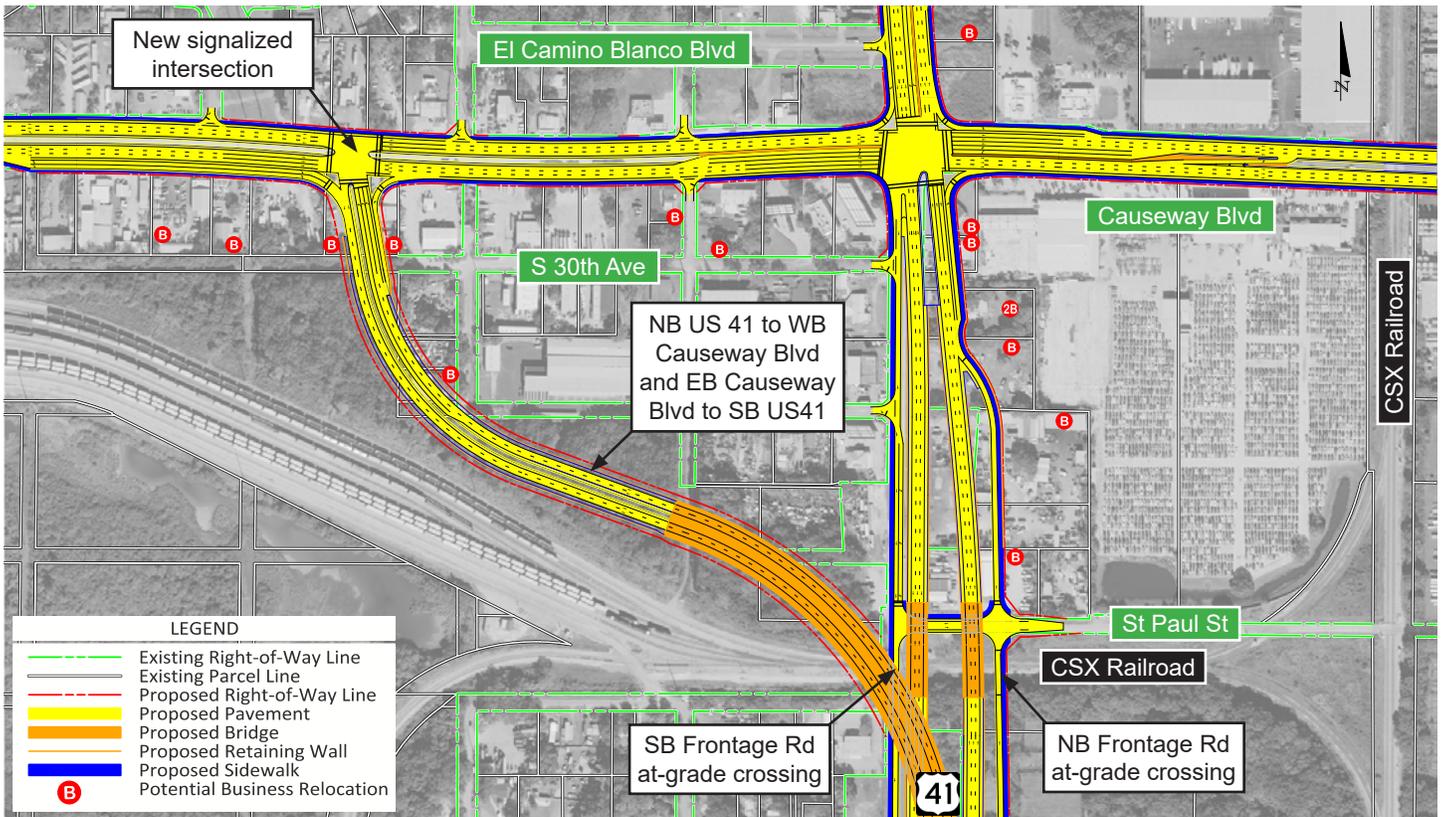
All four alternatives include a **grade separation** (separation of US 41 mainline over the CSX Railroad tracks) south of Causeway Boulevard and includes **frontage roads** that cross the CSX Railroad at-grade to provide local traffic access.

Alternative 1 (Flyover) - A grade separated flyover for northbound US 41 to westbound Causeway Boulevard originating south of the CSX Railroad is proposed, as well as a grade separated flyover for northbound US 41 over Causeway Boulevard.



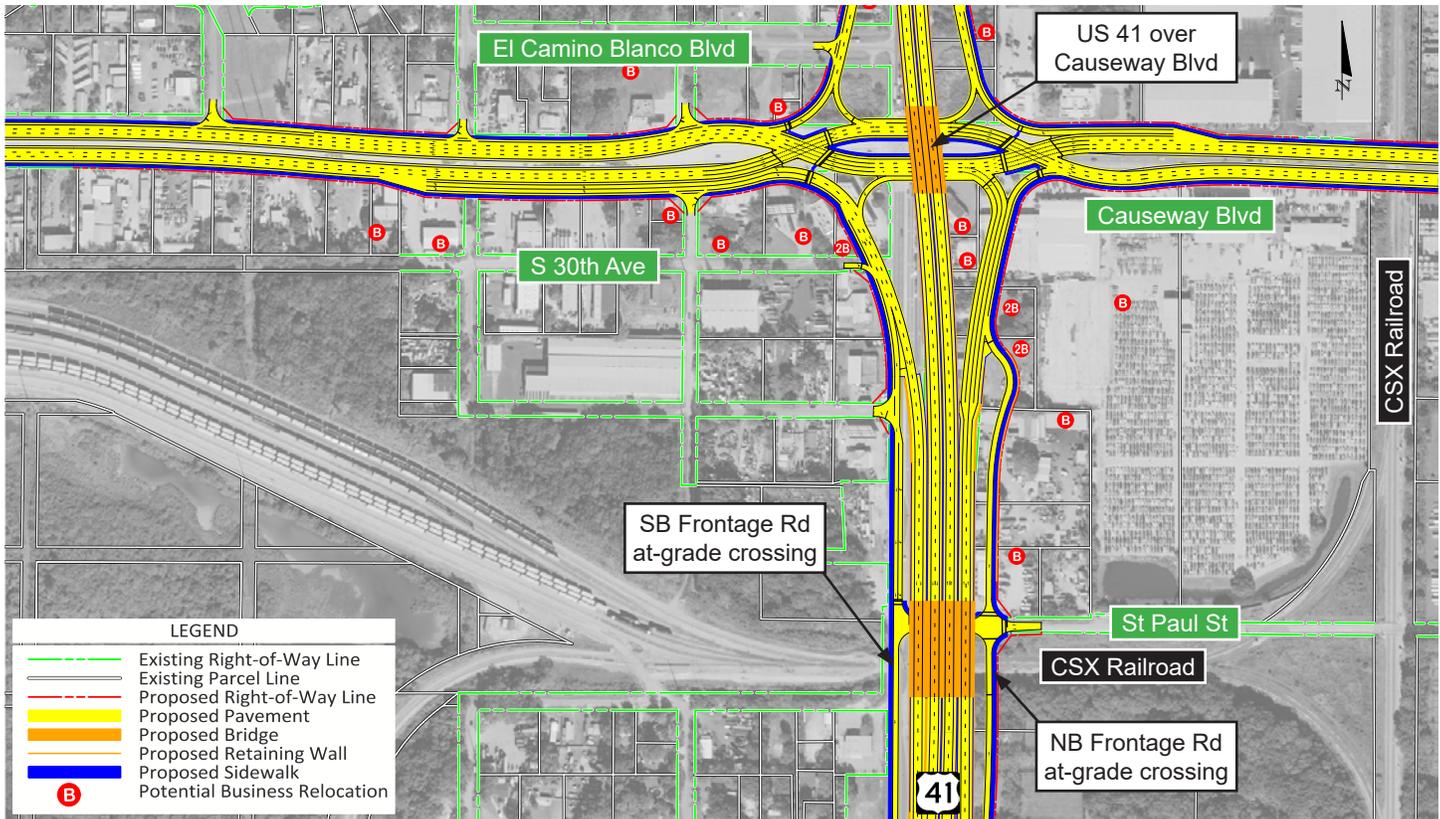
Note that this aerial is a zoomed in view of the proposed concept. The full concept is on display at the workshop.

Alternative 2 (Quadrant) - The southwest quadrant roadway will grade separate the northbound US 41 to westbound Causeway Boulevard and eastbound Causeway Boulevard to southbound US 41 originating south of the CSX Railroad. A new signalized intersection on Causeway Boulevard is proposed.



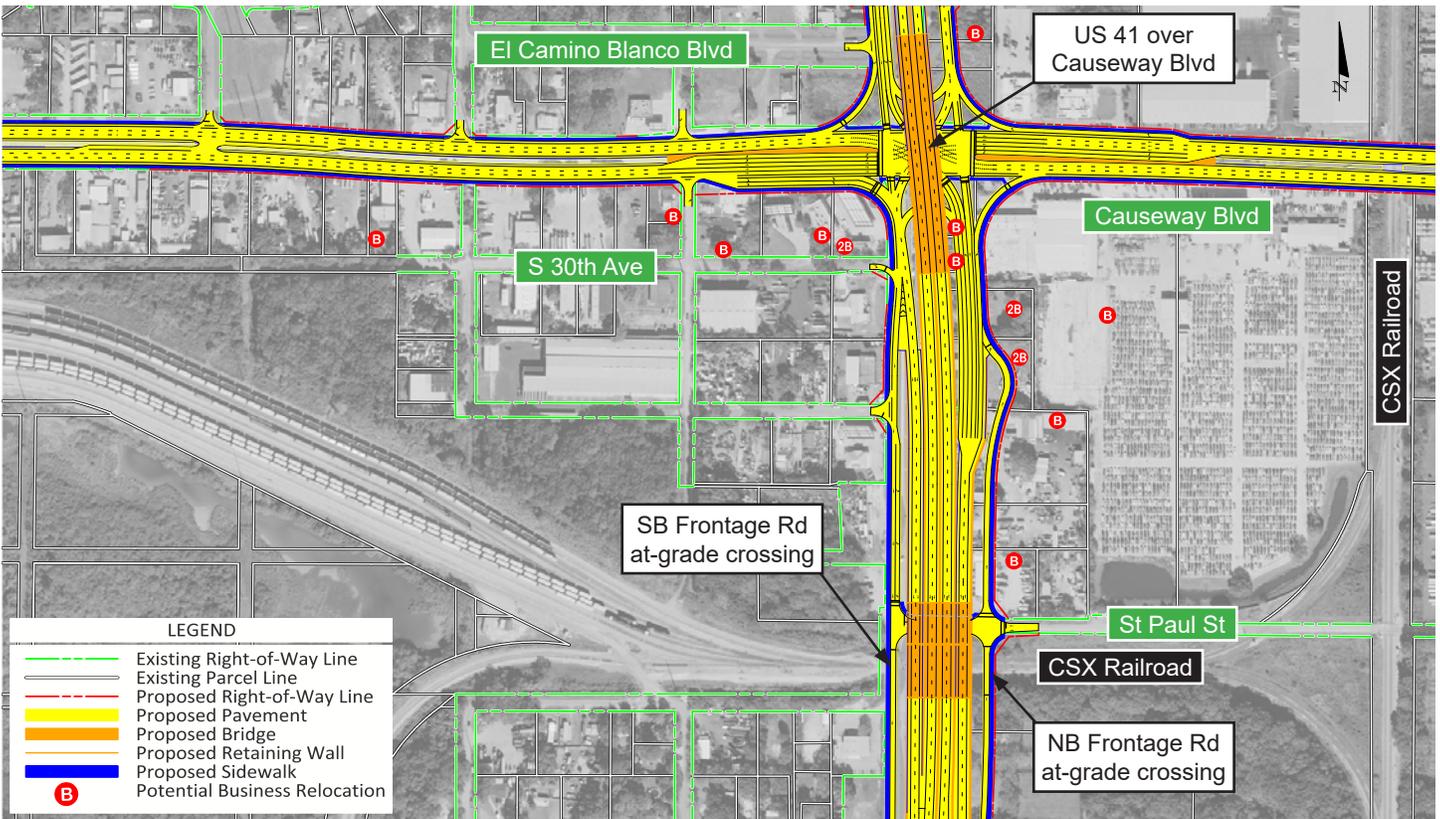
Note that this aerial is a zoomed in view of the proposed concept. The full concept is on display at the workshop.

Alternative 3 (Diverging Diamond Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Causeway Boulevard traffic approaching the interchange will cross over to the left side, travel through the interchange on the left side, and then cross back to the right side after the interchange.



Note that this aerial is a zoomed in view of the proposed concept. The full concept is on display at the workshop.

Alternative 4 (Single Point Urban Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Opposing left-turns can both turn at the same time in the signalized intersection.



Note that this aerial is a zoomed in view of the proposed concept. The full concept is on display at the workshop.

Safety Features

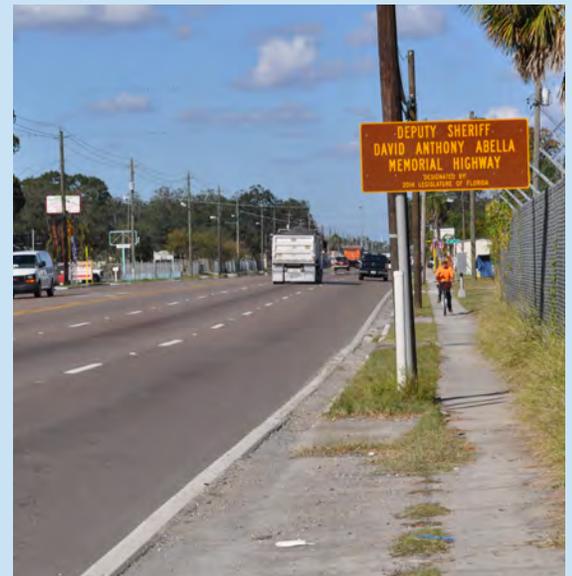
A key element of this project is evaluation of safety to improve the experience for users of all modes, including bicyclists and pedestrians. The following are safety elements which are being considered as part of this project:

Pedestrian Facilities: Wide walks, sidewalks, and bicycle accommodations

Grade Separation at CSX: Enhance safety for vehicles and trucks by separating them from trains

Intersection Improvements: Improvements to operations will decrease the anticipated number of rear-end and other crash types

Access Management: The driveways and streets will be access controlled by limiting conflict points along both US 41 and Causeway Boulevard. This reduction in conflict points will improved safety by reducing the potential for crashes



Right-of-Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop along with representatives from the FDOT's Right-of-Way acquisition and relocations departments. Copies of the brochures may also be found on our website at: www.dot.state.fl.us/rightofway/documents.shtm.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.

Project Funding

The items below are currently funded in FDOT's Adopted Five-Year Work Program, for Fiscal Years 2018/2019 to 2023/2024.

Phase	Fiscal Year
Design	2018 and 2020
Right-of-Way	2020, 2021, and 2022
Construction	Not Currently Funded*

*Tentatively included in the Strategic Intermodal System (SIS) Approved Second Five-Year Plan (under District Seven) in 2026.



Visit the PROJECT WEBSITE for project information and updates
<http://active.fdotd7studies.com/us41/csx-to-sr676>



Study Schedule

Based on further analysis of the alternatives and consideration of your comments at the workshop, following the workshop the project team will begin developing a preferred alternative to present at a formal public hearing (anticipated for Spring 2020). Design activities are expected to begin when a preferred alternative has been selected.

Re-evaluation Began	May 2018
Alternatives Public Workshop	November 2019
Public Hearing	Spring 2020
Begin Design Activities	Spring 2020
Finalize Re-evaluation Documents	Summer 2020
Re-evaluation Complete	Fall 2020

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require translation services (free of charge) should contact: **Alex Henry**, Public Involvement Coordinator, at **(813) 975-6405** or **(800) 226,7220**, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

We want your input:

For more information/
 para más información:

Lilliam E. Escalera
 Project Manager

Phone: (813) 975-6445
 Toll Free (800) 226-7220
lilliam.escalera@dot.state.fl.us

For media inquiries:

Kris Carson

Public Information Officer
 Phone: (813) 975-6060
 Toll Free: (800) 226-7220
kristen.carson@dot.state.fl.us