

PASCO COUNTY, FLORIDA  
INTEROFFICE MEMORANDUM

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

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

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

DATE: 12/2/03

FILE: PMA04-025

SUBJECT: S.R. 54 State Environmental Impact  
Report (SEIR) from west of C.R.581 to  
east of C R.577, Reynolds, Smith and  
Hills, Inc.; Final Report

REFERENCES: Commission Districts: 1 & 2  
W.O. No. C3330.27  
PMA02-022, PMA03-027,  
PMA03-050, & PMA03-073

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 Reynolds, Smith and Hills, Inc , providing production support for Capital Improvement Projects through task orders issued periodically for individual projects. On April 10, 2002, the Board approved Task Order No. EDO02-005, to develop a State Environmental Impact Report (SEIR), evaluating potential improvements to S.R. 54 from west of S.R. 581 to east of C.R. 577 (Curley Road) The SEIR document is an expanded version of Pasco County's Route Study Report satisfying the Florida Department of Transportation (FDOT) criteria and facilitating their concurrence with our planned improvements. Additional right-of-way will be needed to accomplish any improvements.

Six alignment alternatives with two different median widths were developed and presented to an Alternatives Workshop in January 2003. Each width was assessed at the draft stage from the perspective of mostly impacting the north side, or the south side, or both for the initial workshop. Based upon input from the public, these were refined into Alignment Seven, a best-fit or preferred alignment providing a wider median from I-75 to east of S R 581 then narrowing to 22 feet Access Management was reviewed by FDOT's Median Committee All alignments have been analyzed based on safety, long-range planning, costs, environmental impacts, and property impacts Alignment Seven was presented at a formal Public Hearing, July 30, 2003.

In addition to requiring a Preliminary Engineering Report as a supporting document, FDOT required separate reports on Cultural Resources, Endangered Species Biological Assessment, Wetland Assessment, Contamination Screening, Noise, and Traffic A Pond Siting Report was also prepared All were provided to FDOT in early September. Their final review took longer than anticipated. The corrected final document was submitted October 28, 2003.

The seven alignments are briefly described as follows:

Alignment One would widen S.R. 54 to the north with a 22-foot median throughout its length It is estimated to impact 59 parcels and 1.2 acres of wetlands, resulting in potentially six residential and 17 business relocations. Right-of way costs are estimated at \$42,480,000 00

Alignment Two would widen S.R. 54 about its centerline with a 22-foot median throughout its length. It is estimated to impact 89 parcels and 0.9 acres of wetlands, resulting in potentially seven residential and 19 business relocations. Right-of way costs are estimated at \$53,865,000.00.

Alignment Three would widen S R. 54 to the south with a 22-foot median throughout its length. It is estimated to impact 53 parcels and 1 1 acres of wetlands, resulting in potentially eight residential and 14 business relocations. Right-of way costs are estimated at \$27,948,000 00.

Alignment Four would widen S.R. 54 to the north with a 31-foot median throughout its length. It is estimated to impact 60 parcels and 1.4 acres of wetlands, resulting in potentially six residential and 18 business relocations. Right-of way costs are estimated at \$47,480,000.00.

Alignment Five would widen S.R. 54 about its centerline with a 31-foot median throughout its length. It is estimated to impact 96 parcels and 1.4 acres of wetlands, resulting in potentially eight residential and 20 business relocations. Right-of way costs are estimated at \$58,302,000.00.

Alignment Six would widen S.R. 54 to the south with a 31-foot median throughout its length. It is estimated to impact 57 parcels and 1.5 acres of wetlands, resulting in potentially eight residential and 16 business relocations. Right-of way costs are estimated at \$28,718,000.00.

Alignment Seven would widen S R.54 somewhat towards the south from I-75 with a 31-foot median. Providing double left-turn lanes westbound to southbound on the east side of S.R. 581, the median would expand towards I-75. Auxiliary lanes would provide exclusive access to and from the Interstate. Alignment Seven would closely pass Publix to curve wholly to the south across Wiregrass Ranch with a 22-foot median, curve northward across the western portion of Saddlebrook to pass north of the Double Branch Baptist Church Cemetery, then remain along the north to east of C.R. 577, and the connection to Zephyrhills West Bypass Extension. It is estimated to impact 67 parcels and 1.2 acres of wetlands, resulting in potentially six residential and 11 business relocations. Right-of way costs are estimated at \$27,335,000.00.

Each alignment would construct the same amount of roadway, curb and gutter, and drainage, with a total construction cost estimated to be \$12,557,000.00. Mitigation costs should be directly proportional to wetland impacts; floodplain compensation estimates assumed a 1:1 ratio.

The final alignment considered was the "No-Build" alternative. While costing nothing, it also provides nothing. It does not provide any facility for meeting the needs of users anticipated in the area.

Potential pond sites discussed in the Pond Siting Report are dependent upon drainage and percolation data produced at the 30-50% roadway plans stage. Final pond siting will come to the Board at that time.

#### ALTERNATIVES AND ANALYSIS:

Some alternatives available to the Board in this matter are:

1. Adopt the SEIR and Preliminary Engineering Report, and approve Alignment Seven as presented above and in the SEIR.
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 7 for the expansion of S R. 54.

No additional funding is required at this time.

#### ATTACHMENTS:

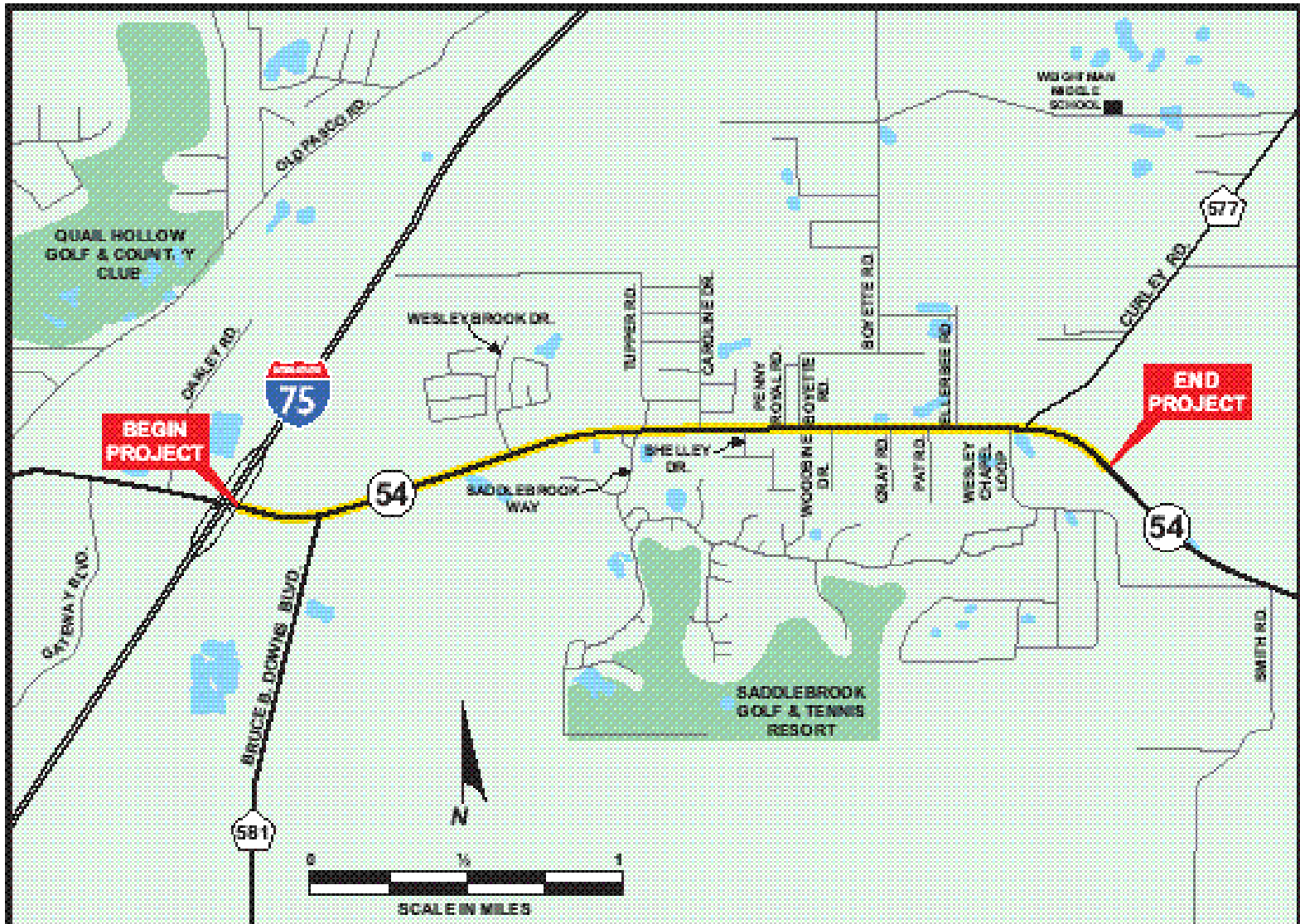
1. Location Map

JCW/GTR/JJC/ELM/ph  
BT

APPROVED AGENDA ITEM FOR

DATE: DEC 16 2003

BY: [Signature]



**SR54 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
FROM WEST OF CR581 TO EAST OF CR577  
PASCO COUNTY, FLORIDA**



**FIGURE 1-1. PROJECT LOCATION MAP**

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