

U.S. 41 from South of Dock Street to Piney Point Road Intersection Improvements

Financial Project ID No.: 457242-1



February 2026

WELCOME TO THE PUBLIC MEETING

The Florida Department of Transportation (FDOT), District One, welcomes you to the Public Meeting for the U.S. 41 from South of Dock Street to Piney Point Road Intersection Improvements project. FDOT is hosting this Public Meeting to provide you with the opportunity to express your views about the proposed improvements. Scan the QR code to visit the project website for additional details.



PROJECT OVERVIEW

FDOT, District One, is proposing improvements at intersections along U.S. 41 in Manatee County. The purpose of the project is to improve safety and operations, specifically at the Piney Point Road intersection. A traffic signal at U.S. 41 and Dock Street will be constructed as an alternate access for SeaPort Manatee. For U.S. 41 at Piney Point Road, a raised island and traffic separator will be constructed at the end of Piney Point Road to prohibit left turns from eastbound Piney Point Road onto northbound U.S. 41. Drivers wishing to go north will be required to turn right onto U.S. 41 and make a U-turn approximately 0.5 miles south of Piney Point Road at a newly signalized median opening. This newly signalized median opening will include additional asphalt necessary for semi-trucks to make the U-turns. The median opening at U.S. 41 and Piney Point Road will remain fully open, except for the raised island located on Piney Point Road.

This meeting is being held to present project information and provide an opportunity for the public to offer feedback. FDOT will accept written comments during and after the meeting. Please submit your comments by March 9, 2026, to be included in the formal public meeting record.



CONTACT US

If you have questions or comments regarding the project, please contact FDOT Project Manager, Amber Albritton.



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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons willing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Avenue, Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

WHY NOT A SIGNAL AT PINEY POINT ROAD?

During the design process, FDOT evaluated the potential installation of a traffic signal at Piney Point Road. Based on this evaluation, a traffic signal is not recommended due to several limiting factors.



HORIZONTAL CURVE

The intersection is located on a horizontal curve therefore drivers have limited sight distance and may not see a traffic signal ahead. The curve can also alter a driver's depth perception and alignment, making it more difficult to judge the signal status.



SUPERELEVATION & HIGH OPERATING SPEEDS

- The existing superelevation, or the tilt of a roadway on curves where the outside edge of the road is raised higher than the inside edge, creates a significant elevation difference between the northbound and southbound lanes at the intersection, creating design challenges.
- Superelevation encourages higher driving speeds and is designed for continuous movement rather than stopping. Traffic signals are unexpected in locations meant for higher-speed, uninterrupted flow. Stopping on a sloped roadway can make it harder for drivers to maintain control, increasing the risk of serious rear-end crashes.
- While the posted speed limit is 60 miles per hour, the operating speeds, or the speeds at which most drivers travel under normal conditions through the intersection is above 70 miles per hour. The 85th percentile speed, or the speed at which most drivers feel comfortable driving through the intersection, is 73 miles per hour.



TRUCK ROLLOVERS

Trucks making left turns, such as those turning from Piney Point Road onto northbound U.S. 41, have a higher risk of rollover. A traffic signal may worsen conditions by encouraging trucks to make the eastbound to northbound turn at higher speeds. With current traffic speeds and drivers trying to "beat the light," there is a higher risk of red-light running, which could lead to serious crashes.



For more information about the project, please scan the QR code.