

Conceptual Stage Relocation Plan

US 98 Dade City Bypass Project Development & Environment Study

**From the Vicinity of US 301 South to the Vicinity of US 301 North
Pasco County, Florida**

WPI Segment No. 256423 1
Federal-Aid Project No. 3112-017P

The proposed action consists of upgrading US 98 from a two-lane rural roadway to a four-lane divided urban facility for about 1.6 miles.

**Florida Department of Transportation
District Seven**
Tampa, Florida

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1.0 INTRODUCTION

This Conceptual Stage Relocation Plan (CSRP) has been prepared in conjunction with the Florida Department of Transportation's (FDOT) Project Development and Environment (PD&E) Study for the improvement of the US 98 Dade City Bypass corridor from the vicinity of US 301 South to the vicinity of US 301 north in Dade City, Florida. This CSRP is submitted in compliance with Chapter 14-66 Florida Administrative Code and the FDOT Right-of-Way Procedures, Chapter 9, Section 1.

The purpose of the CSRP is to identify potential residences and businesses that may be affected by the project and to identify any special relocation needs. The CSRP also discusses community characteristics and considers the impact of the project on the community.

1.1 Project Description

The FDOT is proposing improvements to the US 98 Dade City Bypass from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, in Dade City, Pasco County, a distance of about 1.6 miles. The project location is shown in Figure 1.

Through the project study area, US 98 runs in a northerly direction bypassing the downtown area of Dade City. The US 98 Dade City Bypass PD&E Study is located within the city limits of Dade City in eastern Pasco County. Typically, US 98 is a two-lane rural roadway through the project area. Turn lanes have been added at certain intersections. The existing right-of-way contains numerous jogs and setbacks and varies in width from 60 feet to 115 feet.

1.2 Proposed Improvements

It is proposed to upgrade the US 98 Dade City Bypass to a four-lane divided urban facility. The proposed typical section consists of two 12-foot lanes, 4-foot bike lanes and 5-foot sidewalks in each direction. Left turn lanes will be accommodated within a 22-foot wide median. The proposed improvements require a minimum of 102 feet of right-of-way. It is also proposed to improve traffic operations at the skewed intersections of US 301 South, CR 35A and US 301 North. Improved pedestrian crossings are proposed at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskegee Avenue. In areas where exclusive right turn lanes are necessary, an additional 12 feet of right-of-way is required. Right-of-way is also required for stormwater management facilities and floodplain compensation sites.

An optional intersection alignment that would bring US 301 North, River Road and the US 98 Dade City Bypass together at one location is also being evaluated.

Figure 1
Project Location Map

2.0 STUDY AREA

According to available census data, it is projected that the population in Dade City in 2003 will be 8,762. This represents a nearly 25 percent population increase from 1990.

In 1998, there were a total of 2,934 employed residents of Dade City, the majority of whom worked within the traditional economic base of the city (services, sales and administrative support industries). It is projected that in 2003, 3,246 residents will be employed in Dade City.

In 1998, the median household income in Dade City was \$37,730. Approximately 12 percent of people in Dade City lived in household with incomes below \$15,000. It is projected that in 2003, the median household income will be \$45,016.

Table 1 includes specific demographic data for the Dade City project area.

Table 1
Dade City Demographics

DADE CITY 1998	
PERSONS	
Population	7,979
RACE	
White	66.1%
Black	24.6%
American Indian and Alaska Native	0.4%
Asian or Pacific Islander	0.6%
Some Other Race	8.2%
Two or More Races	1.8%
HISPANIC ORIGIN AND RACE	
Persons of Hispanic or Latino Origin	15.8%
White Persons, Not of Hispanic or Latino Origin	84.2%
HOUSING UNITS	
Housing Units Total	3,819

Source: Neighborhood Demographics

3.0 RELOCATION OVERVIEW

The right-of-way acquisition for the proposed improvements would require the approximate relocations shown in Table 2.

Table 2
Residential and Business Relocations

RES/O	RES/T	BUS/O	BUS/T	Totals
Residential Owners	Residential Tenant	Business Owners	Business Tenants	
Recommended Alignment				
2	4	3	3	12
With River Road Intersection Option				
2	4	6	3	15

The resources available are adequate to accommodate all Residential Displacees. A brief explanation of FDOT's Acquisition and Relocation Assistance Program is provided in Section 7.0.

The estimated relocation costs for the project are \$182,000 for the recommended alignment and \$206,000 with the River Road intersection option.

3.1 Business Relocations

The six businesses proposed to be relocated with the recommended alignment are listed in Table 3.

Table 3
Recommended Alignment Business Relocates

Name of Business	Estimated Number of Employees	Name of Business	Estimated Number of Employees
Pat's Food Mart (United Petroleum, Inc.)	6	Dempsey Furniture	12
Sam Slough	2	Country Store Produce	3
Git In Go/Texaco (Gas Kwick, Inc.)	6	Rockin' Robin's, Inc. (Huckaby, Inc.)	4

The three additional businesses that are proposed to be relocated with the River Road intersection optional alignment are listed in Table 4.

Table 4
River Road Optional Alignment Business Relocates

Name of Business	Estimated Number of Employees	Name of Business	Estimated Number of Employees
NAPA Auto Parts (Autozone, Inc.)	10	Farmer's Feed, Inc.	12
Beverage Chest	3		

3.2 Residential Relocations

Approximately six residential relocations would be required with the recommended alignment. No additional residential relocations would be required with the River Road intersection option. It is estimated that approximately 30 percent of the residential relocations would be minorities. According to available census data, approximately 10 percent of the Dade City population is 75 years or older. No data is available that specifies the percentage of elderly households to be displaced. According to available census data, the average household size is three persons.

Of the six residential relocations, two are owners and four are tenants. At the time of this document, one of the residential structures is vacant and is being held as evidence in a homicide trial. All are one-story single-family homes with two or three bedrooms and range in size from less than 1,000 square feet to about 1,600 square feet. The ages of the structures that are being displaced are approximately 30 to 50 years. According to the Pasco County Property Appraisers database, the market values of the six properties range from \$10,000 to \$88,500.

No facilities for the handicapped or disabled were observed during the field surveys at any of the structures to be removed.

3.3 Rights-of-Way from Governmental Agencies

The recommended concept for the US 98 Dade City Bypass includes right-of-way acquisition from the East Pasco Government Center property, owned by Pasco County. It is proposed that a portion of the Government Center property located immediately adjacent to the US 98 Bypass would be acquired to accommodate the road widening. The property to be acquired is currently a roadside ditch and the adjacent banks. To avoid impairing the function of the property and eliminate the need for functional replacement, a culvert would be placed under the US 98 Bypass that directs water to the east side of the roadway, thus eliminating the need for the ditch on County property. This was done in response to comments from the Government Center operations personnel. Other drainage options could have affected parking and access.

Coordination with Pasco County was undertaken during the right-of-way cost estimating effort.

3.4 Alternatives Overview

This CSRP analyzes the one recommended design alignment with an optional intersection alignment at River Road. Left, right, centered, and combination “best fit” alignment alternatives have been studied.

The alignment alternatives for this project were developed in accordance with specific Engineering and Design Specifications/Criteria.

The recommended alignment was selected for Federal Highway Administration (FHWA) Location and Design Acceptance (LDA) following the Public Hearing held on November 29, 2001. The FHWA granted LDA by approving the Type II Categorical Exclusion in May 2002.

4.0 RESOURCE OVERVIEW

During the data collection process, data were collected and analyzed to determine the resource needs of potential displacees. An inventory of displacee needs was compiled to determine the type and quantity of housing that would be necessary to accomplish successful relocations. At the time, the market was searched for the availability of sufficient resources to accomplish this purpose. Relocation resources are available to all relocatees without discrimination.

Real property and rental advertisements in local newspapers were reviewed. Local real estate companies were also canvassed to determine the availability of replacement housing and commercial properties. These resources include:

Newspapers

- St. Petersburg Times, Pasco County Edition
- Tampa Tribune, Pasco County Edition

Realtors

- Abraham Realty
15337 Highway 301, Dade City, Florida 33525 352/567-2000
- Coldwell Banker, Britton & Associates
P.O. Box 248, Dade City, Florida 33526 352/782-9239
- Dade City Realty
37937 Heather Place, Dade City, Florida 33525 352/567-5606
- Kelly Realty & Associates
12232 Highway 301, Dade City, Florida 33525 352/567-0772
- Prudential Tropical Realty
P.O. Box 667, Dade City, Florida 33526 352/567-0210

4.1 Residential Properties

Visual field surveys and a review of market data indicate that comparable replacement housing, including rentals and “offered for sale” housing, is available near the project area to accommodate the small number of anticipated residential displacements.

The residences to be relocated range in value from \$10,000 to \$88,500. Adequate replacement housing in this price range is available in similar demographic areas throughout the Dade City area.

4.2 Commercial Properties

The visual field surveys and review of the market data also indicate that there is an adequate amount of commercial and industrial replacement property available for businesses that may be displaced by the recommended alignment. The business relocatees include two gas station/convenience stores, a furniture store, a roadside produce stand, a car detailing business, and an investment advisor.

Coordination with the Dade City Planning Department revealed that several vacant store fronts and commercial properties are available within the Dade City limits. These include a former supermarket and smaller store fronts at the former Kash ‘n Karry Shopping Center located at the intersection of the US 98 Dade City Bypass and CR 35A. Several vacant store fronts, including a vacancy large enough to accommodate a retail furniture store, are available at the Wal Mart Shopping Center located on US 301/US 98 about one mile south of downtown.

Dade City has plans to rezone the residential area adjacent to the west side of the US 98 Dade City Bypass between Sumner Avenue and River Road to commercial use. In addition, vacant commercial parcels between the US 98 Dade City Bypass and 7th Street (US 301) are available within the downtown area of Dade City for any of the businesses that may want to relocate in the downtown area.

4.3 Local Relocation Assistance Services

Dade City has no social services programs available to assist persons or businesses wishing to relocate within the City limits.

The Pasco Economic Development Council (PEDC), located at 4111 Land O’ Lakes Boulevard, Land O’ Lakes, FL 34639, is available to assist business relocatees. Among the services provided by the PDEC are:

- Finding funding resources for business expansion
- Coordinating job and workforce training
- Obtaining local permits and assisting with regulatory requirements
- Acting as a liaison with state and federal agencies
- Providing up-to-date demographic figures
- Providing locations of available commercial sites

Pasco County Public Transportation (PCPT) provides fixed route transit services in Dade City. Paratransit service is also available through the PCPT. This a door-to-door transportation service for those persons unable to access public transit because of a disability or distance from a fixed route.

Both Dade City and Pasco County (through the PEDC) have Economic Development Incentive Ordinances in place to encourage businesses to relocate within the City and County limits. To qualify, however, the business must be non-retail. All of the potential business relocations for this project are retail.

4.4 Last Resort Housing

Last Resort Housing is a program used when comparable replacement housing is not available or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the federal and state legal limitation. The purpose of the program is to allow broad latitudes in methods of implementation by the state so that decent, safe and sanitary replacement housing can be provided at a reasonable cost. The need for Last Resort Housing is not anticipated for this project. However, this will be reassessed when the project nears the appraisal stage.

In the event that Last Resort Housing becomes necessary in the future, it will be implemented in accordance with Section 9.6 of the FDOT's Right-of-Way Procedures.

5.0 COMMUNITY IMPACT

Construction of this project involves acquisition of additional right-of-way along the existing alignment. No public facilities, major shopping centers, hospitals, schools, or their related establishments are proposed to be displaced. Publicly owned lands exist at the East Pasco Government Center, located on the west side of US 98, north of Meridian Avenue. The Pasco County Office of Emergency Management maintains an office in the East Pasco Government Center. The East Pasco Government Center is not proposed to be relocated.

The proposed four-lane widening of the US 98 Dade City Bypass is consistent with the Dade City and Pasco County long-range transportation plans. Land use is not anticipated to change significantly as a result of the improvements. Land use in the US 98 Dade City Bypass corridor is expected to remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements would utilize the existing corridor and provide the road network improvements necessary to support the future land uses projected for Pasco County. It is expected that the proposed improvements will also relieve future traffic congestion in downtown Dade City along 7th Street (US 301).

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 will not be altered due to the widening project.

Competition for business resources will be minimal because of resource availability. This project is expected to have a positive influence on the regional economic climate as a long-term result. The proposed improvements will provide an improved traffic flow.

5.1 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.

5.2 Planning for Environmental Justice

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 goes beyond NEPA requirements. One elected officials/agency kick-off meeting; three Metropolitan Planning Organization meetings; two Technical Advisory Committee meetings; two Citizen Advisory Committee meetings; one Dade City Council meeting; and several small group meetings, including interagency coordination, local government, local property owners, and other interested parties were conducted to keep the public informed. 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.

The recommended alignment would result in six residential relocations, four of which are tenants. At the time of this document, it was observed that two of the residential tenants were minorities. Of the six business relocations, it was observed that two of the business tenants were minorities.

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 alternatives, no group would experience disproportionately high and adverse effects as a result of the project.

6.0 HAZARDOUS WASTE

A Level 1 Contamination Screening has been conducted for the proposed US 98 Dade City Bypass project. A detailed analysis of any contamination sites can be found in the Contamination Screening Evaluation Report located at the FDOT's District Office, Tampa, Florida.

7.0 ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

To minimize the unavoidable effects of the right-of-way acquisition and displacement of people, the FDOT will carry out a right-of-way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09 (5), 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 FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

At least one Relocation Agent is assigned to each highway project to carry out the Relocation Assistance and Payments Program. The Relocation Agent will supply information concerning programs that offer assistance to displaced persons and provide other advisory services to minimize hardships to displaced persons in adjusting to a new location. The Relocation Agent 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 regard to race, color, religion, sex, or national origin.

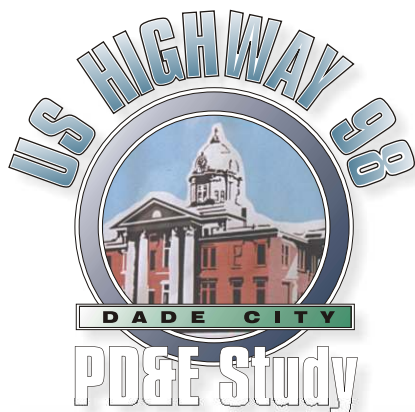
A relocation moving payment program would compensate the displacee for the costs of moving personal property from homes, businesses and non-profit organizations. Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of unavailable dwelling on the private market, (b) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or selling the acquired property to the FDOT; and (c) make payment for an increased interest cost resulting from having to obtain another mortgage at a higher interest rate. Replacement housing payments are limited to \$22,500.

A displaced tenant may be eligible to receive a supplement, not to exceed \$5,250.00 to rent a replacement dwelling or room, or to use as a down payment, (including closing costs) on the purchase of a replacement dwelling.

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.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacate 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 had the right of possession of replacement housing, or that the Department

of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.



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Project Development and Environment (PD&E) Study

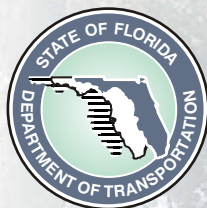
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U.S. 98 DADE CITY BYPASS

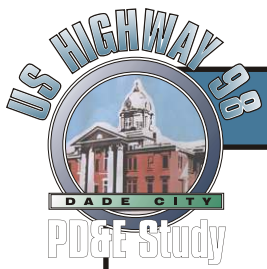
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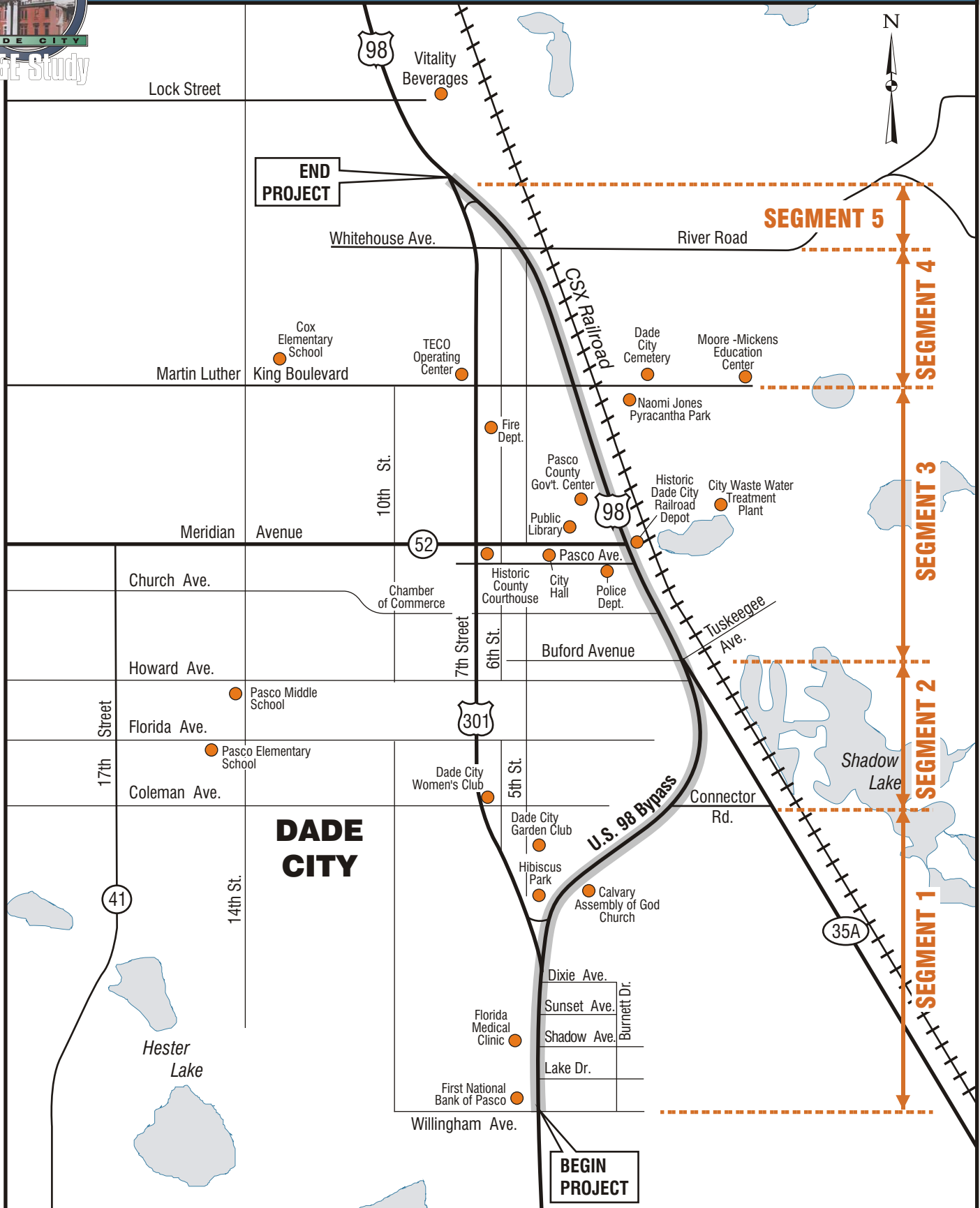
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June 2002



U.S. 98 DADE CITY BYPASS PD&E STUDY



Dade City, Pasco County
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PROJECT LOCATION MAP

Figure
1