
COMMISSION DISTRICT: 3, 4 **FILE NO.:** TED26-0142 **DATE:** 3/24/2026

SUBJECT: Route Study and Pond Siting Analysis Report – Rangeland Boulevard (formerly Tower Road) from Cattle Gap Trail to Bexley Village Drive – No Funding Required

REFERENCES: RSQ-KM-21-098, PMA23-0028, TED25-0170, TED25-0326, TED26-0090, RSQ-KM-23-060

AGENDA SECTION: Regular Agenda

THRU: Branford Adumuah, Assistant County Administrator

FROM: Panos Kontses, P.E., CPM, Interim Transportation Engineering Director

RECOMMENDED BOARD ACTION:

Approve the Study's Preferred Alternative for Rangeland Boulevard, from Cattle Gap Trail to Bexley Village Drive that includes a four-lane divided roadway with bicycle lanes, a sidewalk, and a multi-use path; a bridge overpass crossing the Suncoast Parkway; a pedestrian underpass east of Bexley Village Drive; Ponds 1B, Pond 2B, Pond 3A, Pond 4A, Pond 5A, Pond 6, and Pond 7A/7B for stormwater management; and floodplain compensation sites (FPC) FPC 1, FPC 2, FPC 3A, FPC 3B, FPC 3C, FPC 3D, PFC 4, FPC 5, and FPC 6.

BACKGROUND SUMMARY/ALTERNATIVE ANALYSIS:

On March 7, 2023, the Board of County Commissioners (BCC) approved a professional services agreement for the preparation of a Route Study and Pond Siting Analysis Report (Study) for the extension of Rangeland Boulevard (formerly known as Tower Road) from its current eastern terminus at Cattle Gap Trail to Bexley Village Drive, a distance of approximately 3.4 miles (the Project). The Project abuts the communities of Starkey Ranch, Asturia, The Preserve, and Bexley.

The Study developed and evaluated four alignments: Build Alternative A, Build Alternative B, Build Alternative C and a No Build Alternative. The Build Alternatives were evaluated based on consideration of (1) alternative alignments; (2) consistency with the County's long-range transportation plan; (3) safety; (4) environmental impacts (natural and socioeconomic); and (5) costs (for design, right-of-way acquisition, construction, and construction engineering and inspection), in addition to other factors.

The Study evaluated a new four- and six-lane roadway, along with bicycle lanes, a sidewalk, and a multi-use path. The multi-use path would serve as part of the Orange Belt Trail, a planned 37-mile trail across Pasco County. An overpass bridge crossing the existing Suncoast Parkway (SR 589) was also evaluated. The improvements would mostly occur within the existing county owned rights-of-way (ROW) except near the termini of the project, from Cattle Gap Trail to west of Lakepointe Parkway and from the Suncoast Parkway to west of Bexley Village Drive. Additional ROW would also be needed to construct stormwater treatment facilities and floodplain compensation sites. The study also evaluated connecting the Orange Belt Trail with the existing Suncoast Trail near Suncoast Parkway.

All build alternatives maximize use of land already owned by the County. The alignments that were considered, included the following:

- Build Alternative A:

- o Did not include any accommodations for a new interchange connecting Rangeland Boulevard with Suncoast Parkway.
- o It proposed a new four-lane roadway throughout the Study limits.
- o It included a new four-lane bridge overpass crossing the Suncoast Parkway.
- o The existing roundabout at Bexley Village Drive would be modified to add a leg connecting with Rangeland Boulevard and to widen the existing one-lane roundabout to a two-lane roundabout.
- o A new two-lane roundabout would be provided at the Rangeland Boulevard and Lakepointe Parkway intersection and a new signalized intersection or roundabout would be provided at the Rangeland Boulevard and South Branch Boulevard intersection.
- o Included a 5-foot sidewalk along one side of the roadway and a 12-foot multi-use path on the opposite side. From Cattle Gap Trail to west of Lakepointe Parkway, the sidewalk was proposed on the north side and the multi-use path was proposed on the south side. For the remainder of the project, the sidewalk was proposed on the south side and the multi-use path was proposed on the north side to allow for opportunities to meander within the existing Tampa Bay Water easement. The multi-use path users could safely cross Rangeland Boulevard at the Lakepointe Parkway roundabout, at the pedestrian underpass (along with a wildlife crossing) proposed at bridge crossing of South Branch Anclote River east of Long Bow Way, and at the signalized (or roundabout) intersection of South Branch Boulevard. The proposed multi-use path would connect to the Suncoast Trail, and a potential trailhead could be provided near the Rangeland Boulevard and South Branch Boulevard intersection. The pedestrian underpass structure provides two functions at this location.
- o Stormwater Management Facility (SMF) Sites: Pond 1B, Pond 2B, Pond 3A, Pond 4A, Pond 5A, Pond 6, and Pond 7A/7B
- o Flood Plain Compensation (FPC) Sites: FPC 1, FPC 2, FPC 3A, FPC 3B, FPC 3C, FPC 3D, PFC 4, FPC 5, and FPC 6

- Build Alternative B:

- o Assumed that Florida's Turnpike Enterprise would construct an interchange connecting the Suncoast Parkway with the Rangeland Boulevard extension.
- o It proposed a new four-lane roadway from Cattle Gap Trail to South Branch Boulevard and a six-lane roadway from South Branch Boulevard to the Bexley Village Drive intersection.
- o It included a new six-lane bridge overpass crossing the Suncoast Parkway.
- o The existing roundabout at Cattle Gap Trail would be modified to a two-lane roundabout.

- o The existing roundabout at Bexley Village Drive would be modified to a signalized intersection. This five-legged intersection would only allow southbound Broad Porch Run vehicles to make a right-turn onto westbound Rangeland Boulevard. Therefore, a new median U-Turn signalized intersection would be needed west of the Bexley Village Drive signalized intersection to allow the Broad Porch Run traffic to travel to points south and east.
- o Proposed four new signalized intersections at Lakepointe Parkway, South Branch Boulevard, and the two interchange ramp terminal intersections.
- o A five-foot sidewalk was proposed on one side of the proposed typical section and a 12-foot multi-use path was proposed on the opposite side. From Cattle Gap Trail to west of Lakepointe Parkway, the sidewalk was proposed on the north side and the multi-use path was proposed on the south side. For the remainder of the project, the sidewalk was proposed on the south side and the multi-use path was proposed on the north side to allow for opportunities to meander within the existing Tampa Bay Water easement. The multi-use path users can cross Rangeland Boulevard at the Lakepointe Parkway signalized intersection, at the pedestrian underpass (along with a wildlife crossing) proposed at the bridge crossing of South Branch Anclote River east of Long Bow Way, and at the signalized intersection of South Branch Boulevard. The proposed multi-use path would be connected to the Suncoast Trail and a potential trailhead could be provided near the Rangeland Boulevard and South Branch Boulevard intersection.
- o SMF Sites: Pond 1B, Pond 2B, Pond 3A, Pond 4A, Pond 5A, Pond 6, and Pond 7A/7B
- o FPC Sites: FPC 1, FPC 2, FPC 3A, FPC 3B, FPC 3C, FPC 3D, FPC 4, FPC 5, and FPC 6
- Build Alternative C:
 - o Assumed that Florida's Turnpike Enterprise would construct an interchange connecting the Suncoast Parkway with the Rangeland Boulevard extension.
 - o It proposed a new four-lane roadway from Cattle Gap Trail to South Branch Boulevard and a six-lane roadway from South Branch Boulevard to the Bexley Village Drive roundabout.
 - o It included a new six-lane bridge overpass crossing the Suncoast Parkway.
 - o Unlike Build Alternative B, the Bexley Village Drive intersection would remain roundabout controlled. The existing roundabout would be modified to add a leg connecting Rangeland Boulevard, would be widened to a two-lane roundabout, and to add an eastbound to southbound bypass lane.
 - o A two-lane roundabout would be provided at the Rangeland Boulevard and Lakepointe Parkway intersection.
 - o Proposed three new signalized intersections at South Branch Boulevard and the two interchange ramp terminal intersections.
 - o The pedestrian and bicycle accommodations would be the same as Build Alternative B, except the crossings at the Bexley Village Drive intersection would not be signalized.
 - o SMF Sites: Pond 1B, Pond 2B, Pond 3A, Pond 4A, Pond 5A, Pond 6, and Pond 7A/7B

- o FPC Sites: FPC 1, FPC 2, FPC 3A, FPC 3B, FPC 3C, FPC 3D, PFC 4, FPC 5, and FPC 6

Public workshops were held on January 30, 2025, and on May 1, 2025, to allow interested persons the opportunity to review the alternatives and express their comments.

Following the workshops, a Preferred Alternative was developed by combining design elements from the Build alternatives presented at the workshops along with refinements based on input received from the public. The Preferred Alternative proposes a new four-lane divided roadway, like Build Alternative A, but includes a wider median from South Branch Boulevard to Bexley Village Drive to accommodate a future six-lane roadway by widening within the median. This design allows for the option to add vehicular capacity that could accommodate a future interchange with the Suncoast Parkway, should it be needed in the future. The Preferred Alternative maintains a roundabout-controlled intersection at Bexley Village Drive and adds a pedestrian underpass east of Bexley Village Drive that addresses comments from the public.

More specifically, the Preferred Alternative includes the following:

- Preferred Alternative:
 - o Does not include a recommendation to construct the interchange at Suncoast Parkway as part of this project. Should future traffic conditions dictate, the County, in coordination with Florida's Turnpike Enterprise, will consider funding and constructing the interchange. The Transportation Engineering Department (TED) recommends that, should the interchange be deemed necessary at some point in the future, the future Board of County Commissioners (BCC) solicit input from the neighboring to the project communities prior to taking action.
 - o Proposes a new four-lane roadway from Cattle Gap Trail to South Branch Boulevard and a four-lane roadway that can be widened within the median, should it become necessary, to a six-lane roadway from South Branch Boulevard to the Bexley Village Drive roundabout.
 - o It includes a new four-lane bridge overpass crossing the Suncoast Parkway that can be widened in the middle, should it become necessary, to a six-lane bridge.
 - o The existing roundabout at Cattle Gap Trail would be modified to a two-lane roundabout.
 - o Unlike Build Alternative B, the Bexley Village Drive intersection would remain roundabout controlled. The existing roundabout would be modified to add a leg connecting Rangeland Boulevard, would be widened to a two-lane roundabout, and would add an eastbound to southbound bypass lane.
 - o Proposes two-lane roundabouts at the intersections of Rangeland Boulevard with Lakepointe Parkway and South Branch Boulevard.
 - o Includes two grade-separated pedestrian/bicyclist crossings east of Long Bow Way and east of Bexley Village Drive. The Preferred Alternative also

includes four at-grade pedestrian crossings at Cattle Gap Trail, Lakepointe Parkway, South Branch Boulevard, and Bexley Village Drive.

- o Proposes a 12-foot multi-use path along both sides of the Rangeland Boulevard for half of the project limits from Lakepointe Parkway to the pedestrian underpass east of Long Bow Way and from west of South Branch Boulevard to the pedestrian underpass east of Bexley Village Drive. The path is proposed to meander in areas with wider existing right-of-way. A 5-foot sidewalk is proposed on the north side of Rangeland Boulevard from Cattle Gap Trail to Lakepointe Parkway and along the south side from the pedestrian underpass east of Long Bow Way to east of South Branch Boulevard. These two segments would include a multi-use path on the opposite side of Rangeland Boulevard. The multi-use path will become part of the Orange Belt Trail.
- o In the northeast quadrant of the Rangeland Boulevard and South Branch Boulevard, a trailhead will be considered to accommodate both, the Orange Belt Trail and the Suncoast Trail.
- o SMF Sites: Pond 1B, Pond 2B, Pond 3A, Pond 4A, Pond 5A, Pond 6, and Pond 7A/7B
- o FPC Sites: FPC 1, FPC 2, FPC 3A, FPC 3B, FPC 3C, FPC 3D, PFC 4, FPC 5, and FPC 6

All alternatives were evaluated based on several factors including their consistency with the County's Long-Range Transportation Plan, their effects on safety, their environmental impacts, and their costs (including construction, right-of-way acquisition, design, and mitigation costs). A copy of the Alternatives Evaluation Matrix is attached.

- The No-Build Alternative would not enhance safety nor alleviate traffic congestion along the existing roadway infrastructure. In addition, the No-Build Alternative would not provide an alternate route between Starkey Boulevard and Bexley Village Drive should SR 54 be closed due to an emergency. The No-Build Alternative would have no cost other than routine maintenance of existing facilities.
- All Build alternatives are consistent with the MPO's Mobility 2050 Long-Range Transportation Plan; the No-Build Alternative is not consistent.
- All Build alternatives would enhance safety for motorists, bicyclists and pedestrians by reducing congestion and improving pedestrian and bicycle accommodation.
- Build Alternative B, Build Alternative C, and the Preferred Alternative would provide the greatest potential reduction in traffic congestion.
- Build Alternative B, Build Alternative C, and the ultimate build condition for the Preferred Alternative would provide the greatest vehicular safety enhancement along existing roadways, minimize emergency response times, and facilitate emergency evacuation operations.
- The Preferred Alternative provides the greatest pedestrian and bicycle safety enhancement with the addition of dual shared use paths for most of the project limits and an additional pedestrian underpass east of Bexley Village Drive.
- None of the Build alternatives would impact surface waters.
- All Build alternatives would impact the same number of parcels (19).
- None of the Build alternatives would displace any businesses or residents.

**BOARD OF COUNTY COMMISSIONERS
AGENDA MEMORANDUM**

- The total cost is \$151.2 million for Build Alternative A, \$167.6 million for Build Alternative B, 163.5 million for Build Alternative C, \$181.4 million for the interim four-lane construction of the Preferred Alternative, and \$192.1 million for the ultimate construction of the Preferred Alternative.
- Wetland impacts are 24.11 acres for Build Alternative A and 26.64 acres for Build Alternatives B, C, and the Preferred Alternative.

TED recommends that the Board of County Commissioners (BCC) approve the Preferred Alternative for advancement to the Design Phase of the project. The Preferred Alternative:

- Is consistent with the Long-Range Transportation Plan
- Provides the greatest safety enhancement and congestion reduction and improves pedestrian and bicycle accommodations
- Does not require the relocation of any businesses or residents.
- Avoids future time-consuming and costly roadway and bridge reconstruction should the interchange at Suncoast Parkway become necessary.
- Impacts 26.38 acres of wetlands.
- Impacts 19 parcels, requires 26.34 acres of right-of-way acquisition for the roadway construction, and 46.08 acres of right-of-way acquisition for stormwater ponds and floodplain compensation sites.
- The construction cost is estimated at \$116.0 million for the interim four-lane condition and \$124.3 million for the ultimate six-lane condition.
- The total cost is estimated at \$181.4 million for the interim four-lane condition and \$192.1 million for the ultimate six-lane condition.

Currently, the project is scheduled and funded as follows:

Funding	Design	Right-of-Way	Construction
Fiscal Year	2026	2027	2029

TED recommends that the BCC approve the Preferred Alternative for the Rangeland Boulevard extension to be advanced to the Design Phase. Graphics depicting the Recommended Alignment and the pond and floodplain compensation site recommendations are attached.

FISCAL IMPACT/COST/REVENUE STATEMENT:

Funding is not required for this action. Subsequent to the approval by the BCC of this Preferred Alternative, the necessary action from the BCC regarding the project’s funding, lowest bidding contractor, and implementation timeline will be presented for approval at a future meeting.

DISTRIBUTION:

Not applicable.

ATTACHMENT(S):

1. TED26-0142 Rangeland Boulevard Presentation
2. TED26-0142 Rangeland Boulevard Route Study Report
3. TED26-0142 Rangeland Boulevard Route Study Appendix A
4. TED26-0142 Rangeland Boulevard Route Study Appendix B - F
5. TED26-0142 Rangeland Boulevard Route Study Appendix G - L
6. TED26-0142 Rangeland Boulevard Location Map