

**448068-1 Suncoast Parkway (SR 589) Project Development and Environment (PD&E)  
Study from South of Van Dyke Road to SR 52**

**Public Hearing - Exhibit Room Boards Description**

**001 Welcome**

The Florida Department of Transportation, Florida's Turnpike Enterprise, welcomes you to the Public Hearing for the Suncoast Parkway Project Development and Environment (PD&E) Study of the Suncoast Parkway mainline widening from south of Van Dyke Road to SR 52 in Hillsborough and Pasco counties.

**002 Public Hearing Video**

**003 Title VI**

This project is being developed in accordance with the Civil Rights Act of 1964. Under Title VI of the Civil Rights Act, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Please contact one of the Title VI coordinators shown here to express any concerns regarding Florida Turnpike's compliance with Title VI.

**004 Project Development Process**

The Project Development Process consists of five phases. Phase 1 is the Planning phase. Phase 2 is the Project Development and Environment (PD&E) Study phase. We are currently at the PD&E Study phase. A PD&E Study determines if there is an engineering and environmentally feasible alternative to meet the future needs determined in the planning phase. It involves the preparation of preliminary engineering and environmental documentation.

Key components of the PD&E Study include an evaluation of existing conditions, identification of future traffic needs, development of alternatives, and an evaluation of the alternatives based on environmental and engineering factors. An important component of the PD&E Study is public and agency involvement. All findings and recommendations are documented at the end of the study. If a Build Alternative is selected, then the project will advance to the design phase. For more information on the Project Development process and PD&E Studies visit the project website, scroll down to the "Documents" section, and under "Videos" you will find the PD&E Process video.

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**005 Study Limits**

The study limits extend along Suncoast Parkway (SR 589) from south of Van Dyke Road (milepost 13) to SR 52 (milepost 29). The project is located within Hillsborough and Pasco counties. The following five existing interchanges are within the study limits: Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road and SR 52. There is one potential new interchange at Rangeland Boulevard.

**006 Purpose & Need – Accommodate Travel Demands**

In 2000, the population within Hillsborough and Pasco counties was just over 1 million people and it more than doubled by 2023. The population within the two counties is forecasted to be over 2.8 million people by the year 2050. With the project located within a rapidly growing region, travel demands on the Suncoast Parkway are expected to increase by 70%. If nothing is done, the existing roadways in the study area would not be able to accommodate the expected increase in traffic.

Improvements to the Suncoast Parkway are needed to accommodate year 2050 travel demands. In order to accommodate this demand, six lanes are needed now from south of Van Dyke Road to north of SR 54 and eight lanes will be needed by 2040. From north of SR 54 to Ridge Road, six lanes will be needed by 2030. From Ridge Road to SR 52, six lanes will be needed by 2035.

**007 Purpose & Need – Enhance Safety**

Improvements to the Suncoast Parkway are needed to enhance safety. Between 2018 and 2022, there were approximately 1,045 crashes within the study limits equating to an economic cost of \$145 million. If nothing is done, increased congestion will lead to an increase in crashes.

**008 Effects Evaluation**

As part of the study, Florida's Turnpike Enterprise evaluated the potential social, natural, physical, and cultural effects of the project. Every effort was made to avoid or minimize impacts to these features. Impacts that cannot be avoided will be mitigated.

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**009 Overall Corridor Improvement Maps 1 of 6**

This exhibit presents the proposed improvements for the project segment between south of milepost 13 (begin study) to north of milepost 15. The Suncoast Parkway widening alternative includes four lanes in each direction to meet future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**010 Overall Corridor Improvement Maps 2 of 6**

This exhibit presents the proposed improvements for the project segment between north of milepost 15 to north of milepost 18. The Suncoast Parkway widening alternative includes four lanes in each direction to meet future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**011 Overall Corridor Improvement Maps 3 of 6**

This exhibit presents the proposed improvements for the project segment between south of milepost 19 to north of milepost 20. The Suncoast Parkway widening alternative includes four lanes in each direction to meet future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**012 Overall Corridor Improvement Maps 4 of 6**

This exhibit presents the proposed improvements for the project segment between milepost 21 to north of milepost 23. The Suncoast Parkway widening alternative includes three lanes in each direction to meet future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**013 Overall Corridor Improvement Maps 5 of 6**

This exhibit presents the proposed improvements for the project segment between north of milepost 23 to north of milepost 26. The Suncoast Parkway widening alternative includes three lanes in each direction to meet future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**014 Overall Corridor Improvement Maps 6 of 6**

This exhibit presents the proposed improvements for the project segment between north of milepost 26 to milepost 29 (end of study). The Suncoast Parkway widening alternative includes three lanes in each direction to meet

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future traffic demands. The legend on the exhibit provides a visual explanation of the symbols and lines used.

**015 Evaluation Matrix**

The evaluation matrix compares the Preferred Project Alternative to the No-Build Alternative and is available for review. The total project cost for the Preferred Alternative is estimated at approximately \$984.2 million in present day costs. All project related costs are included in this total estimate.

**016 Public Involvement Schedule**

The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made, and the final PD&E document will be approved. This project has and will continue to comply with all applicable state and federal rules and regulations. Please note that this schedule is subject to change.

**017 Contact Information**

If you would like to speak with someone regarding this project, please contact one of the Turnpike representatives listed here.

**018 Thank You**

Thank you for participating in tonight's public hearing.