

# **Conceptual Stage Relocation Plan**

Florida Department of Transportation

Florida's Turnpike Enterprise

Poinciana Parkway Extension Connector Project Development  
and Environment (PD&E) Study From CR 532 to North of  
I-4/SR 429 Interchange Osceola and Polk Counties, Florida

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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 Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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## 1.0 Introduction

The project involves extending Poinciana Parkway (SR 538) from County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange, modifying the I-4/SR 429 interchange to accommodate the Poinciana Parkway connection, and increasing capacity of the segment of SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange. The total project length is 4.97 miles.

The project limits are shown on **Figure 1-1: Project Location Map**.

### 1.1 Location of the Project

Poinciana Parkway is a section of a future, six lane limited access toll facility, often referred to as the "Southern Beltway". The Southern Beltway would provide a regional, limited access facility that connects I-4 on the west to the interchange of Boggy Creek Road/SR 417 on the east, approximately 50 miles. The westernmost portion of the Southern Beltway is referred to as the Poinciana Parkway.

The existing interchange at I-4 and SR 429 is a full access interchange with no connection to the south. Currently, I-4 provides six lanes (three lanes in each direction) and SR 429 provides four lanes (two lanes in each direction).

The study area (see **Figure 1-1**), which includes portions of unincorporated Osceola and Polk Counties, is comprised of residential land uses, the 2,226-acre Reunion Resort, and conservation lands under the jurisdiction of the Reedy Creek Improvement District (RCID). Although there are no municipalities in the study area, the project includes the unincorporated areas of Loughman and Poinciana. There are also numerous undeveloped parcels with residential and planned development future land use designations, wetland systems, and overhead and underground utility corridors. CR 532 follows the county line between Polk County on the south and Osceola County on the north.

### 1.2 Purpose and Need

The purpose of this project is to complete the missing link in the Poinciana Parkway (SR 538) between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange.

#### 1.2.1 Primary Purpose and Need

##### 1.2.1.1 Systems Linkage

The Poinciana Parkway (SR 538) currently terminates at the intersection of US 17/92 and Ronald Reagan Parkway/County Road 54 (CR 54). As part of a separate effort, the Poinciana Parkway (SR 538) is being extended approximately 1.75 miles north to CR 532. Therefore, this project would complete the remaining 2.5-mile gap in the Poinciana Parkway (SR 538) between CR 532 and I-4/SR 429. Previous travel demand forecasting efforts have estimated that approximately 50,000 to 60,000 vehicles per day are projected to use the Poinciana Parkway (SR 538) between Poinciana and the I-4/SR 429 interchange by year 2050.

In the No-Build condition, once the separate in-progress Poinciana Parkway (SR 538) effort is completed, to reach I-4 from Poinciana, motorists would therefore be required to exit the limited-access Poinciana Parkway (SR 538) and travel approximately 2.5 miles on CR 532, an urban minor arterial. In addition, to access SR 429, motorists would then be required to travel an additional 1.5 miles on a congested portion of I-4. Therefore, motorists would travel approximately four miles total to reach SR 429. This would add a substantial number of trips to I-4, CR 532 and other local roadways, thereby increasing travel times and adding congestion on both I-4 and the local roadway network.

Finally, this approximately two-mile gap in the Poinciana Parkway (SR 538) would create a disjointed section in the overall 50-mile Southern Beltway, a limited access facility, intended to connect to the Western Beltway/SR 429, providing a regional beltway around Metro Orlando.

### **1.2.1.2 Transportation Demand**

Based on travel demand forecasts presented in the Florida's Turnpike Enterprise's 2019 Traffic Trends Report, in the No-Build condition, without capacity improvements, the segment of SR 429 between I-4 and Sinclair Road will not meet level of service (LOS) standards (LOS C) by the year 2030. Further congestion would be anticipated between 2030 and 2050, the project's design year. LOS will be used as a primary measure of effectiveness. The LOS target for state roads during peak travel hours is "D" in urban areas, per the State Highway System Policy No. 000-525-006c. The Build Alternative would be designed to meet the established LOS D target to the greatest extent practicable in Design Year 2050.

### **1.2.1.3 Project Status**

The Poinciana Parkway (SR 538) was initially developed by the Osceola County Expressway Authority (OCX). OCX was formed by legislation in 2010 and ultimately incorporated into the Central Florida Expressway Authority (CFX) in 2014. This project was recommended as part of the OCX 2040 Master Plan, which planned a new limited access facility from I-4 in Osceola County to the Boggy Creek Road/SR 417 interchange in Orange County. The projects in the OCX Master Plan have since been adopted by CFX, except for this approximately 4.5-mile project, known as the I-4/Poinciana Connector. The project, as currently planned, is listed in the MetroPlan Orlando 2045 Metropolitan Transportation Plan (i.e., Long Range Transportation Plan) Cost Feasible Plan (adopted December 9, 2020, revised March 9, 2022) as an FTE cost feasible project (MTP ID # 1055). The Project Development and Environment (PD&E) study for this project is included in the current Metroplan Orlando Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/22 – 2025/26 (adopted July 7, 2021, revised February 9, 2022) and the current State Transportation Improvement Program (STIP) for FY 2022/23 – 2025/26.

## **1.2.2 Secondary Purpose and Need**

Additional needs for the project were identified through the PD&E Study process and are described below.

### **1.2.2.1 Safety**

The Poinciana Parkway Extension Connector (PPEC) is needed to enhance safety. Between 2014 and 2018, there were 1,147 crashes along I-4 and 42 crashes along SR 429 within the study limits. The

estimated economic crash cost for these crashes is about \$171 million dollars along I-4 and \$14 million along SR 429 over the five years. Six fatal crashes were reported along the I-4 corridor. One fatal crash was reported along SR 429 within the study limits.

Between 2014 and 2018, there were 128 crashes along US 17/92 and 478 crashes along CR 532 within the study limits. There was one fatal crash that occurred along US 17/92. Two fatal crashes were reported within the study limits of CR 532. The estimated economic crash cost is about \$25 million dollars for US 17/92 and \$64 million for CR 532 over the five years. Congestion is a major contributing factor to crashes. In the No-Build condition, congestion would likely continue to rise leading to an increase in crashes.

### **1.2.2.2 Travel Times and Reliability**

The extension of Poinciana Parkway (SR 538) is needed to improve travel time reliability. The current lack of a direct connection from Poinciana Parkway (SR 538) to I-4 and SR 429 results in significant congestion on I-4, CR 532, and S. Old Lake Wilson Road which produces significant delays and reduces travel time reliability. The existing travel pattern requires travelers from the south to take CR 532 to get to either I-4 or SR 429. The PPEC will create a more direct connection between Poinciana Parkway (SR 538), I-4, and SR 429, and relieve the section of I-4 between CR 532 and SR 429. The proposed improvements are expected to cut travel distances in half for PPEC users and reduce travel times substantially for these users, as well as those on I-4 during peak periods.

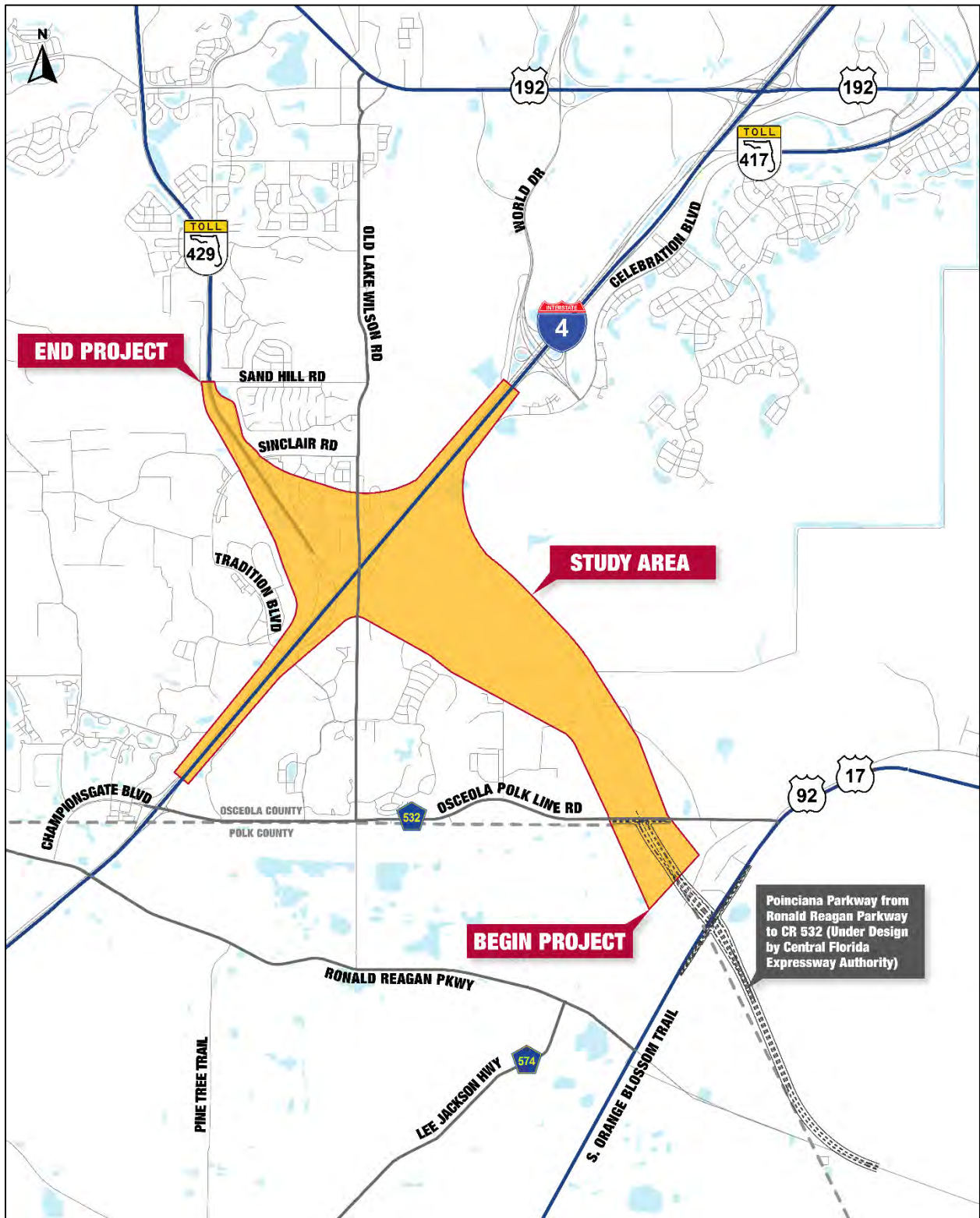
### **1.2.2.3 Emergency Response**

Currently, Poinciana has a population of approximately 70,000 people. This high population combined with limited roads accessing Poinciana results in significant congestion on local roadways. The PPEC will increase access to Poinciana and provide improved emergency response times and improved evacuation routes.

## **1.3 Purpose of Conceptual Stage Relocation Plan**

This Conceptual Stage Relocation Plan (CSR) 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 CSR is to evaluate the number and type of relocations resulting from the proposed project and to identify any socio-economic impacts to the surrounding neighborhoods that might occur as a result of implementing the Recommended Alternative. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation advisory services and resources are available to all residential and business relocatees without discrimination.

Figure 1-1 | Project Location Map



## 2.0 Relocation Overview

This CSRP documents anticipated relocations associated with implementing the Recommended Alternative. The results of the study estimate one (1) residential relocation will be impacted and it does not appear to present any unusual relocation issues. Sufficient comparable replacement sites are available or will be made available for the residential displacee. The property has a homestead exemption therefore it is believed to be owner occupied.

The following table represents the summary of anticipated relocations for the Recommended Alternative. A list of the names and/or addresses of the displaced resident can be found in Section 4.1.

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

Build Alternative	Residential	Business (landlords)	Not-for-Profit Organization	Personal Property Only
Alternative 2	1	0	0	0

Source: Right of way Cost Estimate and Field Inspection

This project does not appear to have any residential displacements that require services to the elderly, handicapped, non-driver, transit-dependent, or to minority groups. Those individuals that use the transit system, where available, will still have this service available along the project corridor. Relocation benefits provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as described in Section 10.0), as amended appear to be adequate.

## 3.0 Study Area Characteristics

The 2020 US Census data for Osceola County and Census Tract 408.01 were the primary sources used for this statistical analysis. The information was obtained from the US Census Bureau (<http://census.gov>). Figure 3-1 shows the location of the affected census tract.



The US Census data for 2020 for Osceola County and the affected census tracts are found in the following tables:

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

Race	Osceola County	Census Tract 408.01
Caucasian	78.0%	51.5%
Black	14.8%	13.9%
Other	4.1%	4.5.0%
Hispanic*	56.3%	28.0%

\*Hispanics are not considered a race, and as an ethnic group are also included in the other categories. Source: census.gov/quickfacts/osceolacountyflorida and SCER dated May 2022

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

HH Income	Osceola County	Census Tract 408.01
< \$50,000 Per Year	40.7%	32.4%
\$50,000 - \$100,000	31.0%	32.2%
\$100,000 - \$200,000	21.0%	33.4%
≥ \$200,000	7.3%	2.0%
<b>Median HH Income</b>	<b>\$61,777</b>	<b>\$63,922</b>

Source: Census.Gov DP03 Selected Income Characteristics 2021. ACS 1-year data profile and censusreporter.org

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

Housing Stock	Osceola County	Census Tract 408.01
<b>Before 1990</b>	56.6%	Not Available*
<b>1990s</b>	16.4%	5.1%
<b>2000s</b>	18.4%	11.5%
<b>2010 and Newer</b>	8.7%	50.0%

Source: Census.Gov DP03 Selected Income Characteristics 2021. ACS 1-year data profile

\*If information becomes available the Study will be updated

The only residential building that may be affected by this study was constructed in 2003, according to the Osceola County Property Appraiser. The structure has an economic life of 60 years and effective age is estimated to be 30 years based on field observations.

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

Age	Osceola County	Census Tract 408.01
<b>Under 25 Yrs.</b>	27.6%	31.9%
<b>25-44 Yrs.</b>	25.1%	33.0%
<b>45-64 Yrs.</b>	26.1%	26.6%
<b>65 Yrs. or Older</b>	21.1%	8.9%
<b>Median Age</b>	<b>36</b>	<b>36</b>

Source: Census.Gov S0101 ACS 1-Year Estimates

**Table 3-5 | Estimated Disabled Residential Occupants for Whom Special Assistance Services May Be Necessary**

Criteria	Osceola County	Census Tract 408.01
<b>% Population Disabled</b>	13.5%	7.7%

Source: Census.Gov DP03 Selected Income Characteristics 2021. ACS 1-year data profile and censusreporter.org

Due to the fact that personal interviews are not a part of the scope for a CSRP, we were unable to determine the actual number of handicapped or disabled occupants that live in the study area.

**Table 3-6 | Estimated Occupancy Status - Owner/Tenant**

Criteria	Osceola County	Census Tract 408.01
<b>No. of Housing Units</b>	128,366	2,156
<b>% Occupied</b>	68.6%	20.4%
<b>% Owner Occupied</b>	65.0%	11.6%
<b>% Renter Occupied</b>	35.0%	8.8%

Source: Census.Gov DP04 Profile of General Population and Housing Characteristics: 20202

According to the 2020 US Census data in the study area, there is a vacancy rate of 79.6%.

## 4.0 Residential Overview

### 4.1 Potential Residential Impacts

The potential residential relocations are identified in Table 4-1. A photo of the residence is in the Appendix.

**Table 4-1 | Potential Residential Displacements**

Parcel No.	Address	Number of Units	Owner/Tenant*	Household Type
36-26-27-0000-0082-0000	1225 Sullivan Road, Davenport, FL 33836	1	Owner	MH

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

### 4.2 Comparison of Available Housing

One (1) residential displacement is anticipated for this project. Internet websites, MLS listings (multiple listing service), and contacts with local realtors indicate that there are an adequate number of residential properties for sale and for lease currently available as potential replacement sites.

### 4.3 Discussion of Special Relocation Advisory Services for Unusual Conditions or Unique Problems

Relocation advisory services are central to the success of this project in order to effectively accomplish relocation goals. There do not appear to be any unusual or unique problems associated with the residential relocation.

A copy of the various Community Resources and Services for the Osceola County area has been provided in Section 9.0 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

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

## 5.0 Available Residential Properties

As previously mentioned, there is one (1) residential relocation. Internet websites, MLS listings (multiple listing service), and contacts with local realtors indicate that there are an adequate number of residential properties for sale and for lease currently available as potential replacement sites.

**Table 5-1 | Residential Properties for Sale**

Address	Description	List Price	Area	Built	Comments
<b>256 Cinnamon Ridge Davenport, FL 33897</b>	3 Bdrm 2 Bath	\$92,995	1,568 SF	2017	MH
<b>443 Forest Lane Kissimmee, FL 34746</b>	2 Bdrm 2 Bath	\$93,000	1,248 SF	1986	MH
<b>416 Forest Lane Kissimmee, FL 34746</b>	2 Bdrm 2 Bath	\$130,000	1,176 SF	1986	MH
<b>325 Bay Breeze Loop Davenport, FL 33897</b>	2 Bdrm 2 Bath	\$149,000	1,560 SF	2005	MH
<b>106 Trade Winds Loop Davenport, FL 33897</b>	3 Bdrm 2 Bath	\$114,995	1,352 SF	2003	MH
<b>692 Arrow Lane, Kissimmee, FL 34746</b>	3 Bdrm 2 Bath	\$205,900	1,248 SF	1988	MH
<b>168 Buckeye Ridge Davenport, FL 33897</b>	3 Bdrm 2 Bath	\$69,000	1,568 SF	2004	MH
<b>212 Rita Bee Ave Davenport, FL 33897</b>	2 Bdrm 2 Bath	\$185,000	1,144 SF	1990	MH
<b>534 Palm Key Blvd Davenport, FL 33897</b>	3 Bdrm 2 Bath	\$99,500	1,428 SF	2003	MH

*Source: Zillow.com and Realtor.com March/June 2020*

## 6.0 Potential Contamination Concerns

Based on the historical research, review of environmental record databases, site reconnaissance, and detailed regulatory file reviews, a total of 24 sites were identified within the study area as shown below in the Summary of Potential Contamination Sources. See Table 6-1 below:

Summary of Potential Contamination Sources

Site ID	Name	Location	Likely Contaminant	Risk Rating
1	Groves/Crops	Within and adjoining PPEC ROW and Within and adjoining I-4 ROW	Petroleum, Herbicides, Pesticides, and Arsenic	Medium
2	Central Florida Pipeline (Stations 235 to 251, 1029 to 1030, 6200 to 6240, and 6290 to 6315) southern portion of project	Within proposed PPEC ROW and adjacent south side of I-4 east of PPEC	Petroleum	Low
3	Barn 1 (no address) SR 532	200 feet south of proposed PPEC ROW	Petroleum, Hazardous materials	No
4	Buried Debris and Barn 2 6802 Osceola Polk Line Road Station 6200+00 to 6202+00	Within proposed PPEC ROW	Solid Waste	Low
5	Residence 2 6812 Osceola Polk Line Road	Within proposed PPEC ROW	Petroleum, Hazardous Materials	Low
6	Sabal Trail Transmission Reunion 6781 Osceola Polk Line Road	Adjacent east of PPEC ROW	Hazardous Materials	Low
7	21 Palms RV Resort WWTP 6781 Osceola Polk Line Road	Within and adjacent west of proposed PPEC ROW	Domestic waste, hazardous materials	Low
8	1225 Sullivan Road	Within proposed PPEC ROW	Petroleum, Hazardous Materials	Medium
9	1235 Sullivan Road	Adjacent southwest of proposed PPEC ROW	Petroleum, Hazardous Materials	Low
10	Golf at Reunion Resort (Formerly Heidrich & Sons/Magnolia Creek East) 7593 Gathering Drive	Adjacent west of Proposed PPEC ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
11	FGT Davenport Compressor Station 31 727 S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Petroleum, hazardous materials	Low
12	East Green Swamp Station 456 S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Hazardous materials	Low
13	Former RV Park S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Hazardous materials	Low
14	SBA Cell Tower S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Petroleum	Low
15	Lift Station 14851 Coastal Court	420 feet east of PPEC ROW	Hazardous Waste	No

Site ID	Name	Location	Likely Contaminant	Risk Rating
16	Ethylene Dibromide (EDB) Groundwater Contamination Zone #49263268 No address	Within SR 429/I-4 interchange ROW Southwest of Station 6335+00 to Station 6350+00	EDB	Medium
17	TECO Osceola Gate Station 710 N. Lake Wilson Road	Adjoining north	Hazardous Materials	Low
18	Mystic Dunes Resort & Golf Club 7600 Mystic Dunes Lane	Adjacent east of SR 429 ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
19	Sand Hill WWTP 3211 Sand Hill Road Kissimmee City-Sand Hill WWTP 8000 Sand Hill Road KISSIMMEE City - WWTP 300 Sand Hill Road 8200 Sand Hill Road	1,900 feet north of project limit	Petroleum, Hazardous Materials	Low
20	Osceola Substation 2360 World Drive (Interior Street)	Adjacent north of I-4 ROW	MODEP, PCBs, LEAD	Low
21	Lake Wilson Substation 1001 N. Lake Wilson Road	1,200 feet north of I-4 ROW	MODEP, PCBs, LEAD	No
22	Best Diversified, Inc./ P&D Landfill 945 Old Lake Wilson Road	250 feet north of Proposed I-4 ROW	Ammonia-N, Total Dissolved Solids (TDS), Petroleum	Medium
23	Reunion West Golf Course 775 Golden Bear Drive	Adjacent north of I-4 ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
24	Planted Pine Trees	Within and adjoining PPEC ROW	Herbicides, Pesticides, and Arsenic	Low

## 7.0 Publicly-Owned Lands

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

## 8.0 Discussion Results of Contacts with Local Governments, Organizations, Groups and Individuals Regarding Residential and Business Relocation Impacts (I.E. Specific Financial and Incentive Programs or Opportunities Beyond Those Provided by the Uniform Act)

The FTE conducted extensive public outreach for this project, including coordination with representatives from Osceola and Polk County, and other local agencies. FTE invited representatives from the counties to public meetings and provided one-on-one briefings for these representatives.

A list of organizations located in the Osceola County area that could potentially serve as an additional source of information to a displacee was compiled and included in Section 9 of this report.

## 9.0 Community and Social Services

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

Table 9-1 | Community and Social Services

Organization	Service
Osceola County Public Health Department 1875 Fortune Road Kissimmee, FL 34747	Health Services
Osceola County Social Services 700 Generation Point Kissimmee, FL 34744	Social Services
Veterans Affairs Department in Kissimmee 1392 E. Vine Street Kissimmee, FL 34744	Veterans Services
Osceola Transportation and Transit 1 Courthouse Square Suite 3100 Kissimmee, FL 34741	Transportation Services
Osceola Christian Ministry Center 700 Union Street Kissimmee, FL 34741	Ministry Services
Osceola County Government 1 Courthouse Square #100 Kissimmee, FL 34741	Government Services
Florida Department of Health 832 W. Central Boulevard Orlando, FL 32805	



## **10.0 Acquisition and Relocation Assistance Program**

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

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

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

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

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

Financial assistance is available to the eligible residential relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes acquired for a highway project.
- Provide a supplementary reimbursement payment, when required as per the Uniform Relocation Act, for the cost of a comparable decent, safe and sanitary dwelling available on the private market.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

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

Although the Preferred Alternative does not result in business relocations, if future changes to the Preferred Alternative result in business relocations, financial assistance would be made available to any business relocatee as follows:

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

A business may be eligible for reimbursement as a fixed payment “in lieu of moving expenses” based on the average annual net earnings of their operation (payment may not exceed \$40,000, nor be less than \$1,000). To qualify for this payment the business must vacate or relocate from its displacement site.

The brochures that describe in detail the Florida Department of Transportation’s Relocation Assistance Program and Right of Way Acquisition Program are “Residential Relocation Under the Florida Relocation Assistance Program”, “Relocation Assistance Business, Farms and Non-profit Organizations”, “Mobile Home Relocation Assistance”, and “Relocation Assistance Program Personal Property Moves”. All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

## **11.0 Conclusion**

This project will have one (1) residential relocation impact as previously discussed. This project does not appear to have special needs that would prevent the successful relocation of the residential displacees.

This project does not appear to have any business displacements.

# Appendix

Photograph of Affected Residence

