

# Conceptual Stage Relocation Plan

## **S.R. 50 PD&E Study Reevaluation**

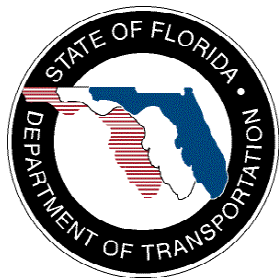
From U.S. 19 (S.R. 55) to the east intersection of  
S.R. 50 / S.R. 50A [along the Brooksville Bypass]

*Hernando County, Florida*

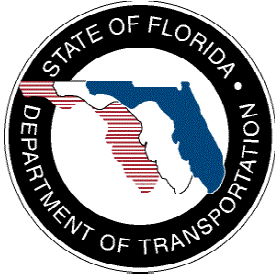
*WPI No: 407951 1*

*FAP No: 300-1(7)*

Florida Department of Transportation  
District 7



**February 2004**



## **CONCEPTUAL STAGE RELOCATION PLAN**

Florida Department of Transportation  
Project Development and Environment (PD&E) Reevaluation Study

### **S.R. 50 PD&E Study Reevaluation** **From U.S. 19 (S.R. 55) to the east intersection of** **S.R. 50 / S.R. 50A [along the Brooksville Bypass]** Hernando County, Florida

WPI No: 407951 1  
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Submitted to:

Florida Department of Transportation - District 7  
Tampa, Florida

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**February 2004**

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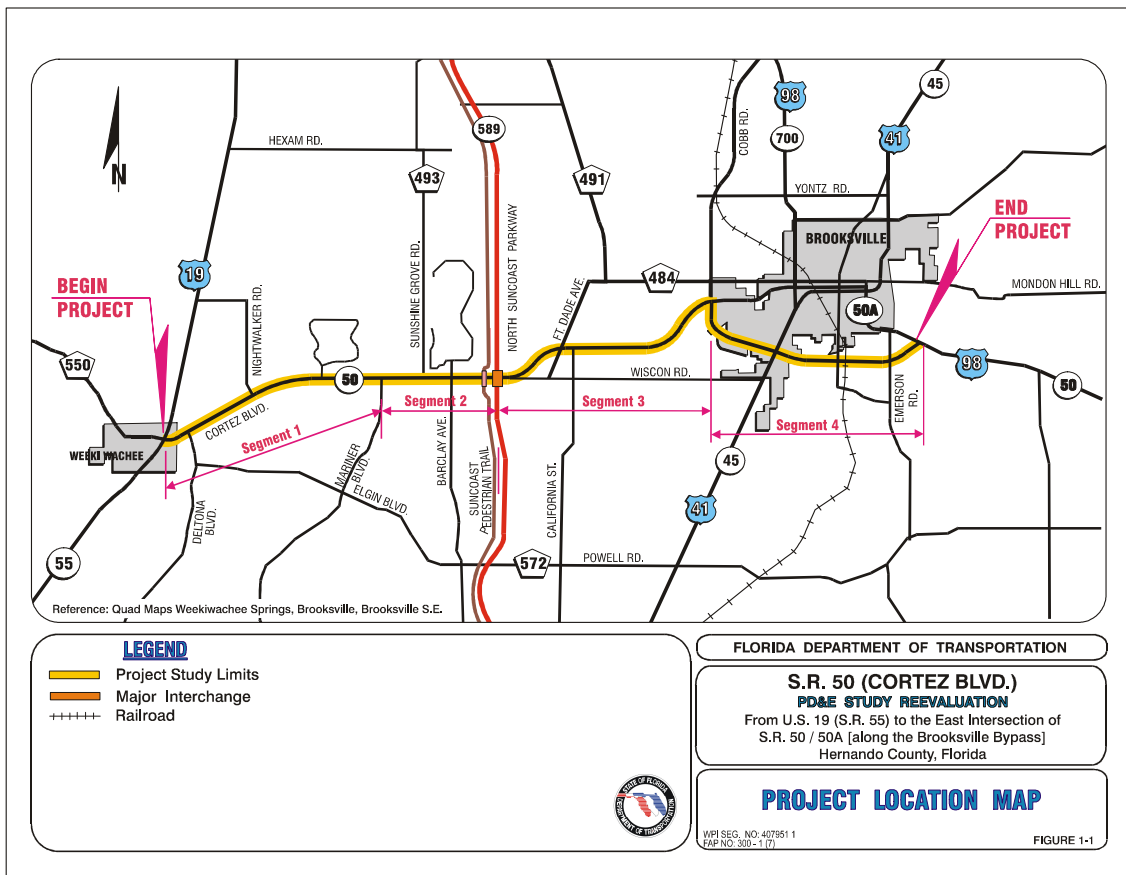
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# 1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study Reevaluation, which evaluates capacity improvement options along S.R. 50 (Cortez Boulevard) in Hernando County, Florida. The proposed project involves widening S.R. 50 from the existing 4-lane typical section to a 6-lane typical section from U.S. 19 to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass], a distance of approximately 13.7 miles, as shown in Figure 1-1. The widening of the segment of S.R. 50 from U.S. 19 (S.R. 55) to the west intersection of S.R. 50/S.R. 50A is proposed to be widened to the outside; whereas the remainder of the project, from the west intersection of S.R. 50/S.R. 50A to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass], is proposed to be widened to the inside.



The purpose of this PD&E Study Reevaluation is to review the previous PD&E Study that was performed for the project and document any changes that have occurred since the Federal Highway Administration’s (FHWA) approval on 3/22/90. The previous PD&E Study being reevaluated is S.R. 50 from U.S. 19 (S.R. 55) to the eastern intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass]. This PD&E Study Reevaluation includes analyses to determine the type, conceptual design, and location of improvements for accommodating present and future traffic demands, social and economic demands, and conformance to present plans and policies in a safe and efficient manner. This Reevaluation also satisfies the requirements of the National

Environmental Policy Act (NEPA) and all other applicable Federal requirements in order to receive federal funding for the design, right-of-way acquisition and construction of the project.

Improvements to this section of S.R. 50 are needed because the existing roadway will not be capable of providing an adequate Level of Service (LOS) based on the demands of the future traffic projections. Hernando County MPO's *2025 LRTP* includes the widening of S.R. 50 from U.S. 19 (S.R. 55) to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass], which is also included in an appendix of Hernando County's *Comprehensive Plan*. In addition, portions of the project corridor are included in the FDOT's *5-Year Tentative Work Program* for capacity improvements.



## 2.0 PROJECT DESCRIPTION

### 2.1 Project Setting

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S.R. 50 is an east/west principal arterial facility. This Study Reevaluation examines the section of S.R. 50 from U.S. 19 (S.R. 55) to the east intersection of S.R. 50/S.R. 50A [along the Brookville Bypass], a distance of approximately 13.7 miles (see Figure 1-1). The majority of the project is located within an unincorporated area of Hernando County; however, portions extend through the City of Weeki Wachee and the City of Brooksville. The project is located in Section 36 of Township 22 South, Range 17 East; Sections 25 through 36 of Township 22 South, Range 18 East; Sections 20, and 25 through 30 of Township 22 South, Range 19 East; and Sections 1 and 2 of Township 23 South, Range 17 East.

#### 2.1.1 Area Overview

Hernando County is a progressively developing county. A significant population growth began in the 1970's and continues today. During this time period, the population experienced a 161.5% and 127.4% increase from 1970 to 1980 and 1980 to 1990, respectively. According to the data collected by the U.S. Census Bureau<sup>1</sup>, summarized in the *Florida Statistical Abstract (2001)*<sup>2</sup>, Hernando County will continue to grow over the next twenty years. Therefore, it is anticipated that the travel demand within the Study corridor will continue to increase in the future.

S.R. 50 extends through central Hernando County, Florida. It extends from U.S. 19 (S.R. 55) in the City of Weeki Wachee eastward across the state to U.S. 1 (Washington Avenue South) in Titusville. Therefore, S.R. 50 is a vital link in the region's roadway network and directly affects the capability for future development in this area of Hernando County. In the vicinity of the Study corridor, S.R. 50 traverses both commercial and residential areas.

Based on both historic and future population projections from the U.S. Census Bureau<sup>1</sup>, it is anticipated that the population growth rate for Hernando County will exceed the overall growth rate for the state of Florida. From 1990 to 2000, the population of Hernando County increased by 29.4% whereas the population for the state of Florida increased by 23.5%. Due to the expected continued growth of Hernando County, it is essential that access and an acceptable LOS along S.R. 50 be maintained in order for economic and community development to continue.

#### 2.1.2 Existing Land Use

Generally, the existing land uses adjacent to the S.R. 50 corridor consist of commercial, residential, medical, institutional and recreational uses, which can be characterized as generally urbanized and suburban in nature with undeveloped tracts interspersed. S.R. 50 within the project corridor can be divided into two sections based on the existing roadway network as follows: U.S. 19 (S.R. 55) to the western intersection of S.R. 50/S.R. 50A and the western intersection of S.R. 50/S.R. 50A to the eastern intersection of S.R. 50/S.R. 50A

[along the Brooksville Bypass]. Below is a description of the existing land use within each section.

The existing land uses along S.R. 50 from U.S. 19 (S.R. 55) to the western intersection of S.R. 50/S.R. 50A are predominantly commercial with residential land uses located behind the commercial frontage as well as isolated areas of medical, institutional and recreational uses. Commercial uses include medium scale shopping centers, service stations, restaurants, motels, financial institutions, and miscellaneous retail establishments. Residential uses include both single-family residences/subdivisions and mobile home parks. The medical land uses within the Study corridor consist of medical offices/complexes and hospitals (Oak Hill Hospital and Springbrook Hospital). Institutional land uses include the Hernando County Public Library (West Side), Hernando County Fire & Rescue Station #12 and two churches. The Weeki Wachee tourist attraction, Sand Hill Scout Reservation and Suncoast Pedestrian Trail are recreational land uses within the Study corridor. Although vacant land exists throughout this section of the Study corridor, the majority of the vacant land occurs along the eastern bounds of this section.

The existing land uses along the remainder of the Study corridor, S.R. 50 from the western intersection of S.R. 50/S.R. 50A to the eastern intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass], is primarily commercial with isolated areas of residential and institutional uses as well as vacant land. Medium scale shopping centers, miscellaneous retail establishments, restaurants, and financial institutions are the types of commercial development within this area. The residential land uses are primarily single-family residences that border the commercial frontage. The institutional uses are comprised of the Hernando County Sheriff's Office, U.S. Post Office, Hernando County Utility Department and two churches. Similar to S.R. 50, west of the Brooksville Bypass, the vacant land along this portion of the Study corridor occurs throughout this section of roadway with the majority occurring at the eastern end. Although vacant land exists within the Study corridor, developments are planned for some of these areas.

### **2.1.3 Future Land Use**

Hernando County has developed the Hernando County Comprehensive Plan Map to provide guidance for future land use planning. The designated land uses along the S.R. 50 project corridor indicate that future land uses will follow the established trends of the existing land uses in the Study area. Future land use designations of existing vacant parcels will consist primarily of commercial development with residential development both behind the commercial development and adjacent to the S.R. 50 corridor.

Although there are no requests for a Development of Regional Impact (DRI) within the Study corridor, it should be noted that 11 parcels have applied for and been granted rezoning. Nine of these parcels are located adjacent to S.R. 50 or the Brooksville Bypass, and the two remaining parcels are located in proximity to the roadway. In general, these developments are proposed on vacant land or require modification to existing buildings to provide additional services.

## **2.2 Existing Roadway Facility**

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The sections of S.R. 50 from U.S. 19 (S.R. 55) to west of Grove Road, and from the west intersection of S.R. 50/S.R. 50A to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass], are classified as an urban principal arterial. The portion of S.R. 50 from west of Grove Road to the west intersection of S.R. 50/S.R. 50A is classified as a rural principal arterial. It should also be noted that the portion of S.R. 50 within the Study corridor is designated as a FIHS facility. The existing posted speed limit along S.R. 50 varies between 45 mph and 55 mph from U.S. 19 (S.R. 55) to the west intersection of S.R. 50/S.R. 50A and 50 mph from the west intersection of S.R. 50/S.R. 50A to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass].

The portion of S.R. 50 from U.S. 19 (S.R. 55) to Cobb Road (C.R. 485) is a designated evacuation route that continues eastward along S.R. 50A (W. Jefferson Street). S.R. 50 also serves as an important access road to additional designated evacuation routes within the vicinity of the Study corridor, such as Suncoast Parkway, Broad St. (U.S. 41), Ponce de Leon (U.S. 98), and I-75.

## **2.3 Project Alternatives**

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The S.R. 50 project corridor was broken into four segments to effectively assess and compare the effects of the proposed roadway improvements. The four segments consist of the following:

- Segment 1: U.S. 19 (S.R. 55) to Mariner Boulevard (C.R. 587) (3.88 miles)
- Segment 2: Mariner Boulevard (C.R. 587) to the Suncoast Parkway (2.02 miles)
- Segment 3: Suncoast Parkway to the west intersection of S.R. 50/S.R. 50A (4.00 miles)
- Segment 4: West intersection of S.R. 50/S.R. 50A to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] (3.84 miles)

The recommended "Build" Alternative was based on the result of engineering analyses in regard to social and environmental effects. The following is an explanation of the rationale behind the selection of the recommended alternative typical sections.

A project meeting was held at FDOT District Seven on November 25, 2002, which enabled the selection and modification of the recommended alternative typical sections from the proposed typical sections that were presented. The following comments were received:

- Provide a shared use path on either the north or south side of the roadway, which is dependent upon the side of the roadway that would benefit the largest number of pedestrian users.
- Rural typical section should be designed to 65 mph unless the design criteria cannot be met.
- Maintain the urban typical section for the portion of S.R. 50 just west and east of the west S.R. 50/S.R. 50A intersection due to right-of-way constraints (part of Segment 1 and 2).
- Provide either an urban or a modified urban typical section for Segment 4 (dependent upon the presence of curb and gutter to the outside), with widening

to the inside with curb and gutter while maintaining the existing drainage system to the outside.

Additional reviews of the recommended typical sections were conducted by Hernando County and FDOT Roadway Design Department. The only additional comment their reviews generated was to provide a 5-foot sidewalk on the north side of the roadway.

The recommended typical sections for the widening of S.R. 50 from U.S. 19 (S.R. 55) to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] consist of five typical sections. Additional right-of-way is required for the recommended typical sections to provide right-turn lanes at unsignalized and signalized intersections.

The proposed improvements for the portion of the project between U.S. 19 (S.R. 55) and west of the west intersection of S.R. 50/S.R. 50A is a 6-lane rural typical section (65 mph design speed) within the 200 feet of existing right-of-way. It also includes a 12-foot shared used path and 5-foot sidewalk on the south and north side of the roadway, respectively.

A 6-lane urban typical section (50 mph design speed) is recommended for the section of S.R. 50 that is immediately west and east of the west intersection of S.R. 50/S.R. 50A. This typical section includes a 5-foot sidewalk and a 4-foot bicycle lane on both the north and south side of the roadway, which requires a 126-foot right-of-way width. The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

The recommended typical section for the portion of S.R. 50 from east of the west intersection of S.R. 50/S.R. 50A to west of Candlelight Boulevard [along the Brooksville Bypass] is a 6-lane modified urban typical section with a 50 mph design speed within the existing right-of-way (varies between 170 feet and 205 feet). This typical section provides curb and gutter within the median while maintaining the existing open drainage system to the outside, and also provides a 5-foot sidewalk on both the north and south sides of the roadway. The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

A 6-lane urban typical section is recommended for S.R. 50 [along the Brooksville Bypass] from west of Candlelight Boulevard to east of Ray Browning Road (50 mph design speed), which will provide curb and gutter in the median. This typical section will maintain the existing closed drainage system to the outside within the existing right-of-way (varies between 132 feet and 185 feet). The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

Similarly, a 6-lane modified urban typical section (50 mph design speed) is recommended for the remaining portion of the project from east of Ray Browning Road to the east intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] within the existing right-of-way (varies between 180 feet and 240 feet). This typical section provides curb and gutter within the median while maintaining the existing open drainage system to the outside as well as 5-foot sidewalk along both sides of the roadway. The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

## 2.4 Recommendations

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The alignment for the entire project corridor is primarily within the existing right-of-way. Specifically, alternative alignments were not necessary along S.R. 50, because the previous PD&E Study established the need for S.R. 50 from U.S. 19 (S.R. 55) to the eastern intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] to be initially widened to the existing 4-lane typical section and expandable to a 6-lane typical section. It should be noted that the recommendations of the previous PD&E Study were approved by FHWA on 3/22/90.

The alignment for the section of the project corridor from west of the west S.R. 50/S.R. 50A intersection to east of the west S.R. 50/S.R. 50A intersection [along the Brooksville Bypass] is limited by the existing urban typical section as well as the development and right-of-way constraints within this section of the project corridor. In addition, the portion of the project corridor from east of the west S.R. 50/S.R. 50A intersection to the east S.R. 50/S.R. 50A intersection [along the Brooksville Bypass] will be widened strictly to the inside per the previous PD&E Study.

There are five existing concrete box culverts (CBC) under S.R. 50 within the limits of the project. With the proposed roadway widening, it is anticipated that the final design would require some of the existing cross drains to be extended or replaced.

The recommended typical sections are discussed in Section 2.3 and are summarized as follows:

- 6-Lane Rural Typical Section: From U.S. 19 (S.R. 55) to west of the western intersection of S.R. 50/S.R. 50A

The recommended typical section for this portion of S.R. 50 is a 6-lane rural section (65 mph design speed) with 12-foot lanes, 10-foot shoulders (5-foot paved), and 40-foot depressed median within 200 feet of existing right-of-way. It also includes a 12-foot shared use path and a 5-foot sidewalk on the south and north sides of the roadway, respectively.

- 6-Lane Urban Typical Section: From west of the western intersection of S.R. 50/S.R. 50A to east of the western intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] and west of Candlelight Boulevard to east of Ray Browning Road [along the Brooksville Bypass].

A 6-lane urban typical section (50 mph design speed) is recommended for these sections of S.R. 50 with 12-foot lanes, 4-foot bicycle lanes, 5-foot sidewalks and a 22-foot raised median that requires a minimum of 126 feet of proposed right-of-way.

- 6-Lane Modified Urban Typical Section: From east of the western intersection of S.R. 50/S.R. 50A to west of Candlelight Boulevard [along the Brooksville Bypass] and east of Ray Browning Road to the eastern intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass].

The recommended typical section for these sections of S.R. 50 is a 6-lane modified urban typical section (50 mph design speed) with 12-foot lanes, 10-foot shoulders (5-foot paved), 5-foot sidewalks and 22-foot raised median within the existing right-of-way.

### 3.0 PROJECT APPROACH

The purpose of this Conceptual Stage Relocation Plan is twofold: 1) to identify community characteristics and analyze the effects of the project on the community, and 2) to identify residences and businesses potentially affected by the project and any special relocation needs.

Community characteristics are determined by analyzing and comparing the demographics of the state, county, and study area. The neighborhood study area for this Conceptual Stage Relocation Plan is defined by the census tracts. These census tracts are: 402.02, 403, 404, 405, 405, 407, 408, 409.03, 409.04, 410.01, 410.02, 412.01, 412.02, 415, and 416. The official census for 2000 and the *Florida Statistical Abstract (2001)*<sup>2</sup> are the sources for much of the baseline demographic data used in developing this *Conceptual Stage Relocation Plan*.

The demographic information that was analyzed includes: total population, male/female population, elderly population, minority composition, income, household size, owner/tenant occupancy, employment status, and housing costs. This information allows for comparisons that provide a reasonable representation of community effects. For example, if 50 percent of the households to be displaced are occupied by the elderly, this may seem high. However, if 75 percent of the total households in the study area are elderly, then the percentage of elderly displaced no longer seems to be disproportionate.

Although every effort has been made to minimize the effects of the proposed project on existing land uses, some residential and business relocations associated with project ROW acquisition are unavoidable.

Section 4.0 of this report presents population, housing, and income information for the State of Florida, Hernando County, and the neighborhood study areas along the project corridor.

## 4.0 DEMOGRAPHICS

### 4.1 Population

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The following population data was developed based on information gathered from the United States Census Bureau<sup>1</sup> 2000 Census and the *University of Florida, Bureau of Economics and Business Research, Florida Statistical Abstract (2001)*<sup>2</sup>. Based on the 2000 Census data, a population of 130,802 resides in Hernando County, and increase of 29.4 percent over the 1990 Census.

Table 4-1 shows the population densities for Florida and Hernando County. Hernando County is slightly less densely populated that the statewide average.

**Table 4-1 Population Densities**

Area	Persons Per Square Mile
State of Florida	296.4
Hernando County	273.5

Source: U.S. Census Bureau, Census 2000.<sup>1</sup>

Table 4-2 presents population data by race and gender for the individual census tracts along the project corridor in Hernando County.

There is no significant difference in the numbers of males and females in each of the census tracts within the project area, with the female population (32.8%) only slightly larger than the male population (29.6%). The racial composition shows that the study area neighborhoods are predominantly white (non-Hispanic). Blacks, Hispanics, and other minorities are significantly lower than the statewide averages.

### 4.2 Housing

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The family status of households located within the study area is presented in Table 4-3. The neighborhood with the highest percentages of Family Households is Census Tract 409.03 (80.3%). Average number of persons per household range from 1.91 in Census Tract 408 to 2.59 in Census Tract 402.2. The numbers of households containing an elderly member are presented in Table 4-3. For the purpose of this study, an elderly person is defined as an individual 65 years of age or older. Table 4-3 also shows the number of households containing five or more occupants regardless of family status. The low numbers in Hernando County reflect the higher than average percentage of elderly and retired persons residing there.

Table 4-4 provides an estimate of disabled or handicapped residential occupants in Hernando County as compared to Florida as a whole.



Table 4-2 Hernando County Census Tract Population by Race and Gender

Race	Census Tract 402.2		Census Tract 403		Census Tract 404		Census Tract 405		Census Tract 406		Census Tract 407		Census Tract 408	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Population	5,700	100.0	6,544	100.0	3,375	100.0	6,767	100.0	4,872	100.0	4,911	100.0	6,910	100.0
White	4,900	86.0	6,015	91.9	2,142	63.5	5,288	78.1	4,509	92.5	4,433	90.3	6,740	97.5
Black or African American	464	8.1	170	2.6	1,105	32.7	1,008	14.9	123	2.5	45	0.9	9	0.1
Hispanic or Latino	225	3.9	248	3.8	67	2.1	259	3.8	125	2.6	341	6.9	110	1.6
American Indian/Alaskan Native	23	0.4	18	0.3	11	0.3	28	0.4	37	0.8	21	0.4	5	0.1
Asian	19	0.4	23	0.4	25	0.7	80	1.3	24	0.5	23	0.5	16	0.2
Native Hawaiian	0	0.0	3	0.0	0	0.0	0	0.0	4	0.1	0	0.0	0	0.0
Other Race	4	0.1	5	0.1	4	0.1	13	0.2	2	0.0	3	0.1	2	0.1
Two or More Races	65	1.1	62	0.9	21	0.6	91	1.3	48	1.0	45	0.9	28	0.4
<b>Gender</b>														
Male	2,719	47.7	3,275	50.0	1,477	43.8	3,080	45.5	2,394	49.1	2,466	50.2	3,142	45.5
Female	2,981	52.3	3,269	50.0	1,898	56.2	3,687	54.5	2,478	50.9	2,445	49.8	3,768	54.5

Table 4-2 Hernando County Census Tract Population by Race and Gender (continued)

Race	Census Tract 409.03		Census Tract 409.04		Census Tract 410.01		Census Tract 410.02		Census Tract 412.01		Census Tract 412.02		Census Tract 415		Census Tract 416	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Population	6,569	100.0	4,467	100.0	5,961	100.0	6,026	100.0	2,586	100.0	6,603	100.0	5,586	100.0	4,750	100.0
White	5,901	89.8	3,732	83.5	5,183	86.9	5,110	84.8	2,356	91.1	5,839	88.4	5,156	92.3	4,578	96.4
Black or African American	142	2.2	387	8.7	159	2.7	218	3.6	22	0.9	172	2.6	106	1.9	34	0.7
Hispanic or Latino	373	5.7	250	5.6	507	8.5	574	9.5	158	6.1	437	6.6	172	3.1	69	1.5
American Indian/Alaskan Native	27	0.4	28	0.6	8	0.1	10	0.2	3	0.1	15	0.1	18	0.3	18	0.4
Asian	69	1.0	17	0.4	51	0.9	57	0.9	19	0.7	44	0.8	88	1.6	27	0.6
Native Hawaiian	0	0.0	5	0.1	0	0.0	0	0.0	0	0.0	1	0.1	0	0.0	1	0.0
Other Race	6	0.1	2	0.1	4	0.1	2	0.1	2	0.1	13	0.2	1	0.0	1	0.0
Two or More Races	51	0.8	46	1.0	49	0.8	55	0.9	26	1.0	82	1.2	45	0.8	22	0.4
<b>Gender</b>																
Male	3,126	47.6	2,126	47.6	2,775	38.2	2,880	47.8	1,241	48.0	3,023	45.8	2,676	47.9	2,333	49.1
Female	3,443	52.4	2,341	52.4	3,186	53.4	3,146	52.2	1,345	52.0	3,580	54.2	2,910	52.1	2,417	50.9

Source: U.S. Census Bureau, Census 2000. <sup>1</sup>

**Table 4-3 Household Information by Census Tract**

Demographic Category	Census Tract 402.2		Census Tract 403		Census Tract 404		Census Tract 405		Census Tract 406		Census Tract 407		Census Tract 408	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Number of Households	2,197		2,552		1,579		2,767		1,953		1,852		3,588	
Persons per Household	2.59		2.52		2.14		2.28		2.49		2.64		1.91	
Family Households	1,660.9	75.6	1,891.0	74.1	952.1	39.7	1643.6	59.4	1374.9	70.4	1431.6	77.3	2310.7	64.4
Non-Family Households	536.1	24.4	661.0	25.9	626.9	60.3	1123.4	40.6	578.1	29.6	420.4	22.7	1277.3	35.6
Elderly Households	1,044	18.3	1,241	19.0	1,172	34.7	1,519	22.4	859	17.6	855	17.4	4,034	58.4
Households with Five or More Members	232	10.6	232	9.1	106	6.7	211	7.6	187	9.6	192	10.4	89	2.5

**Table 4-3 Household Information by Census Tract (continued)**

Demographic Category	Census Tract 409.03		Census Tract 409.04		Census Tract 410.01		Census Tract 410.02		Census Tract 412.01		Census Tract 412.02		Census Tract 415		Census Tract 416	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Number of Households	2,655		1,430		2,338		2,401		1,087		2,864		2,456		2,303	
Persons per Household	2.47		2.58		2.39		2.49		2.37		2.26		2.27		2.06	
Family Households	2132.0	80.3	1055.3	73.8	1720.8	73.6	1793.5	74.7	847.9	78.0	1941.8	67.8	1893.6	77.1	1635.1	71.0
Non-Family Households	523.0	19.7	374.7	26.2	617.2	26.4	607.5	25.3	239.1	22.0	922.2	32.2	562.4	22.9	667.9	29.0
Elderly Households	1,782	27.1	591	13.2	1,988	33.4	1,525	25.3	750	29.0	2,345	35.5	1,742	31.2	1,891	39.8
Households with Five or More Members	180	6.8	135	9.4	159	6.8	193	8.0	61	5.6	179	6.3	133	5.4	75	3.3

Source: U.S. Census Bureau, Census 2000.<sup>1</sup>

**Table 4-4 Disabled Residential Occupants**

Area	Number	Percent
State of Florida	3,274,566	22.2
Hernando County	33,524	27.2

Source: U.S. Census Bureau, Census 2000. <sup>1</sup>

Table 4-5 presents home ownership rates for Hernando County, the State of Florida, and nationally.

**Table 4-5 Total Housing Units and Percentage of Home Ownership**

	Hernando	Florida	United States
Total Housing Units	62,727	7,302,947	115,904,641
Home Ownership Percentage	58.2	71	70

Source: U.S. Census Bureau, Census 2000. <sup>1</sup>

Home ownership for each of the Census Tracts located within the project study area is presented in Table 4-6. The percent of total housing units is based on the number of units within the tract as a percentage of the county total. The owner occupied percentage is based on the total owner occupied homes compared to the total housing units for each tract.

**Table 4-6 Hernando County - Owner Occupied Housing Units by Census Tract**

Demographic Category	Census Tract 402.2		Census Tract 403		Census Tract 404		Census Tract 405		Census Tract 406		Census Tract 407		Census Tract 408	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Housing Units	2,189	3.5	2,552	4.1	1,579	2.5	2,767	4.4	1,953	3.1	1,831	2.9	3,588	5.7
Owner Occupied Homes	1,976	90.3	2,298	90.0	1,183	74.9	1,706	61.7	1,646	84.3	1,640	89.6	3,406	94.9

**Table 4-6 Hernando County - Owner Occupied Housing Units by Census Tract (continued)**

Demographic Category	Census Tract 409.03		Census Tract 409.04		Census Tract 410.01		Census Tract 410.02		Census Tract 412.01		Census Tract 412.02		Census Tract 415	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Housing Units	2,655	4.2	1,430	2.3	2,338	3.7	2,401	3.8	1,108	1.8	2,864	4.6	2,456	3.9
Owner Occupied Homes	2,417	91.0	1,183	82.7	1,970	84.3	2,003	83.4	1,024	92.4	2,295	80.1	2,280	92.8

**Table 4-6 Hernando County - Owner Occupied Housing Units by Census Tract (continued)**

Demographic Category	Census Tract 416	
	Number	Percentage
Total Housing Units	2,303	3.7
Owner Occupied Homes	2,062	89.6

Source: U.S. Census Bureau, Census 2000.<sup>1</sup>

### 4.3 Income and Employment

Table 4-7 compares the estimated income ranges of Hernando County to that of the State of Florida.

**Table 4-7 Income Range for Hernando County and the State of Florida**

Area	1990	1999
State of Florida	\$19,855	\$27,781
Hernando County	\$15,832	\$22,412

Source: U.S. Census Bureau, Census 2000.<sup>1</sup>

Employment data for Hernando County and the State of Florida is compared in Table 4-8. The data shows that the vast majority of persons eligible for employment residing in Hernando County and the State of Florida are currently employed. The table also shows that the unemployment rate in both counties is slightly lower than the statewide rate.

**Table 4-8 Employment Status for Hernando County and the State of Florida**

Demographic Category	Employed		Unemployed	
	Number	Percentage	Number	Percentage
State of Florida	6995047	54.9	412411	3.2
Hernando County	44071	40.3	2425	2.2

Source: U.S. Census Bureau, Census 2000.<sup>1</sup>

## 5.0 RELOCATION EFFECTS

This section of the plan identifies potential ROW effects and displacements anticipated as a result of the alignments proposed. Table 5-1 identifies the number of potential relocations per Segment.

**Table 5-1 Evaluation Matrix**

Evaluation Factors	S.R. 50			S.R. 50 [along the Brooksville Bypass]	Total
	Segment 1	Segment 2	Segment 3	Segment 4	
<b>Potential Relocations</b>					
Business	0	0	2	1	3
Residential	9	0	2	0	11
Non-Profit Organization	0	0	1	0	1

Source: Preliminary Engineering Memorandum, July 2003.

## 5.1 Residential Effects

The production of this planned project will have nominal effect on the local population and property owners with respect to relocations. It is estimated that there will be 9 relocations within Segment 1, no relocations within Segment 2, two relocations within Segment 3, and no relocations within Segment 4, as shown in Table 5-2, along with the year that each structure was constructed.

**Table 5-2 Potential Residential Relocations**

Address	Date Constructed
6302 Melshire Avenue	2002
6310 Melshire Avenue	2000
6345 Freeport Drive	1989
6353 Freeport Drive	2000
6371 Freeport Drive	1989
6377 Freeport Drive	1987
6391 Freeport Drive	1988
6257 Lorraine Lane	1989
6315 Lorraine Lane	2002
15499 Cortez Boulevard	1975
15507 Cortez Boulevard	1960

## 5.2 Business Effects

The construction of the proposed project will have minimal effect on the local community and business owners with respect to relocations. It is anticipated that there will be no relocations within Segment 1, no relocations within Segment 2, two businesses, and a non-profit organization (Iglesia Cristiana) within Segment 3, and one business within

Segment 4, as shown in Table 5-3, along with the year that each structure was constructed.

For displaced businesses wishing ownership status, a sufficient amount of commercial space for sale exists, as well and sufficient vacant land for construction within 5-miles to the east or west of the project area.

For displaced commercial tenants that want rental status, an abundant supply of space is available in all sizes for lease and rent within 5 miles of the project area.

Coordination and consultation for this proposed project has been accomplished through a series of meetings and correspondence with appropriate parties to provide sufficient opportunity for submitting comments. Governmental agencies and departments (local, state, and federal) have been contacted through correspondence and/or meetings to solicit their comments regarding the proposed project, as well as coordination activities with nonprofit organizations, utilities, and rail. To date, no adverse comments have been received from entities regarding implementation of the proposed project.

The public coordination effort, including participation with community, small group, neighborhood and business association meetings and two public meetings has developed an active and meaningful project participation by the affected residential and business community.

**Table 5-3: Potential Business Relocations**

Address	Date Constructed
Anthony's Precision Automotive, Inc. – 15527 Cortez Boulevard	1980
Iglesia Cristiana – 15531 Cortez Boulevard*	1983
Coastal Max Mart – 16128 Cortez Boulevard	1971
Dieters Auto & Truck Sales – 18660 Cortez Boulevard	1973

\*Non-profit organization

### 5.3 Potential Contamination Concerns

Of the residential and business properties identified within the Plan as relocations, two have been identified in the *Final Contamination Screening Evaluation Report*, published separately as a potential source of contamination. They comprise: Coastal Max Mart located at 16128 Cortez Boulevard, and Dieters Auto & Truck Sales located at 18860 Cortez Boulevard. Photographs of each site are contained in Appendix B. Table 5-4 notes locations of potential concern.

**Table 5-4 List of Potentially Contaminated Sites and Risk Ratings**

Site ID.	Site No.	Property Description	Storage Tanks	Distance From ROW (Feet)	Contamination Concern	Contamination Evaluation
1-P/HM/HW-M	1	Mobil Gas Station 6200 Commercial Way	Yes	350	Petroleum/HM/HW	Medium
2-P/HM/HW-L	2	Pronto Cleaners 8 Brook Plaza	Yes	125	Petroleum/HM/HW	Low
3-HM/HW-L	3	Diamond Brite 6205 Deltona Blvd., Suite G	No	200	HM/HW	Low
4-HM/HW-L	4	All Clear Pool Supplies, Inc. 6205 Deltona Blvd., Suite H	No	200	HM/HW	Low
5-P/HM/HW-L	5	Circle K #7485 6227 Deltona Blvd.	Yes	75	Petroleum/HM/HW	Low
6-HM/HW-L	6	Hernando County Fire Station #12 6335 Ovenbird Rd.	No	150	HM/HW	Low
7-HM/HW-L	7	Cortez Medical Plaza 10000 Cortez Blvd.	No	175	HM/HW	Low
8-P-H	8	Withlacoochee River Electric Co-Op. 10005 Cortez Blvd.	Yes	200	Petroleum	High
9-HM/HW-L	9	Good Sheppard Walk-In Clinic and J&M Plaza 10071 Cortez Blvd.	No	100	HM/HW	Low
10-HM/HW-L	10	Scott Paint 10163 Cortez Blvd.	No	100	HM/HW	Low
11-HM/HW-L	11	Family Medical Center 10200 Cortez Blvd.	No	75	HM/HW	Low
12-HM/HW-L	12	Hernando County Utilities Department – Water Plant 12330 Cortez Blvd.	No	50	HM/HW	Low
13-HM/HW-L	13	Withlacoochee River Electric Co-Op. Substation 10400 Cortez Blvd.	No	300	HM/HW	Low
14-HM/HW-L	14	Florida Power & Light Corp. – Weeki Wachee Substation 11010 Cortez Blvd.	No	200	HM/HW	Low
15-P-L	15	Sand Hill Scout Reservation 11210 Cortez Blvd.	Yes	800	Petroleum	Low
16-P/HM/HW-M	16	Columbia Regional Medical (Oak Hill) 11375 Cortez Blvd.	Yes	800	Petroleum/HM/HW	Medium
17-HM/HW-L	17	Good Sheppard Images 11463 Cortez Blvd.	No	300	HM/HW	Low
18-HM/HW-L	18	Gulf Coast Medical Center 11479 Cortez Blvd.	No	100	HM/HW	Low
19-HM/HW-L	19	Oakview Medical Center 12001 Cortez Blvd.	No	150	HM/HW	Low
20-HM/HW-L	20	Summit Imaging 12037 Cortez Blvd.	No	100	HM/HW	Low
21-HM/HW-L	21	High Point Coin Laundry 12081 Cortez Blvd.	Yes	75	HM/HW	Low
22-HM/HW-L	22	Community Medical Plaza 12112 Cortez Blvd.	No	100	HM/HW	Low
23-P/HM/HW-L	23	National Transmission of Spring Hill 12153 Cortez Blvd.	No	100	Petroleum/HM/HW	Low
24-P/HM/HW-L	24	Quick Lube 12155 Cortez Blvd.	No	125	Petroleum/HM/HW	Low
25-P/HM/HW-L	25	Tire Kingdom 12161 Cortez Blvd.	No	150	Petroleum/HM/HW	Low
26-HM/HW-L	26	Hernando Endoscopy & Surgery Center 12180 Cortez Blvd.	No	100	HM/HW	Low
27-HM/HW-L	27	Hernando Medical Park 12161 Cortez Blvd.	No	75	HM/HW	Low
28-HM/HW-L	28	Life South Community Blood Center 12395 Cortez Blvd.	No	150	HM/HW	Low
29-HM/HW-L	29	Auto Zone Discount Auto Parts 12495 Cortez Blvd.	No	125	HM/HW	Low
30-P-L	30	Arby's Restaurant Cortez Boulevard	Removed	100	Petroleum	Low
31-HM/HW-L	31	Florida Medical Center/Endoscopy & Surgery Center 12900 Cortez Blvd.	No	100	HM/HW	Low
32-HM/HW-L	32	Walgreens 13086 Cortez Blvd.	No	75	HM/HW	Low
33-HM/HW-L	33	Touch of Quality Cleaner 13076 Cortez Blvd.	No	350	HM/HW	Low
34-P/HM/HW-M	34	Circle K #7486 13077 Cortez Blvd	Yes	50	Petroleum/HM/HW	Medium



**Table 5-4 List of Potentially Contaminated Sites and Risk Ratings (continued)**

Site ID.	Site No.	Property Description	Storage Tanks	Distance From ROW (Feet)	Contamination Concern	Contamination Evaluation
35-P/HM/HW-L	35	Southdown Inc. 13083 Cortez Blvd.	Removed	Unknown	Petroleum/HM/HW	Low
36-P/HM/HW-L	36	Wal Mart Super Center 13300 Cortez Blvd.	Yes	500	Petroleum/HM/HW	Low
37-P/HM/HW-L	37	Bridgestone 13251 Cortez Blvd.	NA	150	Petroleum/HM/HW	Low
38-HM/HW-L	38	Mural Mania 13325 Cortez Blvd.	No	150	HM/HW	Low
39-P-M	39	Citgo Beverage Depot & Deli (Former Sunshine Gas N Go) 13390 Cortez Blvd.	Yes	75	Petroleum	Medium
40-P/HM/HW-L	40	Johnson Motors 13357 Cortez Blvd.	No	100	Petroleum/HM/HW	Low
41-P/HM/HW-L	41	Ice Cold Air 13399 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
42-P/HM/HW-L	42	Sun Runner Automotive 1319 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
43-HM/HW-L	43	Discount Auto Parts 13427 Cortez Blvd.	No	75	HM/HW	Low
44-P/HM/HW-L	44	Precision Auto A/C (Former Ridge Point Homes Inc.) 14140 Cortez Blvd.	Removed	Unknown	Petroleum/HM/HW	Low
45-HM/HW-L	45	Register Chevrolet Oldsmobile 14181 Cortez Blvd.	No	200	HM/HW	Low
46-P-H	46	Speedway #0178 7170 Barclay Ave.	Yes	75	Petroleum	High
47-P/HM/HW-L	47	Plaza Chrysler Plymouth Dodge 14358 Cortez Blvd.	Removed	150	Petroleum/HM/HW	Low
48-HM/HW-L	48	Springbrook Hospital 14540 Cortez Blvd.	No	200	HM/HW	Low
49-HM/HW-L	49	Pasco/Hernando Oncology 14529 Cortez Blvd.	No	200	HM/HW	Low
50-HM/HW-L	50	Hernando Heart Clinic 14555 Cortez Blvd.	No	100	HM/HW	Low
51-P-L	51	Pinecrest Funeral Chapel 15010 Cortez Blvd.	No	100	Petroleum	Low
52-P/HM/HW-H	52	Wes Harris Buick-Pontiac 15164 Cortez Blvd.	Removed	150	Petroleum/HM/HW	High
53-P/HM/HW-L	53	Jim Peyton Motors 15225 Cortez Blvd.	Removed	Unknown	Petroleum/HM/HW	Low
54-HM/HW-L	54	Hernando Today 15299 Cortez Blvd.	No	75	HM/HW	Low
55-P-L	55	Hernando County – Utility Site 15400 Wiscon Rd.	Yes	800	Petroleum	Low
56-P-M	56	Citgo/7-Eleven Food Store #32859 15310 Cortez Blvd.	Yes	75	Petroleum	Medium
57-P-M	57	White's Septic Tank Service Inc./ USE 8626680 15430 Cortez Blvd.	Removed	100	Petroleum	Medium
58-HM/HW-L	58	Gator Phillips Printing 15476 Cortez Blvd.	No	75	HM/HW	Low
59-P/HM/HW-L	59	Advance Auto 15476 Cortez Blvd.	No	150	Petroleum/HM/HW	Low
60-P/HM/HW-H	60	Save On Nursery 15491 Cortez Blvd.	Yes	25	Petroleum/HM/HW	High
61-P/HM/HW-L	61	Anthony's Precision Automotive 15521 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
62-P/HM/HW-L	62	Fast Lane Automotive (Former A+ Automotive/Gomez Property) 15536 Cortez Blvd.	No	150	Petroleum/HM/HW	Low
63-P/HM/HW-H	63	Clark New/Used Cars & New/Used RV Sales & Service 16076 Cortez Blvd.	Yes	100	Petroleum/HM/HW	High
64-P/HM/HW-L	64	Passy Auto Repair 16090 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
65-P-M	65	Coastal Max Mart (Former Cortez Station) 16128 Cortez Blvd.	Yes	50	Petroleum	Medium
66-HM/HW-L	66	Liquidated Merchandise (Former Piston Ring Supply) 16176 Cortez Blvd.	No	100	HM/HW	Low
67-P/HM/HW-L	67	American Sport Cars (former Last Chance Garage) 16264 Cortez Blvd.	No	100	Petroleum/HM/HW	Low
68-P/HM/HW-L	68	John Bost Automotive 16288 Cortez Blvd.	No	100	Petroleum/HM/HW	Low

**Table 5-4 List of Potentially Contaminated Sites and Risk Ratings (continued)**

Site ID.	Site No.	Property Description	Storage Tanks	Distance From ROW (Feet)	Contamination Concern	Contamination Evaluation
69-HM/HW-L	69	Becks Termite & Pest Control 16339 Cortez Blvd.	No	150	HM/HW	Low
70-P/HM/HW-L	70	Complete Automotive Care 16378 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
71-P/HM/HW-L	71	Brooksville Transmission 16402 Cortez Blvd.	No	150	Petroleum/HM/HW	Low
72-HM/HW-L	72	Armco Radiator Repair (Former Brothers 111 Carburetors) 16414 Cortez Blvd.	No	50	HM/HW	Low
73-P/HM/HW-L	73	Master Auto Air 16450 Cortez Blvd.	No	100	Petroleum/HM/HW	Low
74-P/HM/HW-L	74	A-1 Mower 17022 Cortez Blvd.	No	150	Petroleum/HM/HW	Low
75-HM/HW-L	75	M&M Kwick Printing 17166 Cortez Blvd.	No	75	HM/HW	Low
76-P/HM/HW-L	76	Quality Auto Repair (Former Hernando Auto Electric Inc.) 18610 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
77-P/HM/HW-M	77	Hess #09405 18635 Cortez Blvd.	Yes	75	Petroleum/HM/HW	Medium
78-P-H	78	Dieter's Auto & Truck Sales (Former Presto Food Store #17) 18860 Cortez Blvd.	Removed	25	Petroleum	High
79-P-L	79	Hardee's Restaurant (Former Paff-Deason Co.) 18700 Cortez Blvd.	Removed	75	Petroleum	Low
80-P-L	80	Hernando Oil 18748 Cortez Blvd.	Yes	100	Petroleum	Low
81-P/HM/HW-M	81	Highland Body Shop 18760 Cortez Blvd.	No	100	Petroleum/HM/HW	Medium
82-P/HM/HW-M	82	By Pass Garage 18768 Cortez Blvd.	No	100	Petroleum/HM/HW	Medium
83-P-M	83	Shop & Save (Circle K) 9020 Cobb Ave.	Yes	75	Petroleum	Medium
84-P/HM/HW-H	84	Commercial Carrier Corp. 18820 Cortez Blvd.	Yes	200	Petroleum/HM/HW	High
85-P/HM/HW-L	85	Quick Fix Tire 18825 Cortez Blvd.	No	75	Petroleum/HM/HW	Low
86-P-M	86	Donto Construction Corp. 18839 Cortez Blvd.	Removed	800	Petroleum	Medium
87-P-M	87	Whetstone Oil Corp. Inc. 18839 Cortez Blvd.	Yes	800	Petroleum	Medium
88-P-L	88	Revenaugh's Service Center 18845 Cortez Blvd.	Yes	100	Petroleum	Low
89-P-M	89	Hernando County – Sheriff's Department 18900 Cortez Blvd.	Yes	200	Petroleum	Medium
90-HM/HW-L	90	Palm Pool & Patio (Closed) 19201 Melendez Rd.	No	100	HM/HW	Low
91-P/HM/HW-M	91	Cumberland Farms #1054 19275 Melendez Rd.	Yes	75	Petroleum/HM/HW	Medium
92-N	92	City of Brooksville Pumping Station No Physical Address	No	50	None	No
93-HM/HW-L	93	K Mart #7513 (Closed) 19388 Cortez Blvd.	No	400	HM/HW	Low
94-P/HM/HW-L	94	Auto Zone Discount Auto Parts 1274 Broad St.	No	125	Petroleum/HM/HW	Low
95-HM/HW-L	95	Florida Dry Cleaning (Former AA Laundromat) 19434 Cortez Blvd.	No	300	HM/HW	Low
96-HM/HW-L	96	Walgreens #1623 19450 Cortez Blvd.	No	500	HM/HW	Low
97-HM/HW-M	97	Imperial Cleaners (Former Touch of Quality Cleaners) 1224 South Broad St.	Removed	500	HM/HW	Medium
98-P-L	98	Montgomery Truck Lines U.S. 41 & S.R. 50	No	0	Petroleum	Low
99-P/HM/HW-L	99	Big Lots (Former K Mart #9702) 20020 Cortez Blvd.	Removed	500	Petroleum/HM/HW	Low
100-P/HM/HW-L	100	NAPA Auto Parts 20060 Cortez Blvd.	No	500	Petroleum/HM/HW	Low
101-HM/HW-L	101	Porter Paints 20070 Cortez Blvd.	No	500	HM/HW	Low

**Table 5-4 List of Potentially Contaminated Sites and Risk Ratings (continued)**

Site ID.	Site No.	Property Description	Storage Tanks	Distance From ROW (Feet)	Contamination Concern	Contamination Evaluation
102-P/HM/HW-M	102	Texaco No. 242031365/ Star Enterprises (Closed) 20200 Cortez Blvd.	Removed	25	Petroleum/HM/HW	Medium
103-N	103	Ranch Hands Feed Depot 21029 Cortez Blvd.	No	50	None	No
104-N	104	Hernando County Utility Department 21030 Cortez Blvd.	No	50	None	No
105-P/HM/HW-L	105	Seaboard Coast Line Railroad Track S.R. 50, East of C.R. 445	No	0	Petroleum/HM/HW	Low
106-N	106	Turbine Solutions 21125 Cortez Blvd.	No	150	None	No
107-P-M	107	Hess #09403 (Former Pick Kwick Food Store #137) 22186 Cortez Blvd.	Yes	50	Petroleum	Medium
108-P/HM/HW-M	108	Widow's Oil Thrift Store (Former Liberty Auto Sales) 22255 Cortez Blvd.	Removed	75	Petroleum/HM/HW	Medium
109-P/HM/HW-L	109	Dave's Repairs Hwy. 518 & Hwy 50 West	No	100	Petroleum/HM/HW	Low
110-N	110	Grubbs Construction 1115 Main Street South	Yes	660	Petroleum	No
111-N	111	Labor Finder Unknown	No	150	Asbestos	No

Footnotes:  
 NA = Not Available  
 HM/HW = Hazardous Material/Hazardous Waste  
 ROW = Right-of-way  
 110 and 111 = Sites located outside the range of the aerial photographs of the project corridor.

Source: Final Contamination Screening Evaluation Report, January 2004<sup>3</sup>.

## 6.0 RELOCATION RESOURCES

In addition to the relocation services provided by the FDOT, numerous real estate and social service resources are available for those whose households and businesses are displaced by the proposed project. These resources are available to all relocates without regard to race, color, religion, sex, or national origin.

### 6.1 Available Housing

It is anticipated that the abundance of existing and planned housing in the immediate vicinity of the project can absorb any displaced residents who choose to remain in the area. Comparable replacement housing units for sale are abundant and available throughout the project study area. An Internet search of properties listed in the Multiple Listing Service (MLS) of Hernando County for single-family homes for sale within the project study area revealed 1,063 listings on October 10, 2003. Listings include homes with one bedroom to more than four bedrooms and ranged in price from \$16,000 to \$875,000. Table 6-1 presents the categories of the homes listed for sale in the MLS by zip code in the project area on October 10, 2003. Additional housing is available for sale by owner and listed in the newspaper and various "For Sale by Owner" publications. It is assumed that resale housing of equal quality will continue to be available in similar quantities throughout the project study area.

**Table 6-1 Real Estate Listings**

Census Tracts	403, 404, 405, 406, 402.01, 402.02	412.01, 412.02, 413.01, 413.02, 414.01, 414.02	415, 416	409.01, 410.01, 411.01, 411.02, 412.01, 414.02	403, 409.01, 409.02, 409.03, 409.04, 410.02, 411.02	406, 407, 408, 416
Zip Codes	34601	34606	34607	34608	34609	34613
Total Listings	151	189	105	195	233	190
1 Bedroom Listings/ Percent	2 (1.3%)	5 (2.6%)	1 (1%)	No Listings	No Listings	8 (4.2%)
Price Range	\$25,000 - 40,900	\$27,000 - 46,900	\$259,000	N/A	N/A	\$26,900 - 149,900
2 Bedroom Listings/ Percent	47 (31.1%)	96 (50.8%)	23 (21.9%)	48 (24.6%)	39 (39%)	78 (41.1%)
Price Range	\$16,000 - 170,000	\$39,000 - 229,900	\$39,777 - 348,000	\$62,900 - 236,900	\$62,000 - 219,900	\$32,550 - 224,900
3 Bedroom Listings/ Percent	79 (52.3%)	73 (38.6%)	60 (57.1)	110 (56.4%)	133 (57.1%)	83 (43.7%)
Price Range	\$21,000 - 109,500	\$49,500 - 289,890	\$32,500 - 875,000	\$60,900 - 299,900	\$31,900 - 495,000	\$24,000 - 850,000
4 Bedroom Listings/ Percent	23 (15.2%)	15 (7.9%)	21 (20%)	37 (19.0%)	61 (26.2%)	21 (11.1%)
Price Range	\$79,900 - 200,000	\$61,900 - 299,900	\$99,500 - 559,900	\$109,900 - 659,000	\$65,000 - 749,900	\$65,000 - 449,000

Source: Realtor.com<sup>4</sup>, Tampa Tribune<sup>5</sup>

There are three types of available rental properties located in proximity to the project corridor: houses, mobile homes, and apartments. A review of the Hernando County MLS and newspaper advertisements for the area produced a number of possible rental properties described in Table 6-2. Advertisements for houses and mobile homes were for individual properties. Advertisements for apartments did not list the total number of apartments available in each complex. Instead, a range of sizes (1-3 bedrooms) and either the lowest rental rate or a range of rental rates was listed. Non-apartment rentals normally are on the market for a minimal amount of time. Most are not listed with a realtor and many are not advertised except for a sign on the property.

**Table 6-2 Real Estate Listings for Rental Properties**

Type	Number of Bedrooms			
	1	2	3	4+
House	No Listings	13	8	No Listings
Rent Range	N/A	\$395 - 850	\$750 - 1200	N/A
Mobile Home	1	4	2	No Listings
Rent Range	\$325	\$330 - 485	\$425 - 650	N/A
Apartment	1-4 Bedrooms (42 Advertisements; number of available are not listed)			
Rent Range	\$251 (1 Bedroom) - \$1100 (3 Bedroom)			

Source: Realtor.com<sup>4</sup>

Based on the wide availability of both existing and new homes for sale as well as properties for rent, it is assumed there will be an abundance of available housing for all relocates prior to project construction. Information obtained from real estate sources indicate the existing inventory of replacement housing is typical and will likely increase. The replacement resources are all considered Equal Opportunity Housing. All potential relocates will be eligible for relocation assistance as described in Section 7.0 of this Plan.

## 6.2 Housing of Last Resort

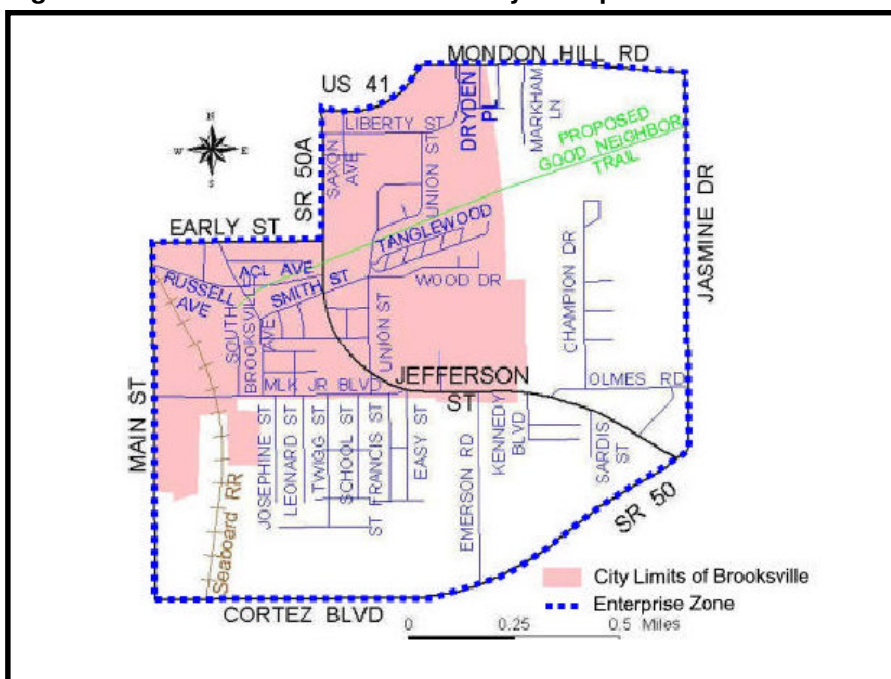
Comparable replacement housing for sale and rent is available throughout the project study area. However, there may be some last resort rent supplements and last resort replacement housing payments necessary. Last resort housing payments would be used in order to place the relocates in decent, safe, and sanitary housing. Should last resort housing be constructed, the housing would be made available before displaces are required to vacate their current dwellings. There are numerous residential lots available throughout the project study area ranging in size from 4,000 square feet to several acres. Prices vary by location and size. Presently, housing of last resort is not anticipated for this project.

## 6.3 Tax Abatement Programs and Enterprise Zone

The City of Brooksville and Hernando County have established tax abatement programs as well as the Hernando County/City of Brooksville Enterprise Zone as a means to attract new businesses and retain existing businesses.

In general, The Enterprise Zone Program was established by the state in 1981 (Sections 290.00 through 290.0016 of the Florida Statutes) to target specific areas for economic revitalization. Within the project corridor there is one such area, the Brooksville/Hernando County Enterprise Zone, which is located within the City of Brooksville and unincorporated Hernando County. The Brooksville/Hernando County Enterprise Zone is a 1.3 square mile area of Hernando County, which is comprised of approximately 1,348 residents and 50 businesses. Refer to Figure 7-1.

**Figure 7-1 Brooksville/Hernando County Enterprise Zone**



Tax incentives are offered to all types of businesses that are locating or expanding within the designated Enterprise Zone who employ zone residents, rehabilitate real property or purchase business equipment to be used in the zone. Tax credits are available to businesses that pay either the Florida Corporate Income Tax or the Florida Sales and Use Tax. Sales tax refunds and sales tax exemptions are available if eligible purchases are made. The State Tax Incentives include:

- Jobs Tax Credits (Corporate Income Tax, Sales & Use Tax)
- Business Equipment Sales Tax Refund
- Building Materials Sales Tax Refund
- Property Tax Credit (Corporate Income Tax)
- Electrical Energy Sales Tax Exemption
- Community Contribution Tax Credit Program (Corporate Income Tax or Sales Tax Refund)

Hernando County also offers a Building Permit and Impact Fee Waiver based on minimum criteria of ten new jobs and either 100% or 115% of the average annual wage, respectively. In addition, Hernando County has adopted the following state programs:

- Targeted Industry Incentives
  - Qualified Target Industry Tax Refund (QTI)
  - High Impact Performance Incentive Grant (HIPI)
  - Qualified Defense Contractor Tax Refund (QDC)
  - Capital Investment Tax Credit (CITC)
- Workforce Training Incentives
  - Quick Response Training Incentives (QRT)
  - Incumbent Worker Training Program (IWT)

- Road Infrastructure Incentives
  - Economic Development Transportation Fund
- Special Opportunity Incentives
  - Urban Incentives
  - Brownfield Incentives
- Access to Capital
  - Venture Capital
  - Lenders
  - Federal and State Programs
  - Enterprise Bond Program
  - SBA Loan Programs
  - Federal Grants

It should be noted that the Enterprise Zone is located approximately 0.5-miles from the end of the project, and that none of the business relocations identified in this Study are located within this zone. Nor are the effected businesses (Coastal gas station, auto service and parts center, and small used car lot) unique or likely to cause public concern if they do not relocate near their current locations.

#### 6.4 Business Space and Sites

Three businesses and one non-profit organization will potentially be displaced by the proposed project. The location of the effected sites and the number of businesses associated with each site are located in Section 5.0, Table 5-3.

*The Maddux Report for Tampa Bay (January 2002)*<sup>6</sup> describes the total inventory, vacant available floor space, and floor space under construction as depicted in Table 6-3 for Hernando County.

**Table 6-3 Business Floor Space in Hernando County**

<b>Leaseable Floor Space</b>	
2,360,000 sq ft	
<b>Existing Vacant Floor Space</b>	
10,000 sq ft	
<b>Under Construction</b>	
<b>New Floor Space</b>	<b>Pre-Leased (%)</b>
9,000 sq ft	100

Source: *The Maddux Report*<sup>6</sup>

## **7.0 RELOCATION ASSISTANCE**

### **7.1 Relocation Assistance Process**

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In order to minimize the unavoidable effects of the right-of-way acquisition and displacement of people, Hernando County and/or State, in cooperation with the FDOT will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute, Chapter 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).

Hernando County and/or State, in cooperation with the FDOT, provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date 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 that the Hernando County and/or State has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

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

All 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 of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner - occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of replacement dwelling;
4. Make payment for eligible increased interest cost resulting from having to get a mortgage at a higher interest rate. Replacement housing payments, increased



interest payments, and closing costs are limited to a combined total of \$22,500.00.

A displaced tenant may be eligible to receive payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

Any business, farm operation, or non-profit organization displaced by the Department for a highway program shall be offered relocation assistance services for the purpose of locating a suitable replacement property, as well as reimbursement of eligible moving costs and other advisory services. Business owners or business tenants may choose to be reimbursed on the basis of actual reasonable moving costs and related expenses; or, under certain circumstances, a fixed payment in lieu of actual moving expenses.

Actual reasonable moving expenses may be paid when the move is performed by a commercial mover or if the relocates elect to move themselves. In some cases, two move costs may be necessary to establish reasonable costs. Related expenses, such as personal property losses, expenses in locating a replacement site, and hazardous substances and hazardous waste removal and disposal may also be reimbursable. Finally, certain other re-establishment costs up to a maximum of \$10,000, may also be reimbursable such as:

- Repairs or improvements to the replacement of real property as required by federal, state, or local authorities;
- Modifications to the property which are necessary to accommodate the business;
- Estimated increased cost of operation during the first two years at the replacement site; and
- Impact fees.

Fixed payments in lieu of actual moving expenses, searching expenses, re-establishment expenses, and actual direct losses of tangible personal property may be paid in a sum between \$1,000 and \$20,000. To be eligible for a fixed payment, a business or non-profit organization must either move from the site or terminate its operation. The Department must determine that the business cannot be relocated without a substantial loss of its existing patronage and is not part of an enterprise with more than three similar establishments not being acquired by the Department. For the owner of a farm to be eligible for a fixed payment, the Department must determine that the acquisition caused a substantial change in the nature of the operation.

The brochures which describe in detail the County's/FDOT's relocation assistance program and right-of-way acquisition program are: "Residential Relocation", "Relocation Assistance: Business, Farms and Nonprofit Organizations", "Sign Relocation", and "The Real Estate Acquisition Process". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

## 7.2 Community Organizations Providing Assistance

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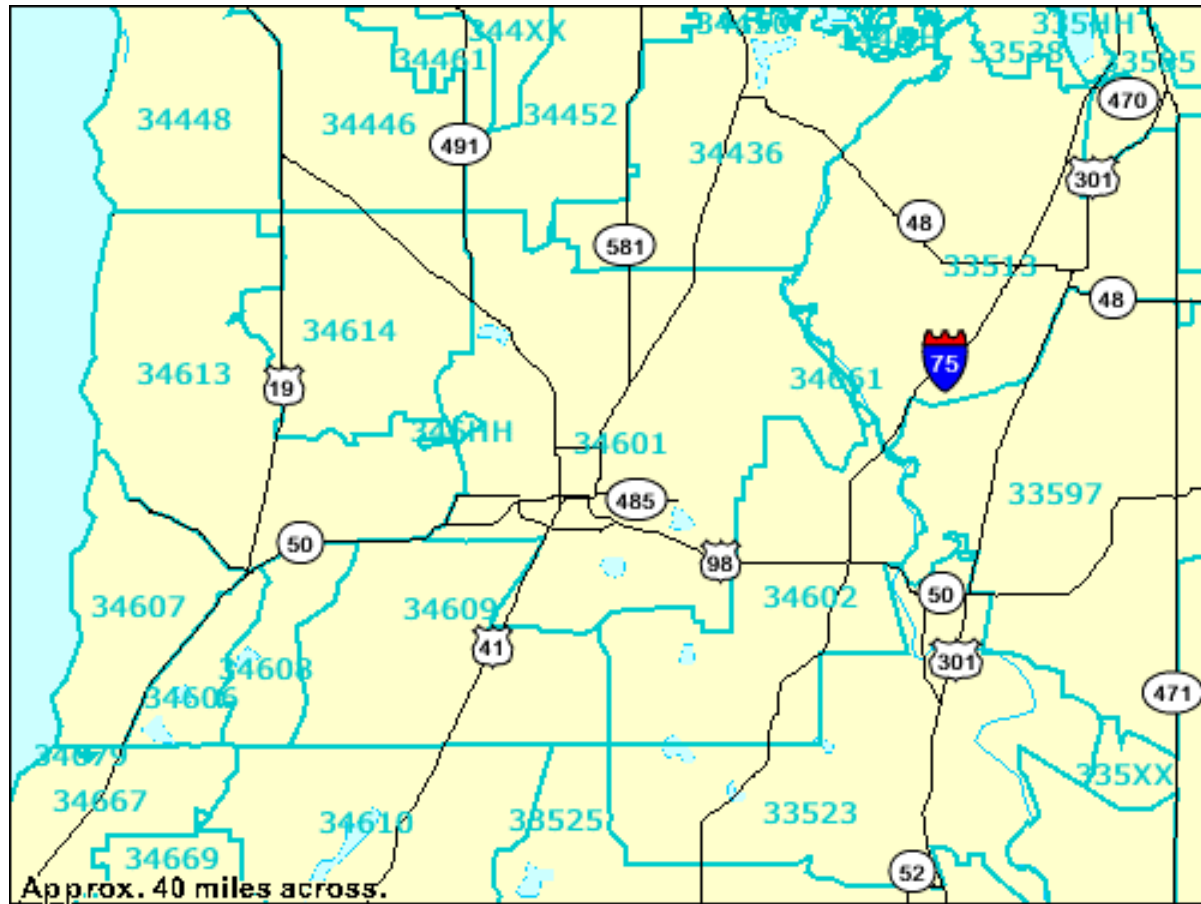
In addition to the relocation assistance provided by FDOT, a number of community and service organizations in Hernando County are available for assistance as listed below in Table 7-1.

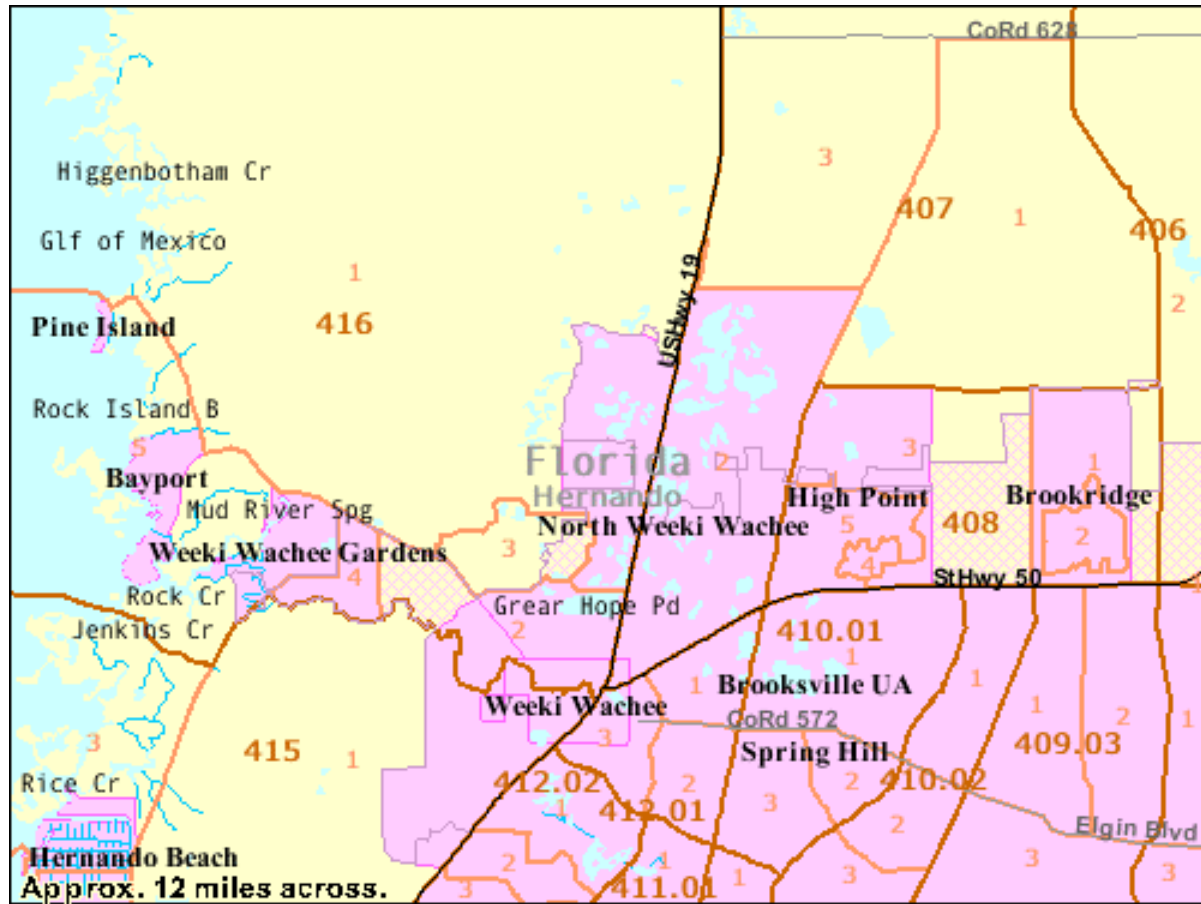
**Table 7-1 Community Organizations Available for Relocation Assistance**

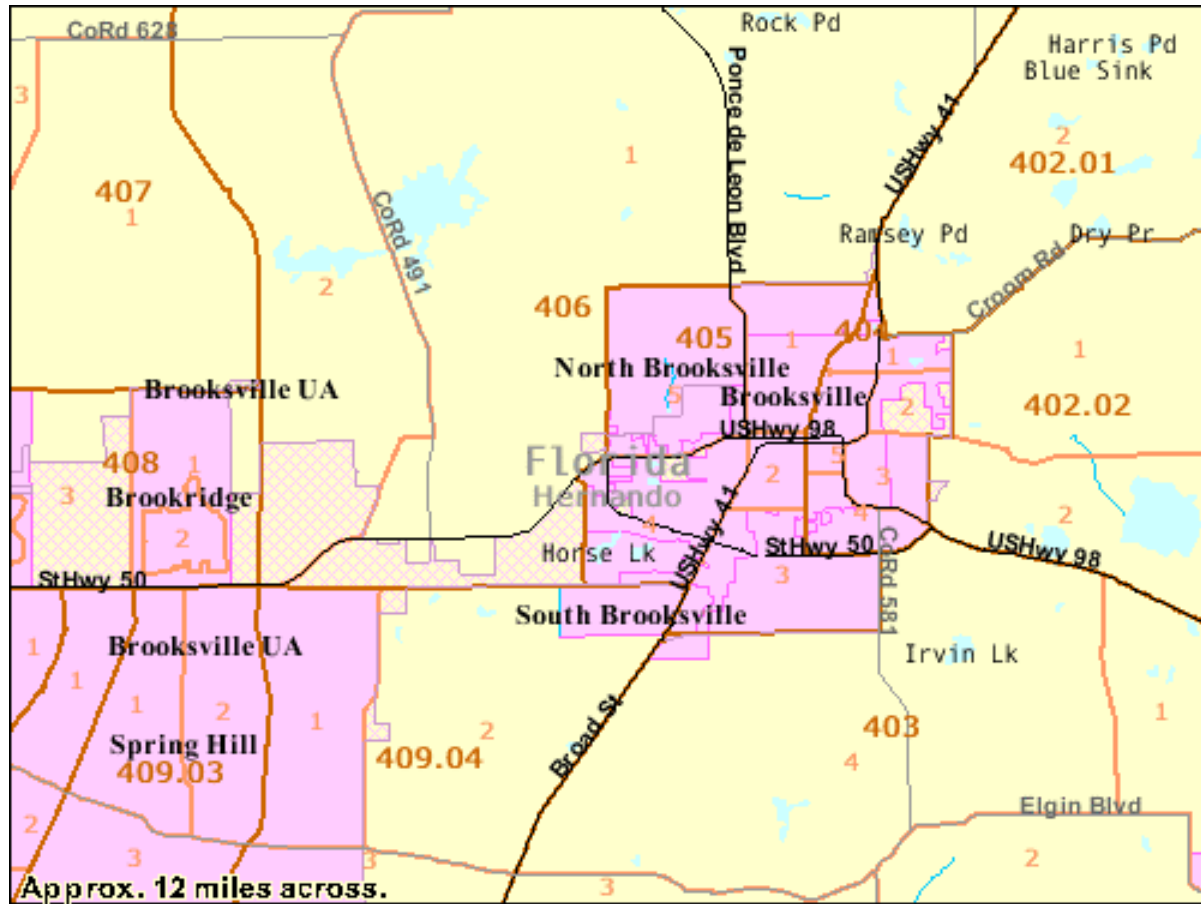
<b>Organization Name</b>	<b>Telephone Number</b>
Hernando County Chamber of Commerce	(352) 796-0697
United Way of Hernando County	(352) 688-2026
Hernando County Social Services	(352) 540-4338
Helping Hands United	(352) 683-9666
Mid Florida Community Services	(352) 796-1425
HUD for Seniors	(202) 708-1112
Hernando Meals on Wheels	(352) 796-1425
First Call for Help	(352) 684-2273
Consumer Credit Counseling Services	(800) 720-9537

## 8.0 REFERENCES

1. U.S. Census Bureau. [Online] <http://factfinder.census.gov>, <http://quickfacts.census.gov/qfd/states/12000/html>.
2. Bureau of Economic and Business Research (BEBR), November 2001, Florida Statistical Abstract 2001, University of Florida, Gainesville.
3. Final Contamination Screening Evaluation Report; Arcadis G&M, Inc.; Tampa, Florida; January 2004.
4. Realtor.com [Online]. <http://realtor.com>
5. Tampa Tribune [Online]. <http://tampatrib.com>
6. Tampa Bay Maddux Report. [Online]. <http://maddux.com/realestate.asp>









**Location: 6302 Melshire Avenue (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: West**



**Location: 6310 Melshire Avenue (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: West**





**Location: 6345 Freeport Drive (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: South**



**Location: 6353 Freeport Drive (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: South**



**Location: 6371 Freeport Drive (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: Southwest**



**Location: 6377 Freeport Drive (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: Southwest**



**Location: 6391 Freeport Drive (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: Southwest**



**Location: 6257 Lorraine Lane (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: Northeast**



**Location: 6315 Lorraine Lane (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin B**  
**Building Faces: Northeast**



**Location: 15499 Cortez Boulevard (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin I North**  
**Building Faces: South**





**Location: 15507 Cortez Boulevard (Residential)**  
**Reason for Possible Relocate: Proposed Pond Location - Basin I North**  
**Building Faces: South**



**Location: 15527 Cortez Boulevard (Business)**  
**Reason for Possible Relocate: Right turn lane at B.W. Stevenson Road**  
**Building Faces: South**



**Location: 15531 Cortez Boulevard**  
**Reason for Possible Relocate: Right turn lane at B.W. Stevenson Road**  
**Building Faces: South**



**Location: 16128 Cortez Boulevard**

**Reason for Possible Relocate: Right turn lane at Fort Dade Avenue**

**Building Faces: North**



**Location: 18660 Cortez Boulevard (Business)**  
**Reason for Possible Relocate: Right turn lane/intersection improvements**  
**Building Faces: Northeast**

