

Conceptual Stage Relocation Plan

State Road 544 (Lucerne Park Road)

Project Development and Environment (PD&E) Study

FROM MARTIN LUTHER KING BOULEVARD TO STATE ROAD 17

In Polk County, Florida

Financial Project Number: 440273-1-22-01

ETDM Project Number: 5873

Prepared for:



The Florida Department of Transportation

District One

801 N. Broadway Avenue
Bartow, Florida 33830-3809

August 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 FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

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Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to SR 544 (Lucerne Park Road) in Polk County, Florida.

The purpose of the PD&E Study is to evaluate capacity and multimodal improvements to SR 544 and document potential impacts related to cultural, natural, social, and physical resources.

This Conceptual Stage Relocation Plan (CSRP) focuses on the right of way impacts associated with the improvements to SR 544 that are being proposed, and to address any negative social or economic impacts in regard to relocations. Demographic data was gathered using outside sources and focused on the study area, Polk County, and the State of Florida as a means of comparison to the overall implications of impacts to the area. Information is provided on demographic data such as age, income, race, household statistics, etc.

There are six potential business relocations and one potential residential displacement associated with the improvements to SR 544.

Section 1.0 Project Summary

This Conceptual Stage Relocation Plan (CSRP) was prepared in accordance with Part 2, Chapter 4, Sections 4.3.3 and 4.3.4 of the Florida Department of Transportation (FDOT) PD&E Manual (revised July 1, 2020) and Section 9.1 of the FDOT Right of Way Manual (revised January 7, 2019) and FHWA Technical Advisory T6640.8A (October 30, 1987) to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as regulated by Section 339.09(2) Florida Statutes (F.S.), Section 421.55, F.S. and Section 49 Code of Federal Regulations (C.F.R.), Part 24.

The purpose of this CSRP is to summarize the potential relocations and impacts that may result from the proposed improvements to SR 544 from Martin Luther King Boulevard to SR 17 and to determine whether there is a sufficient supply of replacement housing or businesses available. Information is provided regarding the project area demographics, specific information on residential relocations, potential impacts to businesses and social facilities, as well as information on available replacement property, and relocation assistance.

1.1 Project Description

This project involves capacity and multi-modal improvements to SR 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17 in Polk County, a length of 7.96 miles. The project location map is provided as **Figure 1**. The project corridor traverses three jurisdictions: the City of Winter Haven, Polk County, and Haines City. SR 544 (Lucerne Park Road) plays an important role in the regional network by providing east-west access for a growing area of east-central Polk County. It links two north-south principal arterials of Polk County (US 17 and US 27), US 27 being part of Florida's Strategic Intermodal System (SIS) and connects the cities of Winter Haven and Haines City, the second and third most populated cities within Polk County, respectively.

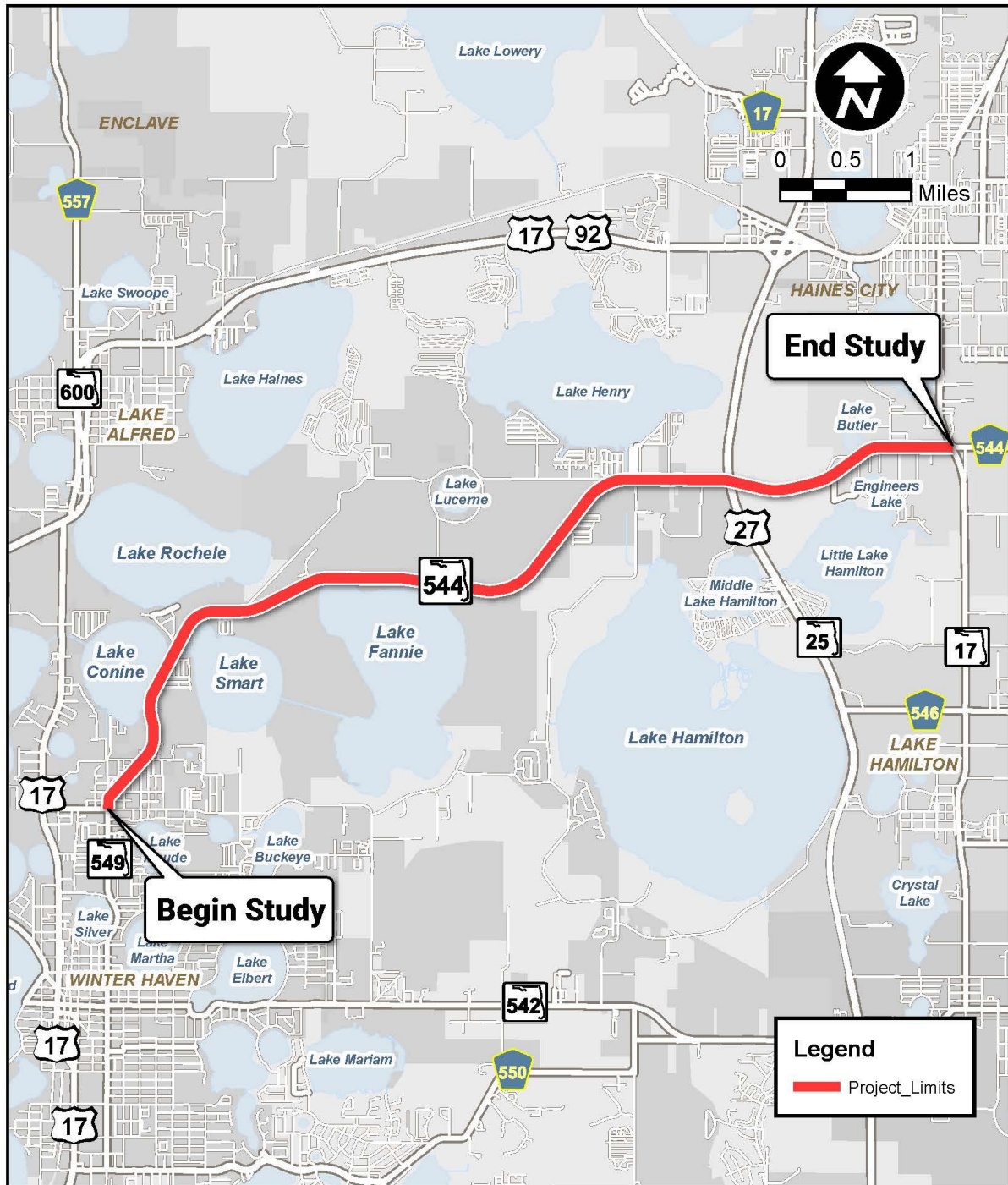
SR 544 (Lucerne Park Road) is classified as a two-lane urban minor arterial from Martin Luther King Boulevard to US 27 and as an urban collector from US 27 to SR 17. The roadway features two twelve-foot travel lanes with center and right turn lanes dispersed throughout the length of the corridor. The roadway also features an open drainage system; however, curbs and gutters exist from Martin Luther King Boulevard to Avenue Y and from La Vista Drive to SR 17 and in other areas where sidewalks are present.

Paved shoulders are present for the majority of the corridor and marked bicycle lanes exist on both sides of the roadway from 0.10 mile west of Brenton Manor Avenue to 0.2 mile east of US 27. The posted speed

limit along the corridor ranges from 35 miles per hour to 55 miles per hour. Citrus Connection Route #60 (Winter Haven Northeast) operates along the eastern portion of the project corridor. Existing right-of-way along SR 544 (Lucerne Park Road) ranges from 50 feet to 85 feet from Martin Luther King Boulevard to Avenue Y, 90 feet to 170 feet from Avenue Y to US 27, and 60 feet to 140 feet from US 27 to SR 17.

In addition to widening from two to four lanes, the proposed improvements may include paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path to provide safe bicycle and pedestrian mobility and meet objectives of the Polk Transportation Planning Organization (TPO) in transforming this corridor into a Complete Street. Additional right-of-way may be required depending on the proposed improvements and specific right-of-way requirements will be determined during this Project Development and Environment (PD&E) Study.

Figure 1
Project Limits



1.2 Purpose and Need

The purpose of this project is to address roadway capacity deficiency along SR 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17 in Polk County to accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include enhancing mobility options and multi-modal access as well as supporting local economic development initiatives. The need for the project is based on the following criteria:

CAPACITY/TRANSPORTATION DEMAND: Improve Operational Conditions and Accommodate Projected Travel Demand

This project is anticipated to improve traffic operations along SR 544 (Lucerne Park Road) by increasing operational capacity to meet the projected travel demand as a result of Polk County population and employment growth and increased regional travel in the corridor.

The project segment occurs within two of the eight Polk County planning areas [Central Planning Area and East Planning Area] as depicted in Momentum 2040 [the Polk Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP)]. Of the eight planning areas, the East Planning Area is expected to experience the highest increase in population growth between 2010 and 2040 with a 29% increase in single-family dwelling units and a 34% increase in multi-family dwelling units. The Central Planning Area is anticipated to experience the second highest increase in single family dwelling units (25% increase) during the same time period. Accordingly, the Central Planning Area will experience the highest increase in employment growth between 2010 and 2040 with a 42% increase in industrial employment, 34% increase in commercial employment, and a 32% increase in service employment. Likewise, the East Planning Area will experience the second highest increase in commercial employment (26% increase) and the third highest increase in service employment (21% increase) during the same time period. Countywide employment is expected to increase by 79% between 2010 and 2040. Growth within the project area may be attributed to the numerous developments that have been approved and continue to be approved by the City of Haines City.

The greater SR 544 corridor serves commuters of the area as it provides access to regional transportation facilities [including US 92, US 17, US 27, and SR 17] as well as residential and commercial hubs within central Polk County. The project segment of SR 544 (Lucerne Park Road) specifically facilitates local commuter traffic between the population and employment centers of Winter Haven and Haines City. Identified as a Secondary Freight Network Highway Corridor by the Polk TPO, SR 544 additionally serves as a freight distribution route as it connects to a Strategic Intermodal System (SIS) Highway Corridor [US 27], Regional Freight Network Highway Corridors as designated by the Polk TPO [US 92, US 27, and SR 17], and another designated Polk TPO Secondary Freight Network Highway Corridor [US 17]. Truck traffic composes between 7.0% and 9.9 % of the total daily traffic present along the project segment of SR 544 (Lucerne Park Road). As such, this roadway plays an important role in facilitating truck traffic and the distribution of goods to both local and regional destinations.

While the roadway currently operates at an acceptable LOS, conditions are anticipated to deteriorate below established standards if no improvements occur by 2040 as the roadway lacks the capacity to accommodate the projected travel demand. With the proposed improvement, the corridor is expected to continue to operate at acceptable LOS or improved LOS.

MODAL INTERRELATIONSHIPS: Enhance Mobility Options and Multi-Modal Access

Notable pedestrian and bicycle traffic in the corridor was observed in the field despite the fact that sidewalks and bicycle lanes are intermittent and disconnected along the corridor. In addition, a large transit dependent population is present, composed primarily of minority and low-income populations as well as housing units with no vehicle available. Compared to the demographic characteristics for Polk County, the project analysis area [which consists of United States census block groups within a 500-foot buffer surrounding the project] contains a significantly higher minority population percentage [20.1% higher], a higher percentage of housing units with no vehicle available [1.2% higher], and a notably lower median family income [\$11,246 less]. This indicates a population with a higher propensity to walk, bike, or take transit to access essential services. The need for multi-modal options within the corridor is critical as growth in the area has created a latent demand for increased bicycle and pedestrian activity.

It should be noted that a portion of the project segment [from Ave T to Old Lucerne Park Road] is identified by the Polk TPO as a Future Complete Streets Corridor. A Complete Street is defined as a corridor that is designed to provide safe access and travel for all users [pedestrians, bicyclists, motorists, and transit riders] of all ages and abilities. Some of the treatments proposed as part of the Future Complete Streets Corridor have been applied to a section immediately south/adjacent to the project corridor [from Ave T to Ave O] and to the westernmost/southernmost section of the project segment [Ave T to Ave Y]. These treatments included the reconstruction of driveways to meet Americans with Disabilities Act (ADA) standards, the addition of pedestrian street lighting, and the construction of crosswalks on intersecting minor streets. New or enhanced sidewalks, landscaping, enhanced bus stops, improved signage, as well as a shared use path [Old Dixie Trail - ETDM Project #14328] are some of the additional improvements being considered/evaluated along the project corridor.

Overall, the proposed project is anticipated to meet the mobility needs of the area by alleviating future congestion on the corridor, providing multimodal travel options, and improving east-west access within east-central Polk County. The proposed bicycle and pedestrian facilities are to enhance multi-modal access and connections between community points of interest and to the regional trail network.

SOCIAL DEMANDS AND ECONOMIC DEVELOPMENT: Support Economic Development

One Florida Opportunity Zone [formerly titled Florida Enterprise Zone] borders the northern portion of the project corridor from Old Lucerne Park Road to US 27. This program provides tax incentives for investments in low-income communities. In addition, the easternmost/northernmost section of the project corridor occurs within the Haines City Community Redevelopment Area. Further, the westernmost/ southernmost section of the project [Ave T to Ware Ave] occurs within the Florence Villa Community Redevelopment Area; the Winter Haven Community Redevelopment Agency fosters and promotes community redevelopment activities within this designated district of the City of Winter Haven. Community Redevelopment Areas are recognized as special districts under Florida Statute created to encourage investment within the district through a series of strategic and timely public investments; activities that occur within them are detailed in customized redevelopment plans and include: infrastructure improvements, streetscaping or beautification treatments, affordable housing, recreation and park facility improvements, economic development/redevelopment strategies, transportation improvements, and neighborhood enhancement.

The enhanced roadway operational conditions resulting from the project along with the bicycle and pedestrian facilities proposed for the corridor are intended to provide infrastructure to support commerce and customers as well as modal options to serve the Florida Opportunity Zone and other communities along the corridor. It will also renew the aesthetic appeal of the surrounding area, thereby stimulating economic

growth/revitalization and investment in the adjacent communities. As such, the project aligns with the economic development initiatives of the proximate, local communities.

1.3 Preferred Alternative

Below is a summary of the preferred alternative for each roadway segment and intersection.

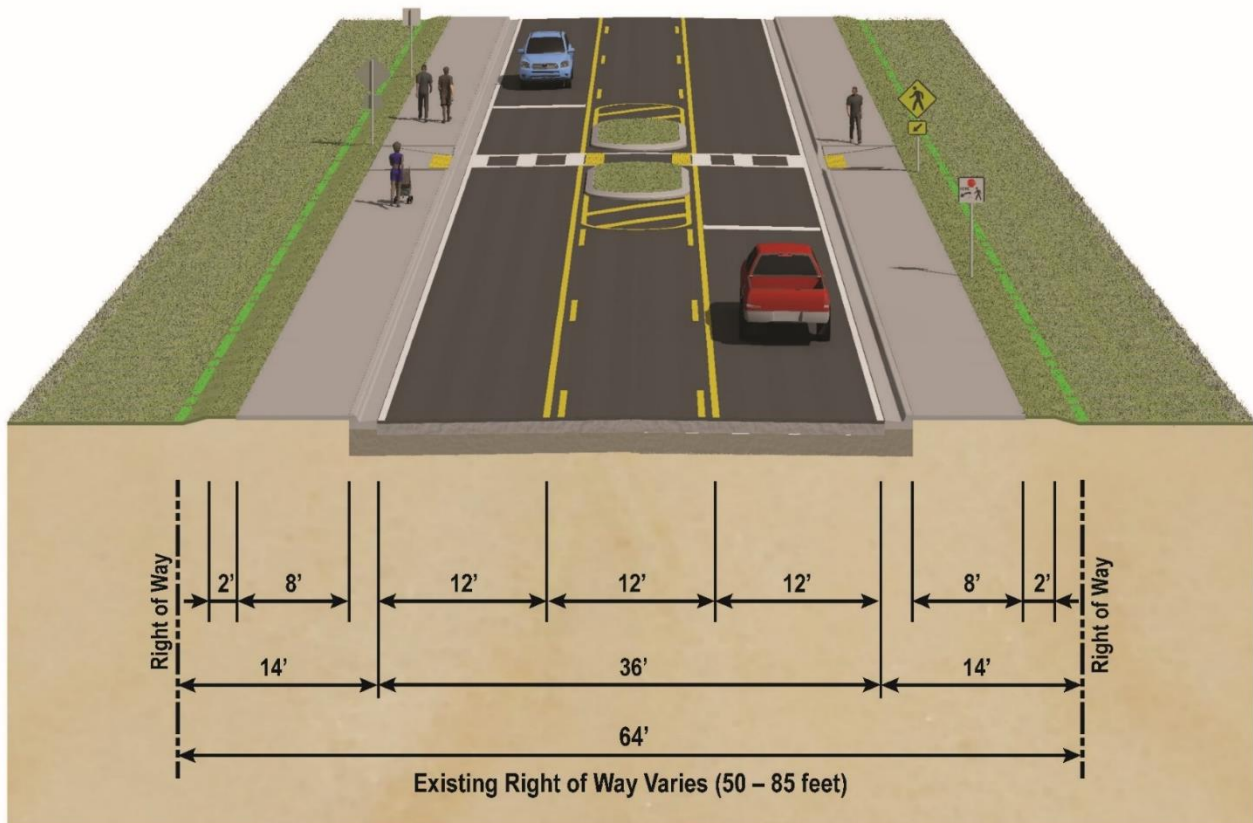
Segment 1 – Martin Luther King Boulevard to North of Avenue Y

The preferred typical section in Segment 1 is the three-lane typical section with a best fit alignment. It is slightly wider and will have minor right-of-way impacts (no residential relocations) than the two-lane alternative but will provide additional safety and capacity for turning vehicles with the center turn lane. Figure 2 illustrates this typical section.

The preferred improvement at the Martin Luther King Boulevard intersection is to maintain the existing traffic signal but add a new southbound right turn lane at the intersection. Improvements also include realigning the 1st Street NW intersection with SR 544 farther away from the Martin Luther King Boulevard intersection.

The mini-roundabout with the 90-foot inscribed diameter is recommended at Avenue Y. This concept will minimize impacts to the residences, businesses and church located at this intersection while providing an opportunity for an entrance feature to the historic Florence Villa neighborhood and speed control for vehicles entering the neighborhood.

Figure 2
Segment 1 Preferred Typical Section



Segment 2 – North of Avenue Y to East of Lake Conine Canal

The four-lane divided roadway is proposed with widening to the south side of the road. This alignment is recommended to avoid impacts to the Lake Conine Wetland Restoration Area and due to the proximity of the road to Lake Conine and wetlands along the lake. Figure 3 illustrates the proposed four-lane divided roadway typical section for Segments 2 through 7.

Segment 3 – East of Lake Conine Canal to East of Old Lucerne Park Road (west end)

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to existing residential developments on the south side of SR 544 and due to the proximity of the road to Lake Smart and wetlands along the lake.

The preferred concept at the Old Lucerne Park Road (west end) intersection is to realign Old Lucerne Park Road (west end) to align with Vista Del Lago Drive and to provide a roundabout at the intersection. The roundabout will help with speed control along SR 544 and improve safety when compared to the traffic signal option.

Segment 4 – East of Old Lucerne Park Road (west end) to East of Lucerne Loop Road

The four-lane divided roadway is proposed with centered widening. The existing road right-of-way can accommodate the proposed four-lane divided roadway in this segment.

The preferred improvement at the Lucerne Loop Road intersection is the roundabout. It will help with speed control along SR 544 and improve safety when compared to the traffic signal option.

Segment 5 – East of Lucerne Loop Road to East of Lake Hamilton Canal

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to the Lake Region Lakes Management District boat ramp on the south side of the road and also to avoid impacts to the proposed Duke Energy transmission easement/poles on the south side of the road.

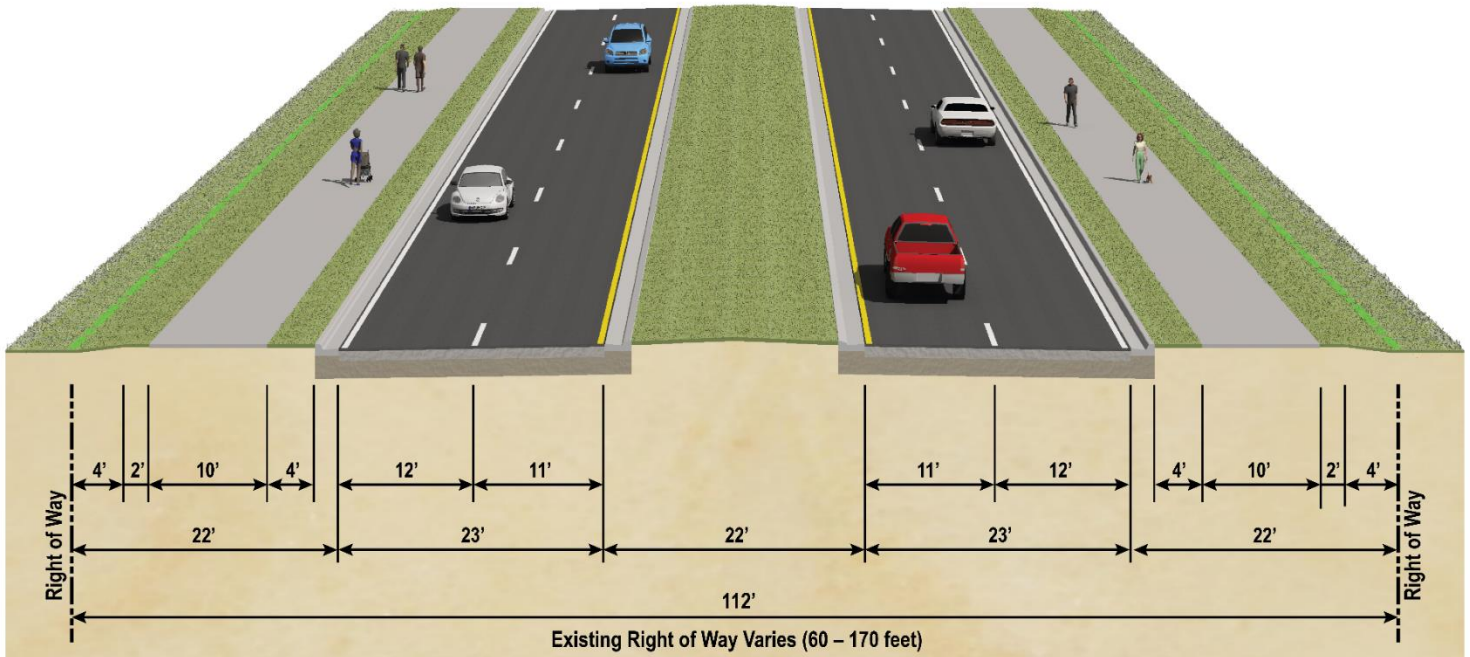
The preferred improvement at the Old Lucerne Park Road (east end) intersection is the roundabout. It will help with speed control SR 544 and increase safety when compared to the traffic signal option at this skewed intersection.

Segment 6 – East of Lake Hamilton Canal to West of Brenton Manor Avenue

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to the Duke Energy transmission easement/poles and existing commercial development on the south side of the road.

The signalized thru-cut alternative is recommended at the Lake Hamilton Drive intersection. This option includes realigning the two internal roads for the developments on the north side of SR 544 so that they intersect SR 544 in a single location (north leg of the intersection).

Figure 3
Segment 2 through 7 Preferred Typical Section



Segment 7 – West of Brenton Manor Avenue to LaVista Drive

The four-lane divided roadway is proposed with widening to the north side of the road west of US 27 and to the south side of the road east of US 27. This alignment is recommended to avoid impacts to Duke Energy transmission easement/poles that switch from the south side of the road to the north side of the road through the US 27 intersection.

The preferred intersection improvement at Brenton Manor Avenue is the roundabout. This intersection concept is paired with the recommended single point urban interchange at US 27.

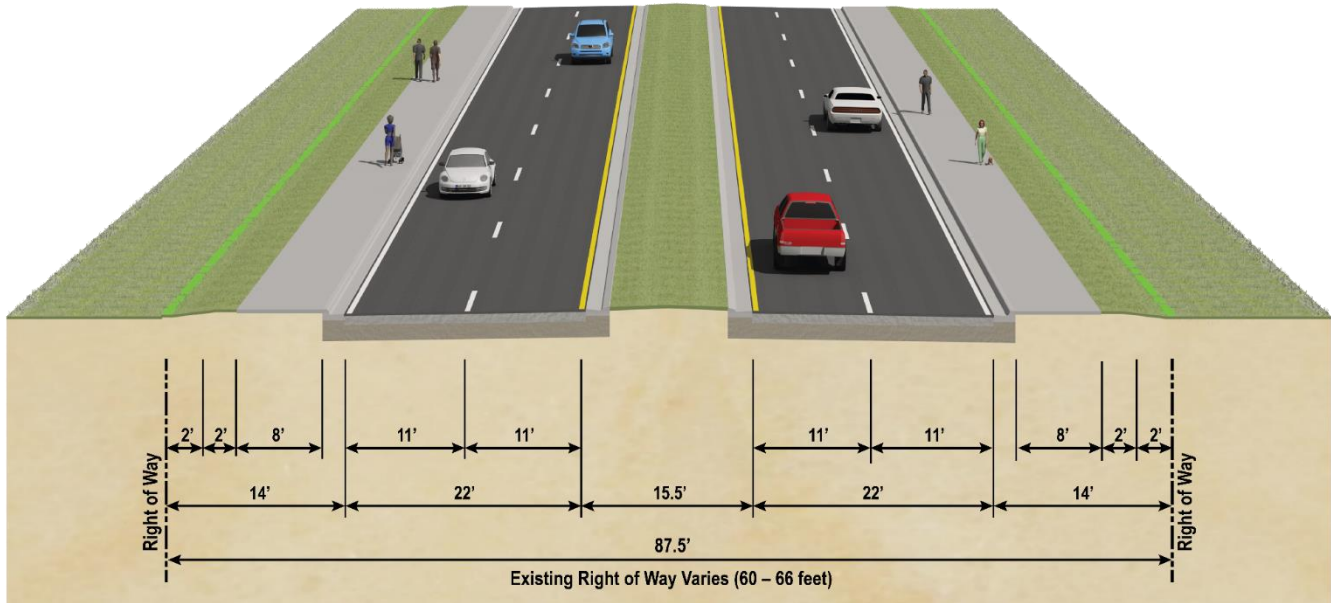
The single point urban interchange is the recommended improvement at the US 27 intersection due to the lower predicted life cycle crash costs with this concept compared to the northwest quadrant roadway with three signalized intersections.

Segment 8 – LaVista Drive to SR 17

The reduced four-lane divided roadway is proposed with centered widening through this segment. This alignment is recommended to minimize residential relocations through this segment of the project but providing access control with the raised median. Figure 4 illustrates this typical section.

The preferred concept for the SR 17 intersection is a traffic signal with only improvements to the west leg of the intersection.

Figure 4
Segment 8 Preferred Typical Section



Section 2.0 Demographics

The following section describes the demographic data for the project area, City of Winter Haven, Polk County, and the State of Florida.

2.1 Population

Population data for City of Winter Haven, Polk County, and the State of Florida were gathered from the US Census Bureau.

US Census data and estimates for the City of Winter Haven, Polk County, and the State of Florida have been provided in **Table 1**.

Table 1
City of Winter Haven, Polk County, and the State of Florida Existing and Estimated Populations

Area	2020	2022 Estimates
City of Winter Haven	50,203	55,024
Polk County	725,041	787,404
Florida	21,538,226	22,244,823

Source: US Census Bureau Annual Population Estimates April 1, 2020 and July 1, 2022

US Census Bureau, 2017 – 2021 American Community Survey (ACS) 5 – year estimate data was evaluated for the project area using the US Census Bureau American Fact Finder database. Data was collected for Census Tracts 127.01, 127.02, 128.02, 128.04, 136.01, 136.02, and 141.21. **Figure 2** identifies each Census tract evaluated.

Tables 2, 3 and 4 summarize the sex, race, and 65 years of age and over populations within the designated Census tracts of the project area.

Table 2
Population by Sex

US Census Tract	Male		Female	
	Estimate	%	Estimate	%
Tract 127.01	1,544	54	1,317	46
Tract 127.02	1,650	42.6	2,227	57.4
Tract 128.02	2,706	51	2,595	49
Tract 128.03	1,926	49.9	1,937	50.1
Tract 128.04	2,493	49.9	2,502	50.1
Tract 136.01	1,050	40.6	1,537	59.4
Tract 136.02	1,616	45.2	1,956	54.8
Tract 141.21	1,750	51.5	1,651	48.5

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

Table 3
Population by Race

Race	White Alone		Black or African American Alone		American Indian & Alaskan Native Alone		Asian Alone		Native Hawaiian & Other Pacific Islander Alone		Some Other Race Alone		Two or More Races	
	Est	%	Est	%	Est	%	Est	%	Est	%	Est	%	Est	%
US Census Tract														
Tract 127.01	1,331	46.5	909	31.8	0	0	83	2.9	0	0	250	8.7	288	10.1
Tract 127.02	2,046	52.8	1,010	26.1	0	0	0	0	0	0	399	10.3	422	10.9
Tract 128.02	2,789	52.6	917	17.3	26	0.5	144	2.7	0	0	629	11.9	796	15
Tract 128.03	3,460	89.6	275	7.1	26	0.7	34	0.9	0	0	13	0.3	55	1.4
Tract 128.04	3,230	64.7	528	10.6	0	0	25	0.5	0	0	922	18.5	290	5.8
Tract 136.01	667	25.8	1,120	43.3	3	0.1	0	0	0	0	0	0	797	30.8
Tract 136.02	1,148	32.1	1,840	51.5	0	0	0	0	0	0	36	1	548	15.3
Tract 141.21	1,748	51.4	390	11.5	0	0	82	2.4	0	0	938	27.6	243	7.1

Note: EST = Estimate; Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

Figure 5
Project Specific Census Tracts

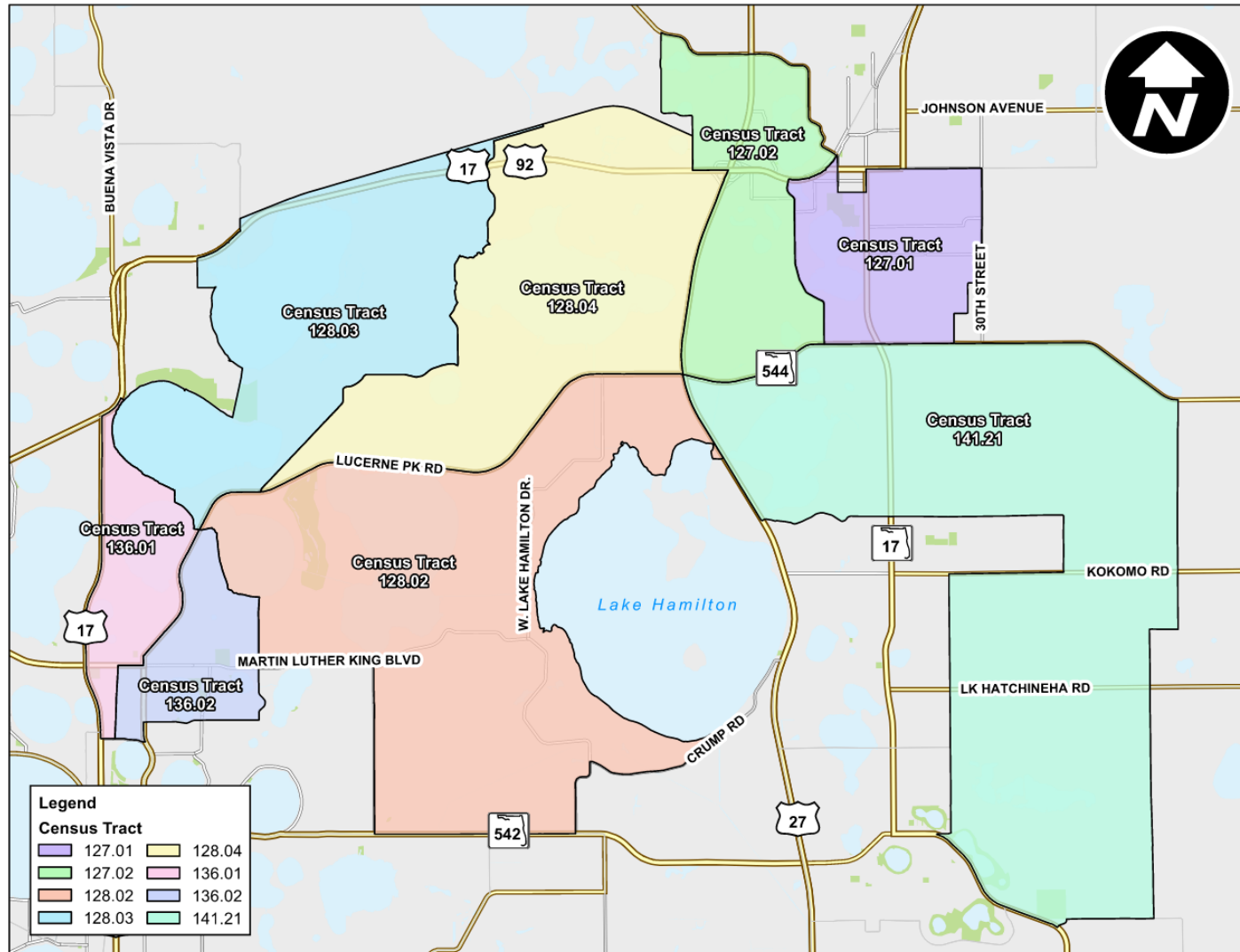


Table 4
Population 65 Years Old and Over

US Census Tract	Population Age 65+	
	Estimate	%
Tract 127.01	425	14.9
Tract 127.02	942	24.3
Tract 128.02	1,053	19.9
Tract 128.03	2,535	65.6
Tract 128.04	2,116	42.4
Tract 136.01	296	11.4
Tract 136.02	770	21.6
Tract 141.21	435	12.8

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

2.2 Housing

Information related to occupancy, household size, and households built before 1950 is provided in **Table 5**.

Table 5
Housing Data

Housing Data	Owner Occupied Housing	Renter Occupied Housing	Housing Units Built Before 1950	Average Household Size (persons)	
				Owner Estimate	Renter Estimate
US Census Tract	Estimate	Estimate	Estimate		
Tract 127.01	546	403	60	3.19	2.56
Tract 127.02	1,184	481	329	2.32	2.34
Tract 128.02	1,401	362	37	2.64	4.43
Tract 128.03	1,935	186	26	1.75	2.52
Tract 128.04	1,912	507	37	1.73	3.34
Tract 136.01	399	305	39	2.73	4.67
Tract 136.02	718	763	215	1.89	2.88
Tract 141.21	858	201	33	3.07	3.82

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates.

Table 6 provides a broader look at household data for the City of Winter Haven, Polk County, and the State of Florida.

Table 6
City of Winter Haven, Polk County, and the State of Florida Household Data

Housing Units/Housing Status			
	City of Winter Haven	Polk County	Florida
Owner-Occupied	10,701	175,038	5,420,631
Renter-Occupied	7,391	78,140	2,736,789
Average Household Size (Owner)	2.56	2.70	2.57
Average Household Size (Renter)	2.80	2.92	2.55
Total Occupied Housing Units	18,092	253,178	8,157,420

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

2.3 Income and Employment

Information on household income and employment was gathered for the project area. Median household income, the number of people whose income ranks below the poverty level, and household income ranges are provided in **Tables 7** and **8**, respectively.

Table 7
Household Income

Housing Data	Median Household Income in the past 12 months*	Households Below Poverty level
US Census Tract		
Tract 127.01	\$51,951	460
Tract 127.02	\$35,885	884
Tract 128.02	\$65,559	995
Tract 128.03	\$42,878	211
Tract 128.04	\$48,622	608
Tract 136.01	\$29,500	836
Tract 136.02	\$39,583	785
Tract 141.21	\$51,841	834

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

Notes: *In 2021 inflation-adjusted dollars

Table 8
Income Range by Household

	>\$10,000	\$10,000 to \$14,999	\$15,000 to \$24,499	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more
US Census Tract	%	%	%	%	%	%	%	%	%	%
Tract 127.01	8.0	10.7	5.7	5.7	11.1	27.5	7.2	5.2	3.5	15.5
Tract 127.02	10.3	10.0	6.0	22.1	21.0	17.8	2.6	2.1	1.3	6.7
Tract 128.02	11.7	4.8	7.1	7.3	8.9	24.3	11.6	15.3	4.3	4.6
Tract 128.03	5.7	7.5	18.8	11.6	13.4	20.7	10.5	11.5	0.5	0.7
Tract 128.04	5.6	3.6	9.4	15.4	16.9	21.4	15.0	11.5	0.5	0.7
Tract 136.01	19.3	25.0	2.7	16.5	8.4	19.9	6.3	0.0	0.0	2.0
Tract 136.02	17.6	3.7	21.8	4.1	11.3	27.9	9.6	4.0	0.0	0.0
Tract 141.21	4.6	7.2	11.9	7.5	8.7	34.0	7.7	8.3	8.2	1.9

Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

Information regarding the number of people employed, unemployed, in the Armed Forces, or who are not in the labor force within the project specific Census tracts is provided in **Table 9**.

Table 9
Employment Information

Employment Status	Employed		Unemployed		Armed Forces		Not in Labor Force	
	EST	%	EST	%	EST	%	EST	%
US Census Tract								
Tract 127.01	1,022	43	87	3.7	0	0	1,270	53.4
Tract 127.02	1,567	47.2	163	4.9	0	0	1,590	47.9
Tract 128.02	2,041	51.7	59	1.5	0	0	1,848	46.8
Tract 128.03	581	16	13	0.4	0	0	3,034	83.6
Tract 128.04	1,566	37.6	14	0.3	0	0	2,583	62
Tract 136.01	723	38.1	63	3.3	0	0	1,113	58.6
Tract 136.02	1,257	40.5	203	6.5	0	0	1,641	52.9
Tract 141.21	1,548	57.5	14	0.5	0	0	1,131	42

Note: EST = Estimate; Source: US Census Bureau 2017-2021 American Community Survey (ASC) 5 – Year Estimates

Section 3.0 Hazardous Waste Sites

Three contamination sites ranked as High and four ranked as Medium were identified within the project limits. The sites are identified in **Table 10** below.

Table 10
Hazardous Waste Sites

Site Number	Site Name	Site Location	Risk Rating
13	Washington Garage	2101 1st Street N	High
17	Big M Mart (CITGO)	128 Avenue T NE	High
57	Marathon-Lucerne #136	32940 US 27	High
18	CASTELGAS LLC/ PRONTO STATION LLC (Winter Haven Chevron)	2100 1 st Street N	Medium
24	BP #610 Twin Brothers Food Mart	2433 Lucerne Park Road	Medium
42	Giant Oil #121	2433 Lucerne Park Road	Medium
56	RaceTrac #2343/Star Enterprise/Texaco #242031370	32886 US 27	Medium

Section 4.0 Public Lands

No relocation or replacement of public land is expected to occur with this project.

Section 5.0 Relocation Impacts

There are six potential business relocations, and one potential residential displacement associated with the improvements to SR 544.

5.1 Residential Impacts

There is one potential residential relocation anticipated due to the proposed improvements to SR 544 and is identified in **Table 11**.

Table 11
Residential Impacts

Owner Name	Physical Address	Owner Address	Home Type	Bed/Bath	Square Foot	Year built	Market Value*
CONTRERAS DAGSY M	100 Lakeside Ranch, Winter Haven, FL 33881	100 Lakeside Ranch, Winter Haven, FL 33881	Manufactured	2/2	1,176	1972	\$138,800

*Market value data provided by Zillow.com; The Zestimate is Zillow's best estimate of this home's market value. It is not an appraisal, and it should be used as a starting point.

5.2 Impacts to Businesses and Social Facilities

Six business relocations are identified in **Table 12**.

Table 12
Potentially Impacted Businesses and Social Facilities

Resource Type	Name	Physical Address	Owner Address	Sq. Ft.	Year Built
Business	Electro Tax	105 Martin Luther King Blvd. NW, Winter Haven, FL 33881	105 Martin Luther King Blvd. NW, Winter Haven, FL 33881	2,970	1960
Business	Maxine's Barber and Style Shop	2106 1 st Street N, Winter Haven, FL 33881	2106 1 st Street N, Winter Haven, FL 33881	1,232	1935
Business	Chevron Gas Station	2100 1 st St N, Winter Haven, FL 33881	2000 Ponce De Leon Blvd, STE 600, Coral Gables, FL 33134	3,000	2005
Detached Garage	Fairview Village HOA	7001 Fairview Village Cir, Winter Haven, FL 33881	7025 Fairview Village Cir, Winter Haven, FL 33881	N/A	1990
Business	Rugs Outlet	32879 WHY 27, Haines City, FL 33844	3300 N 29 th Ave, STE 101, Hollywood, FL 33020	1,500	1965
Business	Perfume Paris	32959 HWY 27, Haines City, FL 33844	735 Eagle Lake Loop Rd, Eagle Lake, FL 33839	4,647	1981

Section 6.0 Relocation and Assistance Resources

6.1 Residential Listings

A review of websites listing homes for sale was performed for residential relocations available within the City of Winter Haven, within the 33881 zip-code project area. Realtor.com listed 46 homes for sale, homes.com listed 51, and Zillow.com had 68 listings for manufactured or single-family homes with a minimum of 2 bedrooms and 2 bathrooms, with a maximum price of \$140,000. This search criteria match information gathered for the proposed relocation to provide similar housing accommodations. Overlap of housing for sale is assumed between the various websites used. Examples of available residential real estate meeting these criteria is shown in **Table 13**.

Table 13
Example of Available Residential Real Estate

Physical Address	Home Type	Bed/Bath	Square Foot	Year Built	Price
177 Geneva Dr, Unit 177, Winter Haven, FL 33881	Manufactured	2/2	1,100	1982	\$63,900
1800 Belfry Ln, Unit 542, Winter Haven, FL 33881	Manufactured	3/2	1,540	1998	\$129,900
222 Alpine Dr, Winter Haven, FL 33881	Manufactured	2/2	1,040	1985	\$73,900
47 Woodside Ln, Unit 47, Winter Haven, FL 33881	Manufactured	2/2	Not Provided	1983	\$45,000
608 Lake Henry Dr, Unit 608, Winter Haven, FL 33881	Manufactured	2/2	Not Provided	Not Provided	\$56,995
108 Rigi Slope, Unit 108, Winter Haven, FL 33881	Manufactured	2/2	Not Provided	Not Provided	\$46,900
22 Greenview Dr, Winter Haven, FL 33881	Manufactured	2/2	1,368	1987	\$135,000

A review of the following websites was performed for businesses available within the City of Winter Haven and project area: LoopNet.com, Century21.com, and crexi.com. Search criteria included properties within the City of Winter Haven with a maximum of 4,000 square feet in order to provide the most accurate results based on business relocations.

Table 14 provides examples of some of the available businesses.

Table 14
Examples of Available Commercial Real Estate

Street Address	Property Classification	Size (Sq. Ft)	Year Built	Price
3220 Lake Alfred Rd, Winter Haven, FL 33881	Industrial	2,700	1986	\$530,000
6900 Cypress Gardens Blvd, Winter Haven, FL 33884	Bank	4,618	2007	\$2,670,000
1510 6 th St SE, Winter Haven, FL 33880	Storefront/Retail/Office	1,700	1988	\$650,000
2502 G NW, Winter Haven, FL 33880	Special Purpose	2,221	2007	\$380,000
334 Commerce Ct, Winter Haven, FL 33880	Industrial	3,000	Not Provided	\$415,000

6.2 Relocation Assistance Process

Per the PD&E Manual Part 2, Chapter 4, Section 4.3.4.2:

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 Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation

Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

Relocation resources will be made available to all relocatees without discrimination.

6.3 Community Organizations Providing Assistance

In addition to the FDOT Right of Way and Relocation Assistance Program, additional community services have been identified in **Table 15** that may provide assistance to those residences and businesses being displaced.

Table 15
Local Social Services for Displaced Residences and Businesses

Organization Name	Location	Phone Number
Heart for Winter Haven	1951 8th St NW, Suite 100, Winter Haven, FL 33881	863-291-6270
Polk County Housing and Neighborhood Development	1290 Golfview Ave, Bartow, FL 33830	863-534-5240
HANDS of Central Florida, Inc.	1707 Orlando Central Parkway, Suite 350, Orlando, FL 32809	407-447-5686
Catholic Charities of Central Florida	1819 N Semoran Blvd, Orlando, FL 32807	407-658-1818
Central Florida Development Council	1725 Bartow Road, Lakeland, FL, 33801	863-937-4430
Winter Haven Chamber of Commerce	401 Avenue B, NW, Winter Haven, FL, 33881	863-293-2138

6.4 Housing of Last Resort

Pursuant to the FDOT Right of Way Procedures Manual Section 9.6, replacement housing of last resort will be used to assure that comparable decent, safe, and sanitary housing will be made available to a displaced person when such housing cannot otherwise be provided within the person’s financial mean. The determination may be made on a case-by-case or project-wide basis.

9.6.1.1 *The District is authorized to provide replacement housing of last resort to displacees when it determines that:*

- (A) *The maximum replacement housing payment under **Right of Way Manual Section 9.4, Replacement Housing Payments** will not be sufficient to provide a comparable replacement dwelling on a timely basis; or*
- (B) *The market does not contain comparable replacement housing that can be made available to the displacee on a timely basis.*

There are approximately 46-68 homes for sale that meet similar criteria as the one potential relocation proposed within the 33881 zip-code where the residential relocation for this project is located. Therefore, the use of replacement housing of last resort is not anticipated for this project.

Section 7.0 References

United States Census Bureau, 2017 – 2021 American Community Survey 5 – Year Estimates. *Retrieved from [datacensus.gov](https://data.census.gov)*

United States Census Bureau Annual Population Estimates April 1, 2020 and July 1, 2022. *Retrieved from factfinder.census.gov*

Polk County, Florida Property Appraisers Office. Updated June 2023. *Retrieved from <https://www.polkpa.org/>*