STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)

District: Florida's Turnpike Enterprise

County:

ETDM Number: 14503

Financial Management Number: 448068-1-22-01

Project Manager: Greg Moore

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The SEIR reflects consideration of the PD&E Study and the public hearing.

_____ Date:

District Secretary or Designee

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1. Project Information

1.1 Project Description

Florida's Turnpike Enterprise (Enterprise), part of the Florida Department of Transportation (FDOT), is conducting a Project Development and Environment (PD&E) Study to evaluate the widening of the Suncoast Parkway (State Road [SR] 589) from south of Van Dyke Road to north of SR 52 (milepost [MP] 13 to 29), a distance of approximately 16 miles. As part of the study, all existing interchanges within the project limits and potential need for a new interchange at Rangeland Boulevard are being evaluated. Existing interchanges include Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road, and SR 52. The project is located in Hillsborough and Pasco counties, Florida as shown in the project location map below.

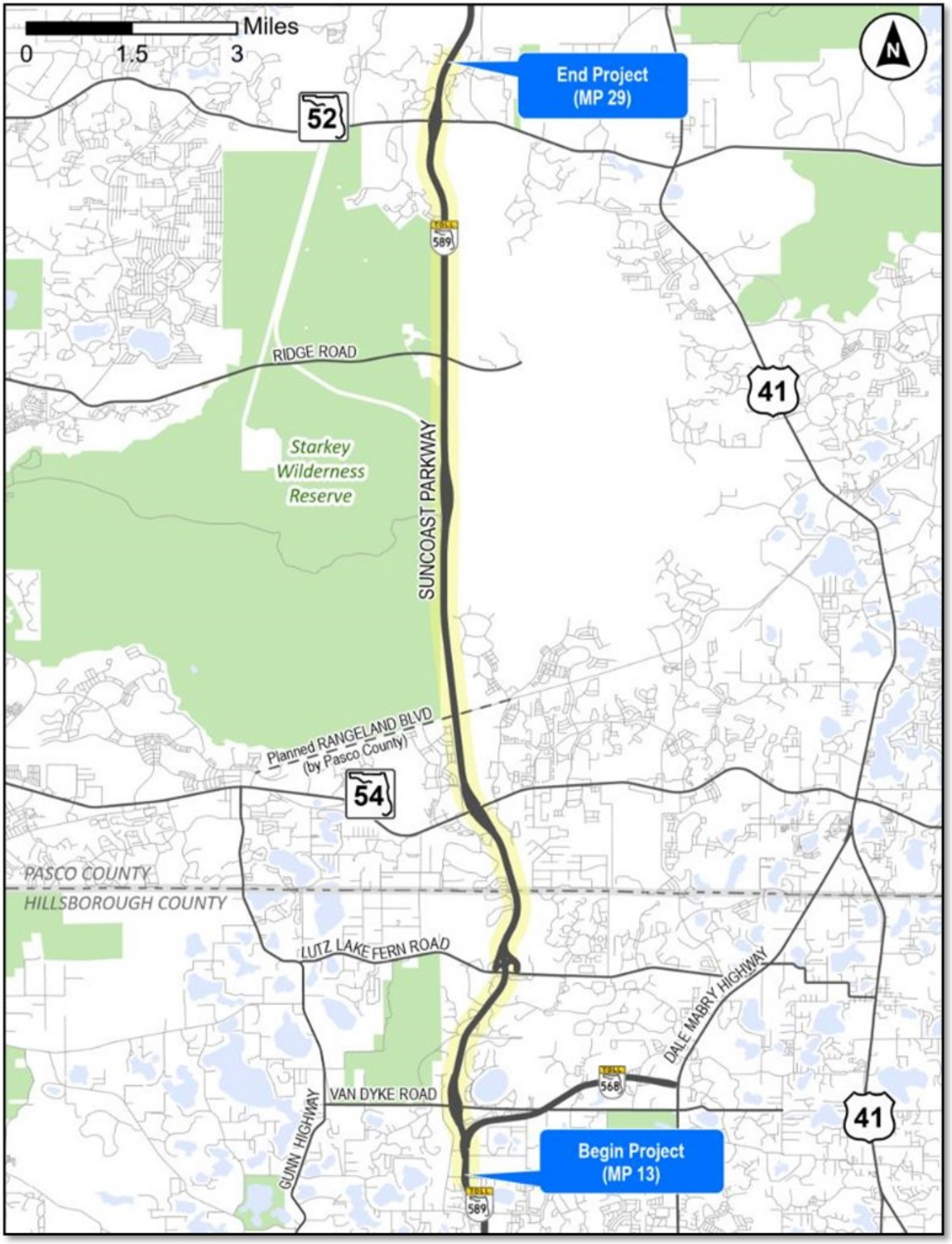

FIgure 1. Project Location Map

The Suncoast Parkway is currently a four lane (two lanes in each direction), tolled, limited access facility within the study limits. The proposed project includes widening to eight lanes from south of Van Dyke Road to north of SR 54 and widening to six lanes from north of SR 54 to north of SR 52. In addition, the Suncoast Trail, part of the greater Florida Shared-Use Non-motorized (SUN) Trail network, runs along the west side of the Suncoast Parkway from Lutz Lake Fern Road to the north beyond the project limits at SR 52. The Suncoast Parkway provides regional connectivity between Hillsborough, Pasco, Hernando, and Citrus counties. Within the project area, the Suncoast Parkway is a designated hurricane evacuation route and part of Florida's Strategic Intermodal System (SIS). Facilities on the SIS are subject to special standards and criteria for design speed, level of service, and other requirements.

The original PD&E Study for the Suncoast Parkway was approved in the 1994 Final Environmental Impact Statement/Record of Decision (ROD). The preferred alternative identified in the ROD establishes environmental clearances for an ultimate six lane expressway. Although the initial build phase for the Suncoast Parkway constructed a four lane typical section, the design incorporated provisions (e.g. drainage design and pond sizing, and bridge substructure) to support a future widening to the inside for two additional lanes. Also at that time of the original Suncoast Parkway PD&E, the Pasco County Expressway Authority was evaluating a new east-west expressway alignment following the Tower Road corridor. As part of the coordination between those current planning efforts, the 1994 ROD includes an interchange between the Suncoast Parkway and the Bi-County Expressway alignment. This interchange is located in the vicinity of present-day Rangeland Boulevard, which is under evaluation by Pasco County for an extension across the Suncoast Parkway.

To define the Preferred Alternatives, the project is subdivided into two mainline (Suncoast Parkway) segments and five interchanges as described below.

Mainline:
- Van Dyke Road to north of SR 54 (Segment 1)
- North of SR 54 to SR 52 (Segment 2)

Interchanges:
- Van Dyke Road
- Lutz Lake Fern Road
- SR 54
- Rangeland Boulevard (new, formerly named Tower Road)
- Ridge Road
- SR 52

Van Dyke Road to north of SR 54 (Segment 1)

This segment proposes to widen the mainline to eight lanes from Van Dyke Road to north of SR 54. The proposed improvements include widening to the inside and outside to include four 12-foot-wide travel lanes in each direction separated by a 26-foot wide median with a barrier wall. Figure 2 below shows the proposed typical section for the Segment 1 mainline.

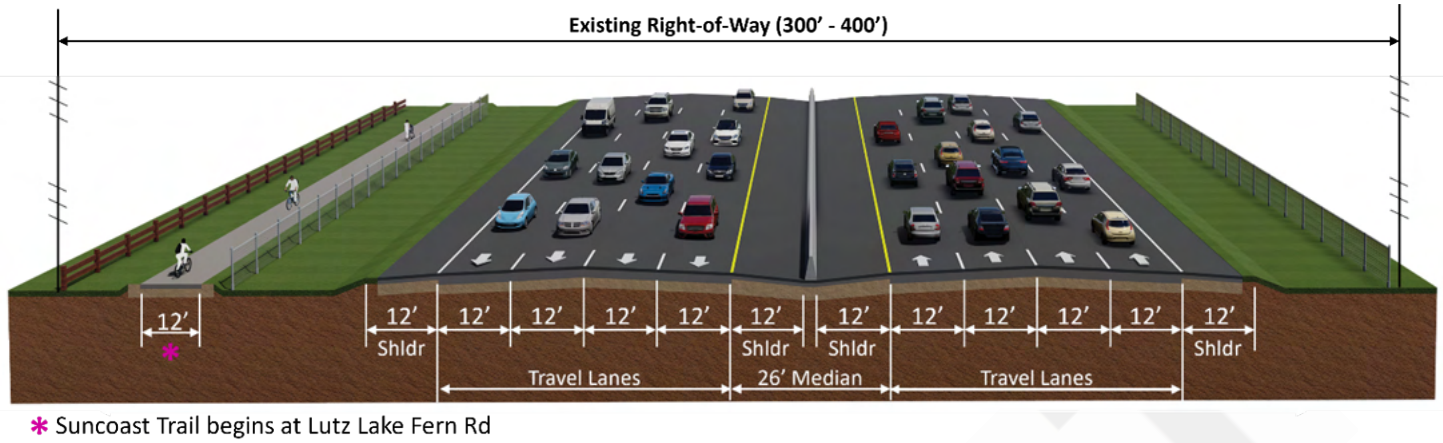

Figure 2. Proposed Typical Section for Segment 1

North of SR 54 to SR 52 (Segment 2)

This segment from north of SR 54 to SR 52 consists of widening the Suncoast Parkway to six lanes (three lanes in each direction). The proposed improvements include widening to the inside to provide three 12-foot-wide travel lanes in each direction separated by a 40-foot wide median. Figure 3 below shows the proposed typical section for the Segment 2 mainline.

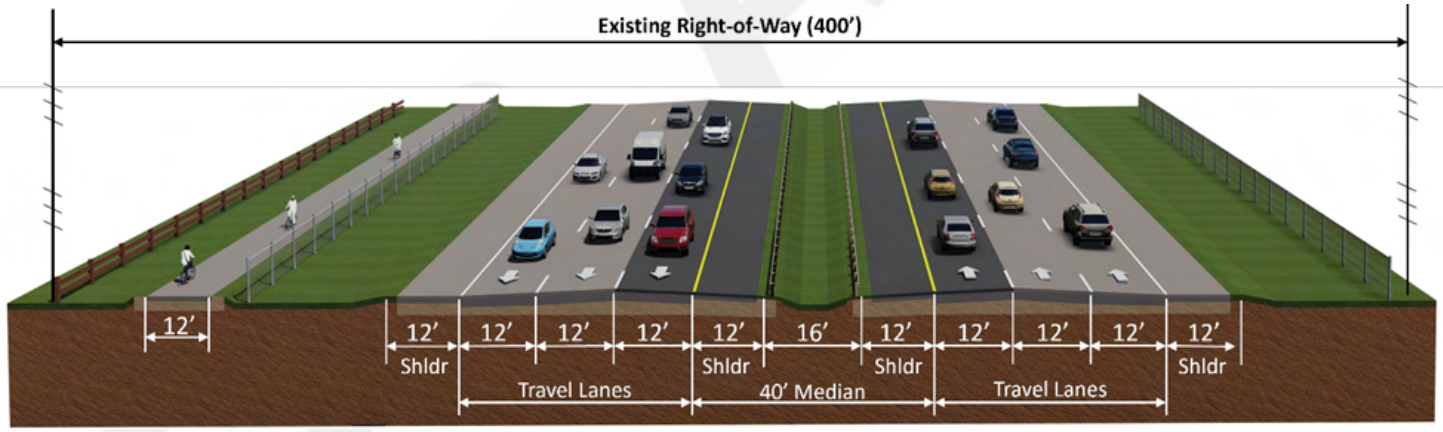

Figure 3. Proposed Typical Section for Segment 2

Van Dyke Road Interchange (MP 14)

One alternative was considered for this interchange. Operational improvements will be made to the ramp terminals and on Van Dyke Road. The proposed improvements include adding an additional left turn lane to the northbound and southbound off ramps and adding a turn lane along Van Dyke Road in the westbound direction to Ramblewood Road. A shared use path on the north side of Van Dyke Road is proposed as part of the interchange modifications.

Lutz Lake Fern Road Interchange (MP 16)

One alternative was considered for this interchange. The Preferred Alternative includes minor operational modifications to the Lutz Lake Fern Road interchange. Additional turn lanes and extending turn lanes at the intersections are being proposed at this interchange. In addition, a shared use path is proposed within the interchange area on both sides of Lutz

Lake Fern Road.

SR 54 (Interchange MP 19)
Two alternatives were considered for this interchange.

Alternative 1: Tight Diamond Interchange
This alternative proposes to provide an additional right turn lane to the northbound off ramp, an additional right and left turn lane to the southbound off ramp, and an additional left turn lane from westbound SR 54 to the southbound on ramp. An additional through lane is also being proposed along SR 54 in the westbound direction beginning at the southbound off ramp, continuing past Crossings Boulevard, and up to South Branch Boulevard. Improvements also include a shared use path on both sides within the interchange area.

Alternative 2: Diverging Diamond Interchange
This alternative proposes a diverging diamond interchange. The opposing lanes in a diverging diamond briefly cross to the other side of the roadway between ramps. The lanes will then cross back to the original side of the road.

Rangeland Boulevard Interchange (MP 20)
This interchange location is a new local access interchange to Suncoast Parkway. One alternative was evaluated at Rangeland Boulevard, formerly known as Tower Road. The proposed improvements include a full access interchange that would provide loop ramps at the north side of Rangeland Boulevard. To accommodate the new interchange, there will be a potential need for additional right-of-way (ROW). In addition, the construction of the interchange requires modification to the Suncoast Trail. The trail would be reconstructed to deviate around the interchange ramps and trail users would cross Rangeland Boulevard through an at-grade crosswalk.

Ridge Road Interchange (MP 25)
At the Ridge Road interchange, one alternative is being proposed. This alternative proposes to add left and right turn lanes to the northbound off ramp, realign the right turn lane from the southbound off ramp to improve the safety of the trail crossing and add a left turn lane from eastbound Ridge Road to the northbound on ramp. A shared use path is also being proposed on the north side within the interchange area.

SR 52 Interchange (MP 27)
One alternative is proposed at this interchange. The alternative proposes turn lane modifications which include adding a left and a right turn lane to the northbound off ramp; and adding a second right turn lane from eastbound SR 52 to the southbound on ramp. Improvements also include a shared use path on both sides within the interchange area.

Preferred Alternative
Below is a summary of the proposed elements for the Preferred Alternative for mainline and the interchanges.

- Segment 1 (from south of Van Dyke Road to north of SR 54) involves widening to the inside and outside to add two 12-foot-wide travel lanes in each direction for a total of eight travel lanes. The proposed travel lanes will be separated by a 26-foot-wide median with a barrier wall.
- Segment 2 (from north of SR 54 to SR 52) involves widening to the inside to provide three 12-foot-wide travel lanes in each direction for a total of six travel lanes. The proposed travel lanes will be separated by a 40-foot-wide median.
- Van Dyke Road Interchange (MP 14) includes adding an additional left turn lane to the northbound and southbound off ramps and adding a turn lane along Van Dyke Road in the westbound direction to Ramblewood Road.

- Lutz Lake Fern Road Interchange (MP 16) involves minor modifications that includes adding additional turn lanes and extending turn lanes at the intersections. In addition, a shared use path on the north side is proposed as part of the interchange modifications.
- SR 54 Interchange (MP 19) provides a new tight diamond interchange. This includes adding an additional right turn lane to the northbound off ramp; an additional right and left turn lane to the southbound off ramp; and an additional left turn lane from westbound SR 54 to the southbound on ramp. Along SR 54 itself, an additional through lane will be added in the westbound direction beginning at the southbound off ramp, continuing past Crossings Boulevard, and up to South Branch Boulevard. Improvements also include a shared use path on both sides within the interchange area.
- Rangeland Boulevard Interchange (MP 20) includes a new full access interchange with loop ramps at the north side of Rangeland Boulevard. The interchange would only be constructed once Pasco County completes the extension of Rangeland Boulevard and the interchange meets the following conditions: (1) connects to a public roadway and serves all movements; (2) meets safety and operational requirements; (3) is supported by the local community; and (4) is consistent with local government plans.
- Ridge Road Interchange (MP 25) includes adding left and right turn lanes to the northbound off ramp; realigning the right turn lane from the southbound off ramp to improve the safety of the trail crossing; and adding a left turn lane from eastbound Ridge Road to the northbound on ramp.
- SR 52 Interchange (MP 27) involves adding a left and right turn lane to the northbound off ramp and adding a second right turn lane from eastbound SR 52 to the southbound on ramp.

1.2 Purpose and Need

The purpose of this project is to provide additional capacity on the Suncoast Parkway from south of Van Dyke Road to north of SR 52 to accommodate existing capacity and future traffic demand for vehicular and truck traffic. Goals of the project include enhancing safety and improving emergency evacuation capabilities.

The need for this project is to improve current and future peak period traffic operations and safety at the interchanges and throughout the corridor. The merge/diverge area of SR 54 and SR 52 interchanges currently have the highest number of vehicular crashes resulting from high congestion in the area. The proposed improvements will enhance travel time reliability, safety, and emergency response and evacuation times.

Project Status

The SIS Adopted 5-Year Plan from Fiscal Year (FY) 2021/2022 through FY 2025/2026 lists the project as funded for the PD&E phase. The project is also within two transportation planning regions: Hillsborough Transportation Planning Organization (TPO) and Pasco County Metropolitan Planning Organization (MPO). The Hillsborough TPO Transportation Improvement Program (TIP) Fiscal Year 2024/25 - 2028/29 includes funding to widen Suncoast Parkway for Preliminary Engineering and Construction. The Pasco County MPO lists the project as funded in the PD&E phase in the Cost Feasible Plan, which is known as the Mobility 2045 Long Range Transportation Plans (LRTP). The project is not currently listed in the FY 2021/2022 through 2024/2025 State Transportation Improvement Program (STIP). Additional coordination will take place to ensure planning consistency between relevant documents.

Capacity

This project is needed to relieve current and projected future traffic congestion. The existing Annual Average Daily Traffic (AADT) ranges from 56,800 south of SR 54 to 41,000 north of SR 54. The segment from south of Van Dyke Road to SR 54 is currently operating at or near the level of service (LOS) D capacity limit. By 2050, the AADT is expected to increase to 97,200 south of SR 54 and 75,400 north of SR 54. Based on traffic forecasts and the adopted LOS target (LOS D or

better), six lanes are needed today from south of Van Dyke Road to north of SR 54 and eight lanes would be needed by 2040. From north of SR 54 to Ridge Road, six lanes would be needed by 2030. From Ridge Road to SR 52, six lanes would be needed by 2035.

Transportation Demand

By 2050, the population within Hillsborough and Pasco counties is expected to grow by 27%. During the same time period, travel demands on the Suncoast Parkway will increase by 70%. This is indicative of faster growth within the study area when compared to county-wide averages. Notable developments include the Moffitt Cancer Center and the Angeline home community. The Moffitt Cancer Center is a 775-acre medical campus off Ridge Road that will include 140 buildings and employ 14,000 people. Angeline is adjacent to the Moffitt Cancer Center and consists of a 6,200-acre mixed-use master-planned community that will include 7,500 single family homes.

Travel demand forecasts show that traffic on the Suncoast Parkway is expected to increase an average of 4% per year from 2023 to 2030 and 1.5% per year from 2030 to 2050. The segment from south of Van Dyke Road to SR 54 is currently operating at or near the LOS D limit. If nothing is done, congestion will continue to increase and the segments north of SR 54 will begin to exceed LOS standards by 2030. Proposed improvements would be designed to meet the established LOS D target to the greatest extent practicable in Design Year 2050.

Safety

The proposed improvements are needed to enhance safety. Between 2018 and 2022, there were 1,562 crashes within the study limits with a high concentration of crashes at the merge/diverge areas of the interchanges. A total of 653 crashes were reported along the Suncoast Parkway mainline, and the remaining 909 crashes occurred at the various existing interchanges with a higher concentration at the SR 54 and SR 52 interchanges. Eight fatal crashes were reported in the study area. Congestion within the project limits is a major contributing factor to crashes. In the No-Build condition, congestion would likely continue to rise leading to an increase in crashes.

1.3 Planning Consistency

Planning Consistency is not available for this SEIR.

2. Environmental Analysis Summary

Issues/Resources	Substantial Impacts?* Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	☐	☒	☐	☐
2. Economic	☐	☒	☐	☐
3. Land Use Changes	☐	☒	☐	☐
4. Mobility	☐	☐	☒	☐
5. Aesthetic Effects	☐	☒	☐	☐
6. Relocation Potential	☐	☐	☐	☒
4. Cultural Resources				
1. Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.)	☐	☒	☐	☐
2. Section 6(f) of the Land and Water Conservation Fund Act of 1965	☐	☐	☐	☒
3. Recreational Areas and Protected Lands	☐	☐	☐	☒
5. Natural Resources				
1. Wetlands and Other Surface Waters	☐	☒	☐	☐
2. Aquatic Preserves and Outstanding Florida Waters	☐	☐	☐	☒
3. Water Resources	☐	☒	☐	☐
4. Wild and Scenic Rivers	☐	☐	☐	☒
5. Floodplains	☐	☒	☐	☐
6. Protected Species and Habitat	☐	☒	☐	☐
7. Essential Fish Habitat (EFH)	☐	☐	☐	☒
6. Physical Resources				
1. Highway Traffic Noise	☐	☒	☐	☐
2. Air Quality	☐	☒	☐	☐
3. Contamination	☐	☒	☐	☐
4. Utilities and Railroads	☐	☒	☐	☐
5. Construction	☐	☒	☐	☐
6. Bicycles and Pedestrians	☐	☒	☐	☐
7. Navigation	☐	☐	☐	☒

*** Impact Determination:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

3.1 Social

Demographics

An analysis of the community was conducted using a review of the American Community Survey (ACS) 5-Year Estimates (2018-2022) data for census block groups that overlap the study area. The analysis was conducted by comparing the population characteristics of each census block group in the project area to the Hillsborough and Pasco Counties community of comparison.

The project area has a majority minority population (41.89%), which is lower than Hillsborough County but above Pasco County minority population (53.73% and 29.62% respectively). The median household income for the U.S. Census Block Groups composing the study area is $124,286 which is $61,099 higher than the median household income for Hillsborough County and $53,674 higher than the median household income for Pasco County. Also, the average percentage of Hillsborough County and Pasco County households reporting poverty between 2018-2022 is 13.68% and 11.82% respectively. The study area's population with less than a high school education (2.47%) is less than both Hillsborough and Pasco County's 10.7% and 9.29%, respectively. The study area is lower than the county-wide averages for Limited English Proficiency (LEP) population in Hillsborough County, however, it is higher than the LEP population in Pasco County (2.30%). The percent population age 65 and over within the study area is 13.66%, which is lower than both county averages.

Community Cohesion

Suncoast Parkway (SR 589) is part of the FDOT SIS network, and an evacuation route identified by Florida Division of Emergency Management. The preferred alternative is expected to increase capacity along the Suncoast Parkway and is not anticipated to result in any changes in population or in any new impacts to community division or creation of isolated areas.

Similarly, the proposed interchange improvements at Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road and SR 52 will modify existing interchanges that coincide with the development of the surrounding communities they serve. The proposed improvements associated with the preferred alternative will improve safety and multi-modal connectivity to the surrounding communities and improve access to the Suncoast Trail which runs adjacent to the project corridor from Lutz Lake Fern Road to the north beyond the project limits at SR 52.

Safety

Improvements to Suncoast Parkway (SR 589) will help to improve mobility and decrease evacuation times. Between 2018 and 2022, there was a total of 1,562 crashes within the project's area of influence. The operational capacity improvement and multi-modal improvement is also expected to reduce the number of crashes and provide a facility for all roadway users.

3.2 Economic

The Suncoast Parkway (SR 589) mainline is a critical component of the surface transportation system in West Central Florida. It promotes the movement of goods and people between airports, seaports, employment centers and residential areas throughout the region. The corridor also provides access to facilities of regional and statewide significance.

The improvements associated with the preferred alternative are anticipated to enhance the economic conditions in the study area by improving operational capacity, enhancing safety conditions, reducing traffic congestions and travel times. The improvements will also improve access to the Suncoast Trail from the local cross-streets. The proposed widening is expected to enhance economic conditions of the area by addressing deficient operational capacity of the roadway in the future condition to serve the mobility demands of the area, thereby accommodating increased growth and freight traffic spurred because of area growth. The preferred alternative will aid in the efficient movement of goods, people and services and thereby enhance the stated purpose of the SIS, which directly benefits the local and state economy. The proposed improvements are anticipated to enhance business and employment opportunities both locally and regionally.

Additional right-of-way will be required to accommodate the proposed improvements. The preferred alternative will require partial acquisition of four (4) parcels which is anticipated to reduce their assessed value and lower the amount of tax these properties will generate. Business access is anticipated to be preserved or enhanced with the development of the preferred alternative. The conceptual design preserves existing business access, including improvements on cross-streets intersecting the Suncoast Parkway (SR 589).

The proposed improvements include the addition of a new interchange at Rangeland Boulevard. This new interchange is anticipated to divert some traffic away from the adjacent interchanges and help to reduce traffic within the study area of influence. The proposed interchange improvements will result in operational and safety improvement within study area.

3.3 Land Use Changes

The preferred alternative is not anticipated to affect the existing character or use of the surrounding area. The land use along the project corridor is primarily comprised of residential, recreational and agricultural land dispersed throughout. Based on existing land use data, the 1,320-foot project buffer primarily consists of recreation (27.25%), residential (22.75%), agriculture (18.15%), public/semi-public (14.60%), vacant nonresidential (3.13%), and other (2.99%). Smaller acreages/percentages of parcels include vacant residential (1.95%), acreage not zoned for agriculture (1.85%), retail/office (1.72%), parcels with no values (0.81%), industrial (0.59%) and institutional (0.46%). The land use changes from ROW acquisition are discussed in Section 3.6.

3.4 Mobility

The purpose of this project is to increase operational capacity to provide for future travel demand while improving safety, addressing roadway and enhancing travel conditions/operations throughout the study limits. Thus, mobility will be enhanced with the preferred alternative.

The preferred alternative offers improved service to motorists with the increase in capacity along the Suncoast Parkway (SR 589). The preferred alternative also improves access to the Suncoast Trail from the cross-streets within the study limits. Existing bicycle and pedestrian facilities at interchange locations will also be improved. The interchange modification taking place at SR 54 is also anticipated to benefit transit users taking GoPasco, which is the County transit service.

The proposed Suncoast Parkway (SR 589) widening and interchange improvements are not anticipated to significantly affect accessibility within the project limits. All the proposed improvements to existing interchanges will maintain existing bicycle and pedestrian connections under Suncoast Parkway to preserve access for non-driving population groups.

The proposed interchange concepts are designed to improve connectivity to the Suncoast Parkway (SR 589) along with interchange modifications designed to offer better connections at existing interchanges at Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road and SR 52. In addition, the new interchange proposed at Rangeland Boulevard will provide new connections to the Suncoast Parkway (SR 589), which will also improve the function of the adjacent existing interchanges. Overall, the preferred alternative will improve connections for all users and reduce travel time within the study area. Traffic circulation is anticipated to be enhanced with the addition of more travel lanes along the Suncoast Parkway (SR 589) , improvements to existing interchanges, and the addition of the new interchange at Rangeland Boulevard.

3.5 Aesthetic Effects

A majority of the project study area consists of recreational and residential areas. Views within the area are restricted by vegetation and/or other structures. The preferred alternative will be constructed at-grade and will incorporate enhancements to aesthetics including opportunities for landscaping. Alteration to the viewshed and aesthetics will be minimal.

Construction activities may include a visual disturbance to the local community in the form of construction equipment and dust from earthwork. To reduce construction related impacts, the design team will evaluate construction staging options that reduce the effects to local residences and businesses to the extent practical.

3.6 Relocation Potential

Approximately 10.2 acres of right-of-way is anticipated to be needed for the proposed improvements associated with the preferred alternative. This will result in the partial acquisition of four (4) parcels, currently undeveloped at the time of this evaluation within the study area. There are no residential displacements, non-residential relocations, or public facilities relocations associated with the preferred alternative.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons.

4. Cultural Resources

4.1 Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.).

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on . Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The archaeological APE for this survey consisted of the footprint of the existing and proposed ROW in which ground disturbing work was proposed with subsurface testing focused on the previously unsurveyed areas of existing and proposed ROW. No archaeological sites or occurrences were identified within the archaeological APE as a result of this projects' survey effort.

To account for the proposed widening of the existing Suncoast Parkway facility and proposed elevated bridges at interchanges, the historic resources APE consisted of the footprint of all existing and proposed ROW, parcels/resources adjacent to the existing and proposed Suncoast Parkway ROW for a distance of up to 150 feet, a 250-foot buffer off all proposed bridges, and the area of pavement marking proposed outside of existing/proposed ROW on Deerbrook Boulevard to the east of the Suncoast Parkway and north of SR 52. The historic resources survey identified two previously recorded resources and two newly recorded resources within the historic resources APE. The previously recorded resources consist of Old Dade City Road (8PA113) and SR 54 (8PA2472). Neither resource is considered eligible for the NRHP due to alteration, alignment, and setting changes. The two newly recorded resources consist of residences (8HI15819-8HI15820) that are considered ineligible for the NRHP because they exhibit common styles of architecture, modifications, and lack historical associations.

Florida Master Site File (FMSF) forms were prepared for the newly recorded resources, and updated FMSF forms were prepared for the segments of the two previously recorded resources that had not been previously recorded within the current APE, in accordance with the *Historic Linear Resource Guide* (Florida Division of Historic Resources 2022). Based on this survey, the project, as currently proposed, will result in *No Historic Properties Affected* .

4.2 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.3 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

Portions of several Florida managed lands are located within the project study area including the Lone Star Ranch Conservation Easement, Starkey Wilderness Preserve, Suncoast Parkway Easement, Suncoast Crossings East Conservation Easement, Suncoast Crossings West Conservation Easement, and Brooker Creek Headwaters Nature Preserve (see Figure 4).

None of the managed lands listed above are located within the Preferred Alternative. The Suncoast Parkway Easement is located within the existing ROW of the project limits but does not overlap with the Preferred Alternative. Currently there are no impacts to wetlands under conservation easement.

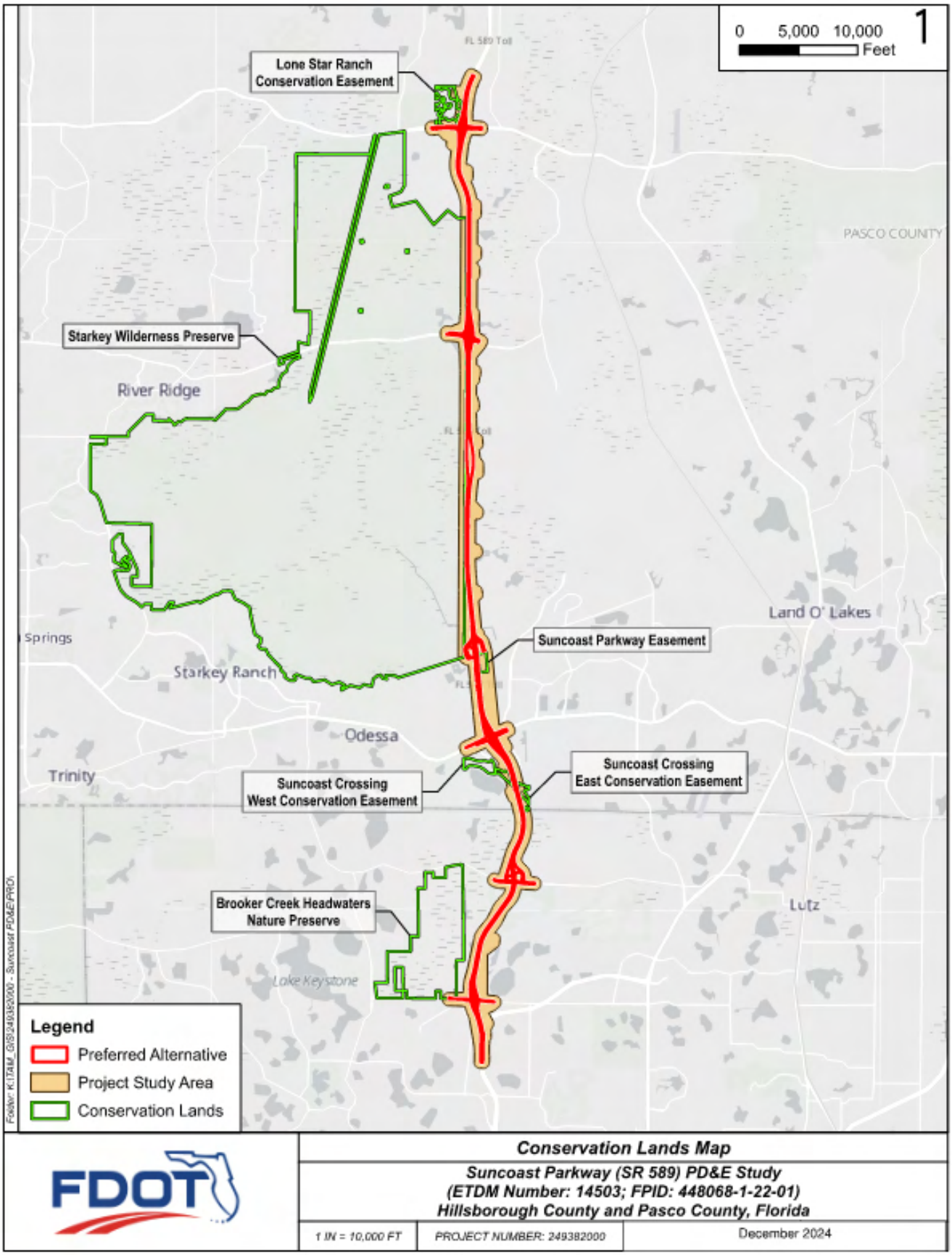

Figure 3. Conservation Lands

5. Natural Resources

5.1 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

A full description of the wetlands and surface waters within the study boundary is provided in the Natural Resources Evaluation Report (NRE) located within the project file.

For the purposes of this document, wetlands are defined as per 62.340 F.A.C and Section 373.019 (27), Florida Statutes (F.S.). Surface waters are defined as open water bodies or streams/waterways. The extent and types of wetlands in the project study area were documented in accordance with EO 11990, Protection of Wetlands, and the PD&E Manual. Unavoidable wetland impacts will occur as a result of the proposed Preferred Alternative. The majority of the wetlands to be impacted by the Preferred Alternative include previously disturbed wetlands adjacent to existing roadways. Secondary effects are those impacts that are reasonably certain to occur later in time as a result of the proposed project, and which may occur outside of the area directly affected by the proposed project. Potential secondary effects include increased noise, traffic, lighting, and development, which could impact wildlife or result in a change in wildlife migration patterns by reducing habitat connectivity.

Direct impacts include a total of 6.15 acres of wetlands and 0.60 acres of other surface waters within the footprint of the Preferred Alternative. Secondary impacts of edge effects are anticipated to occur as a result of the Preferred Alternative. Secondary impacts include a total of 7.18 acres of wetlands within the footprint of the Preferred Alternative. Direct and secondary impacts per wetland and other surface water are shown in Table 1 below.

Wetland ID	FLUCFCS: Description	Impact Acres
Direct		
Other Surface Water 04a	641: Freshwater Marshes	0.38
Other Surface Water 05	641: Freshwater Marshes	<0.01
Other Surface Water 08b	530: Reservoirs	0.02
Other Surface Water 09	530: Reservoirs	0.11
Other Surface Water 12	530: Reservoirs	0.09
Wetland 02	621: Cypress	0.01
Wetland 03a	615: Stream And Lake Swamps (Bottomland)	0.11
Wetland 03b	641: Freshwater Marshes	0.03
Wetland 03c	615: Stream And Lake Swamps (Bottomland)	0.48
Wetland 03d	620: Wetland Coniferous Forests	0.04
Wetland 03e	621: Cypress	0.08
Wetland 07	630: Wetland Forested Mixed	0.06
Wetland 08	630: Wetland Forested Mixed	0.25
Wetland 09a	641: Freshwater Marshes	0.03
Wetland 09c	630: Wetland Forested Mixed	0.06
Wetland 10	621: Cypress	0.14
Wetland 11	621: Cypress	0.02
Wetland 12a	620: Wetland Coniferous Forests	0.93
Wetland 12b	621: Cypress	0.59
Wetland 12c	640: Vegetated Non-Forested Wetlands	0.30
Wetland 13a	615: Stream And Lake Swamps (Bottomland)	0.09
Wetland 13b	641: Freshwater Marshes	0.35
Wetland 13c	615: Stream And Lake Swamps (Bottomland)	0.08
Wetland 14b	641: Freshwater Marshes	1.05
Wetland 15b	615: Stream And Lake Swamps (Bottomland)	0.76
Wetland 16b	615: Stream And Lake Swamps (Bottomland)	0.69
	Direct Other Surface Water Impacts	**0.60**
	Direct Wetland Impacts	**6.15**
	Total Direct Impacts	**6.75**

Wetland ID	FLUCFCS: Description	Impact Acres
Secondary		
Wetland 02	621: Cypress	0.06
Wetland 03a	615: Stream And Lake Swamps (Bottomland)	0.26
Wetland 03b	641: Freshwater Marshes	0.14
Wetland 03c	615: Stream And Lake Swamps (Bottomland)	<0.01
Wetland 03d	620: Wetland Coniferous Forests	0.11
Wetland 03e	621: Cypress	0.14
Wetland 04a	630: Wetland Forested Mixed	0.08
Wetland 07	630: Wetland Forested Mixed	0.22
Wetland 08	630: Wetland Forested Mixed	0.61
Wetland 09a	641: Freshwater Marshes	0.16
Wetland 09b	621: Cypress	0.03
Wetland 09c	630: Wetland Forested Mixed	0.18
Wetland 10	621: Cypress	0.45
Wetland 11	621: Cypress	0.16
Wetland 12a	620: Wetland Coniferous Forests	1.05
Wetland 12b	621: Cypress	0.46
Wetland 12c	640: Vegetated Non-Forested Wetlands	0.47
Wetland 13a	615: Stream And Lake Swamps (Bottomland)	0.20
Wetland 13b	641: Freshwater Marshes	<0.01
Wetland 13c	615: Stream And Lake Swamps (Bottomland)	0.20
Wetland 14a	615: Stream And Lake Swamps (Bottomland)	0.18
Wetland 14b	641: Freshwater Marshes	0.27
Wetland 14c	615: Stream And Lake Swamps (Bottomland)	0.48
Wetland 15a	615: Stream And Lake Swamps (Bottomland)	<0.01
Wetland 15b	615: Stream And Lake Swamps (Bottomland)	0.18
Wetland 15c	615: Stream And Lake Swamps (Bottomland)	0.35
Wetland 16a	615: Stream And Lake Swamps (Bottomland)	0.26
Wetland 16b	615: Stream And Lake Swamps (Bottomland)	0.16
Wetland 16c	615: Stream And Lake Swamps (Bottomland)	0.32
	Secondary Wetland Impacts	**7.18**
	Total Impact Acres	**13.93**

Table 1. Direct Wetland and Other Surface Water Impacts within the Preferred Alignment

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other regionally significant mitigation options that satisfy state and federal requirements.

The Uniform Mitigation Assessment Methodology (UMAM) analysis was performed for wetland impacts. Construction of the Preferred Alternative is estimated to result in the loss of 4.85 functional units. Of the total estimated functional unit loss, 4.12 functional units would result from direct impacts and 0.73 functional units would result from secondary impacts (Table 2).

Wetland ID	FLUCFCS: Description	Impact Acres	Functional Loss
Direct			
Wetland 2	621: Cypress	0.01	0.01
Wetlands 3a, 13a, and 13c	615: Stream And Lake Swamps (Bottomland)	0.28	0.22
Wetlands 3b, 9a, 13b, and 14b	641: Freshwater Marshes	1.46	0.92
Wetlands 3c, 15b, and 16b	615: Stream And Lake Swamps (Bottomland)	1.93	1.22
Wetland 3d	620: Wetland Coniferous Forests	0.04	0.02
Wetlands 3e, 10, and 12b	621: Cypress	0.81	0.62
Wetlands 7, 8, and 9c	630: Wetland Forested Mixed	0.37	0.25
Wetlands 11	621: Cypress	0.02	0.01
Wetland 12a	620: Wetland Coniferous Forests	0.93	0.62
Wetland 12c	640: Vegetated Non-Forested Wetlands	0.3	0.23
	Direct Impacts Total	**6.15**	**4.12**
Secondary			
Wetland 2	621: Cypress	0.06	0.01
Wetlands 3a, 13a, 13c, 14a, 14c, 15a, 15c, 16a, and 16c	615: Stream And Lake Swamps (Bottomland)	2.24	0.3
Wetlands 3b, 9a, and 14b	641: Freshwater Marshes	0.58	0.04
Wetland 3d	620: Wetland Coniferous Forests	0.11	0.01
Wetlands 3e, 10, and 12b	621: Cypress	1.05	0.11
Wetlands 4a, 7, 8, and 9c	630: Wetland Forested Mixed	1.08	0.07
Wetlands 9b and 11	621: Cypress	0.18	0.02
Wetland 12a	620: Wetland Coniferous Forests	1.05	0.11
Wetland 12c	640: Vegetated Non-Forested Wetlands	0.47	0.06
	Secondary Impacts Total	**7.18**	**0.73**
	Total Impacts	**13.31**	**4.85**

Table 2. Secondary Wetland Impacts within the Preferred Alignment

Final determination of jurisdictional boundaries, in addition to mitigation requirements, will be coordinated with the permitting agencies during the final design phase of the project. The results of the PD&E Study indicate there are no practicable alternatives to the proposed impacts due to the need for roadway widening to reduce traffic congestion and address safety considerations. The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. Furthermore, all wetland impacts have been avoided and minimized to the greatest extent possible and have been limited to those areas which are required to meet minimum safety requirements.

5.2 Aquatic Preserves and Outstanding FL Waters

There are no aquatic preserves or Outstanding Florida Waters (OFW) in the project area.

5.3 Water Resources

This section summarizes the existing and proposed stormwater management facilities found in the Pond Siting Report, located within the project file.

Fifteen (15) out of 36 existing ponds have the storage and treatment volume capacity for the proposed roadway widening with no modifications. One (1) pond is recommended to increase the weir elevation to meet treatment volume

requirements, and 18 ponds are recommended to be regraded to increase storage capacity for attenuation purposes. For existing ponds that currently do not meet freeboard requirements, further analysis in design may determine that the design high water stages may provide the required freeboard, and no regrading may be needed.

The existing stormwater management facilities were evaluated to determine if proposed ultimate conditions can be accommodated in existing ponds. Through reviewing permit documents and as-built plans, evidence was found to support that excess capacity was provided for the future expansion of Suncoast Parkway. Moreover, pond site alternatives were analyzed for two basins (Basins 15 & 15B). Preferred alternatives were selected based on environmental impacts, floodplain impacts, preferred hydraulics, topography and estimated average depth to the groundwater table.

For the proposed Rangeland Boulevard interchange (MP 20), Pond 15 would be expanded to provide volumetric needs of existing Basin 15 plus the west half of the proposed Rangeland Boulevard interchange, while two alternatives have been provided for volumetric needs for the east half of the interchange. The following parameters were considered in optimizing pond site alternatives: right-of-way and easement requirements, typical constructions costs, preferred hydraulics, relative distance to outfall, and potential impacts to floodplains or wetlands. The recommended alternative for Basin 15 and 15B anticipated ROW needs and constructions costs are provided in Table 3 below.

Basin	Recommended Alternative	Anticipated ROW (ac)	Estimated Construction Cost
15	Pond 15	1.85	$1,107,694
15B	Pond 15-B1	2.30	$412,505

Table 3. Recommended Pond Alternatives

5.4 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.5 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The Preferred Alternative will impact 12.65 ac-ft of floodplain, with an additional 0.78 ac-ft of impact from the proposed pond construction activities. Floodplain impacts result from widening to the inside where existing median swales are classified as floodplain (Table 4). The impacts will be mitigated by providing evidence that the increase in the 100-year stage will be maintained within stormwater management facilities and remain below the lowest edge of pavement elevation. For new pond sites in Basins 15 and 15B, floodplain impacts will be mitigated using the cup-for-cup method by providing compensation sites within the right-of-way to be acquired for roadway construction.

Basin	Floodplain Roadway Impacts (ac-ft)	Anticipated Pond Impacts (ac-ft)	Total Floodplain Impacts (ac-ft)	Compensation Provided (ac-ft)	FPC Location
4	0.02	0.00	0.02	0.02	Pond 4
5	0.07	0.00	0.07	0.07	Pond 5
10	0.11	0.00	0.11	0.11	Pond 10
11	1.13	0.00	1.13	1.14	Pond 11
13	0.04	0.00	0.04	0.04	Pond 13
14	1.48	0.00	1.48	1.48	Pond 14
15	1.31	0.17	1.48	1.48	FPC Site
15B	1.91	0.56	2.47	2.47	FPC Site
16	1.23	0.00	1.23	1.23	Pond 16
17	1.08	0.00	1.08	1.09	Pond 17
18	1.34	0.00	1.34	1.35	Pond 18
19	0.07	0.00	0.07	0.07	Pond 19
21	0.86	0.00	0.86	0.86	Pond 21
22	0.01	0.00	0.01	0.02	Pond 22
23	1.34	0.00	1.34	1.35	Pond 23
24	0.66	0.00	0.66	0.67	Pond 24

Table 4. Floodplain Impacts and Compensation by Basin

Existing cross drains were evaluated in comparison to proposed roadway conditions to determine if modifications are needed. Proposed roadway conditions will impact three (3) existing cross drains that will require extension. The extension will result in minimal increase in headwater elevations per the Federal Highway Administration's HY-8 Culvert Analysis Program, thus no change in existing cross drain sizes is recommended. Moreover, five (5) new cross drains are proposed for the new Rangeland Boulevard interchange to allow offsite drainage to continue its historic route.

5.6 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The project study area was evaluated for potential occurrences of federal and state listed plant and animal species and included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat. Field evaluations of the project area and adjacent habitats and general wildlife surveys were conducted by project biologists on December 12-13, 2023 and September 5, 2024.

Per the PD&E Manual Chapter *Protected Species and Habitat Assessment,* 13 federally listed species, two federally proposed species, and 22 state listed species have been reviewed for the potential to occur within the project study area. The project is not within any U.S. Fish and Wildlife Service (USFWS) designated critical habitat. An effect determination was made for each of these federal and state listed species based on an analysis of the potential impacts of the Preferred

Alternative on each species. Of the federally-listed species, it is anticipated there will be no effect on 10 species and may affect, but is not likely to adversely affect three (3) species (Table 5). The project is anticipated to have no effect or no adverse effect on all 22 state-listed species (Table 6).

Project Impact Determination	Federal Listed Species	
	Species	***Status****
No effect	***Flora***	
	Carter's warea (*Warea carteri*)	FE
	Florida golden aster (*Chrysopsis floridana*)	FE
	Pygmy fringe tree (*Chionanthus pygmaeus*)	FE
	Short-leaved rosemary (*Conradina brevifolia*)	FE
	Fauna	
	Eastern black rail (*Laterallus jamaicensis* ssp. *jamaicensis*)	FT
	Everglade snail kite (*Rostrhamus sociabilis plumbeus*)	FE
	Hawksbill sea turtle (*Eretmochelys imbricata*)	FE
	Leatherback sea turtle (*Dermochelys coriacea*)	FE
	Loggerhead sea turtle (*Caretta caretta*)	FT
	Red-cockaded woodpecker (*Picoides borealis*)	FT
May affect, not likely to adversely affect	***Fauna***	
	Eastern indigo snake (*Drymarchon couperi*)	FT
	Florida scrub-jay (*Aphelocoma coerulescens*)	FT
	Wood stork (*Mycteria americana*)	FT

*FE – Federally endangered; FT – Federally threatened

Table 5. Federal Protected Species Effect Determinations

Project Impact Determination	State Listed Species	
	Species	***Status****
No effect anticipated	***Flora***	
	Craighead's nodding-caps (*Triphora craigheadii*)	SE
	Florida beargrass (*Nolina atopocarpa*)	ST
	Florida spiny-pod (*Matelea floridana*)	SE
	Florida willow (*Salix floridana*)	SE
	Nodding pinweed (*Lechea cernua*)	ST
No adverse effect anticipated	***Flora***	
	Celestial lily (*Nemastylis floridana*)	SE
	Cutthroat grass (*Panicum abscissum*)	SE
	Giant orchid (*Pteroglossaspis ecristata*)	ST
	Incised groove-bur (*Agrimonia incisa*)	ST
	Many-flowered grass-pink (*Calopogon multiflorus*)	ST
	Piedmont jointgrass (*Coelorachis tuberculosa*)	ST
	Pondspice (*Litsea aestivalis*)	SE
	Pygmy pipes (*Monotropsis reynoldsiae*)	SE
	Sand butterfly pea (*Centrosema arenicola*)	SE
	Yellow fringeless orchid (*Platanthera integra*)	SE
	Fauna	
	Florida burrowing owl (*Athene cunicularia floridana*)	ST
	Florida sandhill crane (*Antigone canadensis pratensis*)	ST
	Gopher tortoise (*Gopherus polyphemus*)	ST
	Little blue heron (*Egretta caerulea*)	ST
	Short-tailed snake (*Lampropeltis extenuata*)	ST
	Southeastern American kestrel (*Falco sparverius paulus*)	ST
	Tricolored heron (*Egretta tricolor*)	ST

*SE – State endangered; ST – State threatened

Table 6. State Protected Species Effect Determinations

5.7 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

6. Physical Resources

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

Within the project limits, noise levels were predicted at 1,192 receptor locations, representing 3,223 residences and 64 non-residential sites. Noise levels are predicted to approach or exceed the Noise Abatement Criteria (NAC) in Design Year 2050 for the Build condition at 677 residences. Additionally, 18 Special Land Use (SLU) receptors are expected to experience noise levels that approach or exceed the NAC.

Noise barriers were evaluated for the impacted noise-sensitive sites. This analysis determined that noise barriers are a feasible and reasonable method for mitigating traffic noise in seven noise-sensitive areas. The proposed noise barriers will provide at least a 5 dB(A) benefit for 630 impacted residences. A Noise Study Report was completed and is provided in the project file.

FTE is committed to constructing feasible and reasonable noise abatement measures. Eight (8) potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 7 for more detail on the noise barrier) contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FTE; and
- Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

Noise Sensitive Area	Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[1]	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost[2]	Number of Residences Potentially Benefited by a Noise Barrier[3]		Cost Per Benefited Residence
								Impacted	Total	
NB02	26	3036+40	3043+80	22	1500	ROW	$1,400,000	26	28	$50,000
		3042+00	3044+00	10	200	SH				
NB04	116	3105+50	3107+00	14	150	SH	$3,484,000	74	130	$26,800
		3107+00	3108+00	8	100	SH				
		3108+00	3137+10	14	2900	SH				
		3137+10	3139+20	8	200	SH				
		3139+20	3160+90	14	2230	SH				
		3160+90	3162+90	8	210	SH				
		3162+90	3166+40	14	350	SH				
		3164+50	3167+50	14	300	SH				
NB16	19	3827+00	3837+90	20	1070	ROW	$1,180,800	19	19	$62,147
		3822+80	3828+60	14	580	SH				
SB04	108	3099+00	3105+90	14	700	SH	$3,336,000	91	129	$25,860
		3105+90	3108+00	8	220	SH				
		3108+00	3137+00	14	2910	SH				
		3137+00	3139+00	8	200	SH				
		3139+00	3160+00	14	2050	SH				
		3160+00	3161+00	8	100	SH				
SB05 and SB06	247	3204+70	3258+30	22	5720	ROW	$7,290,000	247	442	$16,494
		3252+00	3277+60	14	2530	SH				
		3269+90	3284+90	14	1500	SH				
SB07	123	3316+60	3358+90	22	4240	ROW	$4,374,200	120	174	$24,984
		3309+60	3316+30	22	700	ROW				
SB09	11	3731+30	3739+40	22	800	ROW	$704,000	11	11	$64,000
SB10	18	3813+90	3834+80	22	2250	ROW	$1,980,000	18	49	$40,408

[1] Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

[2] Unit cost of $40/ft^2 for all non-shoulder noise barriers.

[3] Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA but are incidentally benefited.

[4] ROW – Right of Way noise barrier on Florida's Turnpike

Table 7. Noise Barrier Evaluation Summary

The Enterprise will conduct a land use review during the design phase to identify all noise-sensitive sites that may have received a building permit after the noise study but prior to the Date of Public Knowledge (DPK). The date that the State Environmental Impact Report is approved will be the DPK. If the review identifies additional noise-sensitive sites permitted prior to the DPK, Enterprise will evaluate those sites during the design phase for traffic noise impacts and noise abatement considerations.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to maintain the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard

Specifications for Road and Bridge Construction.

A qualitative assessment of Mobile Source Air Toxics (MSAT) was not performed because traffic volumes are below levels noted in Federal Highway Administration (FHWA) guidance.

6.3 Contamination

The Level 1 Contamination Screening Evaluation Report (CSER), dated November 2024, was performed to identify contamination concerns within the project study area along the mainline and stormwater facilities. The purpose of this evaluation was to assess the risk of encountering petroleum or hazardous substance contaminating soil, groundwater, surface water, or sediment that could adversely affect this project.

Based on the results of the contamination screening, Contamination Risk Ratings (CRRs) were assigned to each site. The risk rating system was developed by FDOT and incorporates four levels of risk: No, Low, Medium, and High, with High-risk sites having the most concern. As a result of this evaluation, CRRs were assigned to 23 sites; two (2) sites that were No risk, 15 sites were Low risk, six (6) sites were Medium risk, and no sites were High risk. Table 8 summarizes the medium risk sites and location.

Site Number	Site Name	Site Location	Risk Potential
10	Circle K #1866	6120 Van Dyke Road, Lutz, FL 33549	Medium
14	Shell-Suncoast	16138 State Road 54, Odessa, FL 33556	Medium
15	TPC Tampa Bay	5300 W Lutz Lake Fern Rd, Lutz, FL 33558	Medium
17	Racetrac #2458	16707 State Road 54, Land O' Lakes, FL 33558	Medium
18	Mobil-Coast #759	16055 State Road 52, Land O' Lakes, FL 34638	Medium
19	Racetrac #442	15474 State Road 52, Land O' Lakes, FL 34638	Medium

Table 8. Medium Risk Contamination Sites

6.4 Utilities and Railroads

A Utility Assessment Report was prepared for this project and provides relevant information regarding the existing location, size, type, and characteristics of public and private utilities located within and adjacent to the project limits. A Sunshine State One Call design ticket was obtained to ascertain the initial list of utility agencies /owners (UAOs) within the study area for this project. As part of the PD&E study, the UAOs were contacted to acquire this information. Existing utility facilities include power, gas, water, and communications. Coordination with utility providers will also take place during the design phase of the project. The existing UAOs, the identified UAO contacts, and facility types are summarized in Table 9.

There are no railroads crossings within or immediately adjacent to the project limits.

Utility Owner	Utility Type	Contact Person	Email
CenturyLink dba Lumen	Communication/ FOC		relocations@lumen.com
Clearwater Gas	Gas	Jacinta Corcoba	jacinta.corcoba@clearwatergas.com
Duke Energy Distribution	Electric		defdistributiongov@duke-energy.com
Duke Energy Fiber	Electric		deffibergov@duke-energy.com
Duke Energy Transmission	Electric		deftransmissiongov@duke-energy.com
Florida Gas Transmission	Gas	Joe Sanchez	joseph.e.sanchez@energytransfer.com
Frontier	Communication/ FOC	Kraivuth (Woody) Choeykrajang	kraivuth.choeykrajang@ftr.com
Hillsborough Co. Public Utilities	Water/Sewer/ Reclaim	Lorea Sample	utilitycoordination@hillsboroughcounty.org
Hillsborough Co. Traffic	No Facilities	Darryle Norton	nortond@hillsboroughcounty.org
MCI Metro Access Transmission Services, LLC (Verizon Business)	Communications/ FOC		investigations@verizon.com
Pasco Co. Traffic Ops.	No Facilities	Venkat Vattikuti	vvattikuti@pascocountyfl.net
Pasco Co. Utilities	Water/Sewer/ Reclaim	Aurybel Rivero	arivero@pascocountyfl.net
Sice Inc.		Robert Hernandez	bhernandez@sice.com
Spectrum - Hillsborough	Communications/ FOC		
Spectrum - Pasco	Communications/ FOC		dl-fl-pas-construction@charter.com
Tampa Bay Water	Water	Robert MacDonnell	utilitycoordination@tampabaywater.org
Tampa Electric	Electric		csadmin@tecoenergy.com

Table 9. Existing Utility Agencies

6.5 Construction

These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction. Construction activities for the Preferred Alternative will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. The contractor will adhere to the most current version of the FDOT's Standard Specifications for Road and Bridge Construction in order to minimize or eliminate potential construction noise and vibration impacts. Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the FDOT, will investigate additional methods of controlling these impacts. The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

The temporary traffic control will be designed and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of lane closings and other construction related activities, which could excessively inconvenience the community, so that motorists can plan travel routes in advance. A sign providing the name, address, and telephone number of a FDOT contact person will be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity. Temporary erosion control features, as specified in the FDOT's Standard Specifications for Road and Bridge Construction Section 104, may include temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

6.6 Bicycles and Pedestrians

Suncoast Parkway, as a limited access facility, is statutorily exempt from providing bicycle or pedestrian facilities. The Suncoast Trail is located on the west side of the Suncoast Parkway. The Suncoast Trail is a 12-foot-wide paved multi-use trail that extends through Hillsborough, Pasco, and Hernando counties. Within the project limits, the Suncoast Trail begins at Lutz Lake Fern Road and continues beyond the end of the project limit.

6.7 Navigation

There are no United States Coast Guard bridges or navigable waters within the project limits.

7. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)	Status
USACE Section 10 or Section 404 Permit	To be acquired

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired

Permits Comments

The permits issued by the SWFWMD in 1997 and 1998 for the construction of the Suncoast Parkway accounted for a six lane ultimate condition, although four lanes were originally constructed (permit numbers 4315560.00, 4315646.00, 4315753.00, 4315993.00, and 4316172.00).

8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the PER Draft 2024-02-17.

9. Commitments Summary

To minimize the impacts of this project to the social, cultural, natural and physical environment, Florida Department of Transportation (FDOT) has identified the following commitments:

1. If the listing status of the tricolored bat or monarch butterfly is elevated by USFWS to Threatened or Endangered, the Enterprise commits to initiating technical assistance with USFWS during the design and permitting phase to determine the appropriate survey methodology and regulations regarding the protection of this species.
2. The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during construction of the proposed project.
3. FTE is committed to constructing feasible and reasonable noise abatement measures contingent upon the following conditions:
   - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
   - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
   - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
   - Community input supporting types, heights, and locations of the noise barrier(s) is provided to FTE; and
   - Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

10. Approved for Public Availability

Environmental or Project Development Manager

ANNEMARIE HAMMOND
TURNPIKE ENVIRONMENTAL ADMINISTRATOR

Date: 3/13/25

11. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing
The project website, www.suncoastparkwaypde.com, was created for this PD&E Study to provide the public with project specific information, provide an opportunity for the public to make comments and sign up to be added to the project mailing list to receive updates on the project as it advances. Project newsletters were mailed out to all property owners within at least 300 feet of the project centerline in February 2024 to introduce the PD&E Study and in June 2024 to announce the Alternatives Public Information Meeting for the study.

Public meeting invitation letters were sent by e-mail to 33 elected officials, 42 appointed officials, and 46 interested parties/organizations. Letters were mailed to 3,759 property owners and tenants adjacent to the study area. The Alternatives Public Information Meeting was advertised on June 9, 2024 in the Tampa Bay Times and the La Gaceta Spanish newspaper on June 14, 2024. An advertisement was published in The Florida Administrative Register (FAR) on June 11, 2024. The Enterprise distributed a press release on June 18, 2024 to local media, and notices were posted on the project website at www.SuncoastParkwayPDE.com, and the FDOT public notices website.

A Hybrid Alternatives Public Information Meeting was held in June 2024 and was composed of a Virtual Meeting and an In-Person Meeting. The Alternatives Public Information Meeting had two participation options to select from: Virtual/Online or by telephone on June 25, 2024, or in-person on June 27, 2024. The in-person component was held on Thursday, June 27, 2024 from 5:30 p.m. until 7:30 p.m. at the Hilton Garden Inn Suncoast Parkway located at 2155 Northpointe Parkway, Lutz, FL 33558. The meeting was held to provide interested persons an opportunity to review the proposed project alternatives, ask questions, and provide comments concerning the conceptual design, and potential social, economic, and environmental effects of the proposed improvements.

A total of 49 people signed into the virtual meeting and of 63 people attended the In-Person Alternatives Public Information Meeting, and ten questions and comments were received.

Date of Public Hearing: 04/10/2025
Summary of Public Hearing

12. Technical Materials

The following technical materials have been prepared to support this environmental document.

PER Draft 2024-02-17

Attachments

None