

Florida Department of Transportation
 District One Office
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U.S. 41 PD&E newsletter

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Public Information

Workshop Scheduled

The Florida Department of Transportation (FDOT), District One, will conduct a public information workshop on the U.S. 41 Project Development and Environment (PD&E) study from Enterprise Drive to South Sumter Boulevard in Charlotte and Sarasota Counties. The meeting will be held on Thursday, June 11, 2009, from 5:30 p.m. to 7:30 p.m. at the Mid-County Regional Library located at 2050 Forrest Nelson Boulevard, Port Charlotte, FL.

The public information workshop is being held as part of the PD&E study being conducted on this portion of the U.S. 41 corridor. Completion of a PD&E study ensures that a road improvement project will be eligible for federal funding by following all mandated procedures set forth in the National Environmental Policy Act of 1969.



PD&E Study Continues

The U.S. 41 PD&E study is an analysis of the proposed addition of two lanes to the existing four-lane roadway. The proposed widening of U.S. 41 is consistent with Charlotte County-Punta Gorda Metropolitan Planning Organization 2030 Plan and the Sarasota/Manatee Metropolitan Planning Organization 2030 Plan.

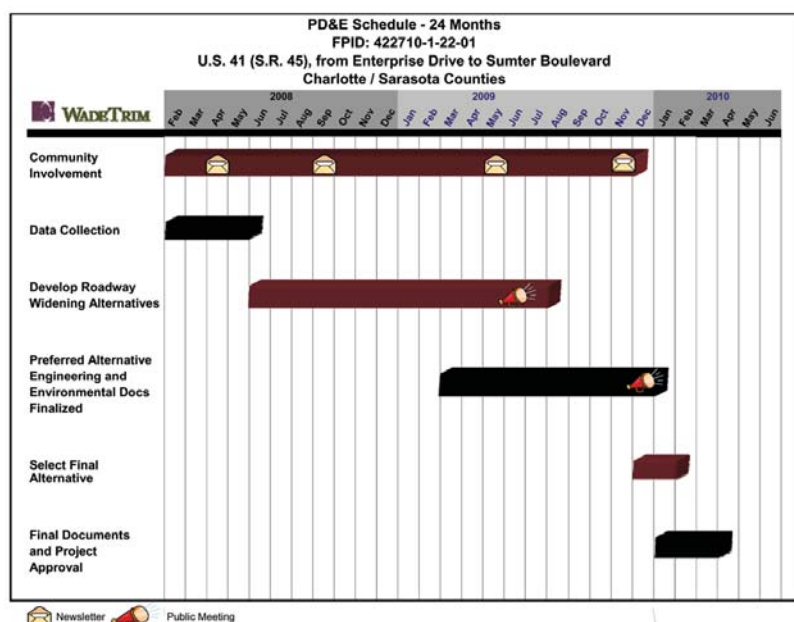
In 2007, the average traffic traveling this portion of U.S. 41 ranged from 28,600 to 33,700 vehicles per day. In 2036, traffic projections indicate that 48,100 to 56,700 vehicles will travel the roadway each day.

The purpose of the PD&E study is to develop alternatives and analyze the type and extent of impacts to the social, natural and physical environments that are a part of the project. The options include two build alternatives and a no build alternative.



Project Schedule

The Project Development and Environment study for the U.S. 41 project is scheduled to be completed in the fall of 2009. The following table shows the major milestones in the study.



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Need For the Improvement

There are several reasons why improvements are needed in the U.S. 41 corridor. First, there is a need to provide additional capacity to meet the projected increase in traffic along the corridor over the next 30 years. Second, with the anticipated growth in the area, the number of accidents can be expected to increase if no improvements are made to the roadway system. Third, improvements to U.S. 41 will help meet the social and economic demand in the area. The six-lane improvements are consistent with the Charlotte County-Punta Gorda Metropolitan Planning Organization 2030 Plan and the Sarasota/Manatee Metropolitan Planning Organization 2030 Plan.

Alternative Evaluation

Several roadway cross-section alternatives and alignments were developed and evaluated as part of the PD&E study. Of the build alternatives considered and evaluated, two new build alternatives are being carried forward for further evaluation.

No Build Alternative

The no build alternative is considered a viable alternative and will remain so throughout the remainder of the PD&E study. The no build alternative consists of postponing improvements to U.S. 41 beyond the design year of 2036, and limiting work in the project area to routine maintenance.



Alternative Evaluations

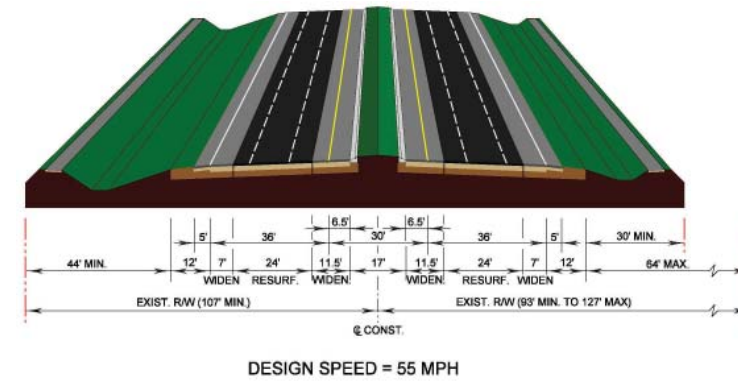
The project has been divided into two segments for evaluation and development of widening alternatives. Segment 1 is from Enterprise Drive to South Cranberry Boulevard and is a distance of 3.6 miles. Segment 2 begins at South Cranberry Boulevard and continues north to South Sumter Boulevard, a distance of 1.0 mile.

Segment 1

Two design alternatives are being evaluated for Segment One from Enterprise Drive to South Cranberry Boulevard. Alternative 1 is a six-lane suburban roadway with three, 12-foot travel lanes in each direction, 5-foot paved outside shoulders and 5-foot wide sidewalks in each direction. Swales on both sides of the roadway will collect the storm water runoff. The proposed median includes 6.5-foot paved shoulders in each direction and a raised 17-foot curbed median. This typical section will require a minimum of 200 feet of right-of-way.

Alternative 1 will preserve 24 feet of existing pavement and widen to the inside and outside. The existing right-of-way width for Segment 1 will be sufficient for the proposed widening.

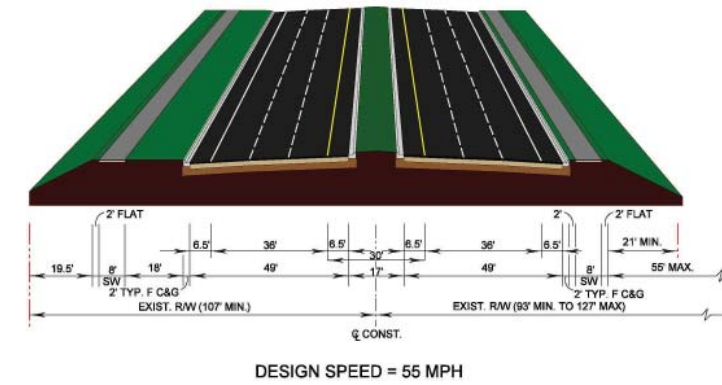
ALTERNATIVE 1 – 200' TYPICAL SECTION



Alternative 2 is a six-lane urban roadway with three, 12-foot travel lanes in each direction, 6.5-foot paved outside shoulders and 8-foot sidewalks in each direction. Curb and gutter on each side of the roadway will collect the storm water runoff. The proposed median includes 6.5-foot paved shoulders in each direction and a raised 17-foot curbed median. This typical section will require a minimum of 200 feet of right-of-way.

Alternative 2 will require total reconstruction. The existing right-of-way width for Segment 1 will be sufficient for the proposed widening.

ALTERNATIVE 2 – 200' TYPICAL SECTION

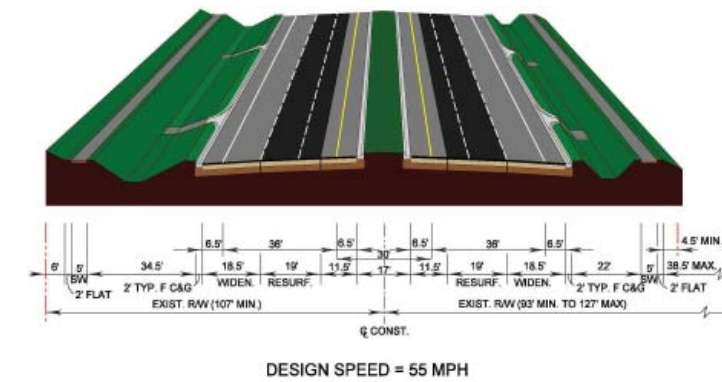


Segment 2

Two design alternatives are being evaluated for Segment 2 from South Cranberry Boulevard to South Sumter Boulevard. Alternative 1 is a six-lane urban roadway with three, 12-foot travel lanes in each direction, 6.5-foot paved outside shoulders and 5-foot sidewalks in each direction. The curb and gutter will have flumes to direct the storm water runoff to the outside swales on each side of the roadway. The proposed median includes 6.5-foot paved shoulders in each direction and a raised 17-foot curbed median. This typical section will require a minimum of 200 feet of right-of-way.

Alternative 1 will preserve 19 feet of existing pavement and widen to the inside and outside. The existing right-of-way width for Segment 2 will be sufficient for the proposed widening.

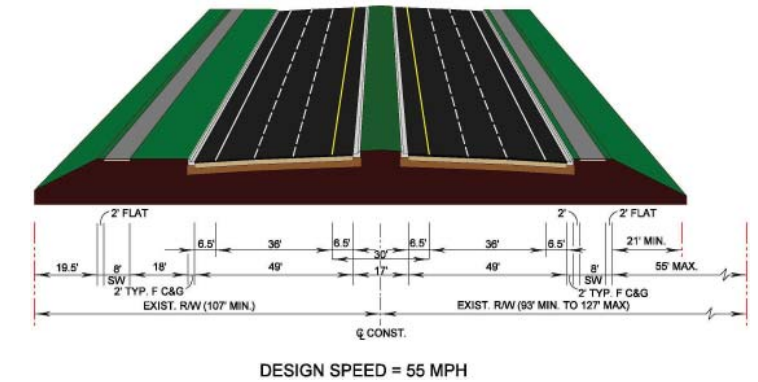
ALTERNATIVE 1 – 200' TYPICAL SECTION



Alternative 2 is the same alternative as in Segment 1, a six-lane urban roadway with three, 12-foot travel lanes in each direction, 6.5-foot paved outside shoulders and 8-foot sidewalks in each direction. Curb and gutter on each side of the roadway will collect the storm water runoff. The proposed median includes 6.5-foot paved shoulders in each direction and a raised 17-foot curbed median. This typical section will require a minimum of 200 feet of right-of-way.

Alternative 2 will require total reconstruction. The existing right-of-way width for Segment 2 will be sufficient for the proposed widening.

ALTERNATIVE 2 – 200' TYPICAL SECTION



Environmental Analysis

The environmental impacts of the build alternatives are being evaluated. Preliminary studies are being conducted to identify historic/archaeological impacts, potential contamination sites, impacts to threatened and endangered species, air quality and noise impacts, and floodplain and wetland impacts. The PD&E study documents the engineering and environmental aspects of the proposed improvements within the corridor. The environmental impacts will be documented in separate reports and summarized in the Project Development Summary Report.

Cost and Relocations

Project costs for engineering, right-of-way and construction are being estimated as part of the study. Relocations will also be identified during the study. At this time, no relocations are identified.