

#19

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

**Florida Department of Transportation**  
**ENVIRONMENTAL DETERMINATION**

**1. GENERAL INFORMATION**

- a. County: Hillsborough
- b. Project Name: Park Road & Sam Allen Road
- c. Project Limits: From I-4 to the Alexander St. Extension
- d. Project Numbers: 257862 1                      0295-005  
State    Federal

**2. PROJECT DESCRIPTION**

- a. Existing: See Attachment "A"
- b. Proposed Improvements: See Attachment "A"

**3. CLASS OF ACTION**

- a. Class of Action:    b. Other Actions:
- \_\_\_ Environmental Assessment    \_\_\_ Section 4(f) Evaluation
- \_\_\_ Environmental Impact Statement    \_\_\_ Section 106 Consultation
- X Type 2 Categorical Exclusion    \_\_\_ Endangered Species Assessment

c. Public Involvement

1. ( ) A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. ( X ) A public hearing was held on January 18, 2005, and a transcript is included with the Environmental Determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
- ( ) An opportunity for a public hearing was afforded and a certification of opportunity is included with the Environmental Determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
3. ( ) A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitutes acceptance of the location and design concepts for this project.
- ( ) An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the projects location and design concepts.

d. Cooperating Agency: ( ) COE ( ) USCG ( ) FWS ( ) EPA ( ) NMFS (X) NONE

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

4. **REVIEWERS SIGNATURE BLOCK**

<u>Rick Adair</u> FDOT Environmental Administrator	<u>4/22/05</u> Date
<u>[Signature]</u> FDOT Modal Planning and Development Manager	<u>22 April 05</u> Date
<u>—</u> FHWA Transportation Engineer	<u>TT</u> Date

5. **FHWA CONCURRENCE**

<u>Maurin Williams</u> (For) Division Administrator	<u>4/28/2005</u> Date
--	--------------------------

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

**6. IMPACT EVALUATION**

Topical Categories	S	M	N	N	REMARKS
	i	i	o	o	
	g	n	n	l	
	n		e	n	
				v	
<b>A. SOCIAL IMPACTS:</b>					
1. Land Use Changes	( )	( )	(X)	( )	<u>See Attachment "A"</u>
2. Community Cohesion	( )	( )	(X)	( )	<u>See Attachment "A"</u>
3. Relocation Potential	( )	(X)	( )	( )	<u>See Attachment "A"</u>
4. Community Services	( )	( )	(X)	( )	<u>See Attachment "A"</u>
5. Title VI Considerations	( )	( )	(X)	( )	<u>See Attachment "A"</u>
6. Controversy Potential	( )	( )	(X)	( )	<u>See Attachment "A"</u>
7. Energy	( )	( )	( )	(X)	_____
8. Utilities and Railroads	( )	(X)	( )	( )	<u>See Attachment "A"</u>
<b>B. CULTURAL IMPACTS:</b>					
1. Section 4(f) Lands	( )	( )	( )	(X)	_____
2. Historic Sites / Districts	( )	( )	(X)	( )	<u>See Attachment "A"</u>
3. Archeological Sites	( )	( )	(X)	( )	<u>See Attachment "A"</u>
4. Recreation Areas	( )	( )	( )	(X)	_____
<b>C. NATURAL ENVIRONMENT:</b>					
1. Wetlands	( )	(X)	( )	( )	<u>See Attachment "A"</u>
2. Aquatic Preserves	( )	( )	( )	(X)	_____
3. Water Quality	( )	( )	(X)	( )	<u>See Attachment "A"</u>
4. Outstanding Fla. Waters	( )	( )	( )	(X)	_____
5. Wild and Scenic Rivers	( )	( )	( )	(X)	_____
6. Floodplains	( )	(X)	( )	( )	<u>See Attachment "A"</u>
7. Coastal Zone Consistency	( )	( )	(X)	( )	<u>Letter from Clearinghouse office dated 4/29/02.</u>
8. Coastal Barrier Islands	( )	( )	( )	(X)	_____
9. Wildlife and Habitat	( )	( )	(X)	( )	<u>See Attachment "A"</u>
10. Farmlands	( )	( )	( )	(X)	_____

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

**D. PHYSICAL IMPACTS:**

1. Noise	( )	(X)	( )	( )	<u>See Attachment "A"</u>
2. Air	( )	( )	(X)	( )	<u>See Attachment "A"</u>
3. Construction	( )	(X)	( )	( )	<u>See Attachment "A"</u>
4. Contamination	( )	( )	(X)	( )	<u>See Attachment "A"</u>
5. Navigation	( )	( )	( )	(X)	

- a. ( ) FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.  
b. ( ) FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

---

**E. PERMITS REQUIRED**

Environmental Resource Permit - Southwest Florida Water Management District (SWFWMD)  
National Pollutant Discharge Elimination System Permit - Environmental Protection Agency  
Dredge & Fill - U.S. Army Corps of Engineers  
Wetland Authorization - Environmental Protection Commission of Hillsborough County

---

**7. WETLANDS FINDING**

Wetland impacts which will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Ch 373, F.S. and 33 U.S.C.s. 1344.

---

**8. COMMITMENTS AND RECOMMENDATIONS**

**Recommendations:**

Roadway Typical Sections:

The Recommended Alternative is a four lane divided typical section for both Park Road and Sam Allen Road:

Park Road's recommended typical section is suburban, with two 12-foot travel lanes and five foot paved shoulders on each side of a 46 foot wide raised median. Ditches are used to convey stormwater to ponds. Five-foot sidewalks are proposed adjacent to the ROW line. This typical will fit within the existing 200 ft of ROW. (See Figure 1.)

Sam Allen Road's recommended typical is a modified suburban section with two 12-foot travel lanes, and a four-foot bicycle lane each side of a 26 foot wide raised median with four foot inside shoulders. Five-foot sidewalks are proposed adjacent to the ROW line. Four foot paved inside shoulders separate the inside travel lanes from the type "E" median curb. Swales are used to collect stormwater. Because the swales are not large enough to convey stormwater to ponds, an underground pipe system is to be used. This typical will fit within the existing 120-150 ft of ROW, except where the alignment has been shifted south at SR 39. (See Figure 2.)

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

The Recommended Alternative for Park Road fits inside the existing 200 ft ROW width. However, some ROW will be required on the south side of Sam Allen Road on either side of SR 39 to continue four lanes through the intersection. This will require approximately 1.6 acres, land which is currently undeveloped. The realignment of the intersection of Park and Sam Allen Roads will require about 5 acres on the southwest corner of the intersection.

Approximately 19 acres of ROW is required for pond and floodplain compensation sites. The total ROW needed for the ultimate design (with the curve intersection realignment), including the Sam Allen Road realignment at SR 39, ponds and floodplain sites, is 29.1 acres. The total ROW needed for the interim design (T-intersection at Park and Sam Allen Roads) is 24.1 acres.

Intersection Design:

The realignment of the intersection of Park Road and Sam Allen Road was considered as part of this Study. This realignment would replace the existing T-intersection with a large radius curve between the two roads, so that traffic between Park Road and Sam Allen Road would become through traffic, with a T-intersection designed for Sam Allen Road east of the intersection. The intersection realignment is considered the ultimate design, with widening Park Road and Sam Allen Road to four lanes as a T-intersection being an interim solution.

It is recommended that the intersection of Park Road and Sam Allen Road be considered for a traffic signal when the roads are widened to four lanes, whichever intersection option is selected. A signal warrant analysis should be done for this intersection during the design phase of this project.

**Commitments:**

Median Openings:

The section of Sam Allen Road east of SR 39 has two entrances to Mobile Home Parks which are only 350 feet apart, Sunset Oaks Drive on the south side, and West Country Meadows Blvd. on the north side. The FDOT District 7 Median Review Committee recommended a median opening for Sunset Oaks Drive, since it is the only access to Sam Allen Road for this community. A median opening was not recommended for West Country Meadows Blvd., since there is another entrance to the Meadows community to the east, and the proximity to Sunset Oaks did not allow sufficient left turn deceleration and storage length. Some of the residents desired a five-lane section with a two way left turn lane for this short segment, to allow left turns in and out of both entrances. Since Sam Allen Road is a County owned and maintained road, the County's Engineering Department should have input on this issue. The County has not expressed a preference for the type of median at this location to date. When the design phase of this project begins, the County should be consulted for direction on this issue.

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

Signage on I-4:

The existing signage on I-4 westbound directs truck traffic seeking SR 39 to exit onto Park Road and Sam Allen Road. When the Alexander St. extension (FPN # 255585 1) is constructed, the truck route signage will be re-evaluated to determine if trucks should be re-routed off I-4 to Alexander St.

Traffic and Construction Noise

An analysis of traffic noise for the project concluded that noise barriers situated along the proposed ROW were determined to be a potentially feasible and cost reasonable abatement measure at two locations. The feasible and cost reasonable noise barriers are located at the Oaks and Meadows at Countrywood mobile home parks. These barriers could provide at least a 5 dBA reduction to 11 of the 16 affected residences at a cost below \$35,000. See the Final Traffic Noise Analysis Technical Memorandum (FDOT, March 2005) for details.

Based on the noise evaluation performed to date, further consideration of noise barriers will be given during the project's final design process. The traffic noise barrier evaluation for each location will be refined using specific horizontal and vertical alignment data along with other factors that are developed during final design.

A land use review will be implemented again during the project's Design Phase to identify noise sensitive sites that have received a building permit subsequent to the review of building permits for this noise study (11/9/04) but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations.

During final design, a commitment to construct feasible and reasonable noise abatement will be contingent upon the following conditions:

- Detailed noise analysis during the final design process supports the need for abatement.
- Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonable criteria.
- Community input regarding desires, types, heights, and locations of barriers is received by the FDOT and supports the construction of noise barriers.
- Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, have been addressed.
- Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved.
- Any other mitigating circumstances revealed during final design have been analyzed and resolved.

During the construction phase of the proposed project, short-term noise may be generated by stationary and mobile construction equipment. The construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction.

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

Using FDOT's listing of vibration sensitive sites; residences were identified as potentially sensitive to vibration caused during construction. If during final design it is determined that provisions to control vibration are necessary, the project's construction provisions can include the necessary provisions as needed.

Hazardous Materials Sites

Two of the potential contamination sites investigated received "Medium" or "High" risk evaluation ratings. These sites warrant additional assessment prior to the start of construction:

- Site 2 Former Spill Site (High) – north of the intersection of Park Road and Sam Allen Road
- Site 4 Boone's Wholesale Nursery, Inc. (Medium)

Contamination concerns for Site 2 relate to suspected soil and/or groundwater contamination from a reported hazardous waste spill. Soil and groundwater assessment should be conducted at this intersection to evaluate the potential presence of contaminants in this area prior to the start of construction.

Contamination concerns for Site 4 involve the presence of the petroleum and fertilizer, Above ground Storage Tanks (ASTs) located approximately 100 feet south of the existing Right of Way (ROW) of Sam Allen Road. Although no discharges have been documented, the potential for future discharges exists. An additional site reconnaissance is recommended prior to any construction in this area. If obvious signs of release are observed, a soil and groundwater investigation should be conducted to determine if impacts to construction could exist. See the Level I Hazardous Materials and Contamination Investigation Report, (FDOT, Nov. 30, 2004).

**2. PROJECT DESCRIPTION**

- a. Existing: Sam Allen Road and Park Road are currently two lane rural roads. For a location map see Figure 3. For Existing Typical Sections, see Figs 4 and 5.
- b. Proposed Improvements: The purpose of this project is to improve the capacity of the two roads by widening from two lanes to four lanes. The proposed roadway typical sections are described in Commitments and Recommendations section above. The realignment of the intersection of Park Road and Sam Allen Road is being considered as part of this Study. This realignment would replace the existing T-intersection with a curve between the two roads. This will allow traffic between Park Road and Sam Allen Road to flow without stopping or slowing. The improvement of the existing T-intersection to four lanes without a curve is considered as an interim configuration.

**6. A SOCIAL IMPACTS**

1. Land Use Impacts: Existing land use consists of a mixture of undeveloped, residential, agricultural, and commercial land. The proposed improvements are consistent with the Hillsborough County Local Government Comprehensive Plan, the Hillsborough County MPO's Long Range Transportation Plan, the City of Plant City's Local Government Comprehensive Plan and would not adversely affect existing or future land uses within the corridor.

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

2. Community Cohesion: The proposed improvements will not divide or separate neighborhoods or other community areas from one another. The project will not isolate an ethnic group or neighborhood, separate residences from community facilities or change travel patterns. The project is not anticipated to adversely affect elderly persons, handicapped individuals, transit-dependent individuals, low income or minority populations.
3. Relocation Potential: It is anticipated that there will be one residential displacement as a result of the proposed project's implementation, if the intersection of Park Road and Sam Allen Road is realigned, connecting the two roads with a curve.
4. Community Services: There are no fire or police stations, parks or publicly owned buildings within the project limits.
5. Title VI Considerations: The project is not expected to affect any distinct minority, ethnic, elderly or handicapped groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.
6. Controversy Potential: There have been no substantial issues raised or comments received during the study's public involvement process.
8. Utilities and Railroads: There is one railroad crossing, on the east side of SR 39, owned by CSX Railroad. The following utilities are located within the project limits: Tampa Electric, Central Florida Gas, AT&T, Bright House Network, Verizon, and the City of Plant City water and sewer. Some utilities will have to be relocated, however it is expected that all utilities can be accommodated within the proposed right of way without requiring any special measures.

**6. B CULTURAL IMPACTS**

2. Historical Sites/Districts: A Cultural Resource Assessment, including background research and a field survey was completed for this project in April 2003. Background research and historical/architectural field survey resulted in the identification and evaluation of eight historic properties (50 years of age or older) along Sam Allen Road. These include four previously recorded Frame Vernacular style residences (8HI5350, -5351, -5352, and -5357) constructed between 1919 and 1943. None was considered eligible for the NRHP (Almy et al. 1992). In addition, four new historic resources (8HI8548, -85549, -8550, and -8551) were recorded. These Frame Vernacular and Ranch style residences, built between 1925 and 1953, exhibit styles which are typical to the area. Most of the buildings have undergone extensive alterations, and the limited research available did not indicate any historical significance. Therefore, none appears eligible for listing in the NRHP. In a letter dated August 29, 2003, the SHPO has concurred that the project will have no effect on any listed historic structures.

A separate Cultural Resource Assessment has been completed for the potential pond and floodplain compensation sites. In a letter dated November 18, 2004, the SHPO has concurred that the pond and floodplain compensation sites will have no effect on any listed historic structures.



**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

3. Archaeological Sites: Background research and a review of the Florida Master Site File (FMSF), and the NRHP, indicated that no archaeological sites have been recorded previously within the archaeological APE. In addition, a review of relevant site location information for environmentally similar areas within the project vicinity indicated a variable probability for the occurrence of prehistoric sites. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters characterized by small areal extent and low artifact density. As a result of field survey, no new archaeological sites were discovered. A single artifact, also known as an "archaeological occurrence," was identified within the existing Sam Allen Road right-of way. This find is not considered significant, and therefore, is not potentially eligible for listing in the NRHP. In a letter dated August 29, 2003, the SHPO has concurred that the project will have no effect on listed archaeological sites.

A separate Cultural Resource Assessment has been completed for the potential pond and floodplain compensation sites. In a letter dated November 18, 2004, the SHPO has concurred that the pond and floodplain compensation sites will have no effect on listed archaeological sites.

**6. C NATURAL ENVIRONMENT**

1. Wetlands: Wetlands will be affected by the proposed improvements. The majority of the effects will occur to the project area's water conveyance systems. Minor encroachments will occur to forested wetlands and scrub/shrub wetlands adjacent to the current facility. The total acreage of wetland impacts is estimated to be approximately 1.37 acres for mainline construction. Depending on stormwater management facilities and floodplain compensation sites selection, wetland effects may increase by approximately an additional half acre.
3. Water Quality: The stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the SWFWMD in rules 40D-4, 40D-40, 40D-400, Florida Administrative Code. Therefore, no further mitigation for water quality impacts will be needed. A Water Quality Impact Evaluation (WQIE) checklist has been prepared for this project.
6. Floodplains: Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps were obtained to determine whether any floodplain involvement was anticipated for this project. Community Panel Number 120112 0290 C shows the Flood Zone designations. A large portion of Sam Allen Road lies within Flood Zone A, the 100-year floodplain. Floodplain compensation will be required for this project.
7. Coastal Zone Consistency: In a letter dated April 29, 2002, the Office of Planning and Budget, Office of the Governor stated that this project is consistent with the Florida Coastal Zone Management Plan.
9. Wildlife and Habitat: Based on literature review and field surveys the Department has determined that no federally listed threatened or endangered species will be affected by the project. The U. S. Fish and Wildlife Service (USFWS) concurred in writing with this determination on January 11, 2005.

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

**6. D PHYSICAL IMPACTS**

1. **Noise:** A Noise Study Report was prepared for this Study. Noise level changes were analyzed and the need for noise abatement for the proposed improvements was considered. The results of this analysis are summarized below.

An analysis of traffic noise for the project concluded that noise barriers situated along the proposed ROW were determined to be a potentially feasible and cost reasonable abatement measure at two locations. The feasible and cost reasonable noise barriers are located at the Oaks and Meadows at Countrywood mobile home parks. These barriers could provide at least a 5 dBA reduction to 11 of the 16 affected residences at a cost below \$35,000. See the Final Traffic Noise Analysis Technical Memorandum (FDOT, March 2005) for details.

2. **Air Quality:** In accordance with the Clean Air Act Amendments of 1990 and Part 2, Chapter 16 of the FDOT's PD&E Manual, an air quality analysis has been conducted for this project utilizing the FDOT COSCREEN98 (revised September 2002) air quality screening model. The screening test is intended to allow an appropriate level of analysis for transportation projects that have very little or no affect on air quality. The COSCREEN98 computer program makes a number of conservative assumptions about the project and indicates whether the project needs a more detailed computer analysis. The roadway intersection with the highest total volume and the lowest total departure speeds were analyzed for the No-Build and Build scenarios for both the opening year (2008) and the design year (2028). The worst-case CO and one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for the pollutant with either the No-Build or Build alternatives. As such, the project "passes" the Screening Test.

The project is located in an area that has been designated as maintenance for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is included in the urban area's current approved conforming Transportation Improvement Plan (TIP) and the area's conforming long-range plan. This project is included in the area's Conformity Determination Report. The project's design concept and scope are the same as that which was found in the conforming plan and ITP.

3. **Construction:** Construction activities for the proposed project will have minimal air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effects will be temporary and will be primarily in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction".

**Attachment "A"**  
**Park Road & Sam Allen Road**  
**From I-4 to the Alexander St. Extension**

Noise and vibration effects from heavy equipment movement and construction will be mitigated by adhering to the requirements contained in FDOT's "Standard Specifications for Road and Bridge Construction".

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of construction related activities that could excessively inconvenience the community so that motorists can plan travel routes in advance.

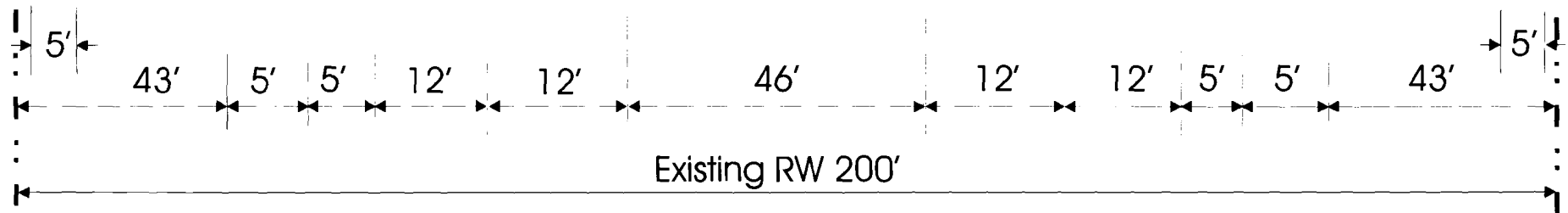
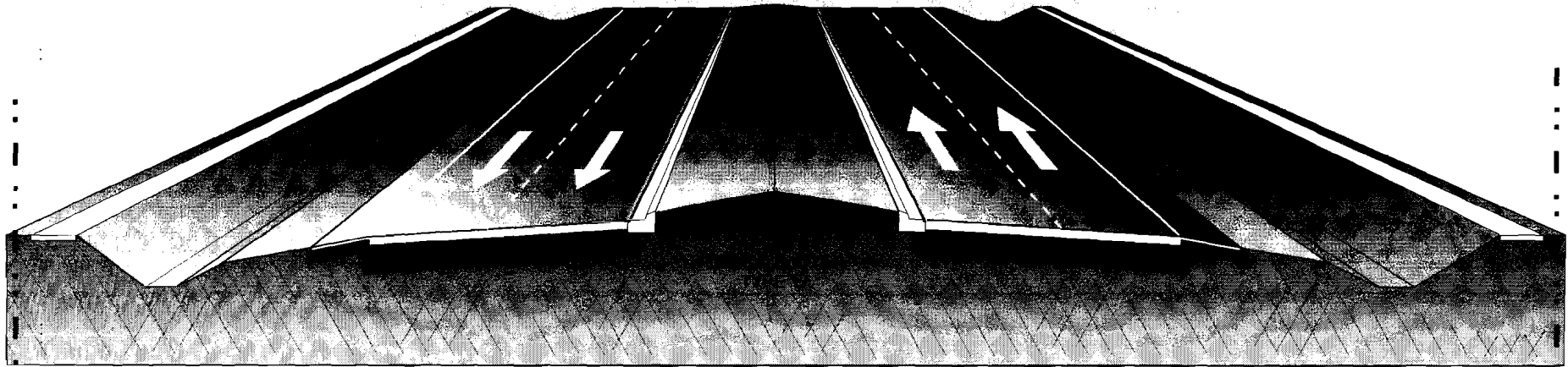
Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain the existing number of lanes of traffic in each direction at all times and to comply with the Best Management Practices of FDOT.

Construction of the roadway may require excavation of unsuitable material (muck), and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. The removal of structures and debris will be in accordance with local and State regulations permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads; in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's "Standard Specifications for Road and Bridge Construction", will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial covering, and berms.

4. Contamination: A Hazardous Material Investigation Report, which was completed in September 2002, revealed the existence of five potential sites along the corridor.

As a result of the evaluation and rating process, three sites were rated as "low" or "no risk" with respect to the potential of contamination involvement, one site was rated "medium risk" and one sites was rated "high risk". The "medium" site is at Boone's Wholesale Nursery. The "high" site is a former spill site on the north side of Sam Allen Road at the Park Road intersection. Level II soil and groundwater investigations are recommended to be done during the project's design for the above referenced sites. Any necessary remediation will be conducted prior to construction.

**PARK RD**  
**From I-4 to Sam Allen Rd**  
**Recommended Typical Section**  
**Suburban 4-Lane Divided Typical**



Design Speed = 55 mph

Not to scale

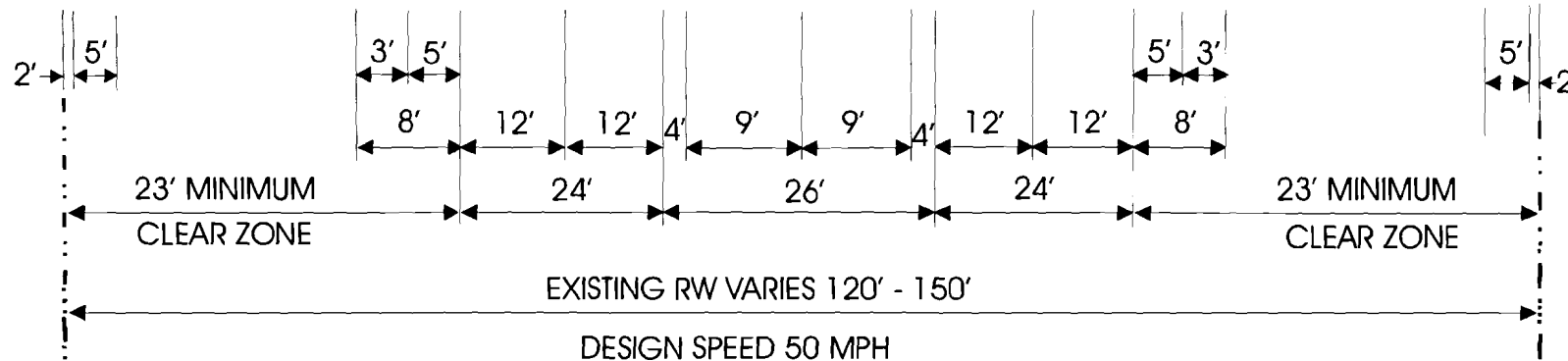
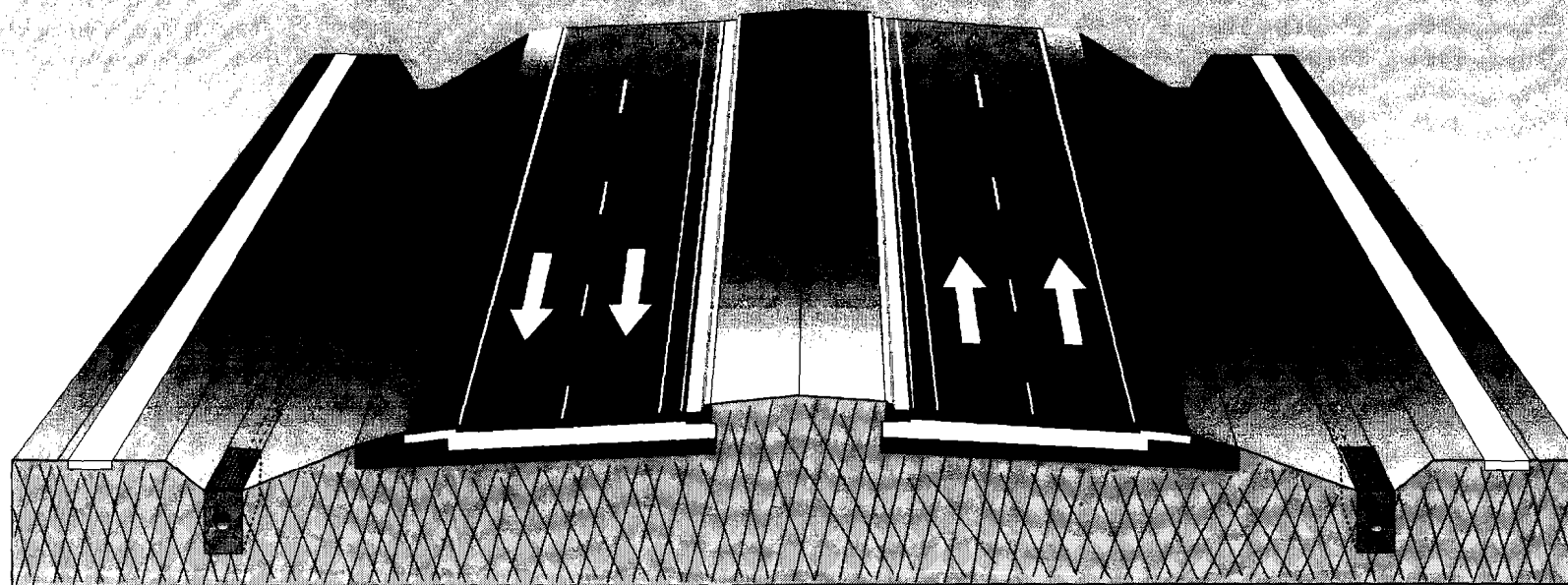


**PARK RD / SAM ALLEN RD**  
**From I-4 to Alexander St Extension**  
**PD&E STUDY**

WPI SEG 257862 1  
 FAP NO 0295-005

Figure 1

**SAM ALLEN RD**  
**From west of SR 39 to Park Rd**  
**Recommended Typical Section**  
**Modified Suburban 4-Lane Divided Typical Section**



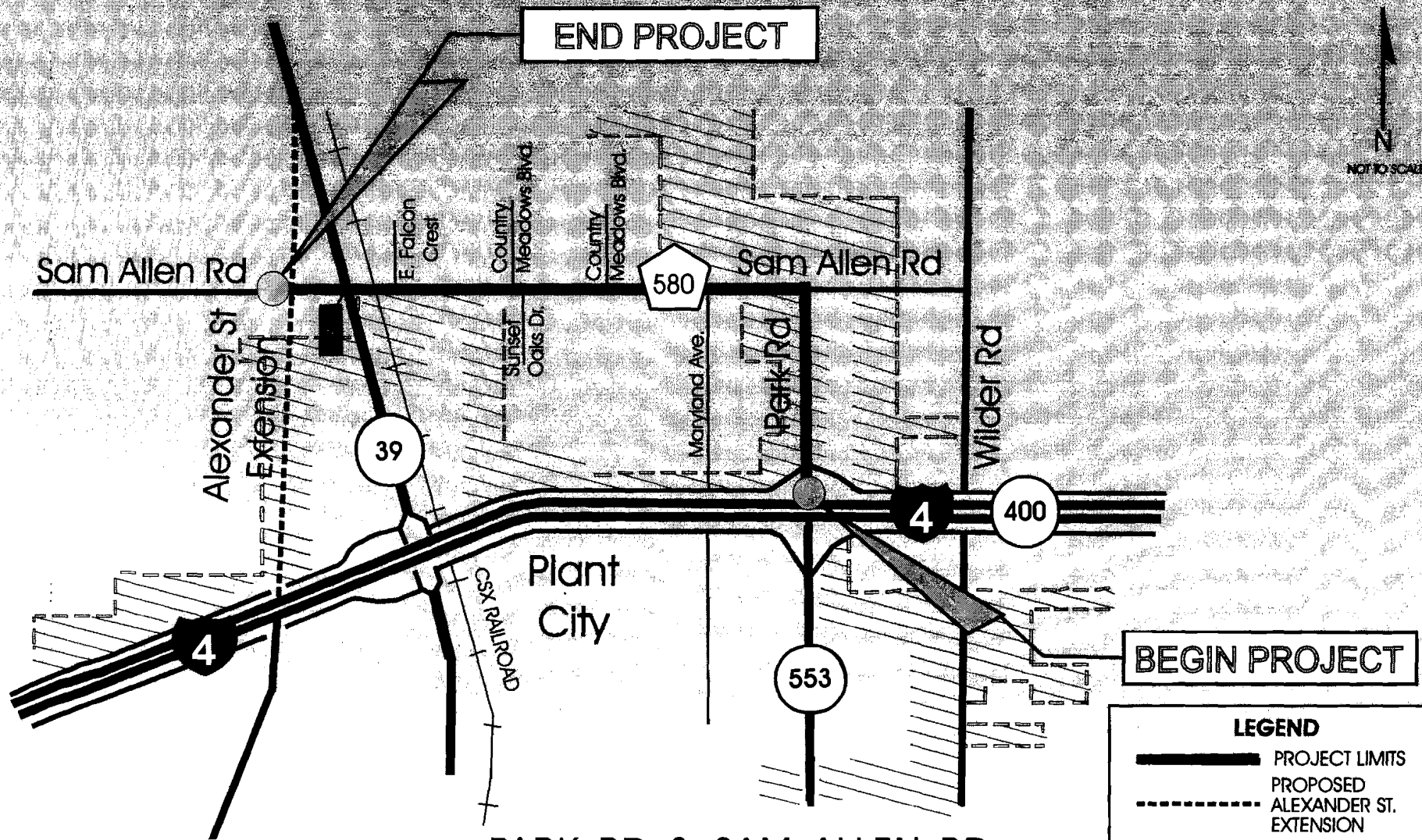
Not to scale

**PARK RD / SAM ALLEN RD**  
**From I-4 to Alexander St Extension**  
**PD&E STUDY**

WPI SEG 257862 1  
 FAP NO 0295-005







Figure 2



**PARK RD & SAM ALLEN RD**  
**[From I-4 To Alexander St Extension]**  
**HILLSBOROUGH COUNTY**  
 WPI Seg. No. 257862 1  
 FAP No. 0295-005

**LEGEND**

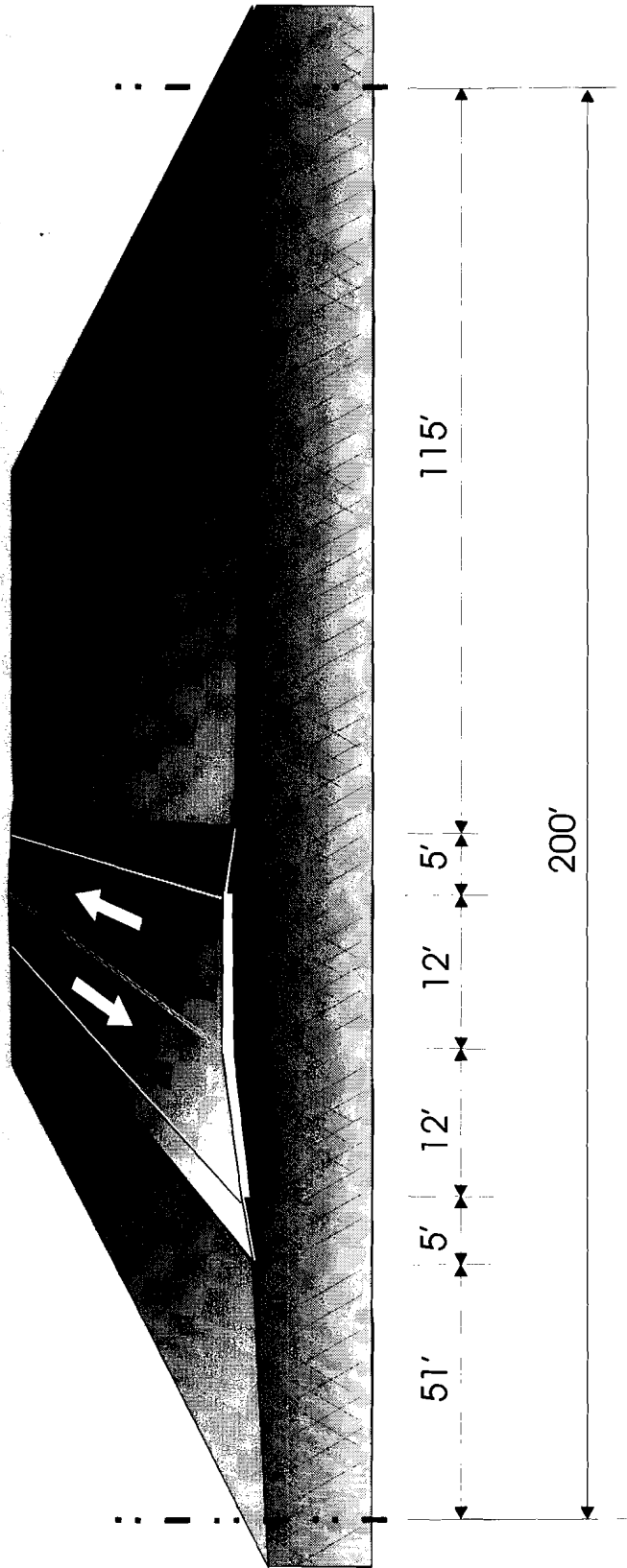
-  PROJECT LIMITS
-  PROPOSED ALEXANDER ST. EXTENSION
-  SIGNALIZED INTERSECTION
-  CITY OF PLANT CITY CITY LIMITS

**PROJECT LOCATION MAP**

Figure 3



**PARK RD**  
**Existing Typical Section**  
**Sta. 185+00 to Sta. 202+00**  
**Rural 2-Lane Typical Section**



Not to scale

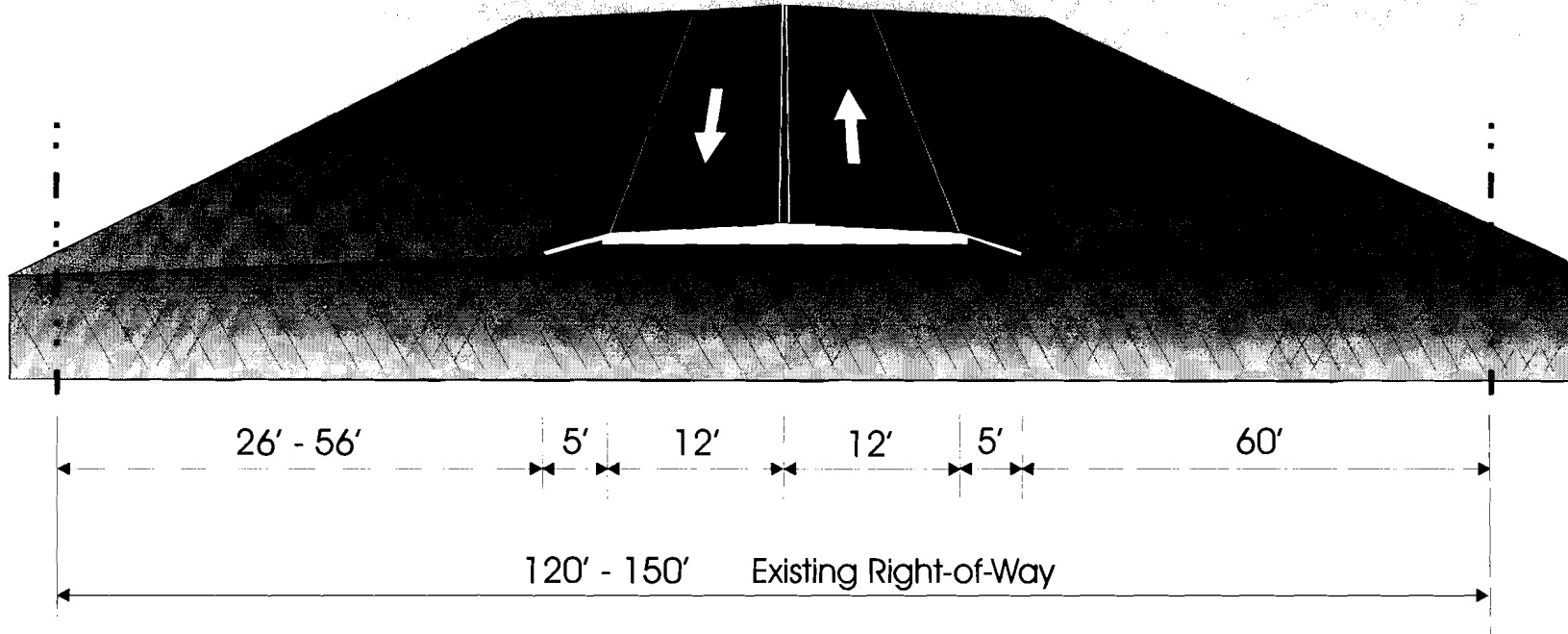


PARK RD / SAM ALLEN RD  
 From I-4 to Alexander St  
 Extension

WPI SEG 257862 1  
 FAP NO 0295-005

Figure 4

**SAM ALLEN RD  
Existing Typical Section  
West of SR 39 to Park Rd  
Two Lane Rural Typical Section**



Not to scale



PARK RD / SAM ALLEN RD  
From I-4 to Alexander St  
Extension

WPI SEG 257862 1  
FAP NO 0295-005

Figure 5