

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.

Carol Scott

District Secretary or Designee

Date: April 1, 2026



Electronically signed within SWEPT
on April 1, 2026 8:15:35 AM EDT
(electronic signature on file)

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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.

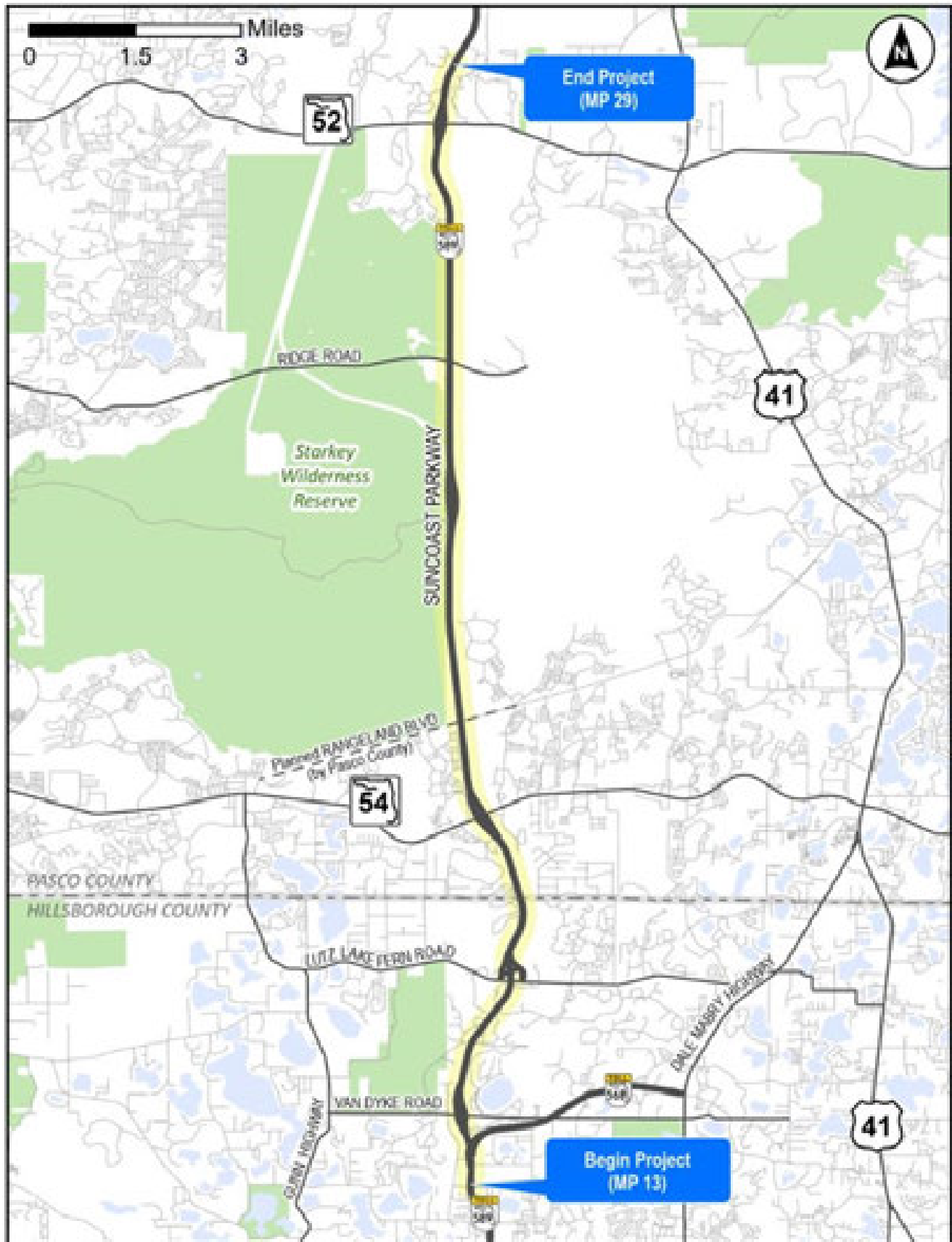


Figure 1. Project Location Map

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, known as the Bi-County Expressway alignment, following the Rangeland Boulevard (formally identified as 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.

This PD&E Study evaluated a No-Build and Build Alternative. The No-Build Alternative assumes that the widening of the Suncoast Parkway and associated interchange improvements are not constructed. The No-Build was not selected as the Preferred Alternative as it does not meet the purpose and need of the project.

To define the Preferred Alternative, 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.

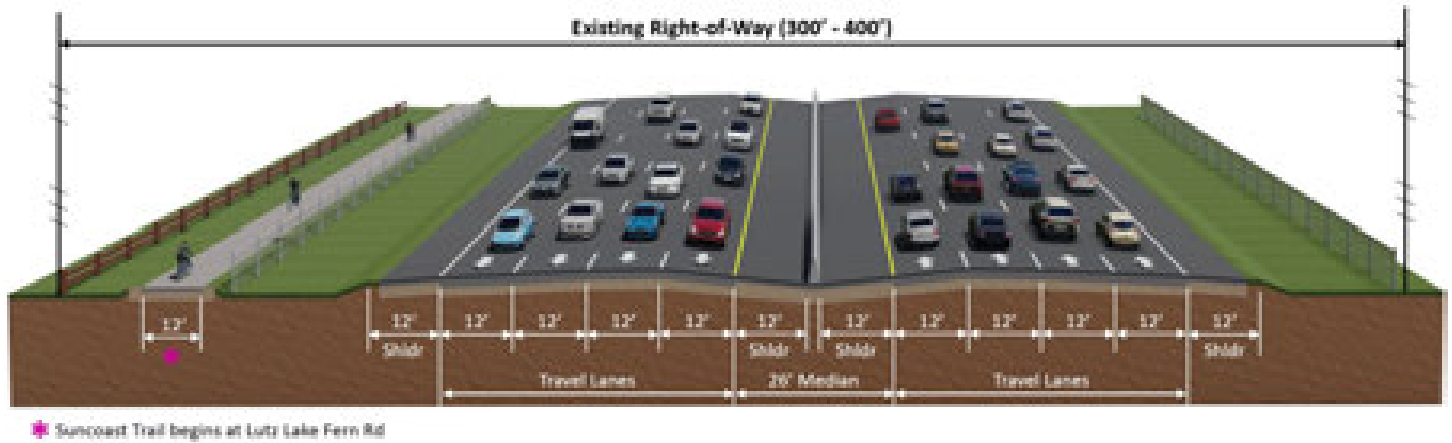


Figure 2. Proposed Typical Section for Segment 1

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.

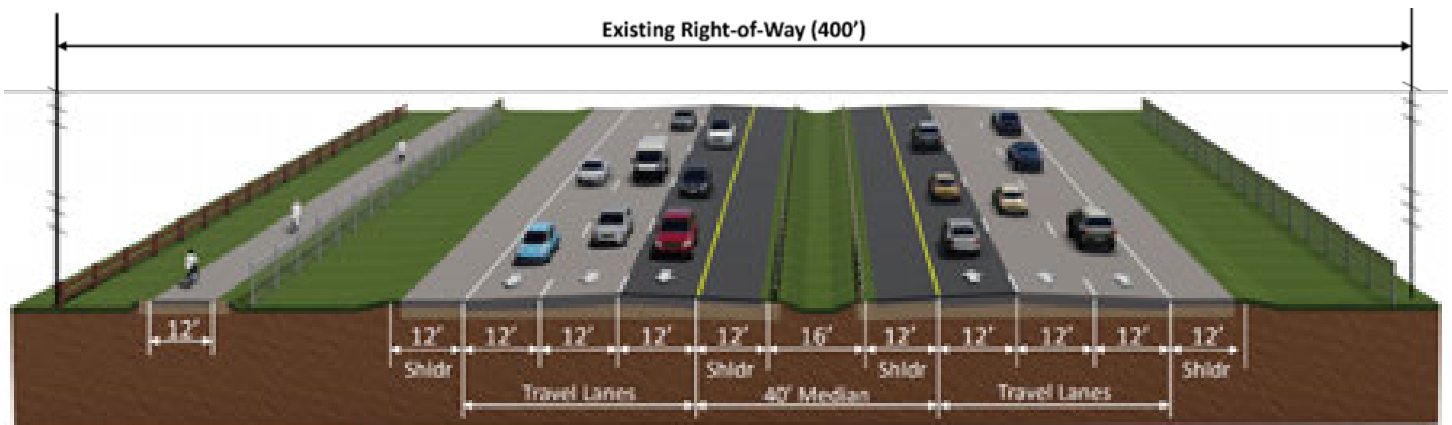


Figure 3. Proposed Typical Section for Segment 2

Van Dyke Road Interchange (MP 14)

One alternative was considered for this interchange (Figure 4). 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.



Figure 4. Proposed Interchange Improvements at Van Dyke Road

Lutz Lake Fern Road Interchange (MP 16)

One alternative was considered for this interchange (Figure 5). 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.

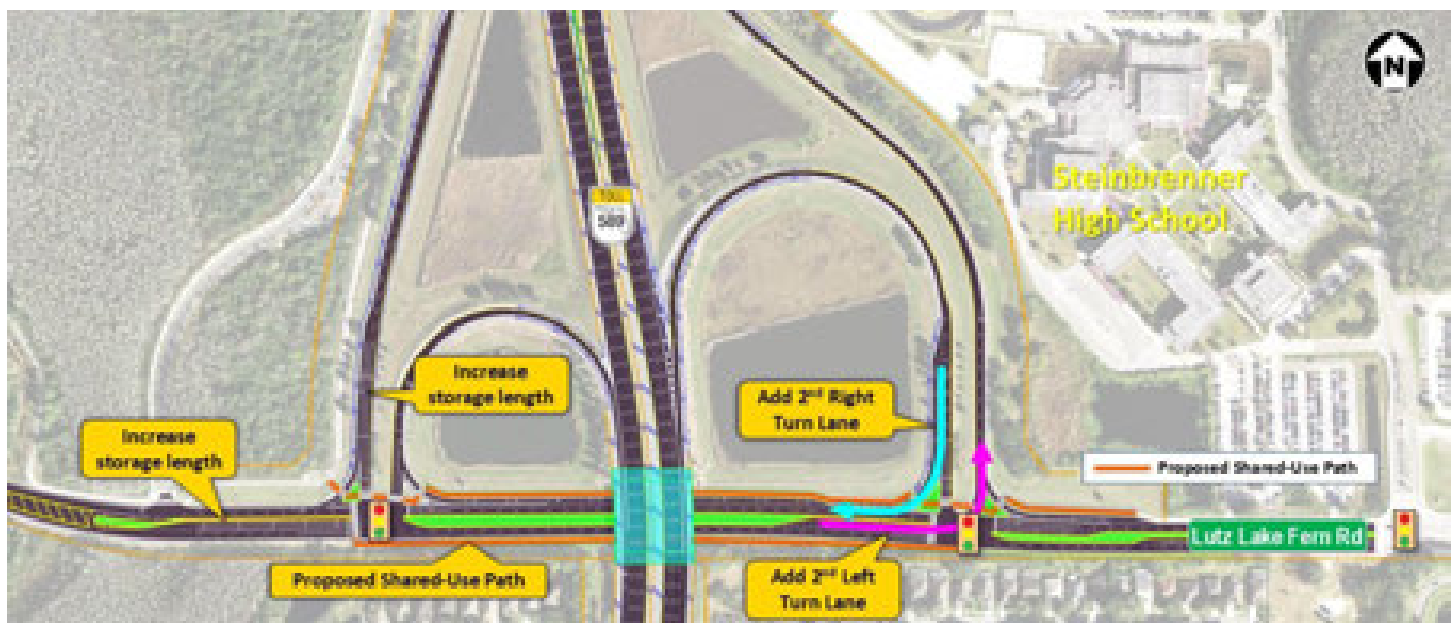


Figure 5. Proposed Interchange Improvements at Lutz Lake Fern Road

SR 54 (Interchange MP 19)

Two alternatives were considered for this interchange.

Alternative 1: Tight Diamond Interchange

This alternative (Figure 6) 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. This alternative was selected as the Preferred Alternative.

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.

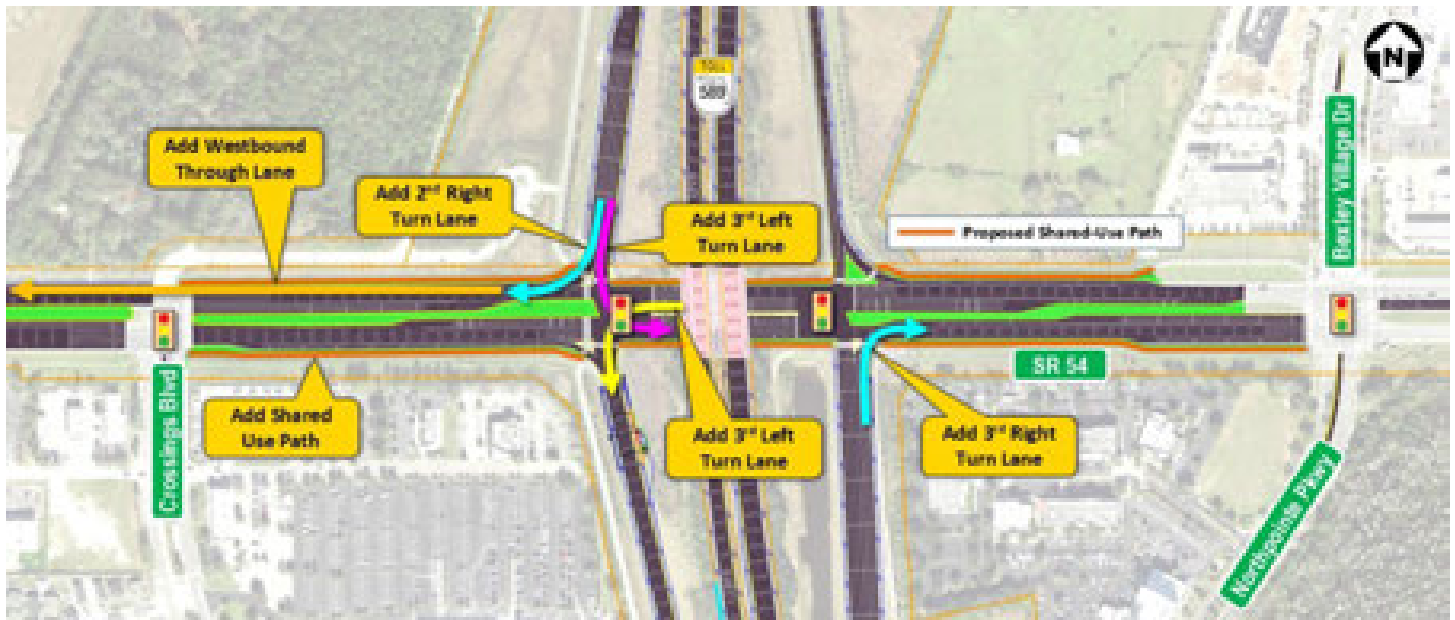


Figure 6. Proposed Interchange Improvements at SR 54

Rangeland Boulevard Interchange (MP 20)

This interchange location is a new local access interchange to Suncoast Parkway. One alternative (Figure 7) 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.



Figure 7. Proposed Interchange Improvements at Rangeland Boulevard

Ridge Road Interchange (MP 25)

At the Ridge Road interchange, one alternative is being proposed (Figure 8). 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.

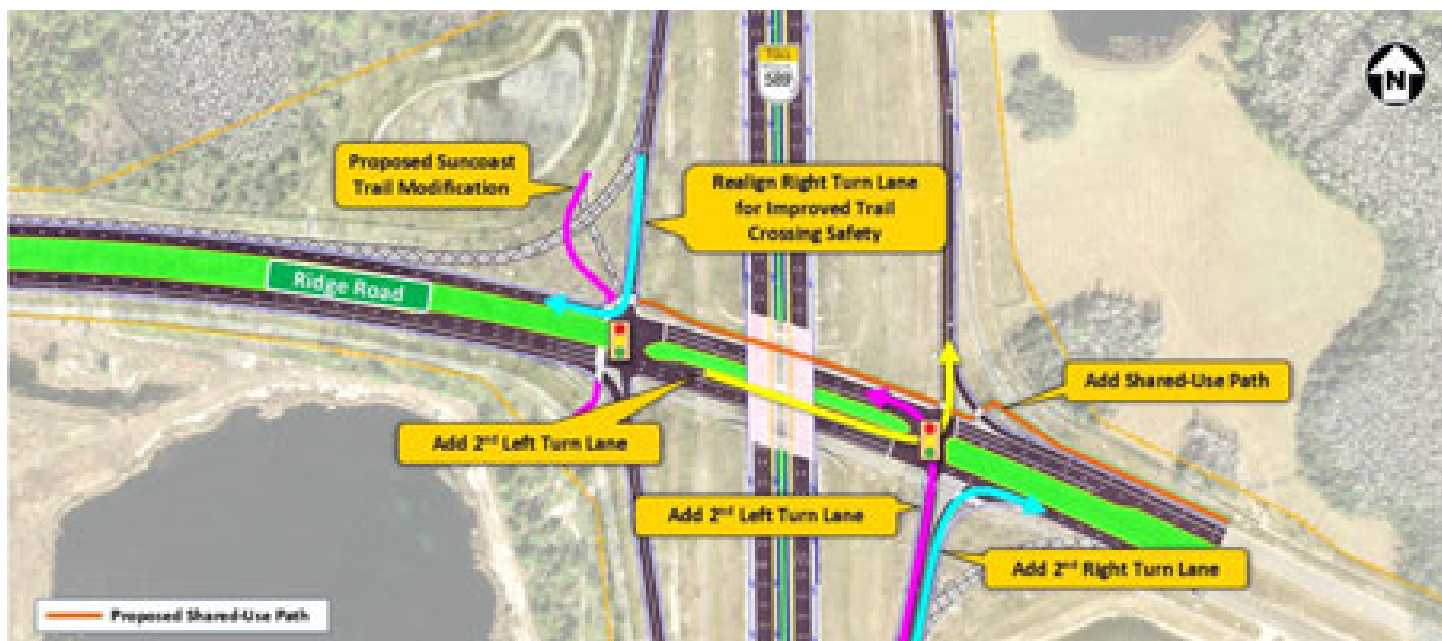


Figure 8. Proposed Interchange Improvements at Ridge Road

SR 52 Interchange (MP 27)

One alternative is proposed at this interchange (Figure 9). 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.

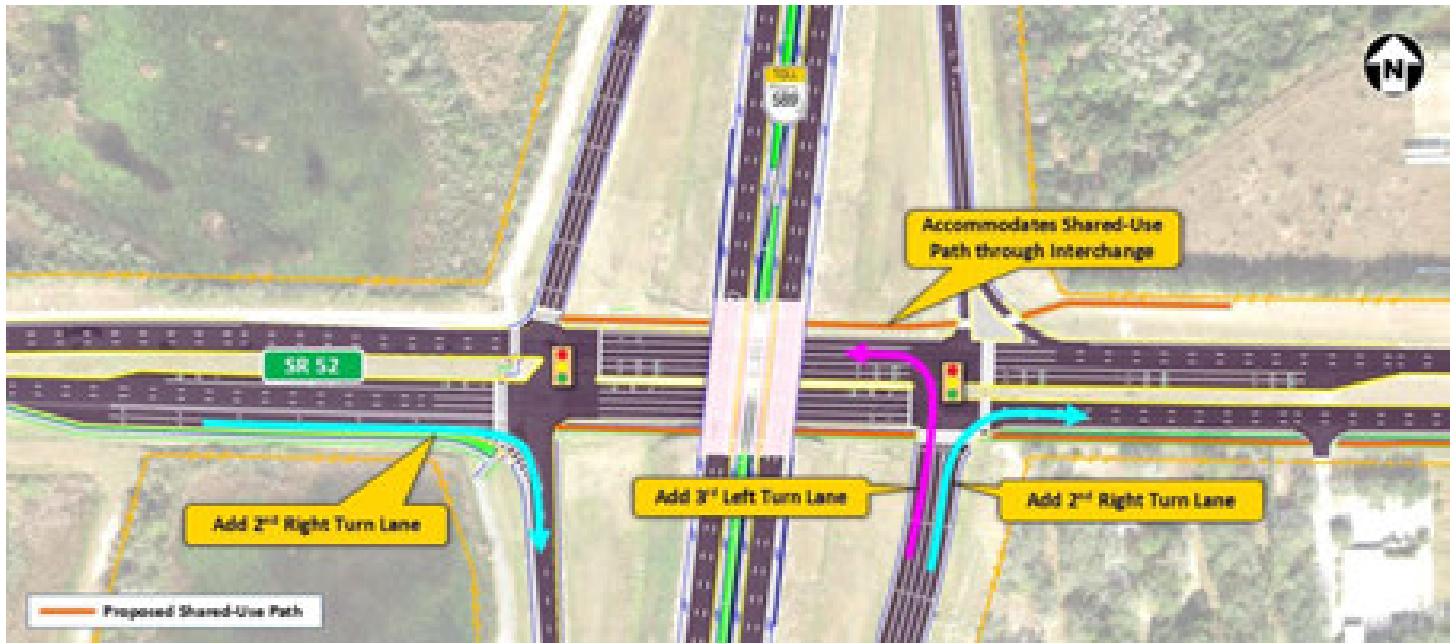


Figure 9. Proposed Interchange Improvements at SR 52

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 project is listed as cost feasible within the 2050 Long Range Transportation Plans (LRTP) for the Hillsborough Transportation Planning Organization (TPO) and Pasco County Metropolitan Planning Organization (MPO). The segment of the project from South of Van Dyke Road to North of Lutz Lake Fern Road and from the Hillsborough/Pasco County line to North of SR 54 are fully funded through construction within the FY 2026 - 2030 Hillsborough TPO Transportation Improvement Program (TIP), FY 2026 - 2030 Pasco MPO TIP, and FY 2026 - 2029 State Transportation Improvement Program (STIP).

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

The planning consistency documents are provided as an attachment.

Segment Description: 442665-1: Widen Suncoast Parkway (SR 589) from south of Van Dyke Road to north of Lutz Lake Fern Road

Currently Adopted LRTP-CFP	COMMENTS			
Yes	Funding is identified within the Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) of the Hillsborough Transportation Planning Organization (TPO).			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$21,205,175	<2026, 2026	
STIP	Y	\$21,271,870	<2026, 2026	
R/W				
TIP	Y	\$988,493	2026 2029	
STIP	Y	\$988,493	2026 2029	
Construction				
TIP	Y	\$323,333,300	<2026, 2030	
STIP	Y	\$323,336,245	<2026, >2029	

Segment Description: 442665-2: Widen Suncoast Parkway (SR 589) from the County Line to north of SR 54

Currently Adopted LRTP-CFP	COMMENTS			
Yes	Funding is identified within the Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) of the Pasco County Metropolitan Planning Organization (MPO).			
	Currently Approved	\$	FY	COMMENTS

PE (Final Design)				
TIP	Y	\$14,887,094	<2026, 2027	
STIP	Y	\$14,887,868	<2026, 2026 - 2027	
R/W				
TIP	Y	\$513,370	2027-2029	
STIP	Y	\$513,370	2027 - 2029	
Construction				
TIP	Y	\$291,413,844	>2030	
STIP	Y	\$291,413,844	>2029	

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.

The proposed improvements are not anticipated to have a substantial impact on social resources.

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 five (5) 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.

The proposed improvements are not anticipated to have a substantial impact on economic resources.

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%), and other (6.19%). Smaller acreages/percentages of parcels include vacant nonresidential (3.13%), vacant residential (1.95%), acreage not zoned for agriculture (1.85%), retail/office (1.72%), parcels with no values (0.81%), industrial (0.59%), ROW (0.55%) and institutional (0.46%). The land use changes from ROW acquisition are discussed in Section 3.6.

An existing land use map of the project area is included as an attachment.

The proposed improvements are not anticipated to have a substantial impact on land use changes.

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.

The proposed improvements are anticipated to enhance mobility in the project corridor.

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.

The proposed improvements are not anticipated to have a substantial impact on aesthetics within the project corridor.

3.6 Relocation Potential

Approximately 19 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 five (5) 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 Section 421.55, Florida Statutes, 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 some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

The archaeological APE for this survey consisted of the footprint of the limits of construction, the infield areas at existing interchanges, an infield area at the proposed interchange, and proposed ROW with subsurface testing focused on the previously unsurveyed areas. 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). While the segments of Old Dade City Road (8PA113) and SR 54 (8PA2472) within the APE appear to be National Register-ineligible, there is insufficient information to evaluate either of these resources in their entirety. The Criteria of Adverse Effects, as defined in 36 CFR 800.5(a)(1), was then applied to the two resources with insufficient information to determine eligibility and found to have no adverse effect. 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 Adverse Effect*.

The SHPO concurred with this determination on March 6, 2026. This concurrence is included as an attachment. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Adverse Effect on historic properties. The CRAS is located in the project file.

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 10).

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

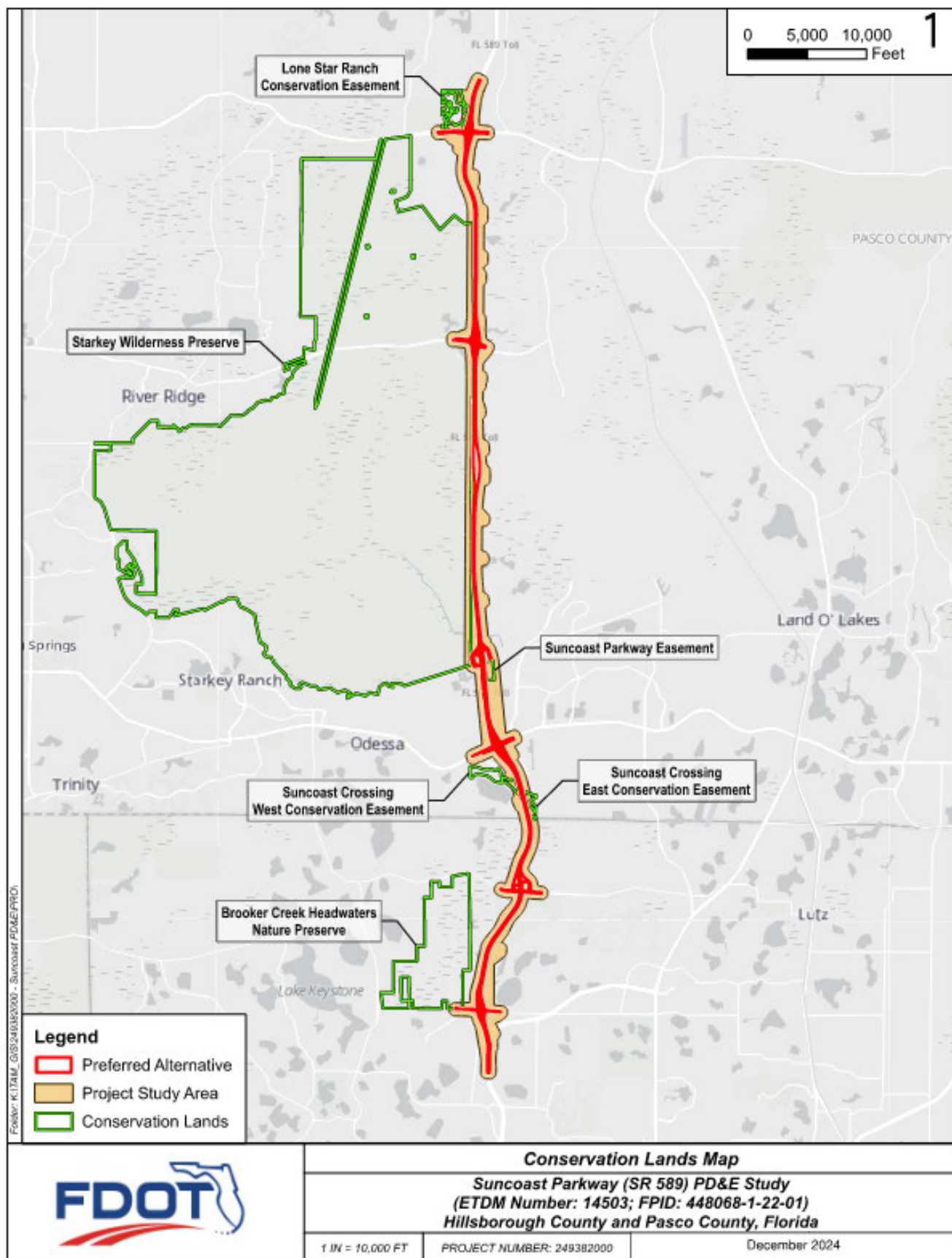


Figure 10. Conservation Lands

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	Wetland ID	FLUCFCS: Description	Impact Acres
Direct			Secondary		
Other Surface Water 04a	510: Streams and Waterways	0.38	Wetland 02	621: Cypress	0.06
Other Surface Water 05	641: Freshwater Marshes	<0.01	Wetland 03a	615: Stream And Lake Swamps (Bottomland)	0.26
Other Surface Water 06b	530: Reservoirs	0.02	Wetland 03b	641: Freshwater Marshes	0.14
Other Surface Water 09	530: Reservoirs	0.11	Wetland 03c	615: Stream And Lake Swamps (Bottomland)	<0.01
Other Surface Water 12	530: Reservoirs	0.09	Wetland 03d	620: Wetland Coniferous Forests	0.11
Wetland 02	621: Cypress	0.01	Wetland 03e	621: Cypress	0.14
Wetland 03a	615: Stream And Lake Swamps (Bottomland)	0.11	Wetland 04a	630: Wetland Forested Mixed	0.08
Wetland 03b	641: Freshwater Marshes	0.03	Wetland 07	630: Wetland Forested Mixed	0.22
Wetland 03c	615: Stream And Lake Swamps (Bottomland)	0.48	Wetland 08	630: Wetland Forested Mixed	0.61
Wetland 03d	620: Wetland Coniferous Forests	0.04	Wetland 09a	641: Freshwater Marshes	0.16
Wetland 03e	621: Cypress	0.08	Wetland 09b	621: Cypress	0.03
Wetland 07	630: Wetland Forested Mixed	0.06	Wetland 09c	630: Wetland Forested Mixed	0.18
Wetland 08	630: Wetland Forested Mixed	0.25	Wetland 10	621: Cypress	0.45
Wetland 09a	641: Freshwater Marshes	0.03	Wetland 11	621: Cypress	0.16
Wetland 09c	630: Wetland Forested Mixed	0.06	Wetland 12a	620: Wetland Coniferous Forests	1.05
Wetland 10	621: Cypress	0.14	Wetland 12b	621: Cypress	0.46
Wetland 11	621: Cypress	0.02	Wetland 12c	640: Vegetated Non-Forested Wetlands	0.47
Wetland 12a	620: Wetland Coniferous Forests	0.93	Wetland 13a	615: Stream And Lake Swamps (Bottomland)	0.20
Wetland 12b	621: Cypress	0.59	Wetland 13b	641: Freshwater Marshes	<0.01
Wetland 12c	640: Vegetated Non-Forested Wetlands	0.30	Wetland 13c	615: Stream And Lake Swamps (Bottomland)	0.20
Wetland 13a	615: Stream And Lake Swamps (Bottomland)	0.09	Wetland 14a	615: Stream And Lake Swamps (Bottomland)	0.18
Wetland 13b	641: Freshwater Marshes	0.35	Wetland 14b	641: Freshwater Marshes	0.27
Wetland 13c	615: Stream And Lake Swamps (Bottomland)	0.08	Wetland 14c	615: Stream And Lake Swamps (Bottomland)	0.48
Wetland 14b	641: Freshwater Marshes	1.05	Wetland 15a	615: Stream And Lake Swamps (Bottomland)	<0.01
Wetland 15b	615: Stream And Lake Swamps (Bottomland)	0.76	Wetland 15b	615: Stream And Lake Swamps (Bottomland)	0.18
Wetland 16b	615: Stream And Lake Swamps (Bottomland)	0.69	Wetland 15c	615: Stream And Lake Swamps (Bottomland)	0.35
Direct Other Surface Water Impacts		6.60	Wetland 16a	615: Stream And Lake Swamps (Bottomland)	0.26
Direct Wetland Impacts		6.15	Wetland 16b	615: Stream And Lake Swamps (Bottomland)	0.16
Total Direct Impacts		6.75	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.

Of the existing 36 ponds, one (1) pond is recommended to increase the weir elevation to meet treatment volume requirements, and 25 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	0*	\$1,107,694
15B	Pond 15-B1	0*	\$412,505

* Recommended pond is within infield area of proposed Rangeland Boulevard interchange.

Table 3. Recommended Pond Alternatives

The proposed improvements are not anticipated to have a substantial impact on water resources.

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 13.39 ac-ft of floodplain. 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	1.13	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	1.08	Pond 17
18	1.34	0.00	1.34	1.34	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	0.01	Pond 22
23	1.34	0.00	1.34	1.34	Pond 23
24	0.66	0.00	0.66	0.66	Pond 24
25-32	0.00	0.00	0.00	-	-

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.

The proposed improvements are not anticipated to have a substantial impact on floodplains.

Additional information is available in the Location Hydraulics Report available in the project file.

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. Meeting minutes of technical assistance meetings held with USFWS and FWC are included as

attachments.

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 (<i>Warea carteri</i>)	FE
	Florida golden aster (<i>Chrysopsis floridana</i>)	FE
	Pygmy fringe tree (<i>Chionanthus pygmaeus</i>)	FE
	Short-leaved rosemary (<i>Conradina brevifolia</i>)	FE
	Fauna	
	Eastern black rail (<i>Laterallus jamaicensis</i> ssp. <i>jamaicensis</i>)	FT
	Everglade snail kite (<i>Rostrhamus sociabilis plumbeus</i>)	FE
	Hawksbill sea turtle (<i>Eretmochelys imbricata</i>)	FE
	Leatherback sea turtle (<i>Dermochelys coriacea</i>)	FE
	Loggerhead sea turtle (<i>Caretta caretta</i>)	FT
	Red-cockaded woodpecker (<i>Picoides borealis</i>)	FT
May affect, not likely to adversely affect	Fauna	
	Eastern indigo snake (<i>Drymarchon couperi</i>)	FT
	Florida scrub-jay (<i>Aphelocoma coerulescens</i>)	FT
	Wood stork (<i>Mycteria americana</i>)	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 (<i>Triphora craigheadii</i>)	SE
	Florida beargrass (<i>Nolina atopocarpa</i>)	ST
	Florida spiny-pod (<i>Matelea floridana</i>)	SE
	Florida willow (<i>Salix floridana</i>)	SE
	Nodding pinweed (<i>Lechea cernua</i>)	ST
No adverse effect anticipated	Flora	
	Celestial lily (<i>Nemastylis floridana</i>)	SE
	Cutthroat grass (<i>Panicum abscissum</i>)	SE
	Giant orchid (<i>Pteroglossaspis ecristata</i>)	ST
	Incised groove-bur (<i>Agrimonia incisa</i>)	ST
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)	ST
	Piedmont jointgrass (<i>Coelorachis tuberculosa</i>)	ST
	Pondspice (<i>Litsea aestivalis</i>)	SE
	Pygmy pipes (<i>Monotropis reynoldsiae</i>)	SE
	Sand butterfly pea (<i>Centrosema arenicola</i>)	SE
	Yellow fringeless orchid (<i>Platanthera integra</i>)	SE
	Fauna	
	Florida burrowing owl (<i>Athene cunicularia floridana</i>)	ST
	Florida sandhill crane (<i>Antigone canadensis pratensis</i>)	ST
	Gopher tortoise (<i>Gopherus polyphemus</i>)	ST
	Little blue heron (<i>Egretta caerulea</i>)	ST
	Short-tailed snake (<i>Lampropeltis extenuata</i>)	ST
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)	ST
	Tricolored heron (<i>Egretta tricolor</i>)	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 1,128 receptor locations, representing 3,223 residences and 211 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 663 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. See Table 7 for more detail on the noise barrier. 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 Barrier System (CNEs included in barrier system)	Number of Impacted ERs	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Noise Barrier Height (ft.)	Noise Barrier Length (ft.) ¹	Noise Barrier Location	Total Preliminary Barrier Cost ²	Number of ERs Potentially Benefited by a Noise Barrier		Total Noise Barrier System Cost Per Benefited ER
								Impacted	Total ³	
#1 (NB02) Hidden Oaks Townhomes	26	3036+00	3044+00	22	1500	ROW ⁴	\$1,400,000	26	28	\$50,000
#2 (NB04) Chival West Village – East of Suncoast Parkway	115.44	3042+00	3044+00	10	200	SH ⁵	\$1,472,000	73.44	129.28	\$26,856
		3105+50	3106+50	14	100	SH ⁵				
		3106+50	3108+00	8	150	SH ⁵				
		3108+00	3137+10	14	2900	SH ⁵				
		3137+10	3139+10	8	200	SH ⁵				
		3139+10	3162+00	14	2230	SH ⁵				
		3162+00	3164+00	8	210	SH ⁵				
		3164+00	3166+40	14	350	SH ⁵				
		3164+50	3167+00	14	300	SH ⁵				
#3 (NB16) Deerfield Lakes	19	3825+40	3825+60	20	1070	ROW ⁴	\$1,180,800	19	19	\$62,147 ⁶
		3820+60	3825+70	14	580	SH ⁵				
#4 (SB04) Chival West Village – West of Suncoast Parkway	107.82	3099+00	3160+00	14	5660	SH ⁵	\$3,336,000	90.82	128.82	\$25,897
		3106+00	3161+00	8	520	SH ⁵				
#5 (SB05 and SB06) Tarramor, Ivy Lake Estates, Tuscarno, and Discovery Point	245.07	3204+50	3258+25	22	5730	ROW ⁴	\$7,290,400	245.05	438.64	\$16,620
		3252+00	3277+25	14	2530	SH ⁵				
		3270+00	3285+00	14	1500	SH ⁵				
#6 (SB07) South Branch Preserve	120	3316+50	3355+80	22	4240	ROW ⁴	\$4,147,200	120	174	\$24,984
		3309+50	3316+00	22	700	ROW ⁴				
#7 (SB09) Suncoast Lakes	11	3730+20	3735+90	22	800	ROW ⁴	\$704,000	11	11	\$64,000 ⁶
#8 (SB10) Lone Star Ranch	18	3810+80	3835+00	22	2250	ROW ⁴	\$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 Cost of \$400⁶ per ft. for all noise barriers.

³ Total includes impacted/benefitted 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 Suncoast Parkway.

⁵ SH - Shoulder noise barrier on Suncoast Parkway.

⁶ Because the noise barrier's cost is at or near the cost-reasonable level of \$64,000 per benefited receptor, additional analysis will be necessary in the design phase to confirm that the barrier still meets this criterion with any changes made to the current concept in future design.

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.

As outlined in the Air Quality Technical Memorandum (AQTM), the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards for this pollutant with either the Build or No Build Alternatives. As such, the project "passes" the screening model.

The project is located in an area which is designated in attainment for CO Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements as related to transportation improvements do not apply to the project.

The proposed improvements are not anticipated to have substantial impact on air quality.

6.3 Contamination

The Level 1 Contamination Screening Evaluation Report (CSER) was prepared 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 24 sites; two (2) sites that were No risk, 15 sites were Low risk, seven (7) sites were Medium risk, and no sites were High risk. Table 8 summarizes the medium risk sites and location. Medium risk sites should be evaluated further in final design. A map of potential contamination sites is included as an attachment.

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 Road, Lutz, FL 33558	Medium
17	<u>Racetrac</u> #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	<u>Racetrac</u> #442	15474 State Road 52, Land O'Lakes, FL 34638	Medium
24	Abandoned Atlantic Coast Line railroad corridor	N/A	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.

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

The proposed improvements are not anticipated to have a substantial impact on utilities.

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. The proposed improvement also evaluated the

potential to provide safer connections for bicyclists and pedestrians along the cross-streets within the study area. The Preferred Alternative for the interchanges includes shared-use paths between the ramp terminals.

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)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired

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 Preliminary Engineering Report.

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.
4. All Medium risk rated sites identified in the Contamination Screening Evaluation Report will be reevaluated for their potential to impact the project during the design and ROW acquisition phases as applicable, to determine if a Level II Contamination Assessment is warranted. Level II Contamination Assessment activities will be completed within the project limits for those sites determined to have potential to impact construction and/or ROW acquisition.

10. Approved for Public Availability

Date:

Environmental or Project Development Manager

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

A Hybrid Public Hearing was held in April 2025 and consisted of a Virtual Hearing and an In-Person Hearing. The Hybrid Public Hearing had two participation options to select from: Virtual/Online or by telephone on April 8, 2025, and in-person on April 10, 2025. The in-person component was held on April 10, 2025, beginning at 5:30 p.m. at the Hilton Garden Inn Suncoast Parkway located at 2155 Northpointe Parkway, Lutz, FL 33558. The Hearing was held to provide interested persons an opportunity to review the Recommended Alternative, ask questions, and provide comments concerning the conceptual design, and potential social, economic, and environmental effects of the proposed improvements. The virtual and in-person public hearing transcripts are attached.

Public Hearing invitation letters were sent by e-mail to 34 elected officials, 42 appointed officials, and 66 agency representatives. Letters were mailed to 3,458 property owners and tenants adjacent to the study area. The Public Hearing was advertised on March 23, 2025 and March 30, 2025 in the Tampa Bay Times and on March 21, 2025 and March 28, 2025 in the La Gaceta Spanish newspaper. An advertisement was published in The Florida Administrative Register (FAR) on April 1, 2025. The Enterprise distributed a press release on April 1, 2025, to local media, and notices were posted on the project website at www.SuncoastParkwayPDE.com, and the FDOT public notices website.

A total of 75 people signed into the Virtual Hearing. Attendees had the opportunity to listen to the Enterprise Project Manager introduce the project and team members before watching the Public Hearing video presentation which described the Recommended Alternative. After the presentation, the Enterprise Project Manager provided an opportunity for attendees to provide a verbal comment. Sixteen (16) people provided a verbal comment during the Virtual Hearing.

The public was invited to attend the In-Person Public Hearing beginning at 5:30 p.m. with a formal presentation at 6:00 p.m. Attendees had an opportunity to view several project displays about the Recommended Alternative. Interactive smart boards also were used to allow community members to focus on a specific area of the project and ask questions. Members of the project team, including engineers and experts on traffic and noise, were available to discuss the project with attendees and answer questions.

A total of 103 people attended the In-Person Public Hearing, and 13 people provided a statement at the microphone. Between the Virtual and In-Person Hearing, 78 written comments were received.

Public comments received included concerns about existing and future traffic noise and opposition to the proposed interchange at Rangeland Boulevard. Comments were also received that expressed support for the widening of Suncoast Parkway to alleviate congestion. Responses were provided that explained the noise analyses process and criteria and emphasized that final determinations on noise walls, design details, and construction measures will be revisited during the design phase. Responses regarding the Rangeland Boulevard interchange clarified that it would proceed only after completion of the roadway extension and with support from Pasco County and the local community, without committing to construction at this stage.

12. Technical Materials

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

Sociocultural Effects Evaluation Technical Memo
Cultural Resources Assessment Survey
Location Hydraulics Report
Natural Resources Evaluation
Water Quality Impact Evaluation
Contamination Screening Evaluation Report
Noise Study Report
Utility Assessment Package
Preliminary Engineering Report
Pond Siting Report
Bridge Hydraulics Report
Public Involvement Plan

Attachments

Planning Consistency

Planning Consistency Documents

Social and Economic

Existing Land use Maps

Cultural Resources

SHPO Concurrence

Natural Resources

USFWS Technical Assistance Meeting Minutes

FWC Technical Assistance Meeting Record

Physical Resources

Potential Contamination Sites Map

Public Involvement

Public Hearing Virtual Transcript

Public Hearing In-Person Transcript

Planning Consistency Appendix

Contents:

Planning Consistency Documents

COST FEASIBLE PROJECTS (2031-2050) – SIS HIGHWAY (IN MILLIONS OF \$)

*Year of Expenditure Dollars

Map ID	Facility	Limits	Description	Funding Source	Project Costs (Present Day Dollars - 2024)						Project Funding FY 2031-FY 2035*				Project Funding FY 2036-FY 2040*				Project Funding FY 2041-FY 2050*			
					PD&E	PE	ROW	CST	TOTAL COST ESTIMATE	TOTAL COST YOE ESTIMATE	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
S-1	Suncoast Parkway/ SR 589 ¹	S of Van Dyke Road to Hillsborough-Pasco County Line	Widen to 8 Lanes	Federal/ State		\$21.00		\$323.33	\$344.33	\$417.09				\$417.09								
S-2	I-275	Frankland Bridge to N of Lois Avenue	Widen 4 to 6 Lanes	Federal/ State				\$8.58	\$11.07	\$11.07				\$11.07								
S-3	SR 60	Kennedy Boulevard to N of Spruce Street/Tampa International Airport	Widen 4 to 6 Lanes	Federal/ State				\$8.58	Included in above I-275 cost	Included in above I-275 cost												
S-4	I-275	at Busch Boulevard	Interchange Modification	Federal/ State		\$0.13		\$4.13	\$4.46	\$6.95						\$0.20		\$6.76				
S-5	I-275	at Fowler Avenue	Interchange Modification	Federal/ State		\$0.14		\$6.37	\$6.51	\$10.15						\$0.21		\$9.94				
S-6	I-275	N of Hillsborough Avenue to S of Bearss Avenue	Widen 6 to 8 Lanes	Federal/ State		\$2.27		\$223.53	\$225.80	\$437.19						\$3.53						\$433.66
S-7	I-275	at Fletcher Avenue	Interchange Modification	Federal/ State		\$0.13		\$2.42	\$2.52	\$3.93						\$0.20		\$3.74				
S-8	I-275	at Bearss Avenue	Interchange Modification	Federal/ State		\$14.56	\$10.00	\$230.00	\$254.68	\$484.70						\$22.90	\$15.60					\$446.20
S-9	I-4	W of I-75 NB Off Ramp to E of Mango Road	Interchange Modification	Federal/ State				\$37.86	\$37.86	\$59.06								\$59.06				
S-10	I-4	E of Branch Forbes Road to Polk Parkway	Managed Lanes 4 Lanes	Federal/ State		\$3.00		\$298.10	\$301.09	\$582.98						\$4.07						\$578.31

COST FEASIBLE PLAN—ILLUSTRATIVE/VISION PROJECTS (TURNPIKE AUTHORITY)

ID	Project Name	Project Extents	Project Type	Phase	2031 to 2035
118.1	SUNCOAST PKWY	N of S.R. 54 to S.R. 52	Expand to 6-lane freeway	PDE	
				PE	26,386,908
				ROW	
				CST	\$263,869,082
	SUNCOAST PKWY	Rangeland Blvd Interchange	New Interchange	PDE	
				PE	\$5,200,000
				ROW	\$766,335
				CST	52,000,000
119.1	SUNCOAST PKWY	Hillsborough County Line to N of S.R. 54	Expand to 8-lane freeway	PDE	
				PE	\$14,870,000
				ROW	\$439,375
				CST	207,495,735

FDOT

Adopted FY 2025/26- 2029/30 TIP

**FDOT
5 YEAR TIP
HILLSBOROUGH COUNTY, DISTRICT 7**

Major Investments for Economic Growth (2050 LRTP pg. 103)

Item Number: 442665 1	Description: WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE-N OF LUTZ LAKE (MP13.2-16.5)
Project Length: 3.22	Extra Description:
LRTP: Major Projects, p. 103	Type of Work: ADD LANES & RECONSTRUCT *SIS*

Fund	<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION - MANAGED BY FDOT								
PKYI	\$5,934	\$0	\$0	\$0	\$0	\$11,690	\$323,315,676	\$323,333,300
Totals:	\$5,934	\$0	\$0	\$0	\$0	\$11,690	\$323,315,676	\$323,333,300
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
PKYI	\$205,175	\$21,000,000	\$0	\$0	\$0	\$0	\$0	\$21,205,175
Totals:	\$205,175	\$21,000,000	\$0	\$0	\$0	\$0	\$0	\$21,205,175
RIGHT OF WAY - MANAGED BY FDOT								
PKYI	\$0	\$116,820	\$71,240	\$476,060	\$324,373	\$0	\$0	\$988,493
Totals:	\$0	\$116,820	\$71,240	\$476,060	\$324,373	\$0	\$0	\$988,493
Item 442665 1 Totals:	\$211,109	\$21,116,820	\$71,240	\$476,060	\$324,373	\$11,690	\$323,315,676	\$345,526,968

Item Number: 453056 1	Description: BIG BEND ROAD FROM US41 TO COVINGTON GARDEN DRIVE
Project Length: 1.015	Extra Description: 4 TO 6 LANES
LRTP: Major Projects, p. 103	Type of Work: ADD LANES & RECONSTRUCT *SIS*

Fund	<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION - MANAGED BY HILLSBOROUGH COUNTY BOCC								
LF	\$0	\$12,040,953	\$0	\$0	\$0	\$0	\$0	\$12,040,953
TRIP	\$0	\$8,226,980	\$0	\$0	\$0	\$0	\$0	\$8,226,980
TRWR	\$0	\$3,813,973	\$0	\$0	\$0	\$0	\$0	\$3,813,973
Totals:	\$0	\$24,081,906	\$0	\$0	\$0	\$0	\$0	\$24,081,906
Item 453056 1 Totals:	\$0	\$24,081,906	\$0	\$0	\$0	\$0	\$0	\$24,081,906

Pasco MPO FY 2026 - 2030 Transportation Improvement Program Project List

04/14/2025

TURNPIKE

Project Description: WIDEN SUNCOAST		Pasco MPO 2050 LRTP SIS Cost Feasible Plan: Page 190							
PKWY(SR589), COUNTY LINE TO N OF SR 54 (MP 17.5-20.5) County: PASCO		*SIS*							
Item Number: 442665 2 District: 07		Type of Work: ADD LANES & RECONSTRUCT		Project Length: 3.034MI					
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	17,094		14,870,000					14,887,094
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT			42,480	265,890	205,000			513,370
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT							291,413,844	291,413,844
Item: 442665 2 Totals		17,094		14,912,480	265,890	205,000		291,413,844	306,814,308
Project Totals		17,094		14,912,480	265,890	205,000		291,413,844	306,814,308
Project Description: RESURFACE SUNCOAST		Pasco MPO 2050 LRTP Cost Feasible Plan: Page 169				*SIS*			
		Type of Work: RESURFACING		Project Length: 8.766MI					



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Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Approved STIP Financial Project:442665 1 As Of:7/1/2025	Detail Related Items Shown

TURNPIKE							
Item Number: 442665 1		Project Description: WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE-N OF LUTZ LAKE (MP13.2-16.5)					*SIS*
District: 07	County: HILLSBOROUGH	Type of Work: ADD LANES & RECONSTRUCT			Project Length: 3.220MI		
		Fiscal Year					
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029 All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT	268,262	21,003,608					21,271,870
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RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT		116,820	71,240	476,060	324,373		988,493
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CONSTRUCTION / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT	8,879					323,327,366	323,336,245
Item: 442665 1 Totals		277,141	21,120,428	71,240	476,060	324,373	323,327,366	345,596,608

Item Number: 442665 3**Project Description:** WIDEN SUNCOAST PKWY(SR589), N OF LUTZ LK TO
COUNTY LINE (MP 16.5-17.5)***SIS*****District:** 07**County:** HILLSBOROUGH**Type of Work:** ADD LANES & RECONSTRUCT**Project Length:** 1.000MI

Phase / Responsible Agency	Fiscal Year						
	<2026	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	PKYI-TURNPIKE IMPROVEMENT		1,500				1,500
Item: 442665 3 Totals			1,500				1,500
Project Totals		277,141	21,121,928	71,240	476,060	324,373	323,327,366
Grand Total		277,141	21,121,928	71,240	476,060	324,373	323,327,366

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management

Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449

Or

Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

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Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Approved STIP Financial Project:442665 2 As Of:7/1/2025	Detail Related Items Shown

TURNPIKE								
Item Number: 442665 2		Project Description: WIDEN SUNCOAST PKWY(SR589), COUNTY LINE TO N OF SR 54 (MP 17.5-20.5)					*SIS*	
District: 07	County: PASCO	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 3.034MI		
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT	16,624	1,244	14,870,000				14,887,868
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RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT			42,480	265,890	205,000		513,370
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CONSTRUCTION / MANAGED BY FDOT

Fund Code:	PKYI-TURNPIKE IMPROVEMENT						291,413,844	291,413,844
	Item: 442665 2 Totals	16,624	1,244	14,912,480	265,890	205,000	291,413,844	306,815,082
	Project Totals	16,624	1,244	14,912,480	265,890	205,000	291,413,844	306,815,082
	Grand Total	16,624	1,244	14,912,480	265,890	205,000	291,413,844	306,815,082

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Consistent, Predictable, Repeatable

Social and Economic Appendix

Contents:

Existing Land use Maps

Legend

 Project Study Area
(0.25 mile buffer)

 Existing Roadway

Land Use Code: Description

 110: Residential Low Density

 120: Residential Medium
Density

 130: Residential High Density

 140: Commercial and Services

 170: Institutional

 180: Recreational

 190: Open Land

 200: Agriculture

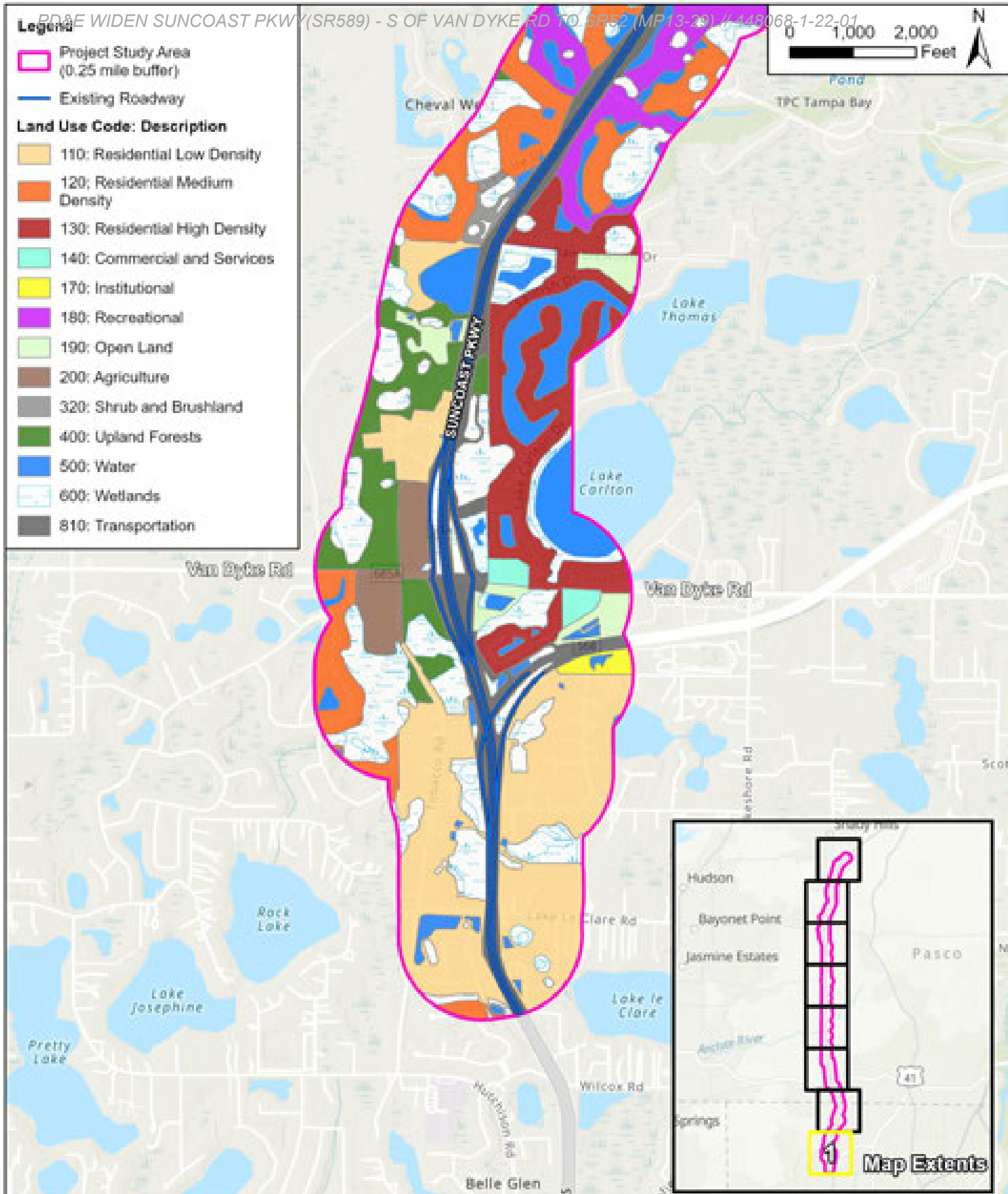
 320: Shrub and Brushland

 400: Upland Forests

 500: Water

 600: Wetlands

 810: Transportation



Existing Land Uses Map

**Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida**



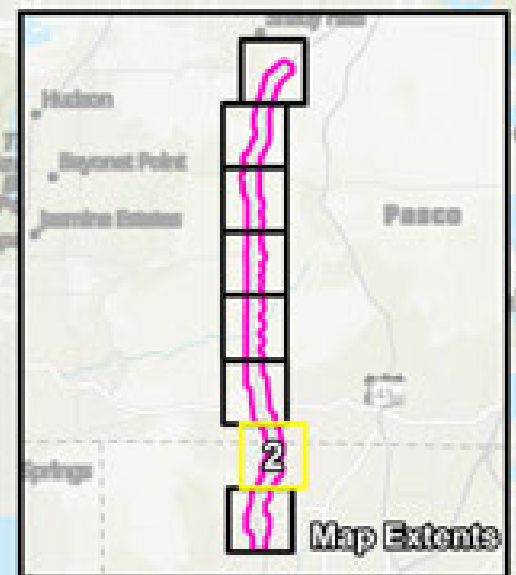
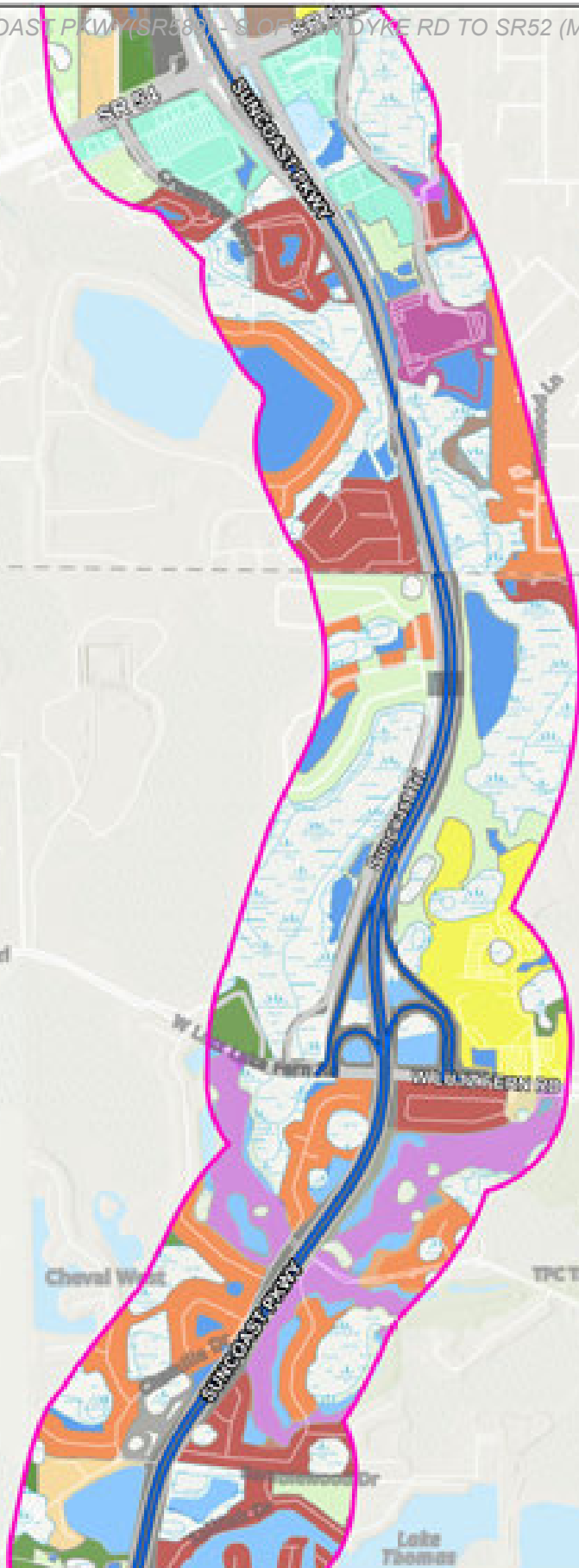
Legend

 Project Study Area
(0.25 mile buffer)

 Existing Roadway

Land Use Code: Description

- 110: Residential Low Density
- 120: Residential Medium Density
- 130: Residential High Density
- 140: Commercial and Services
- 150: Industrial
- 170: Institutional
- 180: Recreational
- 190: Open Land
- 200: Agriculture
- 320: Shrub and Brushland
- 400: Upland Forests
- 500: Water
- 600: Wetlands
- 810: Transportation



Existing Land Uses Map

Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida

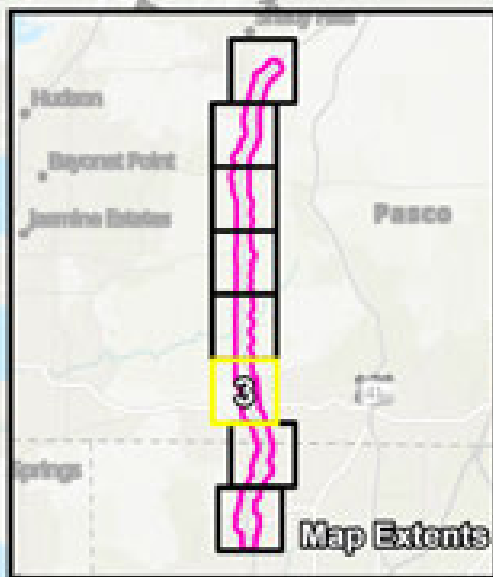
Legend

Project Study Area
(0.25 mile buffer)

Existing Roadway

Land Use Code: Description

- 110: Residential Low Density
- 120: Residential Medium Density
- 130: Residential High Density
- 140: Commercial and Services
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- 190: Open Land
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- 320: Shrub and Brushland
- 400: Upland Forests
- 500: Water
- 600: Wetlands
- 810: Transportation



Existing Land Uses Map

Suncoast Parkway PD&E Pasco County, Hillsborough County, Florida



Legend

Project Study Area
(0.25 mile buffer)

Existing Roadway

Land Use Code: Description

130: Residential High Density

190: Open Land

200: Agriculture

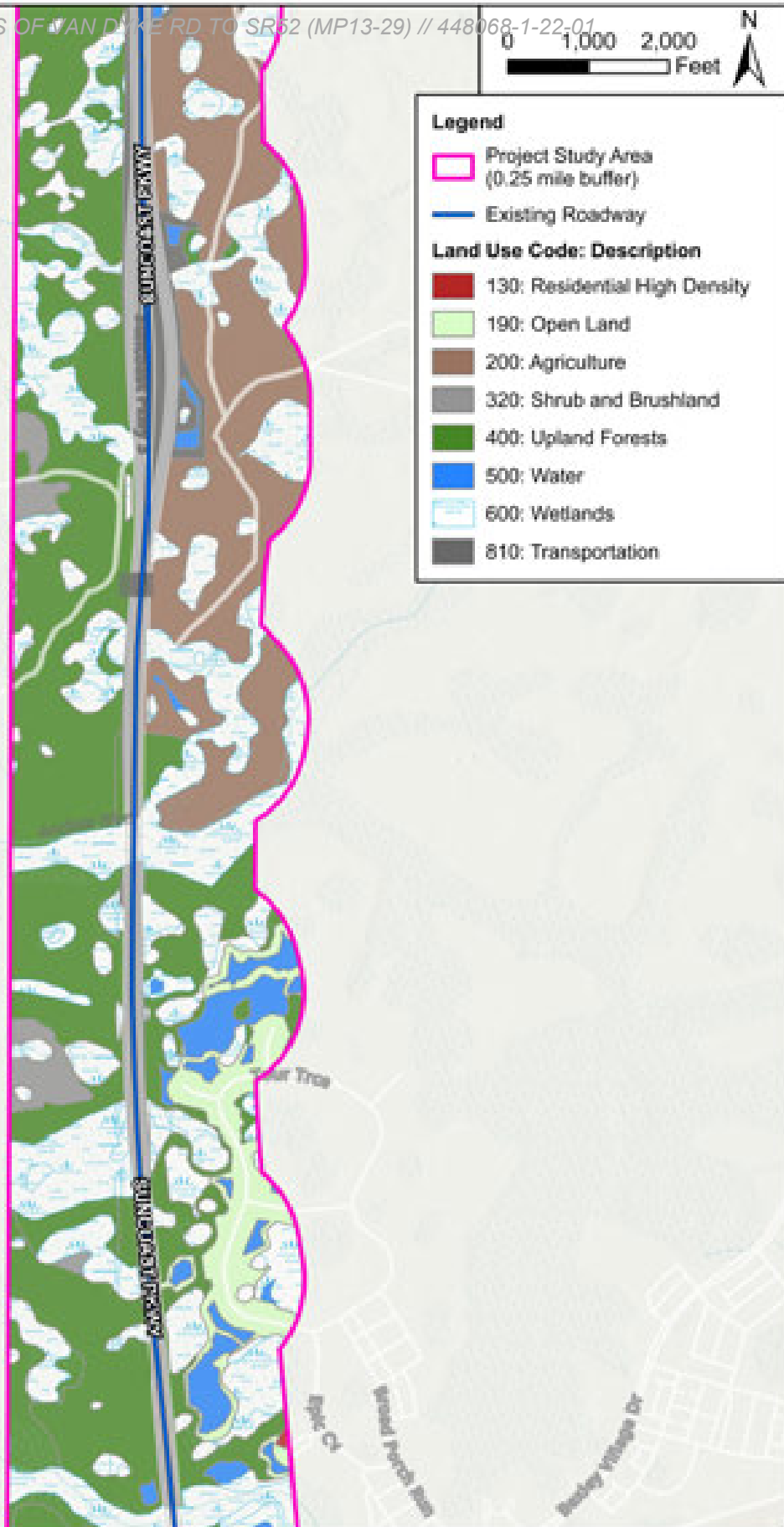
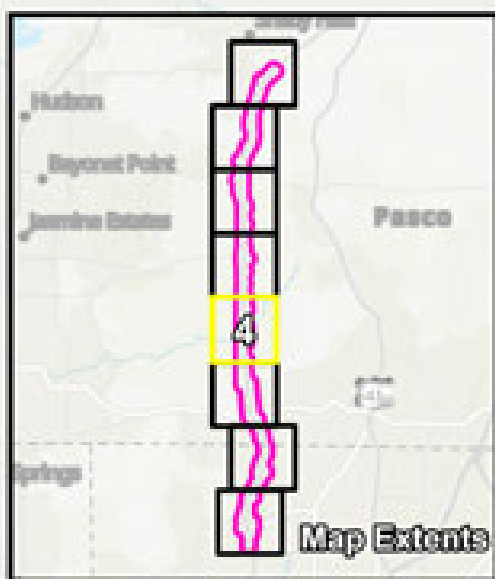
320: Shrub and Brushland

400: Upland Forests

500: Water

600: Wetlands

810: Transportation



Existing Land Uses Map

Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida

Legend

 Project Study Area
(0.25 mile buffer)

 Existing Roadway

Land Use Code: Description

 200: Agriculture

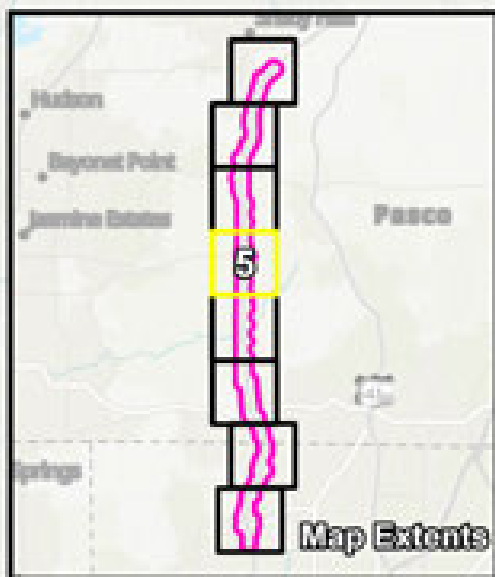
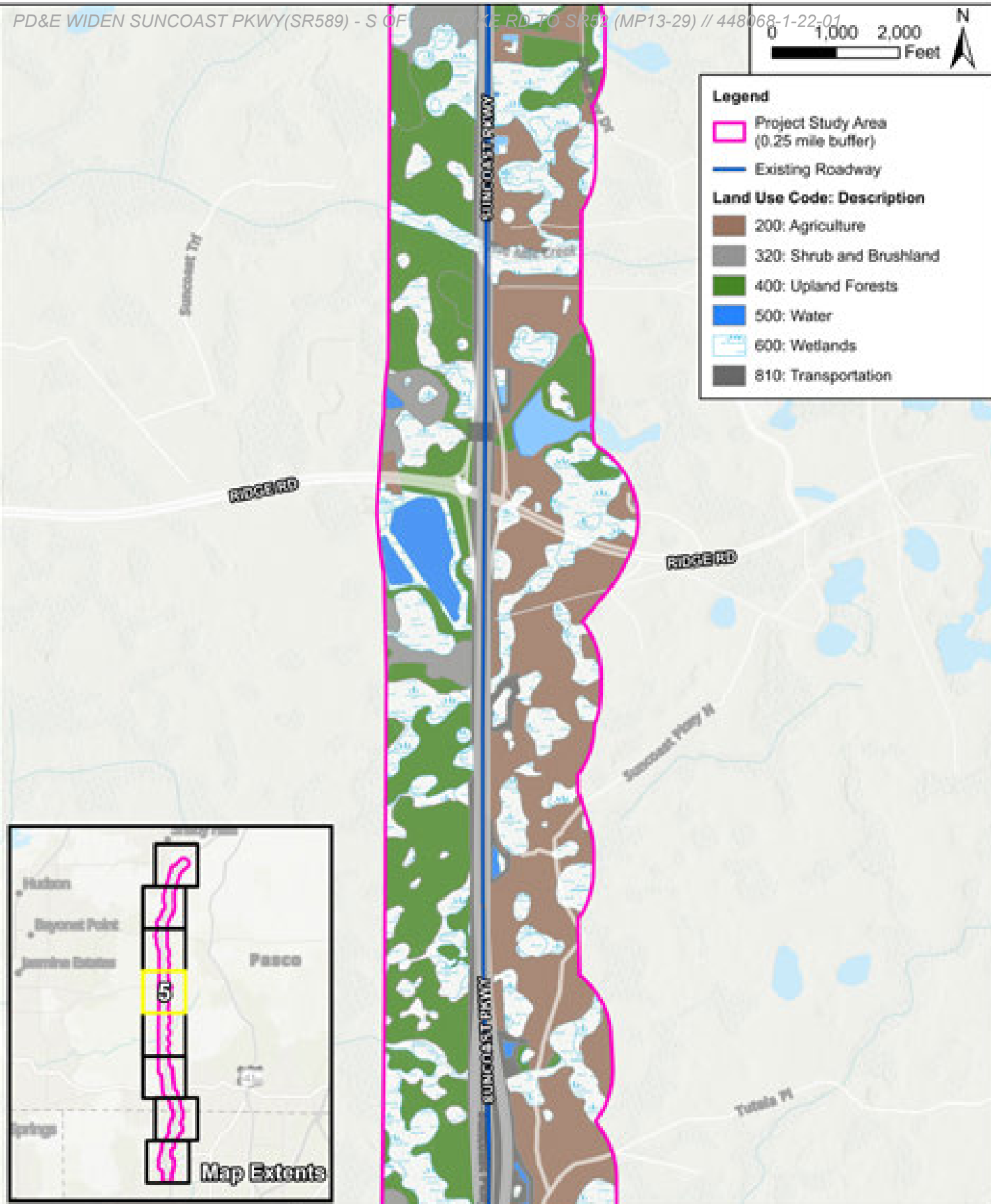
 320: Shrub and Brushland

 400: Upland Forests

 500: Water

 600: Wetlands

 810: Transportation



Existing Land Uses Map

Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida

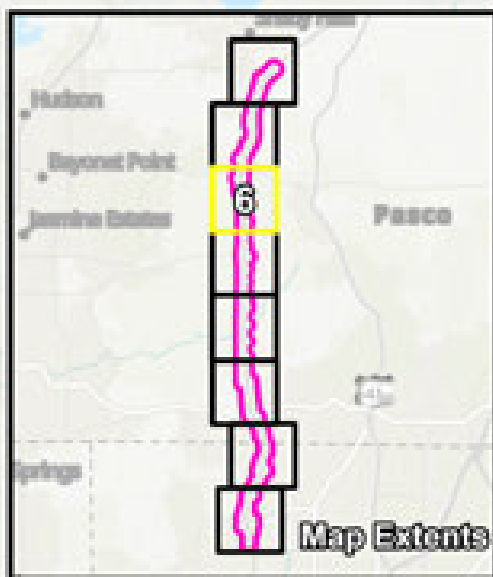
Legend

Project Study Area
(0.25 mile buffer)

Existing Roadway

Land Use Code: Description

- 110: Residential Low Density
- 120: Residential Medium Density
- 130: Residential High Density
- 140: Commercial and Services
- 170: Institutional
- 190: Open Land
- 200: Agriculture
- 320: Shrub and Brushland
- 400: Upland Forests
- 500: Water
- 600: Wetlands
- 810: Transportation



Map Extents

Existing Land Uses Map

Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida

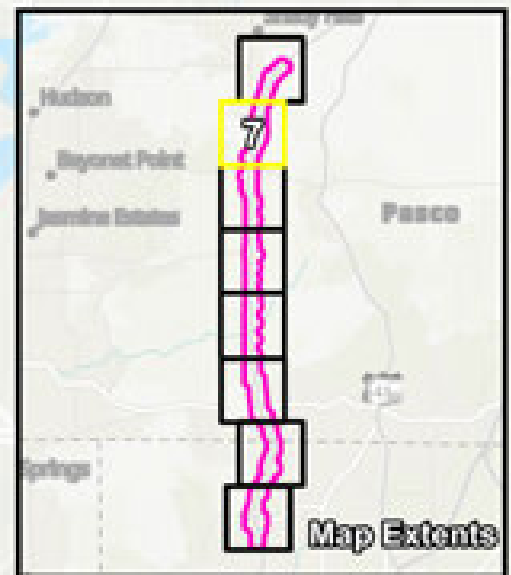
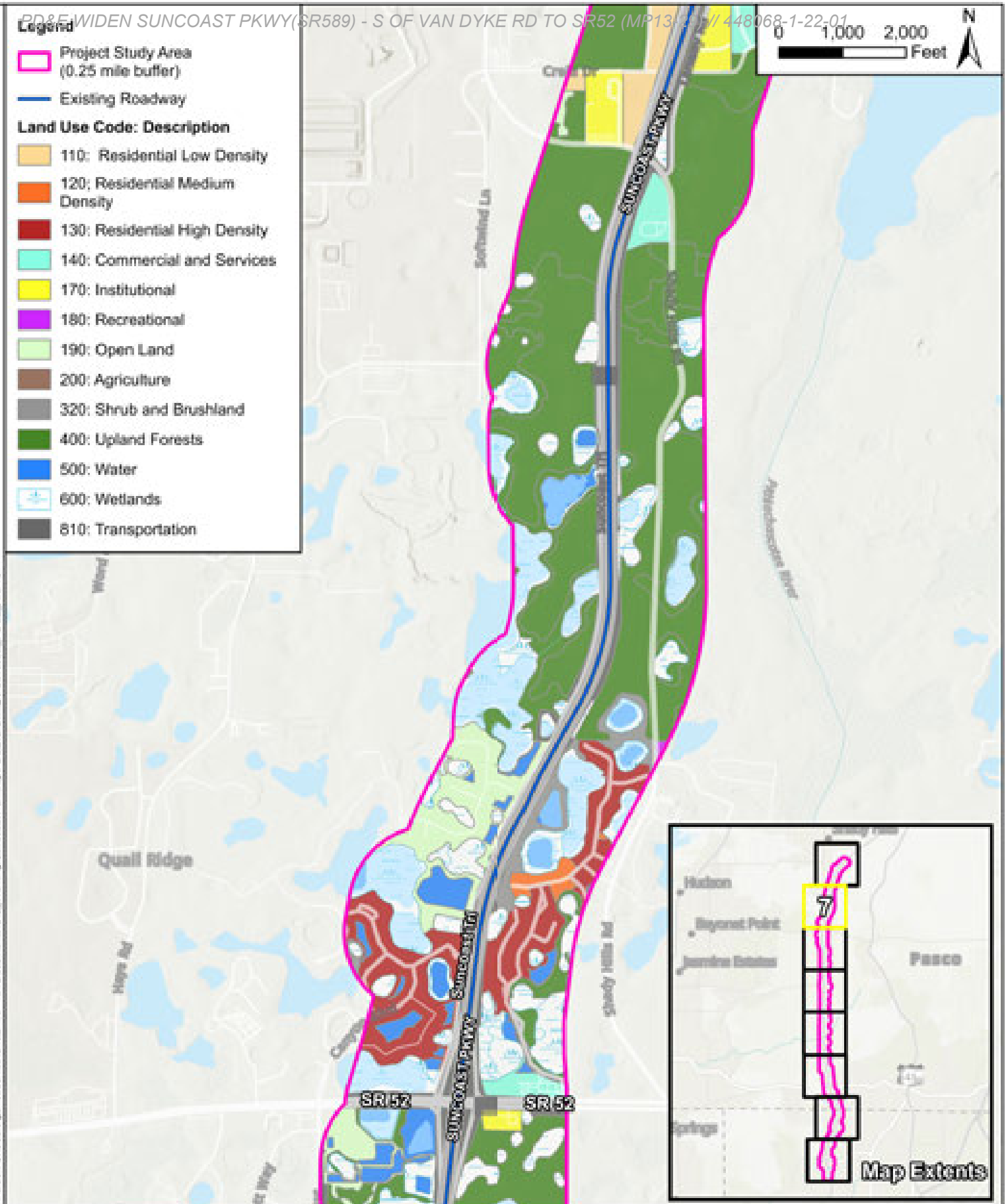


Legend

- Project Study Area (0.25 mile buffer)
- Existing Roadway
- Land Use Code: Description**
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- 170: Institutional
- 180: Recreational
- 190: Open Land
- 200: Agriculture
- 320: Shrub and Brushland
- 400: Upland Forests
- 500: Water
- 600: Wetlands
- 810: Transportation



Folder: C:\Users\jglover\Documents\GIS - Working\Suncoast Parkway\PD&E\GIS\Map\Suncoast_PD&E_Archet

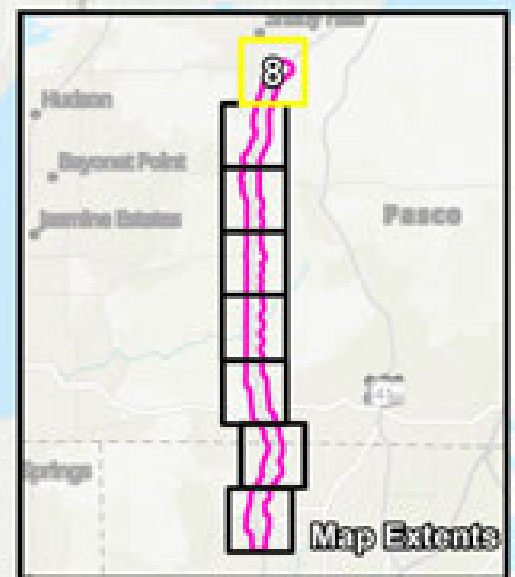
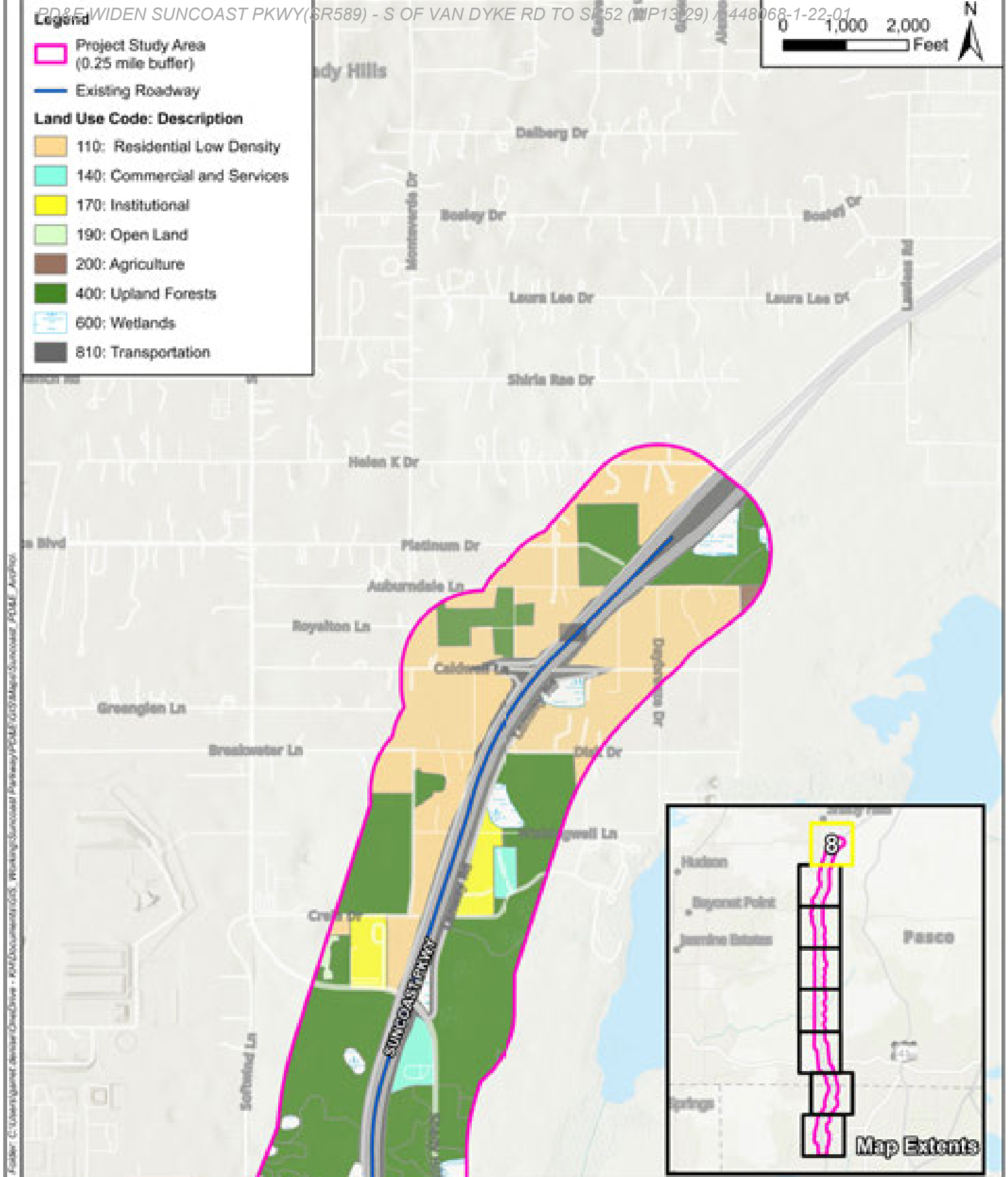


Existing Land Uses Map

**Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida**

Legend

- Project Study Area (0.25 mile buffer)
 - Existing Roadway
- Land Use Code: Description**
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Existing Land Uses Map

**Suncoast Parkway PD&E
Pasco County, Hillsborough County, Florida**

Cultural Resources Appendix

Contents:

SHPO Concurrence



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
407-532-3999

JARED W. PERDUE, P.E.
SECRETARY

February 12, 2026

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)
Florida
FM # 448068-1-22-01
DHR CRAT Number: 2025-7039

Dear Ms. Lotane,

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study to evaluate the widening of an approximately 16-mile segment along Suncoast Parkway (State Road [SR] 589) from south of Van Dyke Road to north of SR 52 (milepost [MP] 13 to 29) in Hillsborough and Pasco Counties, Florida (Financial Project ID [FPID] No. 448068-1-22-01). The purpose of the cultural resources assessment survey (CRAS) was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effects (APE) and to assess these resources in terms of their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The project complies with the revised Chapter 267, *Florida Statutes (F.S.)* and Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the FDOT, the Advisory Council on Historic Preservation (ACHP), and the Florida State Historic Preservation Officer (SHPO) Regarding Implementation of the Federal-Aid Highway Program in Florida* (Programmatic Agreement, effective September 27, 2023). This assessment meets the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E Manual* (effective July 31, 2024). All work also conforms to professional guidelines set forth in the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Historic linear resource evaluation was conducted in accordance with the FDOT Historic Linear Resource Guide. Principal Investigators also meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The majority of the archaeological APE is located within areas that have been previously surveyed for archaeological resources during one or more of the following surveys and that were previously disturbed during construction of major roadway, co-located drainage facilities, and underground utility corridors:

- *An Archaeological and Historical Assessment of the Proposed North Suncoast Expressway, Hillsborough, Pasco, and Hernando Counties, Florida* (HDR Engineering, Inc. 1990; FMSF Manuscript No. 2684)
- *A Cultural Resource Assessment Survey Suncoast Parkway Reevaluation Areas Hillsborough, Pasco, and Hernando Counties, Florida* (ACI 1995; Florida Master Site File [FMSF] Manuscript No. 4889)
- *Cultural Resource Assessment Survey Report, Veterans Expressway (SR 589) Project Development and Environment (PD&E) Study from Memorial Highway to Van Dyke Road, Hillsborough County, Florida* (ACI 2005; FMSF Manuscript No. 14392)
- *Cultural Resource Assessment Survey PD&E Study, Van Dyke Road from Gunn Highway to East of Whirley Road, Hillsborough County, Florida* (ACI 2025; FMSF Manuscript No. 29773)
- *Cultural Resource Assessment Survey Report Project Development and Environment (PD&E) Study, Lutz Lake Fern Road from West of the Suncoast Parkway (SR 589) to Dale Mabry Highway (SR 597), Hillsborough County, Florida* (ACI 2006; FMSF Manuscript No. 13273)
- *Cultural Resource Assessment Survey of the State Road 54 Expansion/Re-alignment Project Right-of-Way* (Piper Archaeological Research 1990; FMSF Manuscript No. 2449)
- *Development of Regional Impact, Archaeological and Historical Survey, Bexley Ranch, Pasco County, Florida* (Panamerican Consultants, Inc. [PCI]; FMSF Manuscript No. 9292)
- *Cultural Resource Assessment of the Proposed Ridge Road Extension, Pasco County, Florida* (White 1998; FMSF Manuscript No. 5826)
- *Cultural Resource Assessment Survey of the Angeline Ranch Property, Pasco County, Florida* (ACI 2017; FMSF Manuscript No. 24998)
- *Cultural Resource Assessment Survey Update Technical Memorandum State Road (SR) 52 from East of the Suncoast Parkway to West of Interstate 75 (I-75) Project Development and Environment (PD&E) Study Reevaluation, Pasco County, Florida* (ACI 2006; FMSF Manuscript No. 14885)

The only portions of the archaeological APE that fall outside of the boundaries of these previous cultural resource surveys at the time field work was conducted are the southernmost areas of newly proposed ROW and several lengths of Van Dyke Road located to the east and west of the Suncoast Parkway. Therefore, the archaeological APE for this survey consisted of the footprint of the limits of construction, the infield areas at existing interchanges, an infield area at the proposed interchange, and proposed ROW with subsurface testing focused on the previously unsurveyed areas. In cases where proposed improvements were minor and limited to pavement marking of existing hardscape or minor adjustments to curb/median in areas that had already been formerly cleared, grubbed, and hardscaped, these small areas were considered to fall outside of the archaeological APE since they would not have the potential to affect intact archaeological resources.

To account for the proposed widening of the existing Suncoast Parkway facility and to account for 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.

Subsurface testing focused on the previously unsurveyed areas along Van Dyke Road due the previous survey efforts and the limitations on subsurface testing within the remainder of the APE resulting from the presence of hardscape, underground utilities, berms, drainage ditches, wetlands, and standing water. Therefore, the results of the current survey, as well as past testing conducted within the current APE during previous survey efforts, indicate a low potential for significant archaeological deposits within the archaeological APE. No archaeological sites or occurrences were identified within the archaeological APE as a result of the current survey effort.

Historic resources survey efforts also focused on the entire APE, regardless of the level of previous survey work, due to the potential for resources to have become newly historic since the previous survey efforts were conducted. 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). Old Dade City Road was first recorded in its entirety in 1982, and other segments recorded in 1998, 2003, 2008, 2015, 2021, and 2022 have each been determined ineligible by the SHPO. The unrecorded segment of Old Dade City Road in the current APE is similar to the rural, dirt-paved section recorded in 1998 that was determined National Register-ineligible by the SHPO, whereas the other recorded segments have been modernized sections of highway. Within the APE, the historic road no longer retains its original alignment nor its historic setting after the construction of Suncoast Parkway, which bisected the road; therefore, it no longer retains connectivity east and west of the Parkway. Various segments of SR 54 have been recorded throughout Pasco County, all of which have been determined National Register-ineligible by the SHPO. The unrecorded portion of SR 54 within the APE exhibits modern alterations such as widening, pavement markings, and signage similar to other sections determined ineligible. While the segments of Old Dade City Road (8PA113) and SR 54 (8PA2472) within the APE appear to be National Register-ineligible, there is insufficient information to evaluate either of these resources in their entirety. The two newly recorded resources consist of residences (8HI15819-8HI15820) that are considered ineligible for the National Register because they exhibit common styles of architecture, modifications, and lack historical associations. 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 (FDHR 2022). Based on this survey, the project, as currently proposed, will have no adverse effect on the four identified resources, which are all not considered eligible for inclusion in the National Register.

The CRAS Report is provided for your review and comment. If you have any questions or need assistance, please contact me at 407-264-3293 or via email at Annemarie.Hammond@dot.state.fl.us. Thank you for your continued assistance on Enterprise projects.

Based on the review summarized above, FDOT has determined that this project 448068-1-22-01 will result in **No Adverse Effect** on historic properties **conditional upon SHPO comments provided below**. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions

required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Annemarie Hammond on February 12, 2026

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2025-7039.

SHPO/FDHR Comments

We look forward to reviewing a monitoring report and further consultation.



March 6, 2026

Signed

Date

Alissa S. Lotane, Director

State Historic Preservation Officer

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [44806812201-SEIR-FTE-Supplemental_Files_for_FDHR\(michael.garau@kimley-horn.com\)-2025-0929.zip](#) (Florida Master Site File Forms)
Supplemental Files for FDHR(michael.garau@kimley-horn.com)
- [44806812201-SEIR-FTE-CRAS_FTE_Suncoast_Pkwy_448068-1_02-06-2026-2026-0211.pdf](#) (Cultural Resources Assessment Survey (CRAS))
CRAS FTE Suncoast Pkwy 448068-1 02-06-2026
- [44806812201-SEIR-FTE-2025-7039_RAI_Questions_w_Notes-2025-1106.pdf](#) (Cultural Resources Assessment Survey (CRAS))
2025-7039 RAI Questions w Notes

Natural Resources Appendix

Contents:

USFWS Technical Assistance Meeting Minutes

FWC Technical Assistance Meeting Record

Record of Meeting

Meeting Date/Time: 9/24/2025
2:30pm (EDT)

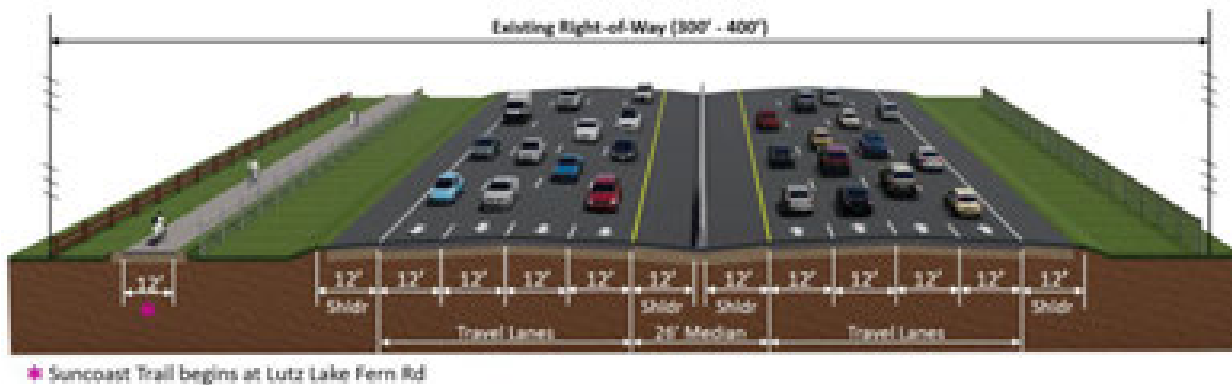
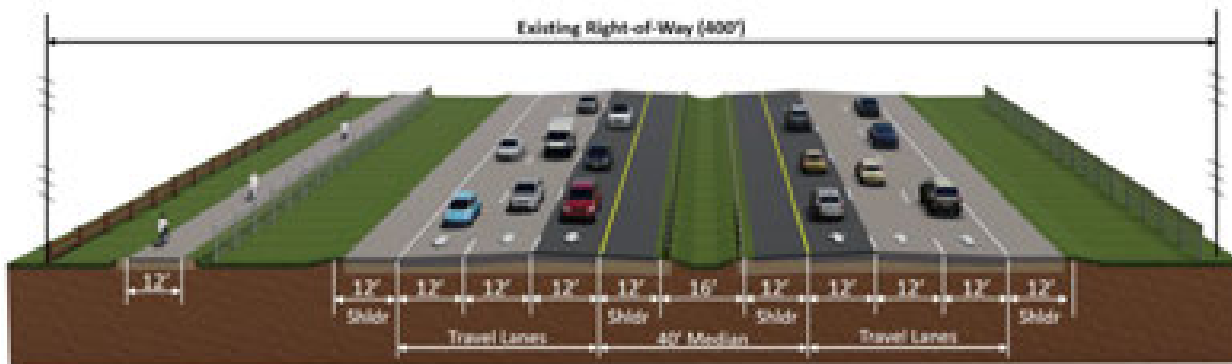
Subject: 448068-1 PD&E Widen Suncoast Parkway from Van Dyke to SR 52
USFWS Technical Assistance Meeting

Attendees:

Name	Organization
Fred Gaines	Enterprise/Atkins
Annemarie Hammond	Enterprise
Nicolette Lundie	Enterprise
Greg Moore	Enterprise
Blake Meinecke	Enterprise
Zakia Williams	USFWS
Michael Garau	Kimley-Horn
Sarah Johnson	Kimley-Horn
Christine Umi Prince	Kimley-Horn

Project Overview

- The project proposes capacity improvements and potential new and/or modified interchanges along the Suncoast Parkway (SR 589) from south of Van Dyke Road to SR 52 (MP 13-29) in Hillsborough and Pasco Counties for a distance of approximately 16 miles. As part of the study, all existing interchanges within the project limits and the 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 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. Within the study limits, the roadway is functionally classified as an Urban Principal Arterial - Freeway and Expressway and has a posted speed limit of 60 miles per hour (mph) from approximately MP 13 to MP 17 and 70 mph from MP 17 to MP 29. 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.
- Zakia Williams requested a brief overview of the interchanges. It was noted that the only new interchange would be at Rangeland Blvd but Pasco County would need to build the extension of Rangeland Blvd first.

Typical Section**Figure 2-2. Proposed Typical Section – Segment 1****Figure 2-3. Proposed Typical Section – Segment 2***Overview of Environmental Findings***1. Wetlands**

- The majority of the wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways. A total of 6.15 acres of wetlands and 0.60 acres of other surface waters are present within the footprint of the Preferred Alternative.
- Construction of the Preferred Alternative may result in an estimated 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.
- No EFH within project limits

2. Protected Species

- Eight (8) federally listed species, two (2) 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.
- IPaC identified the red-cockaded woodpecker and Everglade snail kite as having the potential to occur in the project limits. However, since the project study area does not

overlap the CA for either species they are not discussed in this report. Additionally, since there were not reported bald eagle nests within 1-mile of the project limits, the bald eagle is not discussed in this report.

Listed Species Effect Determinations

1. Flora

- a. Carter's Warea (*Warea carteri*) – No effect
- b. Florida Golden Aster (*Chrysopsis floridana*) – No effect
- c. Pygmy Fringe Tree (*Chionanthus pygmaeus*) – No effect
- d. Short-leaved Rosemary (*Conradina brevifolia*) – No effect

2. Fauna

- a. Eastern Indigo Snake (*Drymarchon couperi*) – MANLAA
 - Eastern Indigo Snake key was used to reach determination.
- b. Tricolored bat (*Perimyotis subflavus*) – not likely to jeopardize
- c. Monarch Butterfly (*Danaus plexippus*) – not likely to jeopardize
- d. Eastern Black Rail (*Laterallus jamaicensis ssp. jamaicensis*) – No effect
- e. Florida Scrub-jay (*Aphelocoma coerulescens*) – MANLAA
 - No scrub habitat in the project footprint or ROW.
 - Scrub-jay surveys were conducted in the 90s particularly near Serenova tract but none have been documented in the area since.
- f. Wood Stork (*Mycteria americana*) – MANLAA

Implementation Measures

- A survey for listed plant species will be performed during the design phase and coordination with FDACS will occur if impacts to these species are anticipated.

Commitments

- 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.
- 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.

Closing Remarks

- It was noted that the project will be advancing to design in segments – starting with the first 3 miles from the south to approximately the county line, next segment to go up to SR 54, then everything north.
- Zakia to screen project limits with their most recent data and will notify if any issues. ETDM review was done under #14503.

Record of Meeting

Meeting Date/Time: 9/26/2025
8:30 am (EDT)

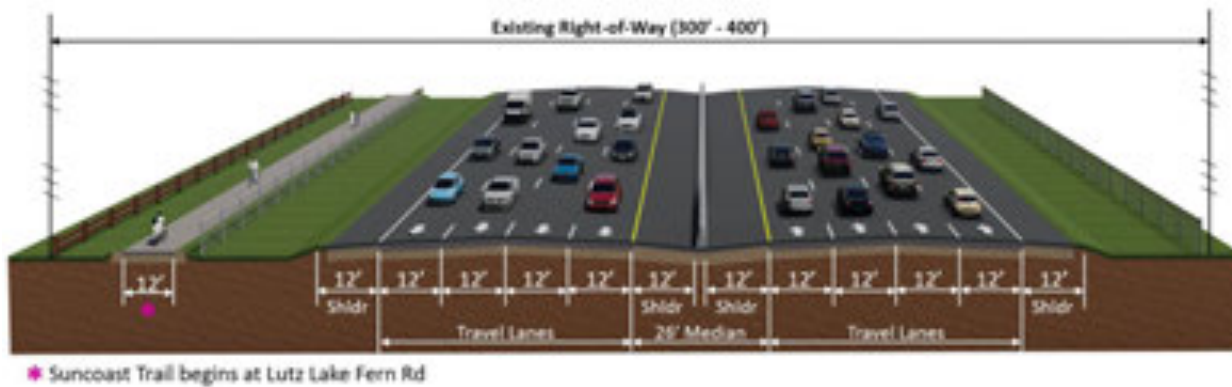
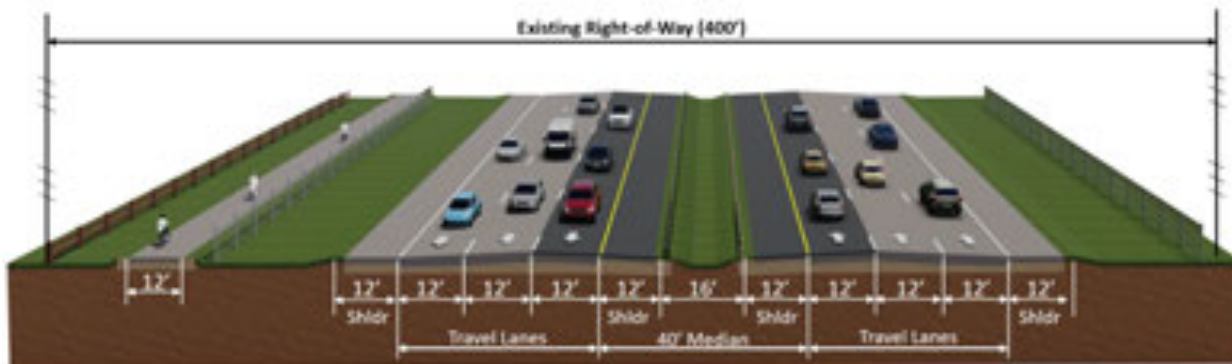
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Kate Groninger	Enterprise
Rupa Magar-Chhabra	Enterprise
Greg Moore	Enterprise
Blake Meinecke	Enterprise
Doug Zang	Enterprise
Laura DiGruttolo	FWC
Elijah McBride	FWC
Michael Garau	Kimley-Horn
Sarah Johnson	Kimley-Horn

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- Construction of the Preferred Alternative may result in an estimated 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.
- No EFH within project limits

2. Protected Species

- Eight (8) federally listed species, two (2) federally proposed species, and 22 state listed species have been reviewed for the potential to occur within the project study area.
- There are no reported bald eagle nests within 1-mile of the project limits. Therefore, the bald eagle is not discussed in this report.

Listed Species Effect Determinations

1. Flora

- a. Celestial Lily (*Nemastylis floridana*) – no adverse effect anticipated
- b. Craighead's Nodding-caps (*Triphora craigheadii*) – no effect anticipated
- c. Cutthroat Grass (*Panicum abscissum*) – no adverse effect anticipated
- d. Florida Beargrass (*Nolina atopocarpa*) – no effect anticipated
- e. Florida Spiny-pod (*Matelea floridana*) – no effect anticipated
- f. Florida Willow (*Salix floridana*) – no effect anticipated
- g. Giant Orchid (*Pteroglossaspis ecristata*) – no adverse effect anticipated
- h. Incised Groove-bur (*Agrimonia incisa*) – no adverse effect anticipated
- i. Many-flowered Grass-pink (*Calopogon multiflorus*) – no adverse effect anticipated
- j. Nodding Pinweed (*Lechea cernua*) – no effect anticipated
- k. Piedmont Jointgrass (*Coelorachis tuberculosa*) – no adverse effect anticipated
- l. Pondspice (*Litsea aestivalis*) – no adverse effect anticipated
- m. Pygmy Pipes (*Monotropsis reynoldsiae*) – no adverse effect anticipated
- n. Sand Butterfly Pea (*Centrosema arenicola*) – no adverse effect anticipated
- o. Yellow Fringeless Orchid (*Platanthera integra*) – no adverse effect anticipated

2. Fauna

- a. Gopher Tortoise (*Gopherus polyphemus*) – no adverse effect anticipated
- b. Short-tailed Snake (*Lampropeltis extenuata*) – no adverse effect anticipated
- c. Florida Burrowing Owl (*Athene cunicularia floridana*) – no adverse effect anticipated
- d. Florida Sandhill Crane (*Grus canadensis pratensis*) – no adverse effect anticipated
- e. Southeastern American Kestrel (*Falco sparverius paulus*) – no adverse effect anticipated
- f. Little Blue Heron (*Egretta caerulea*) – no adverse effect anticipated
- g. Tricolored Heron (*Egretta tricolor*) – no adverse effect anticipated
- h. Florida Black Bear (*Ursus americanus floridanus*) – no anticipated impacts

Implementation Measures

- A survey for listed plant species will be performed during the design phase and coordination with FDACS will occur if impacts to these species are anticipated.
- Surveys for gopher tortoise burrows, as well as commensal species, will be conducted during the design phase and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC.
- Surveys for the southeastern American kestrel will be conducted during the nesting season (May through August) in the design phase. If it is determined nest areas are found and could be impacted by the project, the Enterprise will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction.

- Surveys for Florida sandhill crane nest sites will be conducted during the design phase. If it is determined nest areas are found and could be impacted by the project, the Enterprise will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction.
- Contractors will be required to follow the FDOT Contractor Requirements for Unanticipated Interaction with Protected Species for the black bear as part of the FDOT Standard Specification for Road and Bridge Construction Section 7-1.4.

Commitments

- 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.

Closing Remarks

- Laura (FWC) noted that the findings look complete. Fred stated that this project is state funded, so Turnpike does not send out the NRE.

Physical Resources Appendix

Contents:

Potential Contamination Sites Map



Legend

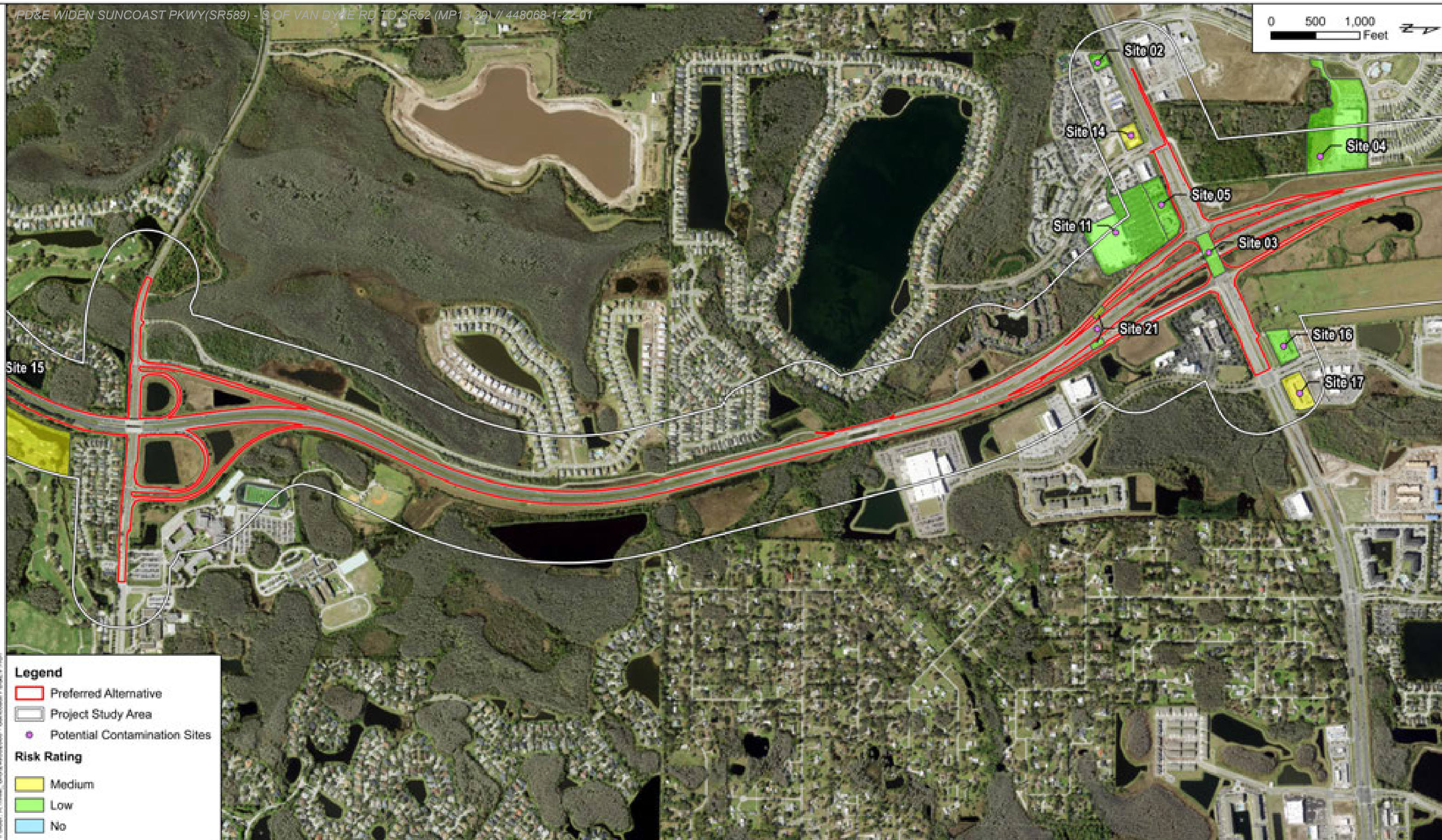
- Preferred Alternative
- Project Study Area
- Potential Contamination Sites

Risk Rating

- Medium
- Low
- No

Potential Contamination Sites Map
 Suncoast Parkway (SR 589) PD&E Study
 (ETDM Number: 14503; FPID: 448068-1-22-01)
 Hillsborough County and Pasco County, Florida

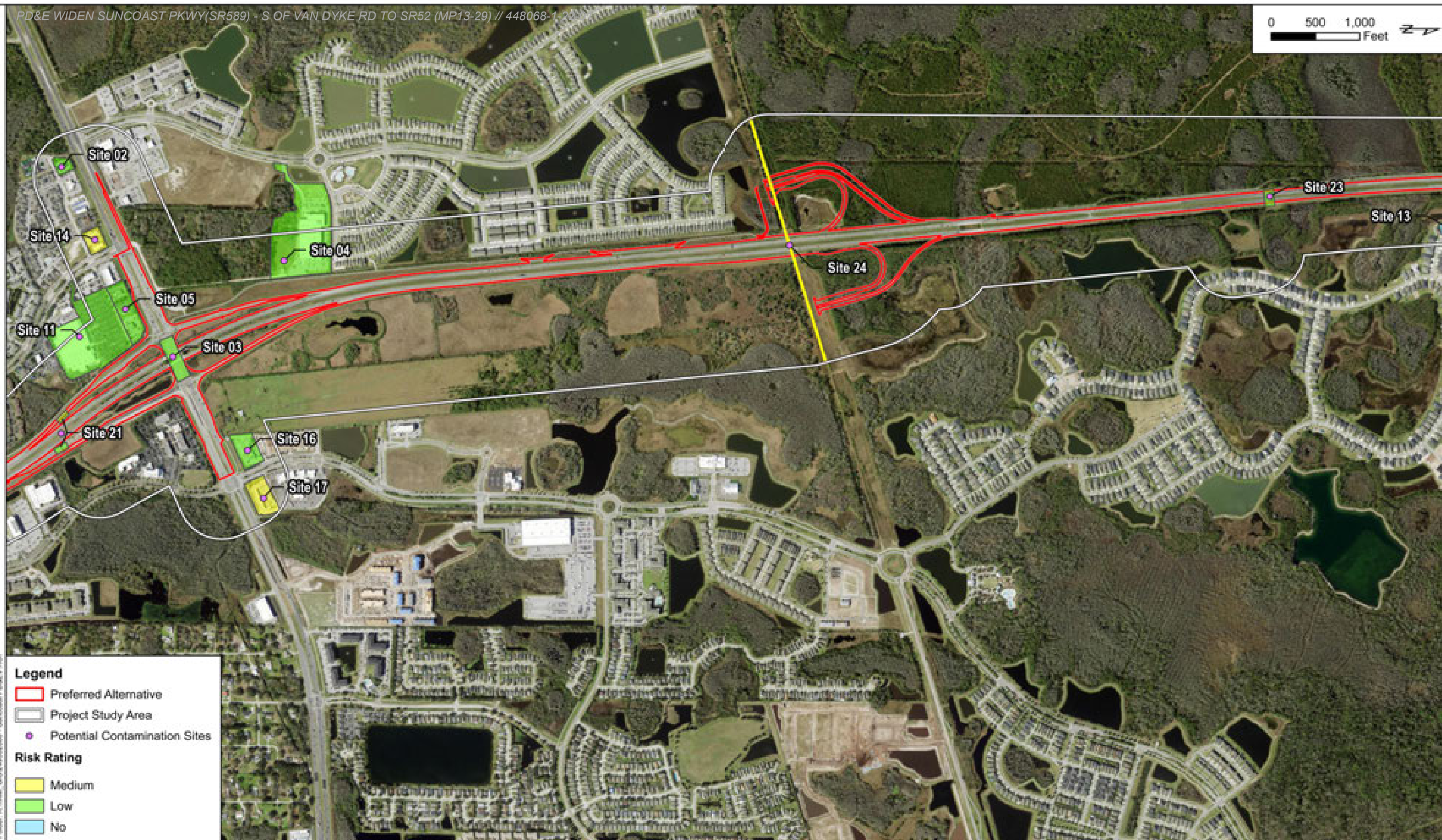




- Legend**
- Preferred Alternative
 - Project Study Area
 - Potential Contamination Sites
- Risk Rating**
- Medium
 - Low
 - No

Potential Contamination Sites Map
 Suncoast Parkway (SR 589) PD&E Study
 (ETDM Number: 14503; FPID: 448068-1-22-01)
 Hillsborough County and Pasco County, Florida





Potential Contamination Sites Map
 Suncoast Parkway (SR 589) PD&E Study
 (ETDM Number: 14503; FPID: 448068-1-22-01)
 Hillsborough County and Pasco County, Florida



Legend

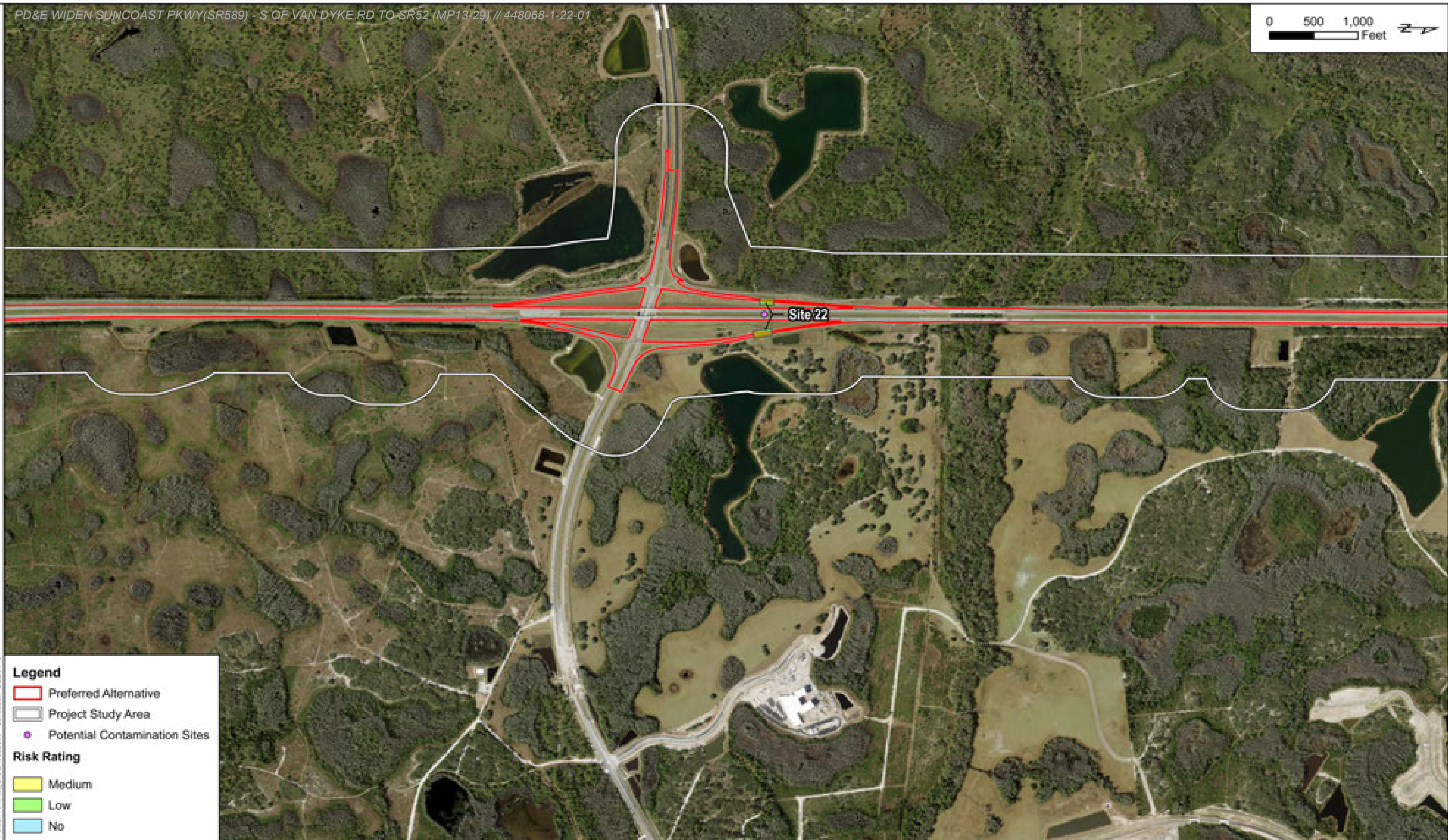
- Preferred Alternative
- Project Study Area
- Potential Contamination Sites

Risk Rating

- Medium
- Low
- No



Potential Contamination Sites Map
Suncoast Parkway (SR 589) PD&E Study
(ETDM Number: 14503; FPID: 448068-1-22-01)
Hillsborough County and Pasco County, Florida



Legend

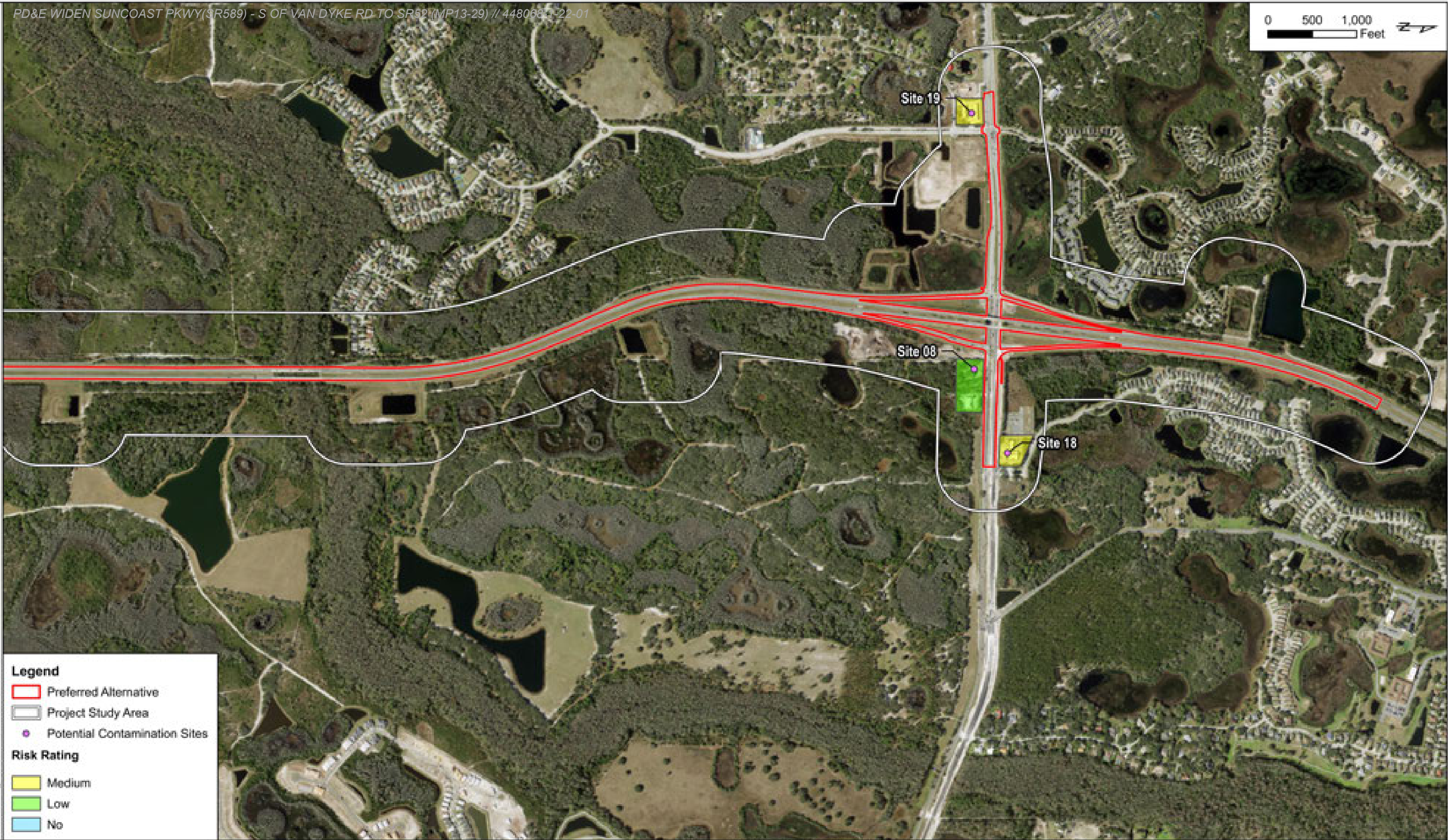
- Preferred Alternative
- Project Study Area
- Potential Contamination Sites

Risk Rating

- Medium
- Low
- No

Potential Contamination Sites Map
Suncoast Parkway (SR 589) PD&E Study
(ETDM Number: 14503; FPID: 448068-1-22-01)
Hillsborough County and Pasco County, Florida





Legend

- Preferred Alternative
- Project Study Area
- Potential Contamination Sites

Risk Rating

- Medium
- Low
- No



Potential Contamination Sites Map
Suncoast Parkway (SR 589) PD&E Study
(ETDM Number: 14503; FPID: 448068-1-22-01)
Hillsborough County and Pasco County, Florida

Public Involvement Appendix

Contents:

Public Hearing Virtual Transcript

Public Hearing In-Person Transcript

FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S
TURNPIKE ENTERPRISE

SUNCOAST PARKWAY PD&E MEETING

BEFORE: Virtual Public Hearing

DATE: April 8, 2025

TIME: Commencing at 6:00 p.m.

PLACE: Zoom Teleconference

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APPEARANCES:

Greg Moore, Project Manager

P-R-O-C-E-E-D-I-N-G-S

MR. MOORE: Good Evening. The Florida Department of Transportation, Florida's Turnpike Enterprise would like to welcome you to the public hearing for Suncoast Parkway from south of Van Dyke Road to State Road 52 Project Development and Environment or PD&E study. This public hearing is for Financial Project Identification No. 448068-1. This environmental study has been conducted by Florida's Turnpike Enterprise in compliance with all applicable federal environmental laws, and pursuant to United States Code 23, United States Code Section 327.

The proposed project involves widening the Suncoast Parkway from south of Van Dyke to State Road 52, improvements to the existing interchanges at Van Dyke Road, Lutz Lake Fern Road, State Road 54, Ridge Road, and State Road 52, as well as a potential new interchange at Rangeland Boulevard.

I would like to formally open the public hearing. Today is Tuesday, April 8th, 2025, and the time is approximately 6 p.m.

My name is Greg Moore. I am the Turnpike's project manager for this PD&E study. And I'm supported tonight by representatives from

1 Florida's Turnpike Enterprise and the consultant
2 project team. We are holding this public hearing
3 virtually and welcome those who are participating
4 virtually or are listening through the telephone.

5 At this time we would like to recognize any
6 federal, state, county or city officials who
7 registered to attend this virtual public meeting.
8 We do have one Nancy Pettit, Bexley Community
9 Development District Board of Supervisors. We'd
10 like to welcome Nancy. And welcome to all
11 participants tonight.

12 If you do not hear audio during the
13 presentation, please check your computer speaker
14 settings using Control Panel. If you experience
15 technical difficulties during the virtual hearing,
16 please contact technical support at
17 TPKmeetingsupport@DOT.state.FL.US. In the event
18 of technical difficulties during the virtual
19 hearing, please stay online while we work to
20 resolve the issue.

21 We will now begin the project presentation.
22 The Florida Department of Transportation,
23 Florida's Turnpike Enterprise welcomes you to the
24 public hearing for the Suncoast Parkway, also
25 known as State Road 589, Project Development and

1 Environment, or PD&E study, of the Suncoast Parkway
2 mainline widening from south of Van Dyke Road to
3 State Road 52 in Hillsborough and Pasco Counties.

4 This public hearing is for Financial Project
5 Identification No. 448068-1. This environmental
6 study has been conducted by the Enterprise in
7 compliance with all federal environmental laws and
8 pursuant to 23, United States Code, Section 327.

9 The purpose of this public hearing is to
10 share information with the general public about the
11 proposed improvement, its conceptual design, and
12 the potential beneficial and adverse social,
13 economic, and environmental effects upon the
14 community.

15 The public hearing also serves as an official
16 forum providing an opportunity for members of the
17 public to express their opinions regarding the
18 project.

19 This public hearing was advertised consistent
20 with federal and state requirements shown on the
21 slide.

22 This project is being developed in accordance
23 with the Civil Rights Act of 1964. Under Title VI
24 of the Civil Rights Act, public participation is
25

1 solicited without regard to race, color, national
2 origin, age, sex, religion, disability, or family
3 status. Please contact either Desarae Stills or
4 Stefan Kulakowski at the address or phone number
5 shown here to express any concerns regarding the
6 Enterprise's compliance with Title VI.

7 This public hearing provides multiple
8 participation options. The virtual option is
9 being held on Tuesday, April 8th, 2025. Members
10 of the public can participate via the GoToWebinar
11 system or using their telephone.

12 The in-person option is being held on
13 Thursday, April 10th, 2025, at the Hilton Garden
14 Inn. The same information is being presented
15 during both options and verbatim transcripts will
16 be made of all oral proceedings. The public
17 hearing video will be posted to the project
18 website.

19 The remainder of this presentation will
20 provide an overview of the study, project needs,
21 and our community involvement efforts. We will
22 then review the Preferred Alternative and
23 Potential Environmental Effects both beneficial
24 and adverse.

25 The study limits extend along the Suncoast

1 Parkway from south of Van Dyke Road at Mile Post
2 13 to the State Road 52 at Mile Post 29. The
3 project is located within both Hillsborough and
4 Pasco Counties. There are five existing
5 interchanges within the study limits.

6 Pasco County is currently evaluating
7 extending Rangeland Boulevard across the Suncoast
8 Parkway. This PD&E study also includes evaluating
9 one potential new interchange at Rangeland
10 Boulevard as requested by Pasco County.

11 The purpose and need for a project provides a
12 basis for developing, considering, evaluating, and
13 eliminating project alternatives. The project
14 purpose and need are to accommodate year 2050
15 travel demands, enhance safety, improve travel
16 time reliability, and enhance emergency response
17 and evacuation.

18 In 2000, the population within Hillsborough
19 and Pasco Counties was just over one-million
20 people, and it more than doubled by 2023. The
21 population within the two counties is forecasted
22 to be over 2.8-million people by the year 2050.
23 With a project located within a rapidly growing
24 region, travel demands on the Suncoast Parkway are
25 expected to increase by 70 percent. If nothing is

1 done, the existing roadways in the study area
2 would not be able to accommodate the expected
3 increase in traffic.

4 Improvements to the Suncoast Parkway are
5 needed to accommodate year 2050 travel demands.
6 In order to accommodate this demand, six lanes are
7 needed now from south of Van Dyke Road to north of
8 State Road 54. And eight lanes will be needed by
9 2040. From north of State Road 54 to Ridge Road,
10 six lanes will be needed by 2030. From Ridge Road
11 to State Road 52, six lanes will be needed by
12 2035.

13 Improvements to the Suncoast Parkway are
14 needed to enhance safety. Between 2018 and 2022,
15 there were approximately 1,045 crashes within the
16 study limits equating to an economic cost of
17 \$145 million. If nothing is done, increased
18 congestion will lead to an increase in crashes.

19 Improvements to the Suncoast Parkway are
20 needed to improve travel time reliability.
21 Currently, there is congestion during the morning
22 and afternoon rush hours along the Suncoast
23 Parkway and at the State Road 54 interchange. The
24 proposed improvements are expected to reduce
25 travel times during peak periods.

1 And finally, improvements are also needed to
2 efficiently process large volumes of traffic
3 during emergency evacuation events.

4 Serving communities is at the center of
5 everything the Florida Department of
6 Transportation does. During the development of
7 this project, the Enterprise has engaged adjacent
8 communities and stakeholders in the project's
9 decision-making process.

10 In the February of 2024, over 2,400
11 newsletters announcing the start of the study were
12 distributed to residents, property owners, and
13 interested parties. An Alternatives Public
14 Information Meeting was then held in June of 2024
15 where project alternatives were presented.
16 Approximately 100 people attended the Alternatives
17 Public Information Meeting, and over 40 written
18 comments were provided to the project team.
19 Community feedback is at the core of all we do.

20 The Florida Department of Transportation
21 works with the public to balance their community
22 vision for the communities' transportation needs.
23 This is routine on all of our projects to insure
24 Florida's infrastructure is safe, resilient, and
25 efficient for many years into the future.

1 This includes coordination with local
2 governments and agencies to receive input that was
3 incorporated into the Preferred Project
4 Alternative. A Preferred Project Alternative has
5 been developed based on the project needs,
6 environmental and engineering evaluations, and
7 community involvement. The Preferred Project
8 Alternative would widen the Suncoast Parkway to
9 eight lanes from south of Van Dyke Road to north
10 of State Road 54. Widen the Suncoast Parkway to
11 six lanes from north of State Road 54 to State
12 Road 52, improve existing interchanges, and
13 accommodate a future interchange at Rangeland
14 Boulevard.

15 From south of Van Dyke Road to north of State
16 Road 54, widening to the inside and outside is
17 proposed to include four 12-foot-wide travel lanes
18 in each direction, separated by a 26-foot-wide
19 median with a barrier wall. From north of State
20 Road 54 to State Road 52, widening to the inside
21 is proposed to provide three 12-foot-wide travel
22 lanes in each direction, separated by a
23 40-foot-wide median.

24 Now we will cover the details of the
25 Preferred Alternative related to the five existing

1 interchange locations. After, we will discuss the
2 ongoing planning efforts around a potential new
3 interchange at the future Rangeland Boulevard.

4 At the Van Dyke Road interchange the
5 Preferred Alternative includes adding an
6 additional left-turn lane to the northbound and
7 southbound offramps, and adding a turn lane along
8 Van Dyke Road in the westbound direction to
9 Ramblewood Road. Hillsborough County is currently
10 planning improvements to Van Dyke Road that
11 includes adding a shared-view's path through the
12 south side of the interchange. Proposed
13 interchange improvements, as noted on this slide,
14 will accommodate the County's planned shared-use
15 path. In addition, a shared-use path on the north
16 side is proposed as part of the interchange
17 modifications.

18 At the Lutz Lake Fern Road interchange the
19 preferred alternative consists of minor
20 modifications that includes adding additional turn
21 lanes and extending turn lanes at the
22 intersections. In addition, a shared-use path is
23 proposed within the interchange area on both sides
24 of Lutz Lake Fern Road.

25 At the State Road 54 interchange, the

1 preferred alternative includes adding an
2 additional right-turn lane to the northbound
3 offramp, an additional right and left turn lane to
4 the southbound offramp, and an additional left
5 turn lane from westbound State Road 54 to the
6 southbound onramp. Along State Road 54 itself, an
7 additional through lane would be added in the
8 westbound direction beginning at the southbound
9 offramp continuing past Crossings Boulevard and up
10 to South Branch Boulevard. Improvements would
11 also include a shared-use path on both sides
12 within the interchange area.

13 At the Ridge Road interchange, the preferred
14 alternative includes adding left-and right-turn
15 lanes to northbound offramp, realigning the
16 right-turn lane from the southbound offramp to
17 improve the safety of the trail crossing, and
18 adding a left-turn lane from eastbound Ridge Road
19 to the northbound onramp. Improvements include
20 adding a shared-use path on the north side within
21 the interchange area.

22 At the State Road 52 interchange, the
23 preferred alternative includes adding a left-and
24 right-turn lane to northbound offramp, and adding
25 a second right-turn lane from eastbound State Road

1 52 to the southbound onramp. Improvements would
2 also include a shared-use path on both sides
3 within the interchange area.

4 We will now discuss the ongoing planning and
5 development of a potential new interchange with a
6 future extension of Rangeland Boulevard. When
7 considering any new interchange connection,
8 Florida's Turnpike Enterprise adheres to the
9 following criteria: A new interchange must
10 connect to a public roadway and serve all
11 movements. The interchange must meet safety and
12 operational requirements. The interchange must be
13 supported by the local community. It plays a high
14 priority in projects that are welcome within the
15 communities we serve.

16 And finally, the interchange must be
17 consistent with local government plans and
18 priorities. The preferred alternative includes
19 adding a new interchange at Rangeland Boulevard.
20 However, a new interchange would not be
21 constructed until all criteria are met and funding
22 has been identified.

23 We will now review the interchange concept
24 developed for Rangeland Boulevard. At Rangeland
25 Boulevard, the interchange concept includes loop

1 ramps on the north side of the Future Rangeland
2 Boulevard. The southbound offramp would include
3 two left-turn lanes, and a single right-turn lane.
4 Two left-turn lanes would be provided from to
5 Eastbound Rangeland Boulevard to access southbound
6 Suncoast Parkway. The northbound offramp would
7 include two left lanes and two right-turn lanes.
8 A single left-turn lane would be provided from
9 eastbound Rangeland Boulevard to access northbound
10 Suncoast Parkway.

11 Accommodating the northbound ramps involves a
12 need for additional right-of-way from the adjacent
13 parcel as shown in yellow. The addition of the
14 new interchange would also require some minor
15 modifications to the alignment of the Suncoast
16 Trail, as indicated on the slide.

17 Trail users would go under the Rangeland
18 Boulevard Bridge, cross the intersection on the
19 west side through a crosswalk, and then continue
20 around the interchange ramp to the north as shown.

21 As a reminder, an interchange at Rangeland
22 Boulevard would not be constructed until the
23 previously discussed criteria are met.

24 As part of every PD&E Study, the No-Build or
25 No-Action Alternative is considered. The No-Build

1 Alternative describes the conditions that will
2 occur if the mainline widening or interchange
3 improvements are not built. Advantages include no
4 impacts to the social, physical, or natural
5 environment, and no additional right-of-way or
6 construction costs.

7 Disadvantages include increased congestion
8 and safety issues, slower emergency evacuation and
9 response times, and future growth in the region
10 would not be accommodated.

11 Selection of the No-Build Alternative would
12 not meet the project's purpose and need. When
13 comparing the No-Build Alternative versus the
14 Build Alternative, the Build Alternative
15 eliminates mainline backups reducing Suncoast
16 travel time by 17 percent between Van Dyke Road
17 and State Road 52.

18 With the project access enhancements, signal
19 delay within the study area decreases by
20 43 percent. The Build Alternative also reduces
21 congestion on local roads such as State Road 54.
22 The Build Alternative will reduce future crashes
23 which result in a potential savings of \$36.2
24 million over 20 years. Quality of life will also
25 be improved with reduced congestion and commuting

1 time, improved air quality and accessibility, and
2 reduce noise pollution with the addition of noise
3 walls. We encourage you to visit the project
4 website to view detailed exhibits of the proposed
5 improvements.

6 As part of the study, the Enterprise
7 evaluated the potential social, natural, physical
8 and cultural effects of the proposed project. The
9 features listed are just some of the types of
10 analyses included in this PD&E Study. Avoidance
11 or minimization of impacts for these features is a
12 key consideration. Impacts that cannot be avoided
13 will be mitigated.

14 There are two areas of the project with the
15 potential need for right-of-way, or a potential
16 need for additional land. The first area of need
17 is a quarter-acre sliver of land adjacent to the
18 bridge over TPC Boulevard. And a secondary of
19 need is 18.7 acres of land in the northeast
20 quadrant of the proposed Rangeland Boulevard
21 Interchange. Please refer to the display boards
22 for more details.

23 The right-of-way needs for this project will
24 not result in any business or residential
25 relocations. A cultural resources assessment

1 survey was conducted for this PD&E study to
2 identify any cultural resources and assess
3 eligibility for listing in the National Register
4 of Historic Places. No archeological site
5 eligible for listing on the National Register of
6 Historic Places were identified. Four historical
7 resources identified, but determined not to be
8 eligible for listing on the National Register of
9 Historic Places. No significant impacts are
10 anticipated as a result of this project.

11 Federally protected species may be present or
12 utilize areas within the propose project. The
13 project may affect, but is not likely to adversely
14 affect the Eastern indigo snake, Florida's
15 scrub-jay and Wood Stork.

16 Florida's Turnpike Enterprise will request
17 technical assistance with the United States Fish
18 and Wildlife Service, USFWS, on the project during
19 the permitting and design phase regarding the
20 regulations for these protected species and
21 mitigation measures.

22 State Protected Species may be present or
23 utilize areas within the proposed project, but no
24 adverse impacts are anticipated.

25 Florida's Turnpike Enterprise will continue

1 coordinating with the Florida Fish and Wildlife
2 Conservation Commission regarding these species.
3 There are six existing wildlife crossings within
4 the study limits. All existing wildlife crossings
5 will be maintained, and opportunities to enhance
6 will be considered during the design phase.

7 The proposed roadway and storm water pond
8 improvements will potentially affect an estimated
9 6.15 acres of wetlands, and 0.6 acres of surface
10 waters. Florida's Turnpike Enterprise will
11 mitigate wetland and surface water impacts
12 resulting from this project's construction to meet
13 state and federal requirements. Final pond site
14 locations will be determined in the design phase.

15 A Location Hydraulics Report was prepared for
16 the project to identify potential 100-year
17 floodplain encroachments resulting from the
18 proposed improvements. Floodplain impacts will be
19 fully compensated for, and there will be no net
20 increases to floodplain stages as a result of this
21 project.

22 A Contamination Screening Evaluation Report
23 was prepared for this project to identify
24 contamination concerns within the study area. The
25 results of the contamination screening identified

1 no high-risk sites, six medium-risk sites, 15
2 low-risk sites, and two no-risk sites for the
3 roadway storm water pond improvements. These
4 sites will be further evaluated during the design
5 phase to identify options to avoid, minimize, or
6 mitigate contamination involvement.

7 A Noise Study Report was prepared for this
8 project. Impacted location throughout the
9 corridor were found to be potentially feasible and
10 reasonable for noise walls. These locations are
11 proposed for future study during design and can be
12 seen in the Noise Study Report prepared for this
13 project.

14 For more detailed information on the proposed
15 improvements, including potential noise wall
16 locations, visit the display boards located on the
17 project website and at the in-person hearing where
18 a noise specialist will be available to answer
19 your questions.

20 The potential locations for noise barriers
21 are outlined on the project exhibits. The legend
22 included on each exhibit depicts potential
23 feasible and reasonable noise barrier locations as
24 light blue as shown here.

25 The total project cost for the preferred

1 alternative is estimated at approximately \$984.2
2 million in present day costs. All project-related
3 costs are included in this total estimate.

4 Pending completion of this PD&E Study, the design
5 phase for portions of the proposed project is
6 funded. There is currently no funding for
7 right-of-way or construction.

8 The evaluation matrix compares the Preferred
9 Project Alternative to the No-Build Alternative
10 and is on display and available for review.

11 We continue to encourage public input to help
12 us make this important decision. You can submit
13 written comments at the project website,
14 www.suncoastparkwaypde.com, or you can mail or
15 email your comments directly to the Project
16 Manager, Greg Moore.

17 During the in-person hearing, you can also
18 submit your written comments using the comment
19 forms provided. Written comments must be received
20 no later than April 24th, 2025 to become part of
21 the public hearing record.

22 The next step is to incorporate your input on
23 this public hearing into our decision-making
24 process. After the comment period closes and your
25 input has been considered, a decision will be

1 made, and the final PD&E document will be
2 approved.

3 This project has and will continue to comply
4 with all applicable state and federal rules and
5 regulations.

6 Thank you for participating in tonight's
7 public hearing. This concludes our presentation.

8 MR. MOORE: Sorry we had audio difficulty,
9 but I think we're back. It is now 6:24, and we
10 will begin the formal comment period. We will
11 call on participants wishing to speak and provide
12 the input. You can use the "raise your hand"
13 feature in the GoToWebinar interface. We also
14 have a comments box. I believe it may be called a
15 questions box, where you can type your question
16 there. We have been monitoring during the
17 presentation. Some of you have already raised
18 your hands and we're making notes of those. And
19 we'll take those in order the best that we can.

20 When your name is called, you will be
21 unmuted. If the microphone icon in the
22 GoToWebinar panel is green, then you are ready to
23 make your comment. We should be able to hear you.
24 If the microphone icon is red, you will need to
25 click on the icon to turn it green, and then it

1 should -- you should be ready to speak and we will
2 communicate to that effect.

3 If you would, please state your name and
4 address for the record so that we could provide a
5 response. And if you're representing an
6 organization, municipality or other public body,
7 if you can provide that information as well. We
8 do ask that you limit your comments to two minutes
9 so that we can provide time for everyone to give
10 their input on the project. The other item that I
11 would just emphasize is that we will not get into
12 detailed responses to questions tonight. We're
13 happy to hear your input, and we will make notes
14 of any questions where you would like further
15 information, and we will respond to those in
16 writing as a follow up to this proceeding.

17 And so with that, we'll go ahead and start.
18 First up we have -- this is a difficult
19 pronunciation for me. I'm going to do my best,
20 but it's Kaem, last name S-h-a-u-k-a-t. If you
21 could unmute and go ahead and provide your input.
22 We're ready to go.

23 MR. SHAUKAT: Yes. Thank you very much. Can
24 you hear me?

25 MR. MOORE: We can hear you.

1 MR. SHAUKAT: Oh, good. Okay. So, my name
2 is Khayam, and I'm a resident at Courtyard Loop in
3 Bexley. So we, at Bexley, are strongly against
4 any interchange at Rangeland Boulevard because
5 Bexley is a small residential community and it's
6 built on the concept of natural trails, and
7 biking, pedestrian lifestyle, and there is no
8 point in building any interchange on Rangeland
9 Boulevard.

10 In addition, this interchange will be a
11 violation of the Bexley MPUD, which calls for dirt
12 and roads, but not ulterior roads. And Bexley is
13 not able to handle all the traffic that is
14 supposed to come through this interchange into
15 this small residential community. There's no
16 commercial activity here. There's no point in
17 building an interchange because there's already
18 one interchange at 54 which is less than a mile.
19 It does not meet safety and operational
20 requirements, and it's not supported by the local
21 community, and it's not consistent with local
22 plans, which is Bexley MPUD.

23 So, we are strongly against this. I think
24 whoever came up with this idea has no sense on
25 what they're -- you know, they're trying to do.

1 Plus it will be -- it will endanger the lives of
2 children. You know, we have a lot of bikers here.
3 Children go to school. You know, there's an
4 Elementary school there. And the Club House is
5 right there where the Rangeland Boulevard is
6 supposed to meet with the Bexley Boulevard. And,
7 you know, people go there by walk, you know.
8 There's a community. There's a cafe. There's a
9 pool there.

10 Also it will disrupt the traffic, you know,
11 people living on the west side of Bexley to access
12 North 54 because there would be so much traffic
13 coming through the interchange. So, you know --
14 so, this is a really bad idea.

15 Also, why there is no consideration to make
16 improvements to Route 54, which is poorly
17 designed. There are four traffic lights at the
18 interchange between Suncoast Parkway and 54, and
19 the traffic backs up because those traffic lights
20 take a long time to change, you know, and
21 there's -- and that causes congestion.

22 I think, you know, the Florida Department of
23 Transportation should look into building --
24 improving that interchange by building flyovers
25 instead of proposing to divert all the traffic

1 into a small village. You know, this is poor
2 planning, I think, on the part of the county
3 government and the Florida Department of
4 Transportation, and it has not considered anything
5 about the impact on local, you know, communities,
6 and they have no idea what kind of lifestyle
7 people are living there, you know, and just coming
8 up with this idea to develop a -- you know, to add
9 an interchange within a mile of 54, I think
10 it's -- you know, it's a pretty bad idea.

11 Also, I was wondering why there was no
12 consideration given to bikers who want to -- like
13 people in Bexley who want to go to the other side
14 and join the Suncoast Parkway and, you know, the
15 bike range should have been -- you know, there
16 should have been an underpass under Suncoast
17 Parkway to get to the other side, you know, and
18 also for the wildlife to easily cross the Suncoast
19 Parkway, you know. I think instead of a bridge
20 they should give consideration to build an
21 underpass under the Suncoast Parkway. And also --

22 MR. MOORE: I -- thank you so much for your
23 comment. We're going to have to rap this up just
24 because we do have a number of others wishing to
25 speak --

1 MR. SHAUKAT: Okay.

2 MR. MOORE: -- and we're trying to keep the
3 comments to two minutes. We do appreciate your
4 input and we will be there on Thursday as well if
5 you would like to attend the live public hearing,
6 but we -- we do appreciate that input and we'd
7 like to move on to the next speaker, if you could
8 accommodate that.

9 MR. SHAUKAT: Yes. Sure. Thank you. Just
10 one more thing is that the noise, you know, for
11 Bexley already, you know, has a lot of noise
12 coming from the highway, and adding another lane
13 would add more noise, and we would like to request
14 that if you have an extra lane to have noise
15 barriers to protect, you know, Bexley from all the
16 noise coming from the highway. Thank you.
17 Goodbye.

18 MR. MOORE: Understood. Thank you.

19 The next speaker we have is Robin Felix.
20 Robin, are you able to unmute and share your
21 comment with us?

22 Robin, if you're speaking, you might need to
23 unmute with the little microphone button so it
24 turns green, and then we can hear you.

25 MS. FELIX: Hello. Can you hear me now?

1 MR. MOORE: Yeah. There you go. We've got
2 you. Go ahead.

3 MS. FELIX: Okay. Thank you so much. I want
4 to, first of all, thank DOT for this meeting. We
5 appreciate the opportunity to speak and be heard.
6 Once again, my name is Robin Felix. I live at
7 4076 Wisdom Trail, in the Bexley community,
8 adjacent to the Rangeland Boulevard potential
9 extension. A couple things, first point is, we --
10 our community was not made aware of the June 2024
11 meetings. We just recently heard about the
12 Rangeland Extension Project through Pasco County.
13 And, of course, we are very engaged with the
14 county now after learning about it. But we did
15 not -- we were not aware of those June 2024
16 meetings. So, I wanted to pass that along.

17 Second of all, as I mentioned, we are working
18 with Pasco County to eliminate the Rangeland
19 Boulevard extension at the Suncoast Parkway. We
20 know that the Rangeland Boulevard Project will
21 happen, but we are working to eliminate the
22 extension with the Suncoast.

23 You mentioned that you want to do projects
24 that are supported by the community. This is
25 absolutely not supported by the local community.

1 I know Pasco County requested the project, but
2 once the residents found out, it is not supported.
3 So, I just wanted to make that point.

4 So, we're asking for a no-build alternative
5 at Rangeland Boulevard. I don't have any comments
6 on the late extensions. One other -- the other
7 point I would like to make, my husband's an urban
8 planner and, you know, the past previous gentleman
9 mentioned that the interchange is less than one
10 mile than the 54 interchange. And, you know, from
11 his experience, he absolutely believes that's
12 going to cause major backups having two
13 interchanges only less than a mile away from each
14 other.

15 So, I believe my time's up. I do want to
16 thank you again. Again, the Bexley community is
17 absolutely against an extension at Rangeland
18 Boulevard. And we appreciate this opportunity to
19 speak.

20 MR. MOORE: Thank you, Robin, for those
21 comments. We will now go to Sally Freeman. And
22 then I think we have a handful of others after
23 that.

24 So, Sally, if you can unmute, you're welcome
25 to provide your comments and input at this time.

1 MR. FREEMAN: Hi. This is actually Bob
2 Freeman, Sally's husband. I had a question
3 regarding the sound barriers; right? We currently
4 live on 18631 Le Dauphine Place, which is a cul de
5 sac. We can see the Veterans from our property.
6 The noise from the highway now is pretty loud.
7 It's louder than it used to be after removing
8 trees from the area between the homes and the --
9 and the veterans. What are you going to do to
10 mitigate the sound if you're adding a sound
11 barrier? You're adding more sound barriers? How
12 is that going to mitigate the sound is what I'm
13 asking, when it's not mitigated now really.

14 MR. MOORE: Mr. Freeman, is that the extent
15 of your comment?

16 MR. FREEMAN: That's it. I'm asking a
17 question. Yes.

18 MR. MOORE: Yeah. So, we won't get into
19 specific answers at this time, but I can clarify
20 for you, just for the benefit of others that may
21 also have similar concerns on the Veterans, this
22 project is adjacent -- just adjacent to the
23 Veterans and we start just south of the Van Dyke
24 Road interchange. So, it's really -- the focus is
25 on the Suncoast Parkway. I believe there may have

1 been --

2 MR. FREEMAN: Oh, and that's what I mean. I
3 mean the Suncoast --

4 MR. MOORE: Yeah. So -- and for those that
5 would like specifics on the noise wall locations
6 where they've been through this preliminary
7 evaluation, where they've been deemed to be
8 feasible and cost -- they meet the criteria for
9 installing them, again that final decision will be
10 made during the design process, but the exhibits
11 that you can now access on the project website, I
12 think they're numbered like one through four, I
13 think it is, starting from the south. And so, if
14 you're down at the south end around Van Dyke and
15 Lutz Lake Fern, it would be the first exhibit, and
16 then northward from there. And those proposed
17 locations are shown on those exhibits, so you're
18 welcome to take a look at that if you have
19 specific questions. Those are very high
20 resolution exhibits. You should be able to
21 download and zoom in on those details. So those
22 are available now if that helps.

23 And again, we -- we will -- we're in person
24 on Thursday. We will have staff. We'll have
25 actually quite a few staff that will be there.

1 We'll have our noise specialist and we'll be able
2 to interact with you at the project displays to
3 get into specific questions like that.

4 In this format, it's just real difficult
5 without the ability to kind of focus on a certain
6 location with this format to get into responses.
7 But we -- we do appreciate your comment and
8 hopefully we'll see you on Thursday.

9 Okay. So, let's go to Stephen Brletic. I
10 apologize if I didn't get that last name correct.
11 But B-r-l-e-t-i-c.

12 Stephen, are you able to unmute and provide
13 your comment?

14 MR. BRLETIC: Yes. Can you hear me?

15 MR. MOORE: Yep. We hear ya.

16 MR. BRLETIC: Yeah. My name is Stephen
17 Brletic. I'm the district engineer for the Cheval
18 CDD. They asked me to be a part of this meeting.
19 I have a number of questions. I know this isn't
20 really a back and forth, seems like, in this
21 meeting. But the main questions I have are -- I
22 see all the draft reports on the website. When
23 will the full finalized version of the full PD&E
24 Study be available? That's one question.

25 The next one was, the main concern that we

1 talked about CDD meetings and has been voiced by
2 the community is the noise portion. I know the
3 draft reports have, you know, recommendations and
4 specifications, and I saw the exhibits that were
5 supplied in those drafts.

6 The two questions I have are: Does this
7 analysis address the current noise condition
8 versus the proposed? Or is there any kind of
9 acknowledgment that there's an already existing
10 noise issue, and we're addressing that as well as
11 the current and proposed? And can you kind of
12 maybe elaborate on the cost for beneficiary
13 analysis; as in, you know, there's something in
14 the report that talked about an upset limit of
15 64,000 per, you know, beneficiary for each
16 section. What happens when those limits maybe go
17 down or something changes? What will happen to
18 that limitation of the noise barriers or, you
19 know, whatever's recommended in the report at that
20 time?

21 And then my last one was, you know, we had
22 sent in a formal letter about, you know, some of
23 the -- and it was eluded to in the presentation
24 about impacts to the CDD property at TPC Boulevard
25 or any other access that will be required of the

1 Cheval CDD. I at least ask from us, you know, I
2 know that the responses were, hey, we don't know.
3 There's -- you know, we've gotta get into this
4 design phase, which is totally reasonable, but is
5 there any kind of time table that you can share
6 with us that would be, you know, even just a range
7 that -- a sit down to answer some of these
8 specific questions or, you know, participation at
9 a CDD meeting might be the most beneficial for the
10 community. At least some kind of when will we
11 start to talk about those issues. So, those are
12 my comments.

13 MR. MOORE: Thank you, Stephen. I would like
14 to answer all of those for you, and I believe that
15 if we do get to interact on Thursday that we can
16 provide some pretty good responses to all those
17 details. Just to -- in the -- for the benefit of
18 the larger group, the PD&E Study will complete
19 sometime this summer. The project documents that
20 you see posted now are in draft form. As those
21 get finalized, they are -- they will be made
22 available. We will have a transcript of the
23 public hearing and all the proceedings and
24 responses to all the comments that we did prepare
25 in writing. We're taking notes tonight and we'll

1 be addressing those comments even though, as
2 Stephen mentioned, those that were submitted by
3 email, the team is working on those. And we are
4 also happy to meet with neighborhood associations
5 as needed.

6 The design phase affecting that segment is on
7 the heels of the PD&E Study. It's due to
8 advertise in the next few months. The current
9 plan the Turnpike has is to proceed with design by
10 the end of this year. That is a multi-year
11 process though. It's something like three to five
12 years to complete design. And that includes the
13 permitting and any right-of-way acquisitions. So,
14 timeline-wise from right now, you're looking at
15 before construction could even begin would be, you
16 know, probably 2030 plus, 2031 type time frame.
17 So there is, during design there is ample
18 opportunity and a complete community involvement
19 plan associated with that effort too where there
20 will be additional public meetings to keep the
21 community informed of the design process. And a
22 lot of the finite details that questions are being
23 asked about tonight, those will be further flushed
24 out through that design process. And again,
25 that's a multi-year effort, so we do have time to

1 work through these issues and we're certainly
2 happy to do that with you.

3 So, let's go to the next person. Nancy
4 Pettit. Nancy, can you unmute and provide your
5 comment?

6 MS. PETTIT: Hi. Yes. This is Nancy Pettit.
7 I am calling on behalf of the Bexley community,
8 which I think there's a couple that also commented
9 on that as well. Bexley will be impacted mostly
10 by the Rangeland Boulevard Extension Project,
11 which I do want to thank the Pasco County local
12 transportation and engineering team. Nick, and as
13 well as the county commissioner, they -- they've
14 met and have been very open to just communication
15 and hearing from the community. But I wanted to
16 just speak up as far as the opportunity especially
17 around an interchange connection.

18 I'll share that within three days of bringing
19 up this information kind of to the community,
20 there was an overwhelming majority of over a
21 thousand signatures on an online petition within
22 three days really especially being against the
23 idea of an interchange connection and -- (audio
24 cutting out) -- actually come directly through and
25 split through the Bexley community. Not only

1 that, it would change what is currently a
2 roundabout to a signalized intersection, which
3 would also eliminate south and eastbound exits
4 from the Bexley community. There are currently
5 Elementary schools and other schools in the area,
6 and this would really increase safety issues and
7 cause confusion for local buses and other drivers.

8 And so, I'm happy to hear by joining this
9 that the only reason it's being considered is it
10 sounds like Pasco County brought it up and it's
11 not a push from the Florida Department of
12 Transportation. I just wanna insure that the
13 Bexley community is heard and, you know, that the
14 chances of this having an interchange connection
15 hopefully are squashed.

16 So, thanks for your time.

17 MR. MOORE: Thank you, Nancy. We appreciate
18 those comments.

19 If I could just address the Rangeland issue
20 for the benefit of the larger group. We are aware
21 of that coordination. Again, as we've presented,
22 this is a -- it's a local decision for the
23 interchange. We have included the concept in our
24 study, but it will only be advanced, you know, if
25 it is -- if it continues to move forward from a

1 local perspective. It does meet our criteria and
2 it does, you know, fit within the project. But
3 it -- the widening of the Suncoast can -- can be
4 advanced either way. So, the -- you know, the
5 widening from Lutz Lake Fern up through north of
6 54, widening from four to eight lanes, and then
7 widening from six lanes from there on up, that can
8 be advanced with or without the Rangeland
9 interchange. So, we are just awaiting the local
10 decision on whether or not that moves forward.

11 And we did hear recently that the -- there
12 will be a follow-up meeting that Pasco County is
13 working to schedule. I think I've heard a date of
14 May 1st, but you can check with your Pasco County
15 leadership on that. And so -- you know, and
16 that's gonna be specific to the Rangeland
17 extension and those issues. And so, we are -- you
18 know, we're really focused on the Suncoast
19 corridor, and whether or not there's an
20 interchange is a local decision.

21 So, with that, we'll go to Alan Cherkasky.
22 Hopefully I pronounced that close. Alan, are you
23 able to unmute?

24 MR. CHURKASKI: Hi there. Yes. Good
25 evening. My name is Alan Cherkasky, and I also

1 live in Bexley. I'd like to state on the record
2 that an interchange from Rangeland Boulevard to
3 589 is definitely not preferred or supported by
4 the local community, as you've just heard by a few
5 different folks. And I'm sure you'll hear from
6 others. I just want to emphasize that the
7 community in -- as a whole, in speaking with other
8 neighbors are very strongly against this project.

9 I would also suggest keeping the interchange
10 as it currently is on 54. As mentioned by someone
11 earlier, improving the on and offramps potentially
12 beyond just widening them by possibly some type of
13 overpass that's completed on Bruce B. Downs, or
14 maybe a Figure 8 type of interchange as completed
15 in Wesley Chapel. But running it through a quiet
16 community is definitely not what we would like, as
17 mentioned not really at all supported by this
18 community as it will literally divide it in half.

19 Thank you.

20 MR. MOORE: Gabrielle Brochard? Gabrielle,
21 are you able to unmute?

22 MS. BROCHARD: I think so. Can you hear me?

23 MR. MOORE: Yep. Just fine.

24 MS. BROCHARD: Okay. This is Gabrielle
25 Brochard. I'm at 4365 Epic Cove, so I'm also in

1 Bexley. So I will mention, of course, we're
2 against the Rangeland Boulevard offramps to the
3 Suncoast. We clearly heard that many times and we
4 are working closely with the county. I would ask
5 if it would be helpful if we provide information
6 to you as well from our community's perspective.
7 It sounds like it's mostly just the county, but if
8 there's at all help for us providing information
9 or working with you as a CDD and HOA board, we're
10 happy to do that as well. So, just let us know.

11 And then I will provide some other input on
12 the rest of the project. So, I would -- we're
13 also concerned about the noise here. So, where I
14 am we can hear the noise off the Suncoast even
15 where it is just four lanes, two in each
16 direction. So, we'd be very interested in a noise
17 barrier wall up here, essentially from 54 up past
18 right where Rangeland Boulevard will be. So
19 that's something that would be very important.
20 I'm trying to find your noise exhibits online, and
21 I will take a look at that as well.

22 And then also this interchange on 54, I would
23 echo the -- could it be considered -- and it does
24 look like maybe there's some options there. I
25 also haven't been able to look into them -- I just

1 got on the website -- of like changing the
2 intersection to provide a flyover or some sort of
3 other interchange that will allow traffic on 54 to
4 move more smoothly with the traffic getting on and
5 off the Suncoast Parkway. So, those are things
6 I'd like for you guys to consider. The noise
7 barrier up here past 54, up past Rangeland
8 Boulevard, and also changing the 54 intersection
9 to provide better flow through traffic on 54.

10 Thank you for the time. I really appreciate
11 it.

12 MR. MOORE: Yeah. Thank you. Thank you for
13 the comments. We appreciate that.

14 Okay. We'll go to Paul Ducharme. Paul, are
15 you able to unmute?

16 MR. DESHARME: Can you hear me?

17 MR. MOORE: Yeah. We hear you now.

18 MR. DESHARME: Okay. Thank you. Yeah. I'm
19 also a resident of Bexley village and strongly
20 opposed to the Rangeland Boulevard extension
21 project. When I first heard about it and I looked
22 at it, I thought, what in the world are they
23 trying to do? They're picking up over there on
24 Route 54 by Gunn Highway, which is already a very
25 complicated intersection. They're going to route

1 the road behind a subdivision, between subdivision
2 and protected wetlands, cross over the Suncoast
3 Highway -- and when I drove down the Suncoast
4 Highway one day and looked at where they were
5 proposing to put this overpass, I thought it was
6 total madness. And then they're going to go
7 across and then tie into Rotary by the Clubhouse
8 and terminate that project there. So, I just
9 don't understand why it's even being proposed.
10 And the other thing too is that you were
11 mentioning that some of these goals are by 2050 to
12 provide safer roads, cut down on accidents.
13 Accidents are actually happening because of lack
14 of enforcement and not by road design.
15 Specifically, the complicated intersection that
16 you would have at Gunn Highway and 54 would be
17 further complicated resulting in more accidents as
18 people are trying to negotiate complicated
19 intersections to get on to this Rangeland
20 Boulevard.

21 So, I think if that's the goal, that's -- you
22 know, you're trying to produce a safer driving
23 environment, that's not going to work. And then
24 you're just dumping people in a rotary in Bexley
25 village by the Clubhouse, which is pointless to

1 me.

2 The other thing too is, I don't think there's
3 an issue with widening the Suncoast Highway. I
4 mean, for 2050, we need it now. That's a
5 no-brainer. That should be worked on now. But
6 the Rangeland Boulevard extension just makes no
7 sense to me. It's destructive. It will be
8 expensive. It will serve no purpose.

9 I think that some of the issues regarding
10 what's happening -- what might happen 25 years
11 from now in 2050, there's a lot of other issues
12 having to do with self-driving cars. We don't
13 have a crystal ball to know what the driving
14 habits of the people are going to be 25 years from
15 now. The -- but I think that to make the roads
16 safer, it should be a matter of enforcement, not
17 road redesign. Thank you.

18 MR. MOORE: Thank you for those comments,
19 Paul.

20 We will now go to Geethapriya. I hope I got
21 that pronunciation. Last name starts with Raj.
22 You can go ahead and unmute if you're ready to
23 make your comment. Geethapriya? Maybe I'm not
24 pronouncing that correctly. Are you -- is he
25 still with us? Are you able to unmute? We can't

1 hear you just yet. I can come back to you if
2 needed.

3 How about George Thomas? Do we have George
4 ready to speak?

5 MR. THOMAS: Hello. This is George. Can you
6 guys hear me?

7 MR. MOORE: Yeah. We hear you. Thanks.

8 MR. THOMAS: Okay. Yeah. So, I don't live
9 in Bexley, but I do live in Ivy Lakes, and one of
10 the problems that we have faced over the years is
11 that the traffic on 54 has been really bad. And
12 one of the main concerns that I have is that the
13 southbound exit from Suncoast to 54, the right
14 lane, will there be a light there? Will there be
15 a traffic light? Because right now there's people
16 backing up and it's really tough to go left when
17 you're going southbound on 54. Southbound on
18 Suncoast going towards 54, will there be a light?
19 And I'm hoping we get a light there because
20 there's a lot of back up happening there and
21 people honk behind you, and there's a lot of
22 pressure to make the wrong driving decisions or
23 especially for kids coming in from Angeline or any
24 of those high schools over there. That's one
25 concern that I have.

1 Are you guys doing anything -- I know there's
2 a lot of people that are against the Rangeland
3 Boulevard. Is there an alternative? Because if
4 you don't have that, that means that there's going
5 to be even more traffic on 54.

6 So, I just want to know if you guys are going
7 to remove it, then we need to have another
8 entrance to Suncoast. And it would definitely
9 help alleviate some of the traffic problems from
10 54.

11 MR. MOORE: Okay. George, thanks for sharing
12 those comments. That's very helpful.

13 Geethapriya, did you -- were you able to
14 unmute? I was coming back to you. And next up we
15 have Chris Curren. But if you -- starting with
16 G-e-e-t-h-a-p-r-i-y-a, if you're ready to speak,
17 you can go ahead.

18 MS. RAJASEKARAN: Hi. Hello. Yes. I was --
19 I'm able to unmute right now.

20 Hi. My name is Geethapriya Rajasekaran, and
21 I have been following up with the project manager
22 for the last few years. And I currently live in
23 Tarramor community. And as we are right on the --
24 right closer to the Suncoast Parkway, and my main
25 concern is the noise pollution. This -- the noise

1 has been like -- it has been a concern for the
2 past few years. It's rising more and more. And
3 with you guys trying to widen the expressway at
4 this point, the cars are going to go faster than
5 before like the way they are doing in the Veterans
6 Expressway and the noise is going to be high. And
7 I see that there is -- I read the report, the PD
8 report, and there is a plan for a noise barrier.
9 But I see the noise barrier just stops right at
10 the start of the community. I live in a -- my
11 house is located on the back. Like my backyard is
12 closer to the Veterans Expressway and we just hear
13 the sound -- like even when the car -- we can see
14 the -- like car -- the car light when it is
15 traveling, like even half a mile we can hear the
16 noise. And I just wanted that to be taken into
17 consideration.

18 I don't think anyone did a noise study from
19 the back of my house, and I -- I use a noise meter
20 and it's already like close to 65, 70 at times
21 when a truck passes by from the backyard, and I
22 don't even live right on the high -- closer to the
23 highway. I'm like six or seven houses down the
24 road.

25 So, I just wanted to -- what -- what was --

1 what is the need to convert it into eight lanes at
2 this moment rather than -- it's currently a four
3 lane. Why not do a six lane? I know Pasco County
4 is screwing unrestricted, but at the end of the
5 day, people's health -- so many people are exposed
6 to the higher pollution at this point and no noise
7 barrier, nothing. And as you said, it's going to
8 be like -- the current project is going to start
9 at 2030 and people are getting exposed to this
10 noise longer period of time.

11 What can be done to expedite the noise
12 barrier? And is there any plan for any
13 vegetations as well along the roads to cut down
14 the noise that's coming from the Veterans
15 Expressway, Suncoast Parkway, at this moment.

16 MR. MOORE: Thank you for those comments. We
17 appreciate that.

18 Chris Curren, are you prepared to speak? You
19 can go ahead and unmute.

20 MR. CURREN: Yes. Yes. Hi. Thank you very
21 much for your time. Sir, I have two quick
22 questions. The benefit per resident of 64,000
23 that you mentioned for noise abatement, that's
24 going to actual noise barriers along the side of
25 the highway. Are you going to be making any

1 funding available to individual residents for
2 things like windows or other noise mitigation
3 vehicles? So that's the first question. Barriers
4 versus individual residences.

5 And then the second comment or question was,
6 you had asked -- had mentioned something about
7 being able to set up time for you guys to come in
8 to our association. I'm the supervisor for the
9 Cheval West Community Development District, and
10 we'd like to set that time up. How do we go about
11 doing that? Who do we contact, et cetera? And
12 what would the timing be?

13 And that's it. Thanks.

14 MR. MOORE: Thank you, Chris. We'll
15 certainly follow up with you and the community on
16 that.

17 Mary Fernandez, are you available to speak at
18 this time? And next we have Timothy Chaville.

19 So, Mary, are you able to unmute?

20 MS. FERNANDEZ: Yes. This is Mary Fernandez,
21 and while we are -- the community that I'm in is
22 Orange Blossom Creek. We have two phases. One
23 from the north side, and ones from the south side
24 of the Veterans. While we are not on the side of
25 the neighborhoods that are impacted, we would like

1 to respectfully request that you do consider
2 adding us to that list, because we are just
3 adjacent to Lake LeClare where this project is
4 starting. Right now we were impacted whenever it
5 went from two lanes to four lanes. My
6 understanding is that we missed the receptor by a
7 .1. And already we are impacted with the noise
8 where it increased from two lanes to four. We're
9 going to go six to eight. We already have a back
10 flow of traffic. There is a through lane that
11 ends right above us. And it's consistent. Every
12 day the semi-trucks governing themselves down
13 because of traffic that's trying to get -- merge
14 back over right because the fast lane ends.

15 Currently the Phase 2, the wall barriers --
16 the barrier walls did not go all the way to the
17 end of our community on Phase 2.

18 Phase 1, going southbound east side, we have
19 none. And we'd like to respectfully request that
20 we be added to this so that we can be considered
21 for not only the noise barriers. Because as has
22 been mentioned by several others, the more lanes
23 we have, the communities that are being built and
24 proposed to be built, it's going to increase the
25 traffic and we're already -- it backlogs -- I can

1 look at it out my screened-in porch. At 3:30, it
2 starts backing up and it's backed up 'til 6, 7:00.

3 Noise studies were mentioned that has been
4 done. I understand that the FDOT does not
5 recognize an individual's noise decibel meter.
6 However, they do work. They do give us a reading.
7 And it might be off by one or two points. We are
8 currently getting 79 on our readings. So, we
9 would really like to respectfully ask that we be
10 added to the communities to be considered
11 especially for the barr -- the sound barrier
12 walls.

13 The other -- when they did the first project
14 from two to four, we were to have vegetation trees
15 replanted. None were replanted. That's all I
16 have.

17 MR. MOORE: Thank you for those comments,
18 Mary.

19 We have a few more speakers and we don't see
20 any other hands up, so if you do wish to make a
21 comment, please go ahead and raise your hand.

22 I have Timothy Chaville is next. And then
23 after that is Tara and Scott Pinkerton.

24 Go ahead, Timothy, if you're ready. You'll
25 need to unmute with the microphone until it turns

1 green. We don't hear you just yet, Timothy.

2 Okay. We'll give them a -- we'll come back
3 to Timothy.

4 Let's go to Tara and Scott. Are you all
5 ready to speak?

6 MS. PINKERTON: Yes, we are.

7 MR. MOORE: Okay. Go ahead.

8 MS. PINKERTON: I just have one or two quick
9 questions. One would be just looking at these
10 maps and looking at them for the first time
11 tonight, can you just -- are you expanding the
12 length inward, or are you taking land outward to
13 expand on either side?

14 MR. MOORE: The widening in the section that
15 goes to eight lanes is a combination inside and
16 out, but most of the improvements are into the
17 median.

18 MS. PINKERTON: Okay. Because we live in
19 Cheval and we live near to the TPC overpass --

20 MR. MOORE: Right.

21 MS. PINKERTON: -- and how would that
22 actually be done? Would that be -- you'd be
23 expanding -- I guess you'd be expanding and adding
24 to the bridge; right?

25 MR. MOORE: We can get into --

1 MS. PINKERTON: We're trying to figure out
2 how that wouldn't really be an eye sore to our
3 community.

4 MR. MOORE: Well, we can -- we can respond to
5 that concern in terms of how the construction
6 would -- would be executed. It's a little bit too
7 much detail to go into in this forum, but happy to
8 provide some input on that to you in response to
9 your comment.

10 Was there any other issues you'd like to
11 discuss tonight?

12 MS. PINKERTON: Well, along the Cheval area
13 where it would expand, if it's expanding
14 outwardly, like there's a lake and a playground
15 and all kinds of things in our community that --
16 would you be expanding -- would we lose all of
17 that?

18 MR. MOORE: The -- the proposed right-of-way
19 was covered in the presentation. There's very
20 little encroachment within that area outside the
21 existing roadway corridor. So, I -- without being
22 able to see the map, I -- I couldn't tell you, but
23 my -- I would lean toward, no.

24 MS. PINKERTON: Okay.

25 THE COURT: So, it -- but you're more than

1 welcome to attend on Thursday. We'll have the
2 public -- we'll have the exhibits there with the
3 details of the project and be able to help answer
4 your question one on one.

5 MS. PINKERTON: Okay.

6 THE COURT: Does anyone else have a comment
7 they'd like to make. I think I was going to come
8 back to Timothy.

9 Timothy are you able to unmute? Okay. I
10 don't think we're going to get Timothy connected
11 at this point.

12 Do we have anything in the chat window
13 questions box?

14 Okay. Our team is just taking one last look
15 to see if we have any others that would like to
16 speak. Timothy, at any time, as we continue, if
17 you'd like to make your comment, please unmute and
18 we'll let you know if we can hear you.

19 I do have a few -- I have one or two others
20 here. Brooke Cobb, if you'd like to make your
21 comment, you can go ahead and unmute.

22 MS. COBB: Hello. Can you hear me?

23 MR. MOORE: Yes. I can hear you.

24 MS. COBB: Okay. So, I also live in Orange
25 Blossom Creek and I agree with Mary if we could

1 please be included. And then I think the other
2 thing with the wall, I don't know how this is
3 considered, but I live the closest to the
4 Veterans. We had someone come out, I think, in
5 2018 to do the sound barrier. I'm out in my
6 backyard now, so you can probably hear all the
7 background traffic. But not only that, it's the
8 safety of people just -- they -- their cars that
9 get pulled over, they get left by the police, and
10 then they just walk down; right? So they come off
11 the Veterans and they walk down into our backyard
12 into our neighborhoods and they have a small
13 chain-link fence at the bottom, but that's it.
14 And they did not replace the vegetation as she
15 mentioned. So, if we can be included.

16 As you're going to continue to do this work,
17 the dust, the overall dirt for those years was
18 incredible. And the noise all night long, the
19 pounding, it's -- it just is incredible the amount
20 of, you know, noise that's created from the work.
21 Because it is done a lot at night. And there's no
22 consideration for that. There's no notification.
23 People in these neighborhoods have small children.
24 I remember being pregnant with three small babies
25 who would be woken up night after night for months

1 while I would go out -- I mean, I just -- you
2 wanted to lose your mind. So, I think that the
3 wall has to be built before. Somehow there has to
4 be some type of some process put in place so that
5 that's considered in the workflow; right? So
6 they're not pounding these big large -- I don't
7 know what they're called -- columns, polled into
8 the ground with these large machines. And then
9 also that the wall is protecting the people from
10 the people that's coming off the Veterans.

11 I have one pulled over right now as we speak
12 where some guy will just eventually walk down and
13 be behind our neighborhood and in our house, in a
14 gated community. So, please consider that as
15 well.

16 MR. MOORE: Okay. Thank you for your
17 comments, Brooke.

18 Do we have Jeremy -- or I'm sorry. Jerry
19 Rainie?

20 MR. RAINIE: Yes. Can you hear me?

21 MR. MOORE: Yes. We hear you.

22 MR. RAINIE: Yeah. Hey, first, thanks for
23 doing this. I am at a bit of a disadvantage in
24 transitioning to the community of Cheval. I have
25 a home there at 180 -- 18906 Mesong. And I just

1 kind of want to pick up on my neighbor's comment
2 about Cheval and pushing outward, and I -- I don't
3 now know how you do that with -- it's pretty tight
4 back in there, and the -- and the maps that we
5 were presented tonight didn't have that level of
6 detail. It -- the question I have or the
7 statement I have is regarding the process more
8 than anything. You mentioned that she could
9 attend the public hearing, which is wonderful, and
10 I would encourage her to do that, but some of us
11 cannot do that. And I'm hoping that -- that while
12 you address her concerns on a one-to-one basis,
13 that you make that also part of the public record.
14 Where those sound barriers go down, where you're
15 taking land to accommodate the additional
16 construction. I know you're gonna do that, but
17 I'm very interested in the answer to the specific
18 question and she answered it. Not sure how I get
19 that unless it's made part of the public record.
20 That's it. Thanks.

21 MR. MOORE: Okay. Thank you, Jerry.

22 That is the last speaker that we had
23 registered unless Timothy is able to unmute. I
24 think that's the only one we were unable to
25 connect with. And we haven't seen anything in the

1 comments box. So, we will go ahead and -- he's
2 good? He's there? Timothy? Yeah. We can hear
3 you now. Go ahead.

4 MR. CHAVILLE: Sorry about that. I really
5 appreciate it. My name is Tim Chaville calling
6 from Orange Blossom Creek. I think you heard
7 Brooke and Mary. I just want to take you back on
8 their concerns. Mainly, for me, it's that Slide
9 40 where it talks about getting our community on
10 the noise wall list. Mary mentioned, we did a
11 noise study pre-20 -- 2005. The last one we did
12 was in 2014. So, 11 years of growth on Veterans
13 between our home which is south Van Dyke to
14 Wilcox, hugging both sides of Veterans, Phase 1
15 and Phase 2. So that'd be the first question.
16 How do we get added? Obviously, the growth has
17 started already, as you outlined in Slide 9, which
18 is notorious for this area. And then the second
19 thing is just how do we access the online, I
20 think, drawings that somebody else mentioned?
21 Because again, trying to get a wall here would be
22 great so we don't have to listen to motocross at
23 11:00 p.m. every night. On that, I yield back.
24 Thank you.

25 MR. MOORE: Thank you, Timothy. We were glad

1 that you were able to get connected and appreciate
2 your comments. It is now 7:12 p.m. and we will
3 be -- let me just back up for a second. It is now
4 7:12 p.m. We will -- let's see. We did all that.
5 Let's go to our next slide.

6 Written comments can also be submitted. Any
7 written material received at this public hearing
8 or by the public comment date of April 24th will
9 become part of the public hearing record. We
10 thank you for attending this public hearing and
11 providing your input into the project.

12 A verbatim transcript of this oral hearing --
13 or this hearings oral proceedings together with
14 all written material received as part of the
15 hearing record and all studies, displays and
16 information material provided at the hearing will
17 be made part of the project's decision-making
18 process and will be available on the project
19 website at www.SuncoastParkwayPDE.com, and at
20 Florida's Turnpike Enterprise for public review
21 upon request.

22 It is now 7:13 p.m. and I hereby officially
23 close the public hearing for Suncoast Parkway from
24 south of Van Dyke to State Road 52, PD&E Study.
25 We appreciate your participation. Thank you again

1 and have a good evening.

2 (Whereupon, the proceedings concluded.)

REPORTER'S CERTIFICATE

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, Carmen DeBerg, Court Reporter, certify that I was authorized to and did stenographically report the foregoing proceedings; and that the transcript is a true and complete record of my stenographic notes.

I further certify that I am not a relative, employee, attorney or counsel of any of the parties, nor am I a relative or employee of any of the parties' Attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 22nd day of April, 2025.



CARMEN DEBERG

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2018 8:14 53:5		
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FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S
TURNPIKE ENTERPRISE

SUNCOAST PARKWAY PD&E MEETING

PROCEEDINGS: In-Person Public Hearing

DATE: April 10, 2025

TIME: Commencing at 5:30 p.m.

PLACE: Hilton Garden Inn
Tampa Suncoast Parkway
2155 Northpointe Parkway
Lutz, Florida 33558

Pages 1 - 49



ORIGINAL

1 APPEARANCES:

2 Greg Moore, Project Manager

3 Michael Garau, Kimley-Horn, Project Manager

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P-R-O-C-E-E-D-I-N-G-S

MR. MOORE: So, my name is Greg Moore. I'm the project manager for the PD&E Study, and I'm accompanied by a host of staff from the Florida's Turnpike Enterprise as well as our consultant, Kimley-Horn, and their project managers. Michael Garau, he's here tonight with his team. And it's been good to interact with you during the open house. We will start the public hearing shortly. We have -- we have a few remarks I'll make upfront, and then there's a video presentation that was also presented on Tuesday night if you participated in that.

And then, following that presentation, we'll bring a microphone up and line up to do the public comment.

And just as a reminder that that public comment period is more of an opportunity for you to speak and to provide your testimony. We won't get into a back-and-forth in answering specific questions, but we do have the team here, and I know we've already helped answer some questions, and we'll be here for that. So, with that, I'll go ahead and get into the formal part of this and we'll go from there.

1 So, good evening. The Florida Department of
2 Transportation, Florida's Turnpike Enterprise
3 would like to welcome you to the public hearing
4 for Suncoast Parkway from south of Van Dyke Road
5 to State Road 52 Project Development and
6 Environment or PD&E study. This public hearing is
7 for Financial Project Identification No. 448068-1.
8 This environmental study has been conducted by
9 Florida's Turnpike Enterprise in compliance with
10 all applicable federal environmental laws, and
11 pursuant to United States Code 23, United States
12 Code 32, Section 327.

13 I would like to formally open the public
14 hearing. Today is Thursday, April 10th. The time
15 is approximately 6:02 p.m.

16 The proposed project involves widening the
17 Suncoast Parkway from south of Van Dyke Road to
18 State Road 52, improvements to the existing
19 interchanges at Van Dyke Road, Lutz Lake Fern
20 Road, State Road 54, Ridge Road, and State Road
21 52, as well as a proposed -- a new proposed
22 interchange -- potential interchange at Rangeland
23 Boulevard.

24 This hearing is being held to provide you
25 with the opportunity to comment on this project.

1 I've already covered the next part. But again, my
2 name is Greg Moore, the Florida's Turnpike project
3 manager.

4 At this time, we would like to recognize the
5 federal, state, county, or city officials who
6 registered to attend the hearing. And I've been
7 provided with a list. We have Adam Nebrich with
8 the Cheval Community Development District. Adam's
9 here.

10 Joe Albert with the Bexley Community
11 Development District. Thank you, Joe.

12 And any elected officials I may have missed
13 that didn't get listed?

14 (No response.)

15 Okay. So, as I said, there's -- go ahead.

16 UNIDENTIFIED MALE SPEAKER: Oh, I'm -- I
17 mean, technically, yeah. Heritage Harbor
18 Community Development.

19 MR. MOORE: Okay. Heritage Harbor is also
20 represented. Thank you, sir, for being here.

21 There -- as I said, there's two components of
22 the project presentation, and then we'll get into
23 the comment period where you will have an
24 opportunity to provide verbal statements. With
25 that, we will begin the presentation.

1 The Florida Department of Transportation,
2 Florida's Turnpike Enterprise welcomes you to the
3 public hearing for the Suncoast Parkway, also
4 known as State Road 589, Project Development and
5 Environment, or PD&E study, of the Suncoast
6 Parkway main lane widening from south of Van Dyke
7 Road to State Road 52 in Hillsborough and Pasco
8 Counties.

9 This public hearing is for Financial Project
10 Identification No. 448068-1. This environmental
11 study has been conducted by the Enterprise in
12 compliance with all federal environmental laws and
13 pursuant to 23, United States Code, Section 327.

14 The purpose of this public hearing is to
15 share information with the general public about
16 the proposed improvement, its conceptual design,
17 and the potential beneficial and adverse social,
18 economic, and environmental effects upon the
19 community.

20 The public hearing also serves as an official
21 forum providing an opportunity for members of the
22 public to express their opinions regarding the
23 project.

24 This public hearing was advertised consistent
25 with federal and state requirements shown on the

1 slide.

2 This project is being developed in accordance
3 with the Civil Rights Act of 1964. Under Title VI
4 of the Civil Rights Act, public participation is
5 solicited without regard to race, color, national
6 origin, age, sex, religion, disability, or family
7 status. Please contact either Desarae Stills or
8 Stefan Kulakowski at the address or phone number
9 shown here to express any concerns regarding the
10 Enterprise's compliance with Title VI.

11 This public hearing provides multiple
12 participation options. The virtual option is
13 being held on Tuesday, April 8th, 2025. Members
14 of the public can participate via the GoToWebinar
15 system or using their telephone.

16 The in-person option is being held on
17 Thursday, April 10th, 2025, at the Hilton Garden
18 Inn. The same information is being presented
19 during both options and verbatim transcripts will
20 be made of all oral proceedings. The public
21 hearing video will be posted to the project
22 website.

23 The remainder of this presentation will
24 provide an overview of the study, project needs,
25 and our community involvement efforts. We will

1 then review the Preferred Alternative and
2 Potential Environmental Effects both beneficial
3 and adverse.

4 The study limits extend along the Suncoast
5 Parkway from south of Van Dyke Road at Mile Post
6 13 to the State Road 52 at Mile Post 29. The
7 project is located within both Hillsborough and
8 Pasco Counties. There are five existing
9 interchanges within the study limits.

10 Pasco County is currently evaluating
11 extending Rangeland Boulevard across the Suncoast
12 Parkway. This PD&E study also includes evaluating
13 one potential new interchange at Rangeland
14 Boulevard as requested by Pasco County.

15 The purpose and need for a project provides a
16 basis for developing, considering, evaluating, and
17 eliminating project alternatives. The project
18 purpose and need are to accommodate year 2050
19 travel demands, enhance safety, improve travel
20 time reliability, and enhance emergency response
21 and evacuation.

22 In 2000, the population within Hillsborough
23 and Pasco Counties was just over one-million
24 people, and it more than doubled by 2023. The
25 population within the two counties is forecasted

1 to be over 2.8-million people by the year 2050.
2 With a project located within a rapidly growing
3 region, travel demands on the Suncoast Parkway are
4 expected to increase by 70 percent. If nothing is
5 done, the existing roadways in the study area
6 would not be able to accommodate the expected
7 increase in traffic.

8 Improvements to the Suncoast Parkway are
9 needed to accommodate year 2050 travel demands.
10 In order to accommodate this demand, six lanes are
11 needed now from south of Van Dyke Road to north of
12 State Road 54. And eight lanes will be needed by
13 2040. From north of State Road 54 to Ridge Road,
14 six lanes will be needed by 2030. From Ridge Road
15 to State Road 52, six lanes will be needed by
16 2035.

17 Improvements to the Suncoast Parkway are
18 needed to enhance safety. Between 2018 and 2022,
19 there were approximately 1,045 crashes within the
20 study limits equating to an economic cost of
21 \$145 million. If nothing is done, increased
22 congestion will lead to an increase in crashes.

23 Improvements to the Suncoast Parkway are
24 needed to improve travel time reliability.
25 Currently, there is congestion during the morning

1 and afternoon rush hours along the Suncoast
2 Parkway and at the State Road 54 interchange. The
3 proposed improvements are expected to reduce
4 travel times during peak periods.

5 And finally, improvements are also needed to
6 efficiently process large volumes of traffic
7 during emergency evacuation events.

8 Serving communities is at the center of
9 everything the Florida Department of
10 Transportation does. During the development of
11 this project, the Enterprise has engaged adjacent
12 communities and stakeholders in the project's
13 decision-making process.

14 In the February of 2024, over 2,400
15 newsletters announcing the start of the study were
16 distributed to residents, property owners, and
17 interested parties. An Alternatives Public
18 Information Meeting was then held in June of 2024
19 where project alternatives were presented.
20 Approximately 100 people attended the Alternatives
21 Public Information Meeting, and over 40 written
22 comments were provided to the project team.
23 Community feedback is at the core of all we do.

24 The Florida Department of Transportation
25 works with the public to balance their community

1 vision for the communities' transportation needs.
2 This is routine on all of our projects to insure
3 Florida's infrastructure is safe, resilient, and
4 efficient for many years into the future.

5 This includes coordination with local
6 governments and agencies to receive input that was
7 incorporated into the Preferred Project
8 Alternative. A Preferred Project Alternative has
9 been developed based on the project needs,
10 environmental and engineering evaluations, and
11 community involvement. The Preferred Project
12 Alternative would widen the Suncoast Parkway to
13 eight lanes from south of Van Dyke Road to north
14 of State Road 54. Widen the Suncoast Parkway to
15 six lanes from north of State Road 54 to State
16 Road 52, improve existing interchanges, and
17 accommodate a future interchange at Rangeland
18 Boulevard.

19 From south of Van Dyke Road to north of State
20 Road 54, widening to the inside and outside is
21 proposed to include four 12-foot-wide travel lanes
22 in each direction, separated by a 26-foot-wide
23 median with a barrier wall. From north of State
24 Road 54 to State Road 52, widening to the inside
25 is proposed to provide three 12-foot-wide travel

1 lanes in each direction, separated by a
2 40-foot-wide median.

3 Now we will cover the details of the
4 Preferred Alternative related to the five existing
5 interchange locations. After, we will discuss the
6 ongoing planning efforts around a potential new
7 interchange at the future Rangeland Boulevard.

8 At the Van Dyke Road interchange the
9 Preferred Alternative includes adding an
10 additional left-turn lane to the northbound and
11 southbound offramps, and adding a turn lane along
12 Van Dyke Road in the westbound direction to
13 Ramblewood Road. Hillsborough County is currently
14 planning improvements to Van Dyke Road that
15 includes adding a shared-view's path through the
16 south side of the interchange. Proposed
17 interchange improvements, as noted on this slide,
18 will accommodate the County's planned shared-use
19 path. In addition, a shared-use path on the north
20 side is proposed as part of the interchange
21 modifications.

22 At the Lutz Lake Fern Road interchange the
23 preferred alternative consists of minor
24 modifications that includes adding additional turn
25 lanes and extending turn lanes at the

1 intersections. In addition, a shared-use path is
2 proposed within the interchange area on both sides
3 of Lutz Lake Fern Road.

4 At the State Road 54 interchange, the
5 preferred alternative includes adding an
6 additional right-turn lane to the northbound
7 offramp, an additional right and left turn lane to
8 the southbound offramp, and an additional left
9 turn lane from westbound State Road 54 to the
10 southbound onramp. Along State Road 54 itself, an
11 additional through lane would be added in the
12 westbound direction beginning at the southbound
13 offramp continuing past Crossings Boulevard and up
14 to South Branch Boulevard. Improvements would
15 also include a shared-use path on both sides
16 within the interchange area.

17 At the Ridge Road interchange, the preferred
18 alternative includes adding left-and right-turn
19 lanes to northbound offramp, realigning the
20 right-turn lane from the southbound offramp to
21 improve the safety of the trail crossing, and
22 adding a left-turn lane from eastbound Ridge Road
23 to the northbound onramp. Improvements include
24 adding a shared-use path on the north side within
25 the interchange area.

1 At the State Road 52 interchange, the
2 preferred alternative includes adding a left-and
3 right-turn lane to northbound offramp, and adding
4 a second right-turn lane from eastbound State Road
5 52 to the southbound onramp. Improvements would
6 also include a shared-use path on both sides
7 within the interchange area.

8 We will now discuss the ongoing planning and
9 development of a potential new interchange with a
10 future extension of Rangeland Boulevard. When
11 considering any new interchange connection,
12 Florida's Turnpike Enterprise adheres to the
13 following criteria: A new interchange must
14 connect to a public roadway and serve all
15 movements. The interchange must meet safety and
16 operational requirements. The interchange must be
17 supported by the local community. It plays a high
18 priority in projects that are welcome within the
19 communities we serve.

20 And finally, the interchange must be
21 consistent with local government plans and
22 priorities. The preferred alternative includes
23 adding at new interchange at Rangeland Boulevard.
24 However, a new interchange would not be
25 constructed until all criteria are met and funding

1 has been identified.

2 We will now review the interchange concept
3 developed for Rangeland Boulevard. At Rangeland
4 Boulevard, the interchange concept includes loop
5 ramps on the north side of the Future Rangeland
6 Boulevard. The southbound offramp would include
7 two left-turn lanes, and a single right-turn lane.
8 Two left-turn lanes would be provided from to
9 Eastbound Rangeland Boulevard to access southbound
10 Suncoast Parkway. The northbound offramp would
11 include two left lanes and two right-turn lanes.
12 A single left-turn lane would be provided from
13 eastbound Rangeland Boulevard to access northbound
14 Suncoast Parkway.

15 Accommodating the northbound ramps involves a
16 need for additional right-of-way from the adjacent
17 parcel as shown in yellow. The addition of the
18 new interchange would also require some minor
19 modifications to the alignment of the Suncoast
20 Trail, as indicated on the slide.

21 Trail users would go under the Rangeland
22 Boulevard Bridge, cross the intersection on the
23 west side through a crosswalk, and then continue
24 around the interchange ramp to the north as shown.

25 As a reminder, an interchange at Rangeland

1 Boulevard would not be constructed until the
2 previously discussed criteria are met.

3 As part of every PD&E Study, the No-Build or
4 No-Action Alternative is considered. The No-Build
5 Alternative describes the conditions that will
6 occur if the mainline widening or interchange
7 improvements are not built. Advantages include no
8 impacts to the social, physical, or natural
9 environment, and no additional right-of-way or
10 construction costs.

11 Disadvantages include increased congestion
12 and safety issues, slower emergency evacuation and
13 response times, and future growth in the region
14 would not be accommodated.

15 Selection of the No-Build Alternative would
16 not meet the project's purpose and need. When
17 comparing the No-Build Alternative versus the
18 Build Alternative, the Build Alternative
19 eliminates mainline backups reducing Suncoast
20 travel time by 17 percent between Van Dyke Road
21 and State Road 52.

22 With the project access enhancements, signal
23 delay within the study area decreases by
24 43 percent. The Build Alternative also reduces
25 congestion on local roads such as State Road 54.

1 The Build Alternative will reduce future crashes
2 which result in a potential savings of \$36.2
3 million over 20 years. Quality of life will also
4 be improved with reduced congestion and commuting
5 time, improved air quality and accessibility, and
6 reduce noise pollution with the addition of noise
7 walls. We encourage you to visit the project
8 website to view detailed exhibits of the proposed
9 improvements.

10 As part of the study, the Enterprise
11 evaluated the potential social, natural, physical
12 and cultural effects of the proposed project. The
13 features listed are just some of the types of
14 analyses included in this PD&E Study. Avoidance
15 or minimization of impacts for these features is a
16 key consideration. Impacts that cannot be avoided
17 will be mitigated.

18 There are two areas of the project with the
19 potential need for right-of-way, or a potential
20 need for additional land. The first area of need
21 is a quarter-acre sliver of land adjacent to the
22 bridge over TPC Boulevard. And a secondary of
23 need is 18.7 acres of land in the northeast
24 quadrant of the proposed Rangeland Boulevard
25 Interchange. Please refer to the display boards

1 for more details.

2 The right-of-way needs for this project will
3 not result in any business or residential
4 relocations. A cultural resources assessment
5 survey was conducted for this PD&E study to
6 identify any cultural resources and assess
7 eligibility for listing in the National Register
8 of Historic Places. No archeological site
9 eligible for listing on the National Register of
10 Historic Places were identified. Four historical
11 resources identified, but determined not to be
12 eligible for listing on the National Register of
13 Historic Places. No significant impacts are
14 anticipated as a result of this project.

15 Federally protected species may be present or
16 utilize areas within the propose project. The
17 project may affect, but is not likely to adversely
18 affect the Eastern indigo snake, Florida's
19 scrub-jay and Wood Stork.

20 Florida's Turnpike Enterprise will request
21 technical assistance with the United States Fish
22 and Wildlife Service, USFWS, on the project during
23 the permitting and design phase regarding the
24 regulations for these protected species and
25 mitigation measures.

1 State Protected Species may be present or
2 utilize areas within the proposed project, but no
3 adverse impacts are anticipated.

4 Florida's Turnpike Enterprise will continue
5 coordinating with the Florida Fish and Wildlife
6 Conservation Commission regarding these species.
7 There are six existing wildlife crossings within
8 the study limits. All existing wildlife crossings
9 will be maintained, and opportunities to enhance
10 will be considered during the design phase.

11 The proposed roadway and storm water pond
12 improvements will potentially affect an estimated
13 6.15 acres of wetlands, and 0.6 acres of surface
14 waters. Florida's Turnpike Enterprise will
15 mitigate wetland and surface water impacts
16 resulting from this project's construction to meet
17 state and federal requirements. Final pond site
18 locations will be determined in the design phase.

19 A Location Hydraulics Report was prepared for
20 the project to identify potential 100-year
21 floodplain encroachments resulting from the
22 proposed improvements. Floodplain impacts will be
23 fully compensated for, and there will be no net
24 increases to floodplain stages as a result of this
25 project.

1 A Contamination Screening Evaluation Report
2 was prepared for this project to identify
3 contamination concerns within the study area. The
4 results of the contamination screening identified
5 no high-risk sites, six medium-risk sites, 15
6 low-risk sites, and two no-risk sites for the
7 roadway storm water pond improvements. These
8 sites will be further evaluated during the design
9 phase to identify options to avoid, minimize, or
10 mitigate contamination involvement.

11 A Noise Study Report was prepared for this
12 project. Impacted location throughout the
13 corridor were found to be potentially feasible and
14 reasonable for noise walls. These locations are
15 proposed for future study during design and can be
16 seen in the Noise Study Report prepared for this
17 project.

18 For more detailed information on the proposed
19 improvements, including potential noise wall
20 locations, visit the display boards located on the
21 project website and at the in-person hearing where
22 a noise specialist will be available to answer
23 your questions.

24 The potential locations for noise barriers
25 are outlined on the project exhibits. The legend

1 included on each exhibit depicts potential
2 feasible and reasonable noise barrier locations as
3 light blue as shown here.

4 The total project cost for the preferred
5 alternative is estimated at approximately \$984.2
6 million in present day costs. All project-related
7 costs are included in this total estimate.
8 Pending completion of this PD&E Study, the design
9 phase for portions of the proposed project is
10 funded. There is currently no funding for
11 right-of-way or construction.

12 The evaluation matrix compares the Preferred
13 Project Alternative to the No-Build Alternative
14 and is on display and available for review.

15 We continue to encourage public input to help
16 us make this important decision. You can submit
17 written comments at the project website,
18 www.suncoastparkwaypde.com, or you can mail or
19 email your comments directly to the Project
20 Manager, Greg Moore.

21 During the in-person hearing, you can also
22 submit your written comments using the comment
23 forms provided. Written comments must be received
24 no later than April 24th, 2025 to become part of
25 the public hearing record.

1 The next step is to incorporate your input on
2 this public hearing into our decision-making
3 process. After the comment period closes and your
4 input has been considered, a decision will be
5 made, and the final PD&E document will be
6 approved.

7 This project has and will continue to comply
8 with all applicable state and federal rules and
9 regulations.

10 Thank you for participating in tonight's
11 public hearing. This concludes our presentation.

12 MR. MOORE: Okay. Anyone desiring to make a
13 statement or present written views regarding the
14 location, conceptual design or social, economic
15 and environmental effects of the improvements will
16 now have the opportunity to do so. If you're
17 holding a speaker's card, or you have already
18 provided your speakers cards to our team -- I
19 think we have nine so far -- we will -- we will
20 call those in order. If anyone wishes to speak
21 that hasn't yet turned one of these in, please
22 give that to a member of our staff and we'll get
23 those to the front.

24 If you prefer -- so, there's several ways to
25 make comments. If you prefer -- there's also a

1 court reporter here -- you can speak with them
2 directly at the table if you prefer not to come to
3 the microphone, and we can do that after the oral
4 proceedings.

5 You can also -- and I know some of you have
6 also filled out written comments. Written
7 statements can be provided using the comment
8 cards.

9 In addition to the oral statements, any
10 written material received at this public hearing
11 and sent to the DOT at the Florida's Turnpike
12 Enterprise, P.O. Box 613069, in Ocoee, Florida,
13 34761, postmarked no later than April 24th, 2025,
14 it will become part of the public hearing record.
15 All written comments should be addressed to
16 Greg Moore, and comments may also be emailed to
17 the address shown on the screen or
18 Greg.Moore@DOT.state.FL.US.

19 Florida's Turnpike Enterprise is committed to
20 the -- to civility and decorum by its staff and by
21 the members of the public who attend this hearing.
22 Each person is expected to behave in a
23 professional manner and be respectful to each
24 other. The project team kindly asks for all
25 mobile devices and electronics to be silenced

1 during the hearing.

2 Anyone desiring to speak during the formal
3 comment period must complete a speaker card and
4 wait to be called upon during that period. And
5 we're gonna move the microphone up here, I think,
6 pretty quick.

7 If you're unable to complete your comment
8 within the two minutes that's provided, or you
9 have additional comments, please speak to the
10 court reporter who's here tonight, and they can
11 accommodate that.

12 So, we will now call upon those who have
13 turned in speaker cards. When you come forward --
14 and what I'll -- and we've only got like nine,
15 so -- but I'll try to give the next person a
16 head's up so that you know that you're gonna be
17 coming up soon.

18 When you come forward, please do state your
19 name and address for the record. That helps us be
20 able to provide a response in writing at a later
21 date. And also, if you represent an organization,
22 municipality, or other public body, please provide
23 that information as well.

24 Again, we ask that you limit your comment to
25 two minutes. There will be a countdown on the

1 screen to help with that.

2 Please come to the microphone so the court
3 reporter will be able to get a complete record of
4 your comments. Note that we will not respond to
5 comments or questions today, but we will respond
6 in writing at a later date.

7 So, the first speaker we will call upon,
8 Mr. Adam Nebrich from the Cheval CDD. And then
9 next after Adam we have Tracy Willsie. So, Tracy,
10 you're on deck.

11 So, please step forward. Thank you.

12 MR. NEBRICH: All right. Good evening.
13 Thank you for this public hearing. My name is
14 Adam Nebrich. I reside at 5202 Avenue La Crosse.
15 I also have a home at 18620 Le Dauphine, which has
16 near proximity to the existing hashed-out
17 right-of-way. It's in the capacity as the chair
18 of the Cheval CDD that I'm here. And as a CDD,
19 our community represents 770-plus homes; 400 of
20 which has been identified as impacted by the noise
21 study, both in the north-bound corridor, and in
22 the south-bound corridor.

23 We understand that the current version
24 includes some version of the noise wall, and we
25 had a question: Is the cost to construct that

1 noise wall exceeds the benefit of \$64,000, is
2 there a commitment to continue installing a noise
3 wall?

4 Our residents are impacted by the current
5 noise level, which I understand is not part of
6 your concern. But as the region has grown, the
7 current state is already a problem. And the
8 projected growth is going to make that problem
9 worse.

10 Additionally, as a CDD, we have concerns
11 about access to our roads needed for the
12 construction, any closure that might be needed, as
13 the overpass at TPC is modified. Impacts to our
14 storm water management and our floodplain.

15 And then last but not least is the esthetics
16 surrounding the expansion of the highway, which
17 includes an exterior expansion that will impact
18 the landscaping and the appearance for those homes
19 that are near that corridor.

20 I also want to invite FDOT to attend a 2B
21 Civil Town Hall, where our residents can come and
22 have a more detailed discussion about these
23 matters. Thank you for your time.

24 MR. MOORE: Thank you. Tracy, you'll be
25 next. And then Reynaldo Cabrera.

1 Is Tracy here? Yeah. There you are.

2 MS. WILLISIE: Hi. My name is Tracy Willsie.
3 I live at 6111 Savoy Circle. I'm very close to
4 the wall at the end of where the Veterans goes
5 along Chemille Road. I've lived in my house over
6 25 years, so I've seen a lot of changes and heard
7 a lot of changes. My two concerns: One is, of
8 course, noise. Right now the walls are very low.
9 And as Adam spoke, I'm guessing that there's going
10 to be some improvement with the height of those
11 walls. But I also wonder about -- I hear a lot of
12 sound coming from where the overpasses are. And I
13 kinda tried to do a little research, and I
14 wondered if there's any kind of thought about any
15 kind of sound-absorbing materials that can be put
16 on the other side of those to keep it from going
17 out in the community as well. I don't know enough
18 about it, but I just wanted to bring that up.

19 The other concern I have is, if you're on
20 Veterans, there's a direct access to Dale Mabry
21 Highway that takes you -- if you're going
22 northbound -- or if you're going southbound, but
23 once you get to the Suncoast span of it, there is
24 no access to Dale Mabry. So, the majority of the
25 people, the shortest, quickest route is either

1 Lutz Lake Fern Road or Van Dyke Road. And the
2 traffic on that has gotten worse and worse. I
3 know that Lake Carlton Arms got a traffic light
4 for there 1,912 units. But I wondered if also the
5 last portion of Ramblewood Road less than half a
6 mile, if they were able to reroute that to come
7 out across from Van Dyke Farms and consider
8 putting a roundabout or a light there for the
9 residents of Van Dyke Farms and Cheval West. And
10 that is 1,295-plus homes. That's it.

11 MR. MOORE: Thank you for those comments.

12 We have Reynaldo next. And then Khayam
13 Shaukat, S-h-a-u-k-a-t.

14 Reynaldo, is that you?

15 MR. CABRERA: Yeah. Good afternoon, my name
16 is Rey Cabrera, Reynaldo Cabrera. I'm at 16707
17 Whispering Glen Drive in Lutz, or the Orange
18 Blossom Creek Subdivision. We are just barely
19 south of the end of the project. However, we are
20 concerned that the widening of the Veterans
21 Expressway starting just north of Mile Marker 13
22 will increase the speed of the traffic that is
23 coming through that area, which of course will
24 increase the level of noise.

25 We were denied 10 years ago a wall because we

1 didn't meet the requirements due to one home, and
2 the noise levels, of course, were much less 10
3 years ago than they are today. And as your
4 graphic clearly showed, the right-of-way from the
5 point of the chain-link fence to the property --
6 my property, is only 82 feet, less than 100 feet
7 for the required study for noise levels.

8 So, we're concerned that the greater volume
9 of traffic and the additional speed, as people
10 pick up speed with two additional lanes, will more
11 than double the noise levels that were in
12 existence. And we'd like to have consideration
13 from the Florida Department of Transportation to
14 do a -- conduct a noise study, and then hopefully
15 qualify for a noise wall.

16 There is a wall on the other side, which is
17 also Orange Blossom Creek, part of our
18 subdivision, they were approved. And their homes
19 are actually further away than our homes are from
20 the Expressway. So, we're looking forward to
21 that.

22 So, we understand and respect the necessity
23 of infrastructure development to support the
24 region's growth, but we hope that it's done in an
25 equitable fashion to all the surrounding areas.

1 So, that's it. Thank you.

2 MR. MOORE: Thank you for those comments.
3 And after this gentleman, we have Jay Avashia
4 next.

5 Please proceed. Thank you.

6 MR. SHAUKAT: Hi. This is Khayam. I'm a
7 Bexley resident. 16778 Courtyard Loop. So, I
8 just wanted to say that we, Bexley residents, are
9 strongly against any interchange at Rangeland
10 Boulevard. This interchange will endanger the
11 lives of people and children walking and bringing
12 unnecessary traffic into a residential area. And
13 this will also be against the Bexley Master Plan,
14 which will be cause for collector roads and
15 ulterior roads. So, this is not supported by the
16 Bexley community.

17 At the last MOA meeting, all residents
18 unanimously rejected this proposal by the county,
19 the government. So, I just wanted to make that
20 clear that we don't want it.

21 The other thing is -- the other part is the
22 noise level. It's already very high in Bexley.
23 Like if I am half-a-mile away from the highway and
24 I've checked with my phone, I get like 55 to 60
25 decibels, you know, noise level. And I've talked

1 to the noise specialist and he said that, you
2 know, they have done their own studies. But I
3 don't agree with the studies they have done
4 because I'm there and I can hear traffic loud and
5 clear, you know. So -- and I'm concerned this is
6 going to get worse with time. So, just I think it
7 also depends on a lot of different factors like
8 wind blowing, you know, from the west side that
9 can bring more noise into the community. And also
10 time of the day, you know. Usually, the noise is
11 much louder at night and early morning.

12 So, that's it.

13 MR. MOORE: Thank you for those comments.

14 We have Jay next and then Ray Fernandez.

15 MR. AVASHIA: I am Jay Avashia. Address is
16 16658 Courtyard Loop, Land O' Lakes, resident of
17 Bexley community. And no coordination with the
18 previous speaker. I happen to be following him.
19 So, my thought process is echoing his. And I'm
20 going to amplify a little bit more personal one
21 too.

22 I was told that Rangeland Boulevard -- no
23 boulevard is not an option. And so, I would say
24 if that boulevard is considered, the number of
25 lives on the boulevard should be strongly

1 considered either by no more than four lanes. Six
2 lanes is too much traffic volume. Safety as well
3 as noise combined together. Because the traffic
4 increase, noise increase. Traffic increase,
5 safety goes down. And so I would say no more than
6 four lanes, if this project is done deal.

7 Second point is interchange, and it's -- I am
8 same. Interchange is going to bring significant
9 traffic to the quiet, safe, residential
10 neighborhood.

11 When we bought this house, we didn't know
12 about this major project going to take place in a
13 very short period of time. My house, confirming
14 with the exhibits there, is only 200 feet away
15 from the Rangeland potential Boulevard. And
16 therefore, 2000 feet away and six-lane or
17 four-lane traffic triggered by the interchange
18 will significantly increase the noise. And
19 therefore, noise barrier -- strong noise barrier
20 is strongly requested Rangeland Boulevard takes
21 shape to our Bexley neighborhood.

22 And last thing is circle rather than traffic
23 light would be the preferred choice in order to
24 maintain the safety and aesthetics of the
25 neighborhood.

1 Thank you for your time.

2 MR. MOORE: Thank you.

3 Okay. We have Mary Fernandez. And then
4 Matthias.

5 MS. FERNANDEZ: Hi. My name is Mary
6 Fernandez, and I'm in Orange Blossom Creek
7 neighborhood. We live at 16639 Ashton Green
8 Drive. We're not a home study on your span 480.
9 Got Hidden Oaks, Cheval, Lenar, Tesconu, and the
10 Preserve (phonetic). Orange Blossom Creek is
11 respectfully asking that you -- Orange Blossom
12 Creek, we are respectfully, as residents,
13 that's -- I'm here as a resident. There's some of
14 us here. Some we have what's called Phase 1,
15 Phase 2. But it's for both that we're here about.

16 According to 17-10.4, noise and the
17 reevaluation process, we're gonna ask you to
18 please look at that, reevaluate what they study
19 now for us. I understand your study is for Cheval
20 and the other communities listed on your Slide 40.
21 Please add us to it. Let's get a study done where
22 we're at. Both one and two, which is -- we go
23 north on the Veterans and we go south on the
24 Veterans.

25 According to the 17-10.4, we can't ask for

1 that. So, we're respectfully asking that you
2 would come to our community, meet with some of us,
3 and do another study which would include us,
4 because we're just -- we're less than two miles
5 from Lake LeClare, where your project starts.

6 In 2014, we did get a partial wall on the
7 north side. However, it doesn't encompass the
8 whole community and progress has got the noise
9 louder. So, we would like to have that wall
10 extended, but we also need to have the southbound
11 addressed. So, we'd like for you guys to come
12 talk with us. Thank you.

13 MR. MOORE: Thank you.

14 Mr. Pierce, go right ahead. And then after
15 him, we have Mr. -- I'm gonna have a hard time
16 pronouncing. First name starts with L --
17 Mcclendon? You'll be next. Thank you.

18 Go ahead, sir.

19 MR. PIERCE: Good evening. My name is
20 Matthias Pierce. I live at 4361 Tour Trace in
21 Land O' Lakes, Florida. I'm actually the
22 president of Bexley HOA where we have over 1600
23 homes.

24 I would like to echo these gentlemen and ask
25 that you please consider a noise study, as the

1 gentlemen said, it's extremely loud already,
2 especially depending on the wind, weather. I
3 don't know exactly what it is, but for some
4 reason, it's very, very loud, and adding this
5 level of traffic is sure to make it even louder.

6 I would also say that we are strongly opposed
7 to the Rangeland Boulevard interchange. We have
8 petitions. We have an online petition with 1600
9 signatures showing that the community doesn't want
10 it. We also have written petitions as well.

11 The main basis for that is, as I said, we
12 have a very walking out-door community. Kids walk
13 to the elementary school. This would cause
14 traffic leading to the Suncoast that it's
15 currently at 6,000 -- and this is from the
16 workshop from Pasco County. That traffic is
17 currently 6,000 vehicles a day. Adding an
18 interchange and projecting 50,000 cars a day.

19 So, imagine your young child walking across
20 the street to get to the community pool where
21 50,000 cars are coming through everyday. So, it's
22 detrimental that we don't jeopardize the safety of
23 these children of the community, and do not do the
24 interchange.

25 We're highly in support of all the extra

1 lanes. We see the need for the traffic. And we
2 thank you guys for all the great work.

3 MR. MOORE: Thank you.

4 Ms. McClendon is coming up. And then Daniel
5 Moloney next.

6 MS. MCCLENDON: Hi. My name is Ludwiga
7 McClendon, 5414 Clouds Peak Drive. So, two of my
8 neighbors from Orange Blossom Creek have spoken
9 before, and I just want to add that we wanted to
10 ask and request if we can check the noise studies
11 that you did in 2014, and we did not get the wall,
12 and now the noise today, it's maybe doubled or
13 tripled as it was before. And with the -- how
14 this noise is going to be worse now with this
15 traffic coming from the north to the south.
16 Because right now it's slow because you have like
17 that -- that place where you only have the two
18 lanes and then it expands. The acceleration is
19 going to bring more noise to our community.

20 Also, it's not only the noise, it's all the
21 sod that is coming from the road to our houses.
22 So, we have black sod in our backyards all the
23 time that we have to double clean more than
24 normal. And I think it's very detrimental, not
25 only for our health, but also we cannot even have

1 a conversation in our backyards anymore like we
2 used to. In 2014, we complain about the noise.
3 And now, I cannot sit in my backyard at my table
4 and have a conversation with my husband
5 side-by-side because that's how much the noise
6 creates.

7 At night, we have the motorcycles that go at
8 11:00 to 3:00 in the morning every night, and they
9 wake us up, even though we have changed windows to
10 have no-noise windows.

11 So, if you guys could please consider looking
12 at a noise study for our subdivision that is just
13 south of where you're gonna start it and look at
14 it, we'll really appreciate it.

15 MR. MOORE: Thank you for sharing.

16 Daniel Moloney, you ready to go?

17 And then Paul Moore after Daniel. And then
18 we have just two more. So, if anybody else wants
19 to speak, please get that card to us.

20 MR. MOLONEY: Good evening. My name is
21 Dan Moloney. I reside at 6703 Rose Lea Circle in
22 Lutz. I've lived in that home since 1986. I'm
23 one of seven homes of my family that reside on the
24 hundred-acre parcel that we own collectively at
25 the corner of Van Dyke and the Suncoast Parkway.

1 Unfortunately, 76 acres of our track was
2 taken for the Suncoast Parkway by the FDOT, and I
3 heard very similar justifications then. None of
4 which included the prospect of adding 70 percent
5 of additional traffic through that area to what we
6 had back then. We have had all sorts of problems
7 with noise. And with this project, I don't think
8 it's -- I think it is an attempt to jam too much
9 traffic into an area that was not designed for it.
10 And then to look at it and consider that there's
11 no sound barriers from Van Dyke Road north to the
12 existing barriers -- even though I've raised the
13 subject before -- because my family, we're not
14 developers. We've been here since -- we've owned
15 the property since the '60s. My grandkids live
16 out there. And it's a family parcel.

17 We like the fact that we butt up against the
18 wildlife preserve. And we've got the -- you know,
19 we keep -- we don't have people coming in from the
20 other direction, except now the FDOT is going to
21 add with a constant droning of noise by adding --
22 doubling the capacity of the roadway and putting a
23 wall down the middle of it, but not seeing clear
24 to why people like us, who have enjoyed and
25 continue to enjoy some degree of a natural

1 existence, it won't see your way clear even though
2 I've raised it more than once to put in a noise
3 barrier along the west side of that road. It's
4 ridiculous. And I -- I'm checked for on those
5 terms.

6 Thank you.

7 MR. MOORE: I have Paul Moore followed by
8 Darren O'Brien. Okay.

9 MR. PAUL MOORE: Hi. Good evening. I'm
10 Paul Moore. 3308 Tour Trace. I'm a resident.
11 And I live in Bexley, and on the west side. It's
12 very evident that there's a lack of communication
13 between FDOT and Pasco County. There's too much
14 blaming by each agency with little coordination.

15 This meeting today, FDOT said that Pasco
16 County requested the Rangeland Interchange. At
17 the county meeting in late January, they said that
18 FDOT had requested the interchange. Whose's
19 telling the truth?

20 The impact of Rangeland, does the criteria
21 that FDOT have sync with Pasco County's? They
22 haven't told us what their criteria is. If it
23 doesn't, then FDOT's criteria means nothing and
24 it's useless. If the exchange goes through, it
25 divides the Bexley family-oriented, walkable

1 community into thirds.

2 Furthermore, it cuts off what is referred to
3 as a Bexley west side from going south or east out
4 of our community. There's an Elementary school, a
5 Middle School and a High School in the community.
6 All west-side traffic has to go west halfway to
7 the Suncoast Parkway, then do a U-turn, and head
8 back east towards Bexley Villa Drive. Why?
9 Because the interchange would close off the
10 current roundabout. Who in their logical mind
11 would engineer this?

12 Has anyone considered and looked at the
13 traffic jams on Rangeland from this decision while
14 FDOT seems to focus on reducing traffic on State
15 Road 54?

16 Bexley does not support the interchange.

17 MR. MOORE: Thank you. We have Darren
18 O'Brien. And then the last speaker will be Joe
19 Albert.

20 MR. O'BRIEN: Yeah. My name is Darren
21 O'Brien. I live in the Bexley community. I live
22 at 4220 Amped Way. And consequently, I'm very
23 concerned about the Rangeland Interchange and
24 strongly opposed to it due to the noise, safety,
25 and congestion impacts.

1 I think I saw a slide in the presentation on
2 the mitigation costs. And I assume those are the
3 costs to cover reduction -- or noise reduction
4 measurers, safety measures, and whatever else is
5 in there. And I apologize if my assumption is
6 incorrect. But if my assumption is correct, I was
7 very discouraged that the mitigation budget is
8 less than .2 percent of the project plan. I
9 understand the need for projects like this, even
10 though I'm strongly opposed to an interchange, but
11 I understand there's more people in the world than
12 just me. But at the same time, I don't understand
13 why FDOT spends so much money to benefit
14 communities far away from our neighbors, but so
15 little to offset the negative impacts to our
16 communities.

17 Again, what appears to be less than one
18 percent of the project costs. So, just .2
19 percent. It seems very disproportionate.

20 Additionally, my understanding is that the
21 county only recently increased the scale for the
22 Rangeland extension to include an interchange.
23 And I would have never moved to Bexley had I known
24 about this.

25 Nine months ago I spent over \$40,000 in

1 build-here fees, title fees, mortgage origination
2 fees and moving fees to move off of Collier
3 Parkway away from noise there. Again, very
4 frustrated as others with law -- local laws that
5 aren't passed to reduce the exhaust noise of
6 motorcycles, Mustangs, trucks, and everybody who
7 needs exhaust to prove their ego, I guess.

8 And now, though, I have to consider moving
9 again if this goes through. Because to my
10 knowledge, if it goes through, there's not much
11 that FDOT is going to do for our neighborhood.

12 So, please don't build the Rangeland
13 Extension -- Interchange.

14 MR. MOORE: All right. Our last speaker is
15 Joe Albert. If anyone else would like to speak,
16 I've said that enough times, you know what to do.

17 Go ahead, Mr. Albert.

18 MR. ALBERT: Hi. My name is Joe Albert. I
19 live at 4653 Tour Trace in the Bexley
20 neighborhood. I'm on the Bexley CDD. I think
21 you've heard a lot from the Bexley residents
22 today, and I hear from them daily about their
23 stance on this and how much they are against it.
24 So, I was really encouraged to see in this
25 presentation that one of the criteria was that the

1 community needs to support this. And I can tell
2 you wholeheartedly the community -- our community
3 does not support this at all. And so I want to
4 make sure that's stated on the record.

5 The other piece that I saw in the
6 presentation was that FDOT says that the Rangeland
7 extension won't improve safety, noise pollution,
8 and air pollution. And that raised a red flag to
9 me. I mean, either that it's just looking at 589,
10 or that does not match with what the county has
11 presented.

12 As Matthias represented, the traffic study
13 showed that traffic would increase to about
14 50,000-plus cars on that road with the extension.
15 So, if you think about that, that's two-thirds of
16 54 today, and anyone who stands outside of 54
17 today can tell you the noise pollution, the sound
18 pollution, and the traffic issues and safety
19 issues that exist on that road. That road today
20 would split up our neighborhood which has parks on
21 that road, a school, a clubhouse. I can't imagine
22 kids that are on the other side of that road who
23 do not have access to a bus at that intersection
24 where there is a roundabout today, having to cross
25 a six-lane road with 50,000-plus cars crossing it

1 daily.

2 The last piece that I want to call out is the
3 noise report. I did not see that Bexley was
4 included in your noise study, so I'd really
5 encourage you to think about that and include that
6 and the noise study.

7 Thank you.

8 MR. MOORE: Thank you. I think we may have
9 another speaker or two.

10 Okay. Karla Amory. If Karla would come
11 speak. If you can just remember to state your
12 address for the record also.

13 MS. AMORY: Good afternoon. My name is Karla
14 Amory, and I'm 4396 Broad Porch Run in Land O'
15 Lakes, Florida. And I'm part of the Bexley
16 community. I don't have any facts regarding the
17 noise or anything, but I just wanted to make a
18 statement regarding how this -- how the noise and
19 the traffic is going to influence our community.

20 I walk around the community and I can't
21 imagine how adding lanes and interrupting what we
22 currently have. We have -- I see children
23 walking. Elderly walking. Bicycle riding.
24 People walking their dogs. I just -- as it is,
25 sometimes at night we see -- we hear a lot of cars

1 racing through the community. I just -- I can't
2 imagine having a four-lane being dumped right
3 outside of our community. And it's just going to
4 be very disruptive. As it is, when we're leaving
5 the community in the morning, we see a lot of
6 traffic. We have an ER right outside our
7 community. And having all those cars trying to
8 get out into 54, or into the Suncoast back up
9 again, I just think it would cause way -- it's too
10 much destruction for our community.

11 Thank you.

12 MR. MOORE: Thank you for your comments.

13 Okay. So, a verbatim transcript of this
14 hearing, oral proceedings, together with the
15 written material received is part of the hearing
16 record, and all studies, displays and
17 informational material provided at the hearing
18 will be made part of the decision-making process.

19 The public commenting period remains open
20 through April 24. A copy of all materials on
21 display here tonight is only available on the
22 project website at www.SuncoastParkwayPDE.com.

23 Thank you for attending this public hearing
24 and for providing your input into this project.
25 The time is now 6:56, and I hereby officially

1 close the public hearing for the Suncoast Parkway
2 from south of Van Dyke to State Road 52.

3 Thank you again, and have a good evening.
4 And just so you know, also, the written comment
5 cards, please do provide those to us. All
6 comments have equal weight for this hearing. And
7 then a court reporter is here too, if you -- if
8 you're not a microphone person and would like to
9 speak with her directly.

10 Thank you.

11 MS. RIVERS: Toluca Rivers. And I'm at 4082
12 Epic Cove, Land O' Lakes, 34638. I'm in the
13 Bexley community, and I'm on that west side that
14 everyone keeps bringing up. I have a couple of
15 concerns that weren't mentioned. The first one is
16 that the west side, as it's developed now, there's
17 only one way in and out. There's no exit to the
18 back of the community, out of the side or
19 anything. So, we have to go through that
20 roundabout, or we cut through the Clubhouse area,
21 which isn't really like a road. It's kinda more
22 of like a walkway. In order to get the kids to
23 school, we have to turn left, we have to go east
24 in order to go to the playgrounds and all of that
25 stuff. In order to go to the emergency room, we

1 have to go straight. So, eliminating the
2 roundabout there and putting that intersection, as
3 they've all stated, we'd have to go west and then
4 make a U-turn, so it cuts off our direct access in
5 and out of the community. For emergency purposes,
6 that's concerning to me. Especially because with
7 intersections, if you have an accident, it closes
8 it down sometimes for hours, and so that impacts
9 our ability to get home or get out of there.

10 And I just think that there needs to be more
11 accountability and communication between FDOT and
12 Pasco because I spoke to two gentlemen here. One
13 of them passed the buck immediately and said
14 Rangeland is not our jurisdiction basically. It's
15 a Pasco County thing. We're only talking about
16 the interchange here. Then I talked to another
17 gentleman over there who was essentially
18 gas-lighting me saying that Rangeland and the
19 intersection is needed for my safety. He's trying
20 to tell me it's for my safety. But, you know, he
21 doesn't have kids right there on the six-lane
22 highway.

23 So, I just think that there needs to be clear
24 communication about the trickle-down effect. If
25 there's that intersection, which looks great for

1 everyone else in Land O' Lakes, yeah, we need more
2 access, they need to clearly state that in order
3 to put that intersection, Rangeland needs to be
4 six-lanes, and it needs to have that intersection
5 there. It no longer can have that four-lane
6 proposed plan, plus the roundabout. And I think
7 that's what people aren't understanding. And
8 there's no communication. And they're just kind
9 of passing the blame. So, that's it.

10 Thank you.

11 (Whereupon, the proceedings and all comments
12 thereafter concluded at 7:15 p.m.)
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1 REPORTER'S CERTIFICATE

2 STATE OF FLORIDA

3 COUNTY OF HILLSBOROUGH

4 I, Carmen DeBerg, Court Reporter, certify
5 that I was authorized to and did stenographically
6 report the foregoing proceedings; and that the
7 transcript is a true and complete record of my
8 stenographic notes.

9 I further certify that I am not a relative,
10 employee, attorney or counsel of any of the parties,
11 nor am I a relative or employee of any of the
12 parties' Attorney or counsel connected with the
13 action, nor am I financially interested in the
14 action.

15 Dated this 28th day of April, 2025.

16 17 CARMEN DEBERG
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