

Attachment J

Potential Impacts to Cultural Resources

for:

Ridge Road Extension Alternatives Analysis

PREPARED FOR:



Pasco County Engineering Services Department

PREPARED BY:

**NV5, INC.
6989 E. FOWLER AVENUE
TAMPA, FLORIDA 33617**

April 2015

Potential Impacts to Cultural Resources

Ridge Road Extension Alternatives Analysis

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
1.0	General	J-1
2.0	Alternatives Included	J-1
3.0	Methodology	J-2
4.0	Results	J-2

TABLES

J-1	Summary of Potential Cultural Resource Impacts	J-3
-----	--	-----

APPENDICES

J-1	Figure J-1 Potential Cultural Resource Impacts Alternative 2 through 17	
-----	---	--

1.0 General

Pasco County has applied for a permit from the Army Corps of Engineers (ACOE) to construct an extension of Ridge Road from its current terminus at Decubellis/Moon Lake Road eastward to US 41. The project would construct a new four lane divided roadway known as the Ridge Road Extension (RRE). The project includes ramp connections to an existing overpass at the Suncoast Parkway. Florida's Turnpike Enterprise, a part of the Florida Department of Transportation (FDOT), is a co-applicant for this project.

The purpose of this document is to outline the process and assumptions that were used to develop the potential impacts to cultural resources. The geographic limits for determination of potential impacts is from Starkey Boulevard/Moon Lake Road on the west to US 41 on the east.

2.0 Alternatives Included

Alternative 1 is No Action to the current roadway network therefore it was not included below. The following is a list of the alternatives for which potential impacts to Archaeological/Historic Sites have been prepared and an abbreviated description.

<u>Alt No.</u>	<u>Abbreviated Description</u>
2	4-Lane RRE - 6D
3	4-Lane RRE - 6E
4	4-Lane RRE - 6F
5	4-Lane RRE - 6G
6	4-Lane RRE Elevated ¹
7	4-Lane RRE Partially Elevated ¹
8	SR 52 Add 4-Lanes
9	SR 54 Add 4-Lanes
10	4-Lane Tower Rd
11	SR 54 4-Lane Elevated
12	2-Lane Tower Rd & SR 54 Add 2-Lanes
13	SR 52 Add 2-Lanes & SR 54 Add 2-Lanes
14	2-Lane Tower Rd & SR 52 Add 2-Lanes

- 15 2-Lane RRE & 2-Lane Tower Rd
- 16 2-Lane RRE & SR 52 Add 2-Lanes
- 17 2-Lane RRE & SR 54 Add 2-Lanes

¹Elevated or partially elevated only within limits of Serenova Preserve.

A more complete description of each of the alternatives, figures showing the conceptual alignments and typical cross sections are included in Attachment A of the Alternatives Analysis.

3.0 Methodology

Impacts to cultural resources were estimated using GIS Shape files showing sites recorded in the Florida Master Site File maintained by the Florida Division of Historical Resources. Four categories of cultural resources were evaluated: Archaeological/Historical Sites, Historical Structures, Cemeteries, and Historical Bridges.

Impacts to Archaeological/Historical Sites and Cemeteries were measured by estimating the number of acres of potential impacts. Potential impacts to Archaeological/Historical Sites were determined in two ways; direct impacts and secondary impacts. Direct impacts were estimated by determining the area of identified sites within the right of way for each alternative. Indirect impacts were estimated by determining the area of identified sites within 300' on each side of the right of way. Impacts to Cemeteries were estimated based on the acreage of direct impacts.

Impacts to Historical Structures and Historical Bridges were quantified in a similar manner. Direct impacts to Historical Structures were determined by counting the number of previously identified Historical Structures shown in the GIS file falling within the proposed right of way of each alternative. Indirect impacts to Historical Structures were determined by counting the number of Historical Structures within 300' of either side of the right of way. Impacts to Historical Bridges were based only on the number of bridges directly impacted.

4.0 Results

The evaluation of cultural resource impacts resulted in a determination of potential impacts to Archaeological/Historical Sites and Historical Structures. There were no potential impacts to Cemeteries or Historical Bridges. The results of the evaluation of impacts to Archaeological/Historical Sites and Historical Structures are summarized in the table below.

**Table J-1
Summary of Potential Cultural Resource Impacts**

Alt.	Historical Structures (Number)			Archaeological/Historical Sites (Acres)		
	Direct	Indirect	Total	Direct	In direct	Total
2	0	0	0	31.6	42.8	74.4
3	0	0	0	17.7	32.5	50.2
4	0	0	0	18.9	33.1	52.0
5	0	0	0	13.1	43.3	56.4
6	0	0	0	13.1	43.3	56.4
7	0	0	0	13.1	43.3	56.4
8	1	8	9	0.9	3.8	4.7
9	0	4	4	6.2	17.5	23.7
10	0	2	2	23.4	24.3	47.7
11	0	3	3	4.1	18.1	22.2
12	0	6	6	13.2	37.7	50.9
13	1	12	13	2.0	8.0	10.0
14	1	10	11	14.6	37.4	52.0
15	0	2	2	22.5	79.8	102.3
16	1	8	9	9.2	47.9	57.1
17	0	4	4	10.0	48.2	58.2

It was determined that all alternatives have potential impacts to cultural resources. Generally those alternatives on a new alignment have greater potential impacts to Archaeological/Historical Sites than alternatives involving widening of existing roadways. Conversely, potential impacts to Historical Structures are typically greater for alternatives that involve widening of existing roadways when compared to those on new alignments.