

Conceptual Stage Relocation Plan

US 41/SR 45 AT CSX GRADE SEPARATION

FROM S OF SR 676 TO N OF SR 676

Project Development & Environment (PD&E) Study

Design Change Reevaluation



Florida Department of Transportation

District 7

Work Program Item Segment No. 440749-1

ETDM Project No. 14345

Hillsborough County, Florida

March 2023

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 the Federal Highway Administration and FDOT.

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Prepared By:

Rummel, Klepper & Kahl, LLP (RK&K)

14055 Riveredge Drive, Suite 130

Tampa, Florida 33637

Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Design Change and Right of Way (ROW) Authorization Reevaluation of a previous Environmental Assessment (EA) (Work Program Item Segment (WPIS) #No. 255598-1) with a Finding of No Significant Impact (FONSI) approved by the Federal Highway Administration on May 24, 1994. The current study effort being conducted under FM# 440749-1 is evaluating various intersection and operational improvements on US 41/SR 45/SR 599 from south of the Causeway Boulevard intersection to north of the Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing located approximately 1,400' south of the Causeway Boulevard intersection.

This Conceptual Stage Relocation Plan (CSRP) was prepared to evaluate the number and type of relocations resulting from the proposed project and to identify any socioeconomic impacts to the surrounding neighborhoods that might occur as a result of implementing the Preferred Alternative. At this time, the Preferred Alternative is anticipated to result in the potential relocations of three (3) residences and twenty-four (24) business properties. There are no proposed public facility displacements.

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SECTION 1 INTRODUCTION

1.1 PROJECT BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Design Change and Right of Way (ROW) Authorization Reevaluation of a previous Environmental Assessment (EA) (WPIS No. 255598-1) with a Finding of No Significant Impact (FONSI) approved by the Federal Highway Administration on May 24, 1994. **Figure 1-1** shows the limits of the previous PD&E study completed along 22nd Street Causeway/Causeway Boulevard (State Road 676) from State Road (SR) 60 to US 301, in Hillsborough County, Florida. The segment currently being evaluated/advanced is shown as Segment 3 on **Figure 1-1**.

The previous study evaluated anticipated conditions for a 2015 Design Year. The FONSI documented the construction of a six-lane roadway to replace the existing 2- to 4-lane roadway beginning at SR 60 and extending approximately 7 miles east at US 301. Since the completion of the 1994 PD&E Study, Causeway Boulevard has been widened to four-lanes.

The project included a new interchange at US 41/Causeway Boulevard intersection for which the approved concept was a “compressed diamond” interchange with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) or a Tight Urban Diamond Interchange (TUDI). The study identified the US 41 interchange bridge would carry three lanes of traffic in each direction with a barrier wall separating opposing traffic. The study recommended an additional grade separation of US 41 over the CSX railroad crossing south of Causeway Boulevard while the CSX railroad crossing east of US 41 would remain at grade with Causeway Boulevard. The concept illustrated the SPUI ramps oriented along US 41 and one-way, one-lane frontage roads were provided in the southeast and northeast quadrants to provide local property access. Five-foot sidewalks and 4-foot bicycle lanes were proposed along both sides of Causeway Boulevard.

The current study effort being conducted under WPIS No. 440749-1 is evaluating various intersection and operational improvements along Causeway Boulevard east and west of US 41 (SR 45/SR 599) and along US 41 from south of the Causeway Boulevard intersection to north of the Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing located approximately 1,400' south of the Causeway Boulevard intersection. Bicycle and pedestrian facility improvements along US 41 and Causeway Boulevard are also provided. Several off-site stormwater management facilities (Ponds 1A, 2B and 3A/B3) will require additional right-of-way acquisition.

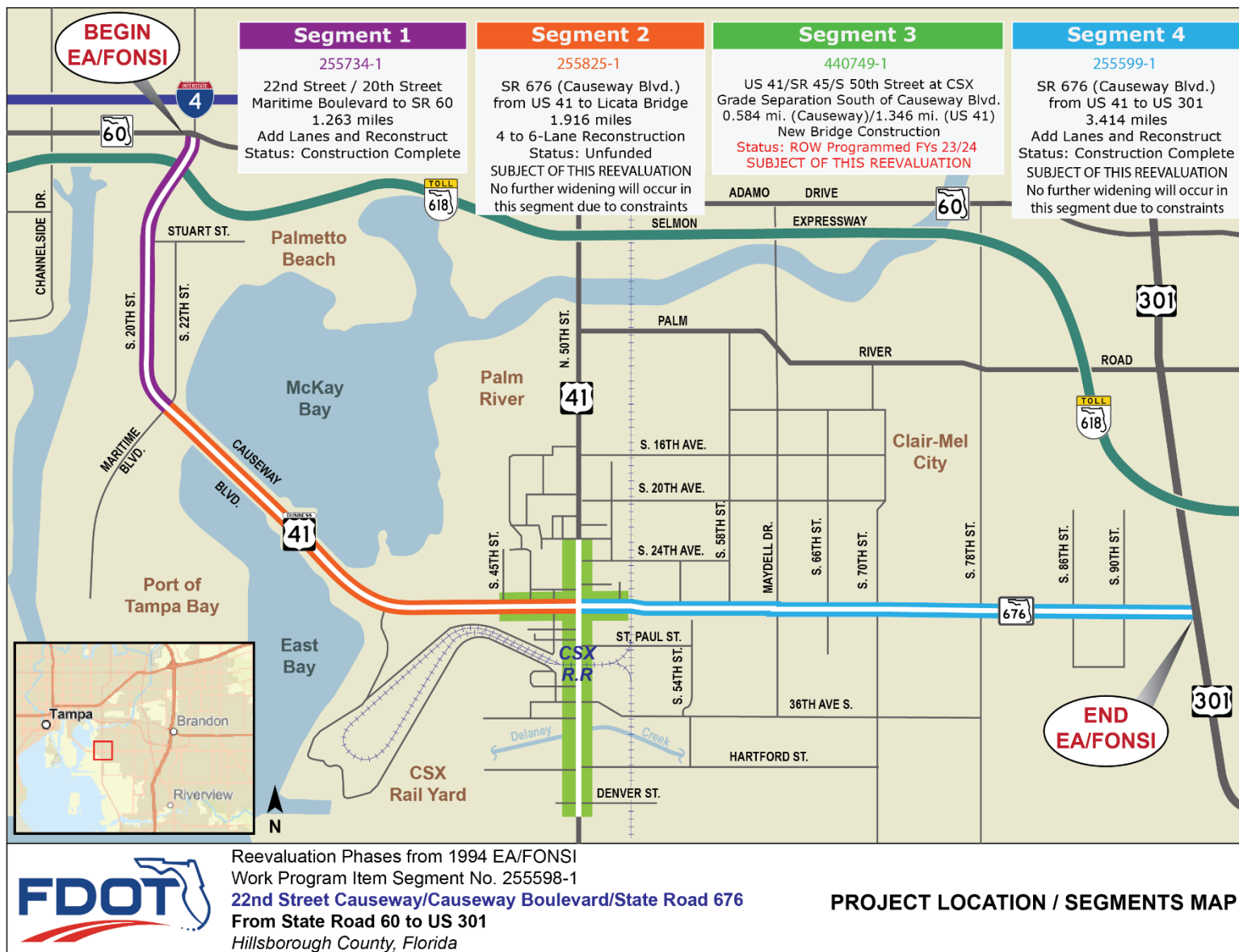


Figure 1-1. Project Location / Segments Map

1.2 PROJECT PURPOSE AND NEED

Purpose

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of vehicle traffic, including trucks and freight, and enhance connectivity and safety for bicyclists and pedestrians.

Need

As expressed in the original 1994 EA/FONSI, the need for the 22nd Street Causeway/Causeway Boulevard improvements was based on the following criteria: System Linkage; Capacity; Transportation Demand; Federal, State, or Local Government Authority; Socioeconomic Demand; Modal Interrelationships; Safety; and Navigation.

For the current segment, US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County. The US 41/SR 45 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (approximately 13% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of vehicle traffic through the project corridor.

In addition, this project will also address multimodal connectivity and safety within the area. Although there are sidewalks and dedicated bicycle lanes along both sides of Causeway Boulevard within the project limits, there are only sidewalks and no dedicated bicycle facilities along US 41 within the project limits. Between 2017 and 2021, there were 10 crashes involving bicyclists or pedestrians. These 10 crashes resulted in 1 fatality as well as a total of 8 injuries.

The proposed improvements have been identified in the Hillsborough County Transportation Planning Organization's (TPO) 2045 Adopted Long Range Transportation Plan (under the Hillsborough County Freight Hot Spots), the TPO's Fiscal Year 2022/23-2026/27 Transportation Improvement Program, as well as the FDOT's Statewide Transportation Improvement Plan and Strategic Intermodal System (SIS) Adopted 1st 5-Year Program. US 41 has also been identified as a Goods Movement Roadway Corridor from I-4 to the Manatee County Line and is a priority project for the National Highway Freight Program.

1.3 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

1.3.1 EXISTING FACILITY

The project limits identified along US 41 begin south of Denver Street (MP 22.578) and extend north of the Causeway Boulevard intersection to 23rd Avenue (MP 23.925). The improvements along Causeway Boulevard begin west of 45th Street (MP 3.554) and extend east of the Causeway Boulevard intersection

terminating prior to the CSX crossing (624815B; MP 2.971). US 41 is currently a six-lane roadway throughout the project limits and Causeway Boulevard is currently four lanes. US 41 and Causeway Boulevard are functionally classified by the FDOT as urban principal arterials. US 41 south of Causeway Boulevard and Causeway Boulevard west of US 41 are part of FDOT's Strategic Intermodal System (SIS), designated as a SIS Connector. The CSX railroad crossing east of US 41 is a designated SIS Railway Corridor and the CSX railroad crossing south of Causeway Boulevard is designated as a SIS Railway Connector. There is one bridge culvert south of Causeway Boulevard for US 41 over Delaney Creek (MP 23.003).

US 41 from south of Denver Street to Causeway Boulevard is a divided 6-lane roadway with a 19-foot median, 10-foot outside travel lanes, 11-foot middle and inside travel lanes, curb and gutter, and a sidewalk on both sides. The inside northbound travel lane from north of St. Paul Street becomes one of the two left-turn lanes for the Causeway Boulevard intersection. The sidewalk on the east side is 6 feet wide and the sidewalk on the west side varies from 5 feet to 6 feet wide.

Along US 41 from north of Causeway Boulevard to just north of S. 23rd Avenue, the existing typical section consists of an undivided 6-lane roadway with asphalt pavement, 11-foot travel lanes, a centered 10-foot bi-directional turn lane, curb and gutter, and 4-foot sidewalk along both sides of the roadway.

Along Causeway Boulevard from S. 45th Street to Sagasta Street, the existing typical section consists of an undivided 4-lane roadway with concrete pavement, 12-foot lanes, a centered 14-foot bi-directional turn lane, curb and gutter, 4-foot bike lanes, and 6-foot sidewalks.

The existing typical section of Causeway Boulevard from Sagasta Street to US 41 consists of a divided 4-lane roadway with concrete pavement and 12-foot travel lanes, 4-foot bicycle lanes, and 6-foot sidewalks on both sides.

The existing typical section of Causeway Boulevard from US 41 to approximately 400 feet east of US 41 consists of a divided 4-lane roadway with concrete pavement, 12-foot outside lanes, 11-foot inside lanes, 4-foot bicycle lanes, curb and gutter and 6-foot sidewalks on both sides. It also includes dual 12-foot left turn lanes and a 12-foot right turn lane in the westbound direction.

The existing typical section of Causeway Boulevard from US 41 to the end project limits consists of a divided 4-lane roadway with asphalt pavement, 12-foot outside lanes and 11-foot inside lanes, curb and gutter, 4-foot bicycle lanes and 6-foot sidewalks on both sides.

The majority of the existing ROW along US 41 is 100 feet wide. In the vicinity of the CSX railroad, the ROW width varies from 100 to 332-feet. CSX Transportation owns a large portion of the adjacent property along both sides of US 41 where the CSX railroad crosses at grade. Causeway Boulevard is 150 feet wide or greater west of S. 45th Street and reduces to 100 feet wide around S. 47th Street. The ROW increases around the US 41 intersection along Causeway Boulevard then reduces to 100 feet wide before the CSX railroad crossing.

Ponds/Drainage

There are three existing drainage basins within the project limits. Basin One extends from the southern project limits on US 41 to Delaney Creek. Basin Two extends from Delaney Creek to 31st Avenue South along US 41. On-site stormwater runoff along US 41 is collected in a closed drainage system draining directly to Delaney Creek with no formal treatment or attenuation. Basin Three extends from 31st Avenue South to the northern limits of the project on US 41 and from S. 45th Avenue to approximately 900 feet east of the intersection of US 41 and Causeway Boulevard along Causeway Boulevard. On-site stormwater runoff from US 41 drains north to North Tidal Canal approximately 800 feet north of Causeway Boulevard where it is discharged without formal treatment or attenuation. On-site stormwater runoff from portions of Causeway Boulevard is collected in a closed drainage system draining to existing stormwater management ponds in the northeast and northwest quadrants of the US 41 at Causeway Boulevard intersection. These ponds discharge to North Tidal Canal approximately 800 feet north of Causeway Boulevard. The western portions of Causeway Boulevard from the project limits to Sagasta Street have no formal treatment or attenuation. Offsite areas adjacent to the roadway also drain to the existing cross drain, which conveys an existing ditch west to the Hillsborough Bay.

1.3.2 PROPOSED IMPROVEMENTS

This Design Change and ROW Authorization Project Development and Environment (PD&E) Reevaluation study (WPIS No. 440749-1), with a 2046 Design Year, is evaluating various operational improvements along US 41/SR 45/SR 599/S. Tamiami Trail (US 41) from south of the Causeway Boulevard intersection to north of the Causeway Boulevard intersection. The study will evaluate roadway widening/reconstruction, new stormwater management facilities, new bridge overpasses at Delaney Creek, the CSX railroad, and other roadways for local traffic needs. Intersection and operational improvements being evaluated include signalization and turn lane additions for Hartford Street, US 41/Causeway Boulevard, and 47th Street. In addition to addressing operational improvements, this project will address the need for pedestrian and bicycle accommodations and improving connectivity and safety for these modes.

There are multiple typical sections throughout the project limits. The proposed typical section for Causeway Boulevard from S. 45th Street to US 41 widens the existing concrete pavement to accommodate a 4-lane divided urban section with 11-foot travel lanes, 7-foot buffered bike lanes and 6-foot sidewalks along the outside. Approaching the US 41 intersection, there are two 11-foot left turn lanes and three 11-foot right turn lanes in the eastbound direction. The proposed improvements will require the acquisition of ROW varying from 0 to 44 feet along the north side only.

The proposed typical section for Causeway Boulevard from US 41 to the end project limit just west of the CSX railroad crossing consists of a westbound concrete and eastbound asphalt 4-lane divided urban section with 11-foot travel lanes, 7-foot buffered bike lanes and 6-foot sidewalks on the outside. Approaching the US 41 intersection, there are two 11-foot left turn lanes and one 11-foot right turn lane in the westbound direction. The proposed improvements will require the acquisition of ROW varying from 0 to 4 feet along the north side only.

From just south of Denver Street to north of Trenton Street, the proposed typical section includes reconstructing US 41 with concrete pavement to accommodate a 6-lane divided urban curbed section with 12-foot lanes, 7-foot buffered bicycle lanes, and 10-foot sidewalks on both sides. The median width varies from 19-22 feet to provide turn lanes with raised traffic separators between opposing directions of travel. The proposed improvements will require the acquisition of ROW beyond the existing footprint varying from 0-22 feet along the west side and varying from 0-17 feet along the east side of US 41.

From north of Trenton Street the proposed typical section grade separates US 41 to continue a concrete paved typical section to south of St. Paul Street. The proposed typical section consists of a 6-lane divided urban section with concrete pavement, 12-foot lanes and 10-foot inside and outside paved shoulders. A northbound exit ramp connects to 36th Avenue with a t-intersection configuration on the east side of US 41. The proposed concrete ramp consists of a 15-foot travel lane, 7-foot buffered bicycle lane and a 10-foot sidewalk on the eastside. The existing US 41 southbound mainline pavement will be repurposed to accommodate a two-lane undivided frontage road for local access to adjacent properties. The proposed frontage road is an urban curbed section with asphalt pavement, 12-foot travel lanes, and a 10-foot sidewalk on the west side. Bridge overpasses are proposed for the US 41 mainline over Delaney Creek, 36th Avenue, and the at grade CSX Crossing (No 624802A). The proposed improvements will require the acquisition of ROW varying from 29 to 88 feet along the west side and varying from 39 to 200 feet along the east side.

From north of St. Paul Street to the Causeway Boulevard intersection, the proposed typical section along US 41 consists of a 6-lane divided urban section with concrete pavement, 12-foot lanes, 10-foot outside paved shoulders on the west side and a 7-foot buffered bicycle lane on the east side. The median bifurcates to accommodate three 12-foot left turn lanes approaching the intersection with one 12-foot right turn lane along the outside in the northbound direction. Milling and resurfacing is proposed for the outside 22-feet of the existing southbound lanes. This area will be restriped to provide a frontage road with one 15-foot lane and a 7-foot buffered bicycle lane on the outside with a new raised curb and 10-foot sidewalk. The proposed improvements will require the acquisition of ROW varying from 0 to 160 feet along the east side only.

The proposed typical section for US 41 north of Causeway Boulevard consists of a 6-lane divided urban section with 12-foot lanes, 7-foot buffered bike lanes and 6-foot sidewalks. The northbound lanes will be asphalt and the southbound lanes will be concrete. There are two 12-foot left turn lanes and one 12-foot right turn lane shown in the southbound direction. The proposed improvements will require the acquisition of ROW varying from 30 to 45 feet along the west side and varying from 0 to 45 feet along the east side.

The design concepts for the Preferred Alternative are provided in **Appendix A**.

Ponds/Drainage

The entire area adjacent to the project was evaluated for potential pond sites. Three pond alternatives were evaluated for Basins 1 and 3 and two pond alternatives were evaluated for Basin 2 (**Figure 3-1**). Basin 2 only included two sites due to the known contamination issues within the basin and the limited number of viable sites. Additional details can be found in the project's *Pond Siting Report* and *Contamination Screening Evaluation Report*, both prepared under separate cover. The pond site alternatives evaluated for the Preferred Alternative are provided in **Appendix A**.

Basin One

Basin One is approximately 2,345 feet long extending from the southern project limits on US 41 to Delaney Creek. On-site stormwater runoff from US 41 will be collected in a closed drainage system draining to a proposed wet detention facility for formal treatment or attenuation.

Pond 1A

Pond 1A is a wet detention pond located west of US 41 within the infield area of the new Frontage Road and realigned Hartford Street. This pond will require 3.3 acres of ROW acquisition and outfall to Delaney Creek along an existing utility easement.

Basin Two

Basin Two is approximately 2,130 feet long extending from Delaney Creek to 31st Avenue South. On-site stormwater runoff from US 41 will be collected in a closed drainage system draining to a proposed wet detention facility for formal treatment or attenuation.

Pond 2B

Pond 2B is a wet detention pond located east of US 41 and south of the CSX railroad. This pond will require 4.23 acres of ROW acquisition and will outfall to Delaney Creek along the new frontage road adjacent to US 41.

Basin Three

Basin Three is approximately 2,850 feet long extending from 31st Avenue South to the northern limits of the project on US 41. The basin also extends along Causeway Boulevard from S. 45th Avenue to approximately 900 feet east of the intersection of US 41 and Causeway Boulevard. On-site stormwater runoff from US 41 will continue to drain north to North Tidal Canal approximately 800 feet north of Causeway Boulevard where it is discharged without formal treatment or attenuation. On-site stormwater runoff from Causeway Boulevard will be collected in a closed drainage system draining to a combination of existing stormwater management ponds in the northeast and northwest quadrants of the US 41 at Causeway Boulevard intersection and a new wet detention facility. These ponds will discharge to North Tidal Canal approximately 800 feet north of Causeway Boulevard.

Pond 3A

Pond 3A will be comprised of the existing Ponds 1A and 1B on the northwest and northeast corners of the Causeway and US 41 intersection as well as a few additional parcels to the west of US 41 that will be impacted by the widening of Causeway Blvd. This pond will be required for all alternatives as it is restoring the volumes of the existing ponds that will be impacted by the improvements.

Pond 3B

Pond 3B is a wet detention pond located adjacent to Pond 3A. The existing connection of Sagasta Street at the north side of Causeway Boulevard will be removed.

These ponds will require 3.12 acres of ROW acquisition and will outfall to the North Tidal Canal through the existing pipe running along US 41.

1.4 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 from 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.

SECTION 2 RELOCATION OVERVIEW

This CSRP documents anticipated relocations associated with implementing the Preferred Alternative. The results of the analysis estimate three (3) residences and twenty-four (24) business properties may be impacted (see **Appendix A**). Sufficient comparable replacement sites are available or will be made available for residences and businesses.

The number and type of relocations anticipated as a result of the Preferred Alternative are summarized in **Table 2-1**. Additional details and further discussion of potential displacements can be found in Section 4.

Table 2-1. Summary of Potential Relocations

	Residential	Business	Publicly Owned Facilities/Lands
Preferred Alternative	3	24	0

No special needs were observed that would prevent the successful relocation of residential and business displacees. In accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as described in Section 11), as amended, relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

SECTION 3 STUDY AREA DEMOGRAPHIC CHARACTERISTICS

This section outlines the demographic conditions of the Census Block Groups (BGs) that are directly impacted by the Preferred Alternative. Using data from both the 2010 and 2020 Decennial Census, and the most recent 5-year American Community Survey (ACS 2016-2020) retrieved from the U.S Census Bureau, GIS analysis was performed on the four Census BGs which intersect with the project study area. ACS data was utilized if a specific demographic parameter was not available at the BG level within the 2020 census data. The impacted block groups are shown in **Figure 3-1**. Major demographic indicators such as, population, housing, and income statistics were evaluated for these impacted block groups, as well as Hillsborough County and the State of Florida, to determine if the project will have a disproportionate impact on low income and/or minority populations.

3.1 POPULATION

Table 3-1 summarizes the total population of the State of Florida, Hillsborough County and the four block groups through which the study area passes. In comparing the 2010 and 2020 Decennial Census estimates the population of Hillsborough County has increased by approximately 230,536 residents (18.8%), population growth statewide was approximately 14.6% during this same time period. The population of the impacted block groups increased by a total of 525 residents (9.4%).

Table 3-1. Population

Area	2010 Decennial Census	2020 Decennial Census
State of Florida	18,801,310	21,538,187
Hillsborough County	1,229,226	1,459,762
Impacted Block Groups (Total)	5,612	6,137
<i>Census Tract (CT) 135.01 BG 1</i>	<i>1,350</i>	<i>1,782</i>
<i>CT 135.01 BG 2</i>	<i>1,996</i>	<i>1,917</i>
<i>CT 136.02 BG 1</i>	<i>1,082</i>	<i>1,223</i>
<i>CT 136.04 BG 1</i>	<i>1,184</i>	<i>1,215</i>

Source: US Census Bureau, 2010 Census. Summary File 1; Table P1. (<https://data.census.gov>).

US Census Bureau, 2020 Census, Table P1. (<https://data.census.gov>).

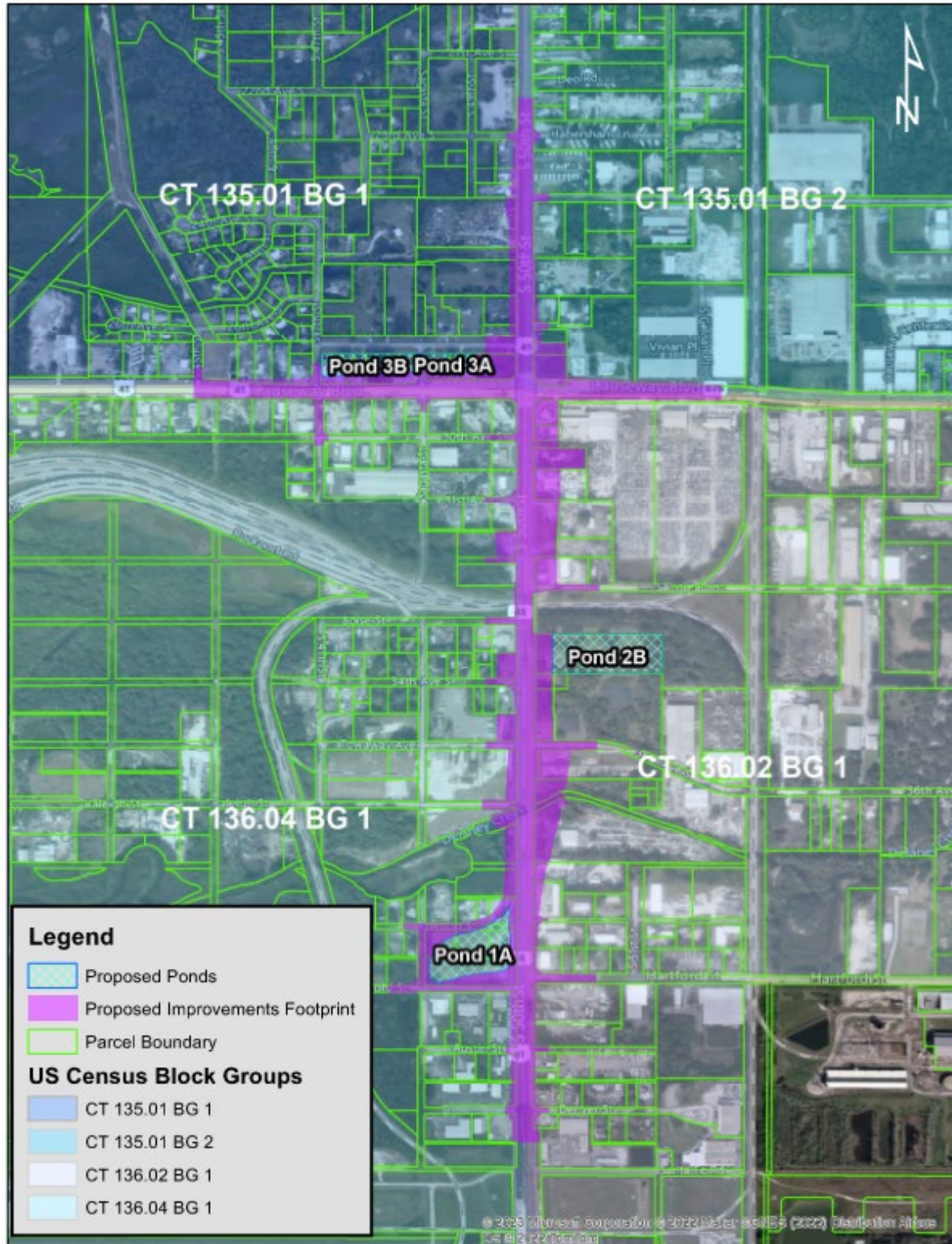


Figure 3-1. Census Block Group Map

3.1.1 POPULATION BY RACE, ETHNICITY, AND AGE

The population impacted by the Preferred Alternative is predominantly white. According to the 2020 census data, the percentages of the white population ranges from 30.3% to 66.6%. **Table 3-2** summarizes the population of the impacted block groups by race.

Overall, the White Alone population accounts for approximately 42.0% of the impacted block groups. The African American Alone population accounts for approximately 20.8% of the total population, Two or More Races accounts for 21.0%, Some Other Race Alone accounts for approximately 14.4%, and the remainder of the population is comprised of American Indian or Native Alaskan Alone, Native Hawaiian or Pacific Islander Alone, or Asian Alone.

According to the 2020 census data, 43.9% of the total population identifies as having a Hispanic or Latino origin within the four impacted block groups. However, within individual block groups, the percentages range from approximately 30.9% to 60.1% of the population. **Table 3-2** also includes the population of the impacted block groups that identify as having Hispanic or Latino origins.

Table 3-2. Population by Race, Ethnicity, and Age Within the Project Area

Demographic Category	CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No.	%*	No.	%*	No.	%*	No.	%*
RACE								
White Alone	686	39.0%	581	30.3%	502	41.1%	809	66.6%
Black or African American Alone	413	23.2%	732	38.3%	80	6.5%	50	4.1%
American Indian or Native Alaskan Alone	10	<0.1%	10	<0.1%	15	1.2%	4	<0.1%
Asian Alone	22	1.2%	19	<0.1%	26	2.1%	3	<0.1%
Native Hawaiian/ Other Pacific Islander Alone	1	<0.1%	0	0%	2	<0.1%	2	<0.1%
Some Other Race Alone	309	17.3%	213	11.1%	208	17.0%	151	12.4%
Two or More Races	341	19.1%	362	19.0%	387	31.6%	196	16.1%
ETHNICITY								
Hispanic	818	45.9%	739	38.5%	735	60.1%	375	30.9%
TOTAL POPULATION	1,782		1,917		1,223		1,215	

* - Percentages may not total 100% due to rounding.

Source: US Census Bureau, 2020 Census, Table P1. (<https://data.census.gov>).

According to the 2016-2020 ACS data, approximately 13.1% of the total population of the block groups impacted by the Preferred Alternative is over the age of 65.

Table 3-3. Elderly Population

ELDERLY POPULATION								
	CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No.	%*	No.	%*	No.	%*	No.	%*
≥Age 65 years	80	6.0%	507	15.7%	176	17.5%	133	10.5%
TOTAL POPULATION *	1,325		3,228		1,003		1,271	

* - Total population numbers differ between data sources (2020 census data vs. 2016-2020 ACS data).

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. Table B01001. (<https://data.census.gov>).

Disability data is only reported at the block group level in conjunction with poverty status. According to the 2016-2020 ACS data, approximately 16.7% of the population, for whom poverty status has been determined, is disabled. This is greater than the corresponding percentages of the disabled population within Hillsborough County (9.6%) and the State of Florida (10.3%).

Table 3-4. Disabled Population

DISABLED POPULATION								
	CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No.	%	No.	%	No.	%	No.	%
With a disability	62	7.2%	430	25.3%	73	12.1%	96	12.2%
TOTAL POPULATION *	857		1,701		604		786	

* - Population 20 to 64 years for whom poverty status has been determined.

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. Table B23024. (<https://data.census.gov>).

3.2 HOUSING AND INCOME

According to the 2016-2020 ACS data, there are 2,532 total housing units available within the impacted block groups. Of these units, 2,337 are occupied and 195 are vacant, giving the project area a 7.7% vacancy rate, which is consistent with the vacancy rate seen in greater Hillsborough County (8.6%). Some of these vacant units in the impacted block groups could potentially be utilized for the relocation of displaced residents.

Of the occupied housing units within the impacted block groups, 56.1% are owner occupied and approximately 43.9% are renter occupied units. These percentages are consistent with those of Hillsborough County.

Of the occupied housing units in the impacted block groups, there are 340 households in which five persons or more live. This is about 14.5% of all occupied housing units in the impacted block groups. This is slightly higher than the county average of 8.0%. **Table 3-5** provides a summary of the housing characteristics.

Table 3-5. Housing Units and Occupancy Status

Housing Units	Hillsborough County		CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%
Occupied	539,919	91.4%	529	88.6%	1,034	93.8%	324	100.0%	450	88.4%
Vacant	50,795	8.6%	68	11.4%	68	6.2%	0	0%	59	11.6%
TOTAL HOUSING UNITS	590,714		597		1,102		324		509	
OCCUPANCY TYPE										
Owner-Occupied	320,042	59.3%	249	47.1%	620	60.0%	283	87.3%	158	35.1%
Renter-Occupied	219,877	40.7%	280	52.9%	414	40.0%	41	12.7%	292	64.9%
OCCUPANCY STATISTICS										
One Person	155,476	28.8%	187	35.4%	196	18.9%	78	24.1%	145	32.2%
Two People	180,902	33.5%	142	26.8%	287	27.8%	93	28.7%	175	38.9%
Three People	90,807	16.8%	125	23.6%	237	22.9%	73	22.5%	52	11.5%
Four People	69,481	12.9%	75	14.2%	56	5.4%	51	15.7%	25	5.6%
Five or More People	43,253	8.0%	0	0.0%	258	25.0%	29	9.0%	53	11.8%

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. Tables B25002, B25003, B25009. (<https://data.census.gov>).

According to the 2016-2020 ACS data, 68.9% of the existing housing in the impacted block groups was built within the past 50 years (1970-2020). Approximately 51.9% of the existing housing stock was built between the years 1970 and 1999 with approximately 17.0% built from 2000-2020. Around 31.1% of the total housing stock was built in, or before 1969. The housing stock build dates are shown in **Table 3-6**.

Table 3-6. Housing Stock Build Dates

Housing Year Built	Hillsborough County		CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%
2014 or later	35,460	6.0%	19	3.2%	11	<0.1%	0	0%	16	3.1%
2010-2013	25,508	4.3%	25	4.2%	31	2.8%	0	0%	10	2.0%
2000-2009	119,114	20.2%	117	20.0%	135	12.3%	25	7.7%	42	8.3%
1990-1999	100,774	17.1%	143	24.0%	30	2.7%	35	10.8%	125	24.6%
1980-1989	111,137	18.8%	85	14.2%	104	9.4%	80	24.7%	174	34.2%
1970-1979	84,864	14.4%	15	2.5%	438	39.7%	25	7.7%	60	11.8%
1960-1969	44,857	7.6%	151	25.3%	130	11.8%	81	25.0%	45	8.8%
1950-1959	39,787	6.7%	11	1.8%	137	12.4%	64	19.8%	26	5.1%
1940-1949	11,247	1.9%	4	<0.1%	40	3.6%	0	0.0%	11	2.1%

Housing Year Built	Hillsborough County		CT 135.01 BG 1		CT 135.01 BG 2		CT 136.02 BG 1		CT 136.04 BG 1	
	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%	No. of Units	%
1939 or earlier	17,966	3.0%	27	4.5%	46	4.2%	14	4.3%	0	0%
TOTAL HOUSING UNITS	590,714		597		1,102		324		509	

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. Table B25034. (<https://data.census.gov>).

As shown in **Table 3-7** the average median household income of the block groups that will be impacted by the Preferred Alternative is \$47,391. Median household incomes of individual block groups range from as low as \$38,889 to as high as \$52,917 per year within impacted area. Average median household incomes in the impacted block groups are approximately \$13,175 less than the average median household income in Hillsborough County in 2020, and approximately \$10,318 less than the median household income of the state of Florida during that same time period.

Table 3-7. Median Household Income

	Florida	Hillsborough County	CT 135.01 BG 1	CT 135.01 BG 2	CT 136.02 BG 1	CT 136.04 BG 1
Median Household Income	\$57,709	\$60,566	\$51,458	\$46,300	\$52,917	\$38,889

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. Table B19013. (<https://data.census.gov>).

The demographic characteristics seen along the project corridor follow the same general trends that can be found in surrounding Hillsborough County. The demographic data analysis for the block groups are impacted by the Preferred Alternative reveals that these areas do not contain a significant population of minority, elderly, disabled, and/or low-income residents that would be disproportionately affected by the relocations.

SECTION 4 RESIDENTIAL OVERVIEW

4.1 POTENTIAL RESIDENTIAL IMPACTS

The potential residential relocations are identified in **Table 4-1**. According to the Hillsborough County Property Appraiser all are single family residences (SFR).

Table 4-1. Potential Residential Displacements

Impact Type	Parcel ID	Address	Description	Area	Built	Household Type	Occupation Type	Owner Type
Roadway	1929331Q3000037000051U	4920 Trenton Street	2 Bed 1 Bath	672 SF	1957	SFR*	Tenant occupied	Minority Owned
Roadway	192928ZZZ000001601800U	2319 S 50 th Street	3 Bed 1 Bath	1449 SF	1951	SFR	Owner occupied	Minority Owned
Roadway / Pond 3B	192928ZZZ000001606100U	4711 El Camino Boulevard	2 Bed 1 Bath	800 SF	1959	SFR	Tenant occupied	N/A

4.2 COMPARISON OF AVAILABLE HOUSING

A search for residential properties for sale and for rent in the one zip code that encompasses the project area was performed using the online real estate site Zillow. The search revealed a total of 79 properties for sale, and another 43 properties available for rent at this time. The sale properties ranged in price from \$150,000 to \$495,000 and included homes with one to six bedrooms (the number of available properties available to purchase was filtered to exclude anything over \$500,000). The available residential properties are composed of various architectural styles including single family residences (including new construction), townhomes/condominiums, and manufactured homes. Rental properties found in the search ranged in monthly rents from \$1,450-\$2,400 and included homes with one to four bedrooms. These properties are shown in **Table 4-2 and 4-3** below

Table 4-2. Homes for Sale

Address	Description	List Price	Area (square feet)	Built
2408 S 76th St, Tampa, FL 33619	3 Bed 2 Bath	\$150,000	1,674	1988
3806 Temple St, Tampa, FL 33619	3 Bed 1 Bath	\$179,000	1,033	1959
3708 N 55th St, Tampa, FL 33619	3 Bed 2 Bath	\$199,900	840	1952
2310 N 52nd St, Tampa, FL 33619	2 Bed 1 Bath	\$220,000	812	1950

Address	Description	List Price	Area (square feet)	Built
3620 Temple St, Tampa, FL 33619	2 Bed 1 Bath	\$220,900	1,008	1928
5701 Palm River Rd, Tampa, FL 33619	3 Bed 1 Bath	\$225,000	1,080	1922
6717 Leto Dr, Tampa, FL 33619	4 Bed 2 Bath	\$227,000	1,674	1994
4910 Dacca Dr, Tampa, FL 33619	3 Bed 2 Bath	\$227,500	1,404	1999
7409 Rhode Island Dr, Tampa, FL 33619	2 Bed 2 Bath	\$234,900	855	1930
5104 Dacca Dr, Tampa, FL 33619	2 Bed 2 Bath	\$235,000	1,138	1980
3715 N Garrison St, Tampa, FL 33619	3 Bed 1 Bath	\$249,900	858	1955
8326 Allamanda Ave, Tampa, FL 33619	3 Bed 1 Bath	\$250,000	875	1960
2415 S 76th St, Tampa, FL 33619	3 Bed 1 Bath	\$269,900	900	1980
7030 Flint Dr, Tampa, FL 33619	3 Bed 1 Bath	\$270,000	1,127	1975
3118 Gordon Ct, Tampa, FL 33619	3 Bed 2 Bath	\$275,000	1,144	1999
5315 E 20th Ave, Tampa, FL 33619	3 Bed 2 Bath	\$275,000	1,228	1965
4832 White Sanderling Ct, Tampa, FL 33619	2 Bed 3 Bath	\$275,000	1,496	2015
5055 White Sanderling Ct, Tampa, FL 33619	2 Bed 3 Bath	\$279,000	1,482	2013
4753 Tuscan Loon Dr, Tampa, FL 33619	2 Bed 3 Bath	\$285,000	1,220	2008
3701 Temple St, Tampa, FL 33619	4 Bed 2 Bath	\$289,900	1,396	1926
10021 Courtney Palms Blvd APT 302, Tampa, FL 33619	3 Bed 2 Bath	\$293,000	1,289	2003
8741 Turnstone Haven Pl, Tampa, FL 33619	2 Bed 3 Bath	\$295,000	1,496	2015
3205 Spillers Ave, Tampa, FL 33619	3 Bed 2 Bath	\$299,000	1,148	1954
3804 Argon Dr, Tampa, FL 33619	4 Bed	\$299,000	1,122	1964

Address	Description	List Price	Area (square feet)	Built
	2 Bath			
4825 White Sanderling Ct, Tampa, FL 33619	2 Bed 3 Bath	\$299,999	1,496	2016
1340 Waikiki Way, Tampa, FL 33619	4 Bed 2 Bath	\$305,000	1,344	1959
3721 Wiggins Leaf St, Tampa, FL 33619	4 Bed 2 Bath	\$313,000	1,248	2000
2009 Clarice Cir, Tampa, FL 33619	4 Bed 2 Bath	\$315,000	1,352	1959
8002 Fir Dr, Tampa, FL 33619	3 Bed 2 Bath	\$315,000	1,152	1961
4524 Globe Thistle Dr, Tampa, FL 33619	3 Bed 3 Bath	\$324,000	1,634	2020
3826 Beechwood Blvd, Tampa, FL 33619	4 Bed 3 Bath	\$330,000	1,680	2018
304 Flame Tree Cir, Tampa, FL 33619	3 Bed 3 Bath	\$330,000	1,196	1959
3605 Whittier St, Tampa, FL 33619	3 Bed 2 Bath	\$335,000	1,152	2022
3704 Phillips St, Tampa, FL 33619	3 Bed 2 Bath	\$338,000	1,260	2022
3620 N 52nd St, Tampa, FL 33619	3 Bed 2 Bath	\$339,900	1,199	2023
4733 Tuscan Loon Dr, Tampa, FL 33619	3 Bed 3 Bath	\$349,990	1,864	2023
3007 S 75th St, Tampa, FL 33619	4 Bed 2 Bath	\$350,000	1,948	1968
6506 24th Ave, Tampa, FL 33619	4 Bed 2 Bath	\$359,899	1,730	2022
4728 Tuscan Loon Dr, Tampa, FL 33619	4 Bed 3 Bath	\$359,990	1,912	2023
0 Globe Thistle Dr, Tampa, FL 33619	3 Bed 3 Bath	\$360,490	1,634	2023
5421 Companion Ln, Tampa, FL 33619	3 Bed 3 Bath	\$376,900	1,817	2021
7407 Thomas Way, Tampa, FL 33619	4 Bed 2 Bath	\$379,000	1,682	1972
2809 Anthony St, Tampa, FL 33619	6 Bed 2 Bath	\$379,100	1,320	1982

Address	Description	List Price	Area (square feet)	Built
7022 Samuel Ivy Dr, Tampa, FL 33619	4 Bed 3 Bath	\$384,900	2,109	2021
0 Globe Thistle Dr, Tampa, FL 33619	3 Bed 2 Bath	\$385,990	1,448	2023
4108 Cat Mint St, Tampa, FL 33619	4 Bed 3 Bath	\$389,999	1,805	2019
0 Globe Thistle Dr, Tampa, FL 33619	3 Bed 3 Bath	\$391,140	1,528	2023
0 Pickering Harbor Place, Tampa, FL 33619	3 Bed 3 Bath	\$396,490	1,864	2023
0 Pickering Harbor Place, Tampa, FL 33619	4 Bed 3 Bath	\$398,990	1,912	2023
4720 Woods Landing Ln, Tampa, FL 33619	3 Bed 2 Bath	\$399,000	1,753	2014
7022 Samuel Ivy Dr, Tampa, FL 33619	4 Bed 3 Bath	\$399,900	2,109	2021
7402 Evening Primrose Ct, Tampa, FL 33619	4 Bed 3 Bath	\$400,000	1,870	2023
7413 Manchester Ln, Tampa, FL 33619	3 Bed 2 Bath	\$400,000	1,746	2022
0 Globe Thistle Dr, Tampa, FL 33619	4 Bed 3 Bath	\$410,190	1,764	2023
7808 New York Dr, Tampa, FL 33619	3 Bed 2 Bath	\$414,900	1,662	2022
1912 S 45th St, Tampa, FL 33619	2 Bed 1 Bath	\$415,000	1,008	1987
0 Globe Thistle Dr, Tampa, FL 33619	4 Bed 3 Bath	\$415,990	1,870	2023
7508 Samuel Ivy Dr, Tampa, FL 33619	5 Bed 3 Bath	\$420,000	2,264	2021
0 Globe Thistle Dr, Tampa, FL 33619	5 Bed 3 Bath	\$422,240	2,215	2023
0 Globe Thistle Dr, Tampa, FL 33619	4 Bed 3 Bath	\$428,140	2,073	2023
2812 Anthony St, Tampa, FL 33619	6 Bed 2 Bath	\$429,800	1,320	1983
8337 Canterbury Lake Blvd, Tampa, FL 33619	3 Bed 2 Bath	\$435,000	1,962	2003
7936 Camden Woods Dr, Tampa, FL 33619	4 Bed	\$435,000	2,388	2007

Address	Description	List Price	Area (square feet)	Built
	3 Bath			
7212 Ronnie Gardens Ct, Tampa, FL 33619	5 Bed 3 Bath	\$436,500	2,415	2022
0 Globe Thistle Dr, Tampa, FL 33619	5 Bed 3 Bath	\$440,740	2,389	2023
0 Globe Thistle Dr, Tampa, FL 33619	4 Bed 2 Bath	\$448,190	1,936	2023
8518 Canterbury Lake Blvd, Tampa, FL 33619	3 Bed 2 Bath	\$449,900	1,955	2004
4205 Globe Thistle Dr, Tampa, FL 33619	4 Bed 3 Bath	\$450,000	2,673	2018
8006 Abbey Mist Cv, Tampa, FL 33619	3 Bed 2 Bath	\$450,000	2,630	2006
0 Globe Thistle Dr, Tampa, FL 33619	6 Bed 3 Bath	\$452,740	2,580	2023
7801 Abbey Mist Cv, Tampa, FL 33619	5 Bed 3 Bath	\$454,500	3,412	2006
3112 N 77th St, Tampa, FL 33619	3 Bed 3 Bath	\$455,000	2,347	2006
7404 Evening Primrose Ct, Tampa, FL 33619	4 Bed 3 Bath	\$460,000	2,073	2019
7306 Pearly Everlasting Ave, Tampa, FL 33619	5 Bed 3 Bath	\$465,000	2,415	2020
8208 Fir Dr, Tampa, FL 33619	3 Bed 2 Bath	\$469,222	1,874	2022
8430 Canterbury Lake Blvd, Tampa, FL 33619	3 Bed 3 Bath	\$469,900	2,470	2005
6602 E 32 nd Ave, Tampa, FL 33619	4 Bed 2 Bath	\$480,000	1,534	1980
0 Globe Thistle Dr, Tampa, FL 33619	4 Bed 3 Bath	\$481,990	2,584	2023
3810 Orient Rd, Tampa, FL 33619	3 Bed 2 Bath	\$495,000	1,464	1942

Source: Zillow.com, January 20, 2023.

Table 4-3. Rental Properties

Address	Description	List Price (per month)	Area (square feet)	Built
9404 Crescent Loop Cir APT 207, Tampa, FL 33619	1 Bed 1 Bath	\$1,450	813	2001
3205 Clifford Sample Dr, Tampa, FL 33619	3 Bed 1 Bath	\$1,495	792	1960
3105 N 75 th St, Tampa, FL 33619	3 Bed 2 Bath	\$1,550	992	1928
3412 N 54th St, Tampa, FL 33619	2 Bed 1 Bath	\$1,595	624	1952
7919 Dahlia Ave, Tampa, FL 33619	4 Bed 2 Bath	\$1,599	1,300	1964
1133 S 70th St, Tampa, FL 33619	2 Bed 1 Bath	\$1,650	750	1971
3406 N Phillips St UNIT A, Tampa, FL 33619	3 Bed 2 Bath	\$1,695	935	1989
9304 Crescent Loop Cir APT 305, Tampa, FL 33619	2 Bed 2 Bath	\$1,695	1,056	2001
1718 Green Ridge Rd, Tampa, FL 33619	3 Bed 2 Bath	\$1,700	1,220	1997
7914 Ridein Rd, Tampa, FL 33619	4 Bed 2 Bath	\$1,750	1,424	1959
3712 N 51st St, Tampa, FL 33619	3 Bed 2 Bath	\$1,795	1,200	2000
1024 Cardonna St, Tampa, FL 33619	2 Bed 1 Bath	\$1,795	950	2023
8005 Tommy Ct, Tampa, FL 33619	2 Bed 1 Bath	\$1,795	965	2023
2406 Courtney Meadows Ct APT 302, Tampa, FL 33619	2 Bed 2 Bath	\$1,795	1,045	2003
8012 Tommy Ct, Tampa, FL 33619	2 Bed 1 Bath	\$1,795	965	2023
7205 Rhode Island Dr, Tampa, FL 33619	2 Bed 1 Bath	\$1,800	798	1991
3616 N 53rd St, Tampa, FL 33619	4 Bed 2 Bath	\$1,800	1,300	1959
529 Vincinda Crest Way, Tampa, FL 33619	2 Bed 2 Bath	\$1,850	1,230	2007

Address	Description	List Price (per month)	Area (square feet)	Built
3613 Wisperbreath Ln, Tampa, FL 33619	4 Bed 1 Bath	\$1,895	1,200	1981
5116 E 28th Ave, Tampa, FL 33619	4 Bed 2 Bath	\$1,915	1,620	1987
5209 S 80 th St, Tampa, FL 33619	4 Bed 2 Bath	\$1,945	1,091	1961
5318 E 18th Ave, Tampa, FL 33619	4 Bed 2 Bath	\$1,945	1,270	1965
8516 Gold Ridge Cir, Tampa, FL 33619	4 Bed 1 Bath	\$1,975	1,400	1975
4756 White Sanderling Ct, Tampa, FL 33619	2 Bed 2 Bath	\$1,985	1,482	2016
7913 Endive Ave, Tampa, FL 33619	4 Bed 2 Bath	\$1,995	1,185	1960
2407 Courtney Meadows Ct APT 104, Tampa, FL 33619	2 Bed 2 Bath	\$1,995	1,157	2003
4741 White Sanderling Ct, Tampa, FL 33619	2 Bed 2 Bath	\$2,000	1,496	2016
4710 White Sanderling Ct, Tampa, FL 33619	2 Bed 2 Bath	\$2,000	1,496	2016
4912 White Sanderling Ct, Tampa, FL 33619	2 Bed 2 Bath	\$2,000	1,482	2016
5205 S 84th St, Tampa, FL 33619	3 Bed 1 Bath	\$2,025	1,126	1961
1705 Green Ridge Rd, Tampa, FL 33619	3 Bed 2 Bath	\$2,040	1,220	1997
7006 Robindale Rd, Tampa, FL 33619	3 Bed 2 Bath	\$2,095	1,176	1960
7609 Ginger Lily Ct, Tampa, FL 33619	3 Bed 2 Bath	\$2,100	1,663	2019
3626 Sugarcreek Dr, Tampa, FL 33619	3 Bed 2 Bath	\$2,100	1,352	1981
2017 Wishing Well Way, Tampa, FL 33619	7 Bed 3 Bath	\$2,187	1,750	1959
3727 Ambermist Dr, Tampa, FL 33619	3 Bed 2 Bath	\$2,200	1,128	1980
5314 E 18th Ave, Tampa, FL 33619	4 Bed 2 Bath	\$2,249	1,345	1965

Address	Description	List Price (per month)	Area (square feet)	Built
3612 Wisperbreath Ln, Tampa, FL 33619	4 Bed 2 Bath	\$2,265	1,346	1981
8639 Fish Lake Rd, Tampa, FL 33619	4 Bed 2 Bath	\$2,295	1,242	1977
7234 Sweet Alyssum Ct, Tampa, FL 33619	3 Bed 2 Bath	\$2,300	1,834	2021
8338 Canterbury Lake Blvd, Tampa, FL 33619	3 Bed 2 Bath	\$2,365	2,480	2003
4104 Cat Mint, Tampa, FL 33619	3 Bed 2 Bath	\$2,400	1,593	2019
4425 Globe Thistle Dr #4425, Tampa, FL 33619	2 Bed 2 Bath	\$2,400	1,541	2022

Source: Zillow.com, January 20, 2023.

4.3 SPECIAL RELOCATION ADVISORY SERVICES FOR UNUSUAL CONDITIONS OR UNIQUE PROBLEMS

Relocation advisory services are central to the success of this project to effectively accomplish relocation goals. Field observation did not reveal any obvious needs for specific special relocation advisory services. However, based on demographic information from the 2016-2020 ACS data, the impacted block groups indicate approximately 16.7% of people with any type of disability.

A copy of the various Community Resources and Services for the Hillsborough County area has been provided in Section 9 of this study. 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

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and FDOT Procedures provide last resort housing to accommodate residential displacees whose financial means or circumstances prevent their being provided for under normal program procedures. Last resort housing allows the District Right of Way Manager great latitude to develop creative means to accommodate those displacees on an individual or project wide basis. Remedial plans for insufficient replacement housing should not be necessary for this project. Resources for sale and rent should be continuously available to provide sufficient replacement housing, thereby minimizing the need for new construction or other last resort solutions. Should alternate housing become necessary, such housing may be provided, either directly or through third parties, by:

- a. Rehabilitation of, additions to, or relocation of, existing properties,

- b. Construction of new dwellings,
- c. Super Supplement payments: These are cost differential payments in excess of the normal limits of \$31,000 for owners who bought their home no less than 90 days before the offer by FDOT to purchase and \$7,200 for tenants who moved in 90 days before the offer by FDOT to purchase,
- d. The provision of a direct loan to the displacee.

SECTION 5 BUSINESS OVERVIEW

5.1 POTENTIAL BUSINESS IMPACTS

The potential business/commercial relocations are identified in **Table 5-1**. See **Appendix B** for pictures of the potentially displaced businesses.

Table 5-1. Potential Business Displacements

Impact Type	Parcel ID	Business Name	Address	Square Footage	Business Type	Occupation Type	Number of Employees ⁽¹⁾	Expected Level of Take ⁽¹⁾
Roadway	192928ZZZ000001601100U	Florida Sports Trucks/Tampas Top Autos	2301 S 50 th Street	3,180	Auto Service	Tenant/Leasee-Occupied	3	Partial Take
Roadway	192928ZZZ000001601700U	CKC Service Inc.	2309 S 50 th Street	2,151	Auto Service	Owner Occupied	2	Partial Take
Roadway	192928ZZZ000001603900U	ASAP Shell Contracting	2405 S 50 th Street	4.60 acres	Storage	Tenant/Leasee-Occupied	4	Partial Take
Roadway	192928ZZZ000001601800U	Ranch Feed Supplies	2319 S 50 th Street	1,820	Livestock Feed	Owner Occupied	5	Partial Take
Roadway	192928ZZZ000001605600U	Cubic Storage & Office Systems	2449 S 50 th Street	0.45 acre	Storage	Tenant/Leasee-Occupied	1	Partial Take
Roadway	1929331Q3000045000010U	Touax	3929 S 50 th Street	6,940	Operational Leasing		3	Full Take

Impact Type	Parcel ID	Business Name	Address	Square Footage	Business Type	Occupation Type	Number of Employees (1)	Expected Level of Take ⁽¹⁾
	1929331Q3000045000020U		4905 Trenton Street			Tenant/ Leasee-Occupied		
	1929331Q3000045000030U		4907 Trenton Street					
Roadway	1929341Q4000000000130U	Attaway Services	3810 S 50 th Street	7,495	Mechanical Contractor	Owner Occupied	10	Partial Take
Pond 3B	192928ZZZ000001605900U	Caballero Auto Repair	4702 E Causeway Boulevard	3,473	Auto Repair	Owner Occupied	3	Full Take
Roadway/ Pond 1A	1929331Q3000037000060U	Noel Trucks & Towing/FSM Automotive	3825 S 50 th Street	1,212	Auto Repair/Food Service	Tenant/ Leasee-Occupied	2	Full Take
Roadway	1929341Q4000000000220U	Oscar Used Auto Parts	3630 S 50 th Street	4,089	Vehicle Salvage/ Storage	Owner Occupied	6	Partial Take
Roadway	192934ZZZ000001622300U	Adams Used Auto Parts, Inc.	3610 S 50 th Street	13,440	Vehicle Salvage/ Storage	Owner Occupied	5	Partial Take
Roadway/ Pond 2B	192934ZZZ000001621200U	Urban Core Paintball	5005 Performance Park Boulevard	4.25 acres	Recreational / Vacant Commercial	Tenant/ Leasee-Occupied	4	Full Take
Roadway	192934ZZZ000001621100U	Turbo Truck Repair/Southeast Industrial	3140 S 50 th Street	6,866	Warehouse	Tenant/ Leasee-Occupied	17	Partial Take

Impact Type	Parcel ID	Business Name	Address	Square Footage	Business Type	Occupation Type	Number of Employees ⁽¹⁾	Expected Level of Take ⁽¹⁾
Roadway	192934ZZZ000001621000U	Motor Depot	2930 S 50 th Street	6,142	Vehicle Salvage/Storage	Tenant/Leasee-Occupied	2	Full Take
Roadway	192934663000001620900U	Garage on Wheels/ Roundtree Towing & Recovery	2806 S 50 th Street	456	Auto Repair	Tenant/Leasee-Occupied	5	Full Take
Roadway	192934ZZZ000001620800U	Avengers Auto Body/Repair	2802 S 50 th Street	4,460	Auto Repair	Tenant/Leasee-Occupied	4	Full Take
Pond 3A	192928ZZZ000001606401U	Thach Tire & Rim	4916 Causeway Boulevard	2,638	Auto Repair	Owner Occupied	2	Full Take
	192928ZZZ000001606402U			7,500				
Pond 3A	192928ZZZ000001606400U	First Choice Cars	217 West Street	0.60 acre	Auto Service	Owner Occupied	5	Full Take
Pond 3A	192928ZZZ000001606300U		4902 Causeway Boulevard	12,655				Full Take
Roadway	192928ZZZ000001606200U	Sunoco	4714 Causeway Boulevard	3,000	Convenient Store / Gas Station	Tenant/Leasee-Occupied	7	Full Take
Pond 3B	192928ZZZ000001606000U	Alan's Access and Gate Automation	4710 Causeway Boulevard	2,930	Mixed Use Warehouse	Tenant/Leasee-Occupied	5	Full Take

⁽¹⁾ – Based on best available information at the time of report preparation. Subject to change.

5.2 COMPARISON OF AVAILABLE COMMERCIAL PROPERTY

A similar search for commercial properties in the one project zip code was conducted using the online commercial real estate site LoopNet.com. The search revealed a total of 14 commercial properties for sale, and 66 for lease. The properties listed “for sale” ranged in price from \$300,000 to \$4.65 million. The rents for the spaces found in the project area ranged from \$10.75/sf to \$25.00/sf per year.

There are several impacted businesses that may have special relocation needs due to the business type, size of the property needed for relocation, and existing City of Tampa and Hillsborough County zoning and land use constraints. **Table 5-2** shows the available commercial properties in the zip code surrounding the project location for sale and **Table 5-3** shows the available commercial properties for lease.

Table 5-2. Available Commercial Properties for Sale

Address	List Price	Size (SQ FT/Acreage)	Built	Status	Property Type
3412 Temple St, Tampa, FL 33619	\$300,000	0.37 AC	N/A	Vacant	Undeveloped Commercial Lot
5820 E Broadway Ave, Tampa, FL 33619	\$395,000	1,008 SF	1967	Occupied	Retail Building
2601 N Falkenburg Rd, Tampa, FL 33619	\$450,000	1,206 SF	1950	Vacant	Office Building with Two Lots
7305 Causeway Blvd, Tampa, FL 33619	\$484,900	0.65 AC	N/A	Vacant	Undeveloped Commercial Lot
9601 Martin Luther King Jr Blvd, Tampa, FL 33619	\$599,000	0.70 AC	N/A	Vacant	Undeveloped Commercial Lot
3051 S 78 th St, Tampa, FL 33619	\$1,100,000	1.97 AC	N/A	Vacant	Undeveloped Commercial Lot
9921 Causeway Blvd, Tampa, FL 33619	\$1,350,000	1.50 AC	N/A	Vacant	Undeveloped Commercial Lot
1310 S US Highway 301, Tampa, FL 33619	\$2,000,000	1.98 AC	N/A	Vacant	Undeveloped Commercial Lot
SWC S Falkenburg Rd & Progress Blvd, Tampa, FL 33619	\$2,500,000	5.63 AC	N/A	Vacant	Undeveloped Commercial Lot
103 N Falkenburg Rd, Tampa, FL 33619	\$3,000,000	6.35 AC	N/A	Vacant	Undeveloped Industrial Lot
1030 S 86 th St, Tampa, FL 33619	\$3,500,000	28,230 SF	1986	Occupied	Industrial Building
4250 S 78 th St, Tampa, FL 33619	\$3,563,550	3,100 SF	2019	Occupied	Retail Building
8507 E Adamo Dr, Tampa, FL 33619	\$3,600,000	20,102 SF	1971	Occupied	Industrial Building

Address	List Price	Size (SQ FT/Acreage)	Built	Status	Property Type
1127 S 56 th St, Tampa, FL 33619	\$4,650,000	38,475 SF	2008	X	Industrial Building

Source: LoopNet.com, January 20, 2023

Table 5-3. Available Commercial Properties for Lease

Address	Rental Rate (SF/YR)	Size (SQ FT/Acreage)	Built	Status	Property Type
3902 Corporex Park Dr, Tampa, FL 33619	\$10.75	2,140 SF	1984	Vacant	Office/Flex Space
6802 Lakeview Center Dr, Tampa, FL 33619	\$10.75	5,118 SF	1984	Occupied	Office/Flex Space
9208 Palm River Rd, Tampa, FL 33619	\$12.00	32,000 SF	1992	Occupied	Industrial Space
5609 E Adamo Dr, Ste D, Tampa, FL 33619	\$12.05	1,344 SF	1987	Vacant	Office Space
5609 E Adamo Dr, Ste E, Tampa, FL 33619	\$12.14	1,680 SF	1987	Vacant	Office Space
2602 N 50 th St, Tampa, FL 33619	\$12.38	2,424 SF	1967	Occupied	Retail Space
5915 Causeway Blvd, Tampa, FL 33619	\$12.75	6,300 SF	1987	Occupied	Warehouse
3014 N US Hwy 301, Tampa, FL 33619	\$13.50	3,000 SF	1986	Vacant	Office Space
10257-10285 Windhorst Rd, Building 2, Tampa, FL 33619	\$14.00	2,000 SF	2007	Vacant	Industrial Space
8524 E Adamo Dr, Tampa, FL 33619	\$14.00	17,625 SF	1983	Occupied	Industrial Space
3102 Cherry Palm Dr, Tampa, FL 33619	\$14.25	5,430 SF	1987	Occupied	Office Space
3504 Cragmont Dr, Ste 103, Tampa, FL 33619	\$15.00	11,225-14,050 SF	1989	Vacant	Office/Flex Space
3504 Cragmont Dr, Ste 201, Tampa, FL 33619	\$15.00	11,825 SF	1989	Vacant	Office/Flex Space
3504 Cragmont Dr, Ste 104, Tampa, FL 33619	\$20.00	2,825-14,050 SF	1989	Vacant	Office/Flex Space
206 Kelsey Ln, Tampa, FL 33619	\$15.50	45,600 SF	2005	Vacant	Warehouse
150-182 Kelsey Ln, Tampa, FL 33619	\$15.50	54,400 SF	2006	Vacant	Flex Space
501 S Falkenburg Rd, Bldg A, Tampa, FL 33619	\$16.50	1,000 SF	1988	Vacant	Industrial Space
1205 Tech Blvd, Ste 102, Tampa, FL 33619	\$16.50	6,440 SF	2023	Vacant	Industrial Space
1205 Tech Blvd, Ste 103, Tampa, FL 33619	\$16.50	6,440-12,880 SF	2023	Vacant	Industrial Space

Address	Rental Rate (SF/YR)	Size (SQ FT/Acreage)	Built	Status	Property Type
1205 Tech Blvd, Ste 104, Tampa, FL 33619	\$16.50	6,440 SF	2023	Vacant	Industrial Space
1205 Tech Blvd, Ste 105, Tampa, FL 33619	\$16.50	6,440-19,320 SF	2023	Vacant	Industrial Space
1205 Tech Blvd, Ste 101, Tampa, FL 33619	\$16.75	6,440 SF	2023	Vacant	Industrial Space
1205 Tech Blvd, Ste 106, Tampa, FL 33619	\$17.75	4,800 SF	2023	Vacant	Industrial Space
1205 Tech Blvd, Ste 108, Tampa, FL 33619	\$18.00	3,600 SF	2023	Vacant	Industrial Space
6102 E Adamo Dr, Ste E4, Tampa, FL 33619	\$16.84	1,350 SF	2004	Occupied	Retail
6102 E Adamo Dr, Ste W1-W3, Tampa, FL 33619	\$16.84	4,050 SF	2004	Occupied	Retail
10210 Windhorst Rd, Tampa, FL 33619	\$17.00	60,000 SF	2002	Occupied	Office Space
4496 Eagle Falls Pl, Ste 4494, Tampa, FL 33619	\$17.25	4,000-8,000 SF	2019	Occupied	Warehouse
4496 Eagle Falls Pl, Ste 4496, Tampa, FL 33619	\$17.25	4,000 SF	2019	Occupied	Warehouse
4428-4450 Eagle Falls Pl, Ste 4430, Tampa, FL 33619	\$17.75	3,000 SF	2020	Occupied	Warehouse
4610-4630 Eagle Falls Pl, Ste 4630, Tampa, FL 33619	\$17.75	3,000 SF	2008	Occupied	Warehouse
4640-4658 Eagle Falls Pl, Ste 4654, Tampa, FL 33619	\$17.75	4,000 SF	2015	Occupied	Warehouse
3218 Parkside Center Cir, Tampa, FL 33619	\$18.00	2,230 SF	2003	Vacant	Office Space
3012 N US Hwy 301, Tampa, FL 33619	\$18.00	4,800 SF	1986	Vacant	Office Space
333 N Falkenburg Rd, Tampa, FL 33619	\$18.00	1,000 SF	1984	Occupied	Industrial Space
3710 Corporex Park Dr, Ste 130, Tampa, FL 33619	\$19.50	1,213 SF	1988	Occupied	Office Space
3710 Corporex Park Dr, Ste 140, Tampa, FL 33619	\$19.50	3,572 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 200, Tampa, FL 33619	\$19.50	4,400 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 205, Tampa, FL 33619	\$19.50	4,882 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 210, Tampa, FL 33619	\$19.50	1,396 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 217, Tampa, FL 33619	\$19.50	1,287 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 220, Tampa, FL 33619	\$19.50	3,947 SF	1988	Vacant	Office Space
3710 Corporex Park Dr, Ste 320, Tampa, FL 33619	\$19.50	5,151 SF	1988	Occupied	Office Space

Address	Rental Rate (SF/YR)	Size (SQ FT/Acreage)	Built	Status	Property Type
9250 Bay Plaza Blvd, Ste 310, Tampa, FL 33619	\$19.50	3,445 SF	1974	Occupied	Office/Retail Space
9250 Bay Plaza Blvd, Ste 314, Tampa, FL 33619	\$19.50	2,033 SF	1974	Vacant	Office Space
9260 Bay Plaza Blvd, Ste 504, Tampa, FL 33619	\$19.50	4,642 SF	1985	Occupied	Office/Retail Space
9270 Bay Plaza Blvd, Ste 609, Tampa, FL 33619	\$19.50	1,338 SF	1985	Vacant	Office Space
9270 Bay Plaza Blvd, Ste 619, Tampa, FL 33619	\$19.50	2,195 SF	1985	Vacant	Office/Retail Space
9270 Bay Plaza Blvd, Ste 620, Tampa, FL 33619	\$19.50	3,071 SF	1985	Vacant	Office Space
9270 Bay Plaza Blvd, Ste 630, Tampa, FL 33619	\$19.50	2,930 SF	1985	Occupied	Office/Retail Space
9270 Bay Plaza Blvd, Ste 614, Tampa, FL 33619	\$21.50	777 SF	1985	Vacant	Office Space
9350 Bay Plaza Blvd, Ste 120, Tampa, FL 33619	\$21.50	6,329 SF	1974	Occupied	Office/Retail Space
9280 Bay Plaza Blvd, Ste 720, Tampa, FL 33619	\$19.50	1,539 SF	1985	Vacant	Office Space
9280 Bay Plaza Blvd, Ste 724, Tampa, FL 33619	\$19.50	3,884 SF	1985	Vacant	Office Space
9280 Bay Plaza Blvd, Ste 715, Tampa, FL 33619	\$21.51	1,315 SF	1985	Vacant	Office Space
9280 Bay Plaza Blvd, Ste 717, Tampa, FL 33619	\$21.51	801 SF	1985	Vacant	Office Space
10740 Palm River Rd, Tampa, FL 33619	\$20.00	5,700 SF	2017	Vacant	Office/Medical Space
3802 Corporex Park Dr, Ste 100, Tampa, FL 33619	\$22.50	9,265 SF	1987	Vacant	Office Space
3802 Corporex Park Dr, Ste 115, Tampa, FL 33619	\$22.50	1,781 SF	1987	Vacant	Office Space
3802 Corporex Park Dr, Ste 130, Tampa, FL 33619	\$22.50	1,483 SF	1987	Vacant	Office Space
3802 Corporex Park Dr, Ste 225, Tampa, FL 33619	\$22.50	8,328 SF	1987	Vacant	Office Space
6700 Lakeview Center Dr, Ste 100, Tampa, FL 33619	\$25.00	45,734 SF	1984	Vacant	Office Space
6700 Lakeview Center Dr, Ste 100A, Tampa, FL 33619	\$25.00	39,310 SF	1984	Vacant	Office Space
6700 Lakeview Center Dr, Ste 200, Tampa, FL 33619	\$25.00	49,955 SF	1984	Vacant	Office Space
6700 Lakeview Center Dr, Ste 300, Tampa, FL 33619	\$25.00	49,704 SF	1984	Occupied	Office Space
3611 Queen Palm Dr, Ste 170, Tampa, FL 33619	\$25.00	16,607 SF	1988	Vacant	Office Space

Source: LoopNet.com, January 20, 2023

SECTION 6 ON PREMISE SIGNS

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

SECTION 7 COMMUNITY IMPACT

Construction of this project will involve acquisition of additional right-of-way, primarily along the existing alignments of Causeway Boulevard and US 41. No public lands or public agency facilities occur immediately adjacent to the proposed improvements. No public facilities, major shopping centers, hospitals, schools, or related establishments are proposed to be displaced.

The proposed improvements are consistent with the Hillsborough Transportation Planning Organization's (TPO) 2045 Long Range Transportation Plan and the TPO's Transportation Improvement Program (TIP) for fiscal years (FY) 2022/23-2026/27. Based on a review of Plan Hillsborough's Planning Information Map Application (PIMA), existing land uses in the project vicinity are shown as railroad right-of-way, public/quasi-public/institution; public communications/utilities; vacant; light industrial; heavy industrial; light commercial; heavy commercial; mobile home park; single family/mobile homes, and two-family/duplex residences. Plan Hillsborough's PIMA shows future land uses in the project vicinity as heavy industrial; light industrial; community mixed use; office commercial, residential-9; residential-6 and suburban mixed use. Though ROW acquisition will be needed and there will be conversion of portions of existing land uses to transportation ROW, the proposed improvements will support both the existing and future land uses locally, as well as provide road network improvements necessary to support the future land uses projected for this part of Hillsborough County.

The portions of Causeway Boulevard, US 41 south of Causeway Boulevard and the CSX railroad crossing south of Causeway Boulevard are designated as Strategic Intermodal System (SIS) connectors. Causeway Boulevard and US 41 are designated hurricane evacuation routes. The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of vehicle traffic, including trucks and freight, and enhance connectivity and safety for bicyclists and pedestrians. Although minor changes are anticipated at several of the local side streets for roadway safety, roadway function, and access management considerations, travel patterns are expected to remain similar to existing patterns. Therefore, an overall mobility benefit is expected. The FDOT will continue coordination with Hillsborough County as needed for improvements within their existing rights-of-way.

7.1 ENVIRONMENTAL JUSTICE

Executive Order 12898 requires federal agencies to develop a strategy for the programs, policies and activities to avoid disproportionate and adverse human health and environmental impacts on minority and low-income populations. The US Department of Transportation promotes nondiscrimination in the programs through a Department-wide strategy and process that integrate environmental justice principles into existing planning requirements.

7.2 PLANNING FOR ENVIRONMENTAL JUSTICE

The proposed US 41 grade separation over the CSX Railroad and the roadway improvements along both Causeway Boulevard and US 41 are not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, or separate residences from community facilities such as churches,

schools, shopping areas or civic or cultural facilities. The project is not expected to contribute to social isolation of any identifiable groups of elderly, handicapped, non-drivers, minorities, or transit dependent persons through this project study area as the travel patterns of the community residents are not anticipated to be significantly altered due to the scope and location of the improvements proposed.

The Preferred Alternative would result in three residential relocations and twenty-four business relocations. At the time of this document, two of three residential relocatees are tenants. Two of the three residential relocations are anticipated to be minorities. The elderly and disability status of these properties was not ascertained. At the time of this document, of the twenty-four (24) business parcel relocations, thirteen (13) of these are understood to be tenant/lease occupied. Approximately 5-6 of the business relocatees are anticipated to be minorities.

During the November 2019 alternatives public workshop, discussions with a few local business owners indicated a potential for concern about opportunities for business relocation due to the relative scarcity and localized distribution of areas zoned for commercial intensive (CI) and manufacturing (M) uses within Hillsborough County (in comparison to other land uses). However, competition for business resources is anticipated to be minimal because of resource availability (discussed previously under Section 5.2). Since the proposed improvements are expected to provide for enhanced traffic flow, freight movement and safety for all roadway users, this project is expected to have a positive influence on the regional economic climate as a long-term result.

The project planning has included proactive elements to reduce the potential for issues related to environmental justice. The National Environmental Policy Act (NEPA) requires the implementation of a public process to provide an opportunity for stakeholder involvement. During the course of this study, the FDOT implemented a Public Involvement Program to allow the opportunity for public participation that exceeds NEPA requirements. One elected officials/agency kick-off meeting; one alternatives public workshop, two TPO meetings; one Technical Advisory Committee meetings; one Citizen Advisory Committee meetings; and several small group meetings, including interagency coordination, local government, local property owners, and other interested parties were conducted to keep the public informed. A public hearing will be completed in May 2023. Notification of public meetings was accomplished through advertisement in local newspapers and through direct mailings. Public meeting announcements were mailed to all affected property owners and tenants. Returned notifications were hand-delivered wherever possible. Input received throughout the study was considered for project evaluation.

As a result of the proactive public involvement process, principles of environmental justice are being satisfied. While minority and low-income residents may experience some adverse effects as a result of implementation of the Preferred Alternative, no group would experience disproportionately high and adverse effects as a result of the project. Based on the reviews and evaluation conducted, the Preferred Alternative is not expected to impact facilities considered to have special characteristics, provide services to specialized clientele or cultural orientation.

SECTION 8 POTENTIAL CONTAMINATION CONCERNS

A Contamination Screening Evaluation Report (CSER) was prepared under separate cover for the proposed project. Locations within a 500-foot buffer of the project study area were investigated for sites that may present the potential for finding petroleum contamination or hazardous materials, and therefore may impact the proposed improvements for this project. Acquisition of additional right-of-way is anticipated to accommodate the proposed project improvements. A total of twenty-four High (8 sites) and Medium (16 sites) risk-rated contamination sites are anticipated to be included in the additional right-of-way acquisition. These are discussed further CSER Section 2.4. Based on the industrial and commercial nature of the land uses prevalent along both US 41 and Causeway Blvd., there is a high likelihood of encountering contamination during the course of property acquisition and subsequent conversion into right-of-way needed for the proposed roadway and pond improvements. Where impacted by project construction activities, the FDOT will oversee additional testing and, if necessary, remediation of contaminated sites.

SECTION 9 PUBLICLY OWNED FACILITIES

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 acquisition or functional replacement. As discussed previously in Section 7.0, minor changes are anticipated at several of the local side streets for roadway safety, roadway function, and access management considerations. The FDOT will continue coordination with Hillsborough County as needed for improvements within their existing rights-of-way.

SECTION 10 COMMUNITY AND SOCIAL SERVICES

Within the Hillsborough County area, there are numerous economic and social service organizations that are available to assist displaced individuals and businesses. The following list highlights available services in the area. However, this list should not be considered all-inclusive of potential assistance/service providers.

Residential Services

Hillsborough County Center for Development Services

County Center, 19th Floor
601 E. Kennedy Boulevard
Tampa, FL 33602
Phone: 813-272-5600

Hillsborough County Affordable Housing Services

County Center, 24th Floor
601 E. Kennedy Boulevard
Tampa, FL 33602
Phone: 813-246-3150
Email: AffordableHousingServices@HCFLGov.net

Housing Finance Authority of Hillsborough County, Florida

Home Ownership Program
Contact: Sue Denihan, eHousingPlus
Phone: 813-415-3549
Email: sue@ehousing.cc

Rental Program

Contact: Mark Hendrickson
1404 Alban Avenue
Tallahassee, FL 32301
Phone: 850-671-5601
Email: mark@thehendricksoncompamy.com

State of Florida – Department of Children and Families Financial Assistance

SunCoast Region
9393 North Florida Avenue
Tampa, FL 33612
813-558-5500
www.myflfamilies.com/contact-us/region/suncoast.shtml

Tampa Hillsborough Homeless Initiative

P.O. Box 1110
Tampa, FL 33601
www.thhi.org

Tampa Housing Authority

5301 W. Cypress Street
Tampa, FL 33607
Phone: 813-341-9101
www.thafl.com

United Way Suncoast

Tampa Bay Area Office
5201 W. Kennedy Blvd., Suite 600
Phone: 813-274-0900
www.unitedwaysuncoast.org

Business Services**City of Tampa Equal Business Opportunity (Tampa)**

306 E. Jackson Street
3rd Floor North
Tampa, FL 33602
Phone: 813-274-5522
<https://www.tampa.gov/msbd>

Florida SBDC at the University of South Florida**USF Connect Building**

3802 Spectrum Boulevard, Suite 111
Tampa, FL 33612-9220
Phone (813) 396-2700
<https://sbdctampabay.com/>

Greater Tampa Chamber of Commerce

201 N. Franklin Street, #201
Tampa, FL 33602
Phone: 813-228-7777
www.tampachamber.com

Hillsborough County Center for Development Services

County Center, 19th Floor
601 E. Kennedy Boulevard
Tampa, FL 33602
Phone: 813-272-5600

Minority Enterprise Development Corp.

PO Box 172116
Tampa, FL 33672
Phone: 813-228-4623

Tampa Bay Economic Development Corporation Business Assistance

101 E. Kennedy Avenue
Suite 1750

Tampa, FL 33602
813-218-3300
<https://tampabayedc.com/edc-services/expand-your-business-in-tampa-2>

US Small Business Administration (SBA)

South Florida District Office
777 S. Harbour Island Boulevard, Suite 215
Tampa, FL 33602
Phone: 813-228-2100 ext. 24

SECTION 11 ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way 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 based on 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 receiving a 90-day letter of assurance. This letter provides the displaced person/business, they will not be required to move for at least 90 days. (A 30-Day Notice to Vacate provides the date by which the displace must vacate and surrender possession of the subject property). 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 obtained and has the right of possession of replacement housing, or that FDOT has offered the relocatee decent, safe, and sanitary housing which is within their 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 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 relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market, as determined by the Department.
- 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.

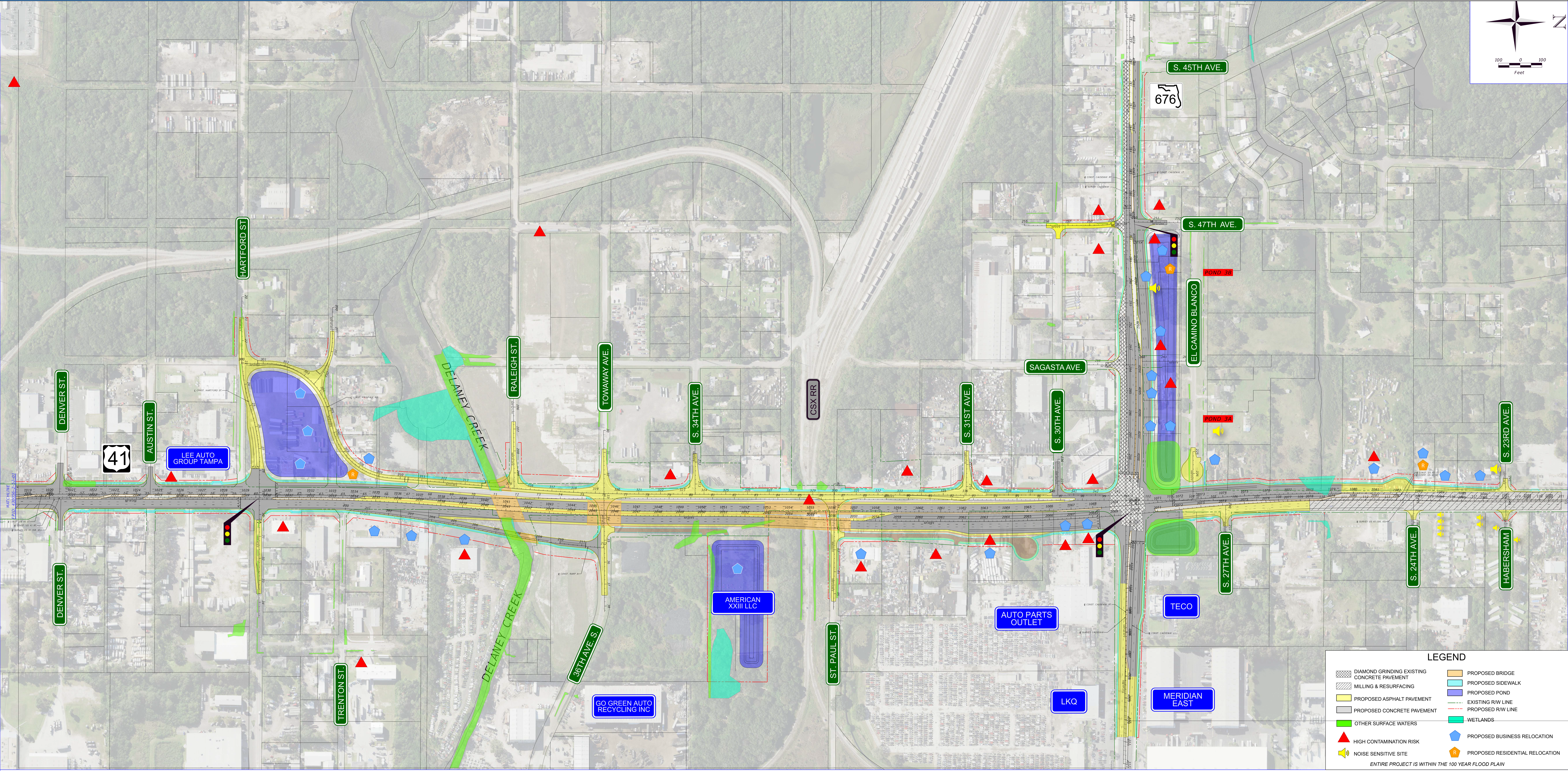
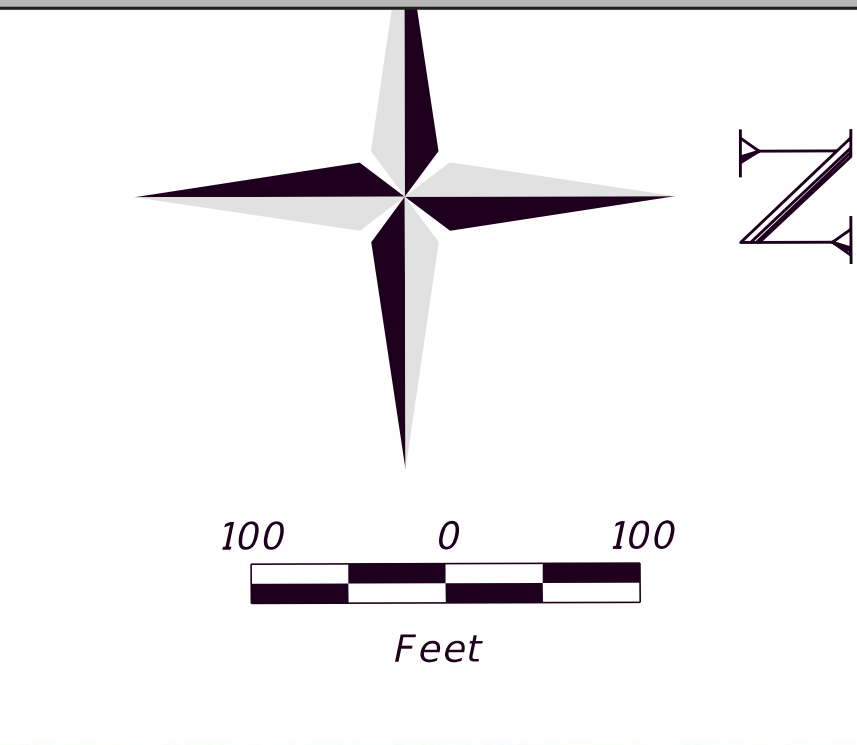
A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

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." These brochures are distributed at all public hearings and to all displacees. They are also available upon request to any interested person.

APPENDICES

Appendix A Preferred Alternative Concept Plan

Appendix B Pictures of Potential Business Relocations



LEGEND

DIAMOND GRINDING EXISTING CONCRETE PAVEMENT

MILLING & RESURFACING

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE PAVEMENT

OTHER SURFACE WATERS

HIGH CONTAMINATION RISK

NOISE SENSITIVE SITE

PROPOSED BRIDGE

PROPOSED SIDEWALK

PROPOSED POND

EXISTING R/W LINE

PROPOSED R/W LINE

WETLANDS

PROPOSED BUSINESS RELOCATION

PROPOSED RESIDENTIAL RELOCATION

ENTIRE PROJECT IS WITHIN THE 100 YEAR FLOOD PLAIN



Photo 1: Florida Sports Trucks/Tampas Top Autos, 2301 S 50th Street



Photo 2: CKC Service Inc., 2309 S 50th Street



Photo 3: ASAP Shell Contracting, 2405 S 50th Street



Photo 4: Ranch Feed and Supplies, 2319 S 50th Street



Photo 5: Cubic Storage & Office Systems, 2449 S 50th Street

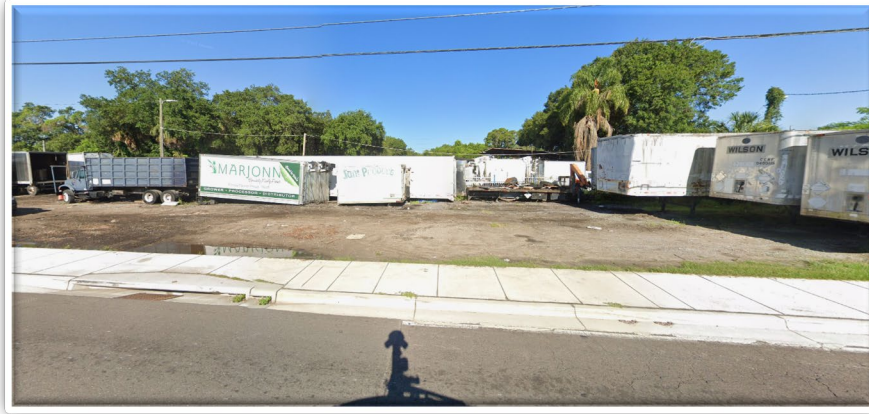


Photo 6: American Used Truck Parts/Yunker, 3125 S 50th Street

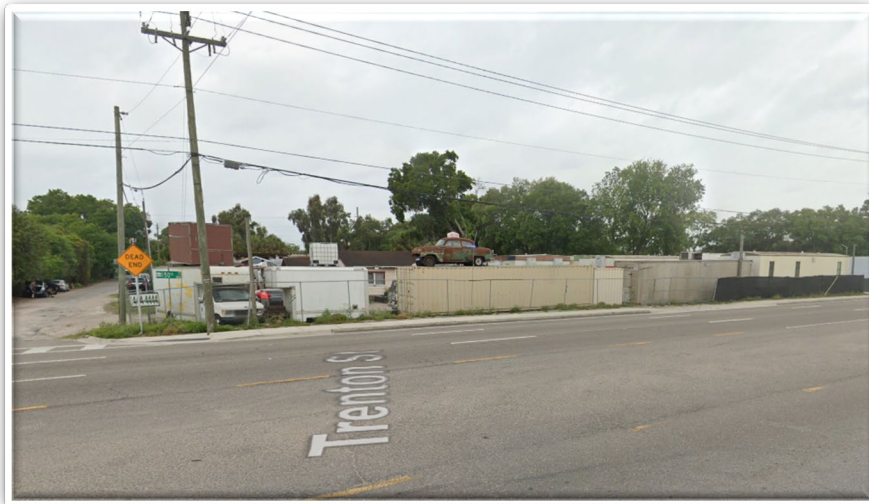


Photo 7: Touax, 3929 S 50th Street, 4905 Trenton Street, 4907 Trenton Street



Photo 8: Attaway Services, 3810 S 50th Street



Photo 9: Barnett Transportation/Petroleum Transport, 4904 Towaway Avenue



Photo 10: Caballero Auto Service, 4702 E Causeway Boulevard



Photo 11: Noel Trucks & Towing, 3825 S 50th Street



Photo 12: Oscar Used Auto Parts, 3630 S 50th Street

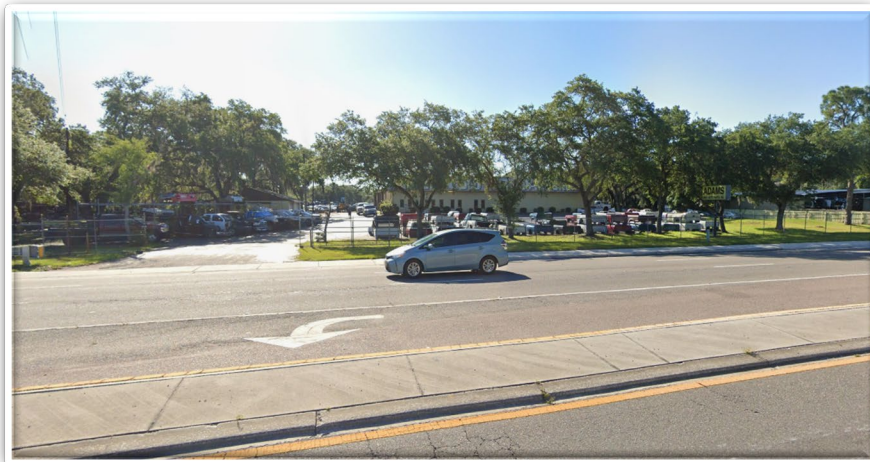


Photo 13: Adams Used Auto Parts, 3610 S 50th Street



Photo 14: Urban Core Paintball, 5005 Performance Park Boulevard



Photo 15: 50th Street Open Storage, 4407 Raleigh Street

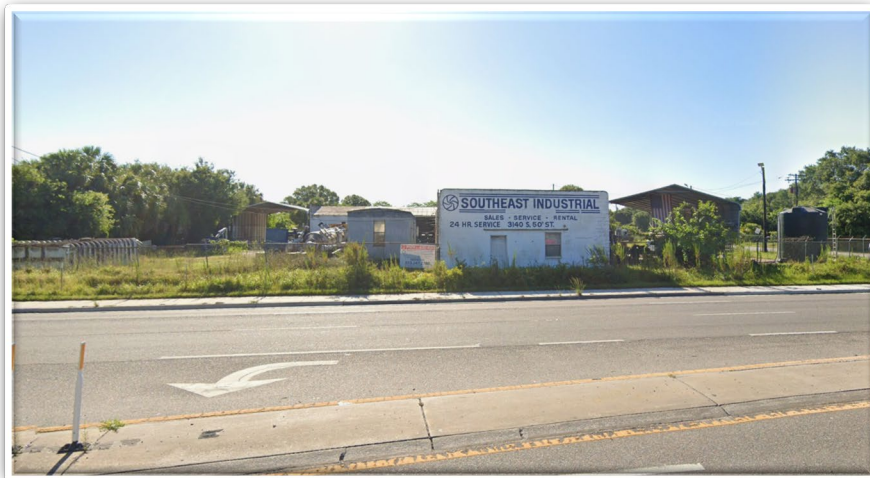


Photo 16: Turbo Truck Repair/Southeast Industrial, 3140 S 50th Street



Photo 17: Motor Depot, 2930 S 50th Street



Photo 18: Garage on Wheels/Roundtree Towing & Recovery, 2806 S 50th Street

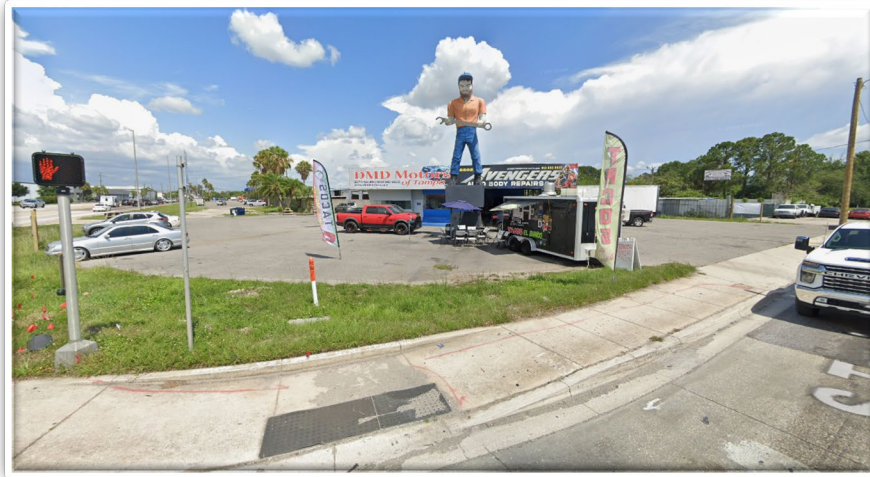


Photo 19: Avengers Auto Repair, 2802 S 50th Street



Photo 20: Tach Tire & Rim, 4916 Causeway Boulevard



Photo 21: First Choice Cars, 4902 Causeway Boulevard



Photo 22: Sunoco, 4714 Causeway Boulevard



Photo 23: Allen's Access and Gate Automation, 4710 Causeway Boulevard

