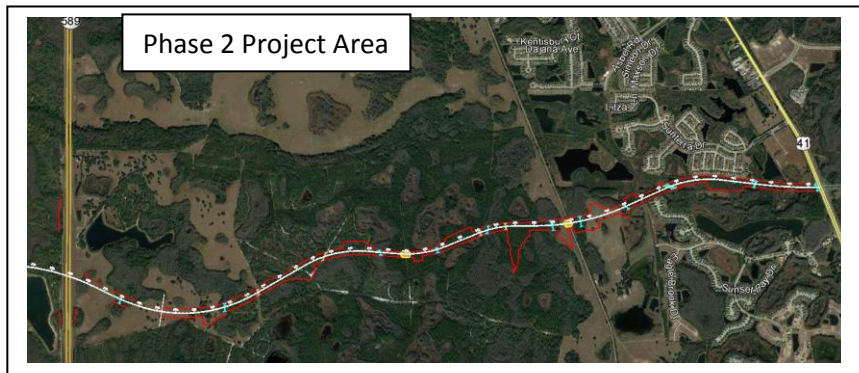
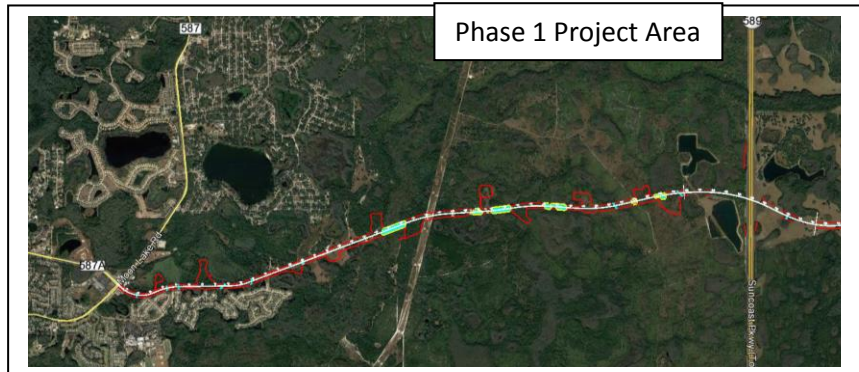


Ridge Road Extension

Project Details	
Work Type	New Roadway Construction
Phase	Design and Permitting
Project Limits	Phase 1: Moon Lake Suncoast Pkwy w / interchange Phase 2: Suncoast Parkway to US 41
Length	Phase 1: 22,200 feet / 4.2 miles Phase 2: 18,181 feet / 3.4 miles
Budgeted Prior Years	\$19,500,868
Total Expenditure to 3/7/2018	\$16,564,487
Land Acquisition (Fiscal Year)	2018
Land Acquisition Cost	\$2,600,000
Design of Interchange	\$1,000,000*
Construction (Fiscal Year)	2018
Construction Cost	Phase 1: \$67,869,800 Phase 2: Not Funded
Total Project County Funding	\$89,970,668
Contact Information	
Project Manager	Sam Beneck 727-834-3604 sbeneck@pascocountyfl.net



*Note, this sum is to be reimbursed by FTE for the design of the Suncoast Parkway Interchange.

Project Need

- Project Purpose: To improve east-west roadway capacity and enhance overall mobility within the area bounded by SR-52 to the north, SR-54 to the south, US-41 to the east and Moon Lake Road, Decubellis Road, Starkey Boulevard to the west in accordance with the County's current Comprehensive Plan and the Metropolitan Planning Organization's Long Range Transportation Plan. The project will also provide additional roadway capacity and improved routing away from coastal hazard areas and improve hurricane evacuation clearance times in the event of a hurricane or other major weather-related occurrence in accordance with State of Florida requirements and the County's current Comprehensive Plan.
- Pasco County has 178,000 residents (or nearly 38% of County residents) living in evacuation zones within two miles of Ridge Road.
- During a major storm event, Pinellas County residents will also flee using northbound routes through Pasco County. High winds may require all bridges out of Pinellas to be closed.
- Pasco County has only two east/west evacuation routes, State Roads 54 and 52.
- Either State Road can be and frequently have been closed due to accidents, police activity, utility leaks, etc. SR 54 has been historically vulnerable to flooding.
- State Roads are approximately 9 miles apart, whereas 1 mile spacing is required by County Land Development Code to provide efficient access and traffic mobility.

Project History and Milestones

Pasco County and the Florida's Turnpike Enterprise (FTE) are co-applicants for a Clean Water Act (CWA) Section 404 permit from the U.S. Army Corps of Engineers (USACE).

- January 1992, Serenova Development of Regional Impact (DRI) approved. Roadway plan included construction of Ridge Road Extension. Described in detail in "Previously Approved Serenova DRI".
- August 1994, Final Environmental Impact Statement for Suncoast Parkway Phase 1 completed including overpass for Ridge Road Extension.
- 1997, agreements are executed by Pasco County, SWFWMD, and FDOT preserving ROW for RRE in the Serenova Preserve.
- 1998, County submitted a permit application to SWFWMD and USACE.
- 2000, USACE issued the first Public Notice.
- 2003, SWFWMD issued an ERP for the RRE project.
- May 31, 2011, at the request of USACE, the County and FTE submitted a new joint application for the RRE.
- November 28, 2011, the USACE published a public notice for the RRE based on the resubmitted application.
- July 23, 2012, the USACE issued a Request for Additional Information (RAI) letter to Pasco County.
- December 2013, the County submitted a response to this request.
- August 7, 2013, the SWFWMD issued a Modification to the ERP for the RRE project.
- March 6, 2014, the USACE requested that the County prepare an expanded Alternatives Analysis for 16 USACE defined build alternatives.
- April 2015, the co-applicants filed the requested comprehensive alternatives analysis.
- April 2017, USACE made a preliminary determination that the Least Environmentally Damaging Practicable Alternative (LEDPA) is modified Alternative 7, the applicants' revised preferred alternative.
- May 2017, USACE issued an RAI with questions focused on the apparent LEDPA.
- May 2017 to Present: Described in detail in "Coordination and Current Activities".

Given this preliminary determination, the co-applicants have developed a detailed project management plan for completing the remaining requirements for USACE to conclude its review and reach a final permit decision. This plan is

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updated monthly to reflect actual progress. As the plan is based on best possible estimates of activity duration it is subject to change. The plan currently anticipates a permit decision by the USACE in late Summer 2019. The most recent version is attached.

Previously Approved Serenova DRI

- A Development of Regional Impact (DRI) was approved by the Department of Community Affairs, Regional Planning Council, and Pasco County in Jan 1992.
- This property was purchased by FDOT as wetland impact compensation / mitigation for impacts of the Suncoast Parkway and associated projects. This property is now known as Serenova Preserve.
- Agreements were executed by Pasco County, SWFWMD, and FDOT that preserved ROW for Ridge Road Extension through the Serenova Preserve.
- The Conservation Easement which defines the Serenova Preserve lists the Ridge Road Extension as an exception. The Serenova DRI included Ridge Road Extension to support development.
- Entitlements prior to preservation included:
 - 6,481 residential units
 - 279.1 acres of retail development
 - 154.6 acres of office development
 - 244.5 acres of industrial development
 - Several public facilities

Coordination and Current Activities

Representatives of FTE and Pasco County including NV5 (RRE engineer of record) and Dawson and Associates (D&A--Pasco County's USACE Section 404 Permitting Consultant) conduct regular conference calls and electronic communications with USACE to coordinate activities to fulfill USACE's CWA 404 permit review requirements. USACE tracks the overall CWA 404 process for the co-application using a summary "flow chart". The current version of the USACE Flow Chart dated August 16, 2017 is attached.

The co-applicants are in the process of responding to the May 2017 RAI and anticipate responding in fall of 2018. Detailed construction plans are being prepared and are anticipated to be complete prior to the permit decision. Construction funding is available in the current fiscal year.

Alternatives Analysis

The 2015 Alternatives Analysis assessed 18 scenarios including no build/no action. The County's preferred alternative, Modified Alternative 7, was determined by the USACE to be the apparent LEDPA. Modified Alternative 7 provides a 6.6 hour improvement in evacuation time (28%) versus the no build/no action alternative. The scenarios assessed and methodologies for assessment were approved by the USACE prior to the completion of the study. A summary table of the Alternatives Analysis is attached.

Wetland Impact Minimization

The project has gone through extensive redesign since inception in order to reduce the roadway footprint and wetland impacts (minimization). These minimization efforts have been at substantial cost to the project, and include:

- Bridging over sensitive areas replacing roadway on embankment with 16 bridges totaling 6,680 feet of bridge.
- Steepening roadside slopes in some locations, resulting in the need for shoulder gutter and guardrail.
- Incorporating mechanically stabilized earth walls in some locations to replace roadside slopes.
- Vertical wall and pedestrian rail in lieu of slopes in some locations.

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The following table shows the impact reduction when compared to the design at the time of the 2011 public notice:

RRE Mod 7 (Design)		Impacts 2011 Public Notice (ac.)	Impacts Mod 7 (ac.)	Reduction (ac.)	Reduction (%)
Phase 1	Outside Serenova	7.32	5.05	2.27	31.0%
	Within Serenova	13.42	2.28	11.14	83.0%
	Phase 1 Total	20.74	7.33	13.41	64.7%
Phase 2 Total		24.07	18.33	5.74	23.8%
County Segment Totals		44.81	25.66	19.15	42.7%
Interchange		11.82	11.72	0.10	0.8%
Project Totals		56.63	37.38	19.25	34.0%

Compensation for Impacts (Mitigation)

To compensate for wetland impacts which could not be avoided, the County intends to purchase mitigation credits from a USACE approved and permitted Wetland Mitigation Bank which is located in Pasco County south of SR 52 and east of US 41. The property had been a significantly degraded wetland system before being preserved and restored to healthy function. The USACE and SWFWMD awarded Mitigation Credits based on this preservation and restoration which the County will now purchase as compensation for the impacts of RRE.

For the FTE segment of the project FTE proposes to provide compensatory mitigation via one of two options. The first option is per FTE's Draft COE Mitigation Plan dated March 13, 2018 that proposes the use of the available unused 5% wetland impact contingency and surplus federal mitigation credits from the original permit for the Suncoast Parkway Project 1 – Ridge Road Interchange (199604305 [IPMN]). FTE's mitigation plan is currently under review by the Corps. If the Corps does not accept the submitted Draft Mitigation Plan, FTE's second option is the purchase of mitigation credits from the Old Florida Mitigation Bank. If the Corps accepts the Draft Mitigation Plan in whole or part but the accepted credits are insufficient to offset all of the unavoidable impacts the FTE would purchase any additional credits needed from the mitigation bank.

The estimated credit needs are as follows:

County Project Phase	Credit Type	Estimated Credits	Estimated Cost
Phase 1	Forested	14.35	\$ 2,798,250
	Herbaceous	2.07	\$ 403,650
Phase 1 Total (Funded)			\$ 3,201,900
Phase 2	Forested	23.34	\$ 4,551,300
	Herbaceous	5.13	\$ 1,000,350
Phase 2 Total (Not Funded)			\$ 5,551,650
County Total			\$ 8,753,550

FTE Project Phase	Credit Type	Estimated Credits	Estimated Cost
Interchange	Forested	6.00	\$ 1,170,000
	Herbaceous	0.34	\$ 66,300
FTE Total			\$ 1,236,300

Habitat Continuity

To provide opportunity for wildlife to cross the roadway the following upland wildlife crossings are planned, in addition to the bridges over wetland areas. Each crossing location and type was individually discussed with US Fish and Wildlife staff after a review of the alignment in the field:

Type	Number of Crossings	Locations
5' x 3' upland crossing	9	Phase 1 Stations 84+50, 110+50, 134+00, 145+00, and 152+00 Phase 2 Station 313+00, 333+00, 375+50, and 382+50
12' x 8' upland crossing and SWFWMD access	1	Phase 1 Station 158+15
Portion of bridge span over upland area	3	Phase 1 Bridges 11 and 12 Phase 2 Bridges 16 and 17 Phase 2 Bridges 18 and 19
12' x 5.5' above seasonal high water level	2	Phase 2 Station 428+00 (both sides of Five Mile Creek)
Project Total	15	