



## Suncoast Parkway2/SR Toll 589

FPID: 405270-1 & 3, -4

August 2016

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### Suncoast Parkway Frequently Asked Questions

#### When will the Turnpike have right-of-way and parcel maps available?

They are available now.

#### When will the Turnpike begin property appraisals/making offers on needed parcels?

We have already completed all the property appraisals and made offers on all the needed parcels.

#### Begin eminent domain proceedings?

We have begun eminent domain proceedings to acquire the small minority of parcels that have proven difficult to settle.

#### What accommodations are being made for noise abatement near the Sugarmill Woods, Lecanto Hills Mobile Home Park and other residential neighborhoods?

A design phase noise study was completed in February 2010 which determined that noise barriers were not a cost reasonable abatement measure for any areas of the project primarily because of the low-density residential development. An addendum to the 2010 design noise study was completed in September of 2015 and came to the same conclusions as the 2010 study. The two highest density subdivision are discussed below:

**Sugarmill Woods:** The highest predicted noise level in this community, due to the distance the homes are from the proposed road, was 60.9 decibels. This is below the 66 decibel criterion that is considered an impact. Compared to existing conditions, future noise levels are predicted to increase more than 15 decibels at three residences within this community. A 15 decibel increase is considered to be an impact and therefore, a noise barrier was considered for the three impacted residences. The evaluation showed that noise barriers were not a reasonable abatement measure in this community due to the limited number of residences that were impacted by traffic noise.

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**Lecanto Acres/Lecanto Hills Mobile Home Park:** Two residences were found to be above the 66 decibel criterion in the 2010 noise study. Noise barriers were found to be ineffective primarily because of traffic noise generated on nearby SR 44. As part of the 2015 Noise Study Addendum, the roadway shifted away from these communities so no residences exceeded the 66 decibel criterion. Compared to existing conditions future noise levels are predicted to increase more than 15 decibels at one residence and it was determined that a noise barrier is not a reasonable abatement measure for this residence.

#### Noise barriers or enhanced landscaping?

Noise barriers were not found to meet FDOT criteria in the 2010 design noise study or the 2015 addendum. Landscaping will be limited in some areas due to the reduced width of the roadway and the natural contours of the area (i.e. in high or low elevation areas the roadway will be in cut of fill with steep slopes).

#### What is being done to protect the historic remains of the Etna turpentine camp?

Significant studies have taken place on the Etna Turpentine Camp. As part of the investigations of the site, identification and relocation of archeological features have taken place. This project must comply with Section 106 of the National Historic Preservation Act (36 CFR 800). This process requires careful planning, consultation with interested parties and weighing of project alternatives to avoid or minimize damage to significant historic properties. The process includes open, good faith consultation with Indian tribes, the State Historic Preservation Officer and other interested parties. The Section 106 regulations do not mandate an outcome or a determination that all historic properties be preserved. The process has begun and the first meeting was held on July 22, 2015. Coordination will continue until the Section 106 process is completed by the U.S. Fish and Wildlife Service in consultation with the State Historic Preservation Officer.

#### What happens if they happen to find some buried structures or other artifacts during construction?

Archaeological and historic features have been evaluated as part of the Cultural Resource Assessments that have taken place within the project area. The Etna Turpentine Camp is the only National Register of Historic Places (NRHP) site within the project area and there are no other

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sites eligible for listing in the NRHP. The Section 106 process for the Etna Turpentine Camp will be completed prior to any construction, thereby assuring that impacts to the site have been avoided, minimized or mitigated.

#### What is being done to protect native plant and animal species in this area? What plants and animals are affected?

FTE has coordinated extensively with environmental agencies to assure that wildlife and plants are protected. Surveys have been conducted during the initial phase of this project (1998) and were continued in 2007 – 2009 and again in 2014. One large wildlife crossing (bridge) and several wildlife culverts are proposed as part of the project to allow wildlife to cross at key locations of native habitat. In addition, FDOT is purchasing land for conservation purposes to mitigate any suitable habitat impacted by the project.

#### Some of the species of specific concern include:

- **Wildlife**

- **Eastern Indigo Snake** – Known to occur in the area and will be protected by using Standard Protection Measures for this species
- **Florida Black Bear** – Approximately 20 bears are known to occur in the local area and primarily on the west side of US 19 in the Chassahowitzka preserve. The wildlife bridge in combination with the wildlife fencing will allow the bears, and other species, to cross underneath the road without risk of being hit by vehicles on the Suncoast Parkway.
- **Gopher Tortoise** – This species is found throughout the project area. The gopher tortoises within the project area will be relocated as part of a permit from the Florida Fish and Wildlife Conservation Commission.
- **Florida Scrub-jay** – This species historically occurred in the project area. However, the scrub-jay is no longer known to occur in the vicinity of the project. Pre-construction surveys will take place to assure that this species no longer occurs in the area.

- **Plants**

- **Showy Dawnflower** – This is the only listed plant species known to occur in the vicinity of the project. Pre-construction surveys will take place to determine if this

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state-listed species occurs within the project area. If the plant is found, it will be relocated off of the project area to protect it from construction.

#### **Will both sections (98 to Cardinal, Cardinal to 44) be under construction at the same time?**

Yes, both sections will be under construction at the same time. Turnpike management has directed that both sections will be let for construction in the spring of 2017. Once the project is let for construction, the contractor will determine where the construction will begin based on his means and methods for building the parkway.

#### **How long is construction going to take?**

Currently, the project is scheduled for two to three years for construction, with opening anticipated in 2021.

#### **Will both sections open at the same time?**

It is the goal of the Turnpike that both sections will open at the same time.

#### **What are the anticipated hours of construction, and will construction affect the local roads I use now, such as US 98, SR 44, Cardinal and Grover Cleveland?**

Primary hours of construction will be 7 a.m.-6 p.m., Monday through Friday. Some weekend work and overnight work is anticipated. The contractor will be precluded from using Cardinal and Grover Cleveland for construction operations or hauling materials. US 98 and SR 44 will be used to provide construction access and materials delivery. During the installation of overpass bridge beams, nighttime construction and detours will be allowed to avoid major disruptions to the local roadways during the daytime.

#### **Will we be forced to take any long detours during construction?**

With the exception of the area where the Suncoast Trail pedestrian overpass and the new bridge over US 98 are being constructed, we do not anticipate any long detours. Construction operations may be sequenced to minimize these impacts by the contractor.

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#### How is the Turnpike going to deliver materials to the job site?

Materials and equipment will be delivered via the interchanges at US 98 and SR 44.

#### How much are tolls going to be?

The opening year passenger car toll for those with SunPass will be about 11 cents per mile. As such, the cost to travel between US 98 and Cardinal will be \$0.55, and \$0.90 to travel between Cardinal and SR 44.

#### Can I pay cash or do I have to buy a SunPass?

The project will be all-electronic, with no cash payment being accepted. Even though it is highly recommended that drivers have a SunPass to use the facility, customers without one can still drive and use the TOLL-BY-PLATE (TBP) service. Under TBP, an image of the license plate is captured of drivers without SunPass, and an invoice for the toll amount is billed to the registered owner of the vehicle, plus an administrative fee. The TBP rates on the facility are higher than the SunPass toll rates.

#### When can I use my E-ZPass?

The SunPass system is currently interoperable with a limited number of states, including North Carolina and Georgia. The Turnpike will add additional interoperable partners in the future.

#### Is the Turnpike going to extend the Suncoast Trail through Citrus County?

The Suncoast Trail is planned to be extended from US 98 to SR 44. Turnpike management and Citrus County officials are coordinating on the trail construction.

#### What is Suncoast 3?

There is no FDOT project known as Suncoast 3. There is, however, an ongoing Future Corridor evaluation study that is examining multimodal transportation solutions that will connect the Tampa Bay region to Northeast Florida, and also provide much needed relief to northern I-75. This is a long term study that will provide for extensive public involvement. Suncoast Parkway 2-Phase I, which is expected to be a component of the future transportation solutions in this region,

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is funded for design and construction. No other funding has been identified yet for the engineering or construction of new corridors as part of this overall evaluation study.

#### **Does the new project Northeast Florida corridor study mean FDOT is abandoning Suncoast 2 north of SR 44?**

The previously identified Suncoast Parkway 2 alignment remains intact; however, no funding has been identified at this time for extension north of SR 44.