PLANT CITY

Roadway Extension Study

For Rice Road

November 2017
The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family or religious status. Learn more about our commitment to nondiscrimination and diversity by contacting our Title VI/Nondiscrimination Coordinator, Michele Ogilvie at (813) 273-3774 ext. 317 or ogilviem@plancom.org.
## Table of Contents

1. Introduction ............................................................................................................................................. 1  
   Proposed Project ........................................................................................................................................ 2  
2. Purpose and Need for Project .................................................................................................................. 3  
   Local Connectivity ................................................................................................................................. 3  
   Population and Employment Growth ................................................................................................. 3  
   Plan Consistency and Prior Studies ....................................................................................................... 4  
   Projected Traffic ..................................................................................................................................... 5  
3. Existing Conditions Analysis ..................................................................................................................... 6  
   Existing Land Use/Zoning ....................................................................................................................... 6  
   Future Land Use ...................................................................................................................................... 7  
   Flood Zones .......................................................................................................................................... 14  
   Wetlands and Environmentally Sensitive Areas .................................................................................... 14  
4. Alignment Alternatives and Evaluation ................................................................................................. 17  
5. Cost Estimation ...................................................................................................................................... 20  
6. Project Coordination & Public Input ...................................................................................................... 22  
7. Next Steps .............................................................................................................................................. 23  
8. Endnotes ................................................................................................................................................ 24  

## List of Tables

Table 1: Rice Road Criteria Evaluation ........................................................................................................ 19  
Table 2: Preliminary Cost Estimates .......................................................................................................... 21
# List of Figures

Figure 1: Rice Rd Extension Study Area Map (Study limits outlined in blue) .............................................................. 1
Figure 2: Rice Road Extension Study Existing Land Use Map .................................................................................. 8
Figure 3: Rice Road Extension Study Hillsborough County Zoning Map ................................................................. 9
Figure 4: Rice Road Extension Study Plant City Zoning Map .................................................................................. 10
Figure 5: Rice Road Extension Study Hillsborough County Future Land Use Map .................................................... 11
Figure 6: Rice Road Extension Study Plant City Future Land Use Map .................................................................... 12
Figure 7: Rice Road Extension Study Major Projects Map ...................................................................................... 13
Figure 8: Rice Road Extension Study Flood Zone Map ........................................................................................... 15
Figure 9: Rice Road Extension Study Wetlands and Environmentally Sensitive Areas Map ...................................... 16
Figure 10: Rice Road Extension Study Alignment Alternatives Map ........................................................................ 18
Figure 11: Attendees at the Open House in Plant City on June 15, 2017 ................................................................. 22
1. Introduction

Hillsborough County, Florida, has seen extensive growth within the last 20 years which is gradually extending further into the northeastern part of the county. To prepare for future growth, the region is exploring ways to expand east-west connectivity.

There are few east-west roadway connections in Plant City and the northeastern Hillsborough County Area. Extensions of existing roadways between north-south roadways will provide east-west connections and access to accommodate planned future development in the area. The purpose of this study is to conduct a preliminary planning and technical analysis for potential alternatives to extend Rice Road from County Line Road west to the intersection of Coronet Road and Roberts Ranch Road. This study addresses viable roadway alignments, environmental impacts, right-of-way (ROW), and construction costs. The goals of this study are to:

1. Establish the Purpose and Need, and
2. Develop a set of alternatives for the roadway extension.

This project is a joint collaboration between the Hillsborough County Metropolitan Planning Organization (MPO), Hillsborough County, and the City of Plant City, Florida. The proposed alignments identified and outlined in this study will be advanced to a Project Development and Environmental (PD&E) study as funding becomes available.

The study area for this project is the area bounded by Jim Johnson Road/South Park Road to the west, approximately one mile south of US 92 to the north, County Line Road to the east, and Medulla Road to the south as depicted in Figure 1 – Study Area.

![Figure 1: Rice Rd Extension Study Area Map (Study limits outlined in blue)](image-url)
Proposed Project

Rice Road is an east-west road south of US 92 and north of Trapnell Road that currently runs between Wiggins Road and County Line Road. Rice Road continues east into Polk County as Drane Field Road and runs east to Pipkin Creek Road where it merges with South Parkway Frontage Road. The proposed extension of Rice Road will connect the intersection of Coronet Road and Roberts Ranch Road to the existing Rice Road at Wiggins Road. The proposed extension is for a 2-lane undivided roadway with a multi-use trail on the north side of the road and a sidewalk on the south side of the road and bike lane(s). A right-of-way width of 118’ is needed to accommodate a 2-lane rural roadway with a trail. The cross-section will be refined and finalized during the PD&E study.
2. Purpose and Need for Project

The purpose of extending Rice Road is to expand east-west roadway connectivity in the vicinity of Plant City and northeastern Hillsborough County. The City has identified this extension of Rice Road as a priority project to be included in the MPO’s Transportation Improvement Program (TIP). This project addresses needs to:

- Serve the projected growth and future development in the area,
- Provide an alternative east-west connection between Lakeland (and the Lakeland-Linder Regional Airport) and Plant City,
- Provide additional east-west capacity and relieve traffic on US 92, and
- Implement a recommendation from the Hillsborough+Polk, Freight Logistics Zone Strategic Plan where the extension was identified as a strategic infrastructure priority improvement in Hillsborough County to accommodate local truck traffic.

Local Connectivity

I-4 and US 92 are the major roadways which provide continuous east-west connectivity through Plant City and northeastern Hillsborough County. East Sparkman Road/Ralston Road is the only other east-west road south of US 92 and north of SR 60 in eastern Hillsborough County that is continuous from James L Redman Parkway to County Line Road.

The major local north-south roadways that traverse the Plant City area include:

- County Line Road
- Forbes Road/Branch Forbes Road
- Turkey Creek Road
- Alexander Street
- SR 39/Wheeler Street/Collins Street/James L. Redman Parkway
- Park Road

Population and Employment Growth

The Bureau of Economic and Business Research (BEBR) shows a 2016 population estimate of approximately 1.35 million and a 2040 projection of 1.91 million for Hillsborough County. Estimates from Imagine 2040, Plant City Comprehensive Plan, effective date: March 24, 2016 show that based on the 2010 Census, the population of Plant City was 34,700, approximately 35,320 in 2015, and is projected to grow to approximately 71,500 in 2040. The average yearly growth of the population from 2010 to 2015 was approximately 3 percent, and the expected average yearly growth of the population from 2015 to 2040 will be approximately 2 percent based on current projections. The Comprehensive Plan also shows that based on the 2010 Census, the employment was 26,300 and is projected to grow to approximately 34,600 in 2040. The expected average yearly growth of employment will be approximately 1 percent.
Plan Consistency and Prior Studies

As part of the analysis, regional plans and prior studies were reviewed for consistency with this study, and to provide contextual and background information related to the study area, planned development in the region, and potential impacts of future growth. They are explored further below.

*Plant City Multi-Modal Transportation Needs Plan, October 2000*

The Rice Road Extension from Coronet Road to Wiggins Road was identified in the *Plant City Multi-Modal Transportation Needs Plan* as a proposed 2-lane improvement to provide an alternative east-west connection between Lakeland (and the Lakeland-Linder Regional Airport) and Plant City. This road extension would also relieve traffic on US 92 and provides access to proposed new developments on the west side of Lakeland.

*Hillsborough County 2035 Long Range Transportation Plan (LRTP), adopted December 2009*

The Rice Road extension (as a 2-lane arterial facility) from Coronet Road to County Line Rd is shown as an unfunded need in the *Hillsborough County 2035 Long Range Transportation Plan*.

*Plant City Right-of-Way Preservation Map and Related Analyses, June 2010*

This study was conducted to identify and preserve future ROW necessary for the anticipated expansion of the transportation network within the City of Plant City. The ROW for the extension of Rice Road from Coronet Road to Wiggins Road was identified as one of the corridors to preserve.

*Hillsborough County Preservation Plan, Map 25, June 24, 2015*

The *Hillsborough County Preservation Plan, Map 25* identifies ROW that is preserved for various identified corridors by type of proposed facility throughout Hillsborough County. The ROW for the extension of Rice Road from County Line Road west to the intersection of Coronet Road and Roberts Ranch Road, as a 2-lane undivided roadway is identified as one of the corridors in which ROW is to be preserved.

*Hillsborough+Polk, Freight Logistics Zone Strategic Plan, June 2016*

The extension of Rice Road from Coronet Road to County Line Road is identified in the *Hillsborough+Polk, Freight Logistics Zone Strategic Plan* as a strategic infrastructure priority improvement in Hillsborough County. Freight stakeholders identified strategic priority improvements to improve goods movement in the region connecting activity centers within and outside the region. Rice Road (including the future Rice Road extension) is located in the Freight Logistics Zone (FLZ) and in the West Lakeland – Plant City Logistic Cluster. Logistic clusters are “broad areas of current and potential future freight activity to which priority funds should be given when considering infrastructure needs and other aspects of freight development.”


The extension of Rice Road from Coronet Road to Polk County is identified in the List of Priority Projects in the TIP as a candidate for new funding as a new 2-lane undivided roadway.

*Transportation Priorities of the City of Plant City for 2017, March 15, 2017*

In a letter dated March 15, 2017 to the Executive Director of the Hillsborough County MPO, the Plant City City Manager identified Rice Road as a new 2-lane road from Coronet Road to County Line Road, as a priority project for the City to be included in the MPO’s TIP. The new 2-lane facility is needed to implement a recommended improvement from the *Hillsborough+Polk, Freight Logistics Zone Strategic Plan*, to provide an additional east-west thoroughfare between US 92 and SR 60, and to benefit truck traffic and industrial growth in eastern Hillsborough and western Polk Counties.
Projected Traffic

The projected traffic on the extension of Rice Road between County Line Road and Coronet Road, as a 2-lane undivided roadway, is approximately 18,600 Annual Average Daily Traffic (AADT) volume based on the Tampa Bay Regional Planning Model (TBRPM v8.2) for 2040.
3. Existing Conditions Analysis

An existing conditions analysis was conducted that consisted of a review and assessment of current available GIS data. Available GIS data from Hillsborough County, the Southwest Florida Water Management District (SWFWMD), and Plant City were reviewed and mapped to identify significant factors that could impact the potential alignment locations. Data gathered include:

1. Geographic
   a. From Hillsborough County:
      i. Roads/ Cities/ Parcels/ ROW/ Zip Codes
      ii. Existing/ Future Land Use
      iii. Zoning
      iv. Major Projects/Developments of Regional Impact (DRIs)/ Development Agreements
      v. Truck Routes/ Evacuation Routes/ Railroads
      vi. Schools

2. Environmental
   a. From Hillsborough County:
      i. Flood Zones/ Surface Water Protection Areas/ Steams/ Hydrology/ Coastal High Hazard Areas
      ii. Environmental Lands Acquisition and Protection Program
      iii. Significant Wildlife Habitats/ Eagles Nests
      iv. Mines
   b. From SWFWMD:
      i. National Wetlands Inventory
      ii. Dredge and Fill Permits

It is important to note that the analysis conducted was based on available data and the data is meant to be used for sketch-level planning only; it is not meant to be used for a final analysis or selection of a preferred alignment. More detailed planning will be conducted during the PD&E phase of the project. The existing conditions analysis is outlined on the following pages. Key features identified that could potentially impact the alignment locations include the location of significant environmental features. These include wetlands, surface water protection areas, streams, and other water features.

Existing Land Use/Zoning

Figure 2 – Existing Land Use Map depicts the existing land use in the study area as primarily agricultural, public communication/utilities, mining, heavy industrial, vacant lands, and single family uses. The study area currently contains old phosphate mines and is scheduled to be mitigated within 5 years. In Figure 3 – Hillsborough County Zoning Map, the zoning in Hillsborough County is also primarily agricultural and commercial/office in the study area. In Figure 4– Plant City Zoning Map, the zoning within the Plant City limits is primarily planned development (PD), along with a few light industrial areas (M-1A).
Future Land Use

Figure 5 – Hillsborough County Future Land Use Map shows that the parcels in the study area are largely designated light industrial, heavy industrial, and residential, with differing floor area ratios (FAR) based on location. The FAR is a comparison of the total allowable building size on a lot to the size of the lot on which the building stands. The higher the FAR, the denser the allowable development. Figure 6 – Plant City Future Land Use Map shows that the parcels in the study area are largely designated mixed-use and industrial areas. In addition, Figure 7 – Major Projects Map shows two major projects that have been identified in the region as Developments of Regional Impact (DRIs) including: the Gregg Business Center and Walden Woods Business DRIs. These DRIs could impact future travel demand on the roadway as they are located within the study area.
Figure 2: Rice Road Extension Study Existing Land Use Map
Figure 3: Rice Road Extension Study Hillsborough County Zoning Map
Figure 4: Rice Road Extension Study Plant City Zoning Map
Figure 5: Rice Road Extension Study Hillsborough County Future Land Use Map
Figure 6: Rice Road Extension Study Plant City Future Land Use Map
Rice Road Extension Study Major Projects Map

Figure 7: Rice Road Extension Study Major Projects Map
Flood Zones

An analysis of flood zone data was conducted in ArcGIS to identify the potential for flooding in the region. As can be seen in Figure 8 – Flood Zone Map, the study area is primarily made up of flood zones A, AE, and X. According to the Federal Emergency Management Agency (FEMA):

- Zone A consists of: “Areas subject to inundation by the 1-percent-annual-chance flood event. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements apply.”
- Zone AE consists of “Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown within these zones. Mandatory flood insurance purchase requirements apply.”
- Zone X consists of “areas identified in a community’s Flood Insurance Study (FIS) as areas of moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Flood insurance is available in participating communities but is not required by regulation in these zones. Zone X is used on new and revised maps in place of Zones B and C.”

The majority of the study area consists of Zone X, but because of its lower potential for flooding, the criteria evaluation identified in the next section focuses on Zones A and AE.

Wetlands and Environmentally Sensitive Areas

One of the biggest factors identified that could potentially impact potential roadway alignments is the location of wetlands and environmentally sensitive areas. The evaluation examined the location of wetlands according to the National Wetlands Inventory, in addition to Significant Wildlife Habitat, the Environmental Lands Acquisition and Protection Program, Surface Water Protection Areas, and Hydrology from Hillsborough County. Figure 9 – Wetlands and Environmentally Sensitive Areas Map shows the study area includes two types of wetlands: “palustrine” and “lacustrine.” According to the Federal Geographic Data Committee (FGDC), a “palustrine” wetland consists of: “all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 parts per thousand (ppt).” They are typically temporarily, seasonally, or semi-permanently flooded. A “lacustrine” wetland consists of: “wetlands and deepwater habitats with all of the following characteristics: (1) situated in a topographic depression or a dammed river channel; (2) lacking trees, shrubs, persistent emergents, emergent mosses or lichens with 30 percent or greater areal coverage; and (3) total area of at least 8 hectares (ha) (20 acres).” They are typically permanently flooded. There is a significant presence of both palustrine and lacustrine wetlands throughout the study and surrounding areas. Surface Water Protection Areas, “lands located adjacent to or near surface water bodies that are upstream of potable water supply systems,” are located in eastern portion of the study area. Water features, which include those in the hydrology layer, such as lakes, ponds, inlets, rivers, bays and fish farms, are scattered throughout the study area and were also identified for potential impacts.
Figure 8: Rice Road Extension Study Flood Zone Map
Figure 9: Rice Road Extension Study Wetlands and Environmentally Sensitive Areas Map
4. Alignment Alternatives and Evaluation

The existing conditions data for land use, zoning, flood zones, and environmentally sensitive areas were evaluated and considered in the development of potential alignment alternatives. The alignments are depicted in Figure 10 – Alignment Alternatives Map. All three alternatives begin at the intersection of Coronet Road and Roberts Ranch Road and run in the northeast direction for approximately one quarter of one mile and continue east to the existing Rice Road at Wiggins Road. The three alternatives differ by how they continue from the intersection of Coronet Road/Roberts Ranch Road to the intersection of Rice Road/Wiggins Road. Alternative 1 runs north of the water and wetland areas on the Coronet property, Alternative 2 runs north of the water area and south of the wetland area on the Coronet property, and Alternative 3 runs south of the water and wetland areas on the Coronet Property.

Evaluation criteria were based on impacts of available environmental data, required right-of-way, and cost. The environmental and right-of-way criteria consisted of the following:

1. **Required ROW (Acres)** – The total acres of ROW required for the proposed alignment alternative
2. **Number of Parcels** - The total number of parcels impacted by the proposed alignment alternative
3. **Number of Landowners**- The total number of landowners impacted by the proposed alignment alternative
4. **Wetlands (Acres)**- The total acres of wetlands impacted by the proposed alignment alternative
5. **Flood Zones (Acres)**- The total acres of land in flood zones A and AE impacted by the proposed alignment alternative
6. **Number of Residential Units**- The total number of residential units on parcels impacted by the proposed alignment alternative
7. **Residential Lands (Acres)**- The total acres of residential lands impacted by the proposed alignment alternative
8. **Number of Non-Residential Units**- The total number non-residential units on parcels impacted by the proposed alignment alternative
9. **Commercial Lands (Acres)**- The total acres of commercial lands impacted by the proposed alignment alternative
10. **Industrial Lands (Acres)**- The total acres of industrial lands impacted by the proposed alignment alternative
11. **Agricultural Lands (Acres)**- The total acres of agricultural lands impacted by the proposed alignment alternative
12. **Water (Acres)**- The total acres of water impacted by the proposed alignment alternative
13. **Stream (Feet)**- The total feet of stream impacted by the proposed alignment alternative

The results of the environmental and right-of-way evaluation are shown in Table 1 – Rice Road Criteria Evaluation. The table depicts the total amount of each criteria item that is located within the evaluation buffer for each alternative shown in Figure 10 – Alignment Alternatives Map.
Figure 10: Rice Road Extension Study Alignment Alternatives Map
Table 1: Rice Road Criteria Evaluation

<table>
<thead>
<tr>
<th>Alignment Alternative</th>
<th>Length (Miles)</th>
<th>Required ROW (Acres)</th>
<th># of Parcels</th>
<th># of Landowners</th>
<th># of Residential Units</th>
<th>Residential Lands (Acres)</th>
<th># of Non-Residential Units</th>
<th># of Commercial Lands (Acres)</th>
<th>Industrial Lands (Acres)</th>
<th>Agricultural Lands (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2.13</td>
<td>30.37</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>1.01</td>
<td>2</td>
<td>--</td>
<td>21.27</td>
<td>8.09</td>
</tr>
<tr>
<td>2</td>
<td>2.02</td>
<td>28.74</td>
<td>9</td>
<td>8</td>
<td>8</td>
<td>1.59</td>
<td>3</td>
<td>--</td>
<td>18.01</td>
<td>9.14</td>
</tr>
<tr>
<td>3</td>
<td>2.09</td>
<td>29.83</td>
<td>10</td>
<td>7</td>
<td>5</td>
<td>1.01</td>
<td>3</td>
<td>--</td>
<td>16.67</td>
<td>8.37</td>
</tr>
</tbody>
</table>

There are many similarities between the three alignment alternatives. Therefore, there is not a major differentiation between the criteria evaluation for each alignment. This study was conducted with the intention of avoiding as many environmental features as possible, resulting in the three alignments being located within close proximity to each other. Due to the location of the alignments, the analysis resulted in very similar impacts to all existing conditions analyzed and the total number of residential units impacted. The majority of the land that will be impacted by these alignments is classified as industrial and agricultural. A more in-depth environmental analysis will be conducted in a future PD&E study.
5. Cost Estimation

Preliminary cost estimates were developed based on existing information, where available, and FDOT’s Roadway Cost per Centerline Mile, revised June 2017. The Roadway Cost per Centerline Mile provides estimates for rural arterial, urban arterial, and other roadway related costs for various new construction, widening, and milling and resurfacing projects. These costs are not project specific. They are derived for standard typical sections, based on market costs for Hillsborough County, and shown in present (2017) day costs. These costs are only used for preliminary estimates. Construction estimates based on FDOT’s Cost per Centerline Mile project type that matches closest to the actual proposed project were selected, as appropriate, to estimate preliminary costs.


FDOT’s Disclaimer states: “These models are generic in nature, and not based on actual construction projects. They are for reference purposes only, and are not intended to predict or support future estimates.” The 2017 LREs were used in the FDOT’s Cost per Centerline Mile, Revised June 2017.

Rice Road is proposed to be a 2-lane roadway, with bike lane(s), a 12’ path on the north side, and 5’ sidewalk on the south side. The cost for Rice Road is determined based on the following:

- FDOT’s Cost per Mile Model for:
  - New construction, rural arterial (with 5’ paved shoulders), $5.757 million/mile
  - Bidirectional, 12’ shared use path, $0.378 million/mile

- Bridge over English Creek at the ROW width of 118’, and cost of $150 per ft²
  - A hydrology study will be necessary under the PD&E study, the next phase of the project.

Per FDOT’s Roadway Cost per Centerline Mile, preliminary engineering and design, and construction engineering and inspection (CEI) costs are each based on 15 percent of the construction costs. Also, at this preliminary phase, per FDOT guidance, ROW costs are assumed to be 100 percent of the construction costs. However, there is the potential that some land may be donated for this roadway extension.

The preliminary cost for each alternative are shown in the Table 2 – Preliminary Cost Estimates.
Table 2: Preliminary Cost Estimates

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
<th>Unit</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length in Miles</td>
<td></td>
<td>Mile</td>
<td>2.13</td>
<td>2.02</td>
<td>2.09</td>
</tr>
<tr>
<td>Length in Miles (Roadway)</td>
<td></td>
<td>Mile</td>
<td>2.01</td>
<td>1.90</td>
<td>1.97</td>
</tr>
<tr>
<td>New Construction Rural Arterial Road with 5' Paved Shoulders</td>
<td>$5,757,000</td>
<td>Mile</td>
<td>$11,565,000</td>
<td>$10,931,000</td>
<td>$11,334,000</td>
</tr>
<tr>
<td>Multi-Use Trail (12' width)</td>
<td>$378,000</td>
<td>Mile</td>
<td>$759,000</td>
<td>$718,000</td>
<td>$744,000</td>
</tr>
<tr>
<td>Bridge</td>
<td>$150</td>
<td>ft²</td>
<td>$11,328,000</td>
<td>$11,328,000</td>
<td>$11,328,000</td>
</tr>
<tr>
<td>Subtotal - Construction Cost</td>
<td></td>
<td></td>
<td>$23,652,000</td>
<td>$22,977,000</td>
<td>$23,406,000</td>
</tr>
<tr>
<td>PE Design (15%)</td>
<td>$3,547,800</td>
<td></td>
<td>$3,446,550</td>
<td>$3,510,900</td>
<td></td>
</tr>
<tr>
<td>CEI (15%)</td>
<td>$3,547,800</td>
<td></td>
<td>$3,446,550</td>
<td>$3,510,900</td>
<td></td>
</tr>
<tr>
<td>ROW</td>
<td>$23,652,000</td>
<td></td>
<td>$22,977,000</td>
<td>$23,406,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$54,399,600</td>
<td></td>
<td>$52,847,100</td>
<td>$53,833,800</td>
<td></td>
</tr>
</tbody>
</table>

Note: Values may not add due to rounding
Costs are in 2017 dollars
6. Project Coordination & Public Input

Project coordination between the City of Plant City, Hillsborough County, Hillsborough County MPO, and the consultant was continuous throughout the project with regularly scheduled progress meetings. This team met with the major land owners early in the process to get their input in the development of the alternative alignments. Midway through the project, the status was reported to the Hillsborough County MPO Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC).

The public was invited to an Open House for the Rice Road Extension Study, held in conjunction with the concurrent Sam Allen Road Extension Study, on June 15, 2017 in the Plant City, City Hall to review and provide comments on the alternative alignments. Land owners in the vicinity of the study were sent invitation flyers by mail. The flyer invited those that could not attend to provide comments via email or telephone. Over fifty (50) people attended the Open House, reviewed the alignments, and discussed the proposed alignments with the project team. Attendees also had the opportunity to provide written comments. Of the written comments received, the majority preferred Alternative 2. Only one person was opposed to the roadway extension. There were no comments that warranted revisions to the proposed alignments.

In addition, a project website, developed in conjunction with the Sam Allen Road Roadway extension, is located at: [http://www.planhillsborough.org/plant-city-roadway-extension-studies-sam-allen-rice/](http://www.planhillsborough.org/plant-city-roadway-extension-studies-sam-allen-rice/) to provide project information on both studies. This website provides project descriptions, alternative alignment maps, and contact information to provide comment via email or phone. Staff of the Hillsborough County MPO took comments and provided answers to questions asked.

The final results of the study were presented to the Hillsborough County MPO CAC, TAC, Plant City Planning Board, Plant City City Commission, and the MPO Policy Committee.

![Figure 11: Attendees at the Open House in Plant City on June 15, 2017](image-url)
7. Next Steps

The Rice Road extension is included in the MPO list of Priority Projects in the TIP, and the next phase of the project is a PD&E study. The preliminary alignments presented in this report are not final. The data included in this report will be further analyzed and expanded during the PD&E phase. Through additional evaluation and field research in the PD&E phase, a preferred alignment alternative will be identified and selected. It will then be followed by design and construction, assuming funding is available for the project.
8. Endnotes


xii Sec. 3.05.02. - Wellhead Resource Protection Area Map, Surface Water Resource Protection Area Map and Potable Water Wellfield Protection Area Map. Hillsborough County Land Development Code. Ord. No. 04-27, § 2, 6-10-04.