

Attachment A

Alternative Descriptions

for:

Ridge Road Extension Alternatives Analysis

PREPARED FOR:



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APPENDICES

Appendix A-1	Suncoast Parkway Environmental Permitting Partnering Documentation
Appendix A-2	SWFWMD/Pasco and SWFWMD/FDOT Agreements relating to RRE Right of Way through Serenova
Appendix A-3	Alternative Alignments
Appendix A-4	Alternative Typical Cross Sections
Appendix A-5	Pasco County Mobility 2040 LRTP Board Adoption Report (Excerpts)

1.0 General

1.1 Description

Pasco County has applied for a permit from the United States Army Corps of Engineers (USACE) to construct an extension of Ridge Road from its current terminus at DeCubellis/Moon Lake Road eastward to US 41. Existing Ridge Road is a four lane divided east-west roadway that begins at US 19 on the west side of Pasco County and currently terminates at the intersection with Moon Lake Road and DeCubellis Road. Moon Lake Road is a two lane north south arterial that connects the terminus of Ridge Road to SR 52, nearly 5 miles to the north. DeCubellis Road is a two lane roadway that runs south then west intersecting with Starkey Boulevard approximately 1.5 miles from the terminus of Ridge Road. Starkey Boulevard is a north to south two-lane road that intersects SR 54 approximately 7 miles south of the terminus of Ridge Road.

The project would construct a new four lane divided roadway known as the Ridge Road Extension (RRE) from the current terminus of Ridge Road to US 41. The project includes ramp connections to an existing overpass at the Suncoast Parkway (Suncoast). Florida's Turnpike Enterprise, a part of the Florida Department of Transportation (FDOT), is a co-applicant for this project.

1.2 Pasco County Agency Coordination

Pasco County was a participant in the partnering meetings held during the design and permitting for the Suncoast. These meetings included all the agencies responsible for the permitting of the Suncoast including the USACE. As a result of guidance received at these meetings Pasco County developed alternative routes for the Ridge Road Extension that would intersect with the future interchange (See Appendix A-1). The location of the future interchange was coordinated with the FDOT and agencies to accommodate design requirements (allowable window) for spacing between interchanges and adjacent toll facilities. The Suncoast, including the overpass for the future interchange with the Ridge Road Extension, were subsequently permitted and constructed.

As a result of the understandings reached during the partnering meetings, Pasco County entered into an agreement with the Southwest Florida Water Management District (SWFWMD) that provided for the exchange of certain Pasco County owned lands within Serenova for the proposed right of way through Serenova needed for the Ridge Road Extension. FDOT subsequently entered into an agreement with SWFWMD for the Serenova preservation tract that included provisions for FDOT to convey the tract to SWFWMD after issuance of Environmental Resource Permits by SWFWMD, USACE approval of the mitigation and the recording of a conservation easement in the official records of Pasco County. The conservation easement included an exception for land located within the tract as needed for the construction of

an arterial 4 lane roadway known as Ridge Road to be constructed in an approximate east-west alignment. Appendix A-2 contains copies of both agreements.

Pasco County proceeded with the planning and design of the Ridge Road Extension. The SWFWMD concurred with the Ridge Road Extension alignment in 1997 and issued an Environmental Resource Permit for the construction of the Ridge Road Extension in 2003.

1.3 Purpose

In addition to a No-Action alternative and alternatives extending the existing Ridge Road as included in Pasco County's Long Range Transportation Plan, alternatives on other corridors are being analyzed. The purpose of this document is to provide a description of each of the alternatives being analyzed in support of the Ridge Road Extension project.

The geographic limits for all alternatives are from Starkey Boulevard/Moon Lake Road on the west to US 41 on the east. Figures showing the alignment for each alternative are included in Appendix A-3. Figures illustrating typical cross section for each alternative are included in Appendix A-4. All typical cross sections include a "minimized" detail that was substituted for the normal section to establish the construction limits of the alternative when crossing wetlands.

2.0 Description of Alternatives

2.1 Alternative 1, No Action

The No-Action Alternative is the current roadway network including those improvements which will be constructed within five (5) years. This includes the FDOT's planned expansion of SR 54 to 6 lanes between the Suncoast and US 41.

2.2 Alternatives 2, 4-Lane RRE

Alternative 2 is the at grade extension of existing Ridge Road to US 41 consisting of 4 lanes both west and east of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4. Alternative 2 passes through the existing overpass at the Suncoast. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

This alternative is predominantly a limited access roadway approximately 8.9 miles in length. Within the western-most 1.5 miles, adjacent to existing development, there are provisions for two commercial driveway connections and two residential street connections. Other than these connections, there will not be any additional access in the section of the proposed road west of the Suncoast. Immediately east of the

Suncoast interchange there is a proposed driveway connection to a commercial parcel. This connection will not provide access to undeveloped land other than the commercial parcel. Consistent with the recently adopted 2040 Long Range Transportation Plan (LRTP) future north-south roadways between the Suncoast and US 41 (Sunlake Road and Asbel Road) will cross Ridge Road Extension by overpasses without connections (see Appendix A-5).

2.3 Alternative 3, 4-Lane RRE

Alternative 3 is the at grade extension of existing Ridge Road to US 41 constructing 4 lanes both west and east of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4. Alternative 3 passes through the existing overpass at the Suncoast. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

This alternative is predominantly a limited access roadway approximately 8.7 miles in length. Within the western-most 1.5 miles, adjacent to existing development, there are provisions for two commercial driveway connections and two residential street connections. Other than these connections, there will not be any additional access in the section of the proposed road west of the Suncoast. Immediately east of the Suncoast interchange there is a proposed driveway connection to a commercial parcel. This connection will not provide access to undeveloped land other than the commercial parcel. Consistent with the recently adopted 2040 LRTP, future north-south roadways between the Suncoast and US 41 (Sunlake Road and Asbel Road) will cross Ridge Road Extension by overpasses without connections (see Appendix A-5).

2.4 Alternative 4, 4-Lane RRE

Alternative 4 is the at grade extension of existing Ridge Road to US 41 constructing 4 lanes both west and east of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4. Alternative 4 passes through the existing overpass at the Suncoast. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

This alternative is predominantly a limited access roadway approximately 8.7 miles in length. Within the western-most 1.5 miles, adjacent to existing development, there are provisions for two commercial driveway connections and two residential street connections. Other than these connections, there will not be any additional access in the section of the proposed road west of the Suncoast. Immediately east of the Suncoast interchange there is a proposed driveway connection to a commercial parcel. This connection will not provide access to undeveloped land other than the commercial parcel. Consistent with the recently adopted 2040 LRTP, future north-south roadways

between the Suncoast and US 41 (Sunlake Road and Asbel Road) will cross Ridge Road Extension by overpasses without connections (see Appendix A-5).

2.5 Alternative 5, 4-Lane RRE

Alternative 5 is the at grade extension of existing Ridge Road to US 41 constructing 4 lanes both west and east of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4. Alternative 5 passes through the existing overpass at the Suncoast. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

This alternative is predominantly a limited access roadway approximately 8.65 miles in length. Within the western-most 1.5 miles, adjacent to existing development, there are provisions for two commercial driveway connections and two residential street connections. Other than these connections, there will not be any additional access in the section of the proposed road west of the Suncoast. Immediately east of the Suncoast interchange there is a proposed driveway connection to a commercial parcel. This connection will not provide access to undeveloped land other than the commercial parcel. Consistent with the recently adopted 2040 LRTP, future north-south roadways between the Suncoast and US 41 (Sunlake Road and Asbel Road) will cross Ridge Road Extension by overpasses without connections (see Appendix A-5).

The SWFWMD concurred with the Ridge Road Extension alignment in 1997 and Pasco County prepared construction plans for the roadway along the alignment that is the same as that for Alternative 5. SWFWMD subsequently issued an Environmental Resource Permit for the construction of the Ridge Road Extension in 2003.

2.6 Alternative 6, 4-Lane RRE Elevated

Alternative 6 is the extension of existing Ridge Road to US 41 constructing 4 lanes both west and east of the Suncoast. Alternative 6 includes 4 lanes elevated through the majority of both upland and wetland segments of the Serenova Preserve. East of the Suncoast the 4 lanes are at grade. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

This alternative utilizes the same alignment as Alternative 5 for the proposed project and passes through the existing overpass at the Suncoast that was constructed by Florida's Turnpike Enterprise to accommodate a future interchange with the Ridge Road Extension. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

2.7 Alternative 7, 4-Lane RRE Partially Elevated

Alternative 7 is the extension of existing Ridge Road to US 41 constructing 4 lanes both west and east of the Suncoast. Alternative 7 includes the extension of Ridge Road as a 4 lane facility west of Suncoast with segments of the roadway on bridges through both wetland and upland portions of the Serenova Preserve. East of Suncoast this alternative is 4 lanes at grade. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

This alternative utilizes the same alignment as Alternative 5 for the proposed project and passes through the existing overpass at the Suncoast that was constructed by Florida's Turnpike Enterprise to accommodate a future interchange with the Ridge Road Extension. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

2.8 Alternative 8, SR 52 Add 4-Lanes

Alternative 8 is the at grade expansion of SR 52 to 10 lanes west of the Suncoast and to 6 lanes east. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 52 is currently 6 lanes west of the Suncoast and 2 lanes east. Alternative 8 adds 4 more lanes at grade to convert the 6-lane divided facility to a 10-lane divided facility west of the Suncoast and from a 2-lane undivided facility to a 6-lane divided facility east of the Suncoast.

2.9 Alternative 9, SR 54 Add 4-Lanes

Alternative 9 is the expansion of SR 54 to 10 lanes both west and east of the Suncoast by adding 4 at grade lanes. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 54 is currently a 6-lane facility west of the Suncoast with both urban and rural typical sections. The urban segments will be widened to the outside adding 2 lanes to each side to create a 10-lane section. In the rural segment the 10-lane section will be created by adding 1 lane to the inside and 1 lane to the outside to convert it to an urban 10 lane typical section. For this alternatives analysis SR 54 on the east side of the Suncoast will be assumed to have the planned widening to 6 lanes completed. Alternative 9 therefore would expand SR 54 east of the Suncoast from 6-lane to 10-lane by adding 4 lanes at grade to the outside of the existing lanes.

2.10 Alternative 10, 4-Lane Tower Rd

Alternative 10 is the construction of Tower Road as a 4-lane at grade facility starting at Starkey Blvd. and ending at US 41. An overpass at the Suncoast (i.e. no connection to the Suncoast) is included in this alternative. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

2.11 Alternative 11, SR 54 4-Lane Elevated

Alternative 11 is the expansion of SR 54 to 10-lanes (6 at Grade and 4 Elevated) on both the east and west sides of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross sections are shown in Appendix A-4.

SR 54 is currently a 6-lane facility west of the Suncoast and 4-lane east. For this alternatives analysis SR 54 on the east side of the Suncoast will be assumed to have the planned widening to 6 lanes completed. Alternative 11 expands SR 54 from 6 lanes to 10 lanes west of the Suncoast and from 6 lanes to 10 lanes by adding 4-lane elevated lanes within the median of SR 54 from Starkey Blvd. to US 41. Ramps are included before and after major intersecting north-south roadways to provide for access between the elevated lanes and the at-grade SR 54.

2.12 Alternative 12, 2-Lane Tower Rd, SR54 Add 2-Lanes

Alternative 12 is the construction of Tower Road as a 2-lane at grade facility starting at Starkey Blvd. and ending at US 41 and the at grade expansion of SR 54 to 8 lanes west and to 8 lanes east of the Suncoast. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 54 is currently a 6-lane facility west of the Suncoast and 4-lane east. For this alternatives analysis SR 54 on the east side of the Suncoast will be assumed to have the planned widening to 6 lanes completed. Alternative 12 includes the expansion of SR 54 to 8-lanes west of the Suncoast and to 8-lanes east by adding at grade lanes. The construction of a 2-lane Tower Road from Starkey Blvd. to US 41 is also a part of this Alternative.

2.13 Alternative 13, SR 52 Add 2-Lanes, SR54 Add 2-Lanes

Alternative 13 is the widening of SR-52 by adding 2 lanes at grade and the widening of SR-54 by adding 2 lanes at grade. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 52 is currently a 6-lane facility west of the Suncoast and 2-lane east. SR 54 is currently a 6-lane facility west of the Suncoast and 4-lane east. For this alternatives analysis SR 54 on the east side of the Suncoast will be assumed to have the planned widening to 6 lanes completed. Alternative 13 includes the expansion of SR 52 to 8-

lane facility west of the Suncoast and to 4-lane east by adding at grade lanes. This Alternative also includes the expansion of SR 54 to 8 lanes from Starkey Blvd. to Suncoast and to 8 lanes east of Suncoast by adding at two grade lanes.

2.14 Alternative 14, 2-Lane Tower Rd, SR52 Add 2-Lanes

Alternative 14 is the widening of SR-52 by adding 2 lanes at grade and constructing a 2-lane Tower Road. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 52 is currently a 6-lane facility west of the Suncoast and 2-lane east. Alternative 14 expands SR 52 from 6 lanes to 8 lanes west of the Suncoast and to 4 lanes east of Suncoast by adding 2 at grade lanes. This alternative also includes the construction of a 2-lane Tower Road.

2.15 Alternative 15, 2-Lane RRE, 2-Lane Tower Rd

Alternative 15 includes the at grade construction of both Ridge Road Extension and Tower Road as 2-lane facilities with the addition of an overpass at Suncoast for Tower Road. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4. The 2-lane RRE alignment for this alternative follows the same alignment as Alternative 5. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

2.16 Alternative 16, 2-Lane RRE, SR52 Add 2-Lanes

Alternative 16 is the extension of existing Ridge Road and the widening of SR 52 by adding 2 lanes at grade. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 52 is currently a 6-lane facility west of the Suncoast and 4-lane east. Alternative 16 expands SR 52 from 6 lanes to 8 lanes west of the Suncoast and from 2 lanes to 4 lanes east of Suncoast by adding 2 lanes. The 2-lane RRE alignment for this alternative follows the same alignment as Alternative 5. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.

2.17 Alternative 17, 2-Lane RRE, SR54 Add 2-Lanes

Alternative 17 is the extension of existing Ridge Road and the expansion of SR 54 to 8 lanes west of the Suncoast and 6 lanes east by adding 2 lanes at grade. The alignment for this alternative is shown in Appendix A-3 and the typical cross section is shown in Appendix A-4.

SR 54 is currently a 6-lane facility west of the Suncoast and 4-lane east. SR 54 is currently a 6-lane facility west of the Suncoast and 4-lane east. For this alternatives analysis SR 54 on the east side of the Suncoast will be assumed to have the planned widening to 6 lanes completed. The 2-lane RRE alignment for this alternative follows the same alignment as Alternative 5. Completion of the interchange by constructing ramps to provide access to and from the Ridge Road Extension and the Suncoast is part of the improvements included with this alternative.