

# **McIntosh Road**

## **From South of US 92 to North of I-4**

### **Project Development & Environment (PD&E) Study**

#### ***Conceptual Stage Relocation Plan***

#### ***McIntosh Road from South of US 92 to North of I-4 PD&E Study***

#### ***Hillsborough County, Florida***

Work Program Item Segment No. 447157-1

ETDM Project No. 14469

Hillsborough County, Florida



Florida Department of Transportation

District Seven

In cooperation with



**Hillsborough  
County** Florida

Hillsborough County, Public Works Department

August 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.

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## EXECUTIVE SUMMARY

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The Florida Department of Transportation (FDOT) District 7 is conducting a Project Development and Environment (PD&E) study for the proposed 1.03-mile reconstruction of McIntosh Road from south of United States (US) Highway 92/State Road (SR) 600 to north of Interstate (I)-4. McIntosh Road is an undivided local rural roadway located in Hillsborough County, Florida. McIntosh Road is primarily a two-lane facility with unpaved flush shoulders and open drainage within the project limits. The proposed project improvements will include widening of McIntosh Road to provide a 4-lane divided roadway with shared use path on both sides from south of US 92/SR 600 to north of I-4, with intersection improvements at the I-4 interchange. The I-4 ramps will be improved or given additional turn lanes that will be continued for a distance along the I-4 mainline. This segment of McIntosh Road is within the limits of a heavy freight corridor.

This Conceptual Stage Relocation Plan was prepared to evaluate relocation and displacement needs for the widening along McIntosh Road from south of US 92 to north of I-4. Recent field reviews and evaluation of impacts have shown the need for relocation of businesses and/or residences as part of this project. This project will have relocation impacts that will include business and residential displacements. The results of the study estimate three residences and two businesses may be impacted. None of the business relocatees appear to present unusual conditions that would prevent their successful relocation. Two of the residential relocations are on a parcel that is owned by a landlord business and the two business parcels involving relocations are owned by a separate landlord business.

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## Appendices

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Appendix A      Right of Way Maps

Appendix B      Photos of Affected Properties

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## Acronyms

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CSRP	Conceptual Stage Relocation Plan
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FPC	Floodplain Compensation Site
FT	Foot (feet)
FY	Fiscal Year
GIS	Geographic Information System
I-4	Interstate 4
LA ROW	Limited Access Right of Way
NEPA	National Environmental Policy Act
OEM	Office of Environmental Management
PD&E	Project Development and Environment
ROW	Right-of-Way
SFR	Single Family Residential
SMF	Stormwater Management Facility
TPO	Transportation Planning Organization
US 92	US Highway 92
USDOT	US Department of Transportation

# SECTION 1 INTRODUCTION

The objective of the Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation's (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of McIntosh Road. The PD&E study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and intersection enhancements. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

## 1.1 PROJECT DESCRIPTION

This project will reconstruct McIntosh Road to widen the roadway to accommodate future capacity needs including shared use paths on both sides from south of US 92 to north of I-4, and operational improvements at the I-4 interchange. McIntosh Road is a County Road and within the project area is currently a two-lane undivided facility functionally classified as an urban major collector. The posted and design speed along the corridor is 45 mph from the southern terminus to US 92. From US 92 to the northern terminus the posted and design speed is 40 mph. Five stormwater management facility (SMF) sites were identified as preferred, with one preferred site already existing. Additionally, five floodplain compensation (FPC) sites were identified as preferred.

This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 14469. The ETDM Programming Screen Summary Report was published on October 15, 2021, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. A Type 2 Categorical Exclusion is the class of action for this PD&E study.

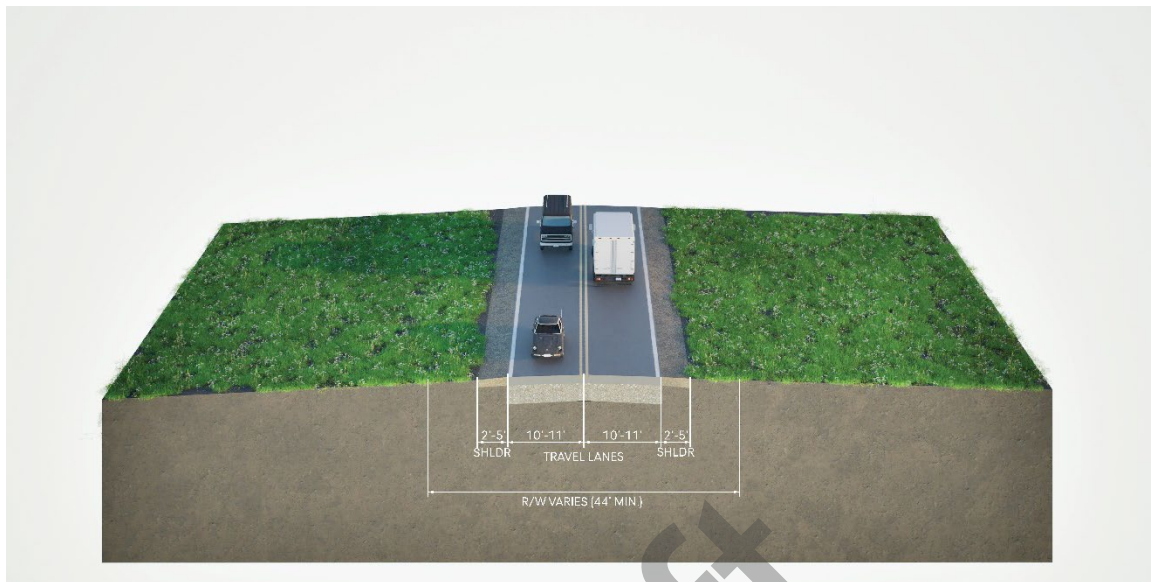
## 1.2 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

### 1.2.1 Existing Facility

Within the project area, McIntosh Road is currently a two-lane undivided facility functionally classified as an urban major collector. The posted and design speed along the corridor is 45 mph from the southern terminus to US 92. From US 92 to the northern terminus the posted and design speed is 40 mph.

McIntosh Road is owned and maintained by Hillsborough County. The roadway has one 10-foot lane in each direction with turn lanes at major intersections. There are no shoulders or dedicated bicycle lanes. There is a 5-foot sidewalk in parts of the corridor such as outside of the Tampa East RV Park. Sidewalks that are present are generally between Gore Road and SR 600. The existing right-of-way (ROW) along McIntosh Road varies. At its narrowest, the ROW is 44 feet wide, but this widens out to more than 70 feet closer to the I-4 interchange. The existing typical section is

provided in **Figure 1-1**. There is one existing SMF within the project corridor, FDOT Pond 7, which lies between Muck Pond Road and I-4.



**Figure 1-1 Existing Facility Typical Section**

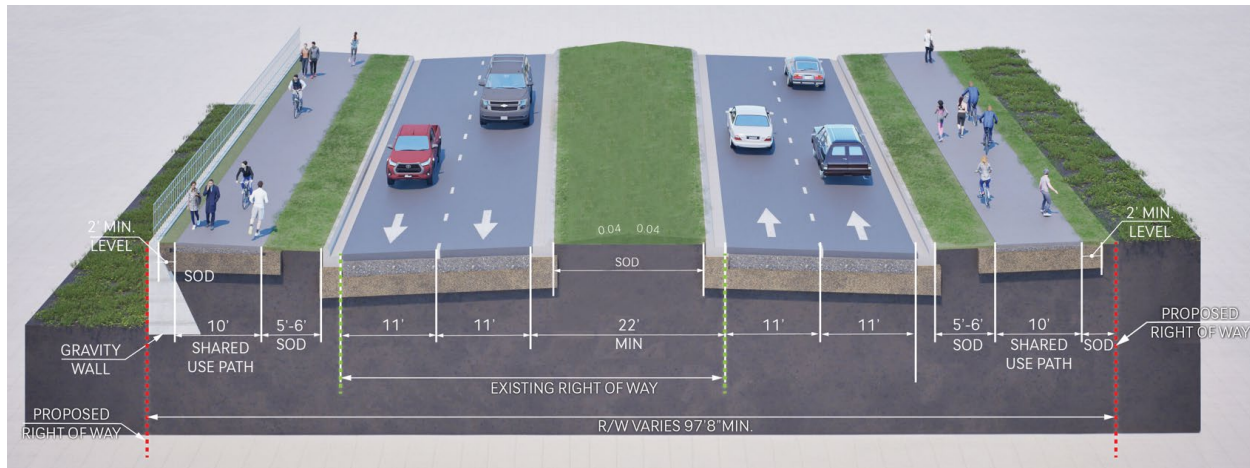
### **1.2.2 Proposed Improvements**

The proposed typical section includes widening McIntosh Road to accommodate future capacity needs. Shared use paths are also proposed from south of US 92 to north of I-4, and operational improvements are proposed at the I-4 interchange.

The proposed alternative along McIntosh Road consists of a four-lane urban curb and gutter facility within 140-foot wide of ROW with a 35 mph design speed. There will be two (2) 11-foot wide travel lanes in each direction separated by a 22-foot wide raised median. A 10-foot wide shared use path is included in each direction. **Figure 1-2** shows the proposed typical section along McIntosh Road.

The proposed alternative includes ramp improvements at I-4 which tie into existing projects (FPID 446133-1, 441084-1 and 443319-1). The limits of the proposed improvements at the EB and WB ramps are from McIntosh Road to the gore areas of I-4, no changes are proposed on the I-4 mainline. The proposed improvements consist of adding turn lanes to each ramp which merge into the existing ramp lanes. Ramp improvements consist of one-way 12-foot wide travel lanes with a 12-foot wide outside shoulder (10-foot paved) and an 8-foot wide inside shoulder (4-foot paved). The EB and WB on-ramps are proposed to be two-lane, flush-shoulder ramps within a variable width (61-foot minimum) limited access ROW. The EB and WB off-ramps are proposed to be three-lane ramps within a limited access ROW that varies in width (51-foot minimum).

Conceptual design plans can be found in **Appendix L** for more details.



**Figure 1-2 Proposed McIntosh Road Typical Section**

### **1.2.3 Preferred Pond Sites and Floodplain Compensation Sites**

In the proposed condition, roadway runoff will be collected via closed storm sewer systems and treated in offsite SMFs. The required water quality treatment and water quantity attenuation will be met via the construction of offsite detention SMFs which will require the acquisition of additional ROW. Due to the high groundwater table in the area, the SMFs will be wet detention ponds. The existing condition was comprised of six drainage basins; however, it was necessary to combine Basins 1 and 7 to reduce the number of pond sites since both basins discharge to Baker Creek Tributary 2. Therefore, the proposed condition will have five basins. Each basin will be treated in a separate pond for a total of five ponds. As part of the PD&E process ten SMFs have been identified as alternatives for this project: two for Basins 1-3, one for Basin 4, and three for Basin 5.

FPC sites are used to offset functional loss to wetlands or other important waterways in a project area. After review of the FPC Site 1, FPC 1-1 was chosen as the only viable alternative and its size has increased based in updated SHGW elevations. At FPC Site 2, FPC 2-1 is the preferred alternative based on lower costs, less contamination risk, and fewer relocations. At FPC Site 3, FPC 3-2 was recommended as the preferred alternative based on lower ROW costs and similar contamination risk and potential species impacts to other options. At FPC Site 4, FPC 4-1 will be the preferred and only viable alternative. At FPC Site 5, FPC 5-1 is recommended as the preferred based on lower cost and fewer relocations. Overview maps included in **Appendix C** and detailed mapping of all SMF and FPC sites are included in **Appendix M**.

### **1.3 REPORT PURPOSE**

This *Natural Resources Evaluation* (NRE) documents existing federal and state listed and protected faunal and floral species resources and habitat types found within the study area, and the potential for occurrences of these species and their suitable habitat, in accordance with *50 CFR Part 402 of the ESA*, as amended, *Chapters 5B-40 and 68A-27, F.A.C.*, and the *FDOT PD&E Manual*. Potential impacts to protected habitats that may support these species are also addressed in this report.

This report also documents the proposed project's involvement with wetlands and other surface waters. Pursuant to Presidential *EO 11990: Protection of Wetlands*, (May 1977) the U.S. Department of Transportation (USDOT) has developed a policy, *USDOT Order 5660.1A: Preservation of the Nation's Wetlands*, (August 24, 1978), which requires all federally funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as the FDOT *PD&E Manual* a No-Build and Preferred Alternative were assessed to determine potential impacts to wetlands and other surface waters associated with each alternative.

## **1.4 STUDY AREA**

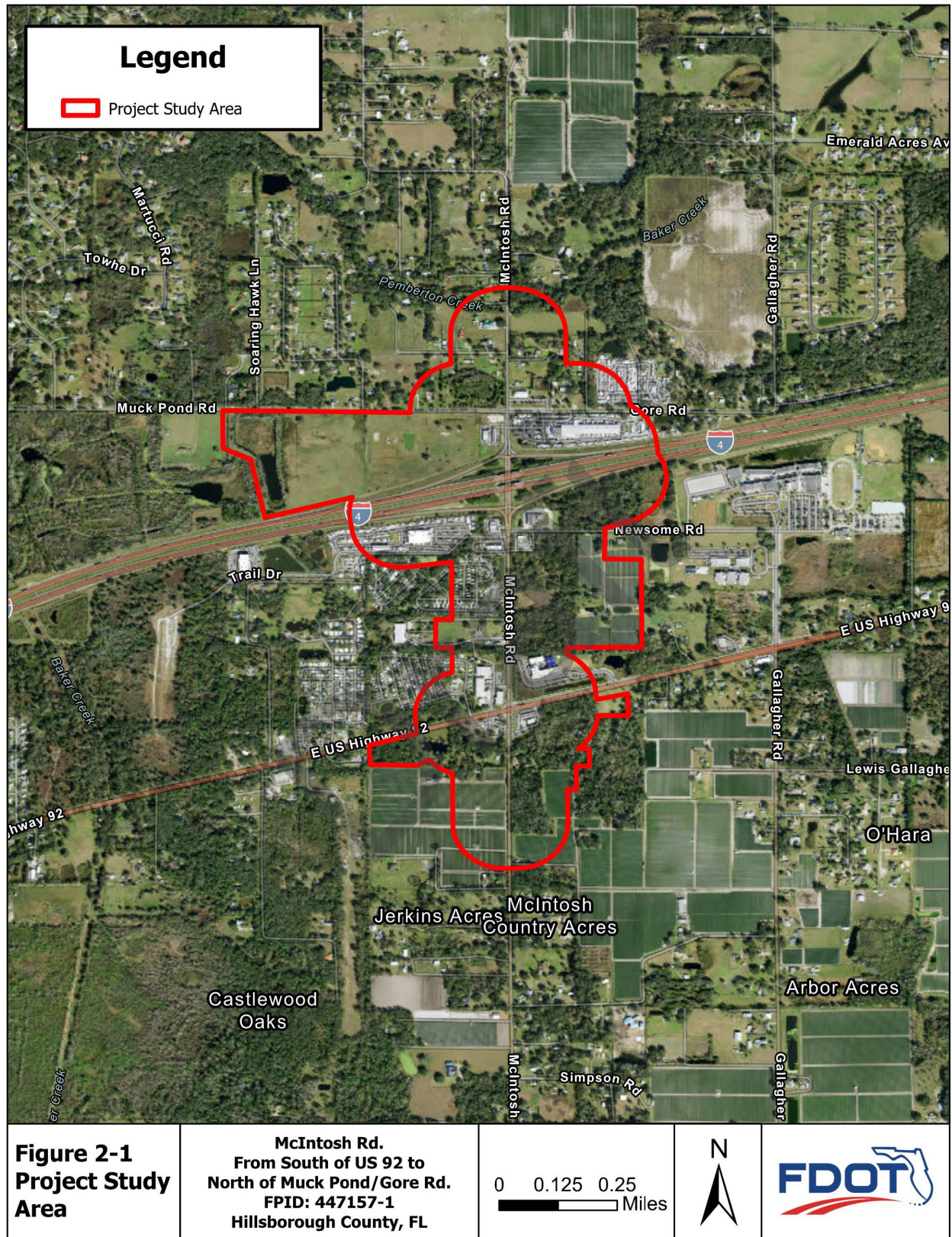
The project study area includes a buffer of 500 feet from the centerline of McIntosh Road and the footprint of preferred SMFs and FPC sites. The limit of disturbance for the proposed improvements, including the preferred SMFs and FPC sites, is referred to as the project action area, as defined by *50 CFR §402.02*, for all listed species analysis throughout the report.

The project extends from approximately where McIntosh Road crosses Baker Creek to approximately 1000 feet south of the US-92/McIntosh Road intersection including the on-ramps for I-4 and additional extents of approximately 300 feet east and west along US-92 at the McIntosh Road intersection. The project study area is relatively rural with a majority of the land uses consisting of low density residential, commercial properties along McIntosh Road, and uplands. The following sections discuss the land uses/cover types and soil present within the project study area. The project study area is shown in **Figure 1-3**.

## **1.5 REPORT PURPOSE**

This Conceptual Stage Relocation Plan (CSRP) is submitted in accordance with Florida Statutes 339.09(2); 339.09(3); and 421.55; 49 CFR Part 24; and 23 CFR Part 710 to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) as amended. The purpose of the CSRP is to evaluate the number and type of relocations resulting from the proposed project and to identify any socio-economic impacts to the surrounding neighborhoods that might occur as a result of implementing the Preferred Alternative. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation advisory services and resources are available to all residential and business relocatees without discrimination.





**Figure 1-3 Project Study Area**

## SECTION 2 RELOCATION

### 2.1 RELOCATION OVERVIEW

The CSR documents anticipated relocations associated with implementing the Preferred Alternative. The results of the study estimate three residences and two businesses will be relocated. Of these, there are three landlord businesses that may be impacted. None of the businesses proposed for acquisition are considered to be major employers and do not appear to present any unusual relocation issues. Sufficient comparable replacement sites are available or will be made available for residences and businesses alike.

**Table 2-1** represents the summary of anticipated relocations for the Preferred Alternative. A list of the names and/or addresses of the displaced residences and businesses can be found in Chapters 4.0 and 5.0, respectively.

**Table 2-1 Summary of Anticipated Relocations**

Build Alternative	Business	Business (Landlords)	Residences	Personal Property Only
Preferred Alternative	2	3 (1 residential parcel and 2 business parcels)	3 (2 of them are on the same parcel)	0

Source: Field Inspection

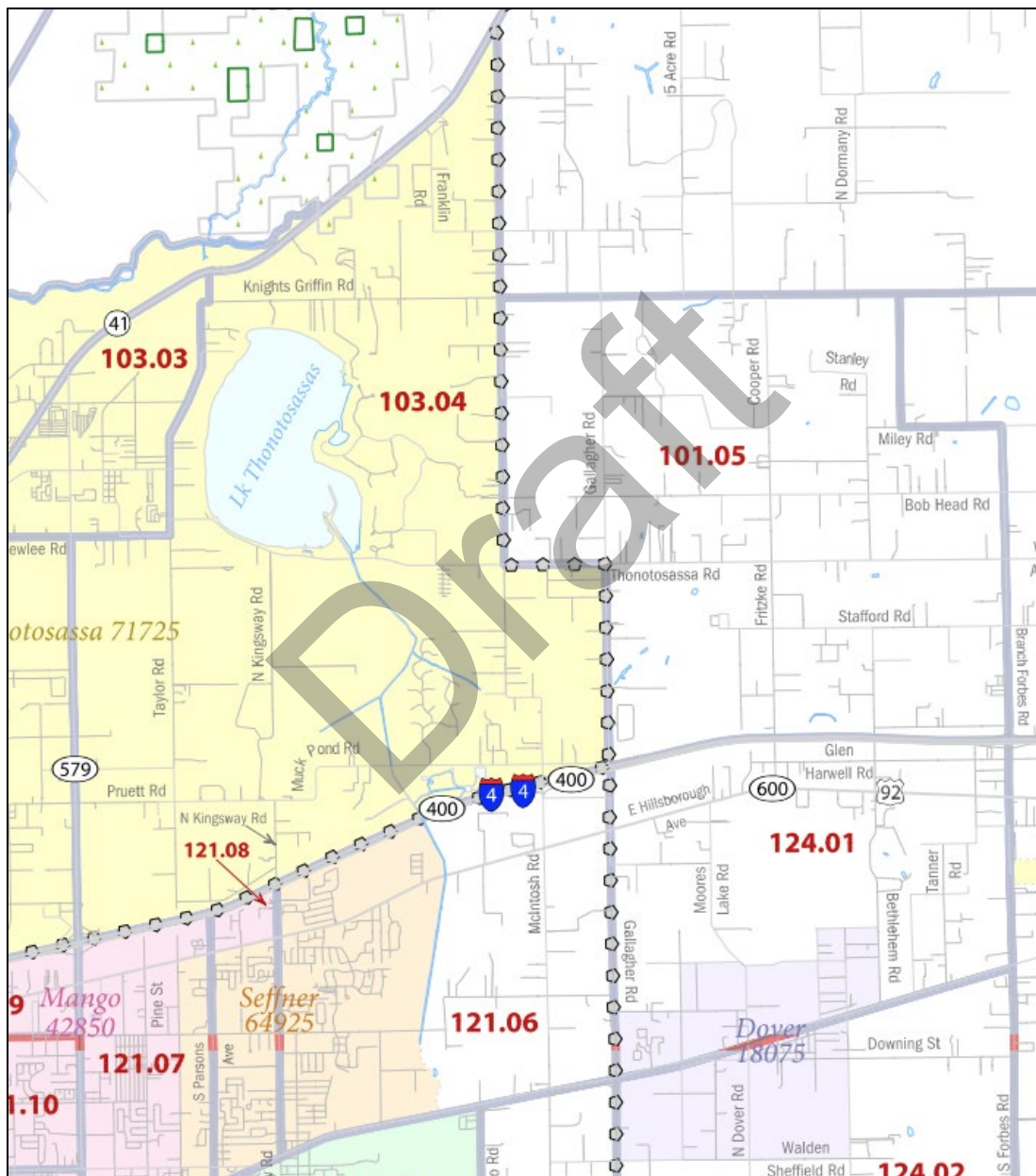
This project impacts nineteen parcels. There are two business relocations and three residential relocations involved with the Preferred Alternative. Both business relocations are on parcels where there is a business landlord also involved. Of the three residential relocations, two of them are tenant occupied homes situated on the same parcel owned by a landlord business, which has a third tenant occupied home on the same parcel. Relocation benefits provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (as described in Chapter 14.0) appear to be adequate.



## SECTION 3 STUDY AREA

### 3.1 STUDY AREA CHARACTERISTICS

The 2020 US Census data for Hillsborough County and Census Tracts 103.04 and 121.06 were the primary sources used for this statistical analysis. The information was obtained from the US Census Bureau. Figure 3-1 shows the location of the affected Census Tracts.



Source:

([https://www2.census.gov/geo/maps/DC2020/PL20/st12\\_fl/censustract\\_maps/c12057\\_hillsborough/DC20CT\\_C12057.pdf](https://www2.census.gov/geo/maps/DC2020/PL20/st12_fl/censustract_maps/c12057_hillsborough/DC20CT_C12057.pdf))

The US Census data for 2021 for Hillsborough County and the affected census tracts are found in the following tables:

*Data for table under preparation*

**Table 3-1 | Estimated Percentages of Minority, Racial, National Origin, or Ethnic Households**

Race	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
Caucasian				
Black				
Other				
Hispanic*				

\*Hispanics are not considered a race, and as an ethnic group are also included in the other categories. Source: Census.Gov DP05 ACS Demographics and Housing Estimates: 2021

*Data for table under preparation*

**Table 3-2 | Estimated Income Ranges (in USD)**

Household Income	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
< \$25,000 Per Year				
\$25,000 - \$49,999				
\$50,000 - \$74,999				
\$75,000 - \$99,999				
> \$100,000				
Median HH Income				

Source: Census.Gov DP03 Selected Economic Characteristics 2021 American Community Survey

*Data for table under preparation*

**Table 3-3 | Estimated Tenure (or age) of Structures**

Housing Stock	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
1969 or Earlier				
1970-1989				
1990-1999				
2000 and Newer				

Source: Census.Gov DP04 Selected Housing Characteristics American Community Survey 5-year Estimates 2021

According to the Hillsborough County Property Appraiser, the chronological age of the residential and commercial structures being displaced is between xx years and xx years. Based upon the rehabilitation efforts observed in the field, the effective age of the houses is estimated to be xx to xx years.

*Data for table under preparation*

**Table 3-4 | Estimated Percentage of Elderly Households in Relationship to the Total Households**

Age	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
Under 25 Yrs.				
25-44 Yrs.				
45-64 Yrs.				
65 Yrs. Or Older				
Median Age				

Source: Census.Gov DP05 ACS Demographic and Housing Estimates 2021 American Community Survey 5-year Estimates

According to the 2021 US Census, x% of the population of Hillsborough County are 65 years or older. The area within Census Tract 103.04 indicates x are over the age of 65 and x% are over the age of 65 in Census Tract 121.06.

*Data for table under preparation*

**Table 3-5 | Estimated Percentage of Households Containing Five or More Family Members**

Criteria	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
No. of Households				
Average HH Size				
% HH ≥ 5				

Source: Census.Gov B11016 Household Type by Household Size and S1101 Households and Families 2021

According to the 2021 US Census, the average household in Hillsborough County contains xx family members. The percentage of households that have five (5) or more family members in the study area ranges between x% and x%. Households with 5 or more family members is an indication of possible Last Resort Housing.

*Data for table under preparation*

**Table 3-6 | Estimated Disabled Residential Occupants for Whom Special Assistance Services May Be Necessary**

Criteria	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
% Population Disabled				

Source: Census.Gov S1810 Disability Characteristics 2021 American Community Survey 5-Year Estimates

Due to the fact that personal interviews are not a part of the scope for a CSRP, we were unable to determine the actual number of handicapped or disabled occupants that will be potentially displaced.

**Table 3-7 | Estimated Occupancy Status – Owner/Tenant**

Criteria	Hillsborough County	Census Tract 103.04	Census Tract 121.06	
No. of Housing Units				
% Occupied				
% Owner Occupied				
% Renter Occupied				

Source: Census.Gov DP04 Selected Housing Characteristics: 2021

According to the 2021 US Census data in the study area, there was a range between xx% and xx% owner occupied rate and xx% to xx% renter occupied rate.

## SECTION 4 RESIDENTIAL OVERVIEW

### 4.1 POTENTIAL RESIDENTIAL IMPACTS

The potential residential relocations are identified in **Table 4-1**. SFR refers to a single-family residence, and MFG'd refers to a manufactured home.

*Data for table under preparation*

**Table 4-1 | Estimated Occupancy Status – Owner/Tenant**

Parcel #	Address	Description	Heated Area	Household Type	Year Built	Lot Size	*Owner/Tenant
401	4303 McIntosh Rd, Unit C Dover, FL	Unknown	672	MFG'd	1976	1.95 Acres	Tenant
401	4303 McIntosh Rd, Unit A Dover, FL	1 bed, 1 bath	xx	SFR	1960	1.95 acres	Tenant
421	9239 McIntosh Rd Dover, FL	2 bed, 1 bath	1,348	SFR	1972	1.74 acres	Owner

\*Owner/Tenant status determined by whether a homestead exemption was being claimed per the Hillsborough County Property Appraiser's website. At the right of way acquisition phase additional information will be gathered in regards to the relationship between the occupants and the owner. Their eligibility will be determined at that time.

### 4.2 COMPARISON OF AVAILABLE HOUSING

Both residential and residential landlord business displacements are anticipated. Internet websites, MLS listings (multiple listing service), and contacts with local realtors indicate that there are an adequate number of residential properties for sale (**Table 4-2**) and for lease (**Table 4-3**) currently available as potential replacement sites.



*Data for table under preparation*

**Table 4-2 | Residential Properties for Sale**

Address	Description	List Price	Area	Year Built	Lot Size	Household Type

Source: Realtor.com August 2024

*Data for table under preparation*

**Table 4-3 | Residential Properties for Rent**

Address	Description	Rent/Month	Area	Year Built	Household Type

Source: Realtor.com August 2024

**4.3 DISCUSSION OF SPECIAL RELOCATION ADVISORY SERVICES FOR UNUSUAL CONDITIONS OF UNIQUE PROBLEMS**

Relocation advisory services are central to the success of this project in order to effectively accomplish relocation goals. There does not appear to be any unusual or unique relocation issues on this project. A copy of the various Community Resources and Services for the Hillsborough County area has been provided in **Section 13** of this document. Based on the research obtained from various sources, any special need that may arise can be addressed by the appropriate service provider.

#### **4.4 Last Resort Housing**

Last Resort Housing is used when a highway project cannot proceed to construction because suitable, comparable and/or adequate replacement sale or rental housing is not available and cannot otherwise be made available to displacees within the payment limits. While the current Hillsborough County real estate market is not experiencing a shortage of comparable replacement housing, in order to assure all displacees are placed in decent, safe and sanitary replacement dwellings, Last Resort Housing will be used in the manner necessary to fulfill the requirements of the Uniform Relocation Act such as, but not limited to:

- A) Rehabilitation of and/or additions to an existing replacement dwelling.
- B) Construction of a new replacement dwelling.
- C) A replacement housing payment which exceeds the maximum payment amounts known as “super supplement payments”.
- D) The relocation and, if necessary, rehabilitation of a dwelling.
- E) The purchase of land and/or replacement dwelling by the Department which then provides it to the displaced person through a sale, lease or exchange.

## SECTION 5 BUSINESS OVERVIEW

### 5.1 POTENTIAL BUSINESS IMPACTS

*Data for table under preparation*

**Table 5-1 | Potential Business Impacts**

Parcel #	Observed Business Name and Address	Zoning	Year Built	Building Area	# of Employees	# of Businesses	Business Type
403	Hungry Howies 4506 McIntosh Rd Dover, FL	Commercial Neighborhood	2021	1,263 SF	TBD	1	Restaurant Fast Food
408	Burger King 4649 McIntosh Rd Dover, FL	Commercial General	1996	2,993 SF	TBD	1	Restaurant Fast Food

## SECTION 6 AVAILABLE BUSINESS SITES WHERE AFFECTED BUSINESSES MAY RELOCATE

Internet websites, MLS listings (multiple listing service), and contacts with local realtors indicate there are an adequate number of commercial properties for sale (**Table 6-1**) and for lease (**Table 6-2**) currently available as potential replacement sites.

*Data for table under preparation*

**Table 6-1 | Commercial Properties for Sale**

Address	Use	Year Built	Building Area	List Price	Comments

Source: Realtor.com August 2024

*Data for table under preparation*

**Table 6-2 | Commercial / Office Properties for Lease**

Address	Use	Year Built	Area (SF)	Price per SF per year	Comments

Source: LoopNet and Realtor.com August 2024

## **SECTION 7     LIKELIHOOD OF SUCH RELOCATION AND IMPACTS ON THE REMAINING BUSINESS COMMUNITY**

Based on the selected alternative, it is estimated that a maximum of two business will potentially be displaced. The other xx business are landlord type business. It appears that there will be no impact on the remaining business community as a result of this displacement. The remaining business community will still be able to operate and do not appear to be dependent on the businesses that will be displaced.

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## **SECTION 8      PERSONAL PROPERTY ONLY RELOCATIONS**

There are no personal property only moves noted on this project

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## **SECTION 9     ON PREMISE SIGNS**

On premise signs are handled during the appraisal and acquisition phase. The owner will be compensated for the value of the signs through the appraisal process.

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## SECTION 10 POTENTIAL CONTAMINATION CONCERNS

The *Contamination Screening Evaluation Report* for this project has identified the 14 sites that have some risk of contamination impacts to this project. There are 8 Low and 6 Medium Risk ratings. None of the potential relocation parcels are on the list.

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## **SECTION 11 PUBLICLY OWNED LANDS**

When lands, buildings or other improvements are needed for transportation purposes, but are held by a governmental entity and utilized for public purposes other than transportation, the acquiring body may compensate the entity for such properties by providing functionally equivalent replacement facilities. Based on this study, there are no public facilities requiring functional replacement.

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## SECTION 12 DISCUSSION RESULTS OF CONTACTS WITH LOCAL GOVERNMENTS, ORGANIZATIONS, GROUPS AND INDIVIDUALS REGARDING RESIDENTIAL AND BUSINESS RELOCATION IMPACTS

The FDOT conducted extensive public outreach for this project, including coordination with representatives from Hillsborough County. District invited representatives from the County to public meetings and provided one-on-one briefings for these representatives.

Several government agencies were contacted to inquire about specific resources available to the businesses impacted by the acquisition. A list of organizations located in the Hillsborough County area that could potentially serve as an additional source of information to a displacee was compiled and included in **Table 13-1**.

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# SECTION 13 COMMUNITY AND SOCIAL SERVICES

There are numerous economic and social service organizations in the area that are available to assist displaced individuals and businesses. The following list highlights those services available within the area. While no unusual conditions or unique problems were apparent during our field observations, advisory services will be made available, should they arise.

*Data for table under preparation*

**Table 13-1 | Community and Social Services**

Organization	Service

Organization	Service

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## **SECTION 14 ACQUISITION AND RELOCATION ASSISTANCE PROGRAM**

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised to determine the market value. Owners of property to be acquired will be offered and paid fair market value for their property rights.

To ensure that relocatees receive adequate time to relocate, the FDOT hereby assures that they will not be required to move from the subject property before at least ninety (90) days have elapsed from the date of receipt of our 90 Day Letter of Assurance. This assurance applies to individuals, families, businesses, or farm operations; or personal property they may own. Further, the relocatee will be given a written notice which will specify the actual date by which the property must be vacated and surrendered to the FDOT. They will receive this latter notice at least thirty (30) days prior to the date specified and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All residential tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; and (3) purchase of replacement housing.

Financial assistance is available to the eligible residential relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes acquired for a highway project.
- Provide a supplementary reimbursement payment, when required as per the Uniform Relocation Act, for the cost of a comparable decent, safe and sanitary dwelling available on the private market.

- Provide reimbursement of expenses incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

Financial assistance is available to the eligible business relocatee to:

- Reimburse the relocatee for the actual reasonable and necessary costs of moving from businesses, and farm operations acquired for a highway project.
- Provide reimbursement for related expenses, such as personal property losses, expenses in locating a replacement site, and certain re-establishment costs.

In certain instances, a business may be eligible for reimbursement as a fixed payment in lieu of the payments for actual moving and related expenses, actual, reasonable re-establishment expenses and search expenses based on the average annual net earnings of their operation (payment may not exceed \$40,000, nor be less than \$1,000). To qualify for this payment the business must vacate or relocate from its displacement site.

The brochures that describe in detail the FDOT's Relocation assistance Program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.



## SECTION 15 CONCLUSION

The results of the study estimate three residences and two businesses may be impacted. None of the business relocatees appear to present unusual conditions that would prevent their successful relocation. Two of the residential relocations are on a parcel that is owned by a landlord business and the two business parcels involving relocations are owned by a separate landlord business.

Those individuals that use the transit system will still have this service available, although the local transit agency does not provide service to the project area. The research obtained from this study as well as consultations with local government agencies reveals programs to assist business development and relocation. Relocation benefits provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended appear to be adequate.

Draft

## **SECTION 16 LIST OF APPENDICES**

Appendix A Right of Way Maps

Appendix B Photos of Affected Properties

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# **Appendix A Right of Way Maps**

CONTRACT PLANS COMPONENTS  
ROADWAY PLANS

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENT STUDY  
CONCEPT PLANS

FINANCIAL PROJECT ID 447157-1-32-01  
(FEDERAL FUNDS)  
HILLSBOROUGH COUNTY (10900031 & 10000622)

MCINTOSH ROAD  
ADD LANES AND RECONSTRUCT  
FROM S. OF US 92 TO N. OF I-4

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
01	KEY SHEET
02	PROJECT LAYOUT PLAN SHEET
03-13	CONCEPT PLAN SHEETS

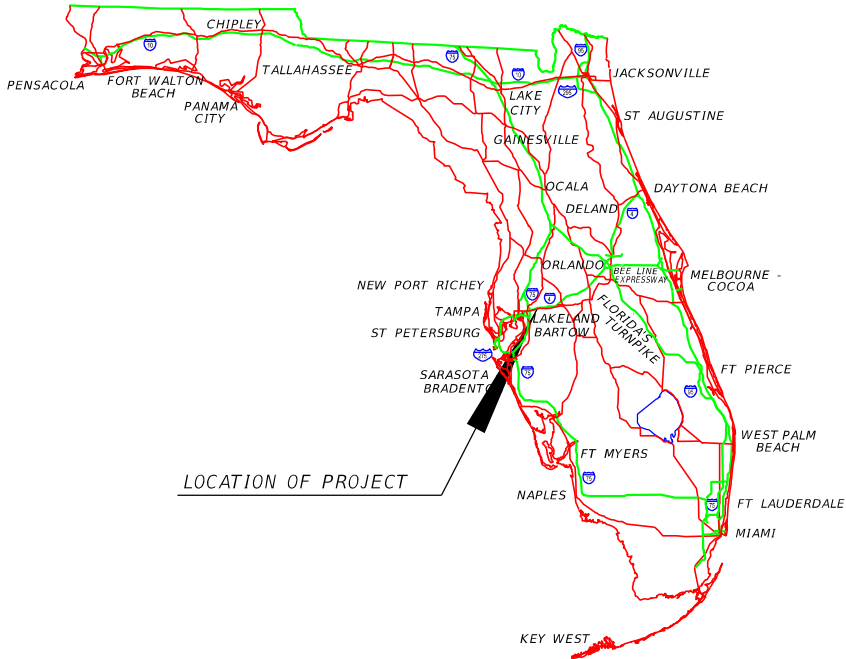
PROJECT LOCATION URL: <https://tinyurl.com/34tuk4p2>

PROJECT LIMITS: BEGIN MP 0.204 - END MP 0.443 (#10900031)  
BEGIN MP 0.000 - END MP 0.795 (#10000622)

EXCEPTIONS: NONE

BRIDGE LIMITS: NONE

RAILROAD CROSSING: NONE



GOVERNING STANDARD PLANS:  
Florida Department of Transportation, FY 2024-25 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

APPLICABLE IRs: N/A

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:  
Florida Department of Transportation, FY 2024-25 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

ROADWAY PLANS  
ENGINEER OF RECORD:

REJA E. RABBI, P.E.  
P.E. LICENSE NUMBER 84637  
CDM SMITH  
4010 W. BOY SCOUT BLVD. STE. 450  
TAMPA, FL 33607  
813-281-2900  
CONTRACT NO.: CAE10  
VENDOR NO.: 04-247365

FDOT PROJECT MANAGER:

CRAIG FOX, P.E.

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CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
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LEGEND

--- EXISTING ROW  
--- EXISTING LA ROW  
--- PROPOSED ROW

PLAN SHEET BOUNDARY  
PLAN SHEET NUMBER

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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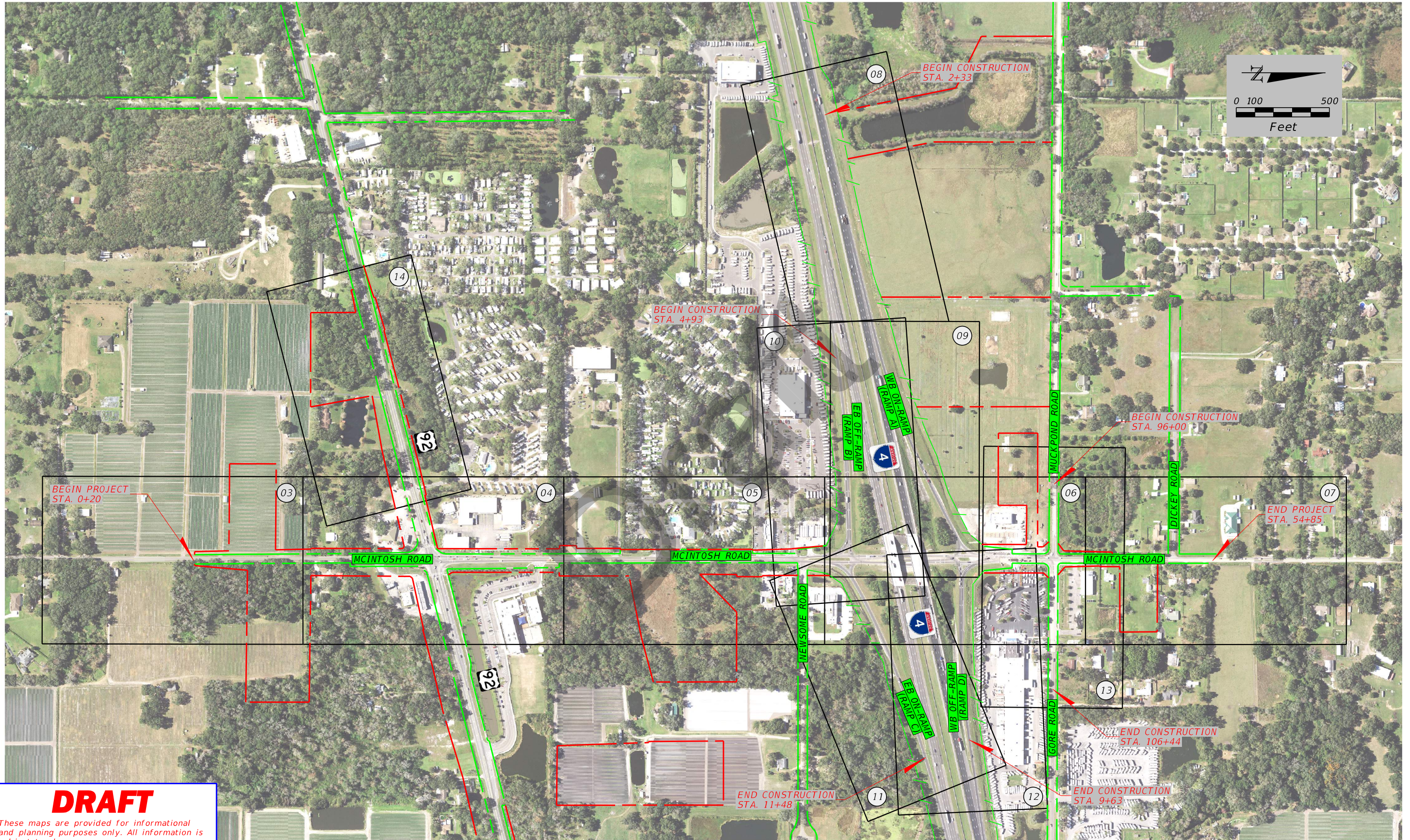
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REJA E. RABBI, P.E.  
LICENSE NUMBER: 84637  
CDM SMITH  
4010 W. BOY SCOUT BLVD. STE. 450  
TAMPA, FL 33607

**MCINTOSH RD. PD&E STUDY**  
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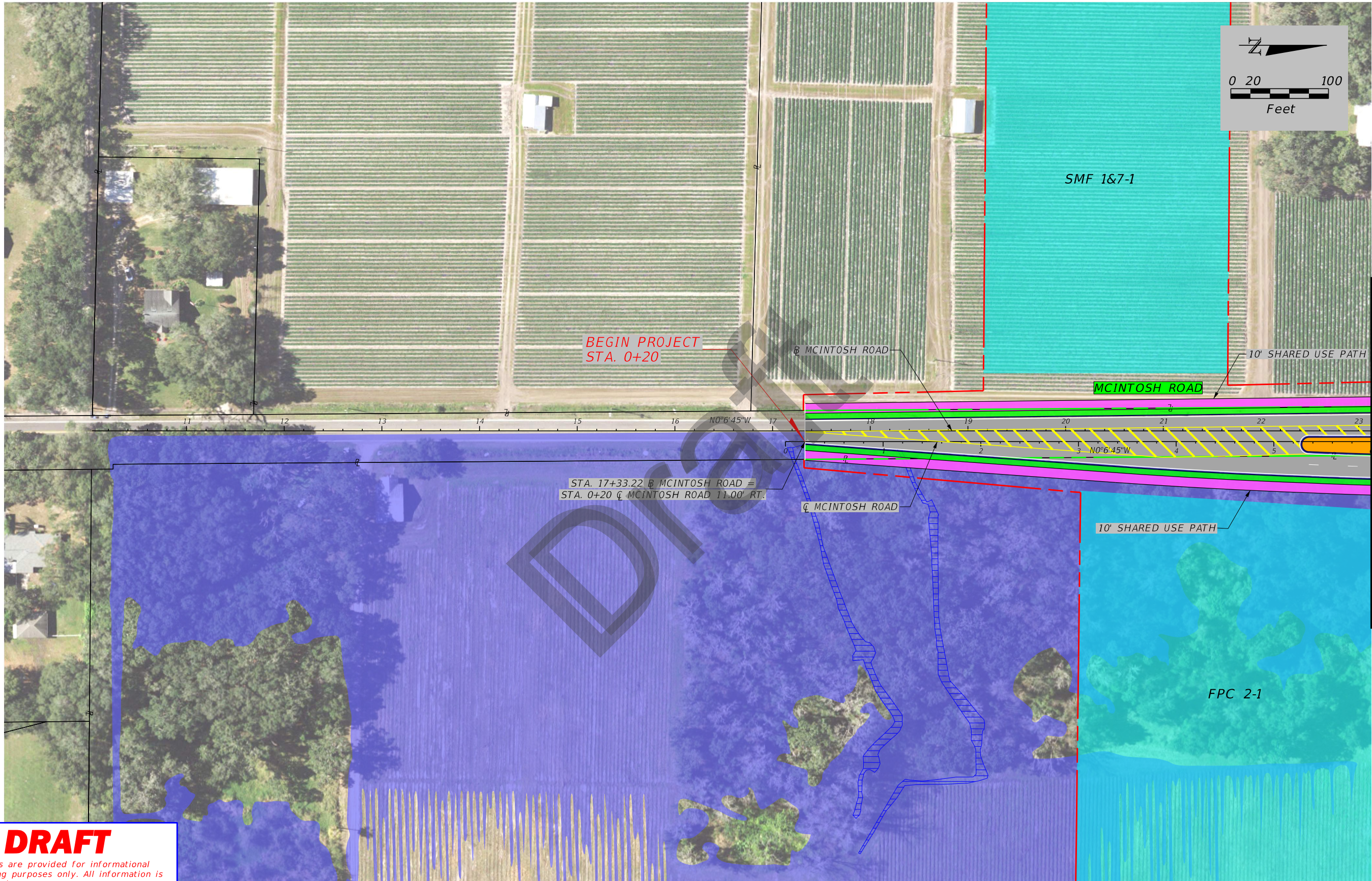
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	RESIDENTIAL RELOCATION		FLOODPLAIN AREAS (HILLS COUNTY STORMWATER MANAGEMENT MODEL)		PROPOSED PAVED SHOULDER		PROPOSED ROW
	POTENTIAL CONTAMINATION SITE		IMPROVEMENTS BY FDOT		PROPOSED TRAFFIC SIGNAL		PROPOSED GRAVITY WALL
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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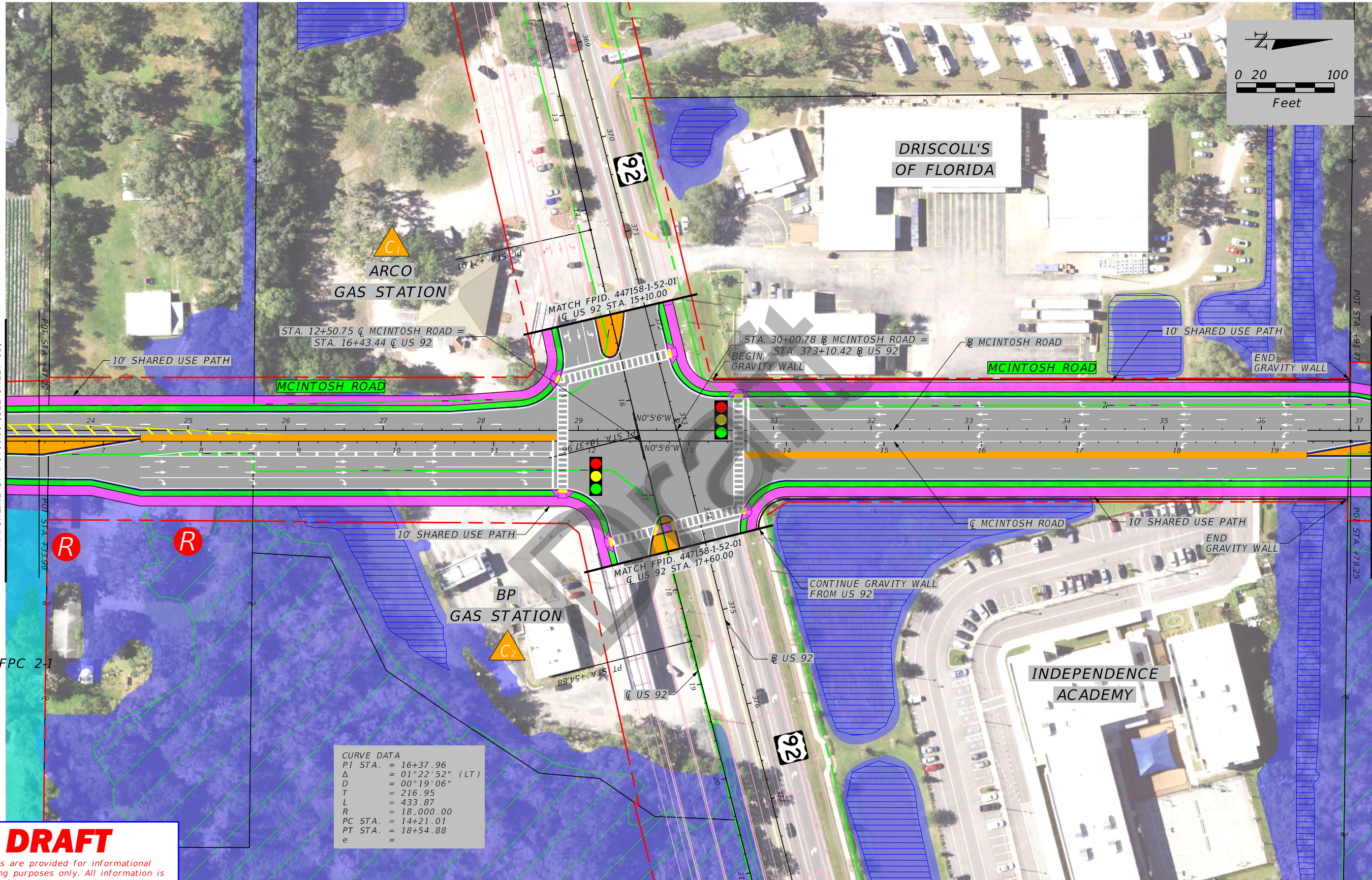
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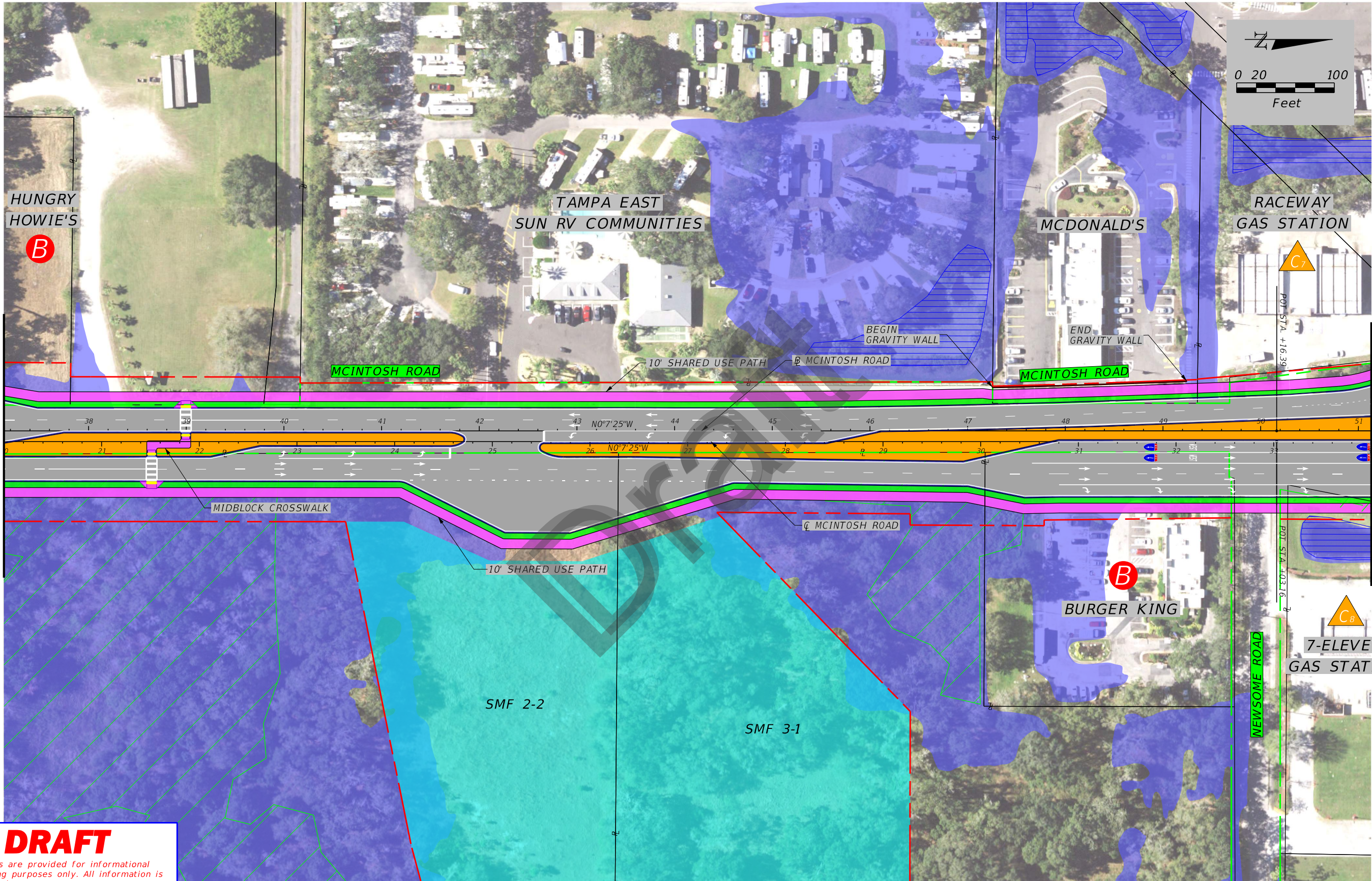
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



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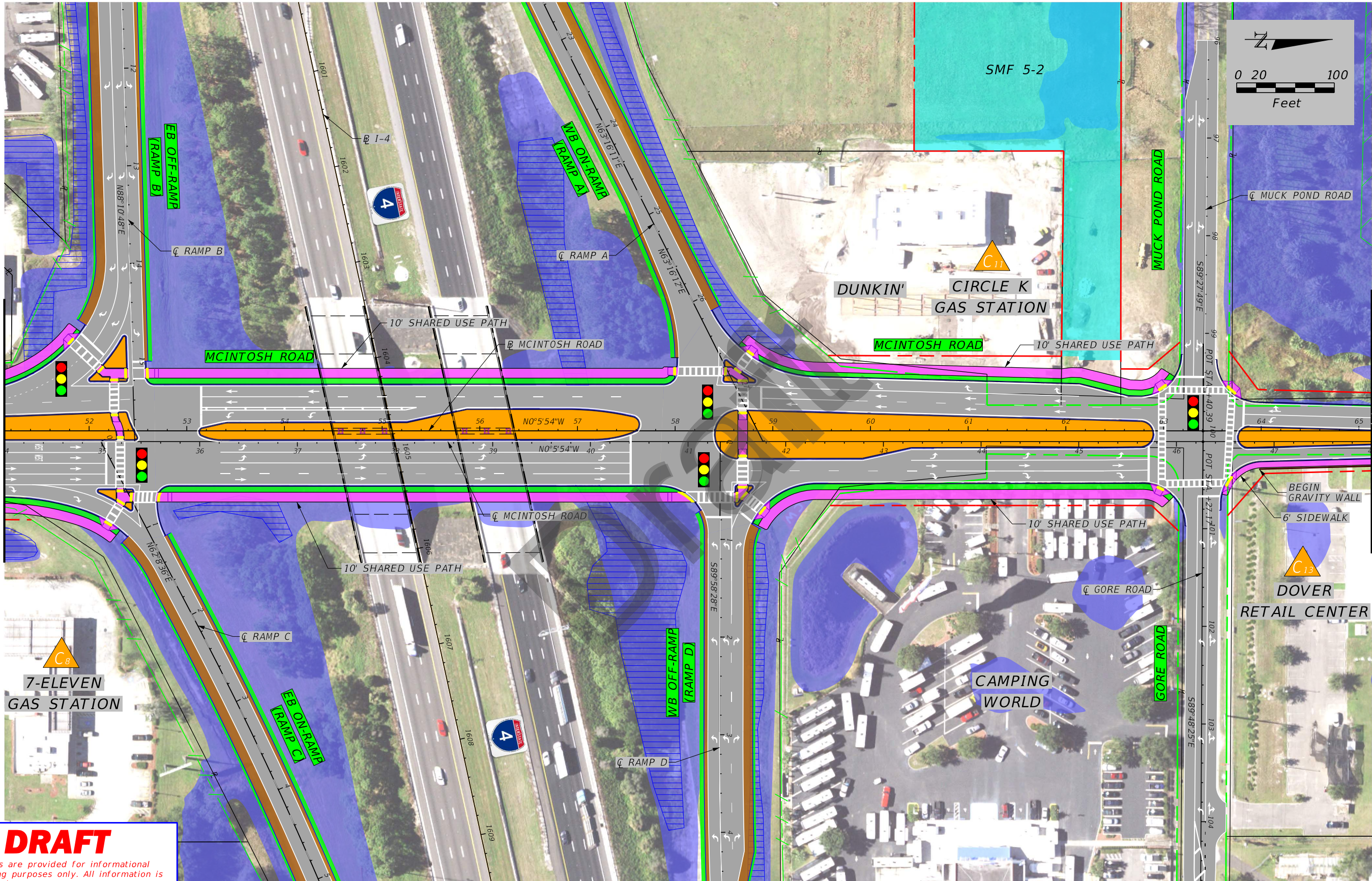
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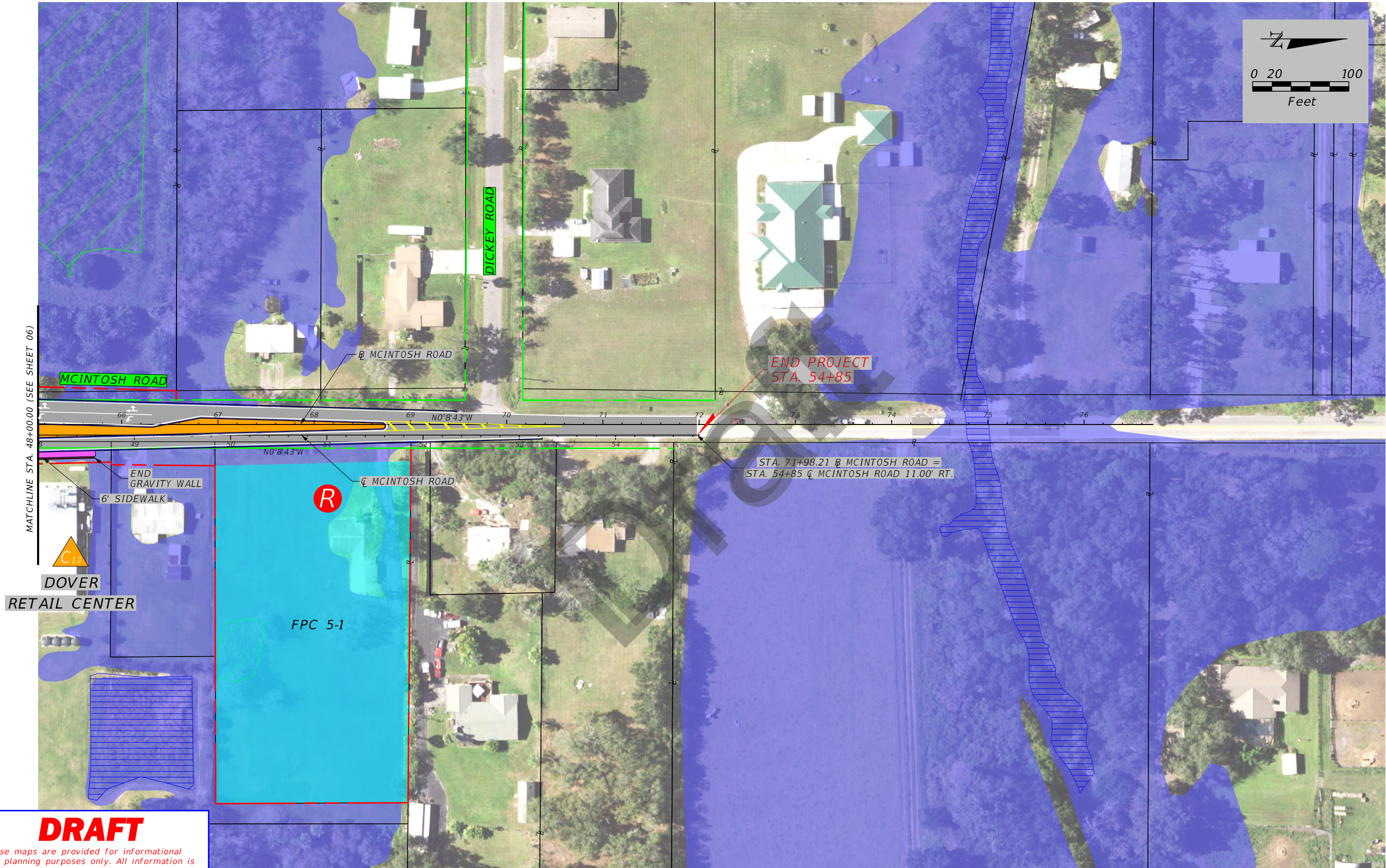
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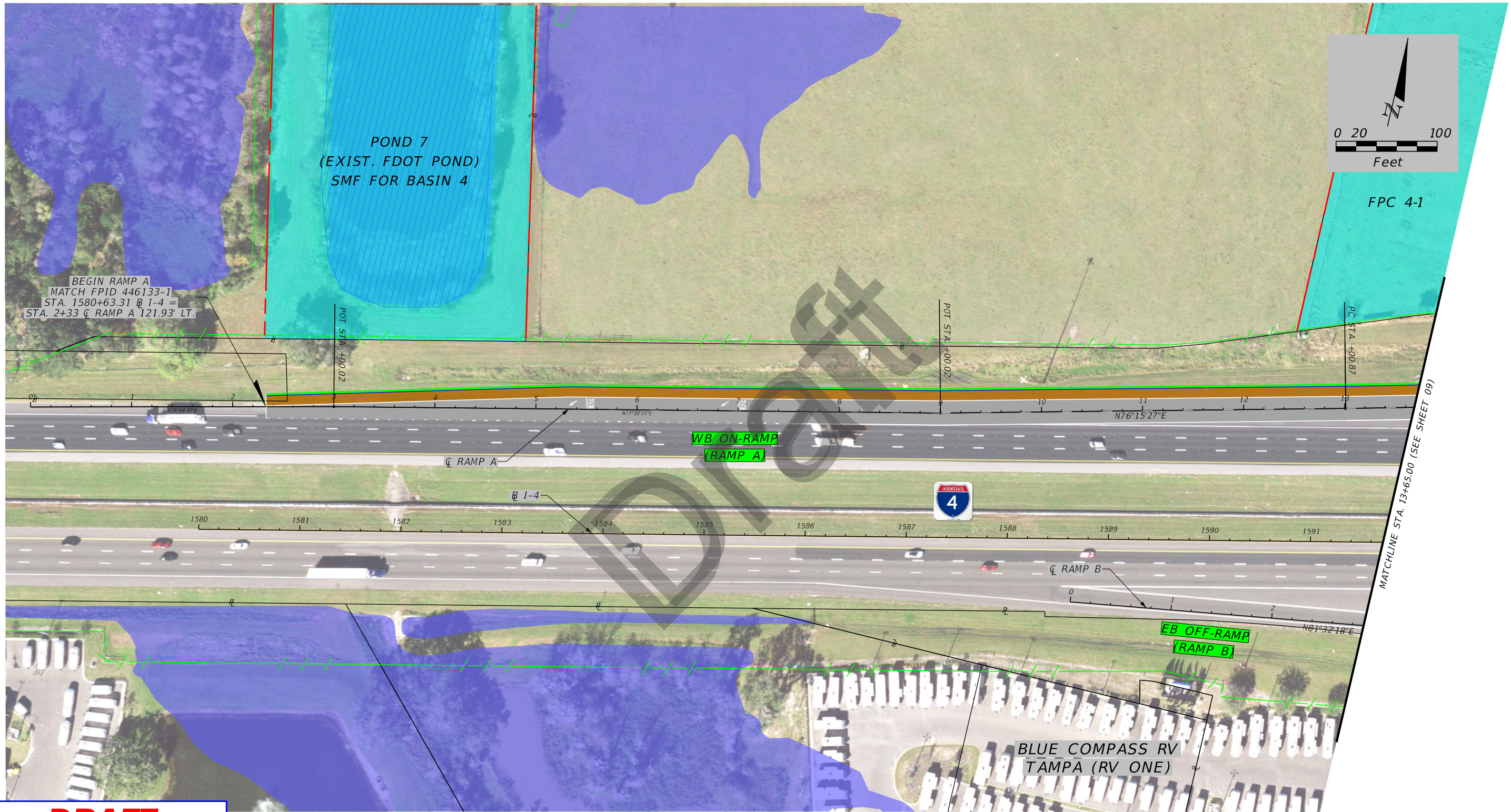
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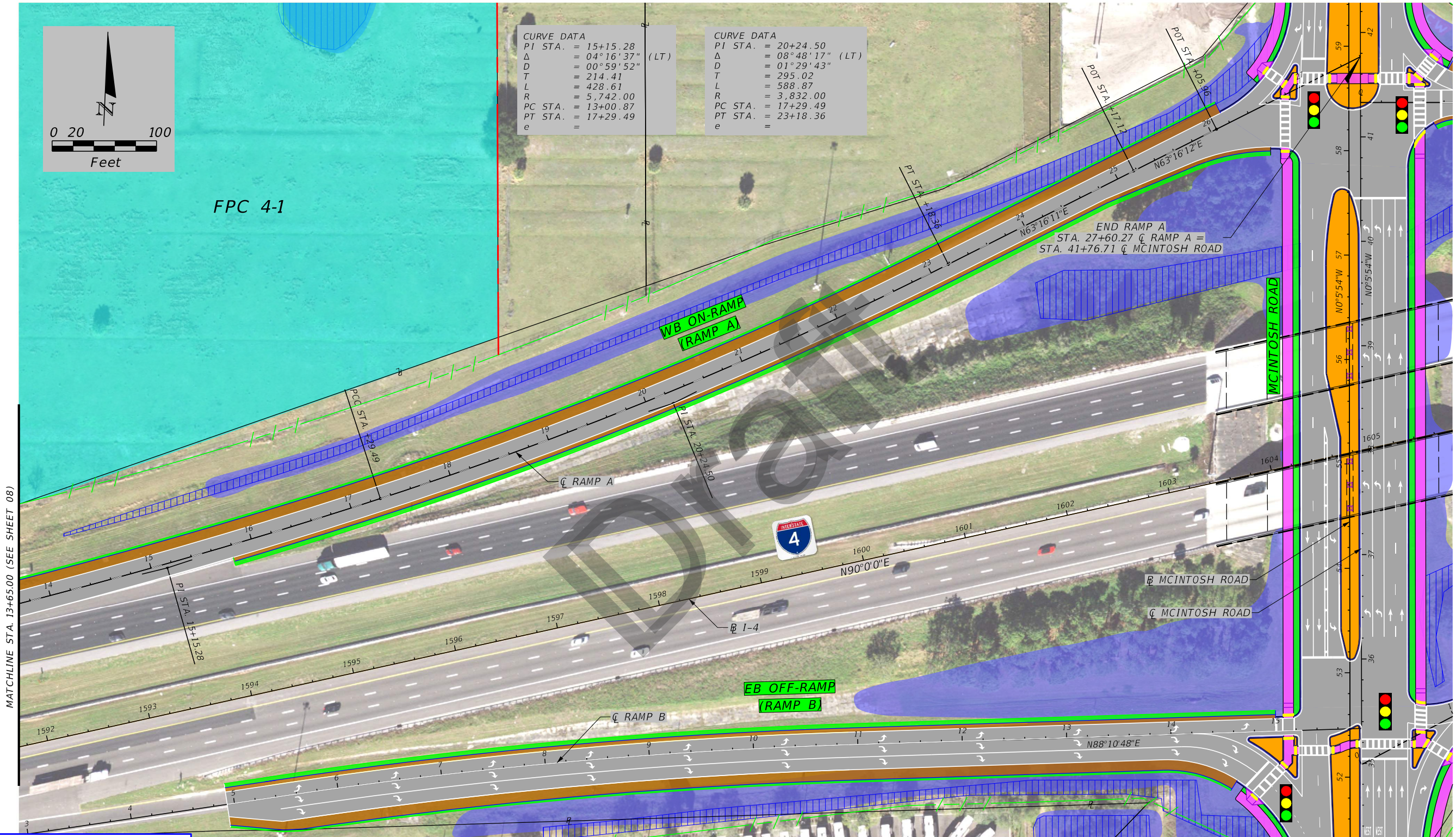
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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

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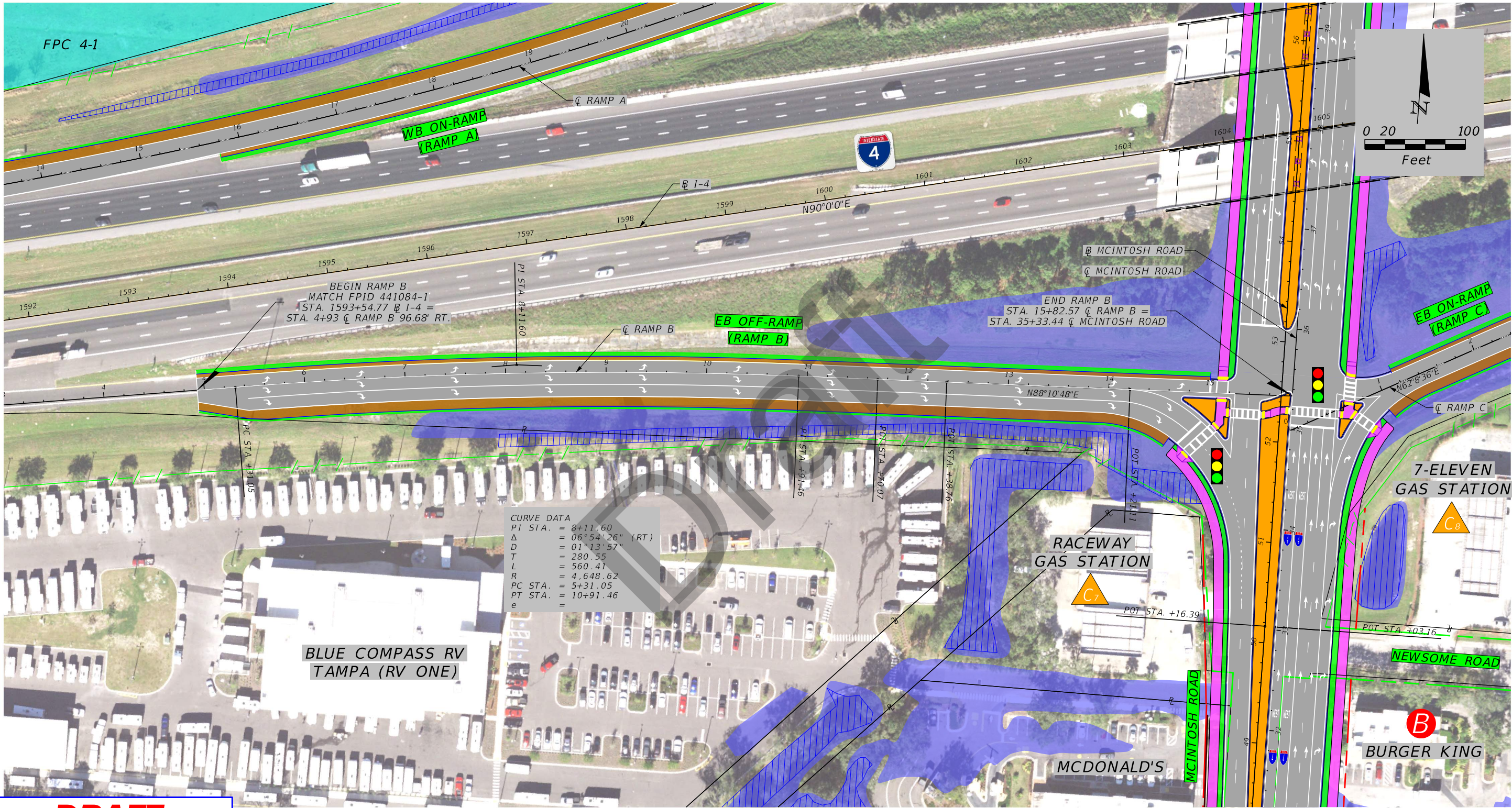
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TAMPA, FL 33607

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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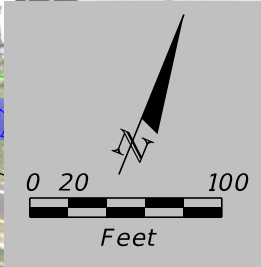
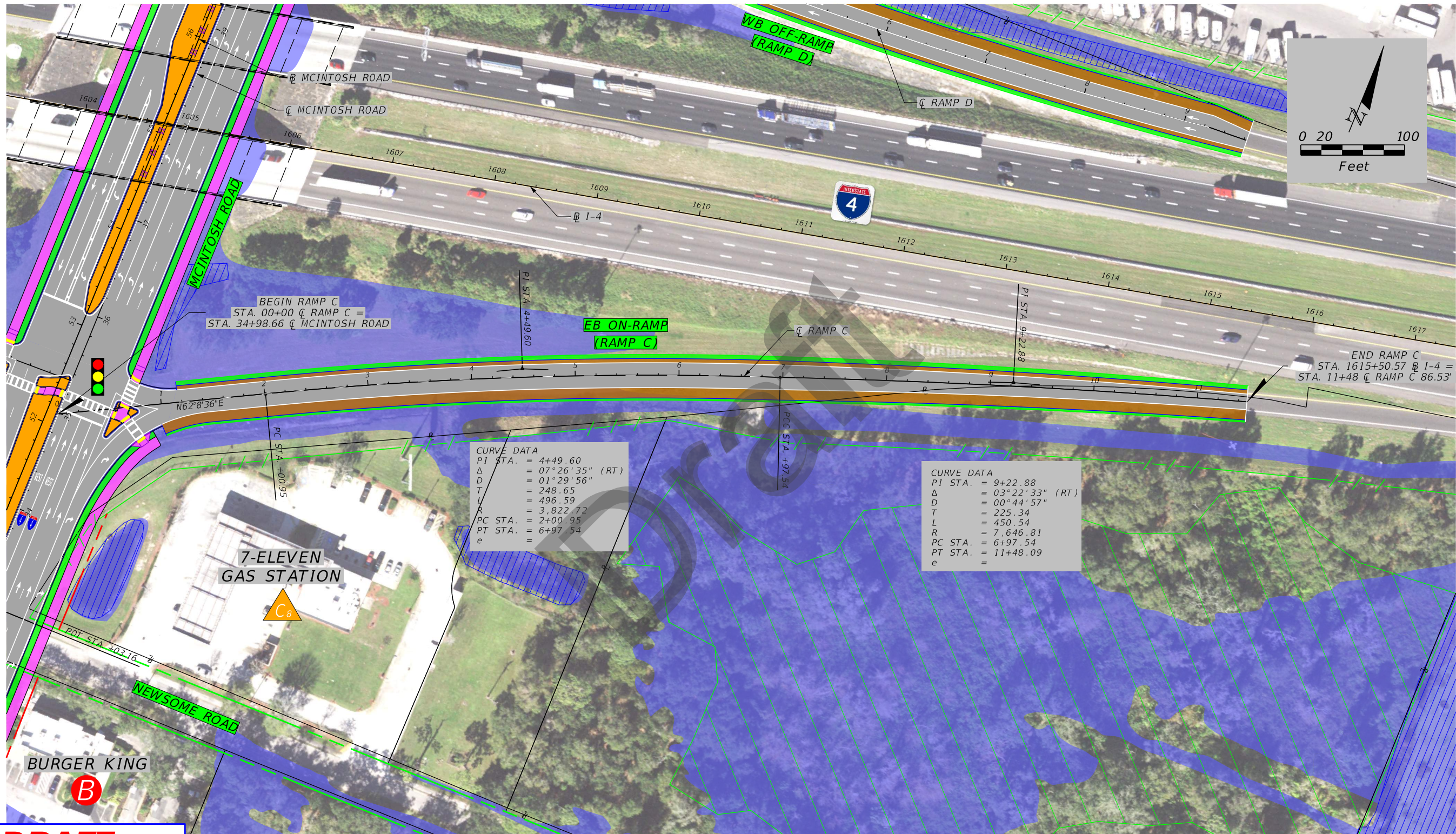
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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

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N/A	HILLSBOROUGH	447157-1-32-01

ENGINEER OF RECORD

REJA E. RABBI, P.E.  
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TAMPA, FL 33607

MCINTOSH RD. PD&E STUDY  
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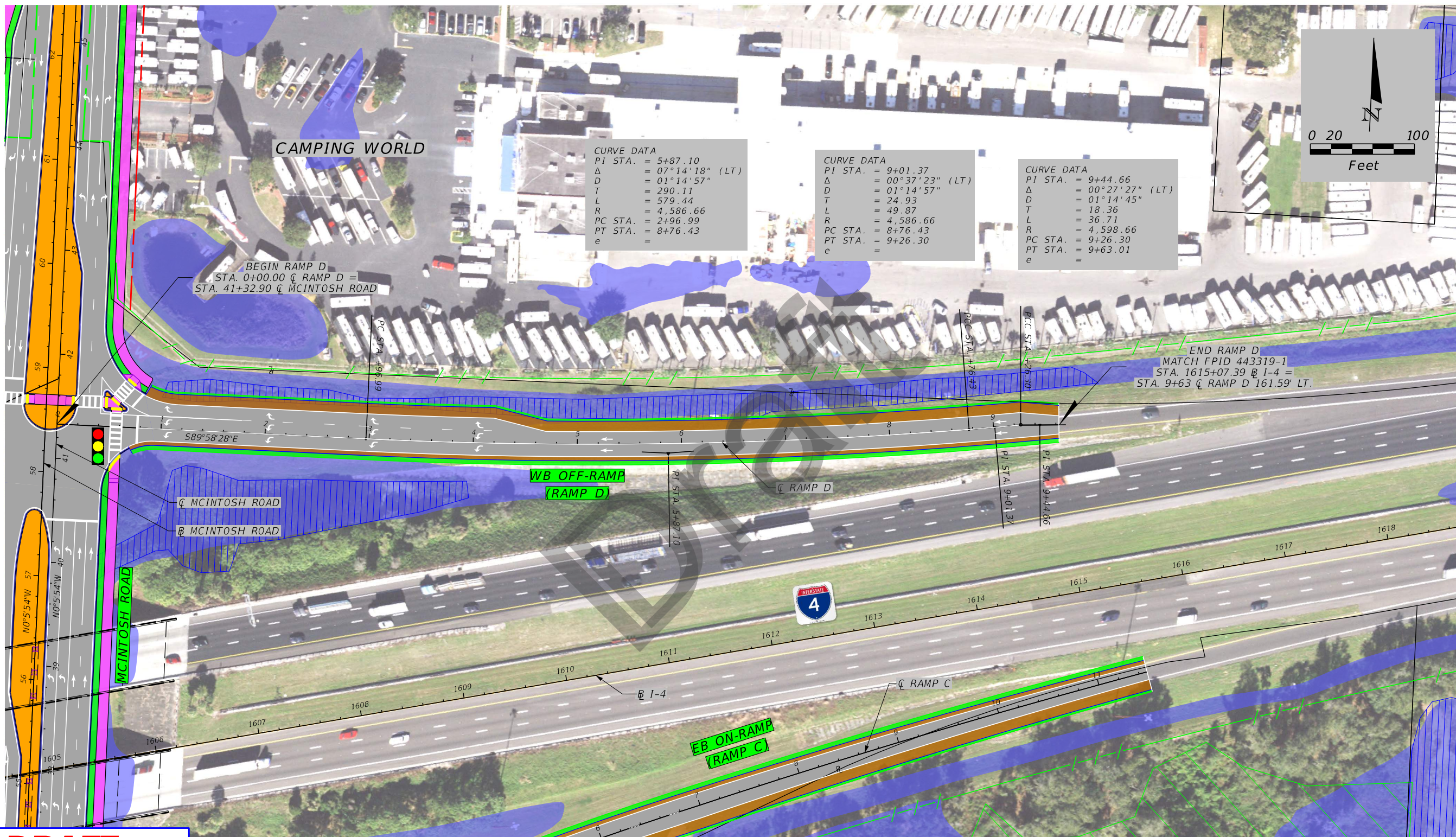
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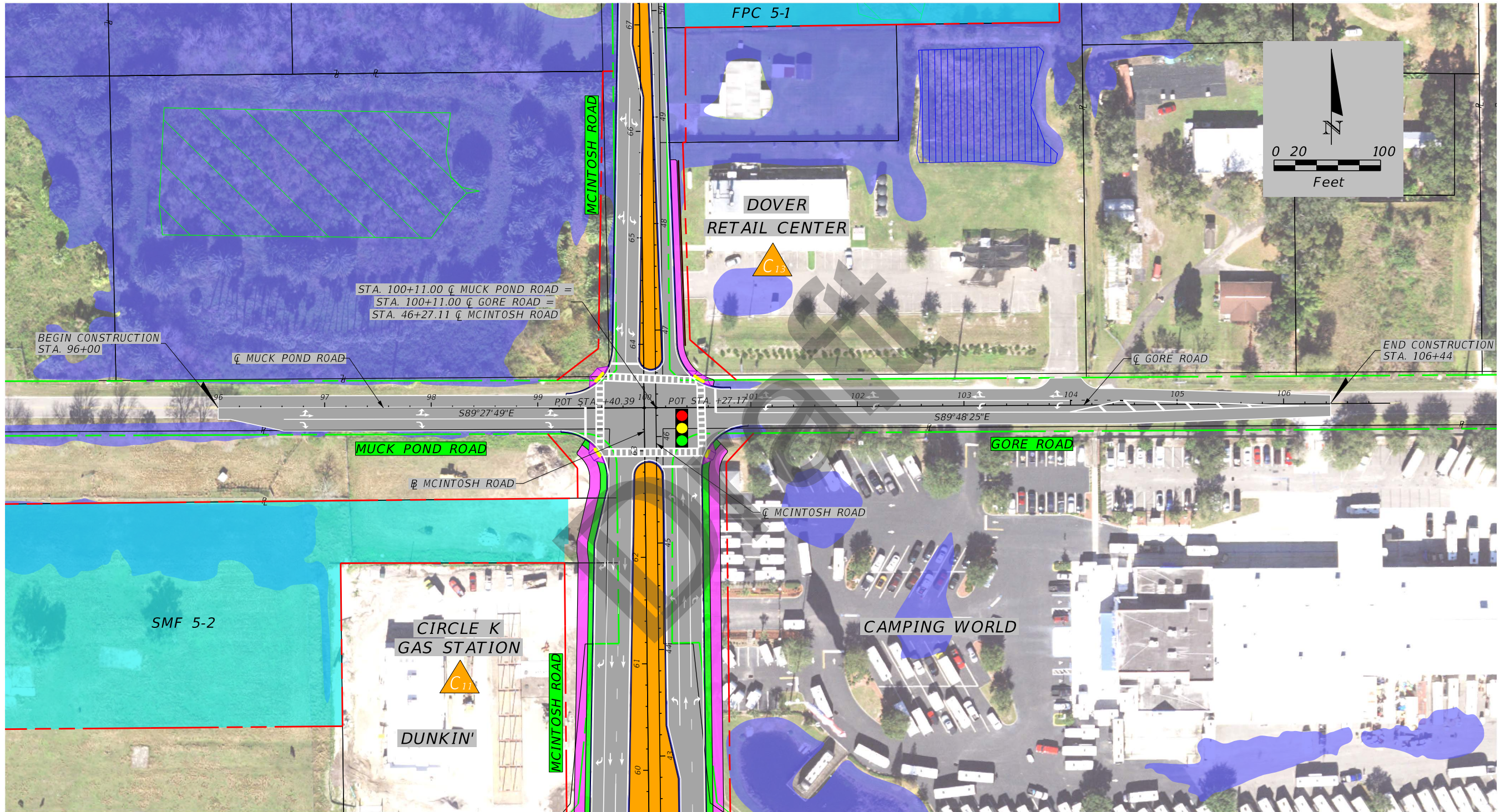
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**DRAFT**

These maps are provided for informational and planning purposes only. All information is subject to change.  
Dated 07/29/24

LEGEND

	BUSINESS RELOCATION		PREFERRED SMF AND FPC AREA		PROPOSED SHARED USE PATH		EXISTING LA ROW
	RESIDENTIAL RELOCATION		FLOODPLAIN AREAS (HILLS COUNTY STORMWATER MANAGEMENT MODEL)		PROPOSED PAVED SHOULDER		PROPOSED ROW
	POTENTIAL CONTAMINATION SITE		IMPROVEMENTS BY FDOT		PROPOSED TRAFFIC SIGNAL		PROPOSED GRAVITY WALL
	WETLANDS BOUNDARY		PROPOSED SOD		PROPERTY LINE		US 92 IMPROVEMENTS FPID: 447158-1-52-01
	OTHER SURFACE WATERS BOUNDARY		PROPOSED TRAFFIC SEPARATOR		EXISTING ROW		

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	HILLSBOROUGH	447157-1-32-01

ENGINEER OF RECORD

REJA E. RABBI, P.E.  
LICENSE NUMBER: 84637  
CDM SMITH  
4010 W. BOY SCOUT BLVD. STE. 450  
TAMPA, FL 33607

MCINTOSH RD. PD&E STUDY  
FROM S. OF US 92 TO N. OF I-4  
PREFERRED ALTERNATIVE CONCEPT PLANS

SHEET  
NO.

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## **Appendix B Photos of Affected Properties (Pending)**