PLANT CITY
ROADWAY EXTENSION STUDY
FOR SAM ALLEN RD

PREPARED FOR:

Hillsborough MPO
Metropolitan Planning for Transportation

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1. Introduction

Hillsborough County, Florida, has experienced a continual increase in population growth over the last 20 years, which is gradually extending further to the northeastern part of the county in the Plant City area. 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 east-west roadways will provide additional connections and an alternate route for 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 Sam Allen Road from Wilder Road to the Hillsborough / Polk County Line. 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 general area bounded by the extensions of Park Road to the west, Lampp Road to the north, County Line Road to the east, and Swindell Road to the south as depicted in Figure 1 – Study Area.

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

Sam Allen Road runs parallel to and approximately one mile north of Interstate-4 (I-4). Sam Allen Road begins east at Branch Forbes Road as an extension of Thonotosassa Road and extends east to Wilder Road, running through Plant City and unincorporated Hillsborough County. The proposed extension will connect Sam Allen Road at Wilder Road to a future extension of County Line Road north of Swindell Road. The proposed extension is for a 4-lane divided roadway that includes:

- Widening Sam Allen Road from a 2-lane roadway to a 4-lane divided roadway between Park Road and Wilder Road,
- Extending Sam Allen Road from Wilder Road east to County Line Road, as a 4-lane divided roadway, and,
- Extending County Line Road from Swindell Road north to the terminus of the Sam Allen Road extension at County Line Road, as a 4-lane divided roadway.

A ROW width of 150’ is recommended to accommodate an urban 4-lane divided roadway with sidewalks and bike lanes. This will match the right-of-way of the upcoming widening of Sam Allen Road west of Park Road. The cross-section will be refined and finalized during the PD&E study.
2. Purpose and Need for Project

I-4 and US 92 are the only major roadways which provide continuous east-west connectivity through Plant City in Hillsborough County. The purpose of extending Sam Allen Road is to expand east-west roadway connectivity in the vicinity of Plant City and northeastern Hillsborough County and to address the needs to:

- serve the projected growth and future development in the area,
- provide additional east-west capacity north of I-4,
- provide a cohesive connection with the pending widening of Sam Allen Road from Alexander Street to Park Road, and
- implement a recommendation in the Northeast Plant City Area Master Plan.

Connectivity

East-west roadways that traverse the Plant City area include:

- SR 574 (Reynolds Street)
- Knights Griffin Road (CR 582)

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

- Forbes Road/Branch Forbes Road
- Turkey Creek Road
- SR 39/Paul Buchman Highway/Wheeler Street/Collins Street/ James L Redman Parkway
- N Alexander Street Extension (SR 39A)
- Park Road
- County Line 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 shows that based on the 2010 Census, the population of Plant City was 34,700, and approximately 35,320 in 2015, and 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, the following regional plans and prior studies were reviewed for consistency with this study, to provide contextual and background information including: key information related to the
study area, planned development in the region, and potential impacts of future growth. The analysis included the review of:

*Park Road & Sam Allen Road Project Development and Environment (PD&E) Study from I-4 to Alexander Street Extension, September 2005*

The current alignment of Sam Allen Road has been studied in the past during the development of the *Park Road and Sam Allen Road Project Development & Environment (PD&E) Study*. This PD&E Study was conducted by the Florida Department of Transportation (FDOT) to widen Park Road from Sam Allen Road to I-4 to a 4-lane divided suburban roadway and widen Sam Allen Road from Alexander Street (SR 39) to Park Road to a 4-lane divided suburban roadway. This project has advanced and construction for the widening of Sam Allen Road is scheduled for spring 2018. The project includes: widening Sam Allen Road from a 2-lane undivided roadway to a 4-lane divided roadway with curb and gutter, a raised median, sidewalks, bicycle lanes, and a closed drainage system between west of Alexander Street (SR 39) to east of Park Road. iv

*Northeast Plant City Area Master Plan, June 2008*

The *Northeast Plant City Master Plan* was developed to address the anticipated growth of Plant City over the next twenty years; expanding into the northeastern area of Plant City and Hillsborough County. The Plan has been designed to maintain the City’s development pattern and ensure that adequate facilities are provided. The extension of Sam Allen Road to Swindell Road was one of the key transportation improvement recommendations prioritized in the initial implementation phase, with 2025 as the planning horizon. The initial implementation phase also included the extension of County Line Road to Knights Griffin Road. i

*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 Sam Allen Road from Wilder Road to County Line Road via Swindell Road was identified as one of the corridors to preserve. v

*Imagine 2040: Hillsborough Long Range Transportation Plan, adopted November 2014*

Both the widening of Sam Allen Road from 2-lanes to a 4-lane divided roadway from Park Road to Wilder Road and the extension of Sam Allen Road from Wilder Road to County Line Road as a 4-lane divided roadway are in the Cost Feasible Projects for New Capacity: Non-SIS Major Corridors in the *Imagine 2040: Hillsborough County Long Range Transportation Plan*. The widening of the section of Sam Allen Road from Park Road to Wilder Road is planned for construction between 2031 and 2040 while the extension of Sam Allen Road is planned for construction between 2026 and 2030. Due to the bottleneck that would be created between Park Road and Wilder Road with a 2-lane section between two 4-lane divided roadway sections of Sam Allen Road, it is recommended that this widening be done in conjunction with the extension of Sam Allen Road. vi

*Hillsborough County Areawide Vision Map, July 10, 2015*

The Hillsborough County Vision Map shows the area of Plant City and its vicinity having the potential to grow into a suburban area; especially the area to the north of I-4 and the southeast quadrant of Plant City. vii
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 Sam Allen Road from Wilder Road due east to County Line Road, as a 4-lane divided roadway, is identified as one of the corridors in which ROW is to be preserved.\textsuperscript{viii}

Imagine 2040, Plant City Comprehensive Plan, effective March 24, 2016
The vision for Plant City as stated in their Comprehensive Plan is “Embracing the Future, while Preserving our Past,” all while shaping the City for the future. The potential growth and changes in housing were identified as predominantly developed with single family homes under current day conditions. However, this is expected to change by the year 2040, with a significant increase in multi-family developments.\textsuperscript{iii}

Varrea Planned Development District
The Varrea Planned Development District is an approved 1,008 acre site west of Charlie Taylor Road extending south of Lampp Road, north of Knights Griffin Road. The proposed development is planned to have 2,640 single family homes along with multi-family residences, commercial, and office space.

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 the extension of Sam Allen Road from Park Road to County Line Road, as a priority project for the City to be included in the MPO’s Transportation Improvement Program (TIP).\textsuperscript{ix} The new 4-lane facility is needed to address the significant population growth expected in the area and to implement a recommendation from the Northeast Plant City Area Master Plan.\textsuperscript{i}

Projected Traffic
The projected traffic on the extension of Sam Allen Road between Wilder Road and County Line Road, as a 4-lane divided roadway, is approximately 30,600 Annual Average Daily Traffic (AADT) volume based on the Tampa Bay Regional Planning Model (TBRPM v8.2) for the 2040 Cost Affordable Plan. Also, the segment of Sam Allen Road between Park Road and Wilder Road, immediately west of the extension, has a projected 2040 AADT volume of 45,000 as a 4-lane widened roadway.
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 on the following page, depicts the existing land use in the study area as primarily agricultural, with some single family properties and some publicly owned properties associated with the frontage roads along I-4. In Figure 3 – Hillsborough County Zoning Map, the zoning in Hillsborough County is also primarily agricultural in the study area, along with several parcels that have been zoned for planned development. In Figure 4 – Plant City Zoning Map, the zoning within Plant City limits is primarily planned development (PD), along with a few transitional areas (TA). These are areas that have recently been annexed by the City for future development, but have not yet been zoned with a specific use.
Future Land Use

Figure 5 – Hillsborough County Future Land Use Map shows that the parcels in the study area are largely designated agricultural/rural 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 residential with a few natural preservation areas, commercial, and mixed-use areas.
Figure 2: Sam Allen Road Extension Study Existing Land Use Map
Figure 3: Sam Allen Road Extension Study Hillsborough County Zoning Map
Figure 4: Sam Allen Road Extension Study Plant City Zoning Map
Figure 5: Sam Allen Road Extension Study Hillsborough County Future Land Use Map
Figure 6: Sam Allen Road Extension Study Plant City Future Land Use Map
Flood Zones

An analysis of flood zone data was also conducted in ArcGIS to identify the potential for flooding in the region. As shown in Figure 7 – Flood Zone Map, the study area is primarily made up of flood zones A, AE, and X. According 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 8 – Wetlands and Environmentally Sensitive Areas Map, shows that 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. The majority of the wetlands located in the study area are classified as palustrine. Surface Water Protection Areas, “lands located adjacent to or near surface water bodies that are upstream of potable water supply systems,” are located in northeastern quadrant of the study area. Water features includes those in the hydrology layer, such as lakes, ponds, inlets, rivers, bays and fish farms are located within the study area were also identified for potential impacts.
Figure 7: Sam Allen Road Extension Study Flood Zone Map
Figure 8: Sam Allen 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 the potential alignment alternatives. The alignments are depicted in Figure 9 – Alignment Alternatives Map. Alternative 1 extends Sam Allen Road east and continues north around the wetlands in the area, runs south of a straight east extension of Sam Allen Road and Charlie Taylor Road just east of Charlie Taylor Road, and then runs east around additional wetlands to County Line Road approximately one quarter of a mile north of Swindell Road. Alternative 2 extends Sam Allen Road east and continues north of the wetlands in the area, runs further north and across Charlie Taylor and follows the surface water protection area southeast, and then runs east to County Line Road approximately one quarter of a mile north of Swindell Road. Alternative 3 extends Sam Allen Road east and then runs southeast and east south of the wetlands in the area going across a short distance of wetlands to Charlie Taylor Road, then runs east around additional wetlands to County Line Road approximately one quarter of a mile north of Swindell Road. The alignment via Swindell Road that was identified in previous studies was not included as an alternative due the potential impacts to the high number of homes located along Swindell Road.

Evaluation criteria were based on impacts of available environmental data, required ROW, and project cost. The environmental and ROW 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 on parcels impacted by the proposed alignment alternative
8. Agricultural Lands (Acres) – The total acres of agricultural lands impacted by the proposed alignment alternative
9. Water (Acres) – The total acres of water impacted by the proposed alignment alternative
10. Stream (Feet) – The total feet of stream impacted by the proposed alignment alternative
11. Number of Non-Residential Units – The total number non-residential units impacted by the proposed alignment alternative
12. Commercial Lands (Acres) – The total acres of commercial lands impacted by the proposed alignment alternative
13. Industrial Lands (Acres) – The total acres of industrial lands impacted by the proposed alignment alternative
Figure 9: Sam Allen Road Extension Study Alignment Alternatives Map
There are no non-residential units and no commercial or industrial lands within the ROW limits of any of the alternative alignments. The results of the environmental and right-of-way evaluation are shown in Table 1 – Sam Allen 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 9 – Alignment Alternatives Map.

<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>Commercial Lands (Acres)</th>
<th>Industrial Lands (Acres)</th>
<th>Agricultural Lands (Acres)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2.88</td>
<td>50.19</td>
<td>28</td>
<td>16</td>
<td>8</td>
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<td>47.71</td>
</tr>
<tr>
<td>2</td>
<td>2.86</td>
<td>50.25</td>
<td>26</td>
<td>15</td>
<td>7</td>
<td>2.11</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>48.02</td>
</tr>
<tr>
<td>3</td>
<td>2.65</td>
<td>46.30</td>
<td>29</td>
<td>15</td>
<td>6</td>
<td>1.26</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>44.93</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. Alternative alignments were developed to avoid as many environmental and ROW impacts 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 agricultural. A more in-depth environmental analysis will be conducted in a future PD&E study.

The Figure 9 – Alignment Alternatives Map also depicts two additional extensions that were not incorporated into the criteria evaluation, but have been identified as potential components to the future PD&E study. The first is the widening of Sam Allen Road from Park Road to Wilder Road. It would involve widening the existing 2-lane undivided roadway to a 4-lane roadway. The second is an extension of County Line Road from Swindell Road north to the proposed Sam Allen Road extension. It would involve new construction of a 4-lane arterial roadway. These extensions are common to all three alternatives.
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.

Sam Allen Road is proposed to be a 4-lane divided roadway with bike lanes and sidewalks. The estimate for Sam Allen Road consists of three parts: widen an existing 2-lane road to a 4-lane divided roadway between Park Road and Wilder Road, build a new 4-lane divided road between Wilder Road and County Line Road, and build an extension of County Line Road as a 4-lane divided road. Construction costs for Sam Allen Road were calculated based on the following:

- Sam Allen Road between Park Road and Wilder Road
  - Based on the cost estimate to widen Sam Allen Road from west of N Alexander Street Extension (SR 39A) to east of Park Road from a 2-lane undivided rural roadway to a 4-lane divided modified suburban roadway at a cost of $12 million/mile.

- Sam Allen Road between Wilder Road and County Line Road and for County Line Road Extension from Swindell Road north to connect with Sam Allen
  - FDOT’s Cost per Mile Model for: New construction, 4-lane urban arterial roadway, including raised median, bike lanes, and sidewalks at $12.5 million/mile.

Per FDOT’s LRE, 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.

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

<table>
<thead>
<tr>
<th>Length in Miles</th>
<th>Cost</th>
<th>Unit</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sam Allen Road from Park Road to Wilder Road. Widen Existing 2-Lane Undivided Rural Roadway to a 4-Lane Roadway.</td>
<td>$12,000,000</td>
<td>Mile</td>
<td>$5,280,000</td>
<td>$5,280,000</td>
<td>$5,280,000</td>
</tr>
<tr>
<td>Sam Allen Road Extension from Wilder Road to County Line Road. New Construction, 4-Lane Urban Arterial Roadway.</td>
<td>$12,508,000</td>
<td>Mile</td>
<td>$36,023,000</td>
<td>$35,773,000</td>
<td>$33,146,000</td>
</tr>
<tr>
<td>County Line Road extension from Swindell north to Sam Allen Road extension. New Construction, 4-Lane Urban Arterial Roadway.</td>
<td>$12,508,000</td>
<td>Mile</td>
<td>$3,502,000</td>
<td>$3,502,000</td>
<td>$3,502,000</td>
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<tr>
<td>Subtotal- Construction Cost</td>
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<td></td>
<td>$44,555,000</td>
<td>$41,928,000</td>
<td></td>
</tr>
<tr>
<td>PE Design (15%)</td>
<td>$6,720,750</td>
<td></td>
<td>$6,683,250</td>
<td>$6,289,200</td>
<td></td>
</tr>
<tr>
<td>CEI (15%)</td>
<td>$6,720,750</td>
<td></td>
<td>$6,683,250</td>
<td>$6,289,200</td>
<td></td>
</tr>
<tr>
<td>ROW (Preliminary)</td>
<td>$44,805,000</td>
<td></td>
<td>$44,555,000</td>
<td>$41,928,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$103,051,500</strong></td>
<td><strong>$102,476,500</strong></td>
<td><strong>$96,434,400</strong></td>
<td></td>
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</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 Sam Allen Road Extension Study, held in conjunction with the concurrent Rice 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, all preferred Alternative 3 except one person who 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 Rice 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 10: Attendees at the Open House in Plant City on June 15, 2017](image-url)
7. Next Steps

The Sam Allen 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 and data included in this report will be further analyzed and expanded during the PD&E phase. Further evaluation and field research and additional public involvement efforts will be incorporated into the PD&E study when it moves forward. Through this analysis, 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


iv Park Road & Sam Allen Road Project Development and Environment (PD&E) Study from I-4 to Alexander Street Extension. Florida Department of Transportation, District 7. September 2005.


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.