



**Florida Department of Transportation  
District Seven**  
**US 41 (SR 45) at SR 54 PD&E Study**  
Craig Fox P.E., FDOT Project Manager  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612



**US 41 (SR 45) at SR 54  
Project Development & Environment Study  
Virtual Project Update**  
WPI Segment No.: 419182-1  
ETDM No.: 7883

**JANUARY 2026**

**Virtual Project Update (VPU)  
Comment Period  
1/28/2026 - 2/18/2026**

**Study Website**

<https://active.fdotd7studies.com/sr54/us41-at-sr54>

**Join the Conversation about the  
US 41 (SR 45) at  
SR 54 PD&E Study**  
We want your comments and  
suggestions throughout the study.

**Questions?**

We're here to help.

Give us a call, send us an email,  
or let us come speak to your group:

**Craig Fox, P.E.**  
**FDOT Project Manager**  
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(813) 975-6082  
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**Media Inquiries?**  
**Kris Carson**  
**Public Information Officer**

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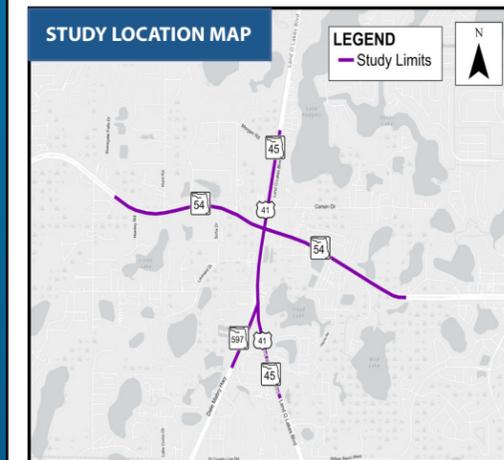
Dear Property Owner/Interested Citizen,

The Florida Department of Transportation (FDOT) District Seven will hold a Virtual Project Update (VPU) from January 28, 2026 to February 18, 2026 for the Project Development & Environment (PD&E) Study for the proposed improvements to the intersection of US Highway (US) 41 (State Road [SR] 45) and SR 54 in Pasco County, Florida. This VPU is being conducted to provide the opportunity for public comment on the proposed improvements to the US 41 at SR 54 intersection.

The purpose of the study is to evaluate concepts to improve the intersection of US 41 and SR 54. US 41 is a major north-south arterial that provides access to Tampa, Lutz, Land O' Lakes, and Brooksville. SR 54 is a major east-west arterial that connects US 19 near New Port Richey to the west and US 301 in Zephyrhills to the east.

The newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within a minimum of 300 feet of the centerline of the alignment, however, this does not mean that all properties would be directly affected.

This Virtual Project Update (VPU) is being conducted online to announce the newly selected Preferred Alternative which is the **US 41 over SR 54 Diverging Diamond Interchange (DDI)** option that was shown at the public hearing on March 25, 2025. The information provides the results of the analysis of this US 41 over SR 54 DDI option. The VPU will present information to and receive public input from interested persons regarding the proposed improvements at the US 41 and SR 54 intersection.



Documents, maps, drawings, project video, and other project information will be available for review online starting on **January 28, 2026** at <https://active.fdotd7studies.com/sr54/us41-at-sr54> and through the 21 day comment period.

To become part of the official Virtual Project Update record, comments must be postmarked by **February 18, 2026**. The environmental review, consultation, and other actions required by applicable environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 USC §327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project, please contact Craig Fox, P.E., FDOT Project Manager at [Craig.Fox@dot.state.fl.us](mailto:Craig.Fox@dot.state.fl.us) or visit our project website at <https://active.fdotd7studies.com/sr54/us41-at-sr54>.

Sincerely,

**Kirk Bogen, P.E.**  
**Environmental Management Engineer**

**GET INVOLVED TODAY!**

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments. Project newsletters like this one will be mailed out to all property owners adjacent to the study area and to federal, state, and local officials at key points during the study. There are multiple ways to get involved - call, write, or email us.

**NON-DISCRIMINATION**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact **Jensen Hackett**, Title VI Coordinator, at **(813) 975-6283** or by email to: [Jensen.Hackett@dot.state.fl.us](mailto:Jensen.Hackett@dot.state.fl.us).

For more information on this study, visit our project website:  
<https://active.fdotd7studies.com/sr54/us41-at-sr54>

**COMUNIQUESE CON NOSOTROS**

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-6279, [Manuel.Flores@dot.state.fl.us](mailto:Manuel.Flores@dot.state.fl.us). Departamento de Transporte de la Florida, 11201 North McKinley Drive, Tampa, FL, 33612.

**PROJECT FUNDING**

FDOT's Tentative Five Year Work Program (Fiscal Years 2026/2027 to 2030/2031).

Phase	Funding Status
Design	Underway
Right of Way Acquisition	Partially Funded (FY 2027)
Construction	Not Currently Funded

## WHAT IS A PD&E STUDY?

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, the FDOT will determine the local and conceptual design of feasible "build" alternatives for transportation improvements and analyze each of their social and economic, cultural, natural and physical environmental effects. The "No Build" alternative, which leaves US 41 at SR 54 in its present state and provides for only routine maintenance, will remain an option throughout the study.

## STUDY PURPOSE

The purpose of the project is to address future roadway capacity and operational issues and to improve safety conditions at the US 41 and SR 54 intersection. These roadways play a significant role in connecting Pasco County to the Tampa Bay region. The project will provide improved traffic flow for people and goods on these important roadways. These segments of US 41 and SR 54 experience crash rates that are higher than the statewide average for similar facilities. US 41 and SR 54 are important freight routes that provide access to critical regional intermodal facilities including Tampa International Airport and Port Tampa Bay. Both US 41 and SR 54 are designated emergency evacuation routes.

## PROJECT DESCRIPTION

The project traverses the unincorporated census designated place of Land O' Lakes and provides access to I-75 and SR 589. The class of action for this project is a Type 2 Categorical Exclusion. **The preferred project alternative includes a Diverging Diamond Interchange (DDI) with US 41 elevated over SR 54.** The No-Build alternative, which involves no new capacity or operational improvements, remains a viable alternative throughout the study process although it does not accomplish the purpose and need for this project.

## EXISTING CONDITIONS

Existing US 41 has six travel lanes with three in each direction. The existing right of way varies from 156 feet to 256 feet wide. Existing SR 54 has six travel lanes with three in each direction. The existing right of way is approximately 142 feet wide.

## TRAFFIC & CRASH DATA

Crash data for US 41 and SR 54 within the project limits was obtained from the FDOT crash records database for the 5-year period including 2018 through 2022. A total of 1,212 crashes were reported including four fatalities.

Traffic along US 41 in 2019 ranged from an average of 58,000 to 69,000 vehicles per day. Along SR 54, traffic ranged from an average of 58,000 to 63,000 vehicles per day. Projected traffic by year 2045 is expected to range from 71,000 to 87,000 along US 41 and 96,000 to 98,000 along SR 54.

## PREFERRED ALTERNATIVE

The Preferred Alternative, is a **Diverging Diamond Interchange (DDI) with US 41 elevated over SR 54 and SR 597 (Dale Mabry Highway)**. At SR 54, US 41 will carry two lanes in each direction over SR 54 via a bridge. The bridge will be expandable to three lanes in each direction for future traffic demand. Two lane frontage roads from US 41 in each direction will connect to SR 54. At SR 597, northbound US 41 will carry two lanes over SR 597 via a bridge. Southbound US 41 will carry three lanes over SR 597 via a bridge. Ramps will connect SR 597 and US 41.

At the DDI, the SR 54 eastbound and westbound lanes will crossover on the east and west side of US 41. This will allow left turns to occur at the same time as the through movement for each direction.

A new roadway connection will be provided between SR 54 and Carson Drive, east of US 41. The roadway will connect to the existing signalized intersection of SR 54 at the Village Lakes Shopping Plaza/ Lowes driveway. From the Village Lakes Shopping Plaza, the new connection will use the existing Raden Drive alignment to Carson Drive.

## EVALUATION MATRIX

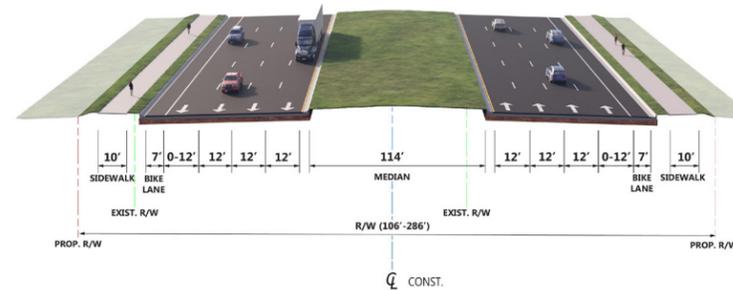
An evaluation matrix comparing the No Build, prior option, and Preferred Alternative is shown below. This matrix compares preliminary cost estimates (right of way acquisition, wetland mitigation, engineering and construction) as well as natural, physical, and social environmental factors.

Evaluation Factors	No-Build Alternative	Alternative Option #1 SR 54 over US 41	Alternative Option #2 US 41 over SR 54
<b>Potential Right of Way Impacts</b>			
Number of affected parcels	0	0	78
Number of business relocations	0	36	87
Number of residential relocations	0	4	4
Anticipated Right of Way Acquisition (Total Acres)	0.0	25.63	44.03
<b>Natural/Cultural/Physical Environmental Effects</b>			
Archaeological/Historic Sites (Number of NRHP Listed or Eligible Sites)	0/0	0/1	TBD
Potential Section 4(f) Sites (Number)	0	0	0
Potential Noise Receptor Sites	0	18	7
Approaching/Exceeding the Noise Abatement Criteria			
Wetlands/Other Surface Waters (acres)	0.00	7.93/1.43	0.94/9.12
Floodplains Impacts (Acres)	0.00	11.52	TBD
Threatened & Endangered Species (High, Medium, or Low based on likelihood of occurrence)	None	Low	Low
Contaminated Sites, (Number of Low, Medium, and High Sites)	0/0/0	11/7/5	TBD
<b>Estimated Present Day Costs (\$ Millions)</b>			
Final Design (10% of construction)	\$0.00	\$27.58	\$24.25
Right of Way (Roadway)	\$0.00	\$166.70	\$135.71
Right of Way (Ponds and FPC Sites)	\$0.00	\$91.07	TBD
Construction	\$0.00	\$275.82	\$242.54
Utility Relocations (Reimbursable)	\$0.00	\$6.86	\$6.86
Construction Engineering Inspection (10% of Construction)	\$0.00	\$27.58	\$24.25
Wetland Mitigation	\$0.00	\$0.91	\$0.06
<b>Total Project Estimated Costs (\$ Millions)</b>	<b>\$0.00</b>	<b>\$596.52</b>	<b>TBD</b>

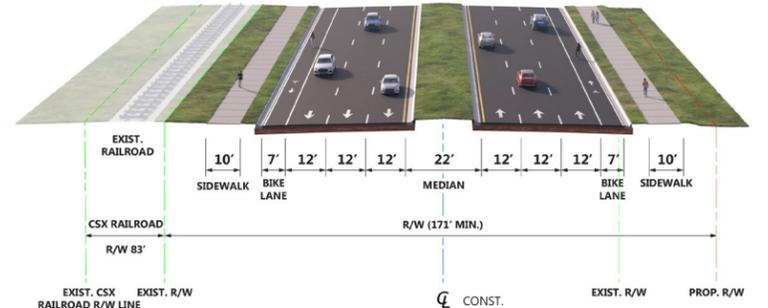
\* Wetland mitigation costs for estimation purposes only based on Senate Bill mitigation costs – costs may not be accurate at time of construction

## Typical Sections

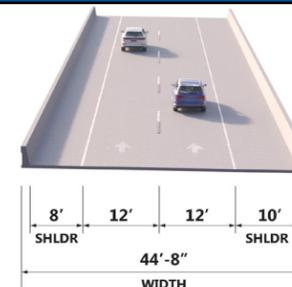
### Proposed SR 54 (Looking East)



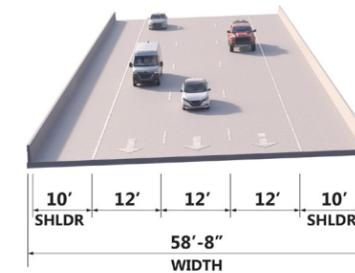
### Proposed US 41 (Looking North)



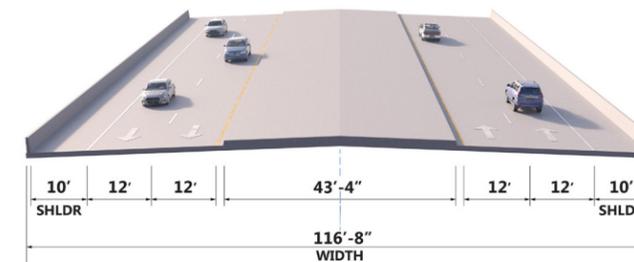
### Proposed Northbound US 41 over SR 597 (Looking North)



### Proposed Southbound US 41 over SR 597 (Looking North)



### Proposed US 41 over SR 54 (Looking North)



## 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 educational materials are available on our website at: [www.dot.state.fl.us/rightofway/documents.shtm](http://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 by phone at (813) 975-6495.

