

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Design ChangeB. Original approved Environmental Document:**Document Type:** SEIR**Date of Approval:** 02/06/1998**Project Numbers:**

N/A

405270-1-32-01

N/A

405270-3-32-01

405270-4-32-01

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: SUNCOAST PARKWAY 2 - US 98 TO HERNANDO/CITRUS COUNTY LINE**Project Location:** Florida's Turnpike Enterprise (Hernando County)**Project Limits:** US 98 to SR 44C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
405270-1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	08/24/2010		N/A
Description of Approval: Design Change Reevaluation for changes in alignment, typical section, design criteria, interchanges, ROW, access road requirements, cross street laneage, and over/under analysis along 26-mile corridor.							
405270-1, 405270-3, 405270-4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	02/17/2017		N/A
Description of Approval: Design Change and Construction Advertisement Reevaluation for changes in alignment, typical section (including multi-use trail), design criteria, interchanges, ROW, access road requirements, cross street laneage, and over/under analysis along 26-mile corridor.							

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	442764-1-52-01	SUNCOAST II (SR589) - SR 44 TO CR 486	District 7 - CITRUS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design-Bid-Build	State

2. PROJECT DESCRIPTION

The approved 1998 SEIR addressed impacts associated with the proposed Suncoast Parkway 2 project from US 98 to US 19 through Hernando and Citrus Counties, Florida. The facility is a new alignment extending the existing Suncoast Parkway 1 northward to connect with US 19 north of Crystal River, Florida. The proposed mainline consisted of four 12-

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foot wide general toll lanes, two in each direction that are separated by a 64-foot median, with a multi-use recreational trail along the west side of the alignment.

This Re-evaluation is being conducted to assess design changes that have occurred since the SEIR was approved on February 6, 1998 and the subsequent August 24, 2010 Re-evaluation from SR 44 to CR 486. There is an approved Re-evaluation dated February 17, 2017 that addresses the segment of Suncoast Parkway 2 from US 98 to SR 44. The changes from SR 44 to CR 486 are listed below:

- Alignment Modifications
- Typical Sections (including the multi-use trail)
- Design Criteria
- Interchanges
- Right of way Requirements
- Access Road Requirements
- Cross Street Lane Count
- Over/Under Analysis
- Stormwater Management Ponds

Technical memoranda are included in the project file to supplement the attachments.

3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes

Noise: On July 13, 2010, the Federal Highway Administration (FHWA) published a final rule updating 23 CFR 772. The final rule required each state Department of Transportation (DOT) to revise its noise policy to be in accordance with this final rule. The primary change affecting state DOTs was an update to the definition of special land use receptors, adding medical facilities to the list of land uses under consideration under Noise Abatement Criterion C. It also eliminated the use of the Traffic Noise Model Lookup Tables in either form (hard copy table or executable program) to predict noise levels on Federal or Federal-aid projects.

State Listed Species: State listed species were addressed under the current project using the Imperiled Species Management Plan (ISMP) or, as in the case of the gopher tortoise, an individual Species Management Plan (SMP). The ISMP was preceded by the Species Action Plans, and was developed in 2016 and implemented in 2017. It was intended to address state listed species that did not already have a management plan in place. The gopher tortoise is the only species with potential to occur within the project area that had an SMP in place at the time the project was permitted and no new applicable SMP's have been published. The 1998 SEIR and 2010 reevaluation pre-date both the ISMP and individual Species Management Plans that were adopted in 2012-2013.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

A. Alignment Modifications

The 2010 Re-evaluation included one alignment revision, within the 3-mile corridor, at the SR 44 interchange. This revision consisted of a modified interchange ramp configuration at SR 44 which was revised again in the 2017 Re-

evaluation.

The interchange reconfiguration in the 2017 Re-evaluation modified the southbound on-ramp, south of SR 44. FDOT further refined the alignment to reduce right of way impacts as part of the Acquisition and Restoration Council (ARC) process. The impacts to state conservation lands were significantly reduced by reducing the proposed right of way width from 400 feet to 350 feet.

For this Re-evaluation, the mainline alignment north of SR 44 closely follows the 2010 Re-evaluation. However, it has been shifted westward to eliminate the realignment of North Maylen Avenue and avoid the associated impacts to properties east of North Maylen Avenue. **Figure 1** illustrates the general alignment from SR 44 to CR 486.

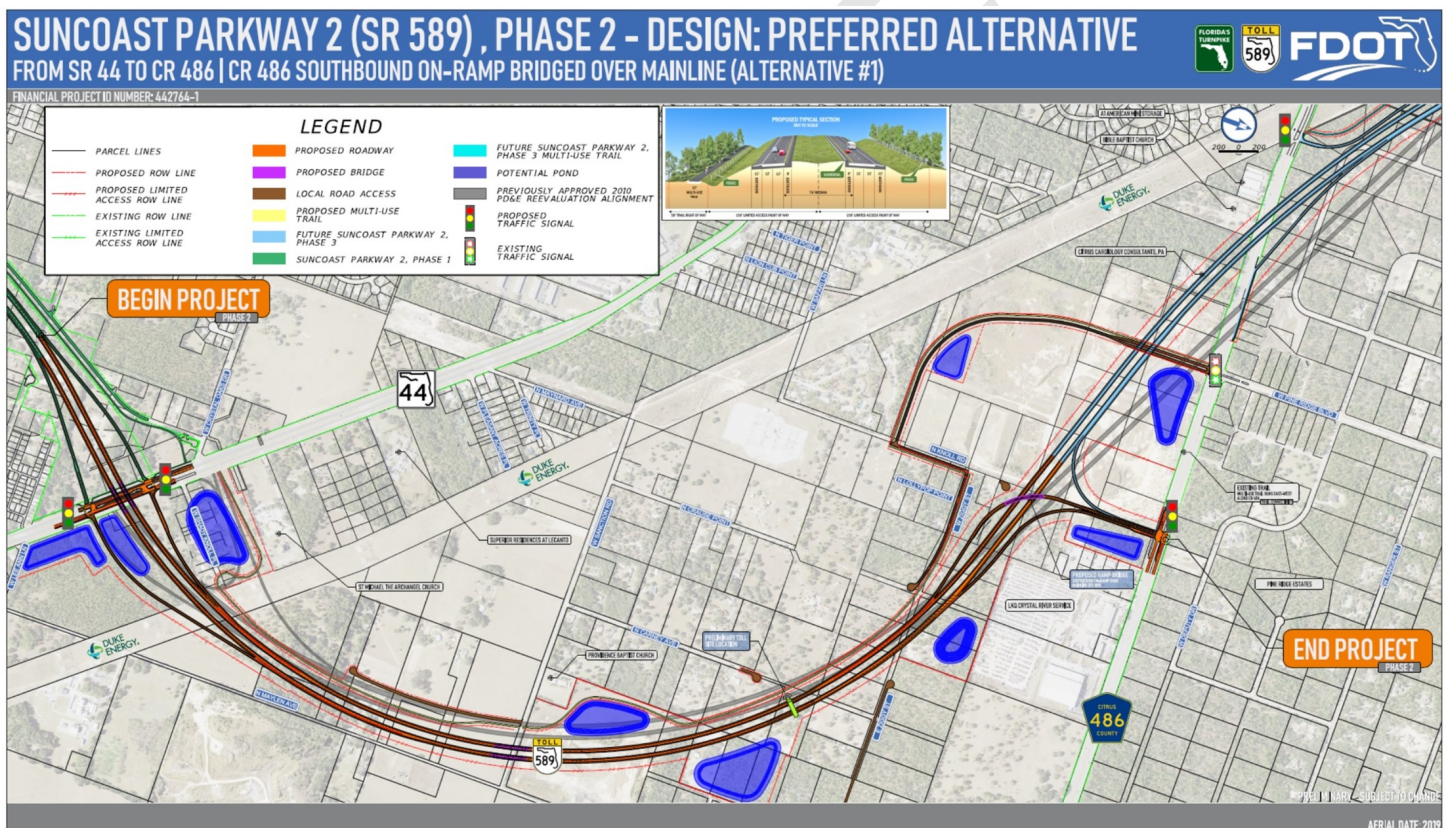


Figure 1 - Design Preferred Alternative from SR 44 to CR 486

B. Typical Sections

There is no change to the roadway typical section in this Re-evaluation. The approved 1998 SEIR proposed a four-lane facility with two 12- foot lanes in each direction separated by a 64-foot median within a 400-foot right of way. The 2010 Re-evaluation included the same four-lane mainline with the median modified to 88 feet. The February 17, 2017 Re-

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evaluation maintained the same four-lane mainline configuration with a modified median width of 74 feet. The total right of way for the proposed roadway was reduced to 350 feet, which incorporates 300 feet of limited access right of way for Suncoast Parkway 2 and an additional 50 feet of right of way for a multi-use trail. The multi-use trail is an extension of the multi-use trail on Suncoast Parkway 1 south of US 98 and provides potential connections to proposed local and state trails. **Figure 2** illustrates the proposed mainline typical section.

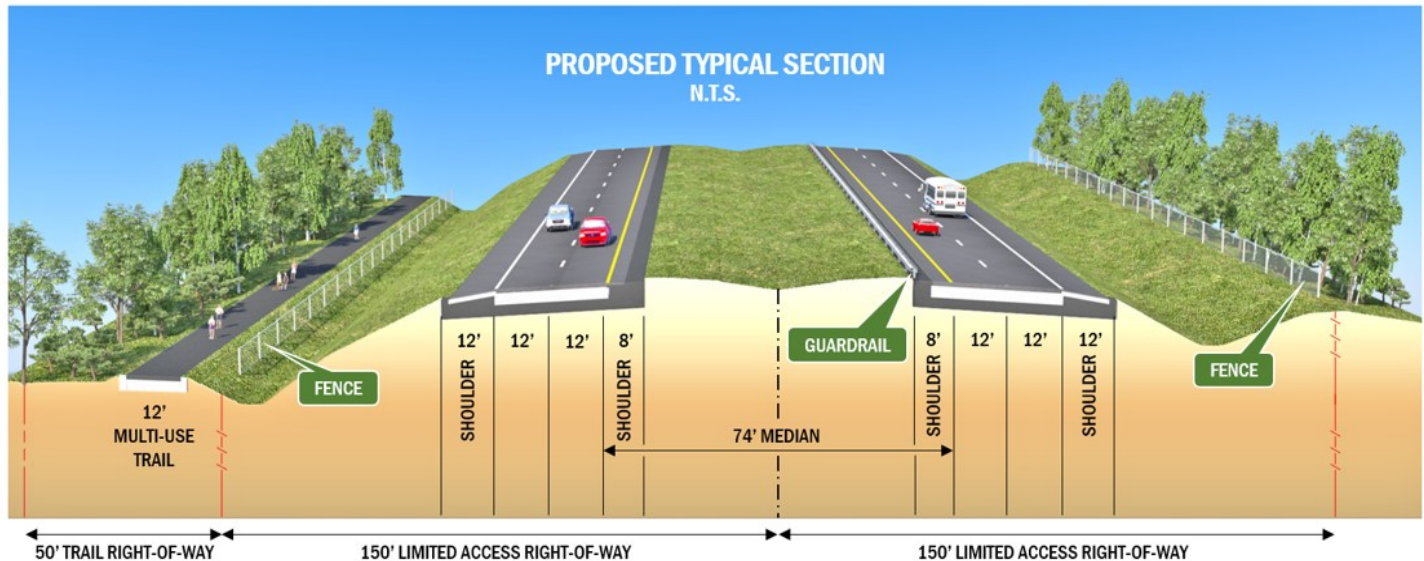


Figure 2 - Proposed Mainline Typical Section

C. Design Criteria

An attachment is provided that outlines the changes in design criteria between the 1998 SEIR and this Re-evaluation.

Table 1 of the Design Criteria Changes attachment is a listing of the Design Elements included in the Preliminary Engineering Report, which was submitted as part of the approved 1998 SEIR. The current design criteria used for the design of Suncoast Parkway 2 is shown in **Table 2** of the attachment. Differences between the 1998 and current criteria are due to revision to FDOT's design criteria issued between 1998 and 2020.

D. Interchanges

The approved 1998 SEIR and 2010 Re-evaluation included an interchange at SR 44. A new interchange on Suncoast Parkway 2 at CR 486, in Citrus County, is proposed for this Re-evaluation.

The interchange at SR 44 was modified in both the August 24, 2010 and February 17, 2017 Reevaluations. For this Re-evaluation, the southbound off-ramp and the northbound on-ramp for Suncoast Parkway at SR 44 are reconfigured. The southbound loop on-ramp in the northwest quadrant of the interchange is also eliminated, which avoids impacts to the existing Duke Transmission towers just north of SR 44.

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The proposed interchange at CR 486 provides a terminus for Suncoast Parkway 2. The new concepts for the proposed interchanges at SR 44 and CR 486 are shown in **Figure 1** above.

E. Right of Way Requirements

The approved 1998 SEIR indicated that approximately 1,500 acres of right of way was required for the project. However, the 1998 Preliminary Engineering Report prepared in concert with the approved 1998 SEIR, identified 1,797.1 acres of right of way were required for the project. With the proposed alignment and interchange configuration revisions, the right of way requirements for Suncoast Parkway 2 that were identified in the 2010 Re-evaluation equaled 1,754 acres. The 2017 Re-evaluation reduced the right of way requirements to 900 acres due to the revised 350-foot right of way width and the limits of the project ending at SR 44. This Re-evaluation adds 248 acres to the 2017 Re-evaluation's 900 acres by extending the project limits from SR 44 to CR 486. The acreage includes the right of way required for the roadway (mainline Suncoast Parkway 2, interchange ramps and cross street improvements), stormwater management areas, access roadways and the multi-use trail.

F. Access Road Requirements

The approved 2010 Re-evaluation included a series of local frontage roadways to provide access to adjacent parcels that were impacted by the construction of the Suncoast Parkway 2 project. The modification to the roadway alignment and interchange modifications has necessitated further revisions to the frontage/access roads. **Table 3** lists the differences between the access roads included in the approved 2010 Reevaluation and the access roads documented in this Reevaluation.

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Cross Street	Location	Approved 2010 Re-evaluation Access Road	Current Re-evaluation Access Road
SR 44 Interchange	Northwest Quadrant	Access road not required due to interchange reconfiguration.	Access road not required due to interchange reconfiguration.
SR 44 Interchange	Northeast Quadrant	Cul-de-sac Lee Ann Lane.	W Lee Ann Lane to remain open.
Access Road South from West Sanction Road	West of Suncoast Parkway 2	Access Road relocated to follow new Suncoast Parkway 2 alignment	Access Road adjusted to follow new Suncoast Parkway 2 alignment
North Carney Avenue	West of Suncoast Parkway 2	Cul-de-sac west side of Suncoast Parkway 2.	Cul-de-sac west side of Suncoast Parkway 2.
West Ziggy Street	West side of Suncoast Parkway 2	Cut though access for Suncoast Parkway 2 alignment. Access <u>road</u> extend to remnant parcels and cul-de-sac.	Cut though access for Suncoast Parkway 2 alignment. Access <u>road</u> extend to remnant parcels and cul-de-sac.
West Ziggy Street	East side of Suncoast Parkway 2	Cut though access from the west along West Ziggy Street for Suncoast Parkway 2 alignment. Provide access road from <u>Hijak Path</u> to the east, extend to remnant parcels and cul-de-sac.	Cut though access from the west along West Ziggy Street for Suncoast Parkway 2 alignment. Provide access road from <u>Hijak Path</u> to the east, extend to remnant parcels and cul-de-sac.
North Knoll Road	Crossing Suncoast Parkway 2	Bridge North Knoll Road over Suncoast Parkway 2.	Cul-de-sac North Knoll Road south of Suncoast Parkway 2. Realign North Knoll Road to tie into CR 486 opposite West Pine Ridge Boulevard.

Table 3 - Access Road Modifications**G. Cross Street Lane Count**

The number of lanes on surface streets in the project area that will cross the proposed Suncoast Parkway 2 under the ultimate eight lane configuration (four lanes in each direction) of Suncoast Parkway 2 is unchanged since the approved 1998 SEIR for all roadways in the study area. SR 44 will have six lanes, West Sanction Road will have 2 lanes, North Knoll Road will have 2 lanes, and CR 486 will have four lanes.

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The approved 1998 SEIR and subsequent 2010 Re-evaluation documented over/under analyses for each of the streets crossing the Suncoast Parkway 2. The over/under analyses were updated, and all crossing locations, between SR 44 and CR 486, remained the same in the 2010 Re-evaluation. The 1998 SEIR and the 2010 Re-evaluation included North Knoll Road going over Suncoast Parkway 2.

For this Re-evaluation, Suncoast Parkway 2 will terminate at CR 486 and Knoll Road will be realigned to connect to CR 486 opposite W. Pine Ridge Boulevard.

I. Stormwater Management Ponds

The approved 1998 SEIR did not identify pond sites. The proposed design has identified pond sites for each proposed drainage basin. The proposed alternatives are shown on **Figure 1**.

The drainage prepared for this project will meet the water quality and quantity requirements of the Southwest Florida Water Management District and FDOT.

[\[1 - Design Criteria Changes 1998 to 2020\]](#)

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A public meeting was held on Thursday, January 23, 2020 at the Citrus County National Guard Armory, located at 8551 W. Venable Street, Crystal River, FL 34429. The public meeting was an informal open house from 4 p.m. to 7 p.m.

A Hybrid Public Hearing will be held on Tuesday, December 8, 2020 at 6 p.m. The hearing will be available virtually (online), via telephone and in-person. The in-person location is the Citrus County Fairgrounds Auditorium, 3600 S. Florida Avenue, Inverness, FL 34450. All public hearing attendees will be able to watch the live-streamed formal presentation. A comment period will follow the formal presentation.

[\[2 - Responses to Public Comments from Jan 23 2020 Public Meeting\]](#)

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS**a. SOCIAL & ECONOMIC**

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No

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While there are minor modifications to the roadway alignment and provisions of a new interchange concept at CR 486, there are no changes to the overall anticipated effects of the project on the social environment, regional land use, mobility, or aesthetics associated with the design segment under this Re-evaluation.

Are there changes in right-of-way needs? Yes

The approved 1998 SEIR stated that the proposed project would require right of way taken from 504 individual parcels, and would result in 100 residential relocations, two business relocations, and the acquisition of two billboard signs. The 2010 Re-evaluation for just this design segment reduced the total number of parcels to 392. The 2017 Re-evaluation for the design segment reduced the number of impacted parcels from 392 to 161. This Re-evaluation reduces the number of impacted parcels in the design segment from 161 to 61. The reduction in parcels needed is due to the revised alignment, the reduction in right of way width and the fact that the design of the project is presently stopping at CR 486.

Is there a change in anticipated relocation(s)? Yes

The 2017 Re-evaluation for this design segment did not identify any relocations. There are three residential relocations anticipated with the current project design segment.

b. CULTURAL**Are there changes in impacts to cultural resources pursuant Chapter 267, F.S. (historic sites/districts and archaeological sites)? Yes**

The approved 1998 SEIR did not identify any historic or archaeological sites eligible for listing on the National Register of Historic Places due to the distance between the sites and the proposed roadway or due to the common design types, alterations, or loss of historic content.

The Cultural Resource Assessment Survey conducted in March 2008 resulted in the listing of the Etna Turpentine Camp on the National Register of Historic Places on December 10, 2009. A Memorandum of Agreement between FDOT, USFWS and SHPO addressed impacts to portions of the Etna Turpentine Camp and mitigation to offset those impacts. The Etna Turpentine Camp site is not located within the design segment covered in this Re-evaluation.

An additional Cultural Resource Assessment Survey of pond sites in August 2009 noted one previously recorded archaeological site and a new archaeological site that were determined to not represent significant archaeological properties with SHPO concurrence on April 20, 2015.

A Cultural Resource Assessment Survey (CRAS) was conducted in January 2020 to evaluate the 10 proposed pond sites and the previously unsurveyed 1250m long segment of proposed ROW. Two previously recorded archaeological sites were noted to be within or adjacent to the project area, but both were determined National Register-ineligible by the SHPO in 1997. No newly or previously recorded historic resources were identified. SHPO provided their concurrence on April 14, 2020 that the project will result in a finding of no historic properties affected.

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A supplemental CRAS was conducted for the Knoll Road realignment in June 2020. This assessment evaluated the SR 589 ramp connections to/from CR 486, the intersection of Knoll Road and CR 486, Knoll Road new alignment from south of Ziggy Street to the west and north to CR 486 opposite Pine Ridge Boulevard, improvements along Ziggy Street and Hajik Path and a pond site. No newly or previously recorded archeological sites or historic resources were identified. SHPO provided their concurrence on June 25, 2020 that within the design segment under Re-Evaluation, the project will result in a finding of no historic properties affected.

A desktop review of pond sites was performed in a memo dated November 6, 2020. The review considered past CRAS reviews and identified one pond site, DRA-E that was previously evaluated in 1996 that would potentially affect a historic structure. If that site is selected as a final pond site, the potentially historic structure will need to be documented and evaluated for eligibility on the NRHP. No historic parcels with structures within 150 feet were identified for other pond sites.

[3 - 442764-1 Final Cultrual Resource Assessment Survey Update 2020-03-09][4 - SHPO Concurrence to Suncoast 2 CRAS Update][5 - Suncoast Parkway 2 PDE CRAS Update Knoll Road 2020-06_12][6 - SHPO Concurrence Knoll Road CRAS Addendum][7 - Suncoast Parkway SR 44 To CR 486 Pond Siting Cultural Resources Memo 2020-11-06][8 - May 18 2020 CRAS Transmittal Letters to Native American Tribes]

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? No

Are there changes in impacts to recreational areas or protected lands? No

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

Protected Species and Habitat

The approved 1998 SEIR identified several flora and fauna species which may be impacted by the proposed project. The impacted species were identified as gopher tortoise (*Gopherus polyphemus*), Southeastern American kestrel (*Falco sparverius paulus*), Eastern indigo snake (*Drymarchon corais couperi*), Sherman's fox squirrel (*Sciurus niger shermani*), Florida pine snake (*Pituophis melanoleucus*), gopher frog (*Rana capito*), Florida mouse (*Peromyscus floridanus*), Florida scrub jay (*Aphelocoma coerulescens*), Florida burrowing owl (*Athene cunicularia*), short-tailed snake (*Stilosoma extenuatum*), bald eagle (*Haliaeetus leucocephalus*), Florida black bear (*Ursus americanus floridanus*), Florida sandhill crane (*Grus canadensis pratensis*), American alligator (*Alligator mississippiensis*), wading birds including the wood stork (*Mycteria americana*), little blue heron (*Egretta caerulea*), snowy egret (*Egretta thula*), tri-colored heron (*Egretta tricolor*), reddish egret (*Egretta rufescens*), limpkin (*Aramus guarauna*), roseate spoonbill (*Platalea ajaja*) and white ibis (*Eudocimus albus*), and pond spice (*Litsea aestivalis*). Field reviews of the segment being advanced for construction indicate habitat for wetland-dependent species is not present and upland habitat quality has been degraded by current land use practices.

As part of the design process, a species-specific survey for the Florida scrub jay was conducted in March 2020 and the survey for the Southeastern American kestrel was conducted in July 2020. Survey results indicate that Florida scrub jays are not present within or adjacent to the segment of Suncoast Parkway 2 being advanced for construction and no kestrel

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nests were observed. The results of this survey are included in the project files. Species-specific surveys are also proposed during design for the burrowing owl and the gopher tortoise. The gopher tortoise has been elevated by FWC from a species of special concern to a threatened species and is listed as a candidate species for federal listing by the FWS. Based on field reviews, it is anticipated that relocation of gopher tortoises to an approved recipient site will be required during the construction phase of the project. Presence is assumed for cryptic listed species, such as eastern indigo snake, Florida pine snake, and short-tailed snake, and these species will be included in federal and state incidental take permits.

Several state-listed protected plant species have the potential to occur within the project corridor. Showy dawnflower (*Stylisma abdita*), Florida pygmy pipes (*Monotropsis reynoldsiae*), sand butterfly pea (*Centrosema arenicola*), Florida spiny-pod (*Matelea floridana*), and trailing milkvine (*M. pubiflora*), which are listed as endangered, and giant orchid (*Pteroglossaspis ecristata*) and garberia (*Garberia heterophylla*), which are listed as threatened, may occur within the project area based on FNAI database reports and expert opinion. A survey for protected plant species was conducted in Spring 2020. No listed plant species were observed. There are no newly listed federal or state wildlife or plant species within the project area since the approved 1998 SEIR.

The approved 1998 SEIR indicated a Section 7 Consultation under the Endangered Species Act (ESA) of 1973 as amended should be conducted for the listed species present in the study area. Coordination with the U.S. Army Corps of Engineers indicates there are no wetlands under their jurisdiction and a Section 7 Consultation under the ESA is not the appropriate effort. A Section 10 Consultation under ESA will be undertaken with USFWS as part of the permitting process to identify the appropriate mitigation for these species.

Wetlands and Other Surface Waters

The approved 1998 SEIR identified 16.50 acres of wetland impacts within the project area. Within the design segment covered within this Re-evaluation, there is one isolated wetland, less than 0.1 acre in size, in the portion of the project from SR 44 to CR 486.

[9 - 442764-1_2020_scrub_jay_survey_memo033120][10 - 442764-1_kestrel_survey_memo_07162020]

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? No

Are there changes in impacts to Floodplains or Water Resources? No

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

The approved 1998 SEIR committed to the construction of feasible noise abatement measures at the interchange of SR 44 (Lecanto Hills Mobile Home Park) pending the outcome of a detailed design noise study. The first design phase noise study was completed in February 2010 and the second design noise study was conducted in September 2015, which

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determined that there is no cost reasonable design for noise barriers at Lecanto Hills Mobile Home Park or any of the other impacted noise sensitive sites adjacent to the project area. However, this conclusion was predicated on the highway ending at SR 44 and did not include the mainline continuing to the north as found in the current design being reevaluated. These design noise study reports included an analysis of the corridor to account for small alignment shifts, other design features that varied from the PD&E conceptual design and to assure that all noise sensitive sites that were present prior to the approved 1998 SEIR were evaluated using the latest criteria.

A Noise Study Report Addendum (November 2020) was also conducted for this design segment. Noise levels were predicted at 58 receptor points representing 56 residences and two non-residential areas. For Design Year (2050) conditions, noise levels are not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at any receptor. However, compared to existing monitored conditions, substantial increases (i.e., a 15 dB[A] increase) in traffic noise are expected to occur at eleven (11) residences, as Suncoast Parkway 2 is a new alignment highway which would be located in proximity to noise sensitive areas not currently affected by traffic noise. However, noise barriers were not found to be reasonable or feasible forms of traffic noise abatement because they do not meet the criteria of reasonableness and/or feasibility to warrant the construction of a noise barrier and, therefore, were not recommended for this project. Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impacts at the eleven (11) impacted receptors.

[\[12 - 442764-1 Suncoast II NSRA_11.10.20\]](#)

What is the status of Contamination?

The approved 1998 SEIR identified 23 potential contamination sites within or adjacent to the project area. Those 23 sites were given the following risk ratings: five (5) sites had no risk, six (6) sites had low risk, 11 sites had medium risk and one (1) site (Maylen Avenue Cattle Dip Vat) had a high risk. Prior to right-of-way acquisition, the low and no risk sites were recommended to be revisited to determine site changes and the medium and high risk sites were recommended for additional investigation: site visits, property owner interviews and/or soil testing as warranted.

The Contamination Screening Evaluation Report (CSER) was updated in December 2019 to evaluate 10 pond proposed locations for this project segment. Those 10 sites were given the following risk ratings: one (1) site had no risk, eight (8) had a low risk, and one (1) site had a medium risk. The medium site included a shooting range in the northeast area of Pond 206, Alternative 3. No further action is required for the low or no risk ratings, but a Level II assessment with soil testing will be conducted for the medium risk site.

A supplemental CSER was conducted for the Knoll Road realignment in May 2020. This evaluation includes the Knoll Road realignment corridor, Pond DRA-1A, and existing roadway corridor improvement areas (Ziggy Street). One site was assigned a low risk and the pond site was assigned a medium risk. No further action is required for the low risk rating. Although no Level II testing is recommended for the medium risk rating, additional evaluation will be performed by others during the process to secure the Environmental Resource Permit.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? No

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

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Segment	Name	Descriptor	Status	Date
442764-1-52-01	USACE Section 10 or Section 404 Permit	Endangered Species Act Consultation, Incidental Take Permit	Applied For	11/09/2020

State

Segment	Name	Descriptor	Status	Date
442764-1-52-01	DEP or WMD Environmental Resource Permit (ERP)	SWFWMD ERP	Needed	11/09/2020
442764-1-52-01	DEP National Pollutant Discharge Elimination System Permit	Standard Generic Construction Permit	Needed	11/09/2020
442764-1-52-01	FWC Gopher Tortoise Relocation Permit		Needed	11/09/2020

Local

None anticipated.

Other

Segment	Name	Status	Date
442764-1-52-01	FWC Listed Species Incidental Take Permit	Needed	04/20/2020

10. CONCLUSION

- ☒ The above Environmental Document has been re-evaluated. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid. It is recommended that the project identified herein be advanced to the next phase.

11. DISTRICT REVIEW AND APPROVAL

District approving authority or designee

Date

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

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- 1 - [40527013201-SEIR-FTE-Design_Criteria_Changes_1998_to_2020-2020-0417.pdf](#)
- 2 - [40527013201-SEIR-FTE-442764-1_Responses_to_Written_Comments_Levels-041020_KH_\(003\)dh-2020-0413.pdf](#)
- 3 - [40527013201-SEIR-FTE-Attachment_for_442764-1_Final_Cultural_Resource_Assessment_Survey_Update_2020-03-09-2020-0309.pdf](#)
- 4 - [40527013201-SEIR-FTE-2020-1434_SuncoastParkway2-SR44toCR486_FDOT-Turnpike-2020-0414.pdf](#)
- 5 - [40527013201-SEIR-FTE-Attachment_for_442764-1_Knoll_Road_CRAS_Update_2020-06-12-2020-0612.docx](#)
- 6 - [40527013201-SEIR-FTE-2020-1434-C_KnollRoadAlignmentAddendum_FDOT-Turnpike-2020-0625.pdf](#)
- 7 - [40527013201-SEIR-FTE-Suncoast_Parkway_SR_44_To_CR_486_Pond_Siting_2020-11-06-2020-1106.pdf](#)
- 8 - [40527013201-SEIR-FTE-May_18_2020_CRAS_Transmittal_Letters_to_Native_American_Tribes-2020-1109.pdf](#)
- 9 - [40527013201-SEIR-FTE-442764-1_2020_scrub_jay_survey_memo033120-2020-0331.pdf](#)
- 10 - [40527013201-SEIR-FTE-442764-1_kestrel_survey_memo_07162020-2020-0716.pdf](#)
- 11 - [40527013201-SEIR-FTE-Suncoast_2_-_ProjectCommitmentRecordReport-2020-1112.pdf](#)
- 12 - [40527013201-SEIR-FTE-442764-1_Suncoast_II_NSRA_11.10.20-2020-1111.pdf](#)

Project Commitments Record

FM: 442764-1

FAP#:

Project Name: SUNCOAST II (SR589) - SR 44 TO CR 486

Environmental Document Type: SEIR - State Environmental Impact Report

Environmental Document Approval Date:

Project Commitments Record

Commitments Linked from Other Projects

FM #: 405270-1	Commitment Title: Wetland and Natural Systems Minimization Measures		
Commitment Made To:	SWFWMD and USACE	Environmental Commitment:	Yes
Status:	Commitment Fulfilled	Affects Any Other Environmental Commitment:	
Implementation Discipline:	Design	Commitment Approval Date:	
Transmittal Date:			
Commitment Description:	A number of concepts will be considered during the design phase which will minimize impacts to wetlands and other natural systems. Where appropriate, the following concepts will be evaluated on a site by site basis in the design of the Suncoast Parkway – Project 2 1) steeper side slopes, 2) retaining walls, 3) guardrails, 4) bridging wetlands or longer bridges and/or oversized culverts for ecosystem management purposes, 5) locating water management facilities out of wetland areas or sensitive upland areas, and 6) limiting clearing and grubbing only to those areas necessary to construction.		
Comments/Notes: (Most Recent Comment Shown)	11/11/2020 9:32:18 PM - This commitment remains unchanged. The limits of this segment being advanced for construction for Suncoast Parkway 2 end at CR 486 and there are minimal wetland impacts. Also, there are no state conservation lands in this segment; therefore, no oversized culverts or wildlife crossings are proposed. For this segment of highway being advanced to construction, this commitment has been completed.		

FM #: 405270-1	Commitment Title: Upland Habitat Mitigation		
Commitment Made To:	FFWCC and USFWS	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	
Implementation Discipline:	Design	Commitment Approval Date:	
Transmittal Date:			

Project Commitments Record

Commitment Description:

Through coordination with the environmental agencies and organizations involved in the Suncoast Parkway – Project 2 Environmental Advisory Committee (EAC) Partnering process, it has generally been agreed that the best concept for mitigation of impacts to upland habitat will involve purchasing or contributing funds for the preservation and management of upland habitats in public ownership.

The primary upland habitat which would be impacted by the proposed Suncoast Parkway – Project 2 is sandhill. Through field investigations and literature review, it has been determined that several state or federally listed species occur in the sandhills of the project study area such as the Southeastern American kestrel, the Sherman's fox squirrel, the gopher tortoise, the gopher frog, the Florida mouse, the Eastern indigo snake, the Florida pine snake and the short-tailed snake. By utilizing the granture process which assumes that these species do occur in the suitable habitat areas which would be impacted by the proposed project, extensive surveys for these species as part of the PD&E Study were not required. With granture, the next step entails determining the best possible way to mitigate for the impacts to these species. Preservation of upland habitats on a type-for-type basis has been determined to be the best option by the Suncoast Parkway – Project 2 EAC.

Through discussions with the EAC at the Partnering meetings, it appears that lands such as the proposed Annutteliga Hammock Conservation and Recreational Lands (CARL) purchase would be most suitable as preservation areas to serve as mitigation for this project. The area of the Annutteliga Hammock within Citrus County is primarily sandhill which would be the predominant habitat impacted by the proposed project. The main body of the Annutteliga Hammock lies in Hernando County. The Annutteliga Hammock CARL purchase, totaling over 28,000 acres is currently ranked fourth on the list of priority projects. The Florida Department of Transportation, (FDOT) Turnpike District will contribute funds toward this purchase equivalent to the value of the acreage of land necessary to mitigate the habitat impacts in accordance with the replacement value. The Annutteliga Hammock CARL purchase area has many of the beneficial qualities important in identifying a mitigation area such as connectivity to publicly owned lands, management potential, good quality natural community of the same type impacted, and the area provides habitat for many listed species.

A second mitigation option for impacts to upland natural communities could be the Lecanto Sandhills. This area has been submitted for inclusion in the CARL program but has not passed the initial phases of approval. The Lecanto Sandhill area, though not as large as the Annutteliga Hammock, is approximately 777 ha (3 sq mi) in size. Logging of the turkey oaks through this area has kept the mid-story from becoming overgrown. A prescribed burning program would return this property to good quality sandhill. Species recorded to occur on this property include the gopher tortoise, the gopher frog, short-tailed snake and eastern indigo snake. Additional upland mitigation options may be discovered during the design phase of this project. Upland mitigation concepts will be finalized at that time.

Project Commitments Record

Comments/Notes:*(Most Recent Comment Shown)*

11/11/2020 10:11:47 PM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). This commitment is modified to reflect the purchase of the Annatteliga Hammock and the Lecanto Sandhills by the State of Florida. Therefore, these lands are no longer available for mitigation for Suncoast Parkway 2. A mitigation plan for impacts to upland habitat will be developed through coordination with state and federal regulatory agencies. Mitigation may involve purchasing additional lands for placement into public ownership and/or contributing funds for the preservation and management of upland habitats in public ownership. A Florida Fish and Wildlife Conservation Commission (FWC) Listed Species Incidental Take Permit and a United States Fish and Wildlife Service (FWS) Incidental Take Permit for this project will be required. These permits allow the take of specified federally and state listed species and document the agency-approved mitigation to offset impacts to protected wildlife species. Coordination with the state and federal regulatory and resource agencies will continue through the permitting phase of this project. No state conservation lands are present within or adjacent to the limits of this segment being advanced for construction.

FM #: 405270-1**Commitment Title:** Wetland Mitigation**Commitment Made To:**

SWFWMD and USACE

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:**Implementation Discipline:**

Design

Commitment Approval Date:**Transmittal Date:**

Project Commitments Record

Commitment Description:

The primary wetland impacts are in the northern portion of the project area. The majority of the wetlands in this area are small isolated marshes. Most impacts are to the edge of the wetland and are less than one acre in size.

Recent legislation has passed regarding wetland mitigation for FDOT projects. This new legislation (FS 373.4137, as created by SB 1986) essentially requires that DOT will pay a total of \$75,000 (adjusted periodically for inflation) to the FDEP and the Water Management Districts for each acre of wetland impacted by a project.

Conceptual mitigation plan options are proposed through the Suncoast Parkway – Project 2's partnering process, for the FDEP and SWFWMD's consideration in preparing their mitigation plan under FS 373.4137. Three options are suggested at this time.

One option for wetland mitigation would be the establishment of a mitigation bank or the use of an existing mitigation bank within the Suncoast region. A second option would be restoration of altered wetland systems within the project vicinity. Restoration is often preferred over creation based on the greater likelihood of success. Field review of the project area did not readily identify any potential areas for restoration. Since the wetlands in the project vicinity are primarily isolated, restoration would be scattered and for this reason may not be feasible.

A third option would be similar to the upland mitigation concept, consisting of preservation. Though it would be advantageous to mitigate for wetland impacts at the same location as the upland mitigation, this may not be feasible as the two best upland mitigation locations, the Annutteliga Hammock and the Lecanto Sandhills, lie on the Brooksville Ridge with few to no existing wetlands. The Cross Florida Greenway (Phase II) proposed CARL purchase contains wetland areas and it may be possible to work out a wetland mitigation agreement by contributing funds toward the purchase of this CARL project.

Comments/Notes:

(Most Recent Comment Shown)

11/11/2020 10:20:01 PM - There is one isolated wetland system, less than 0.1 acre in size, in the portion of the project from SR 44 to CR 486. Therefore, no wetland mitigation is anticipated for this segment of highway being advanced for construction per the SWFWMD Environmental Resource Permit Applicant's Handbook (General and Environmental) 5 Section 10.2.2.1. This commitment is not applicable as part of this reevaluation.

FM #: 405270-1**Commitment Title:** Gopher Tortoise**Commitment Made To:**

FFWCC

Environmental Commitment:

Yes

Status:

Transmitted To Construction

Affects Any Other Environmental Commitment:**Implementation Discipline:**

Construction

Commitment Approval Date:**Transmittal Date:****Commitment Description:**

Gopher Tortoise (*Gopherus polyphemus*) – Some special fencing will be evaluated for the length of the project within suitable habitat to prevent the gopher tortoises, which are abundant in the sandhills and particularly concentrated in areas of the power line corridor, from entering the right of way and potentially being killed. The fencing should be in place prior to the onset of construction. The Florida Game and Fresh Water Fish Commission (FGFWFC) will determine the type of permit and mitigation that will be utilized prior to construction.

Project Commitments Record

Comments/Notes:*(Most Recent Comment Shown)*

11/12/2020 1:04:53 PM - The FGFWFC is now known as Florida Fish and Wildlife Conservation Commission (FWC). This commitment remains unchanged. Silt fence will be installed prior to clearing activities and standard right of way fence will be installed after grading activities or when feasible based on construction limitations. In addition to meeting the above commitment, gopher tortoises will be surveyed prior to initiation of construction following approved guidelines and any tortoises located within the right of way will be relocated to an approved gopher tortoise recipient site.

FM #: 405270-1**Commitment Title:** Florida Gopher Frog**Commitment Made To:**

SWFWMD and FDEP

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:**Implementation Discipline:****Commitment Approval Date:****Transmittal Date:****Commitment Description:**

Florida Gopher Frog (*Rana capito aesopus*) – In accordance with FS 373.4137, as created by SB 1986, the Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP) will develop a mitigation plan for wetland dependent listed species during the design phase of this project. One option to mitigate potential impacts to the gopher frog could involve an analysis of seasonal ponds potentially utilized for breeding by the gopher frog and the impacts of the project on these wetlands either directly or through elimination of access. Based on this analysis, additional suitable breeding ponds could be created at appropriate location to benefit the gopher frog.

Comments/Notes:*(Most Recent Comment Shown)*

11/11/2020 10:35:23 PM - The Florida gopher frog now has the scientific name *Rana capito* also known as *Lithobates capito*. This species is no longer listed in Florida as of January 11, 2017 but is part of the Imperiled Species Management Plan. Based on the limited wetland habitat within the project area, the Florida gopher frog is not likely to occur in the portion of the Suncoast Parkway 2 project being advanced at this time.

FM #: 405270-1**Commitment Title:** Southeastern American Kestrel**Commitment Made To:**

FFWCC

Environmental Commitment:

Yes

Status:

Commitment In Progress

Affects Any Other Environmental Commitment:**Implementation Discipline:**

Design

Commitment Approval Date:**Transmittal Date:****Commitment Description:**

Southeastern American Kestrel (*Falco sparverius paulus*) – Impacts to the Southeastern American kestrel can be partially compensated for through establishing and maintaining suitable nest boxes in the mitigation/preservation area. Research shows that kestrels readily utilize nest boxes and may even prefer these artificial dwellings. It is recommended that these nest boxes be located adjacent to the power line. Kestrels seem to prefer the openness of the power line and nest boxes located along power lines have been successful. Maintenance of the nest boxes will be turned over to the FGFWFC or a local agency or group with appropriate interests and resources.

Project Commitments Record

Comments/Notes:*(Most Recent Comment Shown)*

11/11/2020 10:51:12 PM - As part of the design process, a species-specific survey for the Southeastern American kestrel was conducted in July 2020. Survey results indicate that within or adjacent to the segment of Suncoast Parkway 2 being advanced for construction, no kestrel nests were observed. Potential impacts to this species and agency-approved mitigation, that may include kestrel nesting boxes, will be documented in the FWC Listed Species Incidental Take Permit issued for this project.

FM #: 405270-1**Commitment Title:** Florida Black Bear**Commitment Made To:**

FFWCC

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:**Implementation Discipline:****Commitment Approval Date:****Transmittal Date:****Commitment Description:**

Florida black bear (*Ursus americanus floridanus*) – The inclusion of a wildlife crossing in the Suncoast Parkway – Project 2 just north of US 98 has been discussed with the EAC and is included in the design concept. This crossing would accommodate wildlife movements between Chassahowitzka National Wildlife Refuge, Annutteliga Hammock and the Withlacoochee State Forest, though only the Chassahowitzka National Wildlife Refuge currently supports a black bear population.

Comments/Notes:*(Most Recent Comment Shown)*

11/11/2020 11:03:24 PM - The Florida black bear is considered an Umbrella Species in that protecting them protects other species as well. No state conservation lands are present within or adjacent to the limits of this segment being advanced for construction; therefore, no wildlife crossings are proposed. This commitment is not applicable as part of this reevaluation.

FM #: 405270-1**Commitment Title:** Florida Scrub Jay**Commitment Made To:**

FFWCC and USFWS

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:**Implementation Discipline:****Commitment Approval Date:****Transmittal Date:****Commitment Description:**

Florida scrub jay (*Aphelocoma coerulescens coerulescens*) – Additional surveys in the vicinity of Scrub Jay Groups #2 and #4 are recommended closer to the time of construction to better define the territorial boundaries and to document changes which may occur over time. The territory of Scrub Jay Group #3 may extend to near the proposed right of way for the CR 495 interchange. Since the CR 495 interchange would not be constructed until later, continued monitoring of this group will provide a basis for finalizing the design of the interchange so that territorial impacts would be avoided. Determinations on mitigation for the Scrub Jay will be made based on the results of these additional surveys. The Rhoades tract, located west of US 19 and near the Withlacoochee River, has been identified as a potential area for off-site mitigation of impacts to the Florida Scrub Jay.

Project Commitments Record

Comments/Notes:*(Most Recent Comment Shown)*

11/12/2020 1:19:34 PM - Scrub jay surveys were completed in the Fall 2007, Spring 2008, Fall 2008, Spring 2009, Spring 2014 and Fall 2015 seasons. In March 2020, FTE also conducted scrub jay surveys for the segment being advanced for construction. No scrub jays were observed during these surveys. Based on these data, the species no longer occurs in the design project segment area and therefore this commitment may no longer apply within the design project segment.

FM #: 405270-1**Commitment Title:** Eastern Indigo Snake**Commitment Made To:**

FFWCC and USFWS

Environmental Commitment:

Yes

Status:

Transmitted To Construction

Affects Any Other Environmental Commitment:**Implementation Discipline:**

Construction

Commitment Approval Date:**Transmittal Date:****Commitment Description:**

Eastern indigo snake (*Drymarchon corais couperi*) – To minimize potential impacts to the Eastern indigo snake, provisions will be made in the construction contract advising the contractor of precautionary measures. Indigo snakes in the project area could be unintentionally killed during construction activities. Because their habits confound capture, no effort will be made to relocate indigo snakes prior to construction. The construction contract will include special provisions for supplying construction personnel with habitat and species descriptions and a warning of the penalties for intentional harm. Contact with any individuals discovered during construction will be avoided. If nests are discovered, FDOT biologists will be notified immediately and will coordinate with US Fish and Wildlife Service (USFWS) and FGFWFC in accordance with Section 7 of the Endangered Species Act of 1973, as amended through 1982. To address agency concerns, the FDOT Turnpike District has committed to implement the following protection measures:

- Provide eastern indigo snake educational information to employees prior to the initiation of any clearing, construction or tortoise relocation activities. An educational exhibit to be approved by the USFWS shall be posted at the site accessible to all employees and a handout will be distributed to all employees.
- The DOT Turnpike District will submit to the USFWS an education plan on how the impact will be minimized through employee education 90 days (or as soon as practicable) before any land clearing or construction activities begin. The FDOT Turnpike District shall post and distribute educational information to all its workers. The exhibit and brochure should include photographs of the eastern indigo snake, information on life history and legal protection of the species in Florida, how to avoid impact to the species, and agency telephone numbers.
- All construction activities shall cease if live indigo snakes are found within the project area. Work may resume after the snake or snakes are allowed to leave the area on their own.
- Locations of live sightings shall be reported to the USFWS Jacksonville Field Office at (904) 769-0552. If a dead eastern indigo snake is found on the project site, the snake shall be frozen as soon as possible and the FDOT Turnpike District shall notify the Jacksonville Field Office immediately for further instructions.

State of Florida Department of Transportation

PSEE

Project Commitments Record

Comments/Notes:

(Most Recent Comment Shown)

11/11/2020 11:21:37 PM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). The FGFWFC is now known as Florida Fish and Wildlife Conservation Commission (FWC). FTE will mitigate for potential impacts to the eastern indigo snake through consultation with USFWS under Section 10 of the Endangered Species Act and in accordance with the standard protection measures as outlined in the following website:

<http://www.fws.gov/northflorida/IndigoSnakes/indigo-snakes.htm>.

FM #: 405270-1

Commitment Title: Section 7 Consultation

Commitment Made To:

USFWS and USACOE

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

Section 7 Consultation will be initiated by the USACOE during the permitting process in the design phase. Please refer to the USFWS letter of December 13, 1996 included in Appendix A of the SEIR.

Comments/Notes:

(Most Recent Comment Shown)

11/11/2020 11:25:39 PM - FTE has consulted with USFWS under Section 10 of the ESA (1973) as amended. An ACOE letter dated May 28, 2009 states there are no ACOE wetlands within the Suncoast Parkway 2 limits. Therefore, Section 7 Consultation is not applicable for this segment of highway being advanced for construction.

FM #: 405270-1

Commitment Title: Listed Plants

Commitment Made To:

Florida Department of Agriculture

Environmental Commitment:

Yes

Status:

Commitment Fulfilled

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Project Commitments Record

Commitment Description:

There are a number of federal and state listed plants with the potential to occur within the project area. Listed plants are typically found in unique areas or rare natural habitats. Based on the list of plants introduced through the Partnering meetings, scrub areas and areas where the limestone is close to the surface were the most likely locations to encounter listed plants within the project area. As part of the PD&E Study, all wetland areas within the proposed right of way have been investigated for the presence of listed plants. During surveys for the Florida scrub jay, transects covered all scrub areas and the presence of listed plants were noted. Additionally, due to the high number of listed plants which typically occur near limestone outcrops or where limestone is near the surface, areas of this nature within the proposed right of way were investigated for the presence of listed plants. Though there are a few listed plants with the potential to occur in the sandhills, there were no organized surveys for these plants. Impacts to listed plants of the sandhills will be mitigated through preservation and management of sandhill areas such as the Annutteliga Hammock or the Lecanto Sandhills. Additional mitigation measures may be determined in the future if listed plants are found to occur within the proposed right of way that require specific habitat. There will be coordination with the Department of Agriculture in accordance with Chapter 581.185 F.S.

The state-endangered pond spice has been observed within the proposed right of way. Special measures are recommended to minimize impacts for these plants. It is recommended that the areas surrounding the state-endangered pond spice be fenced during construction to reduce disturbance and Best Management Practices be utilized to minimize the effects of sedimentation and erosion. Appropriate measures should be taken to maintain the hydrology of the wetlands where the pond spice occurs. There will be coordination with the Department of Agriculture on the endangered pond spice in accordance with Chapter 581.185 F.S.

Comments/Notes:

(Most Recent Comment Shown)

11/11/2020 11:36:32 PM - FTE will avoid impacts to listed plant species, as observed, to the greatest extent practical. Pond spice does not occur in the portion of the Suncoast Parkway 2 project being advanced at this time. Florida Pygmy-pipes (*Monotropis reynoldsiae*), showy daisy (Stylisma abdita), sand butterfly pea (*Centrosema arenicola*), Florida spiny-pod (*Matelea floridana*), trailing milkvine (*M. pubiflora*), giant orchid (*Pteroglossaspis ecristata*), and garberia (*Garberia heterophylla*) have the potential to occur within the project area. FTE completed surveys in the spring of 2020 within the project area and none of these species were observed. Under exemptions "(8)(C)" of Florida Statutes Section 581.185; "Preservation of native flora of Florida" it is stated that no provision of this section shall apply to "The clearing of land by a public agency or a publicly or privately owned public utility when acting in the performance of its obligation to provide service to the public".

FM #: 405270-1

Commitment Title: General Wildlife

Commitment Made To:

FFWCC

Environmental Commitment:

Yes

Status:

Commitment No Longer Valid

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

Wildlife in general could benefit through utilization of oversize culverts in suitable locations that could serve as wildlife passages in addition to the wildlife underpass recommended to be located within the Annutteliga Hammock north of US 98. Through the partnering process, locations where oversized culverts would potentially benefit wildlife are being preliminarily investigated with the final decision on appropriate locations to be made during this project's design phase.

State of Florida Department of Transportation

PSEE

Project Commitments Record

Comments/Notes: 11/11/2020 11:42:11 PM - No state conservation lands are present within or adjacent to the limits of this segment being advanced for construction; therefore, no wildlife crossings are proposed. This commitment is not applicable as part of this reevaluation.
(Most Recent Comment Shown)

FM #: 405270-1 **Commitment Title:** General Vegetation

Commitment Made To: FFWCC and USFWS **Environmental Commitment:** Yes

Status: Commitment In Progress **Affects Any Other Environmental Commitment:**

Implementation Discipline: **Commitment Approval Date:**

Transmittal Date:

Commitment Description: The FDOT Turnpike District is committed to maintain as much native vegetation as possible in the vicinity of the wildlife crossing and oversized culverts.

Comments/Notes: 11/11/2020 11:47:20 PM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). No state conservation lands are present within or adjacent to the limits of this segment being advanced for construction; therefore, no wildlife crossings are proposed. The use of native vegetation will be included in the project's landscape opportunity plan, where possible.
(Most Recent Comment Shown)

FM #: 405270-1 **Commitment Title:** Smoke Management

Commitment Made To: Division of Forestry **Environmental Commitment:** Yes

Status: Transmitted To Construction **Affects Any Other Environmental Commitment:**

Implementation Discipline: Construction **Commitment Approval Date:**

Transmittal Date:

Commitment Description: A Draft Smoke Management Plan for the project was developed during the EAC/Partnering Process. The FDOT Turnpike District will continue to work with the Division of Forestry to finalize a Smoke Management Plan for this project.

Comments/Notes: 11/11/2020 11:52:30 PM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). In consultation with the Florida Forest Service it was determined that the Statewide Highway Safety Smoke Management Interagency Agreement meets the needs of the project area and will be used to satisfy the commitment. This project segment is not adjacent to state-managed lands.
(Most Recent Comment Shown)

FM #: 405270-1 **Commitment Title:** Continuation of the Partnering Process

Commitment Made To: FFWCC and USFWS **Environmental Commitment:** Yes

Status: Commitment Fulfilled **Affects Any Other Environmental Commitment:**

Project Commitments Record

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

The FDOT Turnpike District is committed to the continuation of the EAC and the Partnering Process during the design phase of the project.

Comments/Notes:

(Most Recent Comment Shown)

11/11/2020 11:57:42 PM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). The commitment was previously modified to state as follows: Florida's Turnpike Enterprise (FTE) is committed to coordinating with each appropriate environmental agency during the design phase of the project. This commitment has been satisfied for this segment being advanced to construction, and the construction phase of the project will be advertised when the Section 106 process is completed and all applicable environmental permits are obtained.

FM #: 405270-1

Commitment Title: National Geodetic Survey Monuments

Commitment Made To:

National Geodetic Survey

Environmental Commitment:

Yes

Status:

Transmitted To Construction

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

The FDOT Turnpike District will comply with the National Geodetic Survey's request to coordinate the removal of any of their monuments during construction. Please refer to the National Geodetic Survey's response letter provided in Appendix A of the SEIR.

Comments/Notes:

(Most Recent Comment Shown)

11/12/2020 12:02:27 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). The status of this commitment remains unchanged. The following survey monuments were utilized during survey: DI3390 (F 610); DI3391 (G 610). It is less likely that "G 610" is impacted. As for "F 610", it depends on how much SR44 is impacted by the design. All appropriate coordination with National Geodetic Survey will be made should removal/relocation become necessary.

FM #: 405270-1

Commitment Title: Noise Abatement

Commitment Made To:

Florida's Turnpike Enterprise

Environmental Commitment:

Yes

Status:

Commitment Fulfilled

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Project Commitments Record

Commitment Description:	The FDOT Turnpike District is committed to the construction of feasible noise abatement measures at the interchange of SR 44 and Suncoast Parkway 2 contingent upon the following conditions:		
	1. Detailed noise study during the final design process supports the need for abatement,		
	2. Reasonable cost analyses indicate that the economic cost of the barrier will not exceed the guidelines,		
	3. Community input and input from the owners of the property, regarding desires, types, heights, and location of the barrier has been solicited by the FDOT,		
	4. Preferences regarding compatibility with adjacent land use, particularly as addressed by officials having jurisdiction over such land uses has been noted, and		
	5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed.		
Comments/Notes: (Most Recent Comment Shown)	11/12/2020 12:08:45 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). A detailed noise study was completed in 2010 and 2015 for other design segments confirming that no noise barriers meet FDOT criteria. Another Noise Study Report Addendum was undertaken for this design segment in 2020. The Noise Study Report Addendum concluded that no feasible or reasonable noise abatement could be provided for impacted receptors within the design segment.		
FM #: 405270-1	Commitment Title: Meadowcrest Wastewater Treatment Plant		
Commitment Made To:	Meadowcrest Wastewater Treatment Plant	Environmental Commitment:	Yes
Status:	Commitment No Longer Valid	Affects Any Other Environmental Commitment:	
Implementation Discipline:		Commitment Approval Date:	
Transmittal Date:			
Commitment Description:	The Meadowcrest Wastewater Treatment Plant's sprayfields are proposed to be expanded to meet the future demand. Suncoast Parkway – Project 2 would impact 8.4 ha (20.8 ac) of these sprayfields. A preliminary mitigation plan has been developed between FDOT Turnpike District and Citrus County and is included as a project commitment. The Turnpike District will finalize the mitigation plan during the Design Phase through further coordination with the County.		
Comments/Notes: (Most Recent Comment Shown)	11/12/2020 12:15:19 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). The agreement is still applicable. The sprayfields are not located within this segment of highway being advanced for construction.		
FM #: 405270-1	Commitment Title: . Proposed Homosassa Wastewater Treatment Site		
Commitment Made To:	Citrus County	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	

Project Commitments Record

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

The FDOT Turnpike District will mitigate for the 1.6 acre "corner clip" from the proposed Homosassa Wastewater Treatment Plant site, dependent upon Citrus County's site plan for the facility.

Comments/Notes:

(Most Recent Comment Shown)

11/12/2020 12:19:59 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). Citrus County is no longer planning to use this site for a wastewater treatment facility. FTE is working with Citrus County to purchase or swap property for the project's impact to the county's property.

FM #: 405270-1

Commitment Title: Homosassa Special Water District Peach Orchard Well Site

Commitment Made To:

Homosassa Special Water District

Environmental Commitment:

Yes

Status:

Commitment Fulfilled

Affects Any Other Environmental Commitment:

Implementation Discipline:

Commitment Approval Date:

Transmittal Date:

Commitment Description:

The proposed Suncoast Parkway – Project 2 is located outside the FDEP wellhead protection zone defined by its Rule 62-521, F.A.C. However, the Homosassa Special Water Districts (HSWD) wellhead protection planning process has identified five-year, ten-year, and ten degree expansion capture zones for its Peach Orchard wells, which are crossed by the preferred alignment. Although no local ordinance has been adopted as a result of HSWD's wellhead protection planning process, the Turnpike District will consider enhancements to the project's stormwater management system during the design phase to further minimize the risk of groundwater impacts in the area.

Consideration during the design phase of the project will be given to enhancing this stormwater management system within the sub-basin that contains HSWD capture zones to provide special measures for protecting groundwater quality, beyond the minimum requirements of SWFWMD's Rule 40D-4, F.A.C. The special measures to be considered during design would include location of stormwater retention pond(s) outside the 5-year capture zone and utilization of geo-fabric or other impermeable materials for stormwater conveyances across the capture zones. By directing all runoff via impermeable conveyances to ponds outside the 5-year capture zone, the potential for contamination of the Peach Orchard wells is nearly eliminated.

Comments/Notes:

(Most Recent Comment Shown)

11/12/2020 12:24:22 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). FTE has received a confirmation letter (signed April 13, 2009) from HSWD that the proposed design fulfills this commitment to locate ponds outside of the 5-year capture zone. This segment of highway being advanced for construction does not occur within the 5-year capture zone.

FM #: 405270-1

Commitment Title: Interchange Spacing

Commitment Made To:

Citrus County

Environmental Commitment:

Yes

Status:

Commitment In Progress

Affects Any Other Environmental Commitment:**Implementation Discipline:****Commitment Approval Date:****Transmittal Date:****Commitment Description:**

The conceptual design of the Preferred Alternative represents the “ultimate” facility, meaning the Suncoast Parkway – Project 2 would accommodate the projected traffic for the design year (2023). The FDOT Turnpike District is committed to initially constructing interchanges where state roads intersect the project at US 98, SR 44 and US 19. Construction of the interchanges at Cardinal Street and CR 495 would occur when traffic is sufficient to warrant their construction.

The County and the FDOT Turnpike District will coordinate the timing and construction of the Cardinal Street and CR 495 interchanges.

Comments/Notes:*(Most Recent Comment Shown)*

11/12/2020 12:28:37 AM - The FDOT, Turnpike District is now known as the Florida's Turnpike Enterprise (FTE). This commitment remains unchanged except that the Cardinal Street interchange will be built as part of the initial construction with this segment of highway being advanced to construction. This has been coordinated and approved by Citrus County.

Table 1: 1998 SEIR Design Criteria

Design Element	Mainline	Ramps	Crossroads
Design Speed, MPH	70	30 mph (Loops) 45 mph (Diamond) 50 mph (Direct Connection)	30 Local 45 Urban 50 Rural Collector 60 Rural Arterial
<u>Horizontal Alignment</u> Maximum Curvature [Minimum Radius in ft]	1919	246 (Loops) 525 (Diamond) 689 (Direct Connection)	246 (Local) 705 (Urban) 689 (Rural Collector) 1181 (Rural Arterial)
Max Superelevation (ft/ft)	0.10	0.10	0.10 (Rural) 0.05 (Urban)
<u>Vertical Alignment</u> Maximum Grade	3%	5% (System) 7% (Service)	7% (Local) 7% (Urban) 6% (Rural Collector) 3% (Rural Arterial)
Stopping Sight Distance (ft)	738		
Vertical Curve Length (ft)	In accordance with Section 2 8 2 FDOT Plans Prep Manual (1995) Freeway (Interstate) criteria is desirable Freeway (Other) criteria is minimum		
<u>Cross Section</u> Lane Width (ft)	12	12 Multi-lane 15 Single-lane	12
Shoulder Width Right (ft)	12 with 10 paved	6 with 4 paved	10 with 4 paved or 5 paved for des bike lane
Shoulder Width Left (ft)	8 with 4 paved	6 with 2 paved	8
2-Lane Ramp Right (ft)		12 with 10 paved	
2-Lane Ramp Left (ft)		8 with 4 paved	
Auxiliary Shoulder Right (ft)	8 with 6 paved		
Bridge Shoulder Right (ft)	10	6 1-Lane 10 2-Lane	10
Bridge Shoulder Left (ft)	6, 4-Lane 10, 6-Lane	6	6, 4-Lane 1, 6-Lane
<u>Cross Slope</u> Traffic Lanes (ft/ft)	0.02	0.02	0.02, 4-Lane 0.03, 6-Lane
<u>Cross Slope</u> Right Shoulder (ft/ft)	0.06	0.06	0.06

Design Element	Mainline	Ramps	Crossroads
<u>Cross Slope</u> Left Shoulder (ft/ft)	0.05	0.05	0.05
<u>Cross Slope</u> Bridges (ft/ft)	0.02	0.02	0.02
Median Width Depressed	64		40 (Rural)
Median Width Raised			30 Urban
Clear Zone (ft)	36	24	6 (Urban) 20-24 (Rural Collector) 30-36 (Rural Arterial)
<u>Horizontal Clearance to Bridge</u> <u>Abutment or Pier</u> From Edge of Pavement From Centerline of railroad	36		16 (Urban) 24 (Local and Rural Collector) 36 (Rural Arterial) 25
<u>Vertical Clearance</u> Over Roadway Over Railroad Under Powerline Overhead Signs	16.5 24 35 17.5	16.5 24 35 17.5	16.5 24
Right of Way	300-400 typical		As Needed
Interchange Spacing	3 mi Access Class 1, Area Type 3		
<u>Ramp Operations Spacing</u> <u>Between Ramps (ft)</u> Between Entrance and Exit Ramps Between Entrance and Entrance or Exit and Exit Ramps	3000 1500		
Border Edge (ft)	82-132 Typical	82-132 Typical	12-14 (Urban) 32.8-40 (Rural)

Table 2: Current (2020) Design Criteria

Design Element	SR 589	Ramps	State Road 44	Source
Design Speed, MPH	70 mph	30 mph (Loops and Semi-Direct) 40 mph (Intermediate Portions of Long Ramps) 50 mph (Direct Connection)	55 mph	FDM Tables 201.5.1 & 201.5.2
<u>Horizontal Alignment</u>				
a. Max. Curve, Degrees	3° 00'	13° 15' (40 mph) 10° 15' (45 mph) 8° 15' (50 mph)	6° 30'	Table 210.9.1
b. Max. Superelevation, ft/ft.	0.10	0.10	0.10 (Rural)	FDM Tables 210.9.1 & 210.9.2
c. Length of Curve (main alignment)	2100' (30V)	600' Desirable (40 mph) 675' Desirable (45 mph) 750' Desirable (50 mph) 400' Minimum	825' (55 mph)	FDM Tables 210.8.1 & 211.7.1
<u>Vertical Alignment</u>				
a. Max. Grade	3 %	7% (40 mph) 6% (45 mph) 6% (50 mph)	5%	FDM Tables 210.10.1 & 211.9.1
b. Minimum Grade	0.30%	0.30%	0.30%	FDM 210.10.1.1
c. Stopping Sight Distance (ft.)	820'	305' (40 mph) 360' (45 mph) 425' (50 mph)	495' (55 mph)	FDM Tables 210.11.1 & 211.10.1
d. Vertical Curvature (K)	506' Crest 206' Sag	70' (40 mph) Crest 98' (45 mph) Crest 136' (50mph) Crest 64' (40 mph) Sag 79' (45 mph) Sag 96' (50 mph) Sag	185' Crest 115' Sag	FDM Tables 210.10.3 & 211.9.2
e. <u>Min. Vert. Curve Lengths:</u> Crest Interchange areas Crest Non-interchange areas Sag Curves	1,800' 1,000' 800'	See FDM Table 211.9.3	350' 250'	FDM Tables 210.10.4 & 211.9.3
	1105'	N/A	865' (55 mph)	

Design Element	SR 589	Ramps	State Road 44	Source
f. Decision Sight Dist., ft. (Exhibit 3-3, Case C)				AASHTO Green Book Exhibit 3-3
<u>Cross Sections</u>				
a. Lane Widths, ft.	12'	12' dual lanes 15' single lane	12'	FDM 211.2, 211.2.1, and Table 210.2.1
b. Shoulder Width, ft.	<u>4-Lanes</u> 12' (10' Paved) 8' (4' Paved)	<u>Single Lane</u> 6' (4' Paved) 6' (2' Paved)	10' (5' Paved) 10' (4' Paved)	FDM Tables 210.4.1 & 211.4.1
Right	<u>6 or more lanes</u> 12' (10' Paved)	<u>Dual Lane</u> 12' (10' Paved)		
Left	12' (10' Paved)	8' (4' Paved)		
Bridge Shoulders, ft.				
Right	<u>4 Lanes</u> 10'	<u>Single Lane</u> 6'	<u>4 Lanes</u> 10'	FDM Figure 260.1.1
Left	6'	6'	6'	
Right	<u>6 or more lanes</u> 10'	<u>Dual Lane</u> 10'	<u>6 or more lanes</u> 10'	
Left	10'	6'	10'	
c. Cross Slopes				
1. Traffic Lanes	10'	10'	10'	
	10'	6'	10'	
2. Left Shoulder	2% (4 lanes)	2%	2% (4 lanes)	FDM Figures 210.2.1 & 211.2.1
3. Right Shoulder	3% outside lane (6 or more lanes)		3% outside lane (6 or more lanes)	
d. Median Width (4-lane), ft.	5% 6%	5% 6%	5% 6%	FDM Tables 210.2.3 & 211.2.3
	74 (Typical) 26 w/ concrete barrier (min)	N/A	40 (>45 mph)	210.3.1
Horizontal Clearance	FDM 215	FDM 215	FDM 215	FDOT FDM
<u>Vertical Clearance</u>				
a. Over Roadway	16.5'	16.5'	16.5'	FDM Table 260.6.1
b. Overhead Signs	17.5'	17.5'	17.5'	FDM 210.10.3
Border Width	94'	94'	40' (> 45 mph)	FDM 211.6 and Table 210.7.1

442764-1 - Suncoast Parkway 2 (SR 589), Phase 2 - Design from SR 44 to CR 486, - January 23 Public Meeting
Comments Tracking Record

	Comment received via Comment Form
	Comment received via Website
	Comment received via Voicemail
	Comment received via Email

Introduction Template	<p>Dear Mr./Ms.</p> <p>Thank you for attending the Public Information Meeting for the Suncoast Parkway 2 (SR 589), from SR 44 to CR 486, Phase 2 design project. We appreciate the written comments (attached) that you submitted regarding the project. Your comments will be included as part of the record for this project.</p>
Closing Template	<p>The selected final design alternative, including consideration of public comments received, will be on display at the Public Hearing (that has not yet been scheduled). Once a date has been selected for the Public Hearing, we will update the project website at www.suncoast2.com.</p> <p>Should you have any questions about the project, please contact Francisco Cardona, Project Manager for Florida's Turnpike Enterprise (HNTB) by mail at Florida's Turnpike Enterprise, P.O. Box 613069, Ocoee, FL 34761, by phone at 407-264-3029 or by email Francisco.Cardona@dot.state.fl.us.</p> <p>Sincerely,</p> <p>Paul Satchfield, Program Management Administrator Florida's Turnpike Enterprise P.O. Box 613069, Ocoee, FL 34761 Phone: 407-264-3458 Email: Paul.Satchfield@dot.state.fl.us</p>

Document		Contact Information			Comments Received	Comment Response	Comment Response	Comment Response	Comments Response
No.	Type	Name	Address	E-Mail Address	Comments	Consultant - WBQ	FTE Level I	FTE Level II	Final Comment Response 4/10/20
1	Comment Form	Bob Bass	1744 W. Laurel Glen Parkway Hernando, Florida 34442	rjbass1971@gmail.com	The proposed extension of the Suncoast Parkway should assist in the future growth of Citrus County. I support the project with the exception of the connection to 486. A single signalized intersection makes greater sense than the offset intersections. A distance of roughly 2000 ft. Even with the new intersection located east of the Pine Ridge. Any traffic wishing to use Pine Ridge Estate will do so. The layout of Pine Ridge Estates, in my opinion is not a viable cut through for traffic. Heading East toward Hernando or north towards Dunnellon. The construction of a single intersection opposite Pine Ridge Estates seems the most logical solution.	We understand your concern regarding an additional signalized intersection being added to CR 486, with an existing signal at Pine Ridge Estate. The existing signal at Pine Ridge Boulevard. was initially considered as the on and off ramp terminus for the Suncoast Parkway 2. This location was ruled out. The geometry of the SR 589 alignment at this location does not allow sufficient traffic speeds for safe and efficient operations. In addition, we have received feedback that many residents of Pine Ridge Estates are opposed to an intersection with SR 589 opposite Pine Ridge Blvd. entrance. Florida's Turnpike Enterprise is working to provide the safest most efficient access points for this project.	We understand your concern regarding an additional signalized intersection being added to CR 486, with an existing signal at Pine Ridge Estate. Florida's Turnpike Enterprise is working to provide the safest, most efficient access points for this project.	We understand your concern regarding an additional signalized intersection being added to CR 486, with an existing signal at Pine Ridge Estate. The existing signal at Pine Ridge Boulevard was initially considered as the on and off ramp terminus for the Suncoast Parkway 2. This location was ruled out due to 1) the geometry of the SR 589 alignment at this location does not allow sufficient traffic speeds for safe and efficient operations and 2) residents and the HOA at Pine Ridge Estates have expressed considerable opposition to an intersection with SR 589 at Pine Ridge Boulevard which is the entrance to Pine Ridge Estates. Florida's Turnpike Enterprise is working to provide the safest, most efficient access points for this project.	We understand your concern regarding an additional signalized intersection being added to CR 486, with an existing signal at Pine Ridge Estate. The existing signal at Pine Ridge Boulevard was initially considered as the on and off ramp terminus for the Suncoast Parkway 2. This location was ruled out due to 1) the geometry of the SR 589 alignment at this location does not allow sufficient traffic speeds for safe and efficient operations and 2) residents and the HOA at Pine Ridge Estates have expressed considerable opposition to an intersection with SR 589 at Pine Ridge Boulevard which is the entrance to Pine Ridge Estates. Florida's Turnpike Enterprise is working to provide the safest, most efficient access points for this project.
2	Comment Form	Barbara & Jerry Loolfe	5005 W. Deputy Drive Beverly Hills, Florida 34465	barbnjerry@msn.com	The intersection of Pine Ridge Blvd. and 486 (Norvell Bryant) has a light. There is a left turn lane. There are major accidents at least every 2 months. The Pine Ridge Estates block sign is constantly being repaired. This will just get worse with more traffic. There needs to be not only a green arrow, as there is now, but a red arrow and a sign "No left turn without green arrow". Opening Pine Ridge Blvd. to traffic will just increase the accidents if it is open across Norvell Bryant.	We understand your concern regarding the Pine Ridge Boulevard and 486 (Norvell Bryant) signalized intersection. As a part of this project, the Pine Ridge Boulevard and 486 (Norvell Bryant) signalized intersection will be reviewed and improved in consultation with Citrus County and FDOT. Florida's Turnpike Enterprise is working to provide the safest, most efficient corridor for this project.	We understand your concern regarding the Pine Ridge Boulevard and 486 (Norvell Bryant) signalized intersection. As a part of this project, the Pine Ridge Boulevard and 486 (Norvell Bryant) signalized intersection will be reviewed for potential improvements in consultation with Citrus County and FDOT. Florida's Turnpike Enterprise is working to provide the safest, most efficient corridor for this project.	We understand your concern regarding the Pine Ridge Boulevard and 486 (Norvell Bryant) signalized intersection. As a part of this project, the Pine Ridge Boulevard and CR 486 signalized intersection will be reviewed for potential improvements in consultation with Citrus County and FDOT. Florida's Turnpike Enterprise is working to provide the safest, most efficient corridor for this project.	We understand your concern regarding the Pine Ridge Boulevard and CR 486 (Norvell Bryant) signalized intersection. As a part of this project, the Pine Ridge Boulevard and CR 486 signalized intersection will be reviewed for potential improvements in consultation with Citrus County and FDOT. Florida's Turnpike Enterprise is working to provide the safest, most efficient corridor for this project.

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No.	Type	Name	Address	E-Mail Address	Comments	Consultant - WBQ	FTE Level I	FTE Level II	Final Comment Response 4/10/20
3	Comment Form	Mike Brehm	4950 W. Norvell Bryant Highway Crystal River, Florida 34429	MABREHM@LKQORP.COM	Hello, I am the operations manager at LKQ located on Norvell Bryant Hwy. We have obtained property adjacent to our facility to expand our operation and increase our workforce from 204 employees currently to approximately 220-225. As one of the largest employers in Citrus County we recognize the need to expand our footprint. We want to continue to grow. if the designed exit could be moved past the Pine Ridge entrance, we would be able to continue expanding into 5.5 acres we recently signed a long term lease for. Please contact me so I can explain. Respectfully submitted, Mike Breehm 352-464-3743.	We understand that the LKQ has signed a long-term lease on the adjacent property to the west of your parcel, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. During the interchange selection process, Florida's Turnpike Enterprise looked at tying into CR 486 west of Pine Ridge Blvd. Unfortunately, this location was ruled out as it would not meet the Citrus County signal spacing criteria and would impact the existing Duke Energy Transmission Lines. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that the LKQ has signed a long-term lease on the adjacent property to the west of your parcel, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The project team has analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing Duke Energy Transmission Lines.	We understand that the LKQ has signed a long-term lease on the adjacent property to the west of your parcel, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The project team analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing power transmission lines.	We understand that the LKQ has signed a long-term lease on the adjacent property to the west of your parcel, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The project team analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing power transmission lines.
	Comment Form	Linda M. Lanier	1027 SE 4th Avenue Crystal River, Florida 34429	llanier@tampabay.rr.com	We own 2 Pine Ridge properties. 2304 N. Trample Ter Beverly Hills (Pine Ridge) and 6654 W. Antelope Ln. Beverly Hills (Pine Ridge). Why is this extension being considered to go 19 to a flood zone? We were told they would raise the road where it wouldn't flood. That would flood surrounding properties. This makes no sense. Pine Ridge entrance is already very busy with numerous accidents and this brings more congestion. This road should run from 44 to the middle of the state not the west coast.	Based on your comment we understand that you would like the Suncoast Parkway 2 to turn east towards the middle of the state. This project, Phase 2 of the Suncoast Parkway 2, will be extending SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 - from CR 486 to US 19 follows the alignment in the approved 2010 Project Development & Environmental (PD&E) study, which is on hold and is not currently funded for construction. Drainage analyses will be performed for Phase 3, and stormwater ponds will be designed based on this assessment to ensure the proposed improvements do not adversely affect the drainage of the surrounding areas. Florida's Turnpike Enterprise is working to provide the safest, most efficient alignment for this roadway.	It is our understanding that your preference is that the Suncoast Parkway 2 Phase 2 be aligned from SR 44 to the northeast, towards the middle of the state. This project, will extend SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 (north of this project) - from CR 486 to US 19 follows the alignment in the approved 2010 Project Development & Environmental (PD&E) study, which is not currently funded for construction. Drainage analyses will be performed for Phase 3, and stormwater ponds will be designed based on this assessment to ensure the proposed improvements do not adversely affect the drainage of the surrounding areas. Florida's Turnpike Enterprise is working to provide the safest, most efficient alignment for this roadway.	It is our understanding that your preference is that the Suncoast Parkway 2 Phase 2 be aligned from SR 44 to the northeast, towards the middle of the state. This project, Suncoast Parkway 2 (SR 589), Phase 2, will extend SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 (north of this project) - from CR 486 to US 19 follows the alignment in the approved 1998 Project Development & Environmental (PD&E) study, and is not currently funded for construction. Drainage analyses will be performed for Phase 3, and stormwater ponds and floodplain compensation will be designed based on this assessment to ensure the proposed improvements do not adversely affect the drainage of the surrounding areas. This project will meet all FDOT and Southwest Florida Water Management District criteria. Florida's Turnpike Enterprise is working to provide the safest, most efficient alignment for this roadway.	It is our understanding that your preference is that the Suncoast Parkway 2 Phase 2 be aligned from SR 44 to the northeast, towards the middle of the state. This project, Suncoast Parkway 2 (SR 589), Phase 2, will extend SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 (north of this project) - from CR 486 to US 19 follows the alignment in the approved 1998 Project Development & Environmental (PD&E) study, and is not currently funded for construction. Drainage analyses will be performed for Phase 3, and stormwater ponds and floodplain compensation will be designed based on this assessment to ensure the proposed improvements do not adversely affect the drainage of the surrounding areas. This project will meet all FDOT and Southwest Florida Water Management District criteria. Florida's Turnpike Enterprise is working to provide the safest, most efficient alignment for this roadway.

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No.	Type	Name	Address	E-Mail Address	Comments	Consultant - WBQ	FTE Level I	FTE Level II	Final Comment Response 4/10/20
5	Comment Form	Joe Flynn	5414 N. Lecanto Highway Beverly Hills, FL	flynnbld@Tampabay.rr.com	16 years I have received my first lawyer letter on my property located at 486 the cloud FDOT has put a (cloud, limbo) 2 years after I have purchased I pay 5K in property taxes without the ability to sell the property. I feel FDOT has taken way too long to decide what they are doing its a misjustice to the public and property owners. 16 years B.S.	Based on your comment we understand that you would like this project to move forward. Our tentative project schedule sets construction to begin late 2022.	It our understanding that you would like this project to move forward. Our tentative project schedule sets construction to begin late 2022.	It our understanding that you would like this project to move forward. Our tentative project schedule sets construction to begin late 2022.	Based on your comment we understand that you are not in favor of this project moving forward. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway, which is tentatively scheduled to begin construction in late 2022.
6	Comment Form & 2 Letters	Michael Fuller	35 South May Len Avenue Lecanto, FL 34461	mfuller@atlantic.net	Consider future exits on existing parkway at CR 476 (Centrailia Road in Hernando Co.) and Grover Cleveland Ave in Citrus County. This encourages usage by "short haul" trips and adds to profitability of the Parkway. It seems Turnpike Executives assume only "long haul" travelers will use the Parkway. More exits will improve Turnpike income and electronic toll sensors eliminate the need for costly toll booth personnel! Please consider-Thank you. Provided copies of 2 letters to Senator Galvano date April 1, 2019 and June 17, 2019.	Based on your comment we understand that you would like to have additional interchanges at CR 476 and Grover Cleveland Blvd. Unfortunately, those locations are outside of the project limits. This project is the section of Suncoast Parkway within Citrus County, between SR 44 and CR 486.	Based on your comment we understand that you would like to have additional interchanges at CR 476 and Grover Cleveland Boulevard., Those locations are outside of the limits for this project. The limits for this project are from SR 44 to CR 486.	Based on your comment we understand that you would like to have additional interchanges at CR 476 and Grover Cleveland Boulevard., Those locations are outside of the limits for this project. The limits for this project are from SR 44 to CR 486.	Based on your comment we understand that you would like to have additional interchanges at CR 476 and Grover Cleveland Boulevard., Those locations are outside of the limits for this project. The limits for this project are from SR 44 to CR 486.
7	Comment Form	James Tucker	6245 W. Pine Ridge Boulevard Beverly Hills, Florida	jmtucker000@gmail.com	We love the Knoll entrance/exit! Not by Pine Ridge Blvd.	N/A	N/A	N/A	N/A
8	Comment Form	Thomas Bustettel	4529 W. Sanction Lecanto, Florida 34461	tbustett@yahoo.com	My concern will be landscaping along bike trail coming up to Sanction Rd. to limit sight lines of road and divert sound.	Based on your comment we understand that you are interested in utilizing landscaping to reduce noise, while maintaining sight distances. Florida's Turnpike Enterprise will be reviewing all roadway and trail crossings for landscape opportunities. As a part	It is our understanding that you are interested in utilizing landscaping to reduce noise, while maintaining sight distances. The project team is reviewing all roadway and trail crossings for landscape opportunities. This review will include, analysis to	It is our understanding that you are interested in utilizing landscaping to reduce noise, while maintaining sight distances. The project team is reviewing all roadway and trail crossings for landscape opportunities. This review will	It is our understanding that you are interested in utilizing landscaping to reduce noise, while maintaining sight distances. The project team is reviewing all roadway and trail crossings for landscape opportunities. This review will include analysis to ensure all lines

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						of this review, analyses will be performed to ensure all lines of sight and sight distance criteria are met. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	ensure all lines of sight and sight distance criteria are met.	include analysis to ensure all lines of sight and sight distance criteria are met. Please note that FTE does not use landscaping for noise abatement, but will model noise on the project and consider noise walls at locations that qualify under state and federal regulations.	of sight and sight distance criteria are met. Please note that FTE does not use landscaping for noise abatement, but will model noise on the project and consider noise walls at locations that qualify under state and federal regulations.
9	Comment Form	Steve & Ginny Kays	4809 Josie Way Crystal River, Florida 34429	cirginiakays4746@att.net	Concerned about noise abatement regarding Phase III path in relation to Meadow Crest Development.	Based on your comment we understand that you are interested in noise abatement for Phase 3 of Suncoast Parkway 2. Suncoast Parkway 2, Phase 3, is not currently funded for design/construction, and is therefore on hold. Once funding is available, noise wall analyses will be performed where warranted.	Based on your comment we understand that you are interested in noise abatement for Phase 3 of Suncoast Parkway 2. Suncoast Parkway 2, Phase 3, is not currently funded for design/construction, and is therefore on hold. Once funding is available, noise wall analyses will be performed where warranted.	Based on your comment we understand that you are interested in noise abatement for Phase 3 of Suncoast Parkway 2. Suncoast Parkway 2, Phase 3, is not currently funded for design or construction, and is therefore on hold. Once funding is available, noise analyses will be performed following federal and state regulations.	Based on your comment we understand that you are interested in noise abatement for Phase 3 of Suncoast Parkway 2. Suncoast Parkway 2, Phase 3, is not currently funded for design or construction, and is therefore on hold. Once funding is available, noise analyses will be performed following federal and state regulations.
10	Comment Form	Richard O'Brien	5220 N. Cliff Drive Beverly Hills, Florida	robrien@gmail.com	Please provide a google earth interactive map of this project on Suncoast 2.com, similar to the map that is on M-CORES.	Based on your comment we understand that you would like an interactive map added to the Suncoast 2 website. We will work to make this feature available on .	Based on your comment we understand that you would like an interactive map added to the Suncoast 2 website. We will explore adding to an interactive map to www.suncoast2.com .	Based on your comment we understand that you would like an interactive map added to the Suncoast 2 website. We will explore adding an interactive map to www.suncoast2.com .	Based on your comment we understand that you would like an interactive map added to the Suncoast 2 website. We will explore adding an interactive map to www.suncoast2.com .
11	Comment Form	Walter Newell	849 W Cave Court Hernando, Florida 34442	golfbum849@gmail.com	Love it keep going to Ga.	N/A	N/A	N/A	N/A
12	Comment Form	Done Felske	5115 W. Bonanza Drive Beverly Hills, Florida 34465	donfelske@gmail.com	Moving the Suncoast Connection to 486, to the east is very positive. Thanks for moving it away from Pine Ridge intersection.	N/A	N/A	N/A	N/A

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13	Comment Form	Carol Bartulrt	5818 N Longhorn Trail Beverly Hills, Florida 34465	writer-rider@att.net	Love that the exit on 486 is not near Pine Ridge Blvd. this would be a major disaster to our community - on equestrian community where horses and visitors regularly come PR Blvd. as part of our trail riding system!	N/A	N/A	N/A	N/A
14	Comment Form	Steve Watson	6105 W. Douneray Loop Crystal River, Florida 34429	stevewatsonfl@aol.com	I want to express my gratitude for all the work and planning that went into making this Public Information Meeting a reality. The displays and graphics were excellent. The staff members were friendly and informative. It was a job well done and much appreciated!	N/A	N/A	N/A	N/A
15	Comment Form	NO NAME	NO ADDRESS	N/A	Where is the speed? Evacuation on US 19 north of red level is dangerous. Loss of trees will be devastating- Feeding climate change. Will 19 have a toll road north of Red Level? This whole project smells of big property owners. Shame on our County Commissioners to facilitate this.	Thank you for sharing your concerns. Based on your comment we understand that you are concerned about the proposed design speed, evacuation, environmental impacts, and future extensions. The proposed design speed for Suncoast Parkway 2 is 70 mph. Suncoast Parkway 2, Phase 2 will help to alleviate traffic on local roads as well as functioning as a supplementary evacuation route. The roadway alignment is based on the Project Development & Environment Study which was approved in 2010. This study provided a preliminary alignment with the goal of providing the safest, most efficient roadway alignment while reducing environmental impacts. FDOT M-CORES task force teams are currently working on potential roadway extensions north of US 19.	N/A - No name, no address,	N/A - No name, no address,	N/A - No name, no address,

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16	Comment Form	Valerie Sanders	3224 S. Edgeworth Terrace Homosassa, Florida 34448	-	Can hardly wait! We use the finished part often. How about a rest area? We ladies use them! This connection will probably help with the US 19 congestion through Homosassa and Crystal River.	We understand that you would like to see a rest area added to this project. Unfortunately, a rest area is not planned for this Phase of the Suncoast Parkway 2.	We understand that you would like to see a rest area added to this project. A rest area is not planned for this Phase of the Suncoast Parkway 2.	We understand that you would like to see a rest area added to this project. A rest area is not planned for this Phase of the Suncoast Parkway 2.	We understand that you would like to see a rest area added to this project. A rest area is not planned for this Phase of the Suncoast Parkway 2.
17	Comment Form	Mike Perry	3422 N Buckhorn Drive Pine Ridge, Florida 34465	mike.perry1978@gmail.com	Please stay away from Pine Ridge Estates. Makes no sense to continue West as the current potential N. Bound on ramp shows because you won't be able to squeeze between the power line ROW and the water plant. Look instead at connecting with other transportation corridors. We vote!!	We understand your concern regarding impacts to Pine Ridge Estate. The proposed roadway is following the approved alignment that was developed in the 1998 Project Development and Environment (PD&E) study that was reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient access points for this project.	We understand your concern regarding potential impacts to Pine Ridge Estates. The proposed roadway is within the approved alignment that was developed in the 1998 Project Development and Environment (PD&E) study that was reevaluated in 2010 and 2017.	We understand your concern regarding potential impacts to Pine Ridge Estates. The proposed roadway is within the approved alignment that was developed in the 1998 Project Development and Environment (PD&E) study that was reevaluated in 2010 and 2017.	We understand your concern regarding potential impacts to Pine Ridge Estates. The proposed roadway is within the approved alignment that was developed in the 1998 Project Development and Environment (PD&E) study that was reevaluated in 2010 and 2017.
18	Comment Form	Casey Ingram	8893 W Sula Lane Crystal River, Florida 34428	cringram@LKQcorp.com	The interchange at CR 486 needs to be moved to the west so it doesn't impact our business. LKQ Crystal River is located at 4950 west 486 in Crystal River but we also own the property SW of our current location. We are currently expanding our business. Expansion will add 20 or more jobs to our current workforce of 200 employees plus the expansion will also add 12 million dollars of revenue to our business. Please consider this change.	We understand that the LKQ has signed a long-term lease on the adjacent property, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. During the interchange selection process, Florida's Turnpike Enterprise looked at tying into CR 486 west of Pine Ridge Blvd. Unfortunately, this location was ruled out as it would not meet the Citrus County signal spacing criteria, and would impact the existing Duke Energy Transmission Lines. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project while minimizing parcel impacts.	We understand that the LKQ is expanding its business. The project team has analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing Duke Energy Transmission Lines.	We understand that LKQ is expanding its business and may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The project team analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing power transmission lines.	We understand that LKQ is expanding its business and may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The project team analyzed a potential connection to CR 486 west of Pine Ridge Boulevard. However, this location does not meet the Citrus County signal spacing criteria and would impact the existing power transmission lines.

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19	Comment Form	Joseph Serio	5609 N. Rosedale Circle Beverly Hills, Florida 34465	joeserio1@gmail.com	We currently live in Pine Ridge Estates. We are in favor of option #2. However, we question the need of any exit/entrance on W. Norvell Bryant (486), since there is one approx. 3 miles away on 44. It is not only unnecessary but a waster of tax payers money. It will also cause unnecessary traffic on 486 with additional lights at the intersections. The traffic lights will only be about one mile apart in some cases, if that.	We understand that you are concerned about the need for an interchange at CR 486, the resulting traffic, and use of tax dollars. This new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently, there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project while meeting all design criteria, including signal spacing.	We understand that you are concerned about the need for an interchange at CR 486, the resulting traffic, and use of tax dollars. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed traffic congestion relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project while meeting all design criteria, including signal spacing.	We understand that you are concerned about the need for an interchange at CR 486, the resulting traffic, and use of tax dollars. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed traffic congestion relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues, not tax dollars. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project while meeting all design criteria, including signal spacing.	We understand that you are concerned about the need for an interchange at CR 486, the resulting traffic, and use of tax dollars. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed traffic congestion relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues, not tax dollars. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project while meeting all design criteria, including signal spacing.
20	Comment Form	Stu Barnette	5443 N. Mock Orange Drive Beverly Hills, Florida	-	I appreciate Alternative 1 to the east side of Pine Ridge. Land application 3 construction costs one less. This will make Pine Ridge community happier and will gain more support.	N/A	N/A	N/A	N/A
21	Comment Form	K Keith	2125 W. Labonte Circle Pine Ridge, Florida 34465	-	Don't seem you know where this is going or exits or different route. What are you going to do when you hit 19 N?	We understand that you are concerned about the Phase 3 terminus at US 19. That portion of the Suncoast Parkway 2 is not currently funded for design/construction and is on hold.	We understand that you are concerned about the Phase 3 terminus at US 19. That portion of the Suncoast Parkway 2 is not currently funded for design/construction and is on hold.	We understand that you are concerned about the Phase 3 terminus at US 19. That portion of the Suncoast Parkway 2 is not currently funded for design or construction and is on hold.	We understand that you are concerned about the Phase 3 terminus at US 19. That portion of the Suncoast Parkway 2 is not currently funded for design or construction and is on hold.

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22	Comment Form	Mike Czerwinski	1129 N. Chancey Way Inverness, Florida 34453	mczerwin@tampabay.rr.com	It is my strong recommendation that the Hwy 44 interchange be designed as a full clover leaf interchange with no additional traffic signals on Hwy 44 as it will adversely negatively impact local traffic flow on Hwy 44.	Based on your comment we understand that you would like the proposed interchange at SR 44 to utilize a full clover leaf configuration. The current diamond interchange design follows the layout that was approved as part of the 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.	Based on your comment we understand that you would like the proposed interchange at SR 44 to utilize a full clover leaf configuration. The current diamond interchange design follows the layout that was approved as part of the 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.	Based on your comment we understand that you would like the proposed interchange at SR 44 to utilize a full clover leaf configuration. The current diamond interchange design follows the layout that was approved as part of the 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.	Based on your comment we understand that you would like the proposed interchange at SR 44 to utilize a full clover leaf configuration. The current diamond interchange design follows the layout that was approved as part of the 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.
23	Comment Form	Martin Hoffman	4471 W Sanction Road Lecanto, Florida	pastor@pbcfl.org	Very happy with design! The overpass on Sanction was vital to the health of the church. Most of our members live North & East and use Horace Allen Road for access. We would be interested in purchasing surplus land to our North & East adjacent to our property. We don't need a lot but any additional land would be helpful, Keep us posted.	N/A	N/A	N/A	N/A
24	Comment Form	Mary Ann Gehrke	1781 E. Westgate Lane Hernando, Florida 34442	matgchills@gmail.com	Thank you for the detailed and professional video and display area. All staff were very knowledgeable and friendly. This presentation should go a long way toward calming the fears of the uninformed. Keep up the Excellent Communication! Thank you.	N/A	N/A	N/A	N/A
25	Comment Form	Rex Diamond	1268 N Rockwood PT Hernando, Florida 34442	rexdiamond54@gmail.com	1) Need trailhead for Bike Path at 486 & 44 2) Stoplights too close together on 486 with interchange and Pine Ridge 3)Having interchange only 3 miles from 44 is expensive and is too close. They should scrap the 486 interchange and move if further north.	Based on your comment we understand that you would like to see a trailhead at SR 44 and CR 486, and you are concerned about signal and interchange spacing. Phase 1 of the Suncoast Parkway 2 is currently under construction and will be adding a trailhead on SR 44. The proposed interchange at CR 486 meets current standards for minimum signal spacing, and minimum interchange spacing. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to	Based on your comment we understand that you would like for there to be a trailhead at SR 44 and CR 486, and that you are concerned about signal and interchange spacing. Phase 1 of the Suncoast Parkway 2 is currently under construction and will be adding a trailhead on SR 44. The proposed interchange at CR 486 meets current standards for minimum signal spacing, and minimum interchange spacing. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's	Based on your comment we understand that you would like for there to be a trailhead at SR 44 and CR 486, and that you are concerned about signal and interchange spacing. Phase 1 of the Suncoast Parkway 2, from US 98 to SR 44 is currently under construction and will be adding a trailhead on SR 44. The proposed interchange at CR 486 meets current standards for minimum signal spacing, and minimum interchange spacing. No tax dollars are being used for this project. All funding comes from	Based on your comment we understand that you would like for there to be a trailhead at SR 44 and CR 486, and that you are concerned about signal and interchange spacing. Phase 1 of the Suncoast Parkway 2, from US 98 to SR 44 is currently under construction and will be adding a trailhead on SR 44. The proposed interchange at CR 486 meets current standards for minimum signal spacing, and minimum interchange spacing. No tax dollars are being used for this project. All funding comes from Turnpike sources which include

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						provide the safest most efficient connections for this roadway.	Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.	Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.	bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway.
26	Comment Form	Robert Six	4950 W Norvell Bryant Crystal River, Florida 34429	Rdsix@lkqcorp.com	I am writing in concern for our business LKQ at the address above. The current plans will negatively affect our business. We've been leasing the 5-acre parcel to our east, with engineering plans finalized for developments. This property will provide \$10 million in annual revenue, and at least an additional 15 jobs to the county. I would like to know why the plans cannot take the expressway further to our east. Our expansion plans are underway and will be complete before the expressway plans are finalized.	We understand that the LKQ has signed a long-term lease on the adjacent property to the west, which may be impacted by the proposed Suncoast Parkway 2, Phase 2 extension. The proposed roadway alignment follows the design that was developed in the approved 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017, which shows the Suncoast Parkway 2 terminating at US 19/Red Level. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that the LKQ is expanding its business and that you are concerned with potential impacts that the Suncoast 2 Phase 2 project could have on your expanded property. The proposed roadway is within alignment of the design that was developed in the approved 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017.	We understand that LKQ is expanding its business and that you are concerned with potential impacts that the Suncoast 2 Phase 2 project could have on your expanded property. The proposed roadway is within the alignment of the corridor that was developed in the approved 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017.	We understand that LKQ is expanding its business and that you are concerned with potential impacts that the Suncoast 2 Phase 2 project could have on your expanded property. The proposed roadway is within the alignment of the corridor that was developed in the approved 1998 Project Development and Environment (PD&E) Study that was reevaluated in 2010 and 2017.
27	Comment Form	Sal Celestino	5405 N. Bedstrow Boulevard Beverly Hills, Florida 34465	theuprman@gmail.com	I am mostly "pro" for the Suncoast Project, however I do not believe an exit should be completed at 486 (Norvell Bryant) as it is not needed. As a Pine Ridge resident, I would like to see the Highway routed directly from rt 44 all the way up to rt 19 (N. of Crystal River) with no exit at 486. Putting an exit at 486 will multiply the traffic on 486 as well as a thru-cut on Pine Ridge Blvd. (Which is already busy). Thank you.	We understand that you are concerned about the need for an interchange at CR 486, and the resulting traffic. This new roadway and interchange at CR 486 will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently, there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that you are concerned about the need for an interchange at CR 486, and the resulting traffic. This new roadway and interchange at CR 486 will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently, there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane.	We understand that you are concerned about the need for an interchange at CR 486, and the resulting traffic. This new roadway and interchange at CR 486 will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently, there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane.	We understand that you are concerned about the need for an interchange at CR 486, and the resulting traffic. This new roadway and interchange at CR 486 will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently, there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane.

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28	Comment Form	Karen O'Brien	5220 N. Cliff Drive Beverly Hills, Florida	kso241@gmail.com	Why not extend 441 to Tampa? We take that to Tampa now and it only takes me 75 minutes and is generally deserted and already there. Very concerned about even more traffic and cut through Pine Ridge to get to Citrus Springs. More commuter traffic, noise and speeding.	We understand that you are concerned about the need for this extension of SR 589, and the resulting traffic. This new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that you are concerned about the need for this project. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane.	We understand that you are concerned about the need for this project. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane.	We understand that you are concerned about the need for this project. The new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. We understand that you would like this project to move forward with Alternative 1. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and again in 2017.
29	Comment Form	Eddie Bevelle	3802 East Ryan Street Inverness, Florida 34453	chrome_hog@yahoo.com	Citrus County Native-Retire Law Enforcement I am for this project 100%. I also own a home in Hiawassee, Ga. I highly suggest that in the final phase of the Parkway, "Do not take it to the I-75, I-10 will be best." The last storm that hit the East Coast of Florida was felt in the area of Hiawassee. The traffic was a nightmare on I-95 Hwy 441 and throughout the Atlanta, Ga. area.	We understand that you are concerned about the final connection of the Suncoast Parkway 2. Phase 3 of the Suncoast Parkway 2 is not currently funded for design/construction.	N/A	N/A	N/A
30	Comment Form	John Novy	1 Dr MLK Jr Avenue Inverness, Florida 34452	jhowy@sheriffcitrus.org	No cul-de-sac at the Lee Ann Ln/44. Due to high volume of traffic at 44/Maylen 7 Rivers School entrance. Lee Ann Ln is an alternate route and used quite heavily. Closing it would cause further congestion at 441 Maylen Ave during school hours. Traffic Signal necessary if Lee Ann is shut down.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave. and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining full access to Lee Ann Lane from SR 44 in order to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining full access to Lee Ann Lane from SR 44 in order to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining full access to Lee Ann Lane from SR 44 in order to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.

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31	Comment Form	Sue Serio	5609 N. Rosedale Circle Beverly Hills, Florida 34465	serio.sue@gmail.com	I live in Pine Ridge. I oppose the on/off ramp on W. Norvell Bryant Hwy. W. Pine Ridge Blvd. is a narrow country road and can not handle express traffic resulting from this exit. I am in favor of option #2 with the on/off ramp on 44. Pine Ridge is a rural area supportive by much wildlife. There are many horse paths which are across W. Pine Ridge Blvd. making this a hazard.	Based on your comment we understand that you do not want a connection at W. Norvell Bryant Hwy. The current design provides no direct connection to Pine Ridge Blvd., to reduce the potential for traffic cutting through Pine Ridge Estates. Florida's Turnpike Enterprise is working to provide the safest most efficient access points for this project.	Based on your comment we understand that you do not want a connection at W. Norvell Bryant Highway. The current design provides no direct connection to Pine Ridge Boulevard.	Based on your comment we understand that you do not want a connection at W. Norvell Bryant Highway. The current design provides no direct connection to Pine Ridge Boulevard.	Based on your comment we understand that you do not want a connection at W. Norvell Bryant Highway. The current design provides no direct connection to Pine Ridge Boulevard.
32	Comment Form	Eleanor Lauber	5038 N. Camarron Beverly Hills, Florida	Lauberele@gmail.com	Very well organized. People were well informed and could answer all of my questions. I was worried about Pine Ridge Blvd. traffic but this meeting cleared that up for me. I travel to Spring Hill often it take 30 minutes to get to the Suncoast and 15 to get to Spring Hill from there, I say build it!	N/A	N/A	N/A	N/A
33	Comment Form	Michelle Houpt	5020 W. Ziggy Street Crystal River, Florida 34429	clbzigg@gmail.com	Our home will be right on the trail. Will you be putting up a fence between the trail and the side opposite the parkway? Also our mailbox is at the end of Knoll Rd. at 486. How will we receive our mail after construction starts? Where will it be put? Do you work it out with the post office? Will you be taking all the trees down in the lot across from us? They will assist as a sound buffer if left in place. Will the road be built up or at grade level at parcel to our home? Is it a possibility that you would buy our house and the house on Lollipop? It would be cheaper than building the road across for two homes.	Based on your comment we understand that you are concerned about separation between your home and the proposed trail, maintaining postal services, and existing trees. The proposed roadway will be a few feet above existing grade near your home, with a fence between the trail and the Suncoast Parkway 2. Mailboxes will be relocated as necessary, as close to the existing location as possible. Postal services will be maintained during and after construction. Landscape inventories will be completed as part of this project, and trees will be kept when possible. If you are interested in speaking with Florida's Turnpike Enterprise about the possibility of selling your property please see contact information below.	Based on your comment we understand that you are concerned about (1) separation between your home and the proposed trail, (2) accessibility to your mailbox, (3) impacts to existing trees and (4) sale of your property to FDOT. The proposed Suncoast Parkway 2 roadway will be bordered by a fence which will be between the trail and the roadway. Mailboxes will be relocated if necessary but will be kept as close to existing locations as possible. Postal services will be maintained during and after construction. Landscape inventories will be completed as part of this project, and trees will be kept when possible. If it is deemed that your property will be needed for the project, we will contact you.	Based on your comment we understand that you are concerned about (1) separation between your home and the proposed trail, (2) accessibility to your mailbox, (3) impacts to existing trees and (4) sale of your property to FDOT. The proposed Suncoast Parkway 2 roadway will be bordered by a fence which will be between the trail and the roadway. Mailboxes will be relocated if necessary but will be kept as close to existing locations as possible. Postal services will be maintained during and after construction. Landscape inventories will be completed as part of this project, and trees will be kept when possible. If it is deemed that your property will be needed for the project, we will contact you.	Based on your comment, the following responses are provided to address your concerns: (1) Potential relocation of your mailbox - Mailboxes will be relocated if necessary but will be kept as close to existing locations as possible. (2) Potential of paving West Ziggy Street - It has not yet been determined whether this project will include paving Ziggy Street. (3) Possibility of having a fence between your property and the proposed trail - A fence will be located at the Limited Access Right of Way line for the toll road. Installation of a fence between the trail and your property will be considered as part of the design project. (4) Preservation of trees located between your property and the proposed trail - Landscape

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									inventories will be completed as part of this project, and trees will be kept where possible. (5) Elevation of the proposed roadway - The proposed roadway will be elevated slightly above the grade near your property. (6) Conditions on Ziggy Street during construction - Existing roads will be maintained during construction to ensure they are usable for all vehicles.
34	Website	Shawn Hassen		shassen@sevenrivers.org	While the plans are exciting, there is one serious concern--making Lee Ann Lane a cul de sac instead of allowing it to continue on through to Maylen would cause significant morning and afternoon traffic issues. Seven Rivers Christian School is a large enough school to impact traffic despite all the attention and effort we put into best managing that issue--closing off Lee Ann would make Maylen (at 44) the only entrance. If cars coming from Crystal River lose the option to turn onto Lee Ann and approach the school from Maylen, there could be significant safety issues on Hwy 44 if that becomes the sole entrance option. Thank you for reconsidering.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave. and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.
35	Website	Joseph Cappuccilli		jcappuccilli@wranglerholdings.com	Fully support the Suncoast Parkway being extended to CR 486. This is very much needed as this area north is where the largest concentration of housing exists and more importantly will exist in the future. An entrance/exit on CR 486 is desired for not only the reasons listed above for residential housing but is the area most likely where new commercial development will occur. The county has considerable infrastructure in place in this corridor.	N/A	N/A	N/A	N/A

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36	Website	Donna Nelson		dnelson@sevenrivers.org	I have worked at SRCS for 27 years. In that time I have witnessed 3 horrific accidents at the crossover of 44 onto Maylen Avenue to enter our back school entrance. That is why I, and everyone I can urge to, cross onto Lee Ann to get to campus when traveling east. It is a MUCH safer alternative especially during school hours. Discontinuing the use of Lee Ann would be a very unsafe decision. Thank you.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave. and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.
37	Website	Dana James		djames@sevenrivers.org	My name is Dana James, and I am the Head of School at Seven Rivers Christian School. We are very concerned about the proposed closing of Lee Ann Lane off of Hwy 44 near our campus. On Mondays - Fridays, and during the hours of 7:30am - 8:00am and 2:45pm - 3:30pm, there is significant traffic coming and going from our campus (300+ vehicles). Most of the cars traveling to our school from Crystal Rivers take a left on Lee Ann to get to our campus. This takes the stress off the Maylen entrance, since that is the only choice for families coming from Lecanto. For student safety, we have a one-way campus moving from Maylen to Hwy 44. Closing Lee Ann will cause significant traffic issues and likely more accidents. Please consider keeping Lee Ann open to Hwy 44. Thanks	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave. and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.
38	Website	Charles B. Gonzalez		chuckb.gonzalez@gmail.com	Please keep me up to date with progress on Suncoast Phase Two	Per your request, you have been added to our project mailing mailing list.	Per your request, your name has been added to our project mailing list.	Per your request, your name has been added to our project mailing list.	Per your request, your name has been added to our project mailing list. We understand that you are concerned about the possibility of implementing Alternative #2. Florida's Turnpike Enterprise will take note of your preference of Alternative #1.

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39	Email	Charles B. Gonzalez	4907 N. Saddle Drive Beverly Hills, FL 34465-2809	chuckb.gonzalez@gmail.com	Public Information Meeting Comment Form - Jan. 23, 2020 I did not receive a letter from you. I attended the meeting and found the displays and staff helpful. I watched the full video. I have visited your Web Site. My comments: As a resident of Pine Ridge Estates, I favor the Phase 2 alternative Number 1. I think it is a waste of money and a great inconvenience to the residents nearby the entrance to Pine Ridge Estates at CR 486 to build and tear down and build again when the Phase 3 is funded in years to come, which seems inevitable considering Florida development in the last century. Simply put, I find the Alternative Number 2 to be ludicrous and wasteful. If funding is available now for Alternative Number 1, then I hope that will be completed.	We understand that you are concerned about the possibility of implementing Alternative #2. Florida's Turnpike Enterprise will take note of your selection of Alternative #1 as the preferred interchange configuration.	We understand that you are concerned about the possibility of implementing Alternative #2. Florida's Turnpike Enterprise will take note of your preference of Alternative #1.	We understand that you are concerned about the possibility of implementing Alternative #2. Florida's Turnpike Enterprise will take note of your preference of Alternative #1.	Response included in #38
40	Website	Wendy Cash		wcash@sevenrivers.org	I am asking you to please seriously consider NOT shutting down Lee Ann Dr. off of hwy. 44. Mondays through Fridays, Seven Rivers Christian School has over 600 children, parents, faculty and staff on and off campus, and on the weekends, Seven Rivers Church sees an average of 1500 church attenders off and on campus. Lee Ann has become crucial in our ability to thin traffic off of highway 44 and reduce accidents at the Maylen Avenue entrance.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave. and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue. and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue. and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Avenue. and potential traffic back-ups on SR 44. Our design team has determined that Lee Ann Lane will remain open.
41	Email	Victoria L. Menchaca	STOF-THPO, Compliance Review Section 30290 Josie Billie Highway PMB 1004 Clewiston,	VictoriaMenchaca@semt.ribe.com	Dear Mr. Cardona, Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FDOT Suncoast Parkway 2 from SR 44 to CR 486 Citrus County, FL. The proposed undertaking does fall within the STOF Area of Interest. We have	We understand that you are concerned about the Cultural Resource Assessment Survey for this project. Florida's Turnpike Enterprise has updated the Cultural Resource Assessment Survey for this corridor, and no newly or previously recorded historic resources were identified.	We understand that you are concerned about the Cultural Resource Assessment Survey for this project. Florida's Turnpike Enterprise has updated the Cultural Resource Assessment Survey for this corridor, and no newly or previously recorded historic resources were identified.	We understand that you are concerned about the Cultural Resource Assessment Survey (CRAS) for this project. Florida's Turnpike Enterprise has updated the Cultural Resource Assessment Survey for this corridor, and identified no newly or previously recorded historic resources. A copy of	We understand that you are concerned about the Cultural Resource Assessment Survey (CRAS) for this project. Florida's Turnpike Enterprise has updated the Cultural Resource Assessment Survey for this corridor, and identified no newly or previously recorded historic resources. A copy of the CRAS will be sent

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			Florida 33440		reviewed the documents provided and would respectfully like to ask if a Cultural Resources Assessment Survey will be conducted for the project?			the CRAS will be sent under separate cover for your review.	under separate cover for your review.
42	Email	Michelle Houpt	5020 W. Ziggy Street Crystal River, Florida 34429	clbziggy@gmail.com	<p>My address is 5010 W Ziggy St, Crystal River Florida 34429. My property is the corner of W Ziggy St and Lollypop. See attached picture. My home will be affected in some ways with the building of the Suncoast parkway from 44 to 486. I have a few questions that I would like answered. 1) Our mailbox for our mail delivery is on the end of Knoll Rd at 486. Where will our mailbox be relocated to? Our Mail is delivered thru the Crystal River post office. 2) Will the access road on Ziggy St and going around the back side of the dump property to 486 be a paved road? 3) Our driveway and the front of our home is on Ziggy St which will be facing the bike/walking trail will there be a fence along that side of the trail? 4) Will the trees be left intact across from us between the road and the walking/bike trail? Or will all the trees be knocked down like I see where the road is being built now? The trees sure would be a great buffer between our home and the road. Please consider not taking all the trees out. 5) What will the elevation of the parkway be? Will you be cutting thru the hill or going over the hill? 6) During construction if the trucks tear up the sand road will it be fixed and made passable right away? Big trucks going down Knoll will tear up the road and might make it hard to get in and out to the</p>	<p>Based on your comment we understand that you are concerned about separation between your home and the proposed trail, maintaining postal services, and existing trees. The proposed roadway will be a few feet above grade near your home, with a fence between the trail and the Suncoast Parkway 2. The fence will be located at the Limited Access Right of Way line for the toll road. Mailboxes will be relocated as necessary, as close to the existing location as possible, with all postal services maintained during and after construction. The proposed realignment of Knoll Rd. and all access roads will be paved. Landscape inventories will be completed as part of this project, and trees will be kept where possible. Existing roads will be maintained during construction to ensure they are usable for all vehicles. Florida's Turnpike Enterprise is working to provide the safest most efficient roadway.</p>	<p>Based on your comment we understand that you are concerned about (1) potential relocation of your mailbox (2) potential of paving West Ziggy Street (3) the possibility of there being a fence between your property and the proposed trail (4) preservation of trees located between your property and the proposed trail (5) elevation of the proposed roadway and (6) conditions on Ziggy Street during construction. In response to your concerns:</p> <ol style="list-style-type: none"> (1) Mailboxes will be relocated if necessary but will be kept as close to existing locations as possible. (2) It has not yet been determined whether this project will include paving Ziggy Street. (3) A fence will be located at the Limited Access Right of Way line for the toll road. Installation of a fence between the trail and your property will be considered as part of the design project. (4) Landscape inventories will be completed as part of this project, and trees will be kept where possible. (5) The proposed roadway will be elevated slightly above the grade near your property. (6) Existing roads will be maintained during construction to ensure 	<p>Based on your comment we understand that you are concerned about (1) potential relocation of your mailbox (2) potential of paving West Ziggy Street (3) the possibility of there being a fence between your property and the proposed trail (4) preservation of trees located between your property and the proposed trail (5) elevation of the proposed roadway and (6) conditions on Ziggy Street during construction. In response to your concerns:</p> <ol style="list-style-type: none"> (1) Mailboxes will be relocated if necessary but will be kept as close to existing locations as possible. (2) It has not yet been determined whether this project will include paving Ziggy Street. (3) A fence will be located at the Limited Access Right of Way line for the toll road. Installation of a fence between the trail and your property will be considered as part of the design project. (4) Landscape inventories will be completed as part of this project, and trees will be kept where possible. (5) The proposed roadway will be elevated slightly above the grade near your property. (6) Existing roads will be maintained during construction to ensure 	Response included in #33

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					main road since I drive a Toyota Camry.		they are usable for all vehicles		
43	Voicemail	Pam Jones		-	<p>From: Troy Vargas <tvargas@wbq.com> Sent: Tuesday, January 28, 2020 9:43 AM To: Cardona, Francisco <Francisco.Cardona@dot.state.fl.us> Cc: Scott Stewart <sstewart@wbq.com>; Hudson, Derek <Derek.Hudson@dot.state.fl.us>; Eisenberg, Stephanie <Stephanie.Eisenberg@dot.state.fl.us>; Karen Harrell <Karen.Harrell@qcausa.com>; Derek Burke <DBurke@wbq.com></p> <p>Subject: RE: 442764-1 FW: Voice mail: 19 sec. - Pam Jones w Gaylord Merlin (813-221-9000) - Question: Phase 3 Status</p> <p>Francisco, I talked to Pam Jones with Gaylord Merlin (Eminent Domain Lawyers) this morning, and she wanted to know the schedule and status of Phase 3. I let her know that Phase 3 is currently not funded for construction and is currently on hold.</p>	N/A	N/A	N/A	N/A

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44	Email	Joseph Fatatis	1611 West Laurel Glen Path Hernando, FL 34442	fatatis3@aol.com	Mr. Cardona, I attended the yesterday's Public Information Meeting in Citrus County regarding the subject project and I would like formally provide my comments to you as the Project Manager. These comments will be technical in nature and are from a "Traffic Engineering" perspective since I am a recently retired traffic engineer who worked 26 years for New Jersey Department of Transportation in their Traffic Engineering Bureau. So even though I am now a private citizen and a resident of Citrus County, I would appreciate if my comments could be considered in the design of this project. Please fee free to share them with Citrus County's engineering staff also. Alternative #1 Comment No. 1 From the display boards at the PIC, it was determined that the spacing between the signal at the intersection of the NB SR 589 off-ramp & CR 486 and the existing signal at the intersection of CR 486 & W. Pine Ridge Boulevard is approximately 1200 feet. Based on the posted speed limit of 50 MPH on CR 486, these signals should be "coordinated" with a yellow offset" so that they stay "in-sync" during the AM & PM peak hours when the volume of traffic will be at the highest peaks. If the signal are not coordinated it will increase delays for EB & WB CR486 traffic during the AM & PM peak hours, which may eventually result in an increase in traffic congestion and "rear-end" accidents on CR 486. Based on discussions with FDOT staff at the PIC, it appears that these signals will be turned over to Citrus County for maintenance upon completion of the project. There should be a formal written "agreement" between FDOT and Citrus	We acknowledge your concern regarding signal timing coordination between the proposed signals and the existing signals. Alternative #1 will require two (2) new signals on CR 486. Only one will be constructed in Phase 2, with the second signalized intersection constructed as part of Phase 3, when the Suncoast Parkway 2 is extended north of CR 486. The proposed signal timing will be coordinated to provide a high Level of Service at the proposed intersections, and we will be coordinating closely with Citrus County to ensure that the Level of Service is maintained. Several interchange configurations have been considered for the proposed connection at CR 486, and ruled out due to right of way impacts, inability to meet signal spacing criteria, or horizontal/vertical geometry deficiencies. Our goal is to provide the safest most efficient access points for this project	We acknowledge your concern regarding signal timing coordination between the proposed signals and the existing signals. The proposed signal timing will be coordinated to provide a high Level of Service at the proposed intersections, and we will be coordinating closely with Citrus County to ensure that the Level of Service is maintained.	We acknowledge your concern regarding signal timing coordination between the proposed signals and the existing signals. The proposed signal timing will be coordinated to provide a high Level of Service at the proposed intersections, and we will be coordinating closely with Citrus County to ensure that the Level of Service is maintained.	We acknowledge your concern regarding signal timing coordination between the proposed signals and the existing signals. The proposed signal timing will be coordinated to provide a high Level of Service at the proposed intersections, and we will be coordinating closely with Citrus County to ensure that the Level of Service is maintained.

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					County regarding the minimum amount of green time and minimum cycle length required for AM & PM peak hours for the intersection of the NB SR 589 off-ramp & CR 486 so that traffic queue on the off-ramp does not impede sight distance for approaching vehicles, which may result in "rear-end" collisions on the ramp.				

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44	Email	Joseph Fatatis	See Above	See above	<p>Comment No. 2 The display board for Alternative 1 does not show the proposed "future" signal at the proposed "Phase 3" intersection of the SB SR 489 off-ramp. This signal is shown in Alternative 1 and, based on discussion with the project's traffic engineer at the PIC, should also be shown in Alternative #1 since it will be required for the left turn movement from the SB SR 589 off ramp onto EB CR 486. This proposed signal should also be considered for coordination with the two signals on CR 486 shown in the concept for Alternative # 1. Comment No. 3 A forward jug handle (or loop ramp) should be considered for the left turn movement from WB CR 486 onto SB SR 589 rather than a left turn slot. The provision of a jug handle or loop ramp will eliminate the left turn phase from proposed signal resulting in an increase in the level of service for the EB CR 486 through movement and a more efficient "bandwidth" if the signals along CR 486 are coordinated. Alternative #2 Comment No. 1 under Alternative #1 would also be applicable to Alternative #2 for the Interim left turn movement from WB CR 486 onto SR 589. Comment No. 1 An alternate location should be considered for the Phase 2 on-ramp from WB CR 486 onto SB SR 589. The proposed location forces traffic destined for SB CR 589 to yield to left turning traffic from EB CR 486, which is not efficient and will impede the flow of this movement onto the on-ramp and result in potential conflicts between both movements unless they each have their own dedicated lane. I would appreciate if you can advise me if any of my</p>	See above	See above	See above	See above

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					comments noted above will be considered in the design of this project. Please feel free to contact me with any questions. Thank you.				
45	Email	Blair Commons	4221 W Gulf to Lake Hwy, Lecanto, FL 34461	blair@sevenrivers.org	I would like to discuss Seven River's concerns with plans for W. Lee Ann Lane with someone? Is that possible? We have a school with 500 students being dropped off in a 15 minute period and many people use Lee Ann to alleviate traffic at Maylen. I fear an increase in accidents over our current level due to everyone needing to use Maylen. Please give me a call, I am the director of Business Operations for Seven Rivers Church, and this falls under my jurisdiction.	We understand that you are concerned about maintaining access to Lee Ann Ln. from SR 44, to avoid congestion on Maylen Ave and potential traffic back-ups on SR 44. Our design team will review the proposed layout to determine whether it is feasible to keep Lee Ann Ln. open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue. Since the Public Information Meeting, as you are aware, our design team has coordinated with you as requested and determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue. Since the Public Information Meeting, as you are aware, our design team has coordinated with you as requested and determined that Lee Ann Lane will remain open.	We understand that you are concerned about maintaining access to Lee Ann Lane from SR 44, to avoid congestion on Maylen Avenue. Since the Public Information Meeting, as you are aware, our design team has coordinated with you as requested and determined that Lee Ann Lane will remain open.
46	Email	Joe Flynn		flynnbld@tampabay.rr.com	Any thing but! Received my 1st notice in 2007 that fdot was going to affect my property with the suncoast parkway. Angry, frustrated and dismayed. I feel Fdot has violated the statutes.	Based on your comment we understand that you would like this project to move forward. Our tentative project schedule sets construction to begin late 2022.	Based on your comment we understand that you would like this project to move forward. Our tentative project schedule sets construction to begin late 2022.	Based on your comment we understand that you are not in favor of this project moving forward. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was	Response included in #5

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								approved in 1998 and reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient connections for this roadway, which is tentatively scheduled to begin construction in late 2022.	
47	Email	Karen O'Brien		-	since I live in PR and this will cause way more cut through traffic prefer none...failing that..prefer to be as close to 491 as possible ..so I guess that is Alternative 1. If it were closer to 491 it would encourage people to use that main road instead of PR and bring more customers to those businesses on 491.	Based on your comment we understand that you would like this project to move forward with Alternative 1. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and again in 2017.	Based on your comment we understand that you would like this project to move forward with Alternative 1. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and again in 2017.	Based on your comment we understand that you would like this project to move forward with Alternative 1. The proposed roadway alignment is currently following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and again in 2017.	Response included in #28
48	Voicemail	Gail Solivan	10014 N Dale Mabry Hwy #201 Tampa, Florida 33618	ail@ccpinc.us	From: Troy Vargas <tvargas@wbq.com> Sent: Thursday, January 30, 2020 10:46 AM To: Cardona, Francisco <Francisco.Cardona@dot.state.fl.us> Cc: Scott Stewart <sstewart@wbq.com>; Karen Harrell Subject: 442764-1 - Suncoast 2 - Voice mail: 36 sec. - Gail Solivan (813) 961-8300 - Response to RW Questions Importance: High Francisco, As requested, I called Gail Solivan with Calhoun Collister & Parham Inc., and I provided responses to her questions about the proposed LA Right of Way lines at and around the parcels located at 5889 W Cosa Mesa Lane. Below is Gail's contact information: Gail Solivan gail@ccpinc.us Calhoun Collister & Parham Inc 10014 N Dale Mabry Hwy #201 Tampa, FL 33618 (813) 961-8300	N/A	N/A	N/A	N/A

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49	Email	Robert & Judith Meisel	2238 N. Sheriff Drive Beverly Hills Florida 34465	Countrybb.msn.com	<p>Dear Mr. Cardona, We attended the recent meeting/open house on Thursday, January 23, 2020 regarding the potential Suncoast Parkway 2, Phase 3 extension that we luckily just happened to see in the Jan. 12 Sunday paper. (We only get the Sunday paper.) We had received your original invitation back in August to attend a Public Information Meeting at the Armory that was later cancelled, but no one bothered to let us know so we showed up to an empty parking lot. We had also received a certified letter that was sent to our former address at Cape Cod Massachusetts (that we had vacated back in 2017) letting us know that people would be roaming around our property doing various tests. That was a surprising notice and the first time we had ever heard that the road might be coming right through our back yard. Let me explain our back story. In 2010, as we were planning to prepare for retirement, we made a few trips to the Crystal River area to scope out the area that we had heard so much about from family who lived in the Largo/Clearwater area. We heard it was a beautiful rural and peaceful area, similar to the area that we were used to in Massachusetts, and we</p>	<p>Based on your comment we understand that you would like the Suncoast Parkway 2 to head in a different direction. This project, Phase 2 of the Suncoast Parkway 2, will be extending SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 - from CR 486 to US 19 was established in a 1998 Project Development & Environmental (PD&E) Study and is not currently funded for design or construction. Phase 3 is therefore on hold. Florida's Turnpike Enterprise is working to provide the safest most efficient alignment for this roadway.</p>	<p>Based on your comment we understand that you would like the Suncoast Parkway 2 to head in a different direction. This project, Phase 2 of the Suncoast Parkway 2, will be extending SR 589 from SR 44 to CR 486. The alignment for Suncoast Parkway 2, Phase 3 - from CR 486 to US 19 was established in a 1998 Project Development & Environmental (PD&E) Study and is not currently funded for design or construction. Phase 3 is therefore on hold. Florida's Turnpike Enterprise is working to provide the safest most efficient alignment for this roadway.</p>	<p>Based on your comment we understand that you would like the Suncoast Parkway 2 to utilize a different alignment, as you are concerned about potential impacts to Pine Ridge Estates. The proposed roadway alignment is generally following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient alignment for this roadway. As such, the proposed roadway alignment has been optimized to minimize impacts to the existing Pine Ridge Estates community. Based on feedback received from the Pine Ridge Community, the proposed interchanged at CR 486 has been designed such that there is no direct connection between the Suncoast Parkway 2 and Pine Ridge Blvd. A noise analysis will be performed during the Phase 3 design of the future extension, to determine if noise walls are warranted to mitigate the sound generated by future traffic. This project, Phase 2 of the Suncoast Parkway 2, will be extending SR 589 from SR 44 to CR 486 and will not directly impact Pine Ridge Estates. Phase 3 of the Suncoast Parkway 2, from CR 486 to US 19, is not currently funded for design or construction, and is therefore on hold.</p>	<p>Based on your comment we understand that you would like the Suncoast Parkway 2 to utilize a different alignment, as you are concerned about potential impacts to Pine Ridge Estates. The proposed roadway alignment is generally following the approved Project Development and Environment (PD&E) study that was approved in 1998 and reevaluated in 2010 and 2017. Florida's Turnpike Enterprise is working to provide the safest most efficient alignment for this roadway. As such, the proposed roadway alignment has been optimized to minimize impacts to the existing Pine Ridge Estates community. Based on feedback received from the Pine Ridge Community, the proposed interchanged at CR 486 has been designed such that there is no direct connection between the Suncoast Parkway 2 and Pine Ridge Blvd. A noise analysis will be performed during the Phase 3 design of the future extension, to determine if noise walls are warranted to mitigate the sound generated by future traffic. This project, Phase 2 of the Suncoast Parkway 2, will be extending SR 589 from SR 44 to CR 486 and will not directly impact Pine Ridge Estates. Phase 3 of the Suncoast Parkway 2, from CR 486 to US 19, is not currently funded for design or construction, and is therefore on hold.</p>

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					<p>instantly fell in love with the "Pine Ridge Estates" area for many reasons. We scoped out many homes and builders and checked things out very carefully. The following year we returned to talk with the building company we were most impressed with to build a custom home. We purchased our lot in Pine Ridge and signed a contract with Gold Crest Homes in the Fall of 2011. They cleared the lot, poured a foundation, framed the house, added the roof and dug the pool. I won't go into the details, but by then we had paid them 90% of the cost, in accordance with our contract. Things slowed down in early 2012 and they told us to put our things into storage and they would pay for it. Eventually some things (i.e. cabinets, jetted tub, etc.) that had been put into the home disappeared, many things were done incorrectly and then they filed bankruptcy. Turns out the people that we had hired had just bought out the former reputable owners and had no idea what they were doing and were just bad imposters who had pulled a fast one. We fought thru local representatives, Senators, Atty. General and the DBPR to no avail. No one cared that we had lost nearly our entire savings in this process. And despite hiring a lawyer, the builder lied under oath in court and the DBPR renewed his expired license with no repercussions. It took us until 2017 to sell our unique home in Massachusetts, a beautiful antique home which we ran as a Bed & Breakfast. Then we relocated to Florida and rented a cabin at a campground and put the remainder of our belongings in</p>				

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					<p>storage at considerable expense for 14 months. We were able to hire Pine Crest Builders to finally complete our custom home the right way and moved into it in March of 2019. We are still unpacking at this point in time from storage units and PODS containers. At this point in time, your representatives are telling us that you could be taking our property away from us by eminent domain, based on assessed value, to continue the Phase 3 portion of the Parkway past CR486. We are in total shock and beyond irate to think that you could be wiping out this whole area of Pine Ridge Estates. When they widened 486 from two to four lanes, it was noisy, dirty and we found a pile of tar dumped on the side of our then unfinished driveway, obviously from someone who needed to empty his truck at the end of the day (which we had to pay to have removed!). Since we moved in, we have found the noise from that road to be unbearable at some times due to the heavy traffic, hot rods, motorcycles and frequent police and ambulance sirens. We have pretty extensive tree borders all around us but unfortunately that does not dull the noise when all else is quiet. To think that a major highway might be added with more construction noise, traffic noise, and pollution to a close neighborhood is unfathomable. People who live here all purchased their property with an expectation of peace and tranquility. This is a relatively high-end area of Citrus County and we do not deserve to be shoved aside and forced out of our homes, many of which are for a much</p>				

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No.	Type	Name	Address	E-Mail Address	Comments	Consultant - WBQ	FTE Level I	FTE Level II	Final Comment Response 4/10/20
					deserved retirement life. We understand that progress happens but it should not be at our collective expense. We have paid our dues and now deserve to live out what years we have left in peace and happiness. How would you feel if this happened to you or your loved ones, especially elders? If you have any kind of a conscience, you will go back to the drawing board and head towards a different direction. Thank you for hearing us out. We will be awaiting your response.				
50	Comment Form	Sue Ann Coppens	422 N Dunkenfield AveCrystal River, FL 34429	-	I travel from Crystal River to St Pete and Tampa at least bi-weekly. There is very little traffic from Spring Hill north. I don't believe that this extension is at all necessary.Since it is already in progress without the backing of many people, I think that an end point any further north than 19 would be a waste of taxpayer dollars. It should have terminated at Ponce De Leon.	We understand that you are concerned about the need for this extension and use of tax dollars. This new roadway will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that you are concerned about the need for this extension and use of tax dollars. This new SR 589 extension will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that you are concerned about the need for this extension and use of tax dollars. This new SR 589 extension will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.	We understand that you are concerned about the need for this extension and use of tax dollars. This new SR 589 extension will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County. Currently there is limited funding in the state's work program or in municipal budgets to improve local roads. Suncoast Parkway 2 (SR 589), Phase 2 will provide much needed relief by redirecting some commuter and truck traffic. Although not a primary evacuation route, the Suncoast Parkway 2 will also assist with evacuation and recovery in the event of a hurricane. No tax dollars are being used for this project. All funding comes from Turnpike sources which include bonds and toll revenues. Florida's Turnpike Enterprise is working to provide the safest most efficient corridor for this project.

Document		Contact Information			Comments Received	Comment Response	Comment Response	Comment Response	Comments Response
No.	Type	Name	Address	E-Mail Address	Comments	Consultant - WBQ	FTE Level I	FTE Level II	Final Comment Response 4/10/20
51	Comment Form	Charles Castellano	2791 N. Sheriff Dr. Beverly Hills, FL 34465		<p>So not happy with redirection of Knoll Rd to opposite P.R. entrance. Will just bring more cutting through traffic and people speeding and passing double yellow. Already a big problem. If you must please give us stop signs to slow and deter cut throughs. We are an equine community. Crossing PRB on horseback already a nightmare.</p> <p>I also hear that the sand pit across from PRB is going to be a construction dump. Really. Why are you trying to destroy one of the best communities in Citrus County? That will just bring trucks from all over to dump debris.</p> <p>Don't like your whole idea.</p>	<p>We understand that you are concerned about the realignment of Knoll Rd terminating across from Pine Ridge Blvd, and the future plans for the existing property across from Pine Ridge Estates. Note that there is no connection between Suncoast Parkway 2 and the proposed realignment of existing Knoll Rd. While Florida's Turnpike Enterprise is responsible for the design and construction of the Suncoast Parkway Phase 2 (SR589), Citrus County is responsible for the management and maintenance of local public roads, including the installation of stop signs and speed limit signs. The Turnpike is coordinating with Citrus County to address the County's requirements as design of the Parkway proceeds. After construction of the Suncoast Parkway 2 is complete, the property across from Pine Ridge Estates will be transferred to Citrus County, who will determine the future use of the property. Florida's Turnpike Enterprise has recorded your comment and it will be shared with the County as part of the public record.</p>	<p>We understand that you are concerned about the realignment of Knoll Road terminating across from Pine Ridge Boulevard, and the future plans for the existing property across from Pine Ridge Estates. Note that there is no connection between Suncoast Parkway 2 and the proposed realignment of existing Knoll Rd.</p> <p>Florida's Turnpike Enterprise is responsible for the design and construction of the Suncoast Parkway Phase 2 (SR589) while Citrus County is responsible for the management and maintenance of local public roads, including the installation of stop signs and speed limit signs. The Turnpike is coordinating with Citrus County to address the County's requirements. After construction of the Suncoast Parkway 2 is complete, the property across from Pine Ridge Estates will be transferred to Citrus County, and the County will determine the future use of the property.</p>	<p>We understand that you are concerned about the realignment of Knoll Road terminating across from Pine Ridge Boulevard, and the future plans for the existing property across from Pine Ridge Estates. Note that there is no connection between Suncoast Parkway 2 and the proposed realignment of existing Knoll Rd.</p> <p>Florida's Turnpike Enterprise is responsible for the design and construction of the Suncoast Parkway Phase 2 (SR 589) while Citrus County is responsible for the management and maintenance of local public roads, including the installation of stop signs and speed limit signs. The Turnpike is coordinating with Citrus County to address the County's requirements. After construction of the Suncoast Parkway 2 is complete, the property across from Pine Ridge Estates will be transferred to Citrus County, and the County will determine the future use of the property.</p>	<p>We understand that you are concerned about the realignment of Knoll Road terminating across from Pine Ridge Boulevard, and the future plans for the existing property across from Pine Ridge Estates. Note that there is no connection between Suncoast Parkway 2 and the proposed realignment of existing Knoll Rd.</p> <p>Florida's Turnpike Enterprise is responsible for the design and construction of the Suncoast Parkway Phase 2 (SR 589) while Citrus County is responsible for the management and maintenance of local public roads, including the installation of stop signs and speed limit signs. The Turnpike is coordinating with Citrus County to address the County's requirements. After construction of the Suncoast Parkway 2 is complete, the property across from Pine Ridge Estates will be transferred to Citrus County, and the County will determine the future use of the property.</p>

The March 9, 2020 Cultural Resources Assessment Survey
(CRAS) Update may be requested from Florida's Turnpike
Environmental Management Office:

TP.EMO@dot.state.fl.us

[https://floridasturnpike.com/business-
opportunities/emo/](https://floridasturnpike.com/business-opportunities/emo/)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
443634-1-52-01

KEVIN J. THIBAUT, P.E.
SECRETARY

March 30, 2020

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Lindsay S. Rothrock, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey Update
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
Financial Project Identification (FPID) No.: 442764-1-52-01
Federal Aid Project No.: Not Applicable**

Dear Dr. Parsons:

Florida's Turnpike Enterprise (FTE) is proposing the construction of ten pond sites adjacent to the Suncoast Parkway 2 from State Road (SR) 44 to County Road (CR) 486 in Citrus County, Florida. This is a state funded project.

The present assessment also surveyed a segment of proposed right-of-way (ROW) (1250 meters [m]) not previously surveyed during prior field surveys. The Suncoast Parkway 2 project corridor was originally surveyed by Janus Research in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). SHPO concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) (March 2020) that was prepared for the above referenced project, one updated Florida Master Site File (FMSF) Archaeological Site Form (8CI01027), a Survey Log Sheet, and a CD containing an electronic version of these files.

On behalf of FTE, Janus Research conducted a CRAS for the project. The purpose of the CRAS was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1), and Chapter 267 Florida Statutes (FS) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
FPID No.: 442764-1-52-01
March 30, 2020
Page 2 of 3

Based upon the scale and nature of the activities, the archaeological Area of Potential Effects (APE) has been limited to the footprint of the proposed pond sites and the portion of roadway ROW (1250 m) not previously surveyed. The historic resources APE is the archaeological APE and a 150-foot buffer surrounding the pond sites.

Background research identified two previously recorded archaeological sites (8CI1026 and 8CI1027) within the APE. The Sandy Knolls (8CI1026) archaeological site was determined NRHP ineligible by the State Historic Preservation Officer (SHPO) in 2010 and the Big Gonker (8CI1027) archaeological site was determined NRHP ineligible in 1997.

Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the APE prior to initiating field work. These data suggested that the APE possessed a mix of high, moderate, and low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the archeological APE. A new portion of 8CI1027 was identified within the APE, but no evidence of 8CI1026 was uncovered. No further archaeological fieldwork is recommended.

A historic resources desktop analysis was conducted to identify any previously recorded historic resources, assess the potential for unrecorded historic resources, and to review the location of the proposed improvements in relation to these cultural resources. As part of the survey methodology, historic resources constructed in 1971 or earlier were field verified. No previously recorded or newly recorded historic resources were identified within the APE. No further historic resource survey is recommended.

Based on the results of background research and field survey, it is the opinion of Janus Research and FTE that there are no previously recorded or newly identified cultural resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, it is the opinion of Janus Research and the FTE that the **Suncoast Parkway 2 from SR 44 to CR 486** project will result in a finding of *no historic properties affected*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, FS.

If you have any questions, or if I may be of assistance, please contact me at (407) 264-3301 or philip.stein@dot.state.fl.us.

Sincerely,



Philip Stein
Environmental Administrator
Florida's Turnpike Enterprise

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
FPID No.: 442764-1-52-01
March 30, 2020
Page 3 of 3

Enclosures

cc: Roy Jackson, FDOT, OEM
Francisco Cardona, PE, Project Manager, FDOT (HNTB)
Troy W. Vargas, PE, Project Manager, WBQ
Ken Hardin, Janus Research

The Florida Division of Historical Resources finds the attached Cultural Resource Assessment Survey complete and sufficient and ☒ concurs/ ☐ does not concur with the determinations of historic significance provided in this letter and ☒ does ☐ does not find applicable the determinations of effects provided in this letter for SHPO/FDHR Project File Number 2020-1434.

FDHR/SHPO Comments:

Jason Aldridge DSAPO
Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

April 14, 2020

Date

The June 12, 2020 Knoll Road Cultural Resources Assessment Survey (CRAS) Update may be requested from Florida's Turnpike Environmental Management Office:

TP.EMO@dot.state.fl.us

<https://floridasturnpike.com/business-opportunities/emo/>



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
443634-1-52-01

KEVIN J. THIBAUT, P.E.
SECRETARY

June 16, 2020

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Lindsay S. Rothrock, Transportation Compliance Review Program

**Re: Supplemental Addendum to the
Cultural Resource Assessment Survey Update of
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
Financial Project Identification (FPID) No.: 442764-1
Federal Aid Project No.: Not Applicable
DHR Project File No.: 2020-1434**

Dear Dr. Parsons:

Florida's Turnpike Enterprise (FTE) is proposing roadway improvements to Knoll Road (including the construction of one pond) in Citrus County, Florida. This project is state funded. The proposed improvements are associated with the larger Suncoast Project 2 from SR 44 to CR 486 (FPID 442764-1-52-01). SHPO concurred with this project's finding of *no historic properties affected* (DHR Project File Number 2020-1434) on April 14, 2020.

The Suncoast Parkway 2 project corridor was originally surveyed by Janus Research in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). SHPO also concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

A Cultural Resource Assessment Survey Update Supplemental Addendum (April 2020) was submitted to the State Historic Preservation Officer (SHPO) for this project on May 4, 2020. SHPO comments in reference to this CRAS Addendum were received by email on May 20, 2020.

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) Update Supplemental Addendum (Revised June 2020) that was prepared for the above referenced project and addresses SHPO's May 2020 comments.

On behalf of FTE, Janus Research conducted a CRAS Addendum for the project. The purpose of the CRAS Addendum was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
FPID No.: 442764-1
June 16, 2020
Page 2 of 3

60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1), and Chapter 267 Florida Statutes (FS) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

Based upon the scale and nature of the activities, the archaeological Area of Potential Effects (APE) has been limited to the footprint of the proposed improvements (including the one pond site). The historic resources APE is the archaeological APE and a 150-foot buffer surrounding the pond site and improvements.

Background research did not identify any new archaeological sites or historic resources since the earlier 2020 CRAS Update for this project (DHR Project File Number 2020-1434).

Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the APE prior to initiating field work. These data suggested that the APE possessed a low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the archaeological APE. No archaeological material was uncovered. No further archaeological fieldwork is recommended.

A historic resources desktop analysis was conducted to identify any previously recorded historic resources, assess the potential for unrecorded historic resources, and to review the location of the proposed improvements in relation to these cultural resources. As part of the survey methodology, historic resources constructed in 1972 or earlier were field verified. No previously recorded or newly recorded historic resources were identified within the APE. No further historic resource survey is recommended.

Based on the results of background research and field survey, it is the opinion of Janus Research and FTE that there are no previously recorded or newly identified cultural resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, it is the opinion of Janus Research and the FTE that the **Suncoast Parkway 2 for the Realignment of Knoll Road** project will result in a finding of *no historic properties affected*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, FS.

If you have any questions, or if I may be of assistance, please contact me at (407) 264-3301 or philip.stein@dot.state.fl.us.

Sincerely,



Philip Stein
Environmental Administrator
Florida's Turnpike Enterprise

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
FPID No.: 442764-1
June 16, 2020
Page 3 of 3

Enclosures

cc: Roy Jackson, FDOT, OEM
Francisco Cardona, PW, Project Manager, FDOT (HNTB) PM, FDOT
Troy W. Vargas, PE, Project Manager, WBQ
Ken Hardin, Janus Research

The Florida Division of Historical Resources finds the attached Cultural Resource Assessment Survey complete and sufficient and ☒ concurs/ ☐ does not concur with the determinations of historic significance provided in this letter and ☒ does ☐ does not find applicable the determinations of effects provided in this letter for SHPO/FDHR Project File Number 2020-1434-C.

FDHR/SHPO Comments:

Jason Aldridge DSHPO
Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

June 25, 2020

Date

Memo

To: Troy W. Vargas, WBQ Design and Engineering, Inc.
From: Diane K. Kloetzer, Janus Research
Date: November 6, 2020
Re: Cultural Resources Pond Siting for Suncoast Parkway 2 from SR 44 to CR 486, Citrus County, Florida. (FM No. 442764-1)

At the request of the Florida's Turnpike Enterprise, Janus Research conducted a desktop analysis of potential pond sites for Suncoast Parkway 2 from SR CR 486 to US 19, Citrus County, Florida (Attachment 1). The proposed pond sites are located in Sections 29–30 and 32 of Township 18 South, Range 18 East on the Crystal River (1954 Photorevised [PR] 1988) and Homosassa (1954 PR 1988) United States Geological Survey (USGS) quadrangle maps.

The five previous surveys conducted for the Suncoast Parkway 2 project for this area (Janus Research 1996, 1997, 2009, 2020a, 2020b) were consulted to determine whether the pond sites have been previously surveyed. A comparison of the current pond locations to the project area of potential effect (APE) of the previous surveys confirmed that all twelve of the proposed pond sites have been previously surveyed (Table 1). The SHPO concurrence letters for the five previous surveys are included in Attachment 2. No additional archaeological survey is required.

Table 1: Previous Surveys of the Proposed Pond Sites

Pond	Survey
DRA-E	1996 CRAS
2-5, Alt 1	2009 CRAS Addendum Ponds, 2020 CRAS Update
2-5, Alt 2	2020 CRAS Update
2-5, Alt 3	2020 CRAS Update
2-5, Alt 4	2009 CRAS Addendum Ponds
2-6, Alt 1	2020 CRAS Update
2-6, Alt 2	2020 CRAS Update
2-6, Alt 3	1997 CRAS Addendum; 2009 CRAS Addendum Ponds 2020 CRAS Update
2-7, Alt 1	2020 CRAS Update
2-7, Alt 2	2020 CRAS Update
2-7, Alt 3	1997 CRAS Addendum; 2020 CRAS Update
DRA-1A*	2020 CRAS Update Knoll Road

** DRA-1A is associated with the existing Landfill runoff drainage and is separate from the proposed roadway drainage systems.*

One parcel was identified within DRA-E which has become historic since the 1996 CRAS survey. If DRA-E is chosen as a final pond site, the potentially historic structure on this parcel will need

to be documented and evaluated for its eligibility for inclusion on the National Register of Historic Places (NRHP).

No historic parcels with structures within 150 feet were identified for the other pond sites.

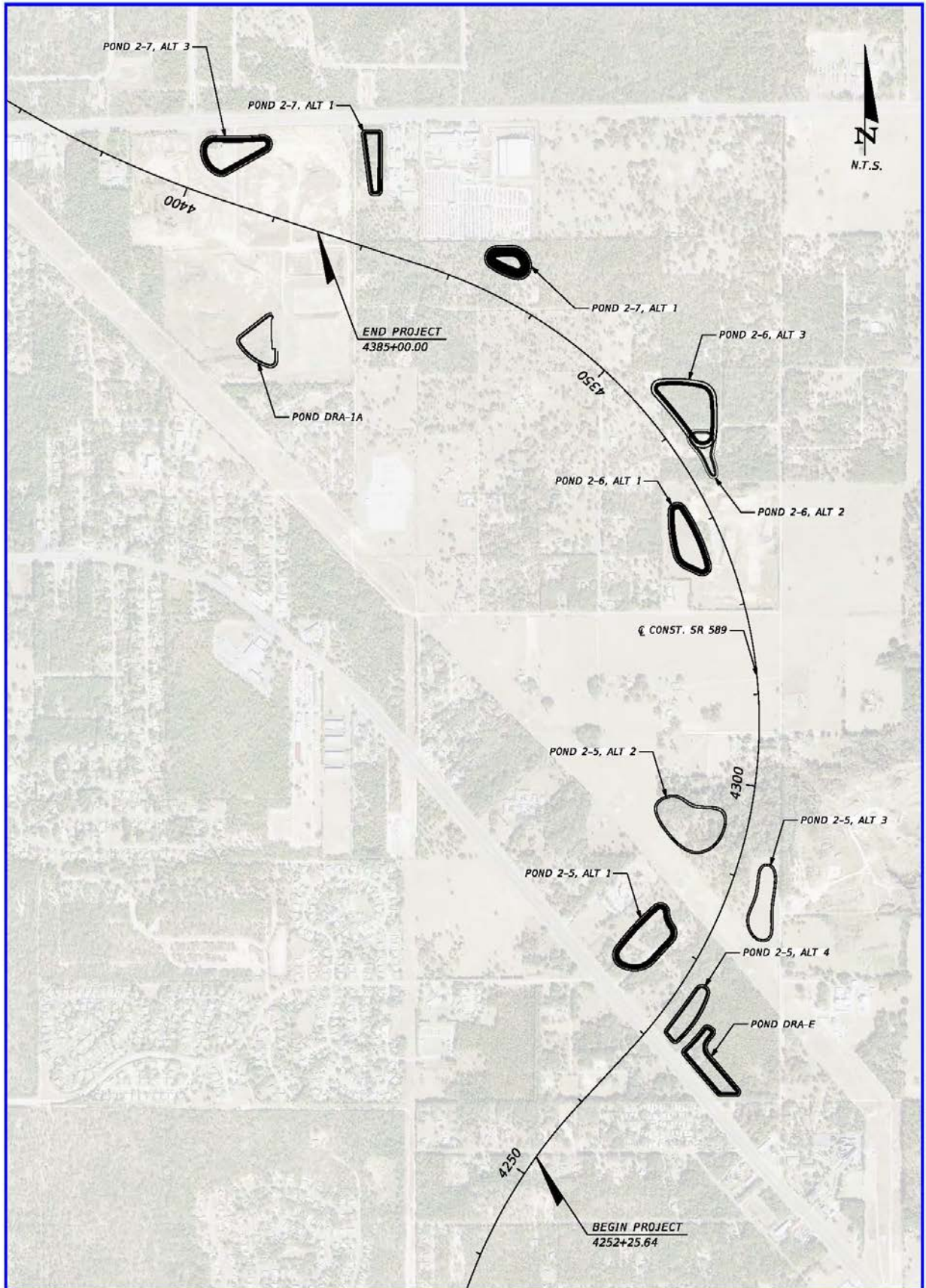
References

Janus Research

- 1996 *Cultural Resource Assessment Survey for the Suncoast Parkway – Project 2 Project Development and Environment (PD&E) Study, Citrus County, Florida*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 1997 *Cultural Resource Assessment Addendum Technical Memorandum of the Proposed Pine 3 Alternative Corridor of the Suncoast Parkway 2 PD&E Project*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2009 *Cultural Resources Assessment Survey of Ponds along the Suncoast Parkway – Project 2: Addendum to the CRAS of the Suncoast Parkway – Project 2 PD&E study, Hernando and Citrus Counties, Florida*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2020a *Cultural Resources Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486, Citrus County, Florida*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2020b *Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road, Citrus County, Florida*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

Attachment 1:

Location of Pond Sites



Attachment 2:

SHPO Concurrence Letters

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs
Division of Elections
Division of Historical Resources
Division of Library and Information Services
Division of Licensing

MS# 4590



FLORIDA DEPARTMENT OF STATE

Sandra B. Mortham

Secretary of State

DIVISION OF HISTORICAL RESOURCES

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MEMBER OF THE FLORIDA CABINET

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Historic Pensacola Preservation Board
Historic St. Augustine Preservation Board
Historic Tallahassee Preservation Board
Historic Tampa/Hillsborough County
Preservation Board
Ringling Museum of Art

DOT 1

January 10, 1997

Mr. Daniel T. Penton
Post, Buckley, Schuh & Jernigan, Inc.
314 North Calhoun Street
Tallahassee, Florida 32301

In Reply Refer To:
Robin D. Jackson
Historic Sites Specialist
(904) 487-2333
Project File No. 964764

RE: Cultural Resource Assessment Request
Cultural Resource Assessment Survey for the Suncoast Parkway - Project 2, Project Development and Environmental (PD&E) Study, Citrus County, Florida. By Janus Research, October 1996.
SPN: 97020-1300/WPIN: 7159000

Dear Mr. Penton:

In accordance with the procedures contained Chapter 267.061, Florida Statutes, we have reviewed the results of the referenced project and find them to be complete and sufficient.

Based on the information provided in the above report, we note that the survey resulted in the location and assessment of 16 previously unrecorded archaeological sites (8CI1024-8CI1038) and two historic structures (8CI1020 and 8CI1021). We concur with the conclusions in the report that none of the sites are eligible and that the proposed project will have no effect on sites listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for Laura A. Hammer
George W. Percy, Director
Division of Historical Resources
and

State Historic Preservation Officer

GWP/Jrj

xc: C. L. Irwin, FDOT
Raymond A. Ashe, FDOT, Turnpike District

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (904) 488-1480
FAX: (904) 488-3353 • WWW Address <http://www.dos.state.fl.us>

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☒ HISTORIC PRESERVATION
(904) 487-2333 • FAX: 922-0496

☐ HISTORICAL MUSEUMS
(904) 488-1484 • FAX: 921-2503



FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

CITRUS
DOT 1

December 1, 1997

Mr. Daniel T. Penton
Post, Buckley, Schuh & Jernigan, Inc.
1901 Commonwealth Lane
Tallahassee, Florida 32303

In Reply Refer To:
Scott B. Edwards
Historic Sites Specialist
Project File No. 975756

RE: Cultural Resource Assessment Addendum Technical Memorandum of the Proposed Pine 3
Alternative Corridor of the Suncoast Parkway 2 PD&E Project
SPN: 97020-1300
WPN: 7159000
Citrus County, Florida

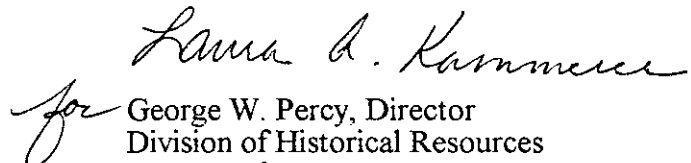
Dear Mr. Penton:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the above referenced project for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or architectural value.

We have reviewed the information in your letter and Technical Memorandum and concur with the conclusion that the project is unlikely to effect significant cultural resources. Therefore it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing in the *National Register of Historic Places*, or otherwise of historical or architectural value.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,


for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Ese
xc: C. Leroy Irwin, FDOT



MEMBER OF THE FLORIDA CABINET
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Historic Pensacola Preservation Board
Historic St. Augustine Preservation Board
Historic Tallahassee Preservation Board
Historic Tampa/Hillsborough County
Preservation Board
Ringling Museum of Art

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

January 10, 1997

RECEIVED

Mr. Daniel T. Penton
Post, Buckley, Schuh & Jernigan, Inc.
314 North Calhoun Street
Tallahassee, Florida 32301

In Reply Refer To:
Robin D. Jackson
Historic Sites Specialist
(904) 487-2333
Project File No. 964764

RE: Cultural Resource Assessment Request
*Cultural Resource Assessment Survey for the Suncoast Parkway - Project 2, Project
Development and Environmental (PD&E) Study, Citrus County, Florida. By Janus
Research, October 1996.*
SPN: 97020-1300/WPIN: 7159000

File

Dear Mr. Penton:

In accordance with the procedures contained Chapter 267.061, Florida Statutes, we have reviewed the results of the referenced project and find them to be complete and sufficient.

Based on the information provided in the above report, we note that the survey resulted in the location and assessment of 16 previously unrecorded archaeological sites (8CI1024-8CI1038) and two historic structures (8CI1020 and 8CI1021). We concur with the conclusions in the report that none of the sites are eligible and that the proposed project will have no effect on sites listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for Laura A. Kammerer
George W. Percy, Director
Division of Historical Resources

and
State Historic Preservation Officer

GWP/Jrj

xc: C. L. Irwin, FDOT
Raymond A. Ashe, FDOT, Turnpike District

DIRECTOR'S OFFICE

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☒ HISTORIC PRESERVATION
(904) 487-2333 • FAX: 487-2333

☐ HISTORICAL MUSEUMS
(904) 488-1400 • FAX: 488-1400

October 8, 1997

Mr. George W. Percy
State Historic Preservation Officer
Florida Division of Historical Resources
R.A. Gray Building
Tallahassee, Florida 32399-0250

Attention: Ms. Laura Kammerer

Subject: Cultural Resource Assessment of the Proposed Pine 3
Alternative Corridor of the Suncoast Parkway 2 PD&E Project
Area.

State Project Number: 97020-1300

Work Program Item Number: 7159000

Federal Aid Project Number: N/A

County: Citrus

Project Description: This project involves the cultural resource assessment of the Pine 3 Alternative segment of the proposed Suncoast Parkway 2 corridor. The subject alternative is 3.2 kilometers long and 120 meters wide. This assessment is considered to be a supplement to the original cultural resource report prepared by Janus Research in October, 1996 and cleared by your office in a letter dated January 10, 1997.

Dear Mr. Percy:

On behalf of the Florida Department of Transportation, Turnpike District, Post, Buckley, Schuh & Jernigan, Inc. is seeking your concurrence that the subject project will have no effect on any archaeological or historical sites or properties listed, or eligible for listing, in the National Register of Historic Places.

Janus Research has prepared a supplemental cultural resource assessment of the alternative corridor, and during the course of this assessment, determined that there were no previously recorded cultural resources within the immediate project vicinity. Their field work within the alternative corridor failed to locate any evidence of either prehistoric or historic archaeological remains, and no historic structures were noted within or adjacent to the project area. A copy of the supplemental assessment, including a Survey Log Sheet, is appended.

CRAT # 975756

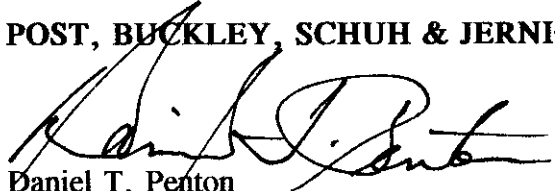
This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

This letter report applies strictly to this project as defined herein, and does not apply if any of the parameters should change. Any future construction projects along this roadway segment which would require the acquisition of new right-of-way would be subject to any and all pertinent federal and state laws, rules and regulations.

If you have any questions about the subject project, please do not hesitate to contact me.

Sincerely,

POST, BUCKLEY, SCHUH & JERNIGAN, INC.



Daniel T. Penton
Senior Archaeologist

Attachment

xc: Ms. Debbie Milonski
Mr. Paul Schmidt



FLORIDA DEPARTMENT OF STATE

Kurt S. Browning

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. John Post
Florida's Turnpike Enterprise
PO Box 613069
Ocoee, Florida 33607

February 9, 2010

Re: DHR No.: 2009-7090/ Received by DHR: December 8, 2009
Applicant: Florida Dept. of Transportation/ Federal Aid No.: 405270-1
Project: *Cultural Resource Assessment Survey of Ponds Along the Suncoast Parkway-
project 2; Addendum to the CRAS of the Suncoast Parkway- Project 2 PD&E Study,
Hernando and Citrus Counties*

Dear Mr. Post:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended; 36 CFR Part 800: Protection of Historic Properties; and Chapter 267, *Florida Statutes*, and implementing state regulations. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties listed, or eligible for listing, in the National Register of Historic Places (NRHP), or otherwise of significance, are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

We note that the present survey resulted in the identification of one newly recorded archaeological site (8HE463), and the relocation and expansion of the site boundaries of previously recorded archaeological site (8CI1026) and the identification of three archaeological occurrences. One previously recorded isolated find (8CI1800) and one low-density artifact scatter (8CI1789) were not relocated during the current survey. None of these resources are considered eligible for listing in the NRHP. No newly or previously recorded historic resources were identified within any of the proposed pond locations during the current survey.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
850.245.6300 • FAX: 245.6436

☐ Archaeological Research
850.245.6444 • FAX: 245.6452

☒ Historic Preservation
850.245.6333 • FAX: 245.6437

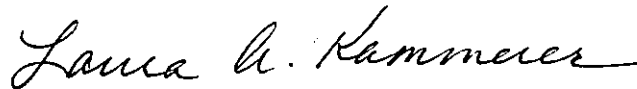
John Post
DHR No.:2009-7090
February 8, 2010
Page Two

This office reviewed the submitted report and finds that it *does not* meet the requirements of *Chapter 1A-46, Florida Administrative Code*, with respect to completeness and sufficiency because it lacks the following:

- Completed Florida Master Site File forms (originals) and accompanying maps, photos, and digital files for the newly identified cultural resources and updated FMSF forms for those resources within the project's area of potential effect which were previously recorded.
- The exact number and location of ponds to be created as a result of this project's undertakings.

If you have any questions, please contact Alyssa McManus Architectural Historian, Transportation Compliance Review Program, by email ammcmanus@dos.state.fl.us, or by telephone at 850.245.6432.

Sincerely,



Laura A. Kammerer
Deputy Historic Preservation Officer
Compliance Review Section

Pc: Daniel T. Penton, PBS&J



Memorandum

#21184
~~2009~~ 2009-7090(B)

To: Alyssa McManus
Architectural Historian
Florida Division of Historical Resources
R. A. Gray Building
500 S. Bronough Street
Tallahassee, Florida 32399-0250

From: Frank Keel *FK*

Date: March 24, 2010

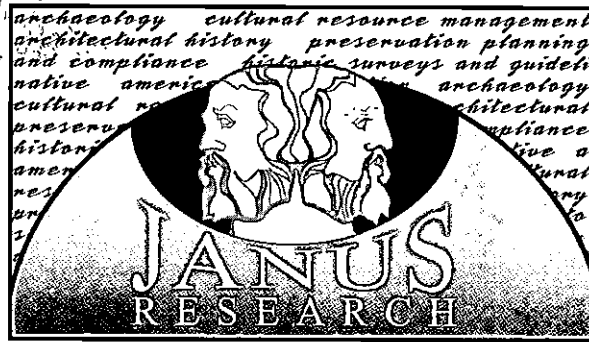
Subject: Suncoast Parkway – Project 2: Complete Site Forms and Ponds locations
and number as requested (DHR Project File No. 2009-7090)

Alyssa,

Attached is the documentation you requested in your February 9, 2010 letter. Turnpike is anxiously waiting your response. Your expeditious review will be appreciated.

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BUREAU OF
HISTORIC PRESERVATION
2010 MAR 25 A 9:23

JANUS MAIN OFFICE
1107 N. Ward Street
Tampa, FL 33607



— EST. 1979 —

#21184

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MAR 18 2010
URS

Tel. 813.636.8200
Fax 813.636.8212

janus@janus-research.com

Tampa Bay ▪ Miami ▪ Ft. Myers ▪ Atlanta

March 5, 2010

Ms. Janet Everett, P.E.
Vice President
URS Corporation
315 East Robinson Street, Suite 245
Orlando, Florida 32801

RECEIVED
FLORIDA'S TURNPIKE
ENTERPRISE
2010 MAR 15 AM 9:34

RE: Cultural Resource Assessment Survey of Ponds along the Suncoast Parkway -
Project 2: Addendum to the CRAS of the Suncoast Parkway - Project 2 PD&E study,
Hernando and Citrus Counties, Florida – Response to SHPO for Additional Information

Ms. Everett:

This is in response to the recent letter from the State Historic Preservation Officer (SHPO), concerning the report referenced above. In particular, the SHPO letter requested the additional information:

- Completed Florida Master Site File forms (originals) and accompanying maps, photos, and digital files for the newly identified cultural resources and updated FMSF forms for those resources within the project's area of potential effect which were previously recorded.

Response: Please find attached loose hard copies of the requested forms and maps.

- The exact number and location of ponds to be created as a result of this project's undertakings.

Response: The location of all ponds and drainage features are clearly mapped on USGS quadrangle maps in Figures 2a-2d and 3a-3d of the report. Copies of our field maps which depict the locations of the ponds on aerial photographs are also included as Appendix B of the report. The Townships, Ranges, and Sections and USGS quadrangle map names for each section of the project are listed in Table 1 of the report.

As for the exact number of ponds and drainage features to be created, this depends on the manner in which they are counted. For instance, Pond 3-10 could actually



be counted as four separate ponds despite the fact that they are all listed under the single label, Pond 3-10. However, if one counts all ponds and drainage features included in this project separately, without regard to how they are labeled, there are 62 separate ponds.

If you have any questions, or if you would like further information, please do not hesitate to call me.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Pepe', is written below the word 'Sincerely,'.

James Pepe
Project Manager

(Two enclosures – FMSF site file forms, FMSF Survey Log Sheet)



August 19, 2009

Ms. Laura Kammerer
Deputy State Historic Preservation Officer
Compliance Review Section
Florida Division of Historical Resources
R.A. Gray Building
Tallahassee, Florida 32399-0250

Attention: Brian Yates

Subject: *Cultural Resources Assessment Survey of Ponds Along the Suncoast Parkway – Project 2; Addendum to the CRAS of the Suncoast Parkway – Project 2 PD&E Study, Hernando and Citrus Counties, Florida.*

Financial Project ID Number: 405270-1

County: Hernando and Citrus Counties

Project Description: This project involves a cultural resources assessment of numerous ponds and drainage features along the Suncoast Parkway – Project 2.

Dear Ms. Kammerer:

On behalf of the Florida Department of Transportation, Turnpike Enterprise, PBS&J is seeking your concurrence that the subject project will have no effect on any archaeological or historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or archaeological value.

Janus Research has performed a cultural resources assessment for the referenced project. Their assessment report entitled *Cultural Resources Assessment Survey of Ponds Along the Suncoast Parkway – Project 2; Addendum to the CRAS of the Suncoast Parkway – Project 2 PS&E Study, Hernando and Citrus Counties, Florida* is attached for your review and consideration. One previously recorded archaeological site (8CI1026) and a new archaeological site (8HE462) were located and evaluated during the assessment. Based on the results of this assessment, the sites have been determined not to represent significant historic properties. Two previously recorded archaeological sites (8CI789 and 8CI800) were not relocated. A completed survey log sheet and site forms are included for use by the staff of the Florida Master Site File.

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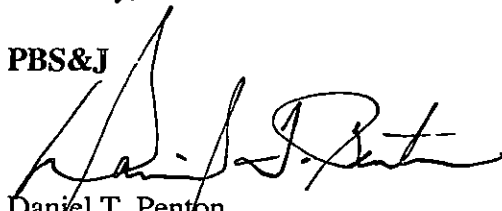
Ms Kammerer
August 19, 2009
Page 2

This report applies strictly to the project as defined herein and does not apply if any of the parameters should change. Any future construction projects along this roadway that would require the acquisition of new right of way would be subject to any and all pertinent federal and state laws, rules and regulations.

If you have any questions about the subject project, please do not hesitate to contact me or Frank Keel

Sincerely,

PBS&J

A handwritten signature in black ink, appearing to read "Daniel T. Penton", written over the typed name.

Daniel T. Penton
Senior Program Archaeologist / Turnpike Cultural Resources Coordinator

Attachment
xc: Tom Percival
Fred Gaines

PBS&J



FLORIDA DEPARTMENT OF STATE

Dawn K. Roberts

Interim Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. John Post, Jr., EMO Program Manager
 Florida's Turnpike Enterprise Headquarters
 P.O. Box 613069
 Ocoee, FL 34761

June 15, 2010

RE: DHR No.: 2009-7090(B)
 Additional Information Received by DHR: March 25, 2010 and May 24, 2010
 Financial Project ID Number: 405270-1
 Project: *Suncoast Parkway – Project 2: Additional Information Requested for the CRAS Addendum of the Suncoast Parkway – Project 2 PD&E Study, Hernando and Citrus Counties, Florida.*

Dear Mr. Post:

This office received and reviewed the referenced project in accordance with Chapter 267, *Florida Statutes*, for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places (NRHP), or otherwise of historical, architectural or archaeological value. The State Historic Preservation Officer is to advise and assist state and federal agencies when identifying historic properties, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

Our agency has reviewed the supplemental information provided by Mr. Frank Keel of PBS&J, Inc. in a Memorandum dated March 24, 2010 and in an email received from you on May 25, 2010. It is our understanding that project development for the *Suncoast Parkway Project 2 PD&E Study* will be suspended and further project planning put on hold. Based upon this information and subsequent correspondence with you directly, our office provides the following recommendations regarding this project. At such time that project development is reinitiated and further project planning is active, our agency requests continuing project consultation with our office and recommends the following actions to be taken during project re-evaluation.

Neither the U.S. 98 Alignment Revision nor the Lecanto Sandhills Alignment Revision have been surveyed for potential adverse effects to any significant historic properties. Furthermore, there appears to be some modification of approaches at the northern end of the project area (see Section 3: Field Map 10 of 10 in the submitted CRAS Memo dated 8/4/2009). It is unclear if these modifications have been evaluated for potential effects to significant historic properties.

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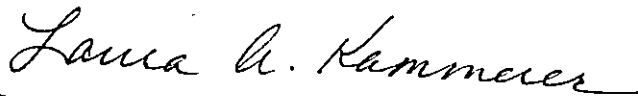
Mr. John Post
June 15, 2010
DHR No.: 2009-7090 (B)
Page 2

Further evaluation is necessary in the Citrus County portion of the revisions around the U.S 98 realignment; the Lecanto Sandhills area of the project will require additional field work to complete project evaluation; and the tapers for the ramps along U.S. 19 extend further than what our agency reviewed in 1997 and will need to be re-evaluated for potential effects to the viewshed of 8CI1009, a ca. 1910 frame vernacular dwelling.

Also, a previously identified resource group within pond # 3-10's direct footprint – the Old Rock Road (CI1007) – was not addressed in previous project evaluations. Despite the fact that the Old Rock Road was determined to be ineligible by this agency in 1995, we note that it was last evaluated 15 years ago and thus will require that the Florida Master Site File form for CI1007 be updated and its significance be reassessed during project re-evaluation.

This agency looks forward to project consultation with your office in the future when project planning resumes. If there are any questions concerning our comments or recommendations, please contact Brian Yates, Archaeologist and Supervisor of the Transportation Review and Compliance Program, by phone at 850.245.6333, or via electronic mail at byates@dos.state.fl.us.

Sincerely,



Laura A. Kammerer
Historic Preservationist Supervisor
Compliance Review Section
Bureau of Historic Preservation

PC: Roy Jackson, FDOT CEMO, Tallahassee



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
443634-1-52-01

KEVIN J. THIBAUT, P.E.
SECRETARY

March 30, 2020

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Lindsay S. Rothrock, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey Update
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
Financial Project Identification (FPID) No.: 442764-1-52-01
Federal Aid Project No.: Not Applicable**

Dear Dr. Parsons:

Florida's Turnpike Enterprise (FTE) is proposing the construction of ten pond sites adjacent to the Suncoast Parkway 2 from State Road (SR) 44 to County Road (CR) 486 in Citrus County, Florida. This is a state funded project.

The present assessment also surveyed a segment of proposed right-of-way (ROW) (1250 meters [m]) not previously surveyed during prior field surveys. The Suncoast Parkway 2 project corridor was originally surveyed by Janus Research in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). SHPO concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) (March 2020) that was prepared for the above referenced project, one updated Florida Master Site File (FMSF) Archaeological Site Form (8CI01027), a Survey Log Sheet, and a CD containing an electronic version of these files.

On behalf of FTE, Janus Research conducted a CRAS for the project. The purpose of the CRAS was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1), and Chapter 267 Florida Statutes (FS) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
FPID No.: 442764-1-52-01
March 30, 2020
Page 2 of 3

Based upon the scale and nature of the activities, the archaeological Area of Potential Effects (APE) has been limited to the footprint of the proposed pond sites and the portion of roadway ROW (1250 m) not previously surveyed. The historic resources APE is the archaeological APE and a 150-foot buffer surrounding the pond sites.

Background research identified two previously recorded archaeological sites (8CI1026 and 8CI1027) within the APE. The Sandy Knolls (8CI1026) archaeological site was determined NRHP ineligible by the State Historic Preservation Officer (SHPO) in 2010 and the Big Gonker (8CI1027) archaeological site was determined NRHP ineligible in 1997.

Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the APE prior to initiating field work. These data suggested that the APE possessed a mix of high, moderate, and low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the archeological APE. A new portion of 8CI1027 was identified within the APE, but no evidence of 8CI1026 was uncovered. No further archaeological fieldwork is recommended.

A historic resources desktop analysis was conducted to identify any previously recorded historic resources, assess the potential for unrecorded historic resources, and to review the location of the proposed improvements in relation to these cultural resources. As part of the survey methodology, historic resources constructed in 1971 or earlier were field verified. No previously recorded or newly recorded historic resources were identified within the APE. No further historic resource survey is recommended.

Based on the results of background research and field survey, it is the opinion of Janus Research and FTE that there are no previously recorded or newly identified cultural resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, it is the opinion of Janus Research and the FTE that the **Suncoast Parkway 2 from SR 44 to CR 486** project will result in a finding of *no historic properties affected*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, FS.

If you have any questions, or if I may be of assistance, please contact me at (407) 264-3301 or philip.stein@dot.state.fl.us.

Sincerely,



Philip Stein
Environmental Administrator
Florida's Turnpike Enterprise

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 from SR 44 to CR 486
Citrus County, Florida
FPID No.: 442764-1-52-01
March 30, 2020
Page 3 of 3

Enclosures

cc: Roy Jackson, FDOT, OEM
Francisco Cardona, PE, Project Manager, FDOT (HNTB)
Troy W. Vargas, PE, Project Manager, WBQ
Ken Hardin, Janus Research

The Florida Division of Historical Resources finds the attached Cultural Resource Assessment Survey complete and sufficient and ☒ concurs/ ☐ does not concur with the determinations of historic significance provided in this letter and ☒ does ☐ does not find applicable the determinations of effects provided in this letter for SHPO/FDHR Project File Number 2020-1434.

FDHR/SHPO Comments:

Jason Aldridge DSAPO
Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

April 14, 2020

Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
443634-1-52-01

KEVIN J. THIBAUT, P.E.
SECRETARY

June 16, 2020

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Lindsay S. Rothrock, Transportation Compliance Review Program

**Re: Supplemental Addendum to the
Cultural Resource Assessment Survey Update of
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
Financial Project Identification (FPID) No.: 442764-1
Federal Aid Project No.: Not Applicable
DHR Project File No.: 2020-1434**

Dear Dr. Parsons:

Florida's Turnpike Enterprise (FTE) is proposing roadway improvements to Knoll Road (including the construction of one pond) in Citrus County, Florida. This project is state funded. The proposed improvements are associated with the larger Suncoast Project 2 from SR 44 to CR 486 (FPID 442764-1-52-01). SHPO concurred with this project's finding of *no historic properties affected* (DHR Project File Number 2020-1434) on April 14, 2020.

The Suncoast Parkway 2 project corridor was originally surveyed by Janus Research in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). SHPO also concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

A Cultural Resource Assessment Survey Update Supplemental Addendum (April 2020) was submitted to the State Historic Preservation Officer (SHPO) for this project on May 4, 2020. SHPO comments in reference to this CRAS Addendum were received by email on May 20, 2020.

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) Update Supplemental Addendum (Revised June 2020) that was prepared for the above referenced project and addresses SHPO's May 2020 comments.

On behalf of FTE, Janus Research conducted a CRAS Addendum for the project. The purpose of the CRAS Addendum was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
FPID No.: 442764-1
June 16, 2020
Page 2 of 3

60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1), and Chapter 267 Florida Statutes (FS) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

Based upon the scale and nature of the activities, the archaeological Area of Potential Effects (APE) has been limited to the footprint of the proposed improvements (including the one pond site). The historic resources APE is the archaeological APE and a 150-foot buffer surrounding the pond site and improvements.

Background research did not identify any new archaeological sites or historic resources since the earlier 2020 CRAS Update for this project (DHR Project File Number 2020-1434).

Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the APE prior to initiating field work. These data suggested that the APE possessed a low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the archaeological APE. No archaeological material was uncovered. No further archaeological fieldwork is recommended.

A historic resources desktop analysis was conducted to identify any previously recorded historic resources, assess the potential for unrecorded historic resources, and to review the location of the proposed improvements in relation to these cultural resources. As part of the survey methodology, historic resources constructed in 1972 or earlier were field verified. No previously recorded or newly recorded historic resources were identified within the APE. No further historic resource survey is recommended.

Based on the results of background research and field survey, it is the opinion of Janus Research and FTE that there are no previously recorded or newly identified cultural resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, it is the opinion of Janus Research and the FTE that the **Suncoast Parkway 2 for the Realignment of Knoll Road** project will result in a finding of *no historic properties affected*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, FS.

If you have any questions, or if I may be of assistance, please contact me at (407) 264-3301 or philip.stein@dot.state.fl.us.

Sincerely,



Philip Stein
Environmental Administrator
Florida's Turnpike Enterprise

Timothy A. Parsons, Ph.D., Director
Suncoast Parkway 2 for the Realignment of Knoll Road
Citrus County, Florida
FPID No.: 442764-1
June 16, 2020
Page 3 of 3

Enclosures

cc: Roy Jackson, FDOT, OEM
Francisco Cardona, PW, Project Manager, FDOT (HNTB) PM, FDOT
Troy W. Vargas, PE, Project Manager, WBQ
Ken Hardin, Janus Research

The Florida Division of Historical Resources finds the attached Cultural Resource Assessment Survey complete and sufficient and ☒ concurs/ ☐ does not concur with the determinations of historic significance provided in this letter and ☒ does ☐ does not find applicable the determinations of effects provided in this letter for SHPO/FDHR Project File Number 2020-1434-C.

FDHR/SHPO Comments:

Jason Aldridge DSHPO
Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

June 25, 2020

Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

May 18, 2020

Victoria Menchaca
STOF-THPO, Compliance Review Section
Tribal Historic Preservation Office
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440

Re: Cultural Resource Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486; and Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road Citrus County, Florida Financial Project Identification (FPID) No.: 442764-1-52-01.

Dear Mrs. Menchaca:

Florida's Turnpike Enterprise (FTE) is proposing additional roadway improvements associated with the Suncoast Parkway 2 project from State Road (SR) 44 to County Road (CR) 486 in Citrus County, Florida. Specifically, FTE proposes the construction of ten pond sites and improvements to Knoll Road. This project is state funded.

The purpose of this letter is to provide you with copies of two recent cultural resource assessment survey (CRAS) documents prepared for this project. These are for your review and so you may identify any issues of importance to your Tribe. These project activities will occur in the vicinity of the Sandy Knolls (8CI1026) and Big Gonker (8CI1027) archaeological sites, precontact sites that may have religious and cultural importance to your Tribe. The CRAS Supplemental Addendum prepared for the Realignment of Knoll Road did not identify any archaeological sites.

The attached cultural resource surveys were intended to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR 60.4 and, and to apply the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1) to the project.

The Suncoast Parkway 2 project corridor was originally surveyed in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). The State Historic Preservation Officer (SHPO) concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

Background research for the current attached surveys identified two previously recorded archaeological sites (8CI1026 and 8CI1027) within the project area. The Sandy Knolls (8CI1026) archaeological site was determined NRHP ineligible by the SHPO in 2010 and the Big Gonker (8CI1027) archaeological site was determined NRHP ineligible in 1997.

Based on cultural and environmental data, preliminary areas of archaeological probability were developed prior to initiating field work. These data suggested that the area possessed a mix of high, moderate, and low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the project area. A new portion of 8CI1027 was identified within one pond site, but no evidence of 8CI1026 was uncovered within the newly surveyed area. No further archaeological fieldwork is recommended.

We welcome your interest in this project and will consider any comments or requests by your Tribe. If you have any comments or questions, please contact me at (850) 414-4188 or Matthew.Marino@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Marino', with a stylized flourish at the end.

Matthew Marino
State Cultural Resource Specialist
FDOT Office of Environmental Management

Enclosures

cc: Watts, Jason, Director, FDOT OEM
Roy Jackson, FDOT, OEM
Philip Stein, FTE
Francisco Cardona, FTE



Florida Department of Transportation

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

May 18, 2020

Brigita Leader
Interim Director/TCNS Coordinator
Historic Preservation Office
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884

Re: Cultural Resource Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486; and Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road Citrus County, Florida Financial Project Identification (FPID) No.: 442764-1-52-01.

Dear Mrs. Leader:

Florida's Turnpike Enterprise (FTE) is proposing additional roadway improvements associated with the Suncoast Parkway 2 project from State Road (SR) 44 to County Road (CR) 486 in Citrus County, Florida. Specifically, FTE proposes the construction of ten pond sites and improvements to Knoll Road. This project is state funded.

The purpose of this letter is to provide you with copies of two recent cultural resource assessment survey (CRAS) documents prepared for this project. These are for your review and so you may identify any issues of importance to your Tribe. These project activities will occur in the vicinity of the Sandy Knolls (8CI1026) and Big Gonker (8CI1027) archaeological sites, precontact sites that may have religious and cultural importance to your Tribe. The CRAS Supplemental Addendum prepared for the Realignment of Knoll Road did not identify any archaeological sites.

The attached cultural resource surveys were intended to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR 60.4 and, and to apply the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1) to the project.

The Suncoast Parkway 2 project corridor was originally surveyed in 1996 (Survey No. 2590), 1997 (Survey No. 5012), and 2009 (Survey No. 21184). The State Historic Preservation Officer (SHPO) concurred with the findings of these surveys (DHR Project File Nos. 964764, 975756, 2009-7090, respectively).

Background research for the current attached surveys identified two previously recorded archaeological sites (8CI1026 and 8CI1027) within the project area. The Sandy Knolls (8CI1026) archaeological site was determined NRHP ineligible by the SHPO in 2010 and the Big Gonker (8CI1027) archaeological site was determined NRHP ineligible in 1997.

Based on cultural and environmental data, preliminary areas of archaeological probability were developed prior to initiating field work. These data suggested that the area possessed a mix of high, moderate, and low archaeological site probability. Archaeological investigations consisted of surface inspection and subsurface testing within the project area. A new portion of 8CI1027 was identified within one pond site, but no evidence of 8CI1026 was uncovered within the newly surveyed area. No further archaeological fieldwork is recommended.

We welcome your interest in this project and will consider any comments or requests by your Tribe. If you have any comments or questions, please contact me at (850) 414-4188 or Matthew.Marino@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Marino', with a stylized flourish at the end.

Matthew Marino
State Cultural Resource Specialist
FDOT Office of Environmental Management

Enclosures

cc: Watts, Jason, Director, FDOT OEM
Roy Jackson, FDOT, OEM
Philip Stein, FTE
Francisco Cardona, FTE



Florida Department of Transportation

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

May 18, 2020

Historic and Cultural Preservation Department
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, OK 74447

Re: Cultural Resource Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486; and Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road Citrus County, Florida Financial Project Identification (FPID) No.: 442764-1-52-01.

Dear Historic Preservation Partner:

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FDOT Office of Environmental Management

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Philip Stein, FTE
Francisco Cardona, FTE



Florida Department of Transportation

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

May 18, 2020

Larry D. Haikey
PBCI Tribal Historic Preservation Officer
5811 Jack Springs Road
Atmore, AL 36502

Re: Cultural Resource Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486; and Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road Citrus County, Florida Financial Project Identification (FPID) No.: 442764-1-52-01.

Dear Mr. Haikey:

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FDOT Office of Environmental Management

Enclosures

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Roy Jackson, FDOT, OEM
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Francisco Cardona, FTE



Florida Department of Transportation

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

May 18, 2020

Mr. Kevin Donaldson
Environmental Specialist
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, Florida 33144

Re: Cultural Resource Assessment Survey Update Suncoast Parkway 2 from SR 44 to CR 486; and Supplemental Addendum to the Cultural Resource Assessment Survey Update of Suncoast Parkway 2 for the Realignment of Knoll Road Citrus County, Florida Financial Project Identification (FPID) No.: 442764-1-52-01.

Dear Mr. Donaldson:

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Wayne D. Chalifoux
Donaldson K. Barton, Jr.
Glenn J. Lusink
Jon S. Meadows
Mark D. Prochak
Mark E. Puckett

Memorandum

DRMP Job #: 18-0145.000

Date: March 31, 2020

To: Annemarie Hammond
FDOT Florida's Turnpike Enterprise
Permit Coordinator

From: George McLatchey
DRMP
Ecological Division Manager

Subject: Species-specific Survey for Florida Scrub-Jay (*Aphelocoma coerulescens*);
Spring 2020
Suncoast Parkway 2 (SR 44 to CR 486) FPID # 442764-1

Project Introduction

The proposed project is a four-lane, limited-access toll facility located in Citrus County that would extend the existing Suncoast Parkway northward from its intersection with State Road (SR 44) to County Road (CR) 486 (project area). A Location Map is attached as Figure 1. The expected project length is approximately 2.4 miles.

Past scrub-jay survey efforts conducted in this region include the 1992–1993 U.S. Fish and Wildlife Service (USFWS) statewide study (Fitzpatrick et al. 1994) and the survey of the proposed Suncoast Parkway 2 corridor (US 98 to US 19) during the development of the 1998 State Environmental Impact Report (SEIR; FDOT 1998). The USFWS study identified seven scrub-jay groups in the vicinity of the proposed Suncoast Parkway 2 corridor (US 98 to US 19), two of which were near the current project area. The SEIR reported four scrub-jay groups, one of which was near the proposed project terminus. Scrub-jay surveys of the project corridor were also conducted in 2007–2009 and 2014 as part of the Suncoast Parkway 2 impact study funded by the Florida Department of Transportation (FDOT) Florida's Turnpike Enterprise. Surveys were conducted for the Suncoast Parkway segment south of the proposed project area in 2015. No scrub-jays were observed during the 2007–2009, 2014 and 2015 surveys. The project area does not occur within one of the seven Focal Landscapes identified in the 2019 Draft Florida Scrub Jay Recovery Plan Amendment (USFWS 2019).

In 2019, DRMP was contracted by Florida's Turnpike Enterprise to conduct a species-specific survey for the Florida scrub-jay within the vicinity of the proposed project area to determine if any habitat currently supports scrub-jays and to meet the Florida scrub-jay commitment set forth in the 1998 SEIR.

Survey Methodology

The study area was defined as all Type I Florida scrub jay habitat within the project area and all-natural habitat within ¼ mile of the Type I habitat. Areas of potential Type I habitat were defined based on land use data (Southwest Florida Water Management District 2017), aerial photography and field reviews. The study area comprises three land use classes with potential scrub-jay habitat: cropland and pastureland (77 acres), longleaf pine-xeric oak (88 acres) and rural residential (85 acres). A total of 30 call stations,

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spaced approximately 200 meters, were proposed within the 250-acre study area. The study area boundary and proposed call station locations were approved by USFWS staff in an email dated January 24, 2020. An additional call station (Station 30) was added based on potential project area changes at the Knoll Rd. intersection. A map of call station locations is attached (Figure 2).

Surveys were conducted March 9–13, 2020 in accordance with USFWS accepted methodology (USFWS 2007). Surveys were conducted on calm, clear days from 8:00 AM to 1:00 PM. Temperatures throughout the surveys did not exceed 75 degrees Fahrenheit or drop below 52 degrees Fahrenheit.

Each call station was visited five times over five separate days. At each call station, recordings of scrub-jay territorial scolding, including the female "hiccup" call, were broadcast using an mp3 player and hand-held speaker. Scrub-jay calls were downloaded from "Bird Songs of Florida," a digital compilation of bird calls, acquired from the Library of Natural Sounds; Cornell Laboratory of Ornithology (<https://www3.macaulaylibrary.org/guide/bird-songs-of-florida-sampler>). Scrub-jay calls were played for a minimum of one minute in each of the four cardinal directions, while watching for a territorial response from any scrub-jays in the area. Data recorded for each station included date, time, temperature, wind speed and direction, precipitation, scrub-jay response and other wildlife observations. During the first survey date, call stations were located with a sub-meter accuracy handheld Trimble Global Positioning System (GPS) receiver and flagged. Biologists also completed habitat assessment worksheets and took photos at each call station (attached). GPS receivers were then used to navigate to each call station on subsequent visits.

Results

Over the course of the spring 2020 survey effort, no scrub-jays were observed at any of the call stations or while walking between stations. Detailed data from each call station are attached as Table 1.

Although Type I and Type II scrub-jay habitat classes were observed within the study area, decades of fire suppression have increased overstory tree cover in forested areas and have reduced the potential habitat for scrub-jays (USFWS 2019). In addition, the remaining scrub oak trees are often too tall or dense to support scrub-jays (Fitzpatrick 1991).

Conclusions

Although scrub-jay groups were documented near the project area during the 1992–1993 and 1998 surveys, the results of the 2020 scrub-jay survey indicate that scrub-jays are no longer present within the vicinity of the proposed project area. These results support similar findings from more recent scrub-jay surveys conducted in 2007–2009, 2014 and 2015.

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End of Memorandum

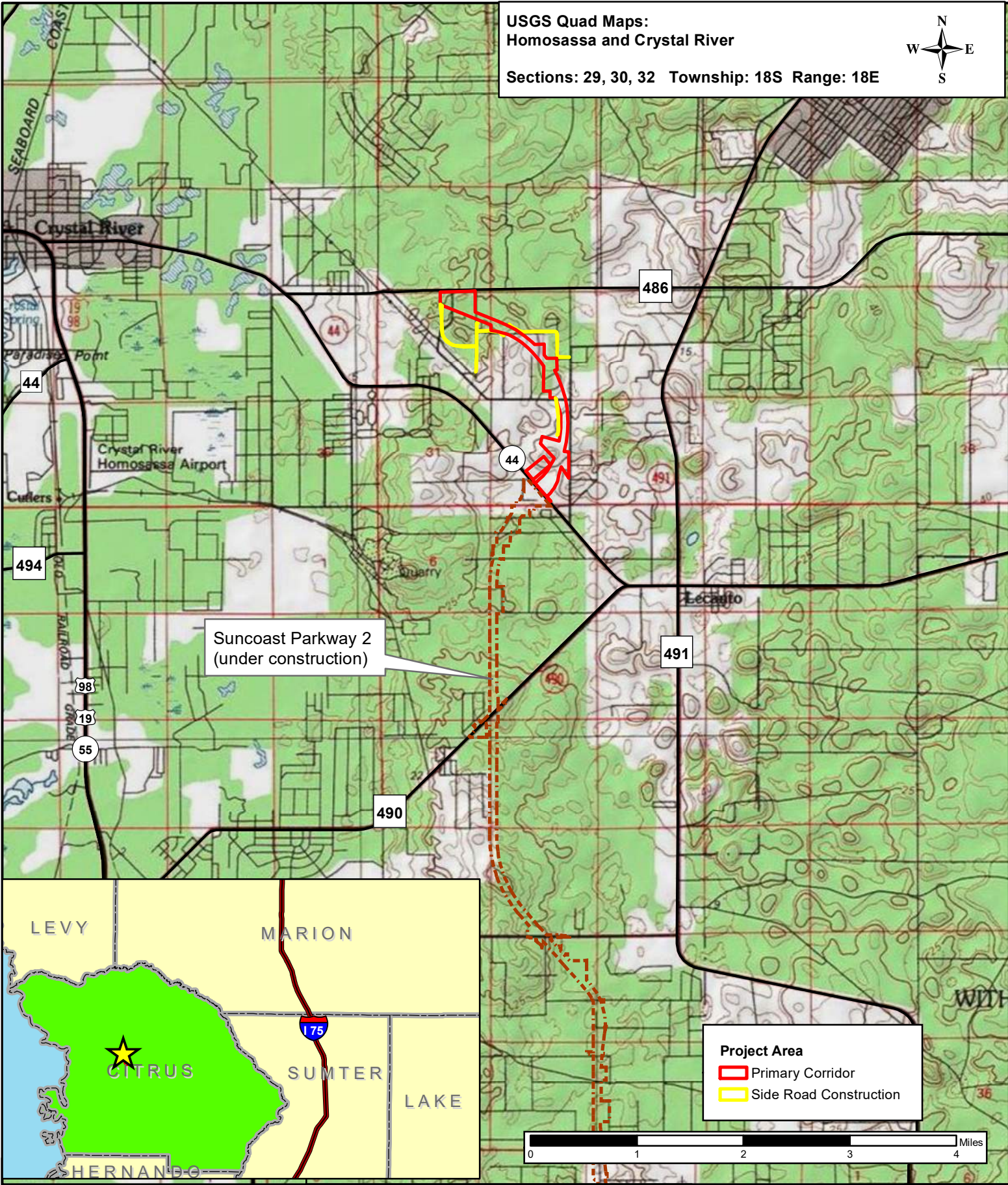
Attachments: Figure 1. Location Map
Figure 2. Call Stations Map
Habitat Assessment Worksheets
Call Station Photos
Table 1. Spring 2020 Scrub-jay Survey Results

CC:

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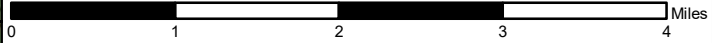
USGS Quad Maps:
Homosassa and Crystal River


Sections: 29, 30, 32 Township: 18S Range: 18E



Suncoast Parkway 2
(under construction)

Project Area
Primary Corridor
Side Road Construction





DRMP, Inc.
941 Lake Baldwin Ln.
Orlando, FL 32814
www.drmp.com
Phone: 407-896-0594
Fax: 407-896-4836

DATE: February 2020	DRAWN BY: MEB	PROJECT NUMBER: 18-0145.000
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Suncoast Parkway 2 - SR 44 to CR 486

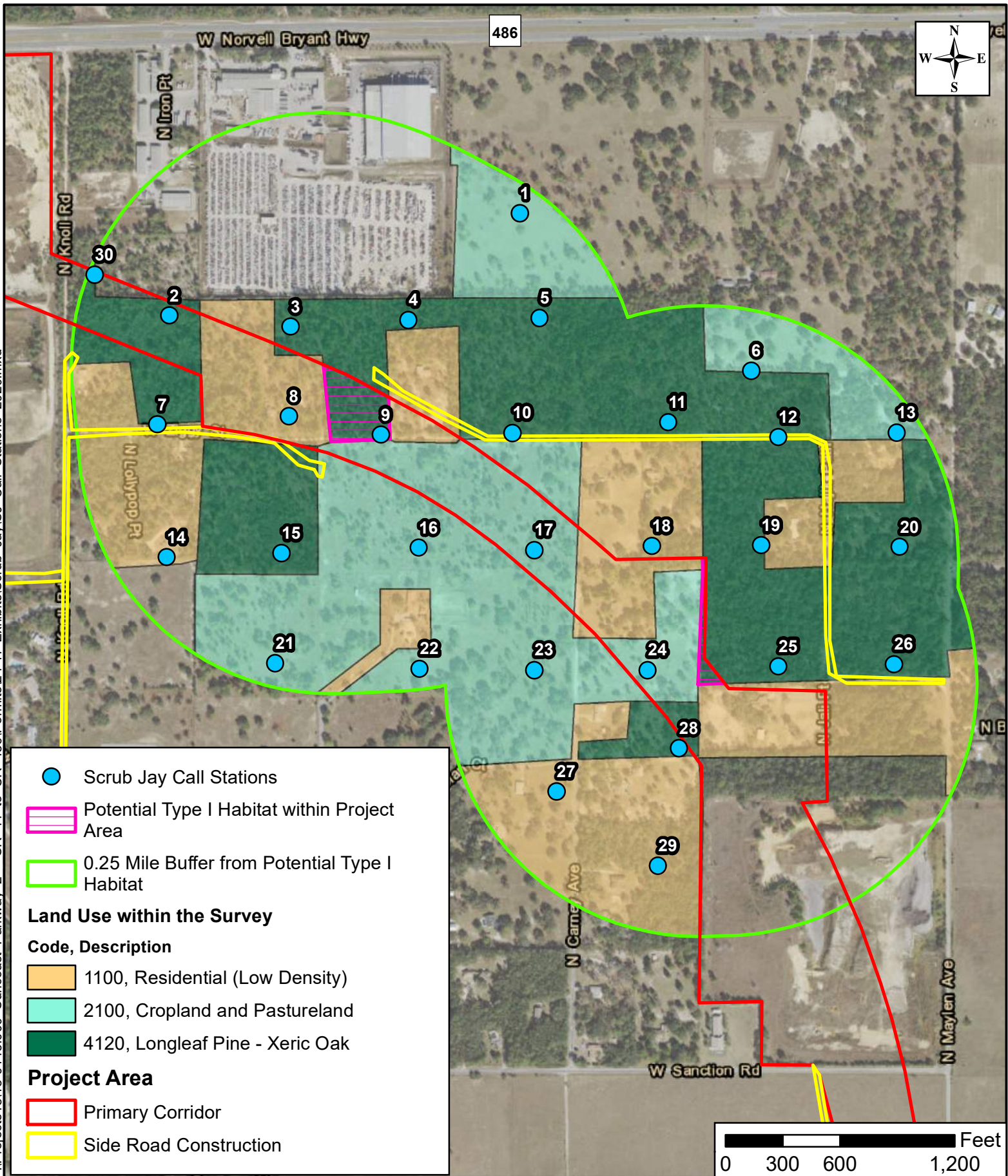
FDOT Florida's Turnpike Enterprise
FPID No. 442764-1
Citrus County, Florida

Location Map

DATA SOURCE:
Topographic Map - ESRI 2016

**Figure
1**

P:\Projects\18-0145-000 Suncoast Parkway 2 - SR 44 to CR 486\Permits\24-17-Exhibits\Scrub Jay\SJ Call Stations 2020.mxd



DRMP, Inc.
941 Lake Baldwin Ln.
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Suncoast Parkway 2 - SR 44 to CR 486

FDOT Florida's Turnpike Enterprise
FPID No. 442764-1
Citrus County, Florida

Scrub Jay Call Stations Spring 2020

Figure
2

DATE:
March 2020

DRAWN
BY: MB

PROJECT NUMBER:
18-0145.000

DATA SOURCE:
Aerial - ESRI 2019
Land use - SWFWMD 2017

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 1

Scientist: Rachel Peters

Location: pasture

FLUCFCS Code: 2100

Habitat Description: pastureland, many dead trees (w/ cavities)

Canopy (include % Scrub Oak): ~~100%~~ 0%

Longleaf pine, Live oak, turkey oak

Shrub (% Scrub Oak): 0%

Herbaceous: bahia, various grasses

Notes: Active pasture adjacent to undergoing construction

Scrub Jay Habitat Type (Type I, II, or III): III

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 2

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description: Pine canopy w/ open areas and scattered juvenile oaks

Canopy (include % Scrub Oak): 0%.
sand pine

Shrub (% Scrub Oak): 40%.
sand live oak, juvenile oaks, shiny blueberry, turkey oaks

Herbaceous: wiregrass, gopher apple, dog fennel, rosemary, lichen

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): 1

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 3

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description: Pine canopy w/ open ground and
Scattered juvenile oaks/pines

Canopy (include % Scrub Oak): 0%
Longleaf pine, sand pine, turkey oak,
Live oak

Shrub (% Scrub Oak): 5%
Sand live oak, juvenile oaks (sand live,
& turkey), saw palmettos

Herbaceous:
wiregrass, gopher apple, prickley pear

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.:

4

Scientist:

Rachel Peters

Location:

FLUCFCS Code:

4120

Habitat Description:

Dense pine canopy w/ patches of saw palmetto

Canopy (include % Scrub Oak):

0%.

Longleaf pine, sand pine, turkey oak, cedar

Shrub (% Scrub Oak):

0%.

saw palmetto

Herbaceous:

wiregrass, prickley pear, ferns

Notes:

Active construction nearby, disturbed habitat with berms.

Scrub Jay Habitat Type (Type I, II, or III):

III

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 5

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description: Pine flatwoods w/ patches of saw palmetto

Canopy (include % Scrub Oak): 0%.

Longleaf pine

Shrub (% Scrub Oak): 5%.

Sand live oak, saw palmetto, turkey oak

Herbaceous: wiregrass, lichen

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 6

Scientist: Rachel Peters

Location: Pasture / forested fenceLine

FLUCFCS Code: 2100

Habitat Description: active pasture w/ scattered oaks & pines

Canopy (include % Scrub Oak): 0%

Longleaf pine, Live oak, turkey oak,

Shrub (% Scrub Oak): 5%

sand live oak, saw palmetto

Herbaceous:

various grasses, wiregrass

Notes:

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 7

Scientist: Rachel Peters

Location: ziggy street

FLUCFCS Code: 4120/1100

Habitat Description: maintained easement w/ dense and
overgrown scrub and scattered canopy

Canopy (include % Scrub Oak): 0%

sand pine

Shrub (% Scrub Oak): 10%

saw palmetto, sand live oak, red bays,

Herbaceous:

smilax vines

Notes:

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 8 Scientist: Rachel Peters

Location: vacant homesite off ziggy road

FLUCFCS Code: 4120/1100

Habitat Description: mature scattered pines and oaks

Canopy (include % Scrub Oak): 0%.

Longleaf pine

Shrub (% Scrub Oak): 5%.

Sand live oak, podocarpus hedges

Herbaceous: dog fennel, zigzag grass

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 9

Scientist: Chris Stalder

Location: ziggy road

FLUCFCS Code: 4120

Habitat Description: wooded area adjacent to ziggy road
w/ vacant homesite

Canopy (include % Scrub Oak): 5%.
Longleaf pine, turkey oak, sand live oak

Shrub (% Scrub Oak:): 10%.
sand live oaks, saw palmetto

Herbaceous: various grasses, gopher apple, runner oak

Notes:

Scrub Jay Habitat Type (Type I, II, or III):

1

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 10

Scientist: Chris Stalder

Location: ziggy road

FLUCFCS Code: 4120

Habitat Description: wooded area near ziggy road
and vacant homesite

Canopy (include % Scrub Oak): 0%

Longleaf pine

Shrub (% Scrub Oak): 20-30%

sand live oak, turkey oak, saw palmetto

Herbaceous: dog fennel, lichen, gopher apple

Notes:

Scrub Jay Habitat Type (Type I, II, or III):

I

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 11

Scientist: Rachel Peters

Location: pine flatwoods near homesite

FLUCFCS Code: 4120

Habitat Description: Longleaf pine canopy

Canopy (include % Scrub Oak): 0%.

Longleaf pine, sand pine

Shrub (% Scrub Oak): 5%.

Saw palmetto, juvenile oaks

Herbaceous:

wiregrass

Notes:

Scrub Jay Habitat Type (Type I, II, or III): 11

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 12

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description: Dense pine canopy

Canopy (include % Scrub Oak): 0%

Longleaf pine, live oak, turkey oak

Shrub (% Scrub Oak): 5%

sand live oak, saw palmetto

Herbaceous:

ruderal oaks, wiregrass

Notes:

6T burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 13

Scientist: Rachel Peters

Location: Pasture

FLUCFCS Code: 2100

Habitat Description: scattered oaks/pines in active pasture

Canopy (include % Scrub Oak): 10%.

sand live oak, sand pine, longleaf pine,
magnolia

Shrub (% Scrub Oak): 0%.

juvenile pines

Herbaceous:

dog fennel, bare ground

Notes:

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 14

Scientist: Chris Stalder

Location: unimproved pastureland

FLUCFCS Code: 2100

Habitat Description: pasture near rural homesite

Canopy (include % Scrub Oak): 0%

Live oak, sand pine

Shrub (% Scrub Oak): 5%

scattered sand live oak

Herbaceous:

blackberry, dog fennel, gopher apple

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 15

Scientist: Chris Stalder

Location: predominately oaks w/ scattered pines

FLUCFCS Code: 4/20

Habitat Description: wooded area next to open field

Canopy (include % Scrub Oak): 20%.

sand live oak, cedar, longleaf pine

Shrub (% Scrub Oak): 10%.

sand live oak, saw palmetto

Herbaceous: various grasses

Notes:

Scrub Jay Habitat Type (Type I, II, or III): 1

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 16

Scientist: Chris Stalder

Location: open field by rural homesite

FLUCFCS Code: 2100

Habitat Description:

Canopy (include % Scrub Oak): 0% Longleaf pine, mature live oaks

Shrub (% Scrub Oak): 0% Saw palmettos, juveniles pines

Herbaceous: dog fennel, prickly pear, green eyes

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): III

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 17

Scientist: Chris Stalder

Location: vacant wooded home lot

FLUCFCS Code: 2100

Habitat Description:

Canopy (include % Scrub Oak): 0%

Longleaf pine, turkey oak, live oaks,

Shrub (% Scrub Oak): 5%

saw palmetto, juvenile sand live oaks

Herbaceous:

dog fennel, various grasses, prickly pear,
green eyes

Notes:

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 18

Scientist: Rachel Peters

Location: Dense hardwood /conifer mix woodland

FLUCFCS Code: 4340

Habitat Description: in between 2 homesites

Canopy (include % Scrub Oak): 0%.

sand pine, live oak, turkey oak,
longleaf pine

Shrub (% Scrub Oak): 5%.

sand live oak, saw palmetto, turkey oak

Herbaceous:

wiregrass, lichen, prickly pear

Notes:

Dense canopy

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 19

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description: Dense oak canopy

Canopy (include % Scrub Oak): 0%.

mature live oaks, sand pines

Shrub (% Scrub Oak): 5%.

saw palmetto, sand live oak, juvenile oaks

Herbaceous:

blackberry, grapevine

Notes:

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 20

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4340

Habitat Description: overgrown woodland next to powerline easement

Canopy (include % Scrub Oak): 0%
sand pine, live oaks,

Shrub (% Scrub Oak): 5%
sand live oak, cabbage palm, juvenile pines

Herbaceous: chain fern, blackberry, dog fennel, wiregrass

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 21

Scientist: Chris Stalder

Location: Vacant overgrown lot next to homesites

FLUCFCS Code: 2100

Habitat Description:

Canopy (include % Scrub Oak): 10%.

sand live oak, turkey oak, sand pine

Shrub (% Scrub Oak): 0%.

juvenile pines, saw palmetto

Herbaceous: various grasses, dog fennel, prickly pear

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 22 Scientist: Chris Stalder

Location: pasture near homesite

FLUCFCS Code: 2100

Habitat Description: Open pasture w/ scattered mature trees

Canopy (include % Scrub Oak): 0%.

Longleaf pine, ~~Scrub~~ Live oak, cedar

Shrub (% Scrub Oak): 0%.

Herbaceous:

American beauty berry, blackberry, pokeweed,
various grasses

Notes:

Scrub Jay Habitat Type (Type I, II, or III): III

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 23

Scientist: Chris Stalder

Location: Near Carney Ave.

FLUCFCS Code: 2100/1100

Habitat Description: cow pasture near rural homesites

Canopy (include % Scrub Oak): 0%.
sand & longleaf pines

Shrub (% Scrub Oak): 0%.

Herbaceous:
dog fennel, various grasses

Notes: GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): ///

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 24

Scientist: Chris Stalder

Location: scattered pines in vacant lot

FLUCFCS Code: 2100 / 1100

Habitat Description: rural homesites & cow pasture

Canopy (include % Scrub Oak): 0%.

Longleaf pine, turkey oak, cedar, live oak

Shrub (% Scrub Oak): 0%.

Saw palmetto,

Herbaceous:

Various grasses, runner oak, dog fennel

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III):

III

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 25

Scientist: Chris Stalder

Location: wooded area next to new home construction

FLUCFCS Code: 4120

Habitat Description: Dense Oak/pine canopy, recently disturbed

Canopy (include % Scrub Oak): 5%.

Longleaf pine, sand live oak, turkey oaks

Shrub (% Scrub Oak): 5%.

saw palmetto, sand live oak,

Herbaceous:

various grasses, ferns, blackberry, dog fennel

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 26

Scientist: Chns. Stalder

Location: Near Hijack Path road

FLUCFCS Code: 4120

Habitat Description: Dense oak/pine canopy

Canopy (include % Scrub Oak): 0%
live oak, longleaf pine, sand pine

Shrub (% Scrub Oak): 5%
sand live oak, saw palmetto

Herbaceous:
Lichens, wiregrass, smilx, blackberry

Notes:

near busy road

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 27

Scientist: Chris Stalder

Location: Near Carney Ave.

FLUCFCS Code: 1100

Habitat Description: rural homesites

Canopy (include % Scrub Oak): 5%

Longleaf pine, sand live oak, turkey oak

Shrub (% Scrub Oak): 0%

Herbaceous:

various grasses

Notes:

in yards of homeowners

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 28

Scientist: Chris Stalder

Location: scattered hardwoods

FLUCFCS Code: 4120

Habitat Description: wooded area near homesites

Canopy (include % Scrub Oak): 10%.

sand live oaks, turkey oak, longleaf
pines, live oaks

Shrub (% Scrub Oak): 0%.

saw palmetto, juvenile oaks

Herbaceous:

Various grasses, dog fennel, gopher apple,
runner oak

Notes:

overgrown

Scrub Jay Habitat Type (Type I, II, or III):

II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 29 Scientist: Chris Stalder

Location: wooded area near homesites

FLUCFCS Code: 4340/1100

Habitat Description:

Canopy (include % Scrub Oak): 10%.
sand live oak, longleaf pines, live oaks

Shrub (% Scrub Oak): 0%.
saw palmettos, juvenile oaks/pines

Herbaceous:
wiregrass, lichen

Notes:

GT burrows present

Scrub Jay Habitat Type (Type I, II, or III): II

Habitat Assessment Data Sheet
Suncoast Parkway 2 FPID No. 405270-1-32-01

Call Station No.: 30

Scientist: Rachel Peters

Location:

FLUCFCS Code: 4120

Habitat Description:

Canopy (include % Scrub Oak): 5%
sand live oak, longleaf pines

Shrub (% Scrub Oak): 5%
sand live oak, sand pine, red bays, cabbage palms

Herbaceous: lichen, various grass, dog fennel, debris

Notes:

Scrub Jay Habitat Type (Type I, II, or III): II

Call Station Photos



Call Station 1



Call Station 2



Call Station 3



Call Station 4

Call Station Photos



Call Station 5



Call Station 6



Call Station 7



Call Station 8

Call Station Photos



Call Station 9



Call Station 10



Call Station 11



Call Station 12

Call Station Photos



Call Station 13



Call Station 14



Call Station 15



Call Station 16

Call Station Photos



Call Station 17



Call Station 18



Call Station 19



Call Station 20

Call Station Photos



Call Station 21



Call Station 22



Call Station 23



Call Station 24

Call Station Photos



Call Station 25



Call Station 26



Call Station 27



Call Station 28

Call Station Photos



Call Station 29



Call Station 30

Florida's Turnpike Enterprise

FPID# 442764-1

Call Station #	# of Surveys Needed	Reviewer	Date	Start Time	Adults Observed	Juveniles Observed	Direction of Flight	Temp. (F)	Wind Speed (mph) & Direction	Precipitation (PRCP) & Visibility	Notes
1	4	RP	3/9/20	8:40	0	0	n/a	52	1 S	none, clear	American kestrel perched in dead pine, 4 crows
1	3	RP	3/10/20	8:44	0	0	n/a	61	0	none, clear	2 crows
1	2	RP	3/11/20	8:22	0	0	n/a	56	0	none, clear	crows
1	1	RP	3/12/20	8:41	0	0	n/a	57	0	none, clear	
1	0	RP	3/13/20	10:38	0	0	n/a	68	1 SW	none, clear	crows
2	4	RP	3/9/20	10:22	0	0	n/a	59	0	none, clear	
2	3	RP	3/10/20	9:10	0	0	n/a	61	0	none, clear	
2	2	RP	3/11/20	8:48	0	0	n/a	56	0	none, clear	
2	1	RP	3/12/20	9:08	0	0	n/a	57	0	none, clear	
2	0	RP	3/13/20	11:05	0	0	n/a	70	0	none, clear	
3	4	RP	3/9/20	9:25	0	0	n/a	59	0	none, clear	mourning dove
3	3	RP	3/10/20	9:02	0	0	n/a	61	0	none, overcast	
3	2	RP	3/11/20	8:40	0	0	n/a	56	0	none, clear	mourning dove
3	1	RP	3/12/20	8:59	0	0	n/a	57	0	none, clear	
3	0	RP	3/13/20	10:55	0	0	n/a	68	0	none, clear	
4	4	RP	3/9/20	9:05	0	0	n/a	53	1 S	none, clear	
4	3	RP	3/10/20	8:54	0	0	n/a	61	0	none, overcast	
4	2	RP	3/11/20	8:31	0	0	n/a	55	0	none, clear	
4	1	RP	3/12/20	8:51	0	0	n/a	57	0	none, clear	
4	0	RP	3/13/20	10:47	0	0	n/a	68	0	none, clear	
5	4	RP	3/9/20	8:24	0	0	n/a	52	0	none, clear	crow, loggerhead shrike
5	3	RP	3/10/20	8:37	0	0	n/a	61	0	none, overcast	
5	2	RP	3/11/20	8:14	0	0	n/a	56	0	none, clear	crows
5	1	RP	3/12/20	8:33	0	0	n/a	57	0	none, clear	
5	0	RP	3/13/20	10:32	0	0	n/a	68	0	none, clear	cardinal
6	4	RP	3/9/20	12:00	0	0	n/a	71	3-4 E	none, clear	pine warblers
6	3	RP	3/10/20	12:05	0	0	n/a	73	4-5 ESE	none, clear	
6	2	RP	3/11/20	11:20	0	0	n/a	73	0	none, clear	
6	1	RP	3/12/20	11:40	0	0	n/a	74	0	none, clear	black vulture
6	0	RP	3/13/20	9:29	0	0	n/a	55	0	none, clear	cardinal
7	4	RP	3/9/20	9:47	0	0	n/a	60	0	none, clear	2 blue jays, dogs barking
7	3	RP	3/10/20	9:31	0	0	n/a	63	0	none, overcast	rooster, crow
7	2	RP	3/11/20	9:10	0	0	n/a	58	0	none, clear	blue jays, crows, dog barking
7	1	RP	3/12/20	9:24	0	0	n/a	57	0	none, clear	
7	0	RP	3/13/20	11:23	0	0	n/a	71	0	none, clear	
8	4	RP	3/9/20	10:34	0	0	n/a	60	0	none, clear	3 blue jays
8	3	RP	3/10/20	9:40	0	0	n/a	63	0	none, overcast	crows
8	2	RP	3/11/20	9:18	0	0	n/a	60	1 NNE	none, clear	blue jays, dog barking
8	1	RP	3/12/20	9:32	0	0	n/a	57	0	none, clear	
8	0	RP	3/13/20	11:30	0	0	n/a	71	0-3 SE	none, clear	cardinals, mourning dove
9	4	CS	3/9/20	8:15	0	0	n/a	52	0	none, clear	
9	3	CS	3/10/20	9:47	0	0	n/a	63	1 W	none, overcast	crows, rooster
9	2	CS	3/11/20	8:10	0	0	n/a	54	0	none, clear	
9	1	CS	3/12/20	9:40	0	0	n/a	60	0	none, clear	
9	0	CS	3/13/20	10:30	0	0	n/a	68	0	none, clear	
10	4	CS	3/9/20	8:32	0	0	n/a	52	0	none, clear	
10	3	CS	3/10/20	9:51	0	0	n/a	63	1 W	none, overcast	rooster, cardinal
10	2	CS	3/11/20	8:25	0	0	n/a	54	0	none, clear	
10	1	CS	3/12/20	9:48	0	0	n/a	61	0	none, clear	
10	0	CS	3/13/20	10:40	0	0	n/a	68	0	none, clear	
11	4	RP	3/9/20	11:50	0	0	n/a	71	0-3 E	none, clear	
11	3	RP	3/10/20	11:56	0	0	n/a	71	0-3 ESE	none, clear	barred owl in longleaf pine
11	2	RP	3/11/20	11:10	0	0	n/a	72	0	none, clear	pileated woodpecker
11	1	RP	3/12/20	11:33	0	0	n/a	74	3-4 NE	none, clear	
11	0	RP	3/13/20	9:22	0	0	n/a	55	0	none, clear	
12	4	RP	3/9/20	12:14	0	0	n/a	71	3-4 E	none, clear	

Florida's Turnpike Enterprise

FPID# 442764-1

Call Station #	# of Surveys Needed	Reviewer	Date	Start Time	Adults Observed	Juveniles Observed	Direction of Flight	Temp. (F)	Wind Speed (mph) & Direction	Precipitation (PRCP) & Visibility	Notes
12	3	RP	3/10/20	12:16	0	0	n/a	73	0-1 ESE	none, clear	
12	2	RP	3/11/20	11:33	0	0	n/a	74	0	none, clear	
12	1	RP	3/12/20	11:50	0	0	n/a	74	1-2 NE	none, clear	
12	0	RP	3/13/20	9:35	0	0	n/a	56	0	none, clear	
13	4	RP	3/9/20	12:29	0	0	n/a	71	4 E	none, clear	
13	3	RP	3/10/20	12:27	0	0	n/a	73	0-1 ESE	none, clear	
13	2	RP	3/11/20	11:45	0	0	n/a	75	0	none, clear	
13	1	RP	3/12/20	12:02	0	0	n/a	75	0	none, clear	
13	0	RP	3/13/20	9:58	0	0	n/a	55	0	none, clear	
14	4	CS	3/9/20	9:40	0	0	n/a	52	0	none, clear	
14	3	CS	3/10/20	10:32	0	0	n/a	63	2 W	none, overcast	
14	2	CS	3/11/20	9:25	0	0	n/a	54	0	none, clear	
14	1	CS	3/12/20	10:23	0	0	n/a	63	0	none, clear	
14	0	CS	3/13/20	11:24	0	0	n/a	68	2 SE	none, clear	
15	4	CS	3/9/20	9:55	0	0	n/a	52	0	none, clear	
15	3	CS	3/10/20	10:40	0	0	n/a	63	0	none, overcast	tufted titmouse
15	2	CS	3/11/20	9:40	0	0	n/a	54	0	none, clear	
15	1	CS	3/12/20	10:31	0	0	n/a	63	0	none, clear	
15	0	CS	3/13/20	11:36	0	0	n/a	68	0	none, clear	
16	4	CS	3/9/20	10:10	0	0	n/a	52	2 NE	none, clear	roosters
16	3	CS	3/10/20	10:50	0	0	n/a	63	1 W	none, overcast	
16	2	CS	3/11/20	9:55	0	0	n/a	54	0	none, clear	rooster
16	1	CS	3/12/20	10:41	0	0	n/a	64	0	none, clear	blue jays, black vultures
16	0	CS	3/13/20	11:52	0	0	n/a	68	2 SE	none, clear	
17	4	CS	3/9/20	8:50	0	0	n/a	52	0	none, clear	blue jay, roosters
17	3	CS	3/10/20	10:01	0	0	n/a	63	0	none, overcast	roosters
17	2	CS	3/11/20	8:40	0	0	n/a	54	0	none, clear	crow, roosters
17	1	CS	3/12/20	9:56	0	0	n/a	62	0	none, clear	roosters
17	0	CS	3/13/20	11:50	0	0	n/a	68	0	none, clear	black vulture, roosters
18	4	RP	3/9/20	11:39	0	0	n/a	71	3-4 E	none, clear	
18	3	RP	3/10/20	11:41	0	0	n/a	71	0-1 ESE	none, clear	
18	2	RP	3/11/20	10:57	0	0	n/a	70	1 E	none, clear	
18	1	RP	3/12/20	11:22	0	0	n/a	74	4 NE	none, clear	
18	0	RP	3/13/20	9:14	0	0	n/a	55	0	none, clear	black vulture
19	4	RP	3/9/20	11:25	0	0	n/a	63	0-3 SE	none, clear	
19	3	RP	3/10/20	11:32	0	0	n/a	71	0-1 ESE	none, clear	
19	2	RP	3/11/20	10:47	0	0	n/a	70	1 E	none, clear	
19	1	RP	3/12/20	11:16	0	0	n/a	74	4 NE	none, clear	mourning dove
19	0	RP	3/13/20	9:45	0	0	n/a	55	0	none, clear	
20	4	RP	3/9/20	11:05	0	0	n/a	63	4-6 E	none, clear	
20	3	RP	3/10/20	11:19	0	0	n/a	71	0	none, clear	
20	2	RP	3/11/20	10:33	0	0	n/a	69	0	none, clear	
20	1	RP	3/12/20	11:05	0	0	n/a	74	4 NE	none, clear	
20	0	RP	3/13/20	10:09	0	0	n/a	56	0	none, clear	
21	4	CS	3/9/20	9:25	0	0	n/a	52	4 SE	none, clear	crows, warblers
21	3	CS	3/10/20	10:20	0	0	n/a	63	1 W	none, overcast	black vultures
21	2	CS	3/11/20	9:10	0	0	n/a	54	2 NE	none, clear	crow
21	1	CS	3/12/20	10:14	0	0	n/a	62	2 E	none, clear	
21	0	CS	3/13/20	11:10	0	0	n/a	68	0	none, clear	
22	4	CS	3/9/20	9:10	0	0	n/a	52	0	none, clear	
22	3	CS	3/10/20	10:11	0	0	n/a	63	1 W	none, overcast	tufted titmouse, crows
22	2	CS	3/11/20	8:55	0	0	n/a	54	0	none, clear	fox squirrel, roosters, blue jay, eastern bluebird, crows
22	1	CS	3/12/20	10:04	0	0	n/a	62	0	none, clear	crow, crows
22	0	CS	3/13/20	11:00	0	0	n/a	68	0	none, clear	roosters, crows
23	4	CS	3/9/20	12:28	0	0	n/a	63	6 E	none, clear	rooster

Florida's Turnpike Enterprise

FPID# 442764-1

Call Station #	# of Surveys Needed	Reviewer	Date	Start Time	Adults Observed	Juveniles Observed	Direction of Flight	Temp. (F)	Wind Speed (mph) & Direction	Precipitation (PRCP) & Visibility	Notes
23	3	CS	3/10/20	12:10	0	0	n/a	68	2 W	none, overcast	roosters, cows
23	2	CS	3/11/20	11:55	0	0	n/a	69	2 E	none, clear	rooster
23	1	CS	3/12/20	12:00	0	0	n/a	68	2 N	none, clear	roosters
23	0	CS	3/13/20	8:58	0	0	n/a	54	0	none, clear	red bellied woodpecker
24	4	CS	3/9/20	12:50	0	0	n/a	63	6 E	none, clear	roosters
24	3	CS	3/10/20	12:20	0	0	n/a	68	2 E	none, overcast	roosters, cows
24	2	CS	3/11/20	12:05	0	0	n/a	69	0	none, clear	roosters
24	1	CS	3/12/20	12:10	0	0	n/a	68	2 N	none, clear	roosters
24	0	CS	3/13/20	9:04	0	0	n/a	54	0	none, clear	roosters, cows
25	4	CS	3/9/20	11:25	0	0	n/a	63	6 E	none, clear	
25	3	CS	3/10/20	11:20	0	0	n/a	68	2 E	none, overcast	
25	2	CS	3/11/20	10:50	0	0	n/a	69	0	none, clear	
25	1	CS	3/12/20	11:14	0	0	n/a	67	0	none, clear	roosters
25	0	CS	3/13/20	8:21	0	0	n/a	54	0	none, clear	
26	4	CS	3/9/20	11:10	0	0	n/a	63	6 E	none, clear	black vulture, crow
26	3	CS	3/10/20	11:17	0	0	n/a	68	2 E	none, overcast	crow
26	2	CS	3/11/20	10:45	0	0	n/a	69	0	none, clear	blue jays
26	1	CS	3/12/20	11:04	0	0	n/a	67	0	none, clear	
26	0	CS	3/13/20	8:13	0	0	n/a	54	0	none, clear	
27	4	CS	3/9/20	12:20	0	0	n/a	63	6 E	none, clear	roosters, black vulture, hawk (calls paused until hawk was gone)
27	3	CS	3/10/20	12:00	0	0	n/a	68	2 W	none, overcast	rooster, red bellied woodpecker, starlings
27	2	CS	3/11/20	11:40	0	0	n/a	69	0	none, clear	eastern phoebe?, red bellied woodpecker
27	1	CS	3/12/20	11:48	0	0	n/a	68	1 W	none, clear	blackk vulture
27	0	CS	3/13/20	8:50	0	0	n/a	54	0	none, clear	pine warbler, rred bellied woodpecker
28	4	CS	3/9/20	11:42	0	0	n/a	63	6 E	none, clear	roosters
28	3	CS	3/10/20	11:35	0	0	n/a	68	2 E	none, overcast	roosters
28	2	CS	3/11/20	11:10	0	0	n/a	69	0	none, clear	roosters
28	1	CS	3/12/20	11:24	0	0	n/a	67	0	none, clear	roosters
28	0	CS	3/13/20	8:29	0	0	n/a	54	0	none, clear	roosters
29	4	CS	3/9/20	12:01	0	0	n/a	63	6 E	none, clear	eastern phoebe?
29	3	CS	3/10/20	11:49	0	0	n/a	68	2 E	none, overcast	tufted titmouse, eastern phoebe?
29	2	CS	3/11/20	11:25	0	0	n/a	69	0	none, clear	black vulture, hawk (calls paused until hawk was gone)
29	1	CS	3/12/20	11:36	0	0	n/a	67	1 W	none, clear	crow
29	0	CS	3/13/20	8:39	0	0	n/a	54	0	none, clear	
30	4	RP	3/9/20	10:08	0	0	n/a	63	0	none, clear	black vulture
30	3	RP	3/10/20	9:19	0	0	n/a	63	0	none, overcast	
30	2	RP	3/11/20	8:58	0	0	n/a	56	0	none, clear	
30	1	RP	3/12/20	9:14	0	0	n/a	57	0	none, clear	
30	0	RP	3/13/20	11:13	0	0	n/a	71	0	none, clear	mockingbird

Reviewers: Rachel Peters (RP), Chris Stalder (CS)

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Memorandum

DRMP Job #: 18-0145.000

Date: July 16, 2020

To: Annemarie Hammond
FDOT Florida's Turnpike Enterprise
Permit Coordinator

From: George McLatchey
DRMP, Inc.
Ecological Division Manager

Subject: Species-specific Survey for Southeastern American Kestrel (*Falco sparverius paulus*)
Spring/Summer 2020
Suncoast Parkway 2 (SR 44 to CR 486) FPID # 442764-1

Project Introduction

The proposed project is a four-lane, limited-access toll facility located in Citrus County, Florida, that would extend the existing Suncoast Parkway northward from its intersection with State Road (SR) 44 to County Road (CR) 486 (project area). A Location Map is attached as Figure 1. The expected project length is approximately 2.4 miles.

Southeastern American kestrels (kestrels) have been observed during previous field reviews of the project area; therefore, DRMP was contracted by Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Turnpike) to conduct a species-specific survey for the southeastern American kestrel to determine if the proposed project area currently provides foraging habitat or supports nesting kestrel pairs. The methodology used for surveys, including transect locations, was approved by the Florida Fish and Wildlife Conservation Commission (FWC) on May 13, 2020.

Survey Methodology

The FWC "Ecology and Habitat Protection Needs of the Southeastern American Kestrel (*Falco sparverius paulus*) on Large-Scale Development Sites in Florida, Nongame Wildlife Technical Report No 13" (Stys 1993) was utilized as guidance in developing the survey methodologies, summarized below.

Surveys were conducted once each week from May 15–June 26, 2020. Surveys were conducted on calm days with high visibility from 7:00 AM to 11:00 AM by qualified biologists. A combination of vehicular and pedestrian transects were utilized to survey the project area (Figure 2), covering all potentially suitable habitat. Proposed transect length and distance between transects varied based on vegetative conditions. For vehicular transects, a driving speed of 10–25 mph was maintained, varying in response to terrain, road condition, and visibility. Pedestrian transects were walked at a steady pace. Each vehicular and pedestrian transect was traversed over the seven separate survey days.

Biologists recorded signs of kestrel activity and the habitat category (i.e., Type I, Type II or other) for each kestrel sighting. Type I habitat was defined as "upland plant communities with less than 10% canopy cover and with at least 60% herbaceous ground cover less than 25

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cm in height.” Type II habitat was defined as “open woodland communities with greater than 10% but less than 25% canopy cover and with at least 60% herbaceous ground cover less than 25 cm in height.” Biologists investigated potential nest sites on foot. All kestrel sightings were recorded using a sub-meter accuracy Trimble handheld GPS unit. Flight paths, landing locations, behavior and vocalizations of observed kestrels were also recorded.

Results

Kestrels were observed on four of the seven survey events within the northern portion of the project area in open canopy habitats, e.g., the sand and debris landfill and powerline easement. Kestrels were observed solitary, in pairs, and in family groups. A family group was observed perched on a pine snag but no confirmed nest sites were located within the project area. Detailed data from each survey date are included in Table 1 below.

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Table 1. Southeastern American Kestrel Survey Results (May 15, 2020 to June 26, 2020)

Date	Observer	Start Time	End Time	Number of Kestrels	Habitat Type	Behavior	Flight Direction	Sex (M/F/Juv)*	Perch Type	Transect Type	Notes
5/15/2020	LS/RP	7:18	11:00	0							
5/15/2020	DS	7:18	11:00	0							
5/22/2020	LS/RP	7:00	9:52	0							
5/22/2020	DS	7:00	9:52	1	I	perched	n/a	M	wire	pedestrian	potential second call to the north
5/29/2020	LS/RP	7:35	10:40	0							
5/29/2020	DS	7:35	10:40	2	I	perched	n/a	M/F	wire	pedestrian	southwest of transect, west side of powerlines
6/5/2020	LS/RP	7:38	10:55	0							
6/5/2020	DS	7:38	10:55	0							
6/12/2020	LS/RP	7:39	10:06	0							
6/12/2020	DS	7:39	10:06	0							
6/19/2020	LS/RP	7:50	10:30	3	forested along powerline	flying and perched	south	M/F/Juv	pine snag	vehicular	one flying south and landed on power pole, 2 on adjacent snag
6/19/2020	DS	7:50	10:30	3	I	flying and perched	south	M (Juv)	shrub	pedestrian	two were very pale (white) underneath
6/26/2020	LS/RP	7:54	10:39	0							
6/26/2020	DS	7:54	10:39	1	I	flying	north	unknown	n/a	pedestrian	flying north over field
6/26/2020	DS	7:54	10:39	1	I	perched	n/a	M	pine	pedestrian	probably the same as one flying at earlier location

Abbreviations: LS = Logan Shappell, RP = Rachel Peters, DS = David Simpson; M = Male, F = Female, Juv = Juvenile

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Conclusion

Based on the results of the 2020 species-specific survey and past wildlife surveys, kestrels appear to be actively using Type I habitat in the northern portion of the project area for foraging. No nest sites were confirmed within the project area. A nest site may occur west of the powerline easement outside of the 150-meter nest protection buffer; however, the location of the nest could not be verified as these areas are beyond the project study area on private property.

Survey results indicate further coordination with FWC to assess the potential impacts to kestrels will be required. A survey of potential nest sites is scheduled prior to construction and observed cavity trees/poles will be displayed on final construction plans.

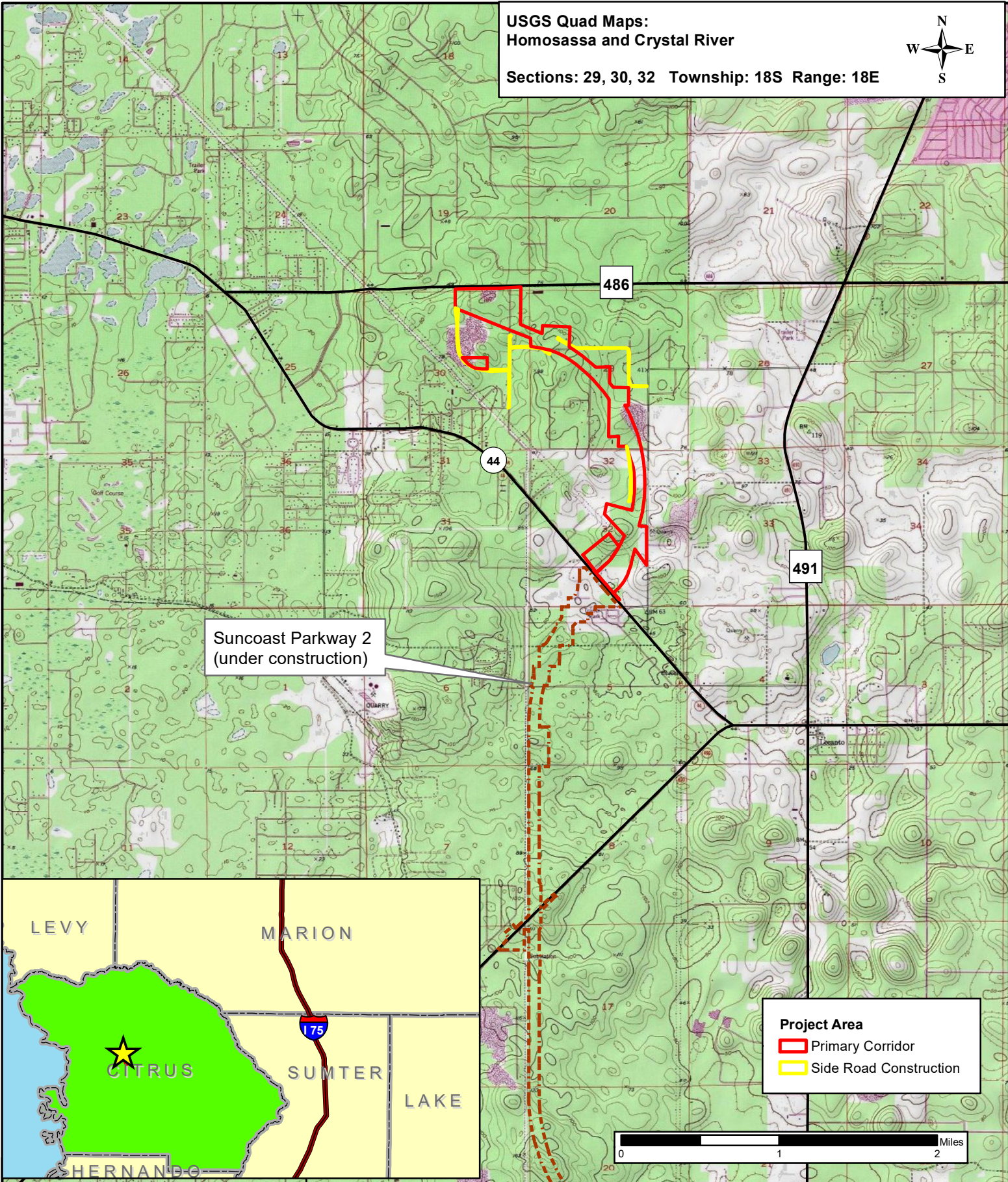
End of Memorandum

Attachments: Figure 1. Location Map
Figure 2. Kestrel Survey Map

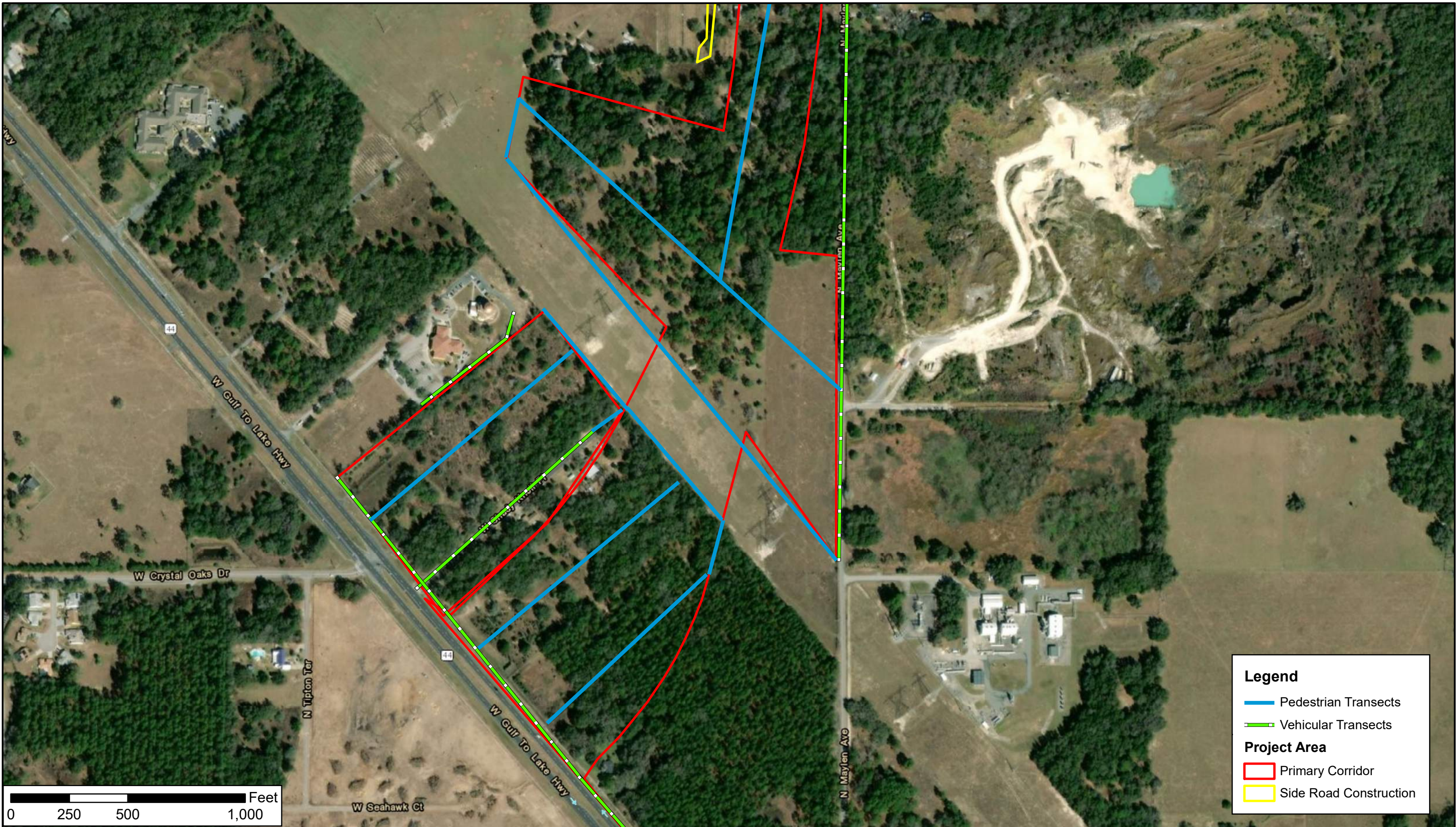
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Legend

Pedestrian Transects

Vehicular Transects

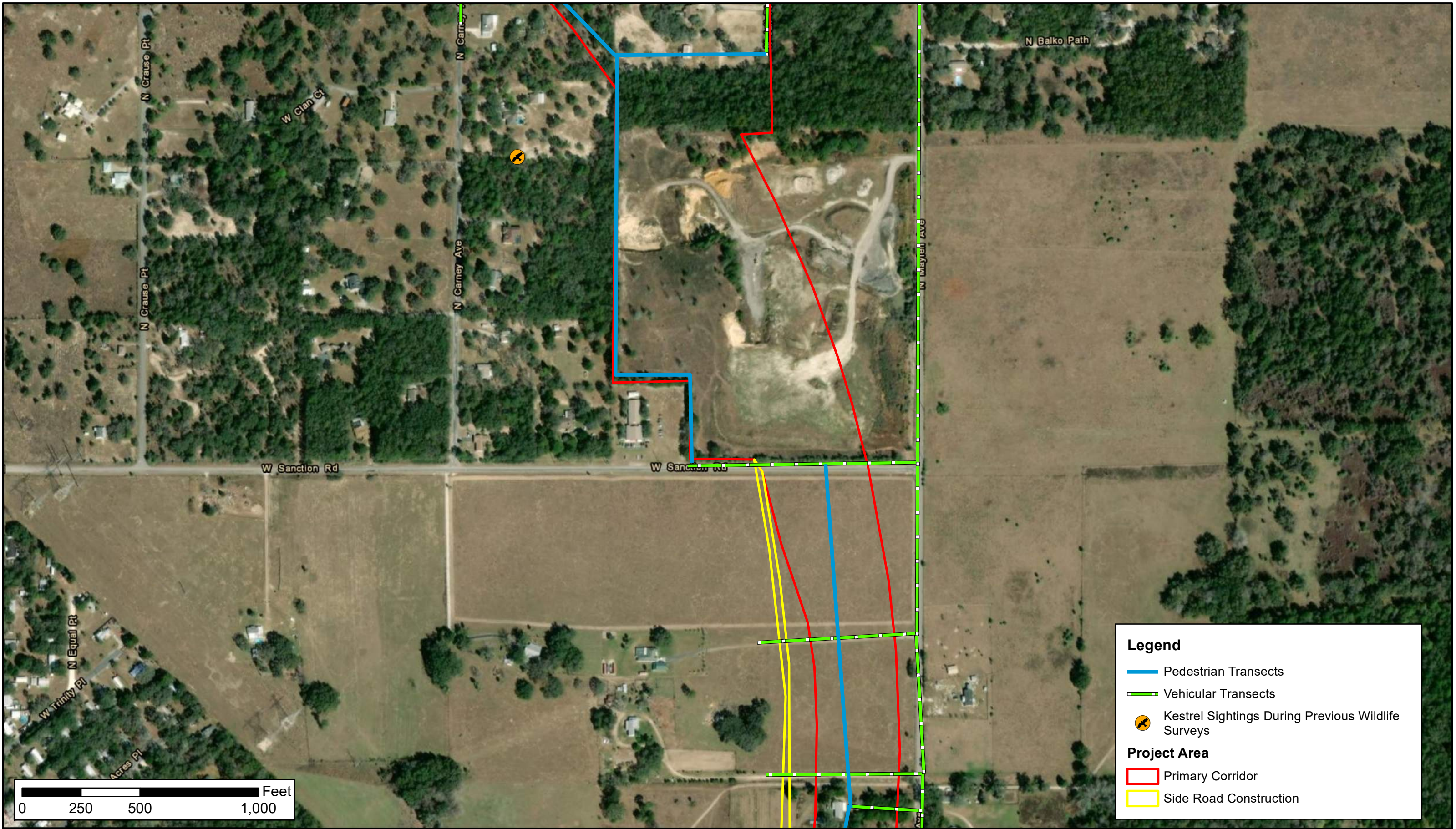
Project Area

Primary Corridor

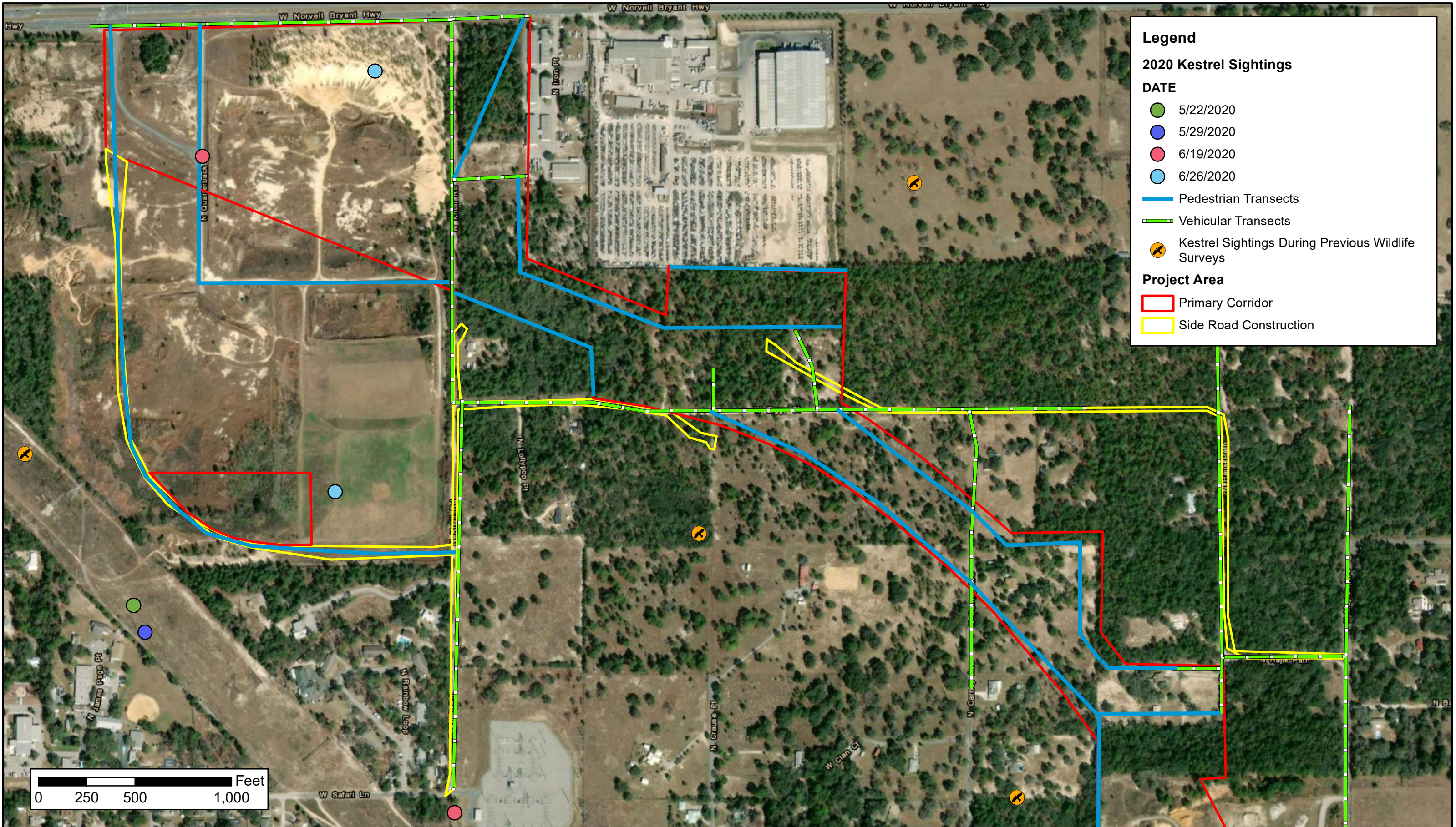
Side Road Construction

<div><div><div><div><div></div><div>FDOT</div></div><div><div>DATE: July 2020</div><div>DRAWN BY: MEB</div></div><div><div>PROJECT NUMBER: 18-0145.000</div></div></div><div><div>DRMP, Inc. 941 Lake Baldwin Ln. Orlando, FL 32814 www.drmp.com Phone: 407-896-0594 Fax: 407-896-4836</div></div></div></div>			<div><div>Suncoast Parkway 2 - SR 44 to CR 486</div><div>FDOT Florida's Turnpike Enterprise</div><div>FPID No. 442764-1</div><div>Citrus County, Florida</div></div>			<div><div>Kestrel Survey Map</div><div><div>DATA SOURCE: Imagery: ESRI 2019</div><div><div><div></div><div>N</div><div>E</div><div>S</div><div>W</div></div></div></div></div>			<div><div>Figure</div><div>2</div><div>Sheet 1 of 3</div></div>		
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Legend

2020 Kestrel Sightings

DATE

5/22/2020

5/29/2020

6/19/2020

6/26/2020

Pedestrian Transects

Vehicular Transects

Kestrel Sightings During Previous Wildlife Surveys

Project Area

Primary Corridor

Side Road Construction

DRAFT
Design
NOISE STUDY REPORT ADDENDUM

SUNCOAST PARKWAY 2 FROM SR 44 TO CR 486
Citrus County, Florida

Financial Project Identification (FPID) Number: 442764-1

Prepared for:



Florida's Turnpike Enterprise

November 2020

**DRAFT
Design
NOISE STUDY REPORT ADDENDUM**

**SUNCOAST PARKWAY 2 FROM SR 44 TO CR 486
Citrus County, Florida**

Financial Project ID No.: 442764-1

Prepared for:



Florida's Turnpike Enterprise

Prepared by:

**Atkins North America, Inc.
4030 West Boy Scout Boulevard
Suite 700
Tampa, Florida 33607**

November 2020

Executive Summary

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) is conducting a design-level traffic noise study to determine the engineering and environmental effects of the proposed project for the Suncoast Parkway 2 (SR 589) Phase 2. The Suncoast Parkway 2 Phase 2 is a proposed limited-access facility, which will extend from the northern terminus of the existing Suncoast Parkway 2 (Phase 1) just south of SR 44 (West Gulf to Lake Highway) to CR 486 (West Norvell Bryant Highway).

This Design phase Noise Study includes a traffic noise analysis for residential and non-residential areas (i.e., special land uses) along the Preferred Alternative. The traffic noise study is completed in accordance with Title 23, Code of Federal Regulations, Part 772 (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise* following methodology and procedures established by the FDOT in the *PD&E Manual*, Part 2, Chapter 18 (*Highway Traffic Noise*). The purpose of this noise study is to identify noise sensitive sites that would be impacted by the proposed project, evaluate abatement measures at impacted noise sensitive sites and determine where noise abatement (i.e., noise barriers) needs to be included in the Design plans.

Noise levels were predicted at 58 receptor points representing 56 residences and two non-residential areas. For Design Year (2050) conditions, noise levels are not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at any receptor. However, compared to existing monitored conditions, substantial increases (i.e., a 15 dB[A] increase) in traffic noise are expected to occur at eleven (11) residences, as Suncoast Parkway 2 is a new alignment highway which would be located in proximity to noise sensitive areas not currently affected by traffic noise. However, noise barriers were not found to be reasonable or feasible forms of traffic noise abatement because they do not meet the criteria of reasonableness and/or feasibility to warrant the construction of a noise barrier and, therefore, were not recommended for this project. Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impacts at the eleven (11) impacted receptors.

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ACRONYMS

CFR	Code of Federal Regulations
CNE	Common Noise Environment
dB	Decibels
dB(A)	A-weighted decibels
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
Ft	Feet
FTE	Florida's Turnpike Enterprise
LOS	Level of Service
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NRDG	Noise Reduction Design Goal
NSR	Noise Study Report
NSRA	Noise Study Report Addendum
PD&E	Project Development and Environment
ROW	Right-of-way
SR	State Road
TNM	Traffic Noise Model

SECTION 1

Introduction

1.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) is conducting a design-level study to determine the engineering and environmental effects of the proposed project for the Suncoast Parkway 2 Phase 2 (**Figure 1-1**). The Suncoast Parkway 2 (State Road [SR] 589) Phase 2 is a proposed limited-access facility, which will extend from the northern terminus of the existing Suncoast Parkway 2 (Phase 1) just south of SR 44 (West Gulf to Lake Highway) to CR 486 (West Norvell Bryant Highway).

In conjunction with the existing Suncoast Parkway and Veterans Expressway, the Suncoast Parkway 2 will provide a continuous limited-access toll road facility extending from Tampa to Citrus County. The roadway will be designed to accommodate future projected traffic volumes along the "Suncoast" corridor (Hillsborough, Pinellas, Pasco, Hernando, and Citrus Counties) as well as address deficiencies in the existing transportation network and will form an integral part of the Strategic Intermodal System (SIS).

The Suncoast Parkway 2 is classified as a rural freeway facility and will be designed with a posted speed limit of 70 mph. The roadway will initially be constructed with four 12-foot, median-separated travel lanes (two lanes in each direction). The median will be grassed. The ultimate condition will be eight 12-foot travel lanes (four lanes in each direction) separated by a median barrier wall). A 12-foot outside shoulder (10-foot paved) and an 8-foot inside shoulder (4-foot paved) will be provided. A 12-foot public multi-use trail (referred to as the Suncoast Trail) will also be constructed on the west side of the roadway. The right-of-way (ROW) for the Parkway will have a typical width of 300 feet. The ROW for the Suncoast Trail will have a width of 50 feet, providing a total ROW width for the project of 350 feet. The typical section of the project is shown in **Figure 1-2**.

The proposed roadway will extend over or under intersecting roadways and interchanges will be constructed at Suncoast Parkway 2 intersections with SR 44 and CR 486.

1.2 SUMMARY OF PD&E RESULTS AND COMMITMENTS

A Project Development and Environment (PD&E) study to evaluate noise sensitive areas and to determine if noise abatement is feasible and reasonable for the proposed Suncoast Parkway 2 was conducted by the FDOT FTE in October 1997. The PD&E study evaluated a four-lane divided limited-access toll facility from US 98 in Hernando County to US 19 in northwest Citrus County. Based on the PD&E study, traffic noise impacts were predicted from SR 44 to CR 486 at 24 residences in Lecanto Acres, 35 residences in Lecanto Hills Mobile Home Park (MHP), one residence along Maylen Ave/Horace Ave., seven residences in Tropical Highlands, and two residences south of CR 486. A 6m (19.7 ft.) high and 725 m (2,378 ft.) long noise barrier was recommended for the Lecanto Hills MHP. Noise barriers for other impacted receptors were not found to be reasonable or feasible.



Figure 1-1 Project Location Map

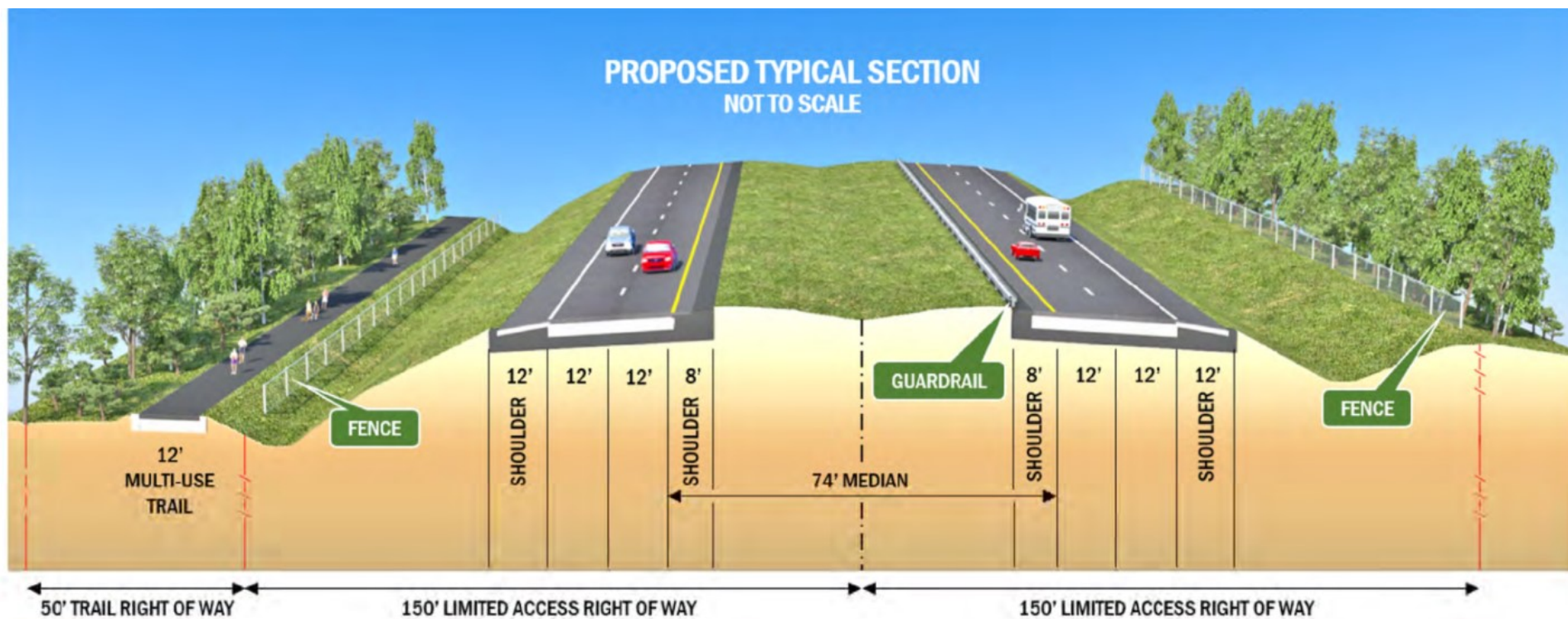


Figure 1-2 Proposed Typical Section (Looking North)

The 1997 PD&E traffic noise study was performed using the sunset STAMINA/OPTIMA computer model. Additionally, subsequent to the PD&E phase noise analysis, Title 23 Code of Federal Regulations Part 772 (23 CFR 772) was amended effective July 13, 2011. The FDOT's Noise Policy [currently FDOT's PD&E Chapter 18] was subsequently revised to comply with the changes to 23 CFR 772 (July 2011). The amended federal regulation identifies specific land uses as noise sensitive that were not previously considered (e.g., medical facilities, exterior areas of restaurants). Following the requirements of 23 CFR 772, this traffic noise study update was performed with the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM) and includes the specific land uses identified in the amended federal regulation.

SECTION 2

Methodology

This traffic noise study was performed in accordance with 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* using methodology established in the FDOT *PD&E Manual*, Part 2, Chapter 18 (*Highway Traffic Noise*) (FDOT, January 2019). Predicted noise levels were produced using the FHWA's TNM, version 2.5.

2.1 NOISE METRICS

Noise levels developed for this analysis are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear to typical traffic noise levels. All reported noise levels are hourly equivalent noise levels [Leq(h)]. The Leq(h) is defined as the equivalent steady-state sound level that, in an hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period. Use of these metrics is consistent with the requirements of 23 CFR 772.

2.2 TRAFFIC DATA

Among other factors, traffic noise is heavily dependent on both traffic speed and traffic volume with the amount of noise generated by traffic increasing as the vehicle speed and number of vehicles increases. The traffic conditions that result in the highest noise levels for roadways are the hourly traffic volumes that represent Level of Service (LOS) C traffic conditions because they represent maximized traffic volumes that continue to travel at free flow speed.

Traffic data were reviewed to determine maximum traffic volumes that would allow traffic to flow at speeds consistent with established speed limits. Traffic data for the 2050 Build condition were provided by FTE and reviewed to identify forecasted traffic volumes that would allow vehicles to travel at speeds consistent with established speed limits. For roadway segments where the predicted hourly design year traffic volumes equaled or exceeded LOS C, LOS C hourly traffic was utilized. For roadway segments where the predicted hourly traffic demand was less than LOS C traffic volumes, the predicted hourly demand volumes were utilized. For ramp volumes, hourly traffic demand volumes were utilized. Traffic volumes and speeds used in the analysis are provided in **Appendix A**. In addition, the total vehicle volume is divided between five classifications: automobiles, medium trucks, heavy trucks, buses, and motorcycles. Traffic vehicle percentages used in the analysis are provided in **Appendix A**.

2.3 NOISE ABATEMENT CRITERIA

Noise sensitive sites are any property where frequent human use occurs and a lowered noise level would be of benefit. FHWA has established noise levels at which abatement is considered for various types of noise sensitive sites. These levels, which are used by the FTE for the purpose of evaluating traffic noise, are referred to as the Noise Abatement Criteria (NAC). As shown in **Table 2-1**, NAC vary by activity category (i.e., land use). Noise abatement measures are considered when predicted traffic noise levels for the

**Table 2-1
FHWA Noise Abatement Criteria**

Activity Category	Activity Leq(h)		Evaluation Location	Description of Land Use Activity Category
	FHWA	FDOT		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	66	Exterior	Residential.
C	67	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A – D or F.
F	-----	-----	-----	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-----	-----	-----	Undeveloped lands that are not permitted.

Source: 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, FHWA, 2010.

**Table 2-2
Typical Noise Levels**

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
Jet Fly-over at 1000 ft	---110---	Rock Band
Gas Lawn Mower at 3 ft	---100---	
Diesel Truck at 50 ft, at 50 mph	---90---	Food Blender at 3 ft
Noise Urban Area (Daytime)	---80---	Garbage Disposal at 3 ft
Gas Lawn Mower at 100 ft	---70---	Vacuum Cleaner at 10 ft
Commercial Area	---60---	Normal Speech at 3 ft
Heavy Traffic at 300 ft	---	Large Business Office
Quiet Urban Daytime	---50---	Dishwasher Next Room
Quiet Urban Nighttime	---40---	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	---30---	Library
Quiet Rural Nighttime	---20---	Bedroom at Night, Concert Hall (Background)
	---10---	
Lowest Threshold of Human Hearing	---0---	Lowest Threshold of Human Hearing

Source: California Dept. of Transportation Technical Noise Supplement, Oct. 1998, Page 18.

design year (2050) approach, meet, or exceed the NAC. FDOT defines “approach” as within 1 dB(A) of FHWA criteria. For perspective, **Table 2-2** provides typical noise levels of common indoor and outdoor activities.

Noise abatement measures must also be considered when a substantial increase in traffic noise will occur as a direct result of the transportation project. FDOT defines a substantial increase as 15 or more decibels above existing conditions. A substantial increase typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project). Based on predictions made during the PD&E phase, substantial increases in noise are expected to occur in some areas since CPP is a new alignment highway which would be located in proximity to noise sensitive areas not currently affected by traffic noise.

Common Noise Environments (CNEs) are studied separately. A CNE is a group of receptors of the same NAC that are exposed to noise in a similar way. These noise exposures are due to traffic mix, volume, speed and topographic features, and typically occur between two secondary noise sources such as interchanges, intersections, and crossroads.

2.4 NOISE ABATEMENT MEASURES

Noise abatement is considered at all noise sensitive sites predicted to approach, meet, or exceed the NAC as stipulated by 23 CFR 772. Abatement measures considered during the PD&E phase included traffic management, alignment modifications, noise buffer zones through application of land use controls and noise barriers. However, noise barriers were determined to be the only viable noise abatement measure. Therefore, consistent with the results of the PD&E, noise barriers are considered at all noise sensitive sites predicted to approach, meet, or exceed the NAC for the year 2050 Build condition.

Barriers reduce noise levels by blocking the sound path between a highway and noise sensitive site. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered feasible and cost reasonable, the following minimum conditions should be met:

- At least two impacted receptors must be provided a noise reduction of 5 dB(A) or more to be considered feasible.
- A noise barrier must also attain the Noise Reduction Design Goal (NRDG), which states that a minimum noise reduction of 7 dB(A) for at least one benefitted receptor must be achieved. Of importance, this receptor may also have been previously identified as meeting the feasibility requirement of receiving a 5 dB(A) reduction (first bullet).
- The cost of the noise barriers should not exceed \$42,000 per benefitted receptor. This is the upper cost limit established by FDOT. A benefitted receptor is defined as a recipient of an abatement measure that experiences at least a 5 dB(A) reduction as a result of providing a noise barrier. The current unit cost used to evaluate cost reasonableness is \$30 per square foot (sq. ft.).

Within the project limits, noise barrier locations were evaluated as follows:

- Right-of-way noise barriers located outside the clear recovery zone, but within the right-of-way (ROW), are initially considered at heights ranging from 8 ft. to 22 ft. in 2-ft. increments. According to the *FDOT Design Manual*, noise barriers outside the clear zone shall not exceed a maximum height of 22 ft.
- If a right-of-way barrier cannot provide at least a 5 dB(A) reduction to an impacted receptor or the barrier is not feasible due to construction limitations, then a shoulder barrier is evaluated. According to the *FDOT Design Manual*, shoulder barriers within the clear zone shall not exceed 14 ft. in height when on embankment and 8 ft. in height when on structure.
- The length and height of the noise barriers are optimized based on the benefit provided to noise sensitive sites with predicted noise levels that approach, meet, or exceed the NAC.

2.5 EXISTING CONDITONS

The 1997 PD&E phase noise study identified that substantial increases in traffic noise would occur at the Lecanto Mobile Home Park (i.e., location 6 of the 1997 PD&E NSR). Therefore, an evaluation of substantial increases was performed for this Design phase analysis. The Suncoast II Parkway is on a new alignment and traffic noise is not currently a prevalent noise source at some noise sensitive areas along the Preferred

Alternative. Therefore, noise monitoring was performed at representative locations to establish existing conditions where traffic noise is a minor component of the noise environment or where traffic data is not available to predict traffic noise originating from a nearby road.

Noise monitoring followed the procedures documented in FHWA's *Measurement of Highway-Related Noise*. Existing noise measurements were taken using a Quest Technologies Q-300 noise monitor, which was calibrated using a QC-10 calibrator. Noise sources during each monitoring event were noted to classify the various sources and assign a reasonable existing condition at noise sensitive locations based on physical conditions (e.g., characteristics of vegetation, presence of wildlife, types of man-made noise sources, etc.) and are found in **Appendix B**. Common natural noise sources included birds, other wildlife such as insects, and the effects of wind. Common man-made noise sources included airplanes, distant traffic, residential equipment (e.g., air conditioners, pool pumps) and noise generated by neighborhood activities.

Ambient noise monitoring results are provided in **Table 2-3**. The locations of ambient noise monitoring sites are shown in the aerial sheets found in **Appendix D**. Each noise sensitive site was assigned an existing noise level from a representative monitoring station's average LEQ based on the receptor's distance from existing roadway alignments (e.g., SR 44) and is provided in **Appendix C**.

Table 2-3 Ambient Noise Monitoring

Monitoring Site	Event	Duration	Date	Time	LEQ	Average LEQ	Field Notes
M1	C001	10 mins.	3/12/2020	11:00 AM	49.7	47.7	Occasional car on W. Sanction Rd., distant aircraft traffic, birds, car revving its engine for a short period of time, dog in distant background.
	C002			11:10 AM	47.4		
	C003			11:21 AM	45.9		
M2	C004	10 mins.	3/12/2020	12:00 PM	40.2	41.9	Crickets/bugs, very distant dog barking, very distant aircraft, light wind rustling trees, distant motorcycle.
	C005			12:10 PM	44.7		
	C006			12:21 PM	40.7		

Note: Ambient measurements were not able to be taken in areas near SR 44, as construction was taking place for Phase I of the Suncoast Parkway.

SECTION 3

Traffic Noise Analysis

3.1 PREDICTED NOISE LEVELS AND ABATEMENT ANALYSIS

Within the project limits, noise sensitive land uses adjacent to Suncoast Parkway 2 include residential areas and places of worship. Residential communities are in Activity Category B of the NAC, while the exterior-use areas of the places of worship are in Activity Category C of the NAC. Noise levels were predicted at 58 receptor points in total, which represent 56 residences and two places of worship affected by traffic noise.

The location of the receptor points representing the noise sensitive sites are in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 18 (*Highway Traffic Noise*). Residential receptor points are located at the edge of the building closest to the proposed Suncoast Parkway 2.

Predicted noise levels for these sites are provided in **Appendix C**. The locations of the receptor points identified in **Appendix C** are depicted on the aerials found in **Appendix D**. The alphanumeric identification for each receptor point (e.g., E4, W13) associated with a noise sensitive site is formulated as follows:

- A “W” or “E” denotes which side of Suncoast Parkway 2 the receptor is located (e.g., W4). A “W” indicates that the receptor is located along the southbound lanes (i.e., west of Suncoast Parkway 2) while an “E” indicates that the receptor is located along the northbound lanes (i.e., east of Suncoast Parkway 2).
- The numbers identify a specific receptor point and generally increase from north to south.

For the year 2050 Build condition, traffic noise levels are not predicted to approach, meet, or exceed the NAC at any residence within the project limits. However, a substantial increase is predicted to occur at eleven (11) residences and are considered impacted. These impacted noise sensitive sites were evaluated to determine the feasibility and cost reasonableness of providing barriers to reduce traffic noise.

3.1.1 NOISE SENSITIVE SITES - WEST SIDE OF SUNCOAST PARKWAY 2

Predicted noise levels are not predicted to approach, meet, or exceed the NAC for 2050 Build condition at any receptor on the east side of Suncoast Parkway 2. However, a substantial increase is predicted to occur at five (5) residences and are considered impacted. All impacted noise sensitive sites were evaluated to determine the feasibility and reasonableness of providing barriers to reduce traffic noise. The discussions that follow analyze residential communities along the west side (i.e., southbound lanes) of the proposed Suncoast Parkway 2 from north to south.

3.1.1.1 Residences along Old Citrus Rd.

Residences along Old Citrus Rd. (**Appendix D**, Aerial Sheet 1) are represented by three receptor points representing three residences (W1 through W3). Exterior traffic noise levels are predicted to range from 59.0 to 63.6 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence.

However, based on ambient measurements, a substantial increase is predicted to occur at all three residences. Therefore, a noise barrier was evaluated for these three impacted residences.

A ROW noise barrier was evaluated at heights ranging from 8 – 22 ft. The ROW noise barrier evaluation, shown in **Table 3-1**, found that ROW noise barriers ranging from 8-22 feet in height would provide a benefit to at least two impacted receptors and meets the NRDG, but were not cost reasonable. Additionally, a shoulder noise barrier ranging in height from 8-14 ft. was evaluated, shown in **Table 3-2**, and was found to also be not cost reasonable. Therefore, a noise barrier for the residences along Old Citrus Rd. is not recommended.

3.1.1.2 Isolated Residence along N. Tipton Terrace

An isolated residence exists along N. Tipton Terrace (**Appendix D**, Aerial Sheet 1). This residence is represented by one receptor point (W4). The exterior traffic noise level is predicted to be 56.9 dB(A) for the Design year and does not approach, meet or exceed the NAC at the residence. Additionally, a substantial increase is not predicted to occur at the residence. Therefore, a noise barrier for this residence was not evaluated.

3.1.1.3 Isolated Residences along W. Shady Knoll Pl.

An isolated residence exists along W. Shady Knoll Pl. (**Appendix D**, Aerial Sheet 2). This residence is represented by one receptor point (W5). The exterior traffic noise level is predicted to be 63.3 dB(A) for the Design year and does not approach, meet or exceed the NAC at the residence. In addition, although a substantial increase is predicted to occur at the residence, because FDOT policy requires two impacted receptors to be benefited by a 5 dB(A) reduction in order for a barrier to be feasible, a barrier is not considered a feasible abatement measure for the impacted residence. Therefore, a noise barrier for this residence was not evaluated.

3.1.1.4 Greek Orthodox Community of West Central Florida

The Greek Orthodox Community of West Central Florida (**Appendix D**, Aerial Sheet 2) is located along SR 44 and north of W. Shady Knoll Pl. This place of worship has an outside playground and was evaluated as an Activity Category C (exterior use) and was represented by one receptor (W6). The exterior traffic noise level at the place of worship is predicted to be 54.8 dB(A) for the Design year and does not approach, meet or exceed the NAC at the place of worship. Additionally, a substantial increase is not predicted to occur at the place of worship. Therefore, a noise barrier for this place of worship was not evaluated.

3.1.1.5 Residences along N. Maylen Ave. and W. Sanction Rd.

Residences along N. Maylen Ave. and W. Sanction Rd. (**Appendix D**, Aerial Sheets 3 and 4) are represented by five receptor points representing five residences (W7 through W10 and W12). Exterior traffic noise levels are predicted to range from 46.0 to 51.1 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence. Additionally, a substantial increase is not predicted to occur at any residence. Therefore, a noise barrier for these residences was not evaluated.

Table 3-1
Noise Barrier Analysis (ROW) – Residences Along Old Citrus Rd.

Barrier Height (feet)	Barrier Length ^{1,2} (feet)	Barrier Location	Number of Impacted Residences	Number of Impacted Residences Within a Noise Reduction Range			Number of Benefited Residences				Total Estimated Cost ⁵	Cost Per Benefited Residence	Cost Reasonable?
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted ³	Other ⁴	Total	Average Reduction dB(A)			
8	NA	ROW	3	0	1	0	NA ^{6, 7}						
10	NA	ROW		0	0	1	NA ⁷						
12	200	ROW		1	0	1	2	0	2	6.1	\$224,640	\$112,320	No
	424												
14	200	ROW		1	0	1	2	0	2	6.7	\$262,080	\$131,040	No
	424												
16	666	ROW		2	0	1	3	0	3	6.8	\$681,600	\$227,200	No
	754												
18	466	ROW		2	0	1	3	0	3	6.9	\$496,800	\$165,600	No
	454												
20	466	ROW	2	0	1	3	0	3	7.2	\$552,000	\$184,000	No	
	454												
22	466	ROW	2	0	1	3	0	3	7.4	\$607,200	\$202,400	No	
	454												

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Variation in the barrier length is a result of optimizing the length for a particular height.

³ Benefited residences with a predicted noise level that approaches or exceeds the NAC.

⁴ Benefited residences with a predicted noise level that does not approach the NAC.

⁵ Unit cost of \$30 per square foot of noise barrier.

⁶ NRDG not met.

⁷ Barrier does not provide a benefit to two (2) impacted receptors.

Table 3-2
Noise Barrier Analysis (Shoulder) – Residences Along Old Citrus Rd.

Barrier Height (feet)	Barrier Length ^{1,2} (feet)	Barrier Location	Number of Impacted Residences	Number of Impacted Residences Within a Noise Reduction Range			Number of Benefited Residences				Total Estimated Cost ⁵	Cost Per Benefited Residence	Cost Reasonable?
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted ³	Other ⁴	Total	Average Reduction dB(A)			
8	2,941	Shoulder	3	2	0	1	3	0	3	5.9	\$705,840	\$235,280	No
10	1,728	Shoulder	3	2	0	1	3	0	3	5.8	\$518,400	\$172,800	No
12	1,349	Shoulder	3	2	0	1	3	0	3	6.2	\$485,640	\$161,880	No
14	1,248	Shoulder	3	2	0	1	3	0	3	6.2	\$524,160	\$174,720	No

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Variation in the barrier length is a result of optimizing the length for a particular height.

³ Benefited residences with a predicted noise level that approaches or exceeds the NAC.

⁴ Benefited residences with a predicted noise level that does not approach the NAC.

⁵ Unit cost of \$30 per square foot of noise barrier.

3.1.1.6 Providence Baptist Church of Lecanto

The Providence Baptist Church of Lecanto (**Appendix D**, Aerial Sheet 2) is located along W. Sanction Rd. This place of worship has an outside playground and was evaluated as an Activity Category C (exterior) and was represented by one receptor (W11). The exterior traffic noise level at the place of worship is predicted to be 51.1 dB(A) for the Design year and does not approach, meet or exceed the NAC at the place of worship. Additionally, a substantial increase is not predicted to occur at the place of worship. Therefore, a noise barrier for this place of worship was not evaluated.

3.1.1.7 Residences along N. Carney Ave.

Residences along N. Carney Ave. (**Appendix D**, Aerial Sheet 4) were represented by seven receptor points representing seven residences (W13 through W19). Exterior traffic noise levels are predicted to range from 45.7 to 56.0 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence. Additionally, a substantial increase is not predicted to occur at these residences. Therefore, a noise barrier for these residences was not evaluated.

3.1.1.8 Isolated Residence along N. Crause Pt.

An isolated residence exists along N. Crause Pt. (**Appendix D**, Aerial Sheet 5). This residence is represented by one receptor point (W20). The exterior traffic noise level is predicted to be 52.0 dB(A) for the Design year and does not approach, meet or exceed the NAC at the residence. Additionally, a substantial increase is not predicted to occur at the residence. Therefore, a noise barrier for this residence was not evaluated.

3.1.1.9 Residences along W. Ziggy Street and N. Knoll Rd.

Residences along W. Ziggy Street and N. Knoll Rd. (**Appendix D**, Aerial Sheet 5) were represented by three receptor points representing three residences (W21 through W23). Exterior traffic noise levels are predicted to range from 48.6 to 57.6 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence. Additionally, a substantial increase is not predicted to occur at these residences. Therefore, a noise barrier for these residences was not evaluated.

3.1.2 NOISE SENSITIVE SITES - EAST SIDE OF SUNCOAST PARKWAY 2

Predicted noise levels are not predicted to approach, meet, or exceed the NAC for 2050 Build condition at any receptor on the east side of Suncoast Parkway 2. However, a substantial increase is predicted to occur at six (6) residences and are considered impacted. All impacted noise sensitive sites were evaluated to determine the feasibility and reasonableness of providing barriers to reduce traffic noise. The discussions that follow analyze residential communities along the east side (i.e., northbound lanes) of the proposed Suncoast Parkway 2 from north to south.

3.1.2.1 Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park

Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park (**Appendix D**, Aerial Sheet 1) were represented by 30 receptor points representing 30 residences (E1 through E30). Exterior traffic noise levels are predicted to range from 55.1 to 64.7 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence. However, based on ambient measurements, a substantial increase is

predicted to occur at five (5) residences. Therefore, a noise barrier was evaluated for these five (5) impacted residences.

Conflicts with future ponds prevented a ROW barrier from extending east of receptor E10 and therefore did not provide enough benefits (i.e., 5 dB[A] reduction) to be considered cost reasonable (shown in **Table 3-3**). Therefore, a combination ROW and mainline shoulder noise barrier system was evaluated at heights ranging from 8 – 22 ft. along the ROW and 8-14 ft. along the shoulder of the mainline (shown in **Table 3-4**). Areas mounted on structure or mechanically stabilized earth (MSE) were limited to 8 ft. in height. However, the evaluation found that although the combination ROW and mainline shoulder noise barrier would provide a benefit to at least two impacted receptors and met the NRDG, the barrier system would not be cost reasonable. Therefore, a single shoulder barrier along the mainline was evaluated at heights ranging from 8 ft. to 14 ft. However, the shoulder barrier along the mainline did not provide a benefit to at least two impacted receptors, nor did it meet the NRDG.

Additionally, a combination ROW and exit ramp shoulder noise barrier system was evaluated at heights ranging from 8 – 22 ft. along the ROW and 14 ft. along the exit ramp to SR 44 (shown in **Table 3-5**). However, the evaluation found that although the combination ROW and shoulder noise barrier would provide a benefit to at least two impacted receptors and meets the NRDG, the barrier system would not be cost reasonable. Therefore, a single shoulder barrier along the exit ramp to SR 44 was evaluated at heights ranging from 8 ft. to 14 ft. However, the shoulder barrier along the exit ramp did not meet the NRDG at any height.

Therefore, based on the evaluation of several barrier heights, lengths and placements, a noise barrier for residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park is not recommended.

Table 3-3
Noise Barrier Analysis (ROW) – Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park

Barrier Height (feet)	Barrier Length ^{1, 2} (feet)	Barrier Location	Number of Impacted Residences	Number of Impacted Residences Within a Noise Reduction Range			Number of Benefited Residences				Total Estimated Cost ⁵	Cost Per Benefited Residence	Cost Reasonable?
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted ³	Other ⁴	Total	Average Reduction dB(A)			
8	-	ROW	5	0	0	1	NA ⁶						
10	1,166	ROW		2	0	1	3	1	4	7.3	\$349,800	\$87,450	No
12	870	ROW		2	0	1	3	2	5	7.7	\$313,200	\$62,640	No
14	870	ROW		1	1	1	3	2	5	8.5	\$365,400	\$73,080	No
16	1,283	ROW		1	0	3	4	3	7	8.4	\$615,840	\$87,977	No
18	1,181	ROW		1	0	3	4	3	7	8.9	\$637,740	\$91,106	No
20	1,281	ROW		2	0	3	5	3	8	8.9	\$768,600	\$96,075	No
22	1,281	ROW		0	2	3	5	3	8	9.5	\$845,460	\$105,683	No

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Variation in the barrier length is a result of optimizing the length for a particular height.

³ Benefited residences with a predicted noise level that approaches or exceeds the NAC.

⁴ Benefited residences with a predicted noise level that does not approach the NAC.

⁵ Unit cost of \$30 per square foot of noise barrier.

⁶ Barrier does not provide a benefit to two (2) impacted receptors.

Table 3-4
Noise Barrier Analysis (ROW and Mainline Shoulder) – Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park

Barrier Height (feet)	Barrier Length ^{1, 2} (feet)	Barrier Location	Number of Impacted Residences	Number of Impacted Residences Within a Noise Reduction Range			Number of Benefited Residences				Total Estimated Cost ⁵	Cost Per Benefited Residence	Cost Reasonable?
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted ³	Other ⁴	Total	Average Reduction dB(A)			
8	870	ROW	5	3	0	2	5	0	5	6.4	\$859,800	\$171,960	No
8	1,550	Shoulder											
10	1,953	ROW		3	0	2	5	1	6	6.4	\$1,235,640	\$205,940	No
14	1,547	Shoulder											
8	103	Structure											
12	2,519	ROW		1	1	3	5	3	8	7.7	\$1,599,840	\$199,980	No
14	1,650	Shoulder											
8	309	Structure											
14	1,258	ROW		1	1	2	4	1	5	6.9	\$946,260	\$189,252	No
14	995	Shoulder											
16	910	ROW		2	0	3	5	1	6	7.1	\$854,700	\$142,450	No
14	995	Shoulder											
18	1,660	ROW		1	1	3	5	0	5	8.0	\$1,272,300	\$254,460	No
14	895	Shoulder											
20	987	ROW		2	0	3	5	0	5	7.6	\$968,100	\$193,620	No
14	895	Shoulder											
22	987	ROW		2	0	3	5	0	5	7.8	\$1,027,320	\$205,464	No
14	895	Shoulder											

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Variation in the barrier length is a result of optimizing the length for a particular height.

³ Benefited residences with a predicted noise level that approaches or exceeds the NAC.

⁴ Benefited residences with a predicted noise level that does not approach the NAC.

⁵ Unit cost of \$30 per square foot of noise barrier.

Table 3-5
Noise Barrier Analysis (ROW and Exit Ramp Shoulder) – Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park

Barrier Height (feet)	Barrier Length ^{1, 2} (feet)	Barrier Location	Number of Impacted Residences	Number of Impacted Residences Within a Noise Reduction Range			Number of Benefited Residences				Total Estimated Cost ⁵	Cost Per Benefited Residence	Cost Reasonable?
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted ³	Other ⁴	Total	Average Reduction dB(A)			
8	551	ROW	5	2	1	1	4	0	4	6.2	\$514,020	\$128,505	No
14	909	Shoulder		2	1	1	4	0	4	6.5	\$547,080	\$136,770	No
10	551	ROW		2	0	2	4	0	4	7.2	\$569,160	\$142,290	No
14	909	Shoulder		2	1	1	4	0	4	6.8	\$563,640	\$140,910	No
12	433	ROW		2	1	1	4	0	4	6.8	\$589,620	\$147,405	No
14	984	Shoulder		2	1	1	4	0	4	6.9	\$615,600	\$153,900	No
14	433	ROW		2	1	1	4	0	4	6.9	\$641,580	\$160,395	No
14	909	Shoulder		2	0	2	4	0	4	7.5	\$1,261,860	\$315,465	No
16	433	ROW											
14	909	Shoulder											
18	433	ROW											
14	909	Shoulder											
20	433	ROW											
14	909	Shoulder											
22	1,560	ROW											
14	553	Shoulder											

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Variation in the barrier length is a result of optimizing the length for a particular height.

³ Benefited residences with a predicted noise level that approaches or exceeds the NAC.

⁴ Benefited residences with a predicted noise level that does not approach the NAC.

⁵ Unit cost of \$30 per square foot of noise barrier.

3.1.2.2 Residences along N. Maylen Ave. and W. Sanction Rd.

Residences along N. Maylen Ave. and W. Sanction Rd. (**Appendix D**, Aerial Sheet 3) were represented by three receptor points representing three residences (E31 through E33). Exterior traffic noise levels are predicted to range from 55.2 to 58.9 dB(A) for the Design year and do not approach, meet or exceed the NAC at any residence. Additionally, a substantial increase is not predicted to occur at any residence. Therefore, a noise barrier was not evaluated for these residences.

3.1.2.3 Residences along W. Ziggy St.

Residences along W. Ziggy St. (**Appendix D**, Aerial Sheet 5) were represented by two receptor points representing two residences (E34 and E35). Exterior traffic noise levels are predicted to range from 52.3 to 59.7 dB(A) for the Design year and do not approach, meet or exceed the NAC at either residence. In addition, although a substantial increase is predicted to occur at one residence, because FDOT policy requires two impacted receptors to be benefited by a 5 dB(A) reduction in order for a barrier to be feasible, a barrier is not considered a feasible abatement measure for the impacted residence. Therefore, a noise barrier was not evaluated for this impacted residence.

SECTION 4

Conclusions

4.1 TRAFFIC NOISE IMPACTS

Noise levels were predicted at 58 receptor points representing 56 residences and two non-residential areas. For Design Year (2050) conditions, noise levels are not predicted to approach, meet, or exceed the NAC at any receptor. However, compared to existing monitored conditions, substantial increases (i.e., a 15 dB[A] increase) in traffic noise is expected to occur at eleven (11) residences, as Suncoast Parkway 2 is a new alignment highway which would be located in proximity to noise sensitive areas not currently affected by traffic noise. However, noise barriers were not found to be a reasonable or feasible forms of traffic noise abatement because they do not meet the criteria of reasonableness and/or feasibility to warrant the construction of a noise barrier and, therefore, were not recommended for this project. Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impacts at the eleven(11) impacted receptors

SECTION 5

Construction Noise and Vibration

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will not have any noise or vibration impact. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the FTE Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

SECTION 6

References

- 23 CFR Part 772, *"Procedures for Abatement of Highway Traffic Noise and Construction Noise"*, Federal Register, Vol. 75, No. 133, Tuesday, July 13, 2010; pages 39834-39839.
- Florida Department of Transportation, *"A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations"*, July 2009. 64 pages.
- Florida Department of Transportation. *"Highway Traffic Noise"*, Part 2, Chapter 18. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, July 1, 2020.
- Florida Department of Transportation Design Manual Volume 1, Chapter 264, *"Noise Walls and Perimeter Walls"*, January 2020.
- Florida Department of Transportation *"Standard Specifications for Road and Bridge Construction"*, January 2020.
- Florida Department of Transportation, *"2012 FDOT Quality/Level of Service Handbook"*; Tallahassee, Florida; 2012.
- Florida Department of Transportation, *"FDOT Design Manual"*, Tallahassee, Florida; 2019.
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- Federal Highway Administration Report FHWA-PD-96-009, *"FHWA Traffic Noise Model, Version 1.0 User's Guide"*, January 1998; 192 pages + supplements.
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- Federal Highway Administration Report FHWA-HEP-06-015, *"FHWA Highway Construction Noise Handbook: Final Report"*. August 2006; 185 pages.
- Federal Highway Administration. *"Consideration of Existing Noise Barrier in a Type I Noise Analysis FHWA-HEP-12-051."*
https://www.fhwa.dot.gov/ENVIRONMENT/noise/noise_barriers/abatement/existing.cfm. Accessed May 6, 2019.

APPENDICES

Appendix A Traffic Data

Appendix B Ambient Noise Measurements

Appendix C Predicted Noise Levels

Appendix D Aerials

Appendix E TNM Files

APPENDIX A

TRAFFIC DATA

Traffic Data – Suncoast Parkway 2 From SR 44 to CR 486
Build (2050) Conditions

Suncoast Parkway Mainline													
Mainline Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % Trucks	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
Suncoast Parkway (S.R. 589)													
From S.R. 44 (MP 68) to C.R. 486 (MP 70)	4	8,300	47,400	450	2,740	3.80%	1.64%	2.06%	0.09%	0.11%	10.5%	55.0%	70
South of S.R. 44 (MP 68)	4	17,000	47,400	910	2,740	3.80%	1.64%	2.06%	0.09%	0.11%	10.5%	55.0%	70
Suncoast Parkway Ramps													
Interchange Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % Trucks	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 44 (MP 68)													
Northbound On-ramp	1	1,250	11,400	140	1,320	3.37%	1.69%	1.56%	0.13%	0.25%	10.5%	55.0%	45
Southbound Off-ramp	1	1,250	11,400	140	1,320	3.37%	1.69%	1.56%	0.13%	0.25%	10.5%	55.0%	45
Northbound Off-ramp	1	5,600	11,400	600	1,320	3.37%	1.69%	1.56%	0.13%	0.25%	10.5%	55.0%	45
Southbound On-ramp	1	5,600	11,400	600	1,320	3.37%	1.69%	1.56%	0.13%	0.25%	10.5%	55.0%	45
C.R. 486 (MP 70)													
Northbound Off-ramp	1	4,150	11,400	450	1,320	4.05%	2.05%	1.87%	0.13%	0.30%	10.5%	55.0%	40
Southbound On-ramp	1	4,150	11,400	440	1,320	4.05%	2.05%	1.87%	0.13%	0.30%	10.5%	55.0%	35
Arterials													
Arterial Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % Trucks	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 44													
East of Suncoast Parkway	4	30,900	30,400	1,550	1,530	3.37%	1.69%	1.56%	0.13%	0.25%	9.5%	53.0%	55
West of Suncoast Parkway	4	32,800	30,400	1,650	1,530	3.37%	1.69%	1.56%	0.13%	0.25%	9.5%	53.0%	55
C.R. 486													
East of Suncoast Parkway	4	21,700	30,200	1,090	1,520	4.05%	2.05%	1.87%	0.13%	0.30%	9.5%	53.0%	50
West of Suncoast Parkway	4	23,000	30,200	1,160	1,520	4.05%	2.05%	1.87%	0.13%	0.30%	9.5%	53.0%	50

Note: AADT: Annual Average Daily Traffic; MT: Medium Trucks; HT: Heavy Trucks.

(1) Number of lanes were obtained from the aerial maps and design layouts.

(2) Traffic data was obtained from the traffic forecast developed for the project.

(3) Peak hour demand and LOS C Peak Hour maximum service volumes are provided directionally.

(4) LOS C targets were based on the 2013 FDOT Quality and LOS Handbook, and adjusted for local conditions.

(5) LOS C AADTs were estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.

(6) Truck percentages were obtained from the Florida Traffic Online application for the Portable Traffic Monitoring Sites (PTMS) 02-1006 and 02-9041.

(7) Posted speed for existing facilities (arterials) was obtained from field observations. Posted speed for Suncoast Parkway was based on design.

APPENDIX B

AMBIENT NOISE MEASUREMENTS

Providence Baptist Church corner lot

Ambient Monitoring Data Sheet			
	Morning Events		Afternoon Events
Date	3/12/20		
Time	11:00 ; 11:10 ; 11:21 AM		
Monitor #	#1		
Event #	C001, C002, C003		
Location Description and Latitude & Longitude	Providence Baptist Church parking lot corner		
Event Duration	10 mins each		
Event #1	occasional car on W Section Rd distant airplane traffic birds car revving engine 4 mins in birds chirping dog in distant background		
Noise Environment Sources	<div> <div>Event #2</div> <div>↑</div> </div> <div> <div>Event #3</div> <div>↑</div> </div>		
	1	2	3
Final LEQ	49.7	47.4	45.9
Weather			
Temperature	78°F		
Humidity	50%		
Wind Speed	1-2 mph		
Wind Direction	? too light to tell		
Cloud Cover	5%		

Ambient Monitoring Data Sheet				
	Morning Events			Afternoon Events
Date	3/12/20			
Time	12:00; 12:00 PM			
Monitor #	#1			
Event #	C004, C005, C006			
Location Description and Latitude & Longitude	Ziggy St. & Knoll Rd			
Event Duration	10 mins each			
Noise Environment Sources	<div>C004</div> <div>C005</div> <div>C006</div> crickets/Bugs Very distant dog barking very distant planes distant plane and one helicopter one distant crow Bugs, Crow light wind rustling trees 1 small truck passed by on Knoll Rd distant motorcycle.			
	1	2	3	
Final LEQ	40.2	44.7	40.7	
Weather				
Temperature	82°F			
Humidity	42%			
Wind Speed	1-2 mph			
Wind Direction	? too light to tell			
Cloud Cover	30%			

APPENDIX C

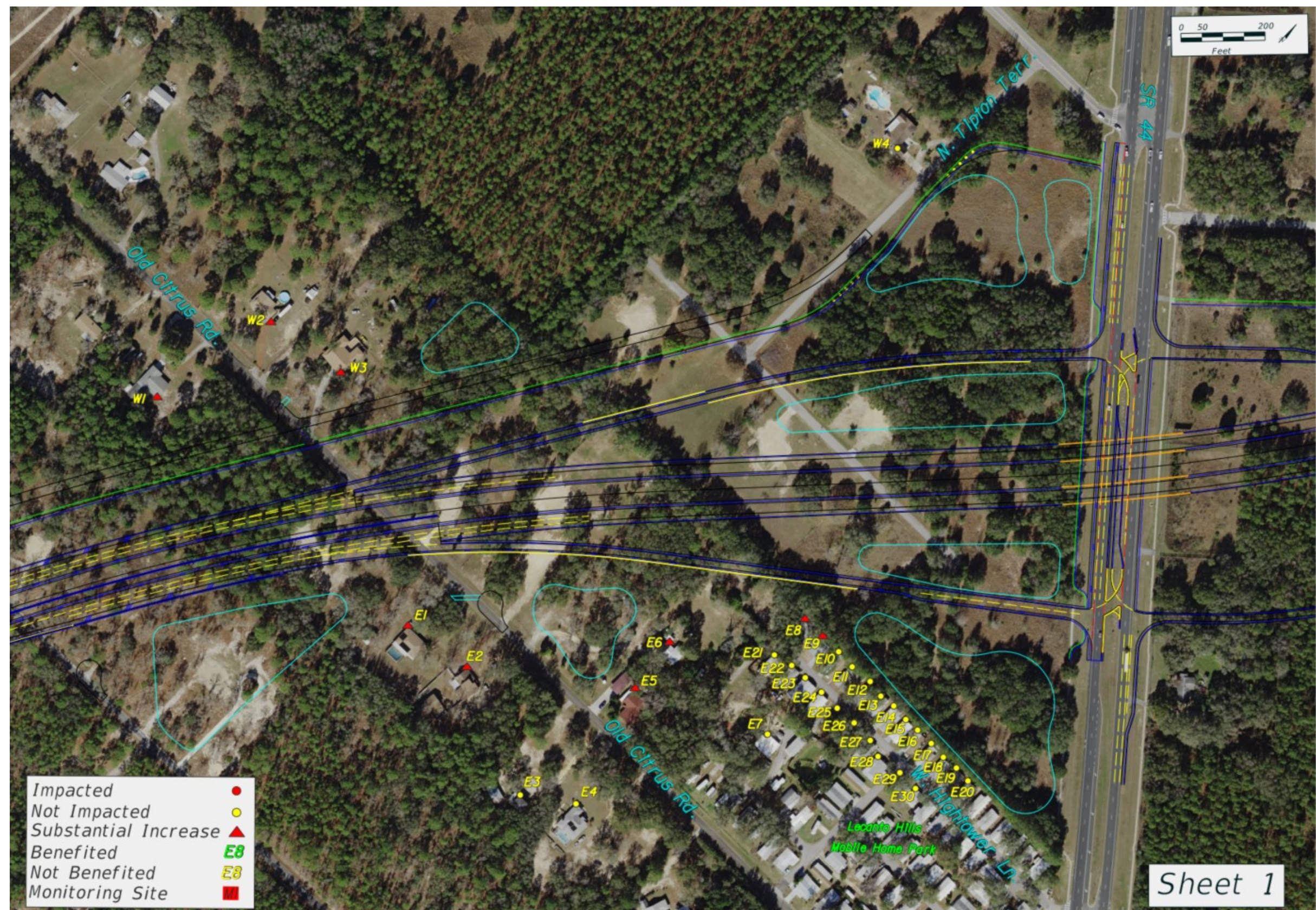
PREDICTED NOISE LEVELS

Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Number of Residences Represented	2050 Build Condition dB(A)	NAC Approached or Exceeded?	Monitoring Station Assigned to establish Existing Conditions	Monitoring Site Noise Level dB(A)	Increase from Existing Conditions	Substantial Increase?
Residences along Old Citrus Rd.	1	RW1	B	Residential	1	61.2	NO	2	41.9	19.3	YES
	1	RW2	B	Residential	1	59.0	NO	2	41.9	17.1	YES
	1	RW3	B	Residential	1	63.6	NO	2	41.9	21.7	YES
Residence along N. Tipton Terr.	1	RW4	B	Residential	1	56.9	NO	1	47.7	9.2	NO
Residence along Shady Knoll Pl.	2	RW5	B	Residential	1	63.3	NO	1	47.7	15.6	YES
Greek Orthodox Community of West Central Florida	2	RW6	C	Place of Worship	0	54.8	NO	1	47.7	7.1	NO
Residences along N. Maylen Ave. and W. Sanction Rd.	2	RW7	B	Residential	1	51.1	NO	1	47.7	3.4	NO
	3	RW8	B	Residential	1	48.9	NO	1	47.7	1.2	NO
	3	RW9	B	Residential	1	49.4	NO	1	47.7	1.7	NO
	3	RW10	B	Residential	1	49.1	NO	1	47.7	1.4	NO
	4	RW12	B	Residential	1	51.1	NO	1	47.7	3.4	NO
Providence Baptist Church of Lecanto	3	RW11	C	Place of Worship	0	46.0	NO	1	47.7	-1.7	NO
Residences along N. Carney Ave.	4	RW13	B	Residential	1	47.0	NO	1	47.7	-0.7	NO
	4	RW14	B	Residential	1	49.5	NO	1	47.7	1.8	NO
	4	RW15	B	Residential	1	45.7	NO	1	47.7	-2.0	NO
	4	RW16	B	Residential	1	51.9	NO	1	47.7	4.2	NO
	4	RW17	B	Residential	1	48.3	NO	1	47.7	0.6	NO
	4	RW18	B	Residential	1	56.0	NO	1	47.7	8.3	NO
	4	RW19	B	Residential	1	47.0	NO	1	47.7	-0.7	NO
Residence along N. Crause Pt.	5	RW20	B	Residential	1	52.0	NO	2	41.9	10.1	NO
Residences along W. Ziggy St. and N. Knoll Rd.	5	RW21	B	Residential	1	53.3	NO	2	41.9	11.4	NO
	5	RW22	B	Residential	1	48.6	NO	2	41.9	6.7	NO
	5	RW23	B	Residential	1	57.6	NO	2	41.9	15.7	YES
Residences along Old Citrus Rd. and Lecanto Hills Mobile Home Park	1	RE1	B	Residential	1	64.7	NO	2	41.9	22.8	YES
	1	RE2	B	Residential	1	60.9	NO	2	41.9	19.0	YES
	1	RE3	B	Residential	1	55.3	NO	2	41.9	13.4	NO
	1	RE4	B	Residential	1	55.1	NO	2	41.9	13.2	NO
	1	RE5	B	Residential	1	60.5	NO	2	41.9	18.6	YES
	1	RE6	B	Residential	1	60.3	NO	2	41.9	18.4	YES
	1	RE7	B	Residential	1	57.0	NO	1	47.7	9.3	NO
	1	RE8	B	Residential	1	64.7	NO	1	47.7	17.0	YES
	1	RE9	B	Residential	1	62.9	NO	1	47.7	15.2	YES
	1	RE10	B	Residential	1	61.1	NO	1	47.7	13.4	NO
	1	RE11	B	Residential	1	60.5	NO	1	47.7	12.8	NO
	1	RE12	B	Residential	1	60.2	NO	1	47.7	12.5	NO
	1	RE13	B	Residential	1	59.8	NO	1	47.7	12.1	NO
	1	RE14	B	Residential	1	59.8	NO	1	47.7	12.1	NO
	1	RE15	B	Residential	1	59.8	NO	1	47.7	12.1	NO

Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Number of Residences Represented	2050 Build Condition dB(A)	NAC Approached or Exceeded?	Monitoring Station Assigned to establish Existing Conditions	Monitoring Site Noise Level dB(A)	Increase from Existing Conditions	Substantial Increase?
	1	RE16	B	Residential	1	59.9	NO	1	47.7	12.2	NO
	1	RE17	B	Residential	1	59.7	NO	1	47.7	12.0	NO
	1	RE18	B	Residential	1	59.7	NO	1	47.7	12.0	NO
	1	RE19	B	Residential	1	60.0	NO	1	47.7	12.3	NO
	1	RE20	B	Residential	1	60.3	NO	1	47.7	12.6	NO
	1	RE21	B	Residential	1	60.1	NO	#N/A	47.7	12.4	NO
	1	RE22	B	Residential	1	59.7	NO	#N/A	47.7	12.0	NO
	1	RE23	B	Residential	1	59.5	NO	#N/A	47.7	11.8	NO
	1	RE24	B	Residential	1	59.2	NO	#N/A	47.7	11.5	NO
	1	RE25	B	Residential	1	59.1	NO	#N/A	47.7	11.4	NO
	1	RE26	B	Residential	1	58.9	NO	#N/A	47.7	11.2	NO
	1	RE27	B	Residential	1	58.8	NO	#N/A	47.7	11.1	NO
	1	RE28	B	Residential	1	58.9	NO	#N/A	47.7	11.2	NO
	1	RE29	B	Residential	1	58.6	NO	#N/A	47.7	10.9	NO
	1	RE30	B	Residential	1	58.4	NO	#N/A	47.7	10.7	NO
Residences along N. Maylen Ave. and W. Sanction Rd.	3	RE31	B	Residential	1	57.3	NO	#N/A	47.7	9.6	NO
	3	RE32	B	Residential	1	58.9	NO	#N/A	47.7	11.2	NO
	3	RE33	B	Residential	1	55.2	NO	#N/A	47.7	7.5	NO
Residences along W. Ziggy St.	5	RE34	B	Residential	1	52.3	NO	#N/A	47.7	4.6	NO
	5	RE35	B	Residential	1	59.7	NO	#N/A	47.7	12.0	NO

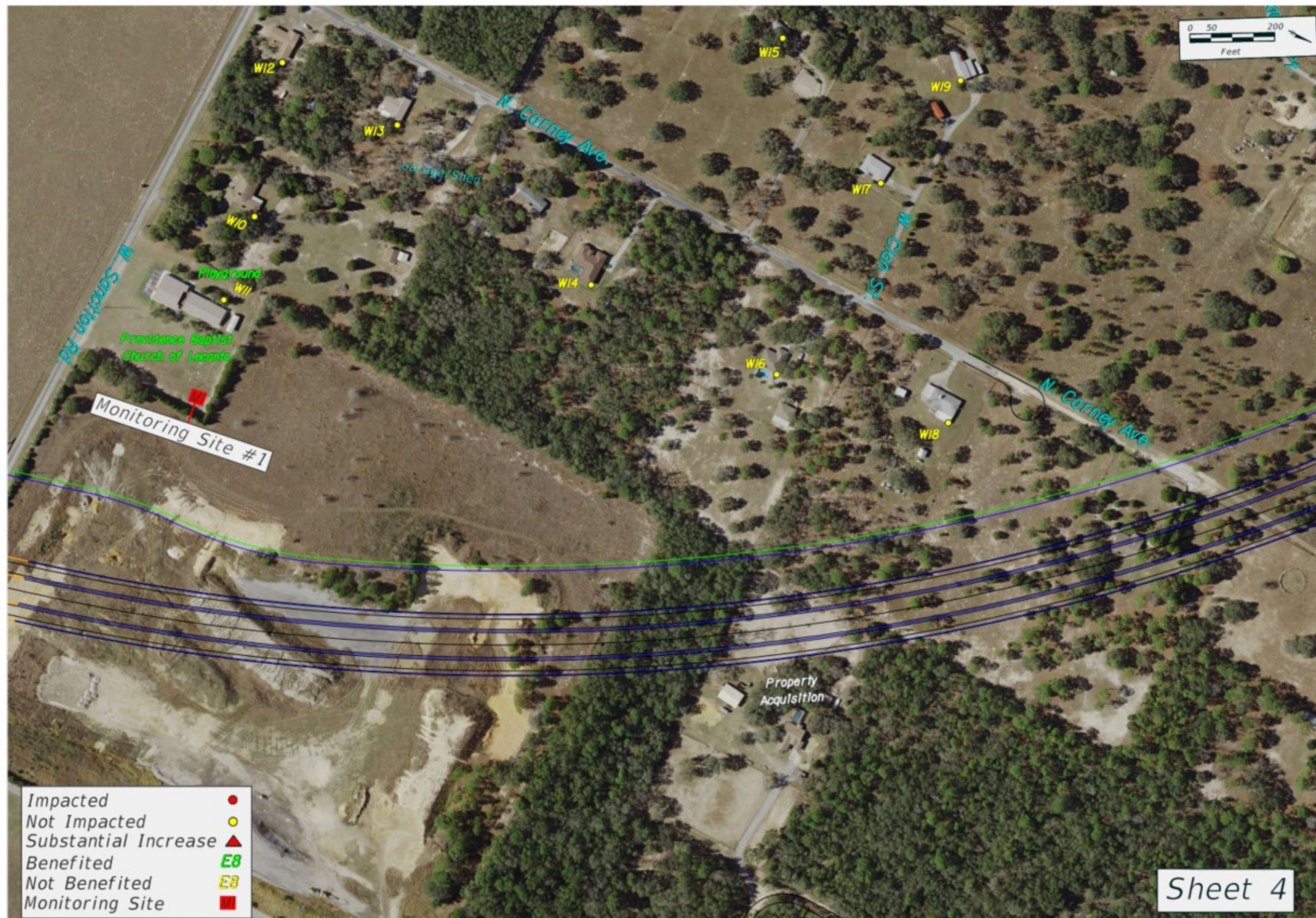
APPENDIX D

AERIALS













APPENDIX E

TNM Files

TNM Files provided in the Project File.