

SR 54 Project Development and Environment (PD&E) Study

From CR 577 (Curley Road)
to CR 579/CR 54 (Morris Bridge Road)

Final Conceptual Stage Relocation Plan

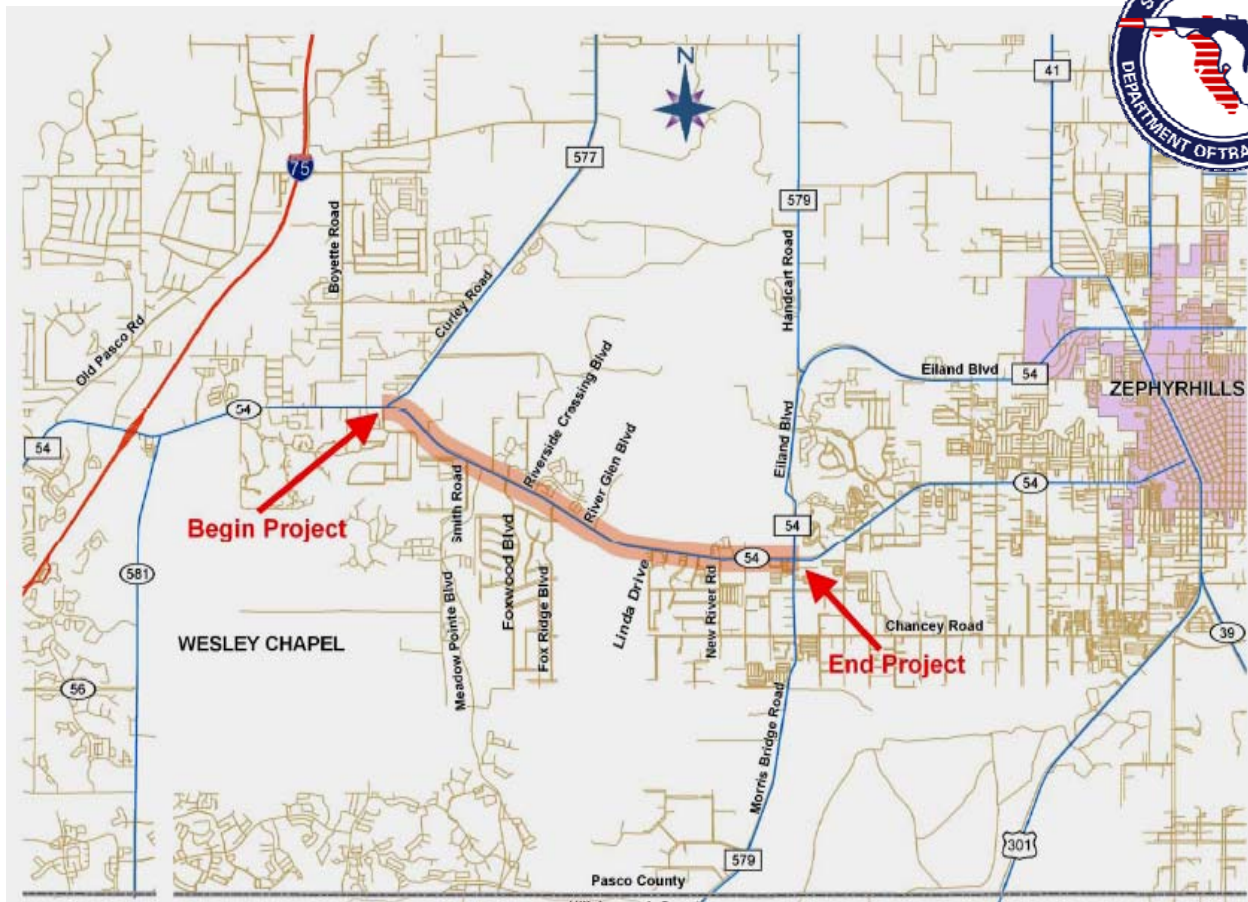
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Pasco County

Prepared for the

**Florida Department of Transportation
District Seven**



August 2008



State of Florida
Department of Transportation
District 7

FN # 4165611 – Pasco County

SR 54
From CR 577 (Curley Road)
to CR 579 (Morris Bridge Road)

CONCEPTUAL STAGE RELOCATION PLAN

Prepared by:



HDR Engineering, Inc.
5426 Bay Center Drive, Suite 400
Tampa, FL 33609-3444

August 18, 2008

State of Florida
Department of Transportation

District 7

FN # 4165611 – Pasco County

Conceptual Stage Relocation Plan

Description: SR 54

From: CR 577 (Curley Road)

To: CR 579 (Morris Bridge Road)

Prepared By: A. J. Thompson, Senior Project Manager

Date: August 11, 2008

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SECTION 1 – EXECUTIVE SUMMARY

The proposed project has been reviewed for relocation/neighborhood impacts; however, only alternate A will be discussed in the report. For such a large multi-lane reconstruction project, it has remarkably few relocation impacts. Only two (2) residences, one (1) business and one (1) church will be displaced by the project. None of the residential displacement involves minorities or individuals with special needs that would make relocation difficult. The business being displaced is not a major employer and does not present any unusual relocation issues. Ample comparable replacement sites are available for residences and businesses alike.

SECTION 2 – INTRODUCTION

2.1 PROJECT LOCATION AND LIMITS

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road (SR) 54, from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road), in southeast Pasco County (**Figure 1**). A Study Area map is shown in **Figure 2**.

The west end of the study area is located in Wesley Chapel, an unincorporated census-designated place. The project is located within Sections 9, 10, 13, 14, & 15, Township 26 S, and Range 20 E and Section 18, Township 26 S, Range 21 E. The total length of the proposed project limits is approximately 4.5 miles. The segment of SR 54 to the west, from I-75 to east of Curley Road (CR 577), is currently under design by Pasco County for widening to six lanes. That project also includes a connection to the planned Zephyrhills West Bypass Extension.

The purpose of the proposed project is to provide a higher capacity and safer facility to better meet future transportation demand in this rapidly developing area of Pasco County. SR 54 is one of the primary east-west facilities within Pasco County, effectively connecting the eastern and western sides of the county. This corridor is also designated as an emergency evacuation route.

Figure 1

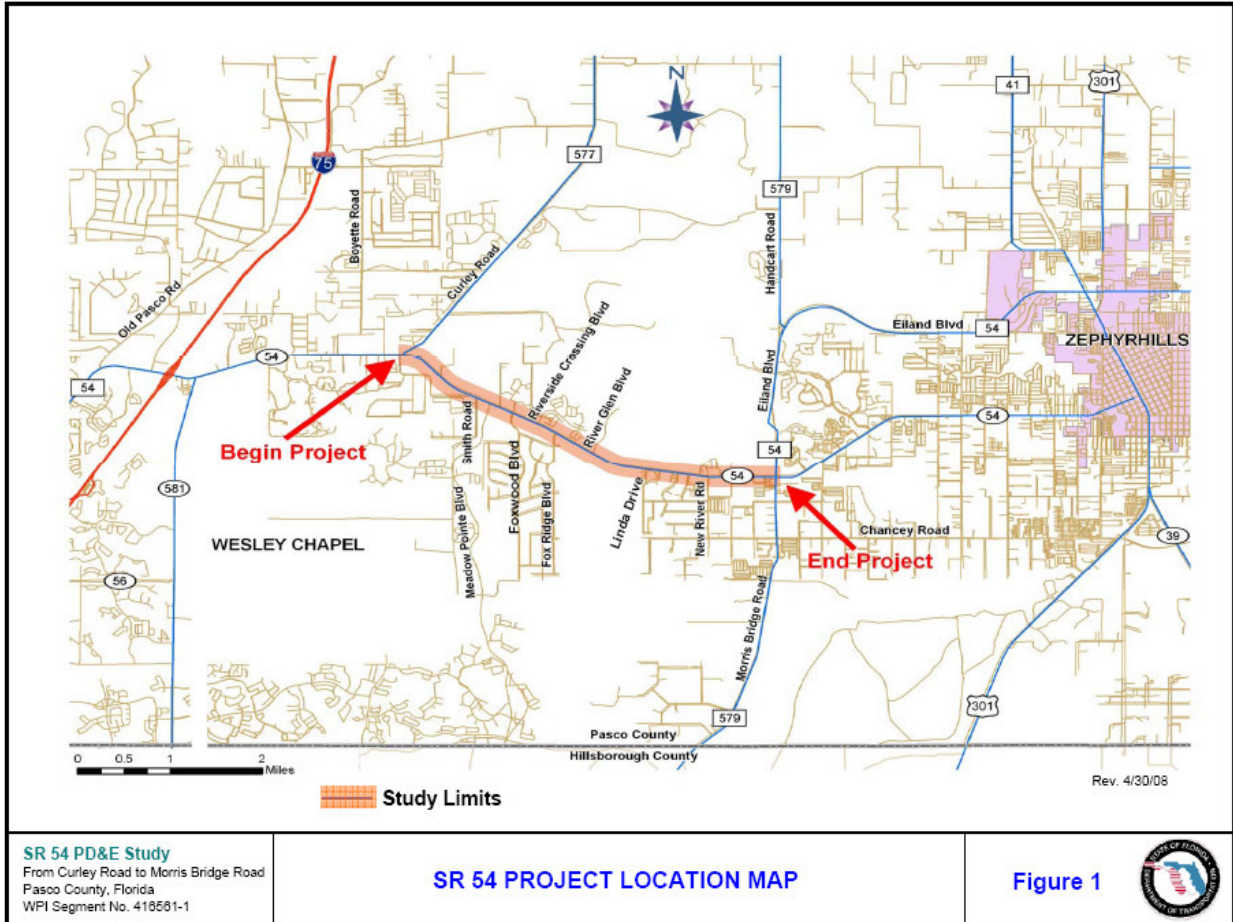
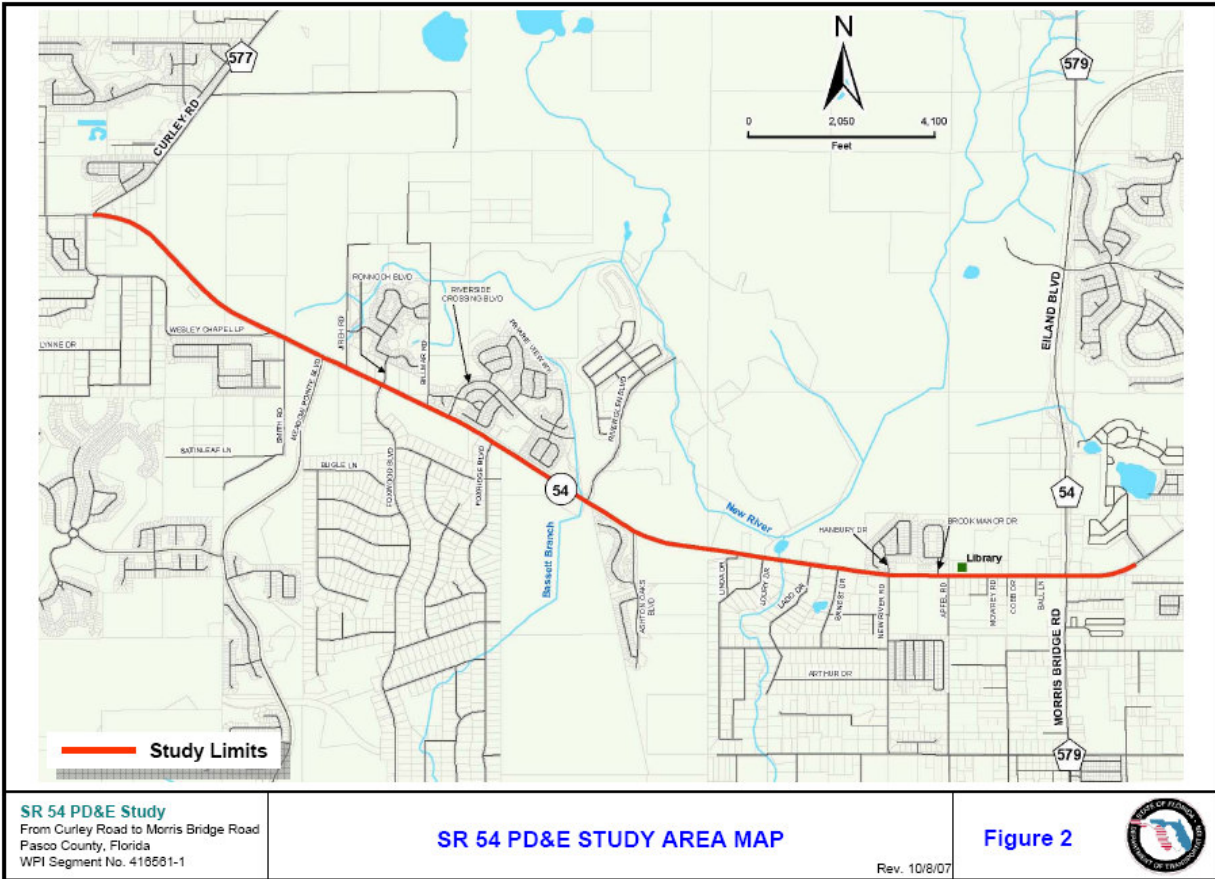


Figure 2



The PD&E Study will also include the consideration of a No-Build Alternative.

A *Programming Screen Summary Report* was published on August 17, 2006 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The project is designated as #6651 in ETDM. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.

2.2 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). The CSRP is being prepared as part of the PD&E Study to provide additional highway capacity to meet existing and projected traffic demand resulting from development in southeast Pasco County. An analysis of the number and type of relocations resulting from the proposed project and identification of any socio-economic impacts to the surrounding neighborhoods will follow.

2.3 EXISTING FACILITY

The existing SR 54 facility is functionally classified by FDOT as:

- “Urban Principal Arterial Other” from west of the project limits to Smith Rd
- “Rural Principal Arterial Other” from Smith Rd to west of New River
- “Urban Principal Arterial Other” from west of New River to east of the project limits

The existing roadway is a two-lane rural facility with 12-ft travel lanes and 5-ft paved shoulders. Several areas have been widened to provide left-turn and right-turn lanes into several residential subdivisions. From west to east, the posted speed limit varies from 55 miles per hour (mph) to 45 mph. Traffic signals currently exist (or will be in operation) at Curley Road, Meadow Pointe Boulevard, River Glen Boulevard/Wyndfields Boulevard, and Morris Bridge Road. The existing right-of-way typically varies between 80 ft and 100 ft. In addition, the County has obtained (or will obtain) “reserved” right-of-way which is being donated by developers as a stipulation of development orders and rezoning conditions. The existing highway is presently classified as Access Management Class 3 according to FDOT's straight line diagram inventory. Class 3

standards require a minimum traffic signal spacing of 0.5 miles, which the existing facility meets, and minimum spacing for median openings as follows:

- 0.5 mile for full median openings
- 0.25 mile for directional median openings

The existing facility is mostly two-lane undivided and two-lane divided without raised medians, so the median opening spacing standards don't apply yet.

The proposed project is included in the Pasco County Metropolitan Planning Organization's (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan for the period from 2016 to 2025, as a four-lane divided facility.

SECTION 3 – PROPOSED IMPROVEMENT

3.1 STUDY SEGMENTS

Recognizing adjacent land uses and design speeds, the project was further divided into five (5) study segments. The design features and proposed typical section (**Figure 3**) within each segment are as follows:

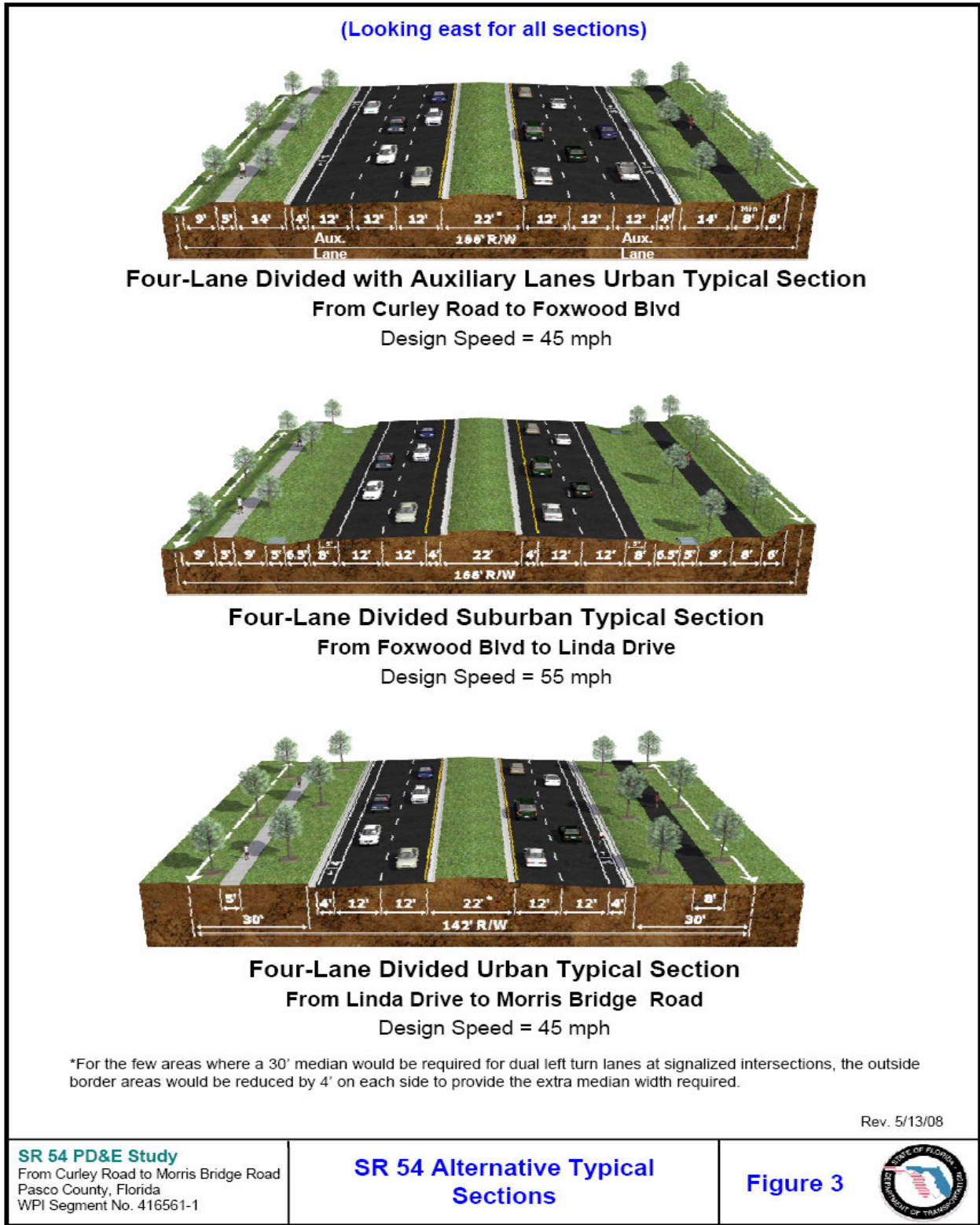
3.1.1 Alternative A – Segment 1

The limits of this segment run from Curley Rd. on the west to Foxwood Blvd. on the east and is approximately 1.42 miles in length. The proposed improvements would convert the existing two-lane rural section to a four-lane divided with auxiliary lanes, urban typical section featuring four-foot bike lanes and sidewalks on both sides of the road.

3.1.2 Alternative A – Segment 2

The limits of this segment run from Foxwood Blvd. on the west to Fox Ridge Blvd. on the east and is approximately 0.52 miles in length. The proposed improvements would convert the existing two-lane rural section to a four-lane divided suburban typical section with sidewalks on both sides of the road and five-foot paved shoulders.

Figure 3



3.1.3 Alternative A – Segment 3

The limits of this segment run from Fox Ridge Blvd. on the west to Ashton Oaks Blvd. on the east and is approximately 0.69 miles in length. The proposed improvements would convert the existing two-lane rural section to a four-lane divided suburban typical with similar features found in Segment 2.

3.1.4 Alternative A – Segment 4

The limits of this segment run from Ashton Oaks Blvd. on the west to Linda Dr. on the east and is approximately 0.46 miles in length. The proposed improvements would convert the existing two-lane rural section to a four-lane divided suburban typical with similar features as found in Segments 2 and 3.

3.1.5 Alternative A – Segment 5

The limits of this segment run from Linda Dr. on the west to east of Morris Bridge Rd. and is approximately 1.64 miles in length. The proposed improvements would convert the existing two-lane rural section to a four-lane divided urban typical with bike lanes and sidewalks on both sides.

SECTION 4 – RELOCATION OVERVIEW

Based upon the recommended pond/floodplain compensation sites 1A, 2B, 3C, 4B, 5C, 6A, 7B, 8A, 9A, and 10A, there will be a total of two (2) residential displacements, one (1) business displacement and one (1) church displacement associated with Alternate A. Given the small number of displacements, interviews were conducted with the actual displaces or the landlords to gain information about minority status, the elderly, or special needs. The following is a breakdown by segment of the displacements:

	<i>Residential</i>	<i>Business</i>	<i>NPO</i>	<i>PPO</i>	<i>Signs</i>
Segment 1	0	0	0	1	2
Segment 2	0	0	0	1	1
Segment 3	0	0	0	0	0
Segment 4	0	0	0	0	0
Segment 5	2	1	1	1	22

The personal property only move within Segment 1 is for nursery stock and landscaping materials which need to be moved onto the remainder site. Within Segment 2, the personal property only move is to move mobile home display models onto the remainder site. There are no relocatees of any type located within Segments 3 and 4. Segment 5, being the most commercialized portion of the project, has the most relocation involvement. At Ralph’s Travel Park, there will be one (1) residential displacement; however, other spaces are available within the same park. Another potential displacement involves a joint use (residential/business) property where the resident lives in a mobile home and operates a business which sells wooden figures carved by a chain saw sculptor. Although the residence is not in the proposed right of way, there may be issues with getting the proper separation of the well, septic and the proposed pond site. If the mobile home can remain, the business will be moved to the remainder. The non-profit organization (church) will experience some direct parking loss and other inefficiencies due to a compressed site. Although the building itself is not in the proposed take, the potential for displacement will be further addressed as the project progresses into the design phase. The personal property only move in Segment 5 involves moving mobile home display models to the remainder site.

SECTION 5 – STATISTICAL ANALYSIS BASED ON 2000 CENSUS

The 2000 Census Tracts 321.01 and 321.02 were used for statistical analysis. Both Tracts extend the project limits with Tract 321.01 covering the north side of SR 54 and Tract 321.02 covering the south. Statistical information collected was combined for the following analysis.

The 2000 Census indicates that within these project limits, the population is 88.6% Caucasian, 4% Black, and 7.4% All Others. Hispanics constitute 8.3% of the population. No minorities are expected to be displaced by this project.

The median age for this area is 36.6 years. Approximately 11.6% of the population is 65 years or older, 23.3% is 45-64 years old, 34.7% is 25-44 years old, and 30.4% is less than 25 years old. Of the total non-institutionalized population, 32% report some type of disability. Of those with a disability, 31.5% are 65 or older. Only one displacee is expected to be 65 years or older. His landlord has not observed any disabilities.

Females comprise 51.1% of the population. There are an estimated 5,724 households with the average size being 2.67 persons. There are currently no displacees with a family size of five or more.

The median household income is \$54,964 per year. Only 12.2% of the households have an income of \$100,000 or more. Household income from \$75,000 to \$99,999 pertains to an estimated 16.1%, with income from \$50,000 to \$74,999 being found in 28.6% of the households. Between the \$25,000 and \$49,999 income brackets are 30.5%, and those bringing in less than \$25,000 represent 16.8% of the households.

The total number of housing units is 6,414. It was reported that 89.2% are occupied, leaving 10.8% vacant and potentially available for replacement housing. Of the occupied housing units, 93.5% are owner-occupied with 6.5% being renter-occupied. The rental vacancy rate is 9.6% and the homeowner vacancy rate is 1.1%.

Of the existing housing stock within the limits of this project, 3.7% was built in 1969 or earlier. The period from 1970 to 1979 represents 9.9%, and from 1980 to 1989 is estimated to be 27.6%. The last grouping from 1990 and newer contains 58.8% of the existing housing stock. One displacee resides in a 1988 mobile home, while the other mobile home appears to be even older.

SECTION 6 – ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people and businesses, the Florida Department of Transportation will carry out a Right-of-Way Acquisition and Relocation Assistance 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) and the established guidelines by which these programs are administered.

The Florida Department of Transportation 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 Florida Department of Transportation 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 desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regards 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; (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 a comparable decent, safe and sanitary dwelling available on the private market;
3. 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 \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. If comparable replacement housing cannot be obtained within the \$22,500 maximum for residential owner occupants and \$5,250 for residential tenants, Last Resort Housing Payments (super supplements) will be used in order to place the relocatees in decent, safe and sanitary housing within their financial means. Should Last Resort Housing be constructed, the housing will be made available before the displacees are required to move.

Displaced businesses, farms and non-profit organizations may be eligible to receive reimbursement for the actual reasonable expenses of moving personal property to a replacement site. A fixed payment in lieu of moving expenses is also available to a displaced business. This payment is based on the annual earnings of the operation and cannot exceed \$20,000 nor be less than \$1,000. Businesses may be eligible for reimbursement for expenses actually incurred in reestablishing the business. The maximum amount which can be reimbursed under the provision is \$10,000.

An individual family, business, farm operation or non-profit organization is entitled to payment for actual, reasonable and necessary moving expenses for a distance of not more than 50 miles,

in most cases, provided that he meets the eligibility requirements for an initial or subsequent occupant and the property is subsequently acquired by the Department.

The brochures that describe, in detail, the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential", "Your Relocation: Business, Farms and Nonprofit Organizations", "Your Relocation: Signs" 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.

SECTION 7 – RESOURCES AND ASSURANCES

Relocation impacts for the project are minimal. Furthermore, contacts with Mr. Michael Bailey of Bill Nye Realty, a local real estate firm with an office on the project indicates that there is an abundance of residential and commercial properties for sale and for rent which are available as potential replacement sites.

There are no minority families being displaced and there are no handicapped family members requiring special accommodations. If any are encountered, additional benefits for modifications to replacement dwellings to accommodate handicapped individuals will be made available. Only one elderly person will be displaced but he has no other special needs. He plans to move elsewhere within the 55+ mobile home park. If necessary, last resort housing payments will be utilized to assist displacees in obtaining housing within their financial means.

None of the business displacements are considered major employers. The mobile home park only has four part-time employees and the wood carving business has only one employee. Numerous replacement sites are available for each business and non-profit organization to rent or purchase.