DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD DRAFT ENVIRONMENTAL IMPACT STATEMENT

FOR

PROPOSED NEW BRIDGE ACROSS THE MANATEE RIVER, MILE 15.0,
AT PARRISH, MANATEE COUNTY, FLORIDA

APPENDIX I

CONCEPTUAL STAGE RELOCATION PLAN

JUNE 2013

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Section 1.0
INTRODUCTION

Manatee County (the County) has prepared a Draft Environmental Impact Statement (DEIS), in conjunction with the United States Coast Guard (USCG), to document a study of proposed improvements to north/south traffic movements in eastern Manatee County, Florida and to evaluate the potential impacts associated with those improvements. The objective of this transportation study is to identify the type, conceptual design, and location of improvements necessary to provide additional capacity for the projected north/south travel demand. The DEIS has been developed to satisfy the requirements of the *National Environmental Policy Act of 1969* (NEPA) and other related federal and state laws, rules, and regulations that apply to the Proposed Action.

For the purpose of the DEIS, two build alternatives are being evaluated. **Figure 1-1** shows the location, study areas, and construction limits of these alternatives. The study area of each alternative is defined as the area contained within a 0.5-mile buffer of the centerline. The two build alternatives are described below.

- **Fort Hamer Alternative** – This build alternative consists of a new two-lane bridge crossing the Manatee River connecting the existing two-lane Upper Manatee River Road with the existing two-lane Fort Hamer Road. The construction limits of this alternative begin just north of the main entrance of the Waterlefe subdivision and terminate on the north side of the Manatee River approximately 2,000 feet south of Mulholland Drive, a total of approximately 1.4 miles. The study area for this alternative extends south to State Road (SR) 64 and north to U.S. Highway (US) 301 because of the increased traffic between these points that would result from this alternative.

- **Rye Road Alternative** – This build alternative consists of a new two-lane crossing the Manatee River adjacent to the existing Rye Road Bridge and the expansion of Rye Road from two to four lanes from SR 64 north to Golf Course Road, Golf Course Road from two to four lanes from Rye Road to Fort Hamer Road, and Fort Hamer Road from two to four lanes from Golf Course Road to US 301, a total of 10.2 miles.

FIGURE 1-1
PROJECT AREA MAP

1.1 PROJECT NEED

Manatee County is proposing to add additional travel lanes across the Manatee River in eastern Manatee County. The purpose of the Proposed Action is to improve regional mobility by providing an alternative north/south transportation route between high-growth areas of Manatee County located east of Interstate 75 (I-75) and separated by the Manatee River. Studies have shown that there is a strong demand for multiple crossings over this waterway to alleviate the traffic burden on I-75. Several specific factors demonstrate the need for the Proposed Action, including:

- Accommodate existing and projected growth in eastern Manatee County,
- Improve the Level of Service (LOS) of the local roadway network,
- Improve emergency response times, and
- Improve evacuation capacity across the Manatee River.

The current river crossings located at I-75 and Rye Road create a circuitous route in eastern Manatee County that increases travel time/distance, reduces LOS, increases emergency response times, and are at capacity for evacuation scenarios.

1.2 ALTERNATIVES CONSIDERED

The Proposed Action is intended to service the demand for two additional lanes of capacity across the Manatee River east of I-75 and the other elements of the Purpose and Need statement noted in Chapter 1 of the DEIS. East of I-75, opportunities exist where existing roadways can be connected with a new crossing (Fort Hamer Alternative) or an existing bridge and roadway can be expanded (Rye Road Alternative). Other alternatives were considered preliminarily, but were discounted due to their obvious impacts to the natural and human environment or failure to meet the project's Purpose and Need.

For example, new crossing locations between I-75 and Fort Hamer Road would require not only a new crossing of the Manatee River, but miles of new roadway traversing established and growing residential developments, thus, displacing hundreds of residents. Natural environment impacts in this area were also obviously greater than those utilizing existing transportation corridors. A crossing location between Fort Hamer Road and Rye Road had similar issues related to residential developments, but substantially greater natural environment impacts due to the curvilinear nature of this section of the Manatee River, width of the 100-year floodplain, and habitats found along the river. For these reasons, alternatives that either did not utilize or expand existing transportation corridors were considered to be unreasonable and were not carried forward in the DEIS for further analysis.

Within the Fort Hamer Alternative, three bridge concept alternatives were evaluated:

- Bascule Concept
  - Single leaf bascule (moveable) bridge with a 10-foot vertical clearance
- Mid-Level Fixed Concept
  - Fixed span bridge with a 26-foot vertical clearance
- High-Level Fixed Concept
  - Fixed span bridge with a 40-foot vertical clearance

A vessel survey was conducted during the Memorial Day weekend 1999 to determine vessel type, size, and usage along this portion of the Manatee River. At the time it was determined that a vertical clearance (air draft) of 26 feet would accommodate all vessels in this portion of the Manatee River. These results were presented to the USCG and a vertical clearance of 26 feet was found acceptable.

Due to the length of time since that survey was conducted, a second vessel survey was conducted in spring 2011. All property owners with water access between Fort Hamer Road and Rye Road were identified using the Manatee County Property Appraisers Office database and mailed a

questionnaire. Based on the response of that survey, three respondents noted they had vessels that exceeded 26 feet in height. A subsequent field review in December 2011 indicated that one of these vessels (a small sailboat) was sunk in place at the owner's dock. The second vessel consisted of a houseboat with a flagpole that exceeded 26 feet in height; however, it was noted that the houseboat required less than 26 feet vertical clearance if the flagpole was lowered. The third vessel was a sailboat with a permanently mounted mast exceeding 26 feet in height. The results of both vessel surveys are provided in Appendix A of the DEIS.

Based on the estimated total lifetime cost (construction, maintenance, and operations) of the Bascule Bridge Concept ($106,142,880 - $111,083,600) and the very low number of vessels needing unlimited vertical clearance, it was recommended the Bascule Bridge Concept for the Fort Hamer Alternative be eliminated for further consideration.

The bridge height is the basis for the controversy related to the Waterlefe subdivision located immediately southwest of the proposed Fort Hamer Alternative crossing. The High-Level Fixed Bridge would increase the vertical clearance to 40 feet and be contradictory to the issues raised by that community. Additionally, because of the estimated total lifetime cost (construction, maintenance, and operations) of the High-Level Fixed Bridge Concept ($14,906,580 - $26,016,350) and the very low number of vessels needing a 40-foot vertical clearance, it was recommended the High-Level Fixed Bridge Concept for the Fort Hamer Alternative be eliminated for further consideration.

1.3 ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION

As a result of the preliminary evaluation of alternatives discussed above, it was determined that three alternatives would be considered "reasonable" for further, detailed analysis and evaluation in the DEIS:

- No-Build Alternative,
- Fort Hamer Alternative, and
- Rye Road Alternative.

The No-Build Alternative does not include any road capacity improvements other than the road safety improvements and scheduled maintenance already funded to be constructed in the Manatee County Capital Improvement Program (CIP), or improvements provided by private nongovernment entities, such as developers. For comparative purposes, the No-Build Alternative was retained and evaluated against the two build alternatives throughout the EIS process. The results of the No-Build Alternative analyses are presented in Chapter 2 of the DEIS. This BA only addresses the two build alternatives.

The Fort Hamer Alternative consists of a new two-lane bridge crossing the Manatee River connecting the existing two-lane Upper Manatee River Road with the existing two-lane Fort Hamer Road. The construction limits of this alternative extend from just north of the main entrance of the Waterlefe subdivision to the north side of the Manatee River, a total of approximately 1.4 miles. The length of the proposed bridge is approximately 2,570 feet. A conceptual plan view of the bridge, bridge approaches, and stormwater/floodplain features are shown on **Figure 1-2**. The proposed roadway and bridge typical sections for the Fort Hamer Alternative are shown in **Figure 1-3**.

The Rye Road Alternative consists of a new two-lane, 350-foot-long bridge crossing the Manatee River parallel to the existing Rye Road Bridge. To accommodate the two new lanes over the river, this alternative also includes the expansion of Rye Road from two to four lanes from SR 64 north to Golf Course Road, Golf Course Road from two to four lanes from Rye Road to Fort Hamer Road, and Fort Hamer Road from two to four lanes from Golf Course Road to US 301, a total of approximately 10.2 miles. Unlike the Fort Hamer Alternative, conceptual locations of the stormwater/floodplain compensation ponds have not been developed for the Rye Road Alternative since this alternative has not been advanced to preliminary designs. The proposed roadway and bridge typical sections for the Rye Road Alternative are shown in **Figure 1-4**.

1.4 PREFERRED ALTERNATIVE

The analysis presented in Chapter 2 of the DEIS resulted in the determination that the No-Build Alternative does not meet the stated Purpose and Need. The analysis further showed the Rye Road Alternative only minimally improves the local roadway network LOS and only minimally accommodates planned and approved growth in the area. The Rye Road Alternative does not improve emergency response times. After consideration of each alternative's ability to meet the stated Purpose and Need and the social, cultural, natural environment, and physical impacts of the No-Build Alternative and the two build alternatives, **the Fort Hamer Alternative has been selected as the preferred alternative**.

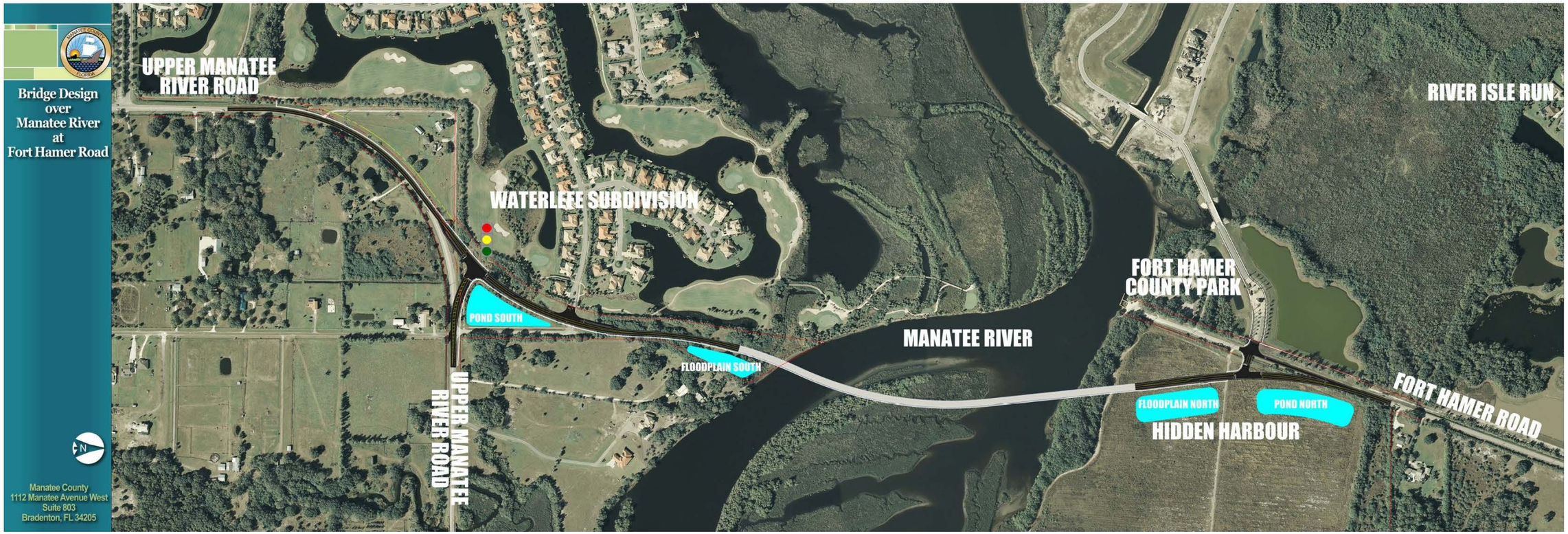
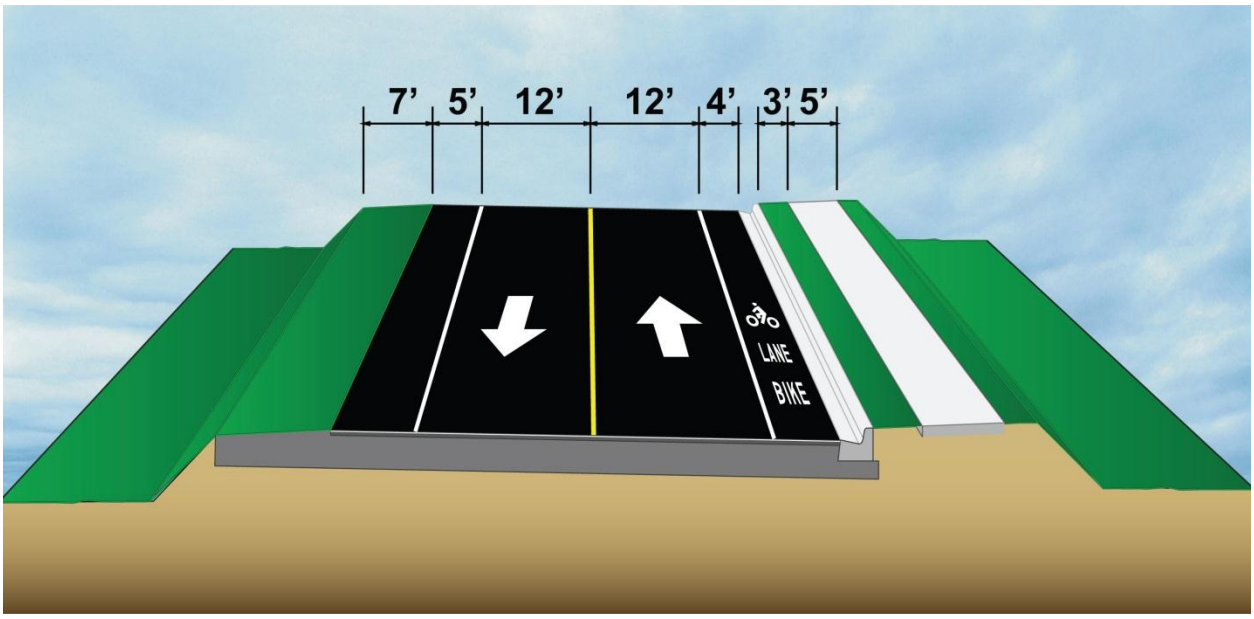


FIGURE 1-2
FORT HAMER ALTERNATIVE
CONCEPTUAL PLAN VIEW OF
BRIDGE AND APPROACHES

FIGURE 1-3
FORT HAMER ALTERNATIVE TYPICAL SECTIONS

ROADWAY TYPICAL SECTION



BRIDGE TYPICAL SECTION

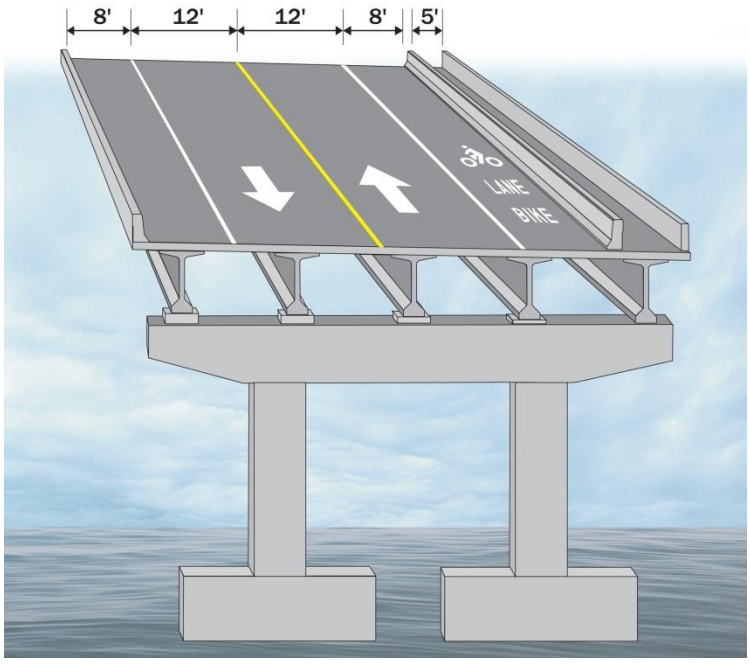
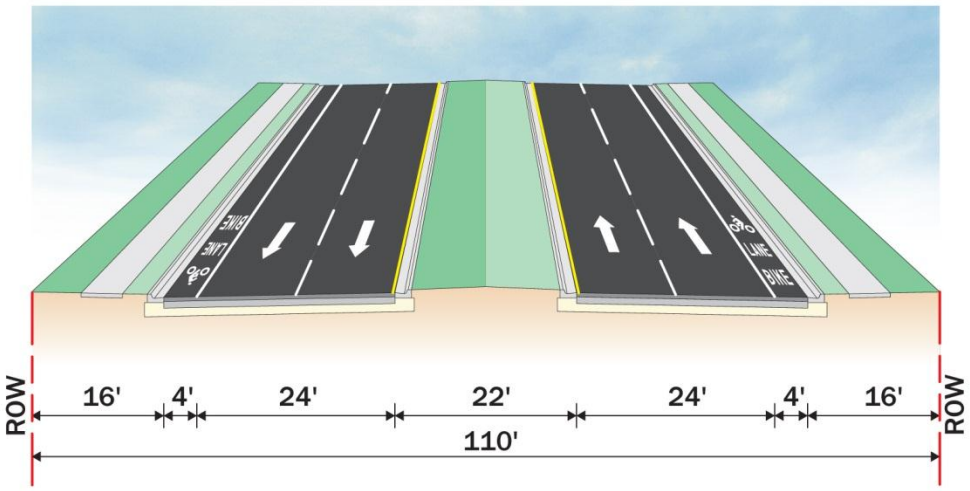


FIGURE 1-4
RYE ROAD ALTERNATIVE TYPICAL SECTIONS

ROADWAY TYPICAL SECTION



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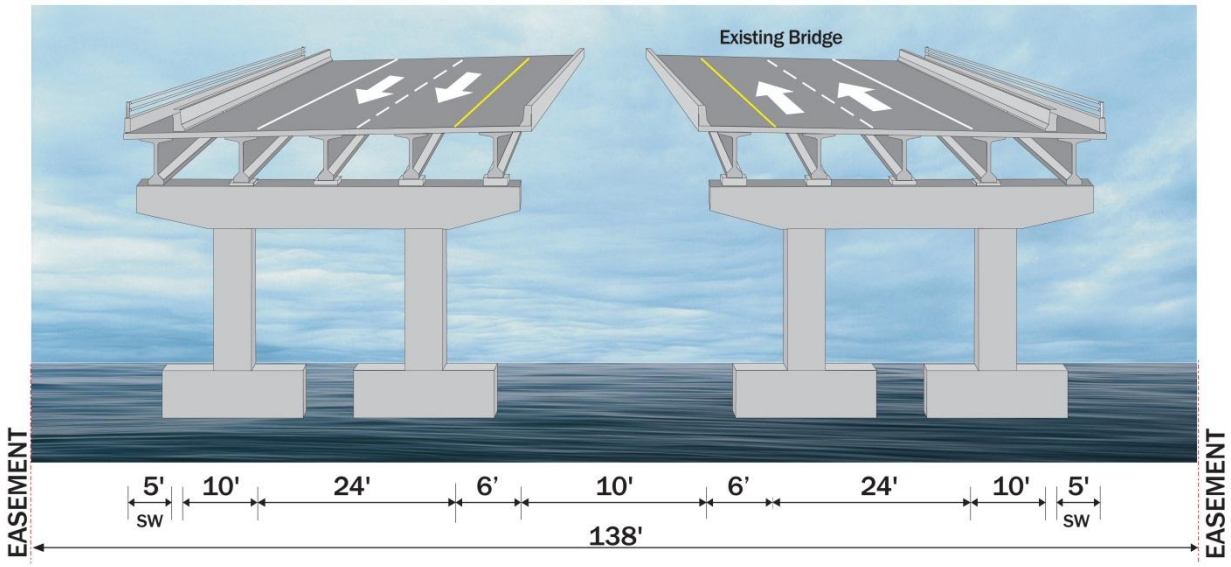

Section 2.0
DEMOGRAPHICS

This section presents the population, housing, and income information for Florida, Manatee County, and the study area. The statistical information in this section was developed based on information gathered from the U.S. Census Bureau American Community Survey (ACS) (2010) and the University of Florida, Bureau of Economics and Business Research (BEBR) Florida Statistical Abstract 2009. The following census tracts are included in the study area: 19.09, 19.10, 19.13, 20.13, and 20.14.

2.1 POPULATION

Table 2-1 represents generalized demographics for Manatee County compared to the State of Florida including population, density, race, elderly persons (≥ 65 years), number of households and household income and poverty level. Based upon the ACS (2010 Census), a population of 322,833 persons currently resides in Manatee County. This represents an increase of 22.3 percent from the 2000 Census data, which estimated a population of 264,002 residents. During the same period, the Florida population grew by 20.7 percent.

TABLE 2-1
POPULATION STATISTICS (2010)

Subject	Manatee County		State of Florida	
	Total	Percent	Total	Percent
Population (2010)	322,833		18,801,301	
Change 2000 to 2010	58,827	22.3	3,229,416	20.7
Density (Persons per Square Mile)	436		350	
White (2010)	264,322	81.9	14,109,162	75.0
Black (2010)	28,230	8.7	2,999,862	16.0
Native American (2010)	1,044	0.3	71,458	0.4
Other	22,753	7.0	1,148,251	6.1
Hispanic (All Races)	47,955	14.9	4,223,806	22.5
65 Years and Older (2010)	75,109	23.3	3,259,602	17.3
Number of Households	135,729		7,420,802	
Persons per Household	2.34		2.48	
Median Household Income (2010)	$48,181		$47,827	
Mean Household Income (2010)	$65,825		$67,065	
Persons Below Poverty Level	43,905	13.6	2,763,793	14.7

Source: U.S. Census Bureau, ACS, 2010.

Table 2-2 presents population data for the project area by race and gender. The population of the project area is approximately 25,166 for the included Census tracts. The difference in the number of males versus females does not differ significantly within the Census tracts, except for tract 19.10 where females out number males by 4 percentage points. The racial composition of the census tracts shows that the majority of the population is white. The white population of the project area is approximately 9 percent higher than Manatee County as a whole and 15 percentage points higher than the State of Florida. The percentage of Hispanics (all races) is slightly less than half of that for Manatee County and considerably less than the 22.5 percent for the State of Florida.

TABLE 2-2
POPULATION BY RACE AND GENDER WITHIN THE PROJECT AREA

Subject	Census Tract 19.09		Census Tract 19.10		Census Tract 19.13		Census Tract 20.13		Census Tract 20.14	
	Number	%	Number	%	Number	%	Number	%	Number	%
Total Population	3,203		3,927		2,848		11,398		3,790	
Race										
White	3,013	94.1	3,420	87.1	2,564	90.0	10,142	89.0	3,590	94.7
Black	74	2.3	265	6.7	149	5.2	476	4.2	48	1.3
Native American	6	0.2	16	0.4	1	0	8	0.1	7	0.2
Other Race Alone	90	2.8	137	3.5	75	2.6	538	4.7	108	2.8
Multiple Races	20	0.6	89	2.3	59	2.1	231	2.0	37	1.0
Hispanic (All Races)	144	4.5	310	7.9	221	7.8	732	6.4	200	5.3
Gender										
Male	1,559	48.7	1,883	48.0	1,436	50.4	5,560	48.8	1,876	49.5
Female	1,644	51.3	2,044	52.0	1,412	49.6	5,828	51.2	1,914	50.5

Source: U.S. Census Bureau, ACS, 2010 Census.

2.2 HOUSEHOLDS

Table 2-3 shows household information for the project area. There were 9,436 households located within the project area in 2010. Tract 20.14 had the highest percentage of family households (86.2 percent) while the remainder of the study area averaged approximately 80.2 percent family households.

TABLE 2-3
HOUSEHOLD INFORMATION FOR THE PROJECT AREA

Subject	Census Tract 19.09		Census Tract 19.10		Census Tract 19.13		Census Tract 20.13		Census Tract 20.14	
	Number	%	Number	%	Number	%	Number	%	Number	%
Total Households	1,373		1,469		932		4,381		1,281	
Persons per Household	2.33		2.67		3.02		2.60		2.95	
Family Households	1,115	81.2	1,139	77.5	789	84.7	3,385	77.3	1,104	86.2
Non-Family Households	252	18.8	330	22.5	143	15.3	996	22.7	177	13.8

Source: U.S. Census Bureau, ACS, 2010.

Table 2-4 presents the number and percentage of households containing persons over the age of 65 within the project area. Compared to the total number of households in Manatee County (22.3 percent), the percentage of elderly in the project area ranges from 16.6 to 44.7 percent. This is primarily a result of large numbers of retirees that live in the several golf course communities located within the project area.

TABLE 2-4
HOUSEHOLDS WITH PERSONS OVER THE AGE OF 65 WITHIN THE PROJECT AREA

Subject	Census Tract 19.09		Census Tract 19.10		Census Tract 19.13		Census Tract 20.13		Census Tract 20.14	
	Number	%	Number	%	Number	%	Number	%	Number	%
Total Households	1,373		1,469		932		4,381		1,281	
Elderly Households	614	44.7	434	29.5	155	16.6	1,177	26.9	272	21.2

Source: U.S. Census Bureau, ACS, 2010.

Table 2-5 provides an estimate of the households containing five or more family members in each of the Census tracts of the project area compared to the total number of households in the tracts. The table shows the number of households containing five or more family members does not differ significantly among the Census tracts falling within a range of 5.6 to 16.0 percent of total households.

TABLE 2-5
HOUSEHOLDS CONTAINING FIVE OR MORE OCCUPANTS WITHIN THE PROJECT AREA

Subject	Census Tract 19.09		Census Tract 19.10		Census Tract 19.13		Census Tract 20.13		Census Tract 20.14	
	Number	%	Number	%	Number	%	Number	%	Number	%
Total Households	1,373		1,469		932		4,381		1,281	
Households with five or More Members	71	5.6	155	10.6	149	16.0	358	8.2	159	12.4

Source: U.S. Census Bureau, ACS, 2010.

Table 2-6 provides an estimate of disabled or handicapped residential occupants in Manatee County compared to the State of Florida for 2010. Overall, Manatee County has a lower percentage of disabled residents than the percentage of disabled residents in the state.

TABLE 2-6
DISABLED RESIDENTIAL OCCUPANTS WITHIN THE PROJECT AREA

Area	Number	Percent
State of Florida	2,334,400	12.7
Manatee County	40,595	12.8

Source: ACS, 2010; Table S1810.

2.3 HOUSING

Approximately 77 percent of the 12,034 housing units located within the project area in 2010 were owner-occupied. **Table 2-7** shows the number of owner-occupied housing units within each of the Census tracts in the project area. Census Tract 19.09 has both the highest percentage of occupied housing units and the highest percentage of owner-occupied housing units, as reported on the ACS in 2010.

TABLE 2-7
OWNER-OCCUPIED HOUSING UNITS WITHIN THE PROJECT AREA

	Census Tract 19.09		Census Tract 19.10		Census Tract 19.13		Census Tract 20.13		Census Tract 20.14	
Subject	Number	%	Number	%	Number	%	Number	%	Number	%
Total Housing Units	1,496		1,659		1,077		5,352		1,445	
Total Occupied Units	1,373	91.8	1,469	88.5	932	86.5	4,381	81.9	1,281	88.7
Owner Occupied Units	1,288	86.1	1,305	78.7	795	73.8	3,188	59.6	1,141	79.0

Source: U.S. Census Bureau, ACS, 2010.

Table 2-8 shows the structures that are proposed to be displaced within the project area and the year each structure was constructed. One structure is more than 50 years old making it a potential historic resource. However, a Cultural Resources Assessment Survey (CRAS) conducted in 2001 for an earlier study for this Proposed Action determined that this structure is not potentially eligible for listing on the National Register of Historic Places (NRHP). Detailed information about the historic resources within the study area is contained in the CRAS (March 2001), in Appendix C of the DEIS.

TABLE 2-8
TENURE OF STRUCTURES BEING DISPLACED

Structure Being Displaced	Year Constructed
12111 60th Street East	1969
12109 60th Street East	1926
12107 60th Street East	1962
5851 Fort Hamer Road	1988

2.4 INCOME AND EMPLOYMENT

Table 2-9 provides an estimate of the median household income for the project area in comparison with the State of Florida and Manatee County. Overall, the average median household income for the project area ($80,521) is approximately $32,300 higher than the medium household income than for Manatee County and $32,700 higher than the median household income for the State of Florida.

TABLE 2-9
MEDIAN HOUSEHOLD INCOMES
FOR THE STATE OF FLORIDA AND MANATEE COUNTY

Demographic Category	Census Tract 19.09	Census Tract 19.10	Census Tract 19.13	Census Tract 20.13	Census Tract 20.14	Manatee County	State of Florida
Median Household Income (2010)	$80,726	$58,533	$102,875	$77,206	$83,266	$48,181	$47,827

Source: U.S. Census Bureau, ACS, 2010.

Table 2-10 presents the latest available (2012) employment data for the State of Florida and Manatee County. The data shows that the vast majority of persons residing in Manatee County are currently employed. Approximately 8.8 percent of the residents in Manatee County are unemployed, which is significantly lower than the peak unemployment of 13.1 percent in 2010. The State of Florida has a similarly high unemployment rate of 8.7 percent.

TABLE 2-10
EMPLOYMENT STATUS FOR THE
STATE OF FLORIDA AND MANATEE COUNTY (2012)

Demographic Category	Manatee County	State of Florida
Workforce	140,141	9,295,000
Employed	127,843	8,489,000
Unemployed	12,268	806,000
Percent Unemployed	8.8	8.7

Source: BEBR On-line Florida Statistical Abstract 2012. Downloaded 4242013.

Section 3.0
RELOCATION IMPACTS

The right-of-way (ROW) impacts and relocation impacts are significantly higher for the Rye Road Alternative discussed below. ROW will be required for nearly the entire length of the Rye Road Alternative, whereas nearly all of the Fort Hamer Alternative ROW is either dedicated or currently owned by the County.

3.1 FORT HAMER ALTERNATIVE

The existing ROW along Upper Manatee River Road and Fort Hamer Road varies between 80 and 100 feet. Based on the recommended typical sections for the proposed alternatives, the ROW required for the project is 110 to 130 feet.

Potential ROW impacts and displacements are anticipated as a result of implementation of the Fort Hamer Alternative. The potential residential and business impacts are summarized in **Table 3-1**. In addition to the residential and business impacts, this alternative will result in damages to a number of additional parcels. No outdoor advertising signs will be affected by this alternative. The location of each residential and business impact is shown on the plan sheets contained in Appendix J of the DEIS.

TABLE 3-1
POTENTIAL ROW IMPACTS – FORT HAMER ALTERNATIVE

Impact	Total
Residential Relocations	0
Business Relocations	0
Personal Property Relocations	0
Number of Parcel Impacts	3
Parcel Impacts (square feet)	6,436

3.2 RYE ROAD ALTERNATIVE

The existing ROW along the Rye Road Alternative varies between 80 and 100 feet. Based on the recommended typical sections for the proposed alternatives, the ROW required for the project is 110 feet.

A total of 136 potential ROW impacts and four potential displacements are anticipated as a result of implementation of the Rye Road Alternative, compared to three residential impacts and no relocations for the Fort Hamer Alternative. **Table 3-2** summarizes the potential residential and business impacts. In addition to the residential and business impacts, the Rye Road Alternative will result in damages to a number of vacant parcels located within the study area. There will be

no impact to outdoor advertising signs by this alternative. The plan sheets contained in Appendix J of the DEIS show the location of each of the residential and business impacts. The total ROW acquisition required for the Rye Road Alternative is 2,114,028 square feet (or 48.5 acres), compared to 6,436 square feet (or 0.15 acre) for the Fort Hamer Alternative.

TABLE 3-2
POTENTIAL ROW IMPACTS – RYE ROAD ALTERNATIVE

Impact	Segment 1	Segment 2	Segment 3	Segment 4	Total
Residential Relocations	0	0	0	4	4
Business Relocations/Impacts	0	0	0	0	0
Personal Property Relocations	0	0	0	0	0
Number of Parcel Impacts	54	22	39	21	136
Parcel Impacts (square feet)	435,498	579,918	908,165	190,447	2,114,028

3.3 RESIDENTIAL IMPACTS

3.3.1 FORT HAMER ALTERNATIVE

There are no residential or business displacements within this build alternative.

3.3.2 RYE ROAD ALTERNATIVE

There are four single-family residential displacements associated with the Rye Road Alternative. The address of each home is provided in **Table 3-3** and photographs of each site are contained in Appendix A of this report. All of the displaced persons are the owners of their houses and lots. No tenants will be displaced. It is anticipated that the majority of the persons to be relocated by this alternative would prefer to relocate in the vicinity.

TABLE 3-3
POTENTIAL RELOCATIONS – RYE ROAD ALTERNATIVE

Residential Relocations
5851 Fort Hamer Road
12111 60th Street East
12109 60th Street East
12107 60th Street East*

* Same owners of adjacent property.

In addition, three new residential communities have been approved along the Rye Road Alternative. The first, River's Reach, is located on the west side of the corridor north of the Manatee River. Based on the approved site design, there is a potential that the community's common property (entrance) will be affected, but no individual property impacts or additional relocations are expected. The second, Palmetto Pines, is located adjacent to both sides of Golf

Course Road. Based on the approved design, no individual parcels will be affected and no relocations are anticipated. The third, Gamble Creek Estates, is located along the north side of Golf Course Road, approximately 2,500 feet west of Spencer Parrish Road. Additionally, a fourth new community, Wildcat Preserve, is under review. It is located in the northeast quadrant of the intersection of Golf Course Road and Fort Hamer Road. No impacts are expected to the residents of any of these developments.

Based on the demographics of the project area by Census tract and observations made during field surveys, potential relocatees may include minority and elderly residents, as well as disabled individuals. However, it is anticipated that the Rye Road Alternative will have a minimal effect on minority, elderly, and handicapped individuals. Any effect would involve less than one percent of the total minority, elderly, or handicapped populations located within each Census tract. The proposed action has not been planned to impact specific groups or individuals but rather to improve north/south mobility east of I-75 in Manatee County.

3.4 BUSINESS IMPACTS

3.4.1 FORT HAMER ALTERNATIVE

There will be no business impacts for the Fort Hamer Alternative.

3.4.2 RYE ROAD ALTERNATIVE

There are two business impacts for the Rye Road Alternative. A commercial wholesale nursery located on the north side of Golf Course Road that appears to be abandoned at this time. However, the Rye Road Alternative maintains the north ROW boundary and; therefore, this business will not be impacted by the project and will not have to be relocated. A second business, a landscape company located at 12105 US 301 N. (adjacent to and owned by the residents of 12107 60th Street East) will have a minor impact. Some property will be acquired but not enough that access parking, or other improvements needed to sustain the business will be impacted.

3.5 SIGN RELOCATIONS

No outdoor advertising signs such as billboards will be displaced as a result of either of the two build alternatives.

3.6 PUBLICLY-OWNED FACILITIES

3.6.1 FORT HAMER ALTERNATIVE

No publicly-owned facilities will be impacted by the Fort Hamer Alternative.

3.6.2 RYE ROAD ALTERNATIVE

Gene Witt Elementary School and an East Manatee Fire Rescue Station #3 are the only publicly-owned facilities located along the Rye Road Alternative. Because the existing ROW line is being maintained on the west side of the road, neither will require relocation or suffer any ROW impacts.

3.7 POTENTIAL CONTAMINATION CONCERNS

3.7.1 FORT HAMER ALTERNATIVE

There is one potentially contaminated site within the Fort Hamer Alternative, the Waterlefe Golf Course maintenance building, located near the intersections of Upper Manatee River Road and Gates Creek Road. Information on this site can be found in the Contamination Screening Evaluation Report (CSER) (Appendix H of the DEIS). A photo is located in Appendix A of this report.

3.7.2 RYE ROAD ALTERNATIVE

One potentially contaminated property will be affected by ROW acquisition associated with the Rye Road Alternative. It is a landscaping business located on a former auto repair site, located at 12105 US 301 North. Some property will be acquired for the ROW but not so much that the access, parking, or other improvements needed to sustain the business will be affected. Potential contamination information about this site is contained in the CSER (Appendix H of the DEIS) and a photo is located in Appendix A of this report.

Other potentially contaminated sites may be affected by the ROW acquisition associated with the Rye Road Alternative. In these instances, some property including improvements may be acquired for roadway ROW, but not so much that access, parking, on-site traffic circulation, or other improvements required to sustain the functional utility of the business will be adversely affected. These properties include:

- Manatee County Booster Pump (14695 Waterline Road),
- Palmetto Pines Golf Course Maintenance Facility (14355 Golf Course Road),
- Gamble Creek Beefmasters (Golf Course Road at Gamble Creek Road), and
- River Reach Associates - former citrus grove (1400 Block of North Rye Road) (no photo).

All of these sites have a low potential for contamination. Contamination information for each of the potentially contaminated sites is contained in the CSER (Appendix H of the DEIS). Photographs of each of these sites are contained in Appendix A of this report.

Section 4.0
RELOCATION RESOURCES

4.1 AVAILABLE HOUSING

4.1.1 FORT HAMER ALTERNATIVE

No relocations are anticipated as part of the Fort Hamer Alternative.

4.1.2 RYE ROAD ALTERNATIVE

The Rye Road Alternative shares the same housing market as the Fort Hamer Alternative. Although new housing development has slowed due to the economic downturn, there are numerous houses available for residence, including many foreclosure properties. As a result, it is anticipated that there will be an abundance of existing and some new housing availability in the immediate vicinity of the Rye Road Alternative, which could absorb any displaced residents who choose to remain in the area.

With approximately 39 residential communities currently planned or under construction throughout the project area, there are and will be many of new homes for sale over the next several years. Among the residential developments under construction or planned adjacent to this alternative are Lakewood Ranch, Greenfield Plantation, Windsong, Gates Creek, Greyhawk Landing, Waterlefe, River Wilderness, and Kingsfield. Pre-construction prices for new homes in these developments range from approximately $150,000 to more than $1,000,000. The median values for homes in the Bradenton area ranges from $80,000 (two bedroom) to $276,600 (four bedroom).

Based on the wide availability of both existing and new homes for sale, it is assumed that there will be an abundance of available housing for all relocatees prior to project construction. Information obtained from real estate sources indicate the existing inventory of replacement housing is typical and will likely increase. The replacement resources are all considered to be Equal Opportunity Housing.

4.2 BUSINESS SPACE AND SITES

4.2.1 FORT HAMER ALTERNATIVE

There are no displaced businesses located within the Fort Hamer Alternative.

4.2.2 RYE ROAD ALTERNATIVE

There are no existing businesses along this alternative except for the Palmetto Pines Golf Course and a landscape business at US 301 and 60th Street East. The golf course is currently divided by the existing Golf Course Road ROW. The parcels containing the golf course have been approved for redevelopment into the Palmetto Pines subdivision, which will replace the golf course with residential parcels. The landscape business is only partially impacted and will not be required to relocate.

Section 5.0
RELOCATION ASSISTANCE

5.1 COMMUNITY ORGANIZATIONS PROVIDING ASSISTANCE

In addition to the relocation assistance provided by FDOT, a number of community and service organizations in Manatee County are available for assistance, as listed in **Table 5-1**.

TABLE 5-1
COMMUNITY ORGANIZATIONS AVAILABLE FOR RELOCATION ASSISTANCE

Organization Name	Telephone Number
Manatee Chamber of Commerce	941-748-3411
The Salvation Army	941-748-5110
United Way of Manatee County, Inc.	941-748-1313
American Red Cross	941-379-9300
Catholic Charities	941-355-4680
Consumer Credit Counseling Service of Florida Gulf Coast, Inc.	800-251-2227
HOPE Family Services	941-747-8499
Manatee County Community Services Department	941-749-3030 x3489

Section 6.0
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APPENDIX A

Site Photos

Potential Residential Relocation
5851 Ft. Hamer Road

Potential Residential Relocation
12109 60th Street East

Potential Residential Relocation
12107 60th Street

Potentially Contaminated Site – Property Acquisition
12105 US 301 N

Potentially Contaminated Site – Property Acquisition
14355 Golf Course Road

Potentially Contaminated Site – Property Acquisition
Golf Course Road at Gamble Creek Road

Potentially Contaminated Site – Property Acquisition
14695 Waterline Road