



PASCO COUNTY, FLORIDA  
INTEROFFICE MEMORANDUM

TO: Honorable Chairman and  
Members of the Board of  
County Commissioners

THRU:  Bipin Parkhi, P.E.  
Assistant County Administrator  
(Development Services)

FROM:  James C. Widman, P.E.  
Engineering Services Director

DATE: 12/04/03

FILE: PMA04-017

SUBJECT: Frazee Hill Road Route Study  
from 14<sup>th</sup> Street to U.S. 301  
Task Order No. EDO03-002  
Spring Engineering, Inc.

REFERENCES: W.O. No. C-0786 02  
ENA00-010, PMA03-015,  
PML03-109, PMA03-110  
Commission District 1

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

DESCRIPTION AND CONDITIONS:

On October 26, 1999, the Board entered into a general agreement for professional engineering services with Spring Engineering, Inc., providing production support for Capital Improvement Projects through task orders issued periodically for individual projects. On February 22, 2003, the Board adopted Task Order No. EDO03-002, to develop plans, permits and right-of-way maps to directly connect the county collector, Frazee Hill Road from 14<sup>th</sup> Street to U.S. 301, north of Dade City, including a route study and public workshop. Additional right-of-way will be needed to accomplish any improvements.

The consultant was authorized to begin work on April 28, 2003, with a route study to be done concurrent with 30% roadway plans. An advertised informal public workshop was held September 29, 2003, to inform the public and solicit their comments. Pertinent comments were incorporated into the study.

Three build alignments were developed. Alignment 1 connected straight to U.S. 301 while Alignments 2 and 3 connected to existing median openings on U.S. 301 to either side of Alignment 1. The Florida Department of Transportation (FDOT) was consulted to determine the potential for adding a new, full-access median opening on U.S. 301 for Alignment 1. Their Access Review Committee determined that existing openings on either side would have to be closed to accomplish that. These three alignments and the no-build alternative have been analyzed based on safety, long-range planning, costs, environmental impacts, and property impacts, and are briefly described as follows:

**Alignment No. 1** begins from the west side of the 14<sup>th</sup> Street intersection, and would require 60 feet of additional right-of-way along the properties on each side of the centerline. Initial construction is expected to be a two-lane rural roadway having paved shoulders with drainage overflowing into the FDOT cross drain beneath U.S. 301 in one hundred twenty feet of right-of-way. Drainage retention areas have been accommodated in the swales. The total project cost of Alignment 1 is estimated at \$278,350.00 with no homes or businesses impacted.

**Alignment No. 2** would curve northward from existing Frazee Hill Road about 1,260' west of 14<sup>th</sup> Street and reverse curvature to align with Payne Road's approach to U.S. 301. A rural two-lane roadway with paved shoulders would expand to three lanes at U.S. 301 to accommodate left-turning vehicles. The total project cost of Alignment 2 is estimated at \$1,115,900.00 with two residences impacted.

**Alignment No. 3** would curve southward from existing Frazee Hill Road about 1,200' west of 14<sup>th</sup> Street and reverse curvature to align with the drive-in theater opening on U.S. 301. A rural two-lane roadway with paved shoulders would expand to three lanes at U.S. 301 to accommodate left-turning vehicles. The total project cost of Alignment 3 is estimated at \$895,350.00 with two residences and two businesses (one approved but not yet built) being impacted.

The final alignment considered was the "No-Build" alternative. While costing nothing, it also provides nothing. It does not satisfy the needs of potential users.

ALTERNATIVES AND ANALYSIS:

Some alternatives available to the Board in this matter are:

1. Adopt the route study and approve Alignment 1 as presented above.
2. Select another alignment.
3. Discontinue the project, choosing the "No-Build" alignment

RECOMMENDATION AND FUNDING:

The Engineering Services Department recommends that the Board approve Alternative No. 1 and select Alignment No. 1 for the extension of Frazee Hill Road.

No additional funding is required at this time.

ATTACHMENTS:

1. Location Map
2. Final Route Study Report

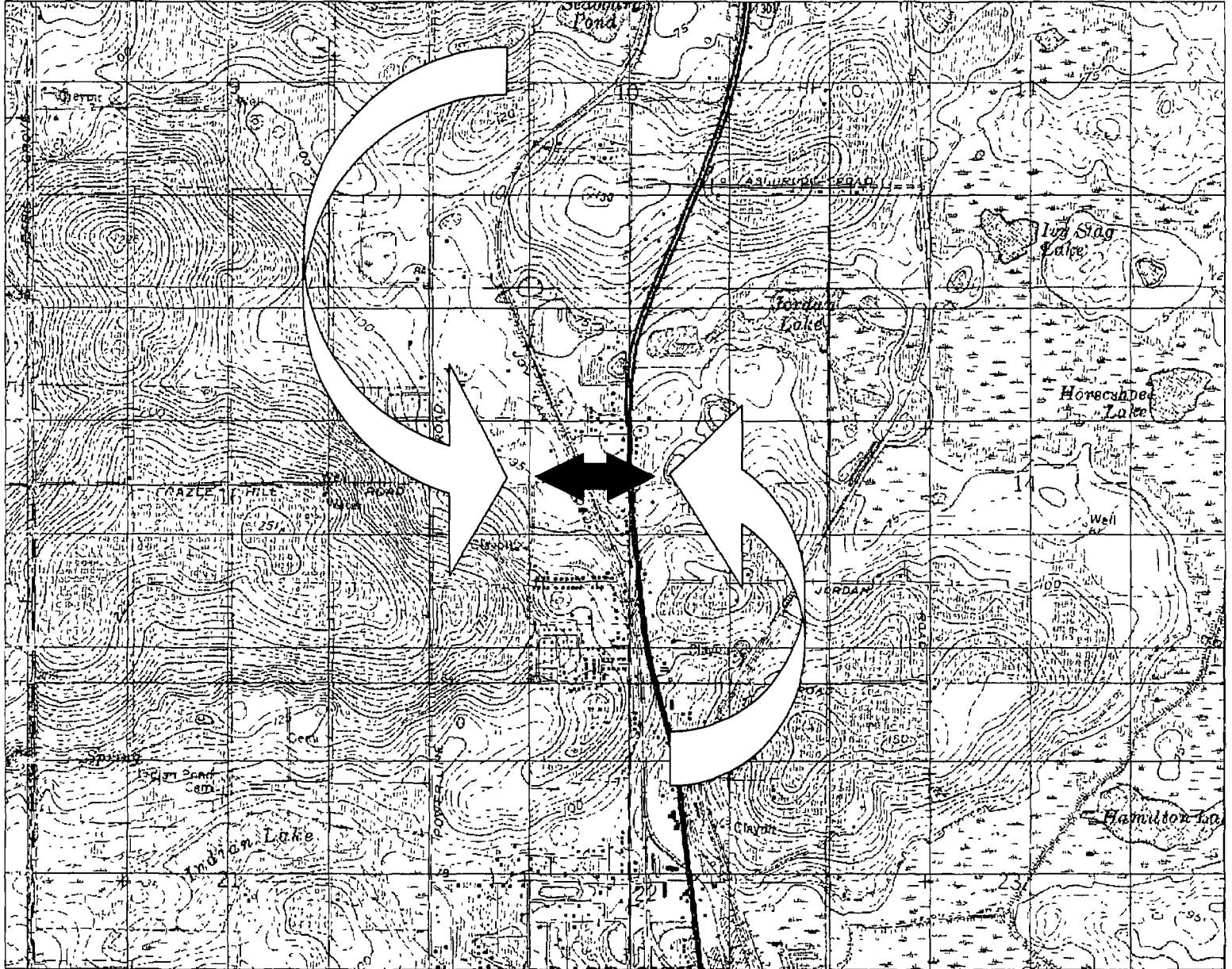
*GTR*  
JCW/GTR/JJC/AM  
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APPROVED AGENDA ITEM FOR

DATE: DEC 16 2003

BY. *[Signature]*

# Frazee Hill Road



3-D TopoQuad Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS 1:25,000 Scale 1:20,000 Detail 1:40 Datum: NAD27

## Location Map

C0786.02