

PASCO COUNTY, FLORIDA
INTEROFFICE MEMORANDUM

TO Honorable Chairman and
Members of the Board of
County Commissioners

DATE 7/10/03 FILE PMA03-078

THRU Bipin Parikh, P.E. *B. Parikh*
Assistant County Administrator
(Development Services)

SUBJECT Collier Parkway Route Study
from Parkway Boulevard to C R 583
Task Order EDO02-016

FROM James C. Widman, P.E. *J. Widman*
Engineering Services Director

REFERENCES W O No C-0864 50
ENA99-138, PMA03-006,
PML03-043, PMA03-043
Commission District 2

It is recommended that the data herein presented be given formal consideration by the Board of County Commissioners.

DESCRIPTION AND CONDITIONS:

On September 28, 1999, the Board entered into a general agreement for professional engineering services with TBE Group, Inc., providing production support for Capital Improvement Projects through task orders issued periodically for individual projects. On December 17, 2002, the Board approved Task Order EDO02-016, to develop a Route Study, evaluating the northward extension of Collier Parkway from Parkway Boulevard, north of the Land O'Lakes Regional Treatment facility to C R 583 (Ehren Cutoff). Additional right-of-way will be needed to accomplish any improvements.

The consultant was authorized to begin work on January 6, 2003, with 180 original days, resulting in a Final Report due by July 4, 2003. An advertised informal Public Workshop was held April 15, 2003, to inform the public and solicit their comments. Pertinent comments were incorporated into the study.

Nine alignments were developed, but it became evident that there were only three legitimate corridors, simply based upon which wetlands were being avoided. Alignments 2, 6, and 9 represented Best-Fits for each of those corridors. These three alignments have been analyzed based on safety, long-range planning, costs, environmental impacts, and property impacts, and are briefly described as follows:

Alignment No. 2 begins from Parkway Boulevard, just north of the entrance to the Land O'Lakes Regional Treatment facility, and would acquire twenty feet of additional right-of-way along the southwesterly side of Parkway Boulevard before curving to the right around the unplatted subdivision in the southeast corner of Section 06, Township 26 South, Range 19 East. The roadway would curve back to the left to follow the east line of Section 06, pass to the west of Ehren Cemetery, then follow the cemetery road toward Ehren Cutoff. The alignment would reverse curve around a wetland to head north, and intersect Ehren Cutoff one-quarter mile west of the Ehren Cemetery Road. Initial construction is expected to be two lanes of a four-lane suburban roadway having a 22' curbed median, undesignated bike lanes serving as paved shoulders, urban drainage, and sidewalks in a minimum of one-hundred twenty feet of right-of-way. Drainage retention areas have been estimated but a separate recommendation will be made to the Board following complete survey and drainage design. The total project cost of Alignment 2 is estimated at \$10,305 million.

Alignment No. 6 would depart Parkway Boulevard at approximately the same location as Alignment 2, using a shorter curve to pass almost due north around the east side of an existing wetland. It would then reverse curve slightly to the left and traverse the remainder of Section 06 and half of Section 31 before curving right around a large wetland to intersect Ehren Cutoff with a reverse curve that would enable continuing into the Connor parcel in Section 30. The total project cost of Alignment 6 is estimated at \$10.063 million.

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Alignment No. 9 would extend farther along Parkway Boulevard before curving northwesterly around the west side of the same wetland that Alignment 6 passed east of, continue in that northwesterly direction to pass west of several larger wetlands and then curve to the right to an alignment parallel to, and northwesterly of, the old railroad grade. The new tangent (straight) section would begin at the southwesterly limit of the old train station. The total project cost of Alignment 9 is estimated at \$11 439 million

The final Alignment considered was the "No-Build" alternative. While costing nothing, it provides nothing. It does not provide any facility to meet the needs of potential users.

Alignments along Parkway Boulevard require additional right-of-way along the southwesterly side because the existing roadway was built as the northwest bound two lanes of a four lane roadway. None of the Alignments impact any residences, but do reduce front setbacks on Parkway Boulevard. Drainage costs are fairly comparable although pass-through drainage costs increase from Alignment 9 toward Alignment 2.

ALTERNATIVES AND ANALYSIS:

Some alternatives available to the Board in this matter are

1. Adopt the Route Study, and approve Alignment 6 as presented above and in the Route Study
2. Select another alignment
3. Discontinue the project, choosing the "No-Build" alignment

RECOMMENDATION AND FUNDING

The Engineering Services Department recommends that the Board of County Commissioners approve Alternative No. 1 and select Alignment No. 6 for the extension of Collier Parkway.

No additional funding is required at this time.

ATTACHMENTS:

1. Location Map


JCW/GTR/JJC/elm

APPROVED AGENDA ITEM FOR

DATE. JUL 29 2003

BY 

COLLIER PARKWAY

Parkway Boulevard to C.R. 583 (Ehren Cutoff)

CIP 3411
C0864.50

