

SR-501 (CLEARLAKE ROAD)

Conceptual Relocation Plan

FM#4336051



*SR-501 (CLEARLAKE ROAD) PD&E STUDY
From Michigan Avenue (MP 2.235) to Industry Road (MP 3.358)*



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**From Michigan Avenue (MP 2.235) to
Industry Road (MP 3.358)
Cocoa, Brevard County, Florida**

CONCEPTUAL STAGE RELOCATION PLAN

Financial Project ID #: 433605-1-22-01

Prepared for:

Florida Department of Transportation, District 5

719 S Woodland Boulevard

DeLand, Florida 32720

November 2016

*SR-501 (CLEARLAKE ROAD) PD&E STUDY
From Michigan Avenue (MP 2.235) to Industry Road (MP 3.358)*

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Five is conducting a Project Development and Environment (PD&E) Study to consider alternative alignments for the right-of-way project proposed to provide increased capacity for Clearlake Road (State Road 501 or SR-501) in Cocoa, Brevard County. The PD&E also determines engineering and environmental effects of various alternatives, as well as associated total project costs. The FDOT proposes widening/realigning SR-501 to produce a 4-lane, urban, typical section between Michigan Avenue and Industry Road. The proposals also consider 6-ft-wide sidewalks and 7-ft-wide bicycle lanes, plus ADA-compliant curb ramps at intersections and upgraded pedestrian signals at the signalized intersections in the project corridor.

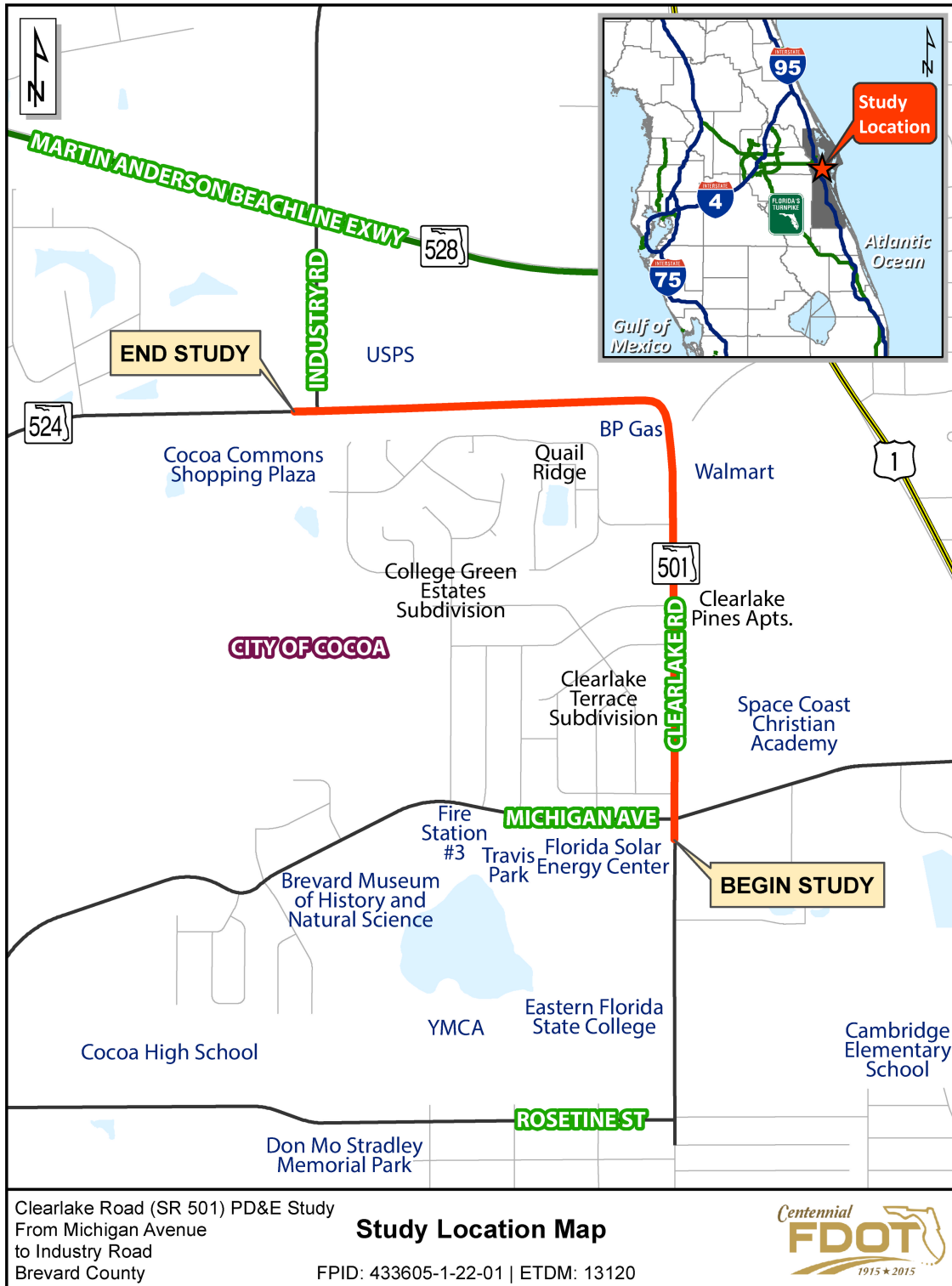
This segment of SR-501 is classified as an Urban Principal Arterial. It is not a Strategic Intermodal System (SIS) facility, but Industry Road has an interchange with SR-528, a designated SIS facility connecting the Port of Canaveral to the east with Orlando to the west. In respect to SR-501, for a distance of 0.137 mile north of Michigan Avenue, the road has four lanes, with a 12-ft-wide, paved median. For the next 0.457 mile northward, the roadway has one 12-ft-wide, southbound lane, and two, 12-ft-wide northbound lanes, with curb and gutter. In the last 0.529-mile stretch, the roadway has two, 12-ft-wide lanes, one in each direction, with 4-ft-wide, paved shoulders. The posted speed limits in the project segment vary from 40 MPH to 45 MPH. There are three signalized intersections - at Otterbein Road, Industry Road, and Michigan Avenue.

Traffic counts on SR-501, per the FDOT Annual Average Daily Traffic (AADT) for 2016, indicate approximately 22,000 vpd [vehicles per day] between Otterbein Avenue and Industry Road (LOS or Level of Service 'D' northbound-westbound, and LOS 'C' southbound-eastbound). The traffic count is also approximately 22,000 vpd between Michigan and Otterbein avenues (LOS 'C'). The 2043 projected ADT is 26,000 vpd in both sections when the entire corridor will operate at LOS 'E'/'F', unless improvements are made.

The following Conceptual Stage Relocation Plan (CSRP) focuses on the Recommended 'Build Alternative' (**Alternative 1 West Alignment - BP Gas Alternative**) set forth by the Consulting Engineer, and the properties that would be displaced by the proposed project. It also evaluates the availability of resources necessary to facilitate the relocation of displaced residents. The CSRP has been prepared for use during the project alignment studies and as a part of the environmental impact analysis of the proposed SR-501 project.

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FIGURE 1: PROJECT LOCATION MAP



2.0 RELOCATION OVERVIEW

Right-of-way will be needed for mainline and intersection improvements, as well as off-site drainage, in all alternatives considered. All right-of-way acquisition and displacements of residences and/or businesses will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17) and the FDOT Real Estate Acquisition Process. The brochures that describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential," "Your Relocation: Business, Farms and Nonprofit Organizations," "Your Relocation: Signs", and "The Real Estate Acquisition Process."

Two typical section alternatives were considered - an urban, 4-lane, divided facility, and an urban, 5-lane undivided facility. The latter is not consistent with the Space Coast TPO's plans to widen SR-501 to a 4-lane, divided facility. Thus, the **Urban, 4-lane, Divided Alternative (1) West Alignment - BP Gas Alternative** is the recommended alternative.

The anticipated impacts and displacements and estimated right-of-way costs for this project are as follows:

Business Impacts/Relocations: Alternatives 1, 2, and 3 will impact six, seven, and ten businesses, respectively. **No business relocations** are anticipated under Alternatives 1 and 2. Sub-Alternatives A and C will each impact three businesses. There are two business relocations anticipated for Sub-Alternative A. **The recommended Build Alternative 1 West Alignment - BP Gas Alternative** would expect two business relocations:

Businesses Impacted:	6
Relocations Anticipated:	2

Residential Impacts/Relocations: Alternatives 1 and 2 will each impact 17 residential parcels, with 3 residential parcels affected by Alternative 3. The BP Gas Alternative portion of Alternative 1 West Alignment will not impact any additional residential uses. **Therefore, for the recommended Build Alternative 1 West Alignment - BP Gas Alternative** expects the following residential impacts:

Residential Impacted:	17
Relocations Anticipated:	17

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Unimproved Property Impacts: Alternatives 1, 2, and 3 will impact one, three, and two unimproved properties, respectively. The Alternative 1 West Alignment - BP Gas Alternative impacts one unimproved parcel.

No other relocations are anticipated for any of the Alternatives. In respect to R/W acquisition, all the alternatives will require additional R/W to accommodate mainline improvements. Alternatives 1 and 3 will require additional R/W on the west and east sides of SR-501 from Michigan Avenue to Otterbein Avenue, respectively. Alternative 2 will require additional R/W on both sides of Clearlake Road from Michigan Avenue to Otterbein Avenue. The BP Gas Alternative will require additional R/W (Total Taking) from the BP gas station across from Wal-Mart. The two businesses associated with the BP property would require relocation if this alternative were to be implemented.

SUMMARY TABLE I - MAINLINE DISPLACEMENTS

RELOCATIONS	4-LANE UNDIVIDED			
	ALT 1 [WEST] (Preferred Alt)	ALT 2 [CENTER]	ALT 3 [EAST]	BP GAS ALTERNATIVE (Recommended)
Residential	17	17	2	0
Business	0	0	4	2
Total R/W Costs	\$6,400,000	\$7,876,000	\$11,714,500	\$1,779,500

DRAINAGE IMPROVEMENTS - IMPACTS AND DISPLACEMENTS

Additional right-of-way will be required only for the proposed stormwater pond within Basins No. 1 and No. 2. Otherwise, the existing drainage boundaries and local drainage basins will be maintained in the proposed conditions under all 'Build' alternatives. Basin No. 1 is from south of Michigan Avenue to the north of La Marche Drive. Basin No. 2 is from north of La Marche Drive to the 90-degree roadway bend. Basin No. 3 is from Industry Road east to the 90-degree roadway bend, and Basin No. 4 is west of Industry Road.

The following tables summarize impacts and anticipated relocations within the Drainage improvement impact areas.

POND ALTERNATIVES - TABLE IIA

Relocations	Basin 1			Basin 2		
Pond #	1A	1B*	1C	2A	2B	2C
Residential	0	5	0	0	0	0
Business	0	0	0	0	0	2
Other	0	0	0	0	0	0

**Note: The potential relocations indicated for Pond 1B would be necessary under the Alternative 1 West Alignment scenario regardless of the location and configuration of Pond 1B.*

POND ALTERNATIVES - TABLE IIB

Relocations	Basin 3			Basin 4	
Pond #	3A	3B	3C	A/B	C/D
Residential	0	0	0	0	0
Business	0	0	0	0	0
Unimproved	0	0	0	0	0
Other	0	0	0	0	0

3.0 NEIGHBORHOOD STUDY AREA

The subject project area is within the city of Cocoa, near I-95 and SR-528. In 2002, Cocoa embarked on an aggressive annexation program which nearly doubled the city's size to 14 square miles and included an 1100-acre industrial center. The industrial area has easy access to Port Canaveral, I-95, Orlando International Airport and the Florida East Coast Railway. Cocoa is home to a HubZone, Enterprise Zone, Foreign Trade Zone and is a designated Brownfield grantee. The City also has three Community Redevelopment Agencies. The study corridor is not located in a Rural Area of Critical Economic Concern (RACEC), but the east side of SR-501 from Michigan Avenue to north of Wal-Mart is identified as a Community Redevelopment Area (CRA) and an Enterprise Zone in the Cocoa's Comprehensive Land Use Plan. Enterprise zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

The subject project area extends north and west along SR-501 from Michigan Avenue to Industry Road. The immediate neighborhood boundaries are deemed to encompass a buffer area of 500 feet on either side of SR-501 for the length of the project. The greater neighborhood boundaries are:

North:	SR-528 [Beeline Expressway]
South:	Rosetine Street
East:	Line running 500 ft parallel to East of SR-501 N from Rosetine Street to SR-528 US 1
West:	Michigan Avenue

The zip codes incorporating the SR-501 corridor are 32922 which encompasses the area immediately east of SR-501, and 32926 which covers and extends beyond the north, west and south portions of the project corridor. The Census Tracts encompassed within the above are 624 [West], 621.03 [North], and 623.02 [East]. Note that Census Tract 624 extends all the way south to Lake Drive from SR-524. The following tables describe the population characteristics of each of the above Census Tracts.

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Table III - Per US Census Bureau - Demographics Per Census Tract:

	CT 623.02 East	CT 621.03 North	CT 624 West	TOTAL
Housing Units	1,663	3,309	3,160	8,132
Owner Occupied	563	2,753	1,575	4,891
Renter Occupied	821	364	1,081	1,445
Population	2,977	7,917	6,983	17,877
Male/Female	1,383/1,594	3,932/3,985	3,376/3,607	8,691/9,186
Under 18 yrs	705	1,529	1,793	4,027
18 yrs & over	2,272	6,388	5,190	13,850
20-24 yrs	225	414	530	1,169
25-34 yrs	388	720	993	2,101
35-49 yrs	559	1,701	1,406	3,666
50-64 yrs	506	2,151	1,219	3,876
65 yrs and over	502	1,186	812	2,500
% 18 and Over	76%	81%	74%	77% avg
Ethnicity				
Hispanic/Latino	288	403	1,076	1,767
Non-Hispanic/Latino	2,689	7,514	5,907	16,110
Pop. by Race				
White	1,841	7,144	4,711	13,696
African American	867	418	1,296	2,581
Asian	27	91	59	177
American Indian and Alaska Native	12	30	51	93
Native Hawaiian & Pacific Islander	15	12	22	49
Other	111	56	589	756
Identified by Two or More	104	166	255	525
Minority Pop.	38%	10%	33%	27% avg

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Two of the Census blocks [cited as 120090624001028 and 120090624001026] within the 500-ft-wide buffer on either side of SR-501 in the project corridor indicate minority populations exceeding 40%. Only about 14% of the study area population is age 65 or over. In this regard, note that significant development in the nearby Viera DRI has included a hospital and health park, as well as the VA Outpatient Clinic, which is the second largest healthcare footprint in Viera. The Health First Campus includes Viera Hospital, Medical Office Park, and Pro-Health and Fitness Center.

Overall **Cocoa** demographic data indicate:

Total Population:	17,140
Average Household Size:	2.4
Median Age:	41.4
Median Household Income:	\$31,113
PCI:	\$19,300
Median House/Condo Value:	\$98,666

Overall **Brevard County** demographic data indicate:

Total Population:	543,378
Median Age:	46.5
Median Household Income:	\$39,420
PCI:	\$37,844
% Persons Below Poverty Level:	15%
% Minority Population:	17%
Median House/Condo Value:	\$150,000

The consulting engineer notes that two of the Census blocks [cited as 120090624001028 and 120090624001026] within the 500-ft-wide buffer on either side of SR-501 in the project corridor indicate minority populations exceeding 40%, thus exceeding the average from the county as a whole. (Note that the Census data indicate an average 27% of the three Census Tracts is comprised of minorities.)

Focusing on the **32926 zip code** which encompasses the west side of the project corridor, the same figures are evident - 17% minority population. These data also indicate that the bulk of the population in this zip code is employed in the education/health, construction, manufacturing, and retail/wholesale industries. The jobless rate is 3%. The bulk of the households involve a married couple with no children.

Household income levels indicate 35% earning less than \$35,000/annum, with 47% in the \$30,000 to \$74,999/annum income sector, thus generally representative of the greater Cocoa neighborhood.

4.0 RESIDENTIAL OVERVIEW

The typical residence in the project corridor is a detached single-family residence (SFR). Within a 500-ft-wide project buffer, about 28% of the development has been residential, with 51% commercial/retail/office.

A major component in the development of alternative R/W alignments is minimizing impacts to residential and commercial properties. Seventeen single-family residences (SFRs) are impacted by Alternative 1 West Alignment - BP Gas Alternative. Those displaced will require relocation to comparable housing in a similar neighborhood setting. Multiple listings with local Realtors and on internet sites show a good availability of comparable residential sites to relocate to within the greater project area. If necessary, last resort housing payments will be used to assist displaced households if housing within their financial means is not available or if special modifications to replacement housing become necessary for handicapped persons having to relocate.

Zip code 32926 has been researched for current listings of comparable replacement/substitutes for those displaced by the project. The demographic data available for this zip code indicate:

- 63% of homes have four to six total rooms
- 55% of homes have 3 bedrooms (27% have 2 bedrooms)
- 62% of homes were constructed between 1950 and 1990 [= avg. age of 45 yrs]
- 81% of homes are owner occupied
- 19% of homes are renter occupied
- 22% of the rent rates are less than \$750/month
- 66% of the rent rates are between \$750/mo and \$1,500/mo
- Median sale price - \$140,000

Less affected by the project and exhibiting minimal development east of SR-501 to US 1 (within the north and south limits of the project) is **zip code 32922**. Note that this area includes US 1 through Cocoa. It is, therefore, less representative of the immediate project neighborhood trends especially in respect to SR-501 within the north and south project limits. Nonetheless, its indications are:

- 65% of homes have four to six total rooms
- 36% of homes have 3 bedrooms (36% have 2 bedrooms)
- 80% of homes were constructed between 1950 and 1990 [= avg. age of 45 yrs]
- 44% of homes are owner occupied
- 56% of homes are renter occupied
- 66% of the rent rates are less than \$750/month
- 32% of the rent rates are between \$750/mo and \$1,500/mo
- Median sale price - \$54,000

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17 homes are affected by the preferred alternative and their occupants will require relocation.

Table IV - Affected Residences in Alt. 1 West Alignment - BP Gas Alternative

Address	Bedroom	Bathroom	Heated SF	Year
2303 Clearlake Rd	3	1	1,300	1957
2401 Clearlake Rd	3	1.5	1,035	1957
2405 Clearlake Rd	3	1	1,104	1957
2407 Clearlake Rd	3	1	968	1957
2411 Clearlake Rd	3	1	944	1957
2415 Clearlake Rd	3	1	936	1957
2419 Clearlake Rd	3	2	1,243	1957
2423 Clearlake Rd	3	2	980	1957
2427 Clearlake Rd	3	1	1,002	1957
2431 Clearlake Rd	3	2	1,509	1957
24335 Clearlake Rd	2	1	968	1957
2439 Clearlake Rd	3	2	1,377	1967
2443 Clearlake Rd	3	1	944	1957
1601 La Marche Dr	3	2	1,342	1957
1602 La Marche Dr	3	2	1,888	1960
2507 Clearlake Rd	3	2	1,660	1957
2603 Clearlake Rd	3	2	1,353	1956

1 bathroom: 47%

2 bathrooms: 47%

Average SFR Size: 1,200 SF (R)

Median SFR Size: 1,400 SF (R)

Based upon the preceding data, a search for current listings of SFRs with asking prices in the range of \$25,000 to \$205,000 was undertaken with the focus on the 32926 zip code area. The results are tabulated on the following page and indicate a reasonable inventory of candidate single family residences available for potential relocatees identified on the subject project.

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The following table summarizes 16 residential listings in the 32926 and 32922 zip codes area, which are most comparable in respect to the vital statistics of the homes affected by the project.

Table V - Residential Listings - Project Study Area - Zip Code 32926/32922

Address	Bedroom	Bathroom	Heated SF	Price	MLS #
2129 Muskingum Ave	3	1	1,225	\$147,000	V4715268
2003 Muskingum Ave	3	2	1,691	\$119,000	764402
2510 Auburn Dr	3	2	1,623	\$144,900	768559
2419 Auburn Dr	3	2	1,440	\$155,000	Zillow 43407223
3015 Winchester Dr	3	2	1,093	\$164,900	764263
2223 Westminster Dr	3	2	1,696	\$154,900	768403
4008 Pinyon Dr	3	2	1,551	\$195,000	762491
4370 Seville Ave	3	2	1,319	\$129,000	A4159753
5305 Mango Ave	3	2	1,314	\$178,000	764181
1517 Cambridge Dr	3	1	1,232	\$84,900	768134
1431 Loring St	2	1	1,108	\$80,000	765610
1205 Dixon Blvd	4	2	1,908	\$117,900	O5463860
1322 N Fiske Blvd	3	2	1,480	\$69,750	768320
1043 Hickory Ln	4	3	2,003	\$70,000	766900
1045 Avon Pl	4	2	1,134	\$79,000	766406
312 Churchill Dr	3	2	1,600	\$85,000	765607

Average Asking Price:	\$123,500	Average Size:	1,500 SF
Median Asking Price:	\$124,000	Median Size:	1,460 SF
1 bathroom:	19%	2 bathrooms:	75%

5.0 BUSINESS OVERVIEW

Commercial/business operations in the subject project corridor include an Aldi Supermarket, a Chevron gas station with food mart, strip centers, BP gas station, Walmart, and Florida Solar Energy Center. Impacts occur to two businesses in the BP Alternative portion of the recommended alignment. Furthermore, business relocations are anticipated for these two impacted businesses (A gas station/convenience store with an associated in-store restaurant).

A regional search for similar substitute facilities to host as potential relocation locations found five such listings. These available facilities were located on sites ranging from 0.64 acres to 4.16 acres. The improvements ranged from 2,091 SF to 3,750 SF. List prices started at \$675,000 to \$2,200,000 or \$270/SF to \$587/SF.

6.0 ON-PREMISE SIGNS

On-Premise Signs are handled during the Appraisal and Acquisition Phase of the project. The owner will be compensated for any relocations warranted through the appraisal process.

7.0 COMMUNITY SERVICES

Community services resources exist within Cocoa and Brevard County to facilitate relocation needs for potential displacees.

Table VI - Community Services Available - Brevard County

Community Services Council 3600 W King Street, Suite 1 321-639-8770	Brevard County Housing & Human Services 2725 Judge Fran Jamieson Way 321-633-6076	2-1-1 Brevard, Inc. 308 Forrest Avenue 321-631-9290
Brevard County Community Action Agency 400 S Varr Avenue 321-633-1951	Brevard County Housing & Human Services 2275 Babcock Street 321-952-6339	Community Care for the Elderly 3600 W King Street, Suite 5 321-631-2746
Brevard County Animal Services 2725 Judge Fran Jamieson Way 321-633-2024	Brevard County Veteran's Services 2725 Judge Fran Jamieson Way 321-633-2024	Turnquest Community Resource Center 1686 Marywood Rd 321-775-1565

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(continued)

Habitat for Humanity 4515 Babcock Street 321-409-3060	Coastal Health Systems of Brevard, Inc. 486 Gus Hipp Blvd 321-631-1448	Community Based Care-Brevard 2301 W Eau Gallie Blvd, #4 321-752-4650
Catholic Charities of Central Florida 3800 W Eau Gallie Blvd #101 321-636-6144	Salvation Army Brevard County 919 Peachtree Street, Cocoa 321-631-2766	United Way Brevard County 937 Dixon Blvd, Cocoa 321-631-2740
Red Cross Brevard County 1700 Cedar Street, Rockledge 321-890-1002	Goodwill 4851 N US 1, Cocoa 321-890-1441	Brevard County Commission - Aging 2725 Judge Fran Jamieson Way 321-633-2007

Hospitals include:

Holmes Regional Medical Center at 1350 Hickory Street

Health First Viera at 8745 N Wickham Road

Wuestoff Medical Center at 250 N Wickham Road, Melbourne

8.0 COMMUNITY IMPACT

The project will, premised on the recommended Alternative, produced a west aligned, urban, 4-lane, divided facility. Seventeen single family residences will have to be relocated. One commercial improved property will incur damages due to the take. Two business relocations are anticipated. Potential cure activity for the impacted improved property will involve addressing parking impacts, reestablishing entryways, and landscape buffers.

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Overall community impacts of the proposed project are indicated to be positive. Some of these are enumerated below.

- By Design Year 2043, the entire study corridor will operate at unacceptable LOS ('E'/F') in the AM and PM peak hours if no improvements are made.
- Expanded intersections implemented as part of the study will help alleviate traffic congestion and reduce safety issues caused by stop-and-go conditions. The widening of SR-501 from an undivided roadway to a divided facility with intersection improvements and an approved access management plan will address mainline safety concerns.
- Curb ramps at intersections will be compliant with the Americans with Disabilities Act (ADA) and pedestrian signals will be upgraded at the intersections to safely accommodate the crossing of Clearlake Road and its crossroads.
- The widening of SR-501 is anticipated to enhance connectivity to SR-528, thus improving evacuation and response times.
- As SR-501 is a primary north-south artery, improvements to traffic flow and capacity will enhance the entire central area of Cocoa.
- The proposed improvements have the potential to attract new development and generate additional jobs. The proposed improvements will increase capacity and improve traffic flow, thus enhancing the movement of goods and services and better serving future development.
- The roadway improvements will also enhance overall mobility, thus safety and emergency response for police, fire, and medical rescue, as well as emergency evacuation due to its direct connection to SR-528 at Industry Road.
- The project corridor is served by the Space Coast Area Transit (SCAT) Route 6 (Cocoa/Rockledge) and the county is proposing a new fixed route (SCAT Express Bus Route 44) through Clearlake Road connecting Cocoa to Titusville. Further, the proposed All Aboard Florida (AAF) high speed passenger rail will enhance mobility in the area.
- Changes in land uses may occur and could be related to the development of currently undeveloped properties to commercial or residential. Currently, most of the vacant land in the study area is being considered for the proposed All Aboard Florida high-speed passenger rail service.

9.0 POTENTIAL CONTAMINATION

A Contamination Screening Evaluation Report (CSER) was prepared in accordance with Part 2, Chapter 22 of the FDOT PD&E Manual dated January 17, 2008. There are three gas stations within the project study area. No monitoring wells were observed in the proposed R/W related to these properties. A well was observed adjacent to the east of the R/W at the northwest end of the Sunrise Food Mart #188 property. Other potential sources of contamination include a dry transformer adjacent to the R/W at the Clearlake Pines Apartment complex; and a lift station east of SR-501 and north of Walmart. The environmental status and risk ratings in respect to the gas stations are shown below.

Cocoa Mobil - Florida Department of Environmental Protection (FDEP) Facility 9804418 - is at 2201 SR-524 at the SW corner of the intersection of Industry Road and SR-501. The gas station has a 20,000-gallon Underground Storage Tank (UST) used to store diesel, and two 15,000-gallon USTs storing two grades of unleaded gasoline. A search of the FDEP records revealed that this site has no reported discharges of petroleum products. Due to the lack of reported contamination, this site is rated LOW RISK.

Sunshine Food Mart #121 - FDEP Facility 9803432 - located at 1907 SR 524. The property currently has two 16,000-gallons USTs used to store two grades of unleaded gasoline. A search of the FDEP records revealed that this site has no reported discharges of petroleum products. Due to the lack of reported contamination, this site is rated LOW RISK.

1445 Sunrise Food Mart #88 - FDEP facility 8841193 - located at 1990 Michigan Avenue at the northeast corner of the intersection of Michigan Avenue and SR-501. This facility has one 18,000-gallon UST used to store one grade of unleaded gasoline. This tank was installed in July 2008. During May 1988, two 10,000-gallon and one 6,000-gallon USTs containing unleaded gasoline were removed from the facility. A Closure Report was submitted by Terra-Com Engineering and Consulting, Inc. dated June 5, 2009. The report concluded that no contamination was identified at the facility during closure activities. This site is rated LOW RISK.

Noise Sensitive Sites

The proposed improvements are expected to have minimal impact on air quality.

The Consulting Engineer produced a Noise Study Report (NSR) as part of the PD&E study in accordance with FDOT's Project Development & Environment (PD&E) Manual, Part 2, Chapter 17 (May 24, 2011) and Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010). Due to the residential land uses in the study area, several noise sensitive sites were identified by the Consulting Engineer within the 500-foot buffer area and noise abatement has been evaluated for the subject project/study area. The areas within the project limits that contain noise-sensitive sites were concentrated in four residential areas: Clear Lake Terrace, Clearlake Pines Apartments, Courtyard Condominiums, and College Green Estates. An additional noise-sensitive site consists of the tennis courts at the Woodlawn Commons office complex.

10.0 PUBLIC OWNED LANDS

The study area is not within a quarter-mile of any of Cocoa's public parks. Nor is it within an area of Critical State Concern. It does not encroach on a military base and is not within the Coastal High Hazard Area. There are no Park-and-Ride lots along SR-501 in the project segment. Port Canaveral has purchased the Shoppes of North Cocoa at the NW corner of Clearlake Road and Industry Road to use as a Park-and-Ride lot. No public lands are impacted in any of the Alternative alignments considered.

11.0 ACQUISITION AND RELOCATION ASSISTANCE

All right-of-way acquisition and displacements of residences and/or businesses will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17) and the FDOT Real Estate Acquisition Process. The brochures that describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential," "Your Relocation: Business, Farms and Nonprofit Organizations," "Your Relocation: Signs", and "The Real Estate Acquisition Process."

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From Michigan Avenue (MP 2.235) to Industry Road (MP 3.358)*

FDOT provides advance notification of impending right-of-way (R/W) acquisition. Before R/W acquisition occurs, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

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

Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market; (b) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or selling the acquired property to FDOT; and (c) make payment for an increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments greater than \$22,500 will be made as payments of Last Resort to residential owners to purchase DS&S (Decent, Safe and Sanitary) housing if needed.

A displaced tenant may be eligible to receive a supplement to rent a replacement dwelling or room or to use as a down-payment (including closing costs) on the purchase of a replacement dwelling. Supplement payments greater than \$5,250 will be made as payments of Last Resort to residential tenants to rent DS&S housing if needed.

An individual family business, farm operation, or non-profit organization is entitled to payment for actual, reasonable and necessary moving expenses for a distance of not more than 50 miles, in most cases, provided that he meets the eligibility requirements for an initial or subsequent occupant and the property is subsequently acquired by FDOT.

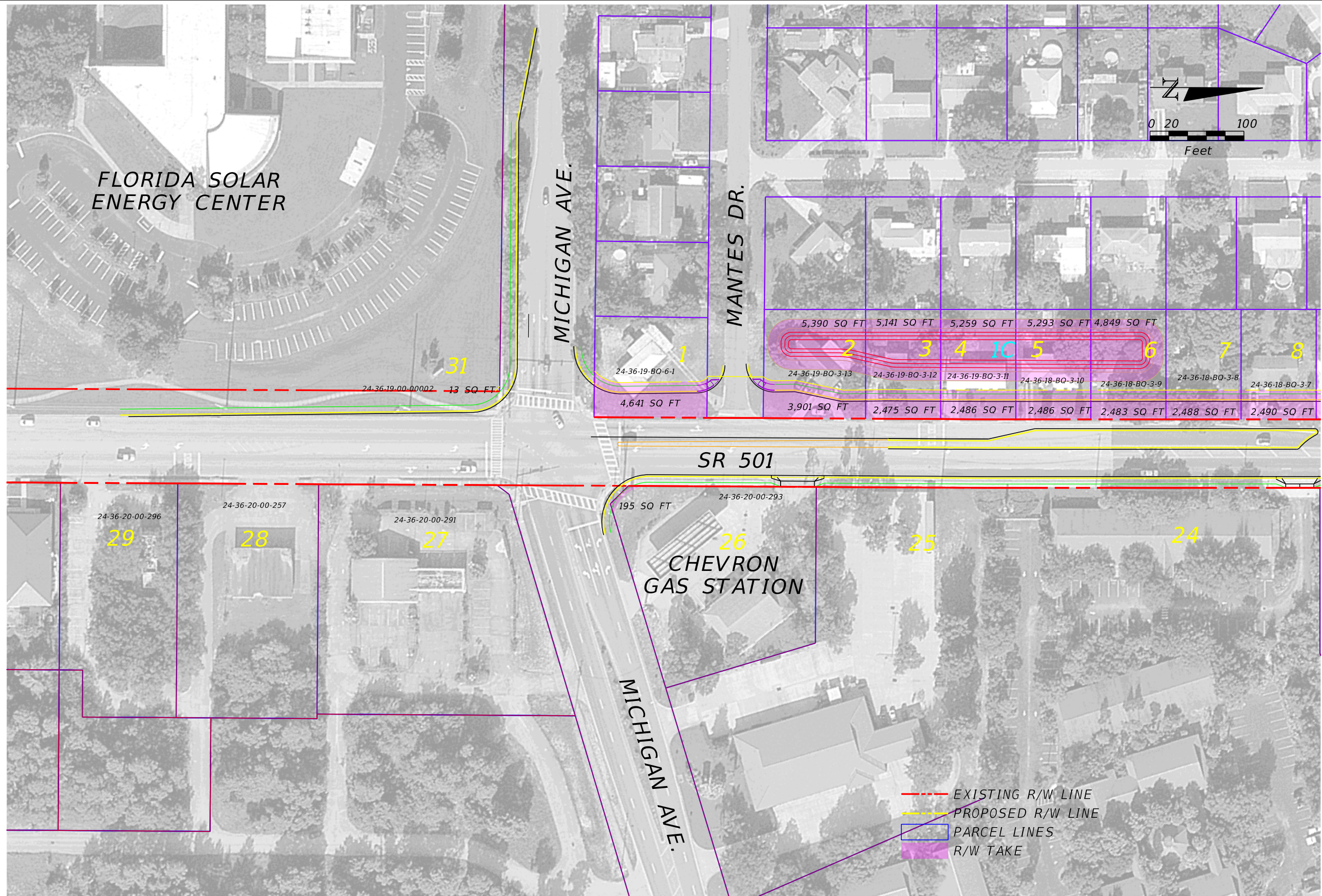
No persons lawfully occupying real property will be required to move without at least 90 days notice. No occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is in hand/available.

12.0 LAST RESORT HOUSING

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 means. This determination may be made on a case-by-case basis or a project-wide basis if it is determined that the maximum replacement-housing payment set forth in the *Right of Way Manual, Section 9.4, Replacement Housing Payments* is insufficient to provide a comparable replacement dwelling in a timely fashion, or the market does not contain comparable replacement housing which can be made available to the displaced occupant in a timely fashion.

EXHIBITS

PREFERRED ALTERNATIVE



FLORIDA SOLAR ENERGY CENTER

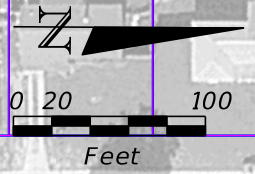
MICHIGAN AVE.

MANTES DR.

SR 501

CHEVRON GAS STATION

MICHIGAN AVE.



24-36-20-00-296
29

24-36-20-00-257
28

24-36-20-00-291
27

195 SQ FT
24-36-20-00-293
26

25

24

24-36-19-00-00002
13 SQ FT
31

24-36-19-BQ-6-1
4,641 SQ FT
1

5,390 SQ FT
2

5,141 SQ FT
3

5,259 SQ FT
4

5,293 SQ FT
10
5

4,849 SQ FT
6

24-36-18-BQ-3-8
7

24-36-18-BQ-3-7
8

24-36-19-BQ-3-13
3,901 SQ FT

24-36-19-BQ-3-12
2,475 SQ FT

24-36-19-BQ-3-11
2,486 SQ FT

24-36-18-BQ-3-10
2,486 SQ FT

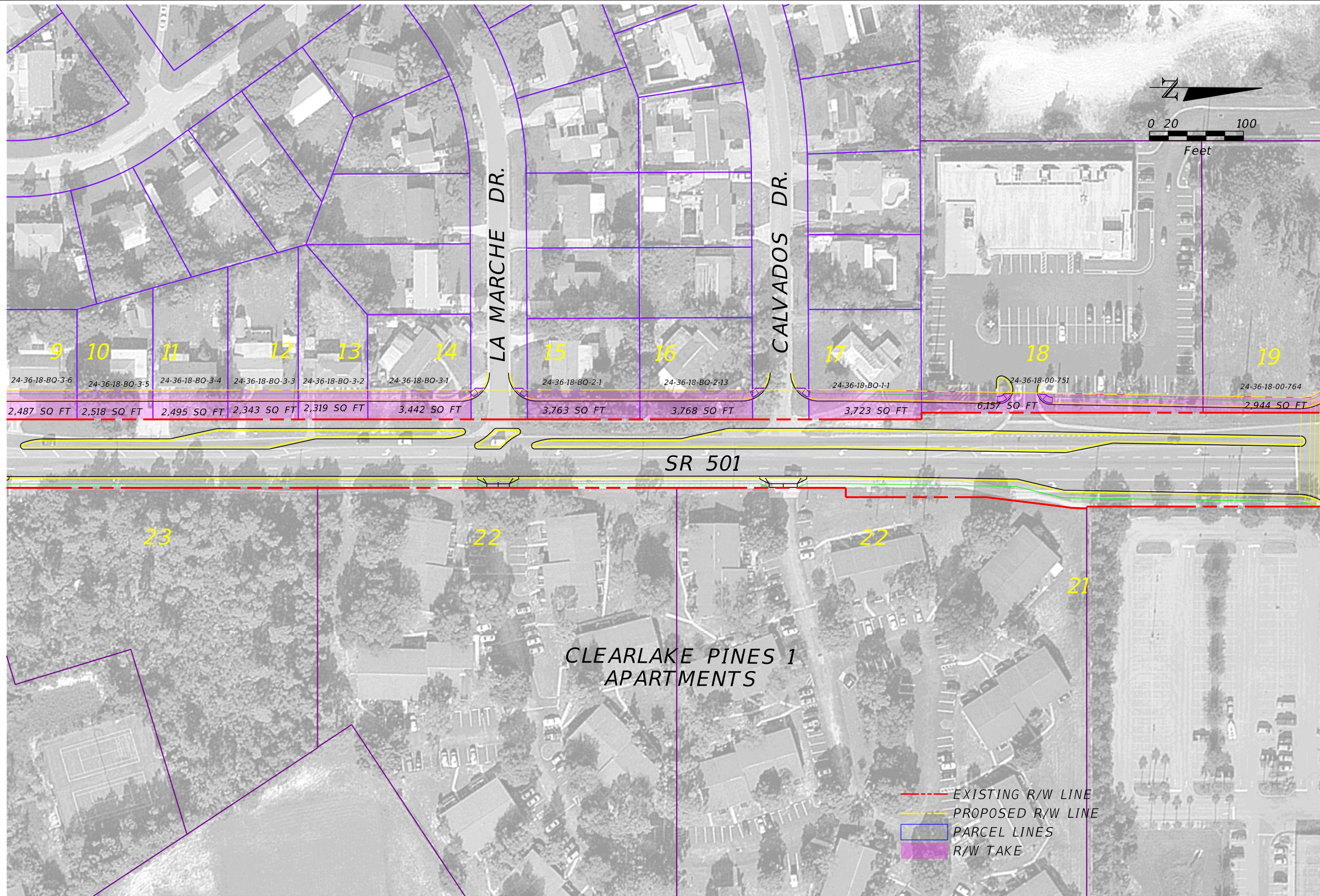
24-36-18-BQ-3-9
2,483 SQ FT

24-36-18-BQ-3-8
2,488 SQ FT

24-36-18-BQ-3-7
2,490 SQ FT

- EXISTING R/W LINE
- PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS		REVISIONS		PRELIMINARY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			RIGHT-OF-WAY MAP (BP GAS ALTERNATIVE)	SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					501	BREVARD	433605-1-22-01		



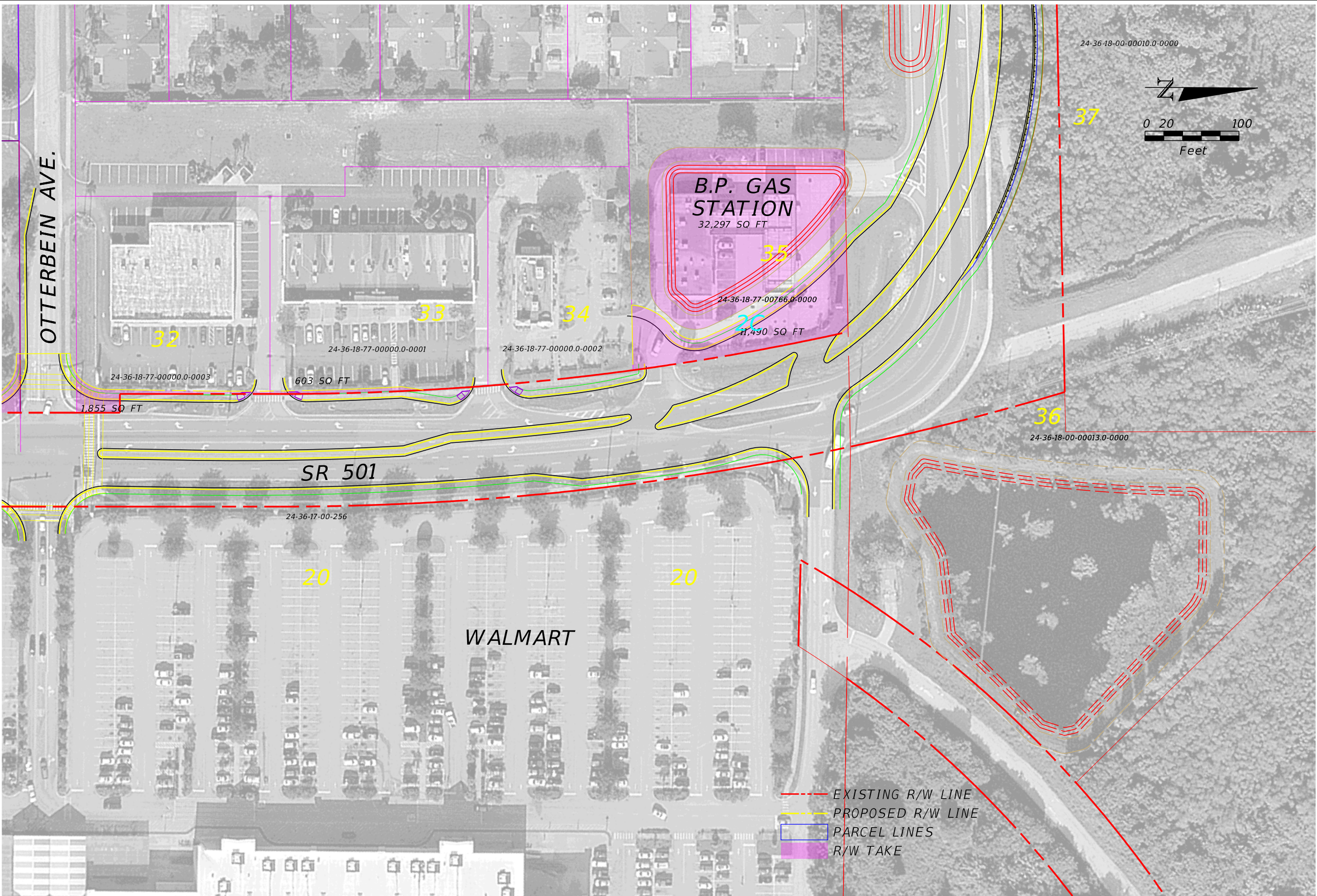
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

**RIGHT-OF-WAY MAP
(BP GAS ALTERNATIVE)**

SHEET NO.
2



REVISIONS				PRELIMINARY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			RIGHT-OF-WAY MAP (BP GAS ALTERNATIVE)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

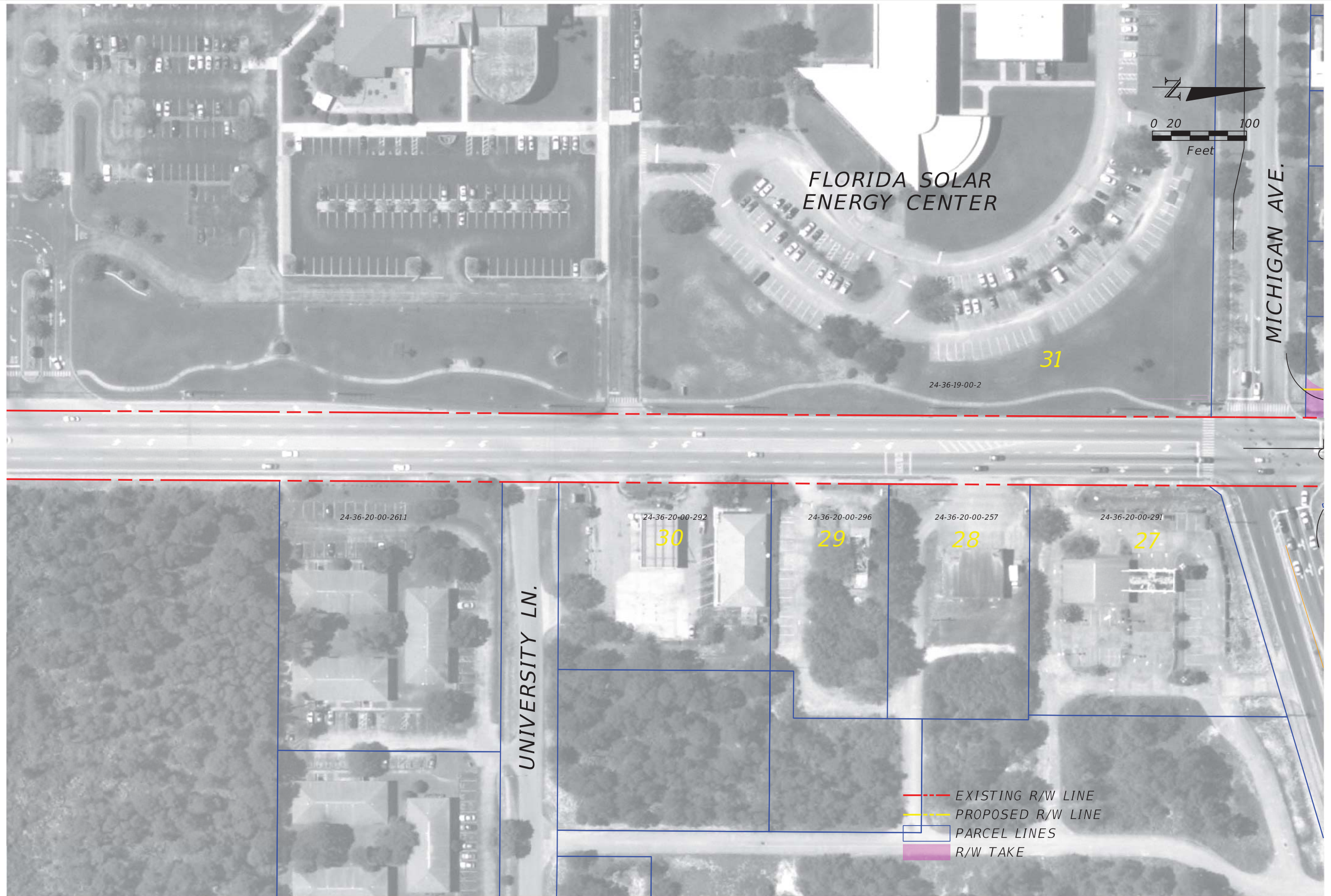
PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

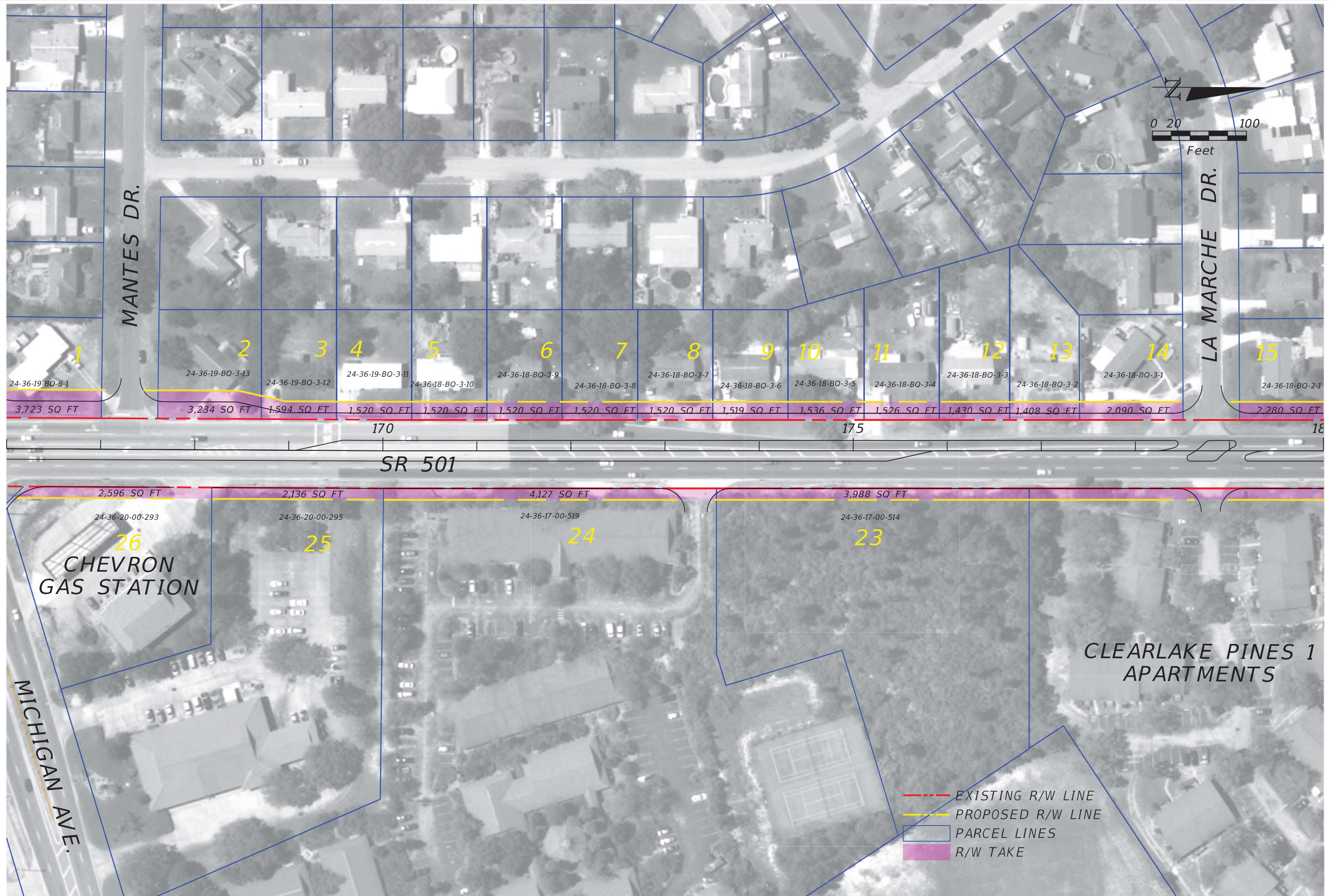
**RIGHT-OF-WAY MAP
(BP GAS ALTERNATIVE)**

SHEET NO.
4

OTHER ALTERNATIVES STUDIED



REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY	ROAD NO. 501	COUNTY BREVARD	FINANCIAL PROJECT ID 433605-1-22-01	RIGHT-OF-WAY MAP (CENTER ALIGNMENT)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION						1



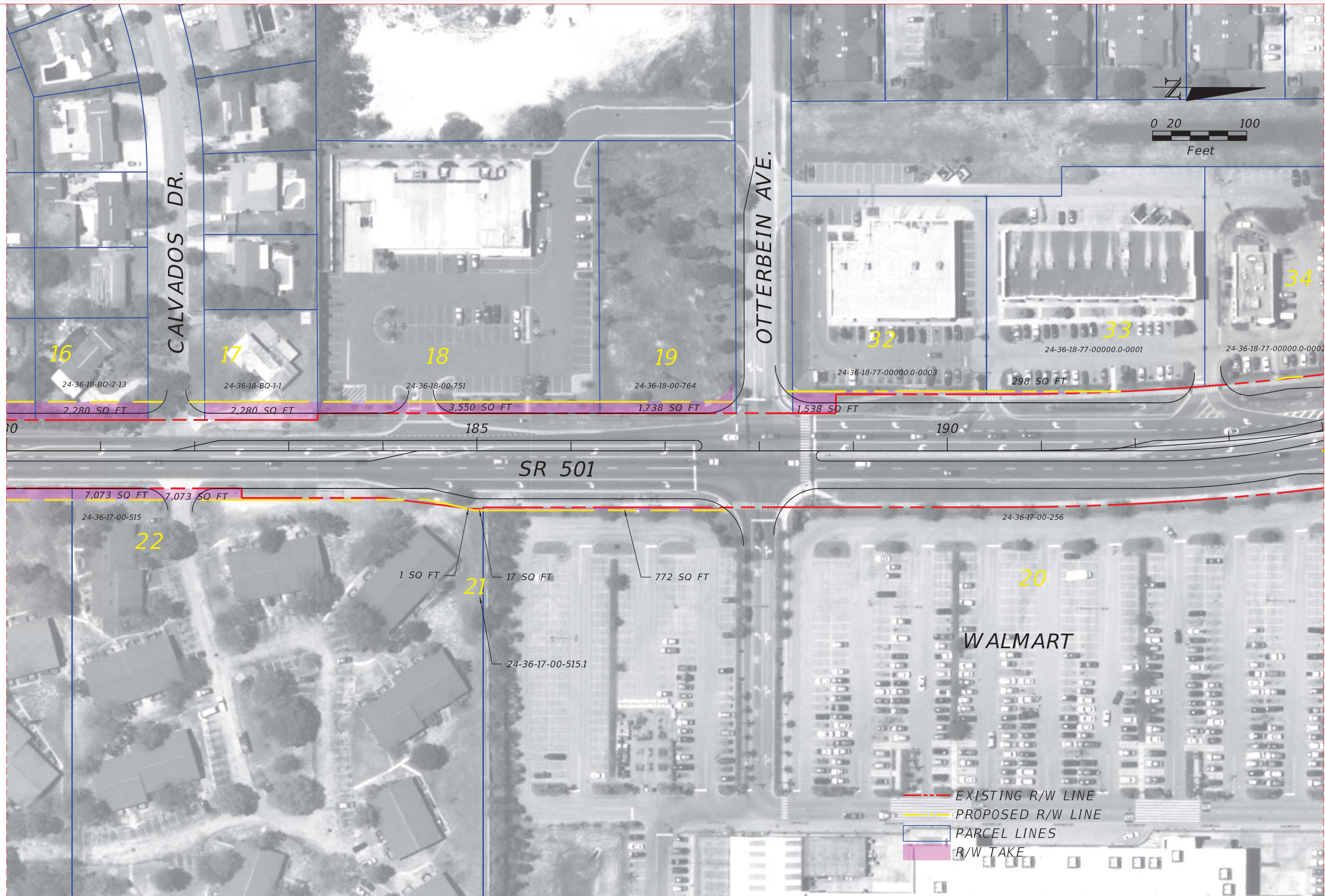
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

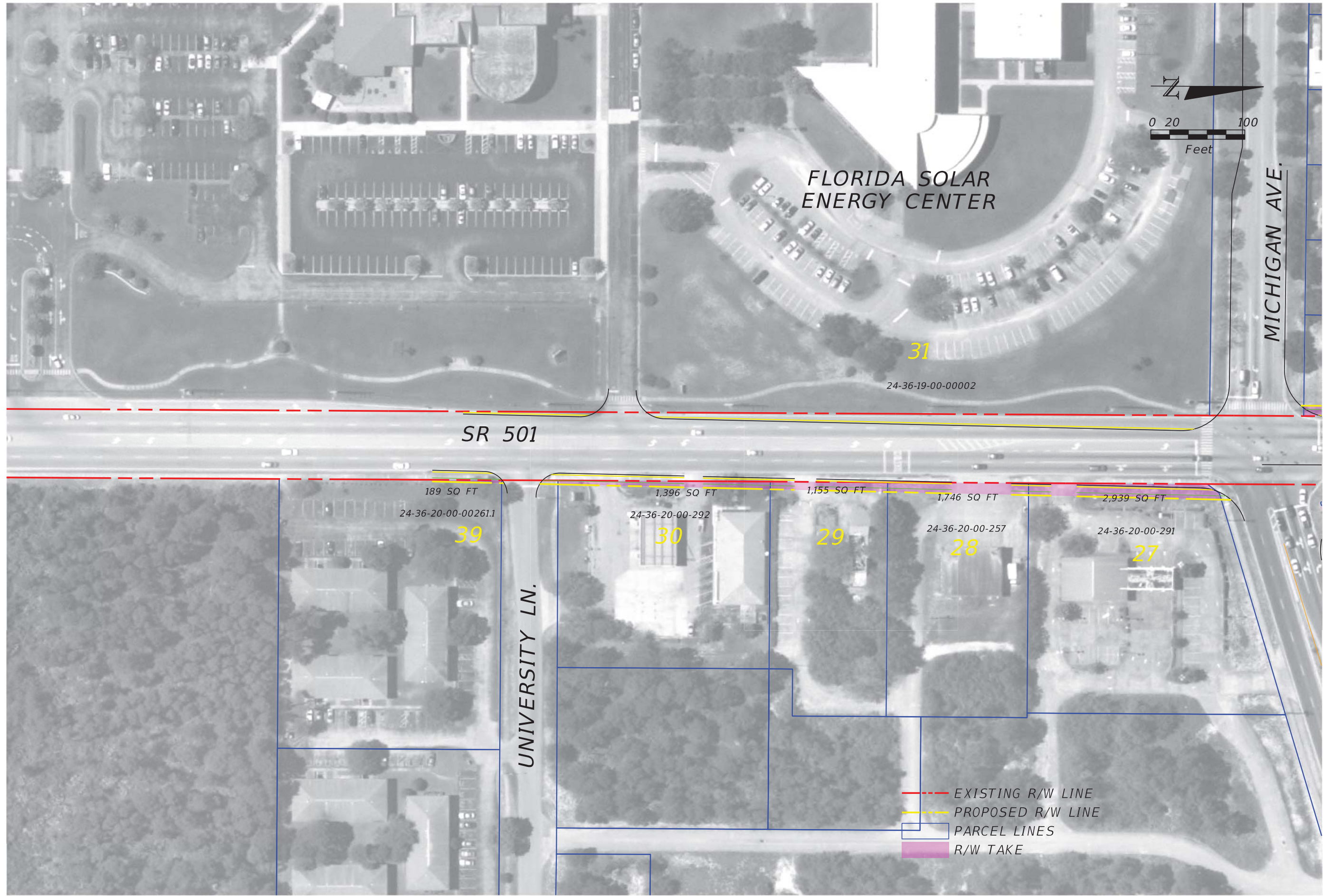
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

**RIGHT-OF-WAY MAP
(CENTER ALIGNMENT)**

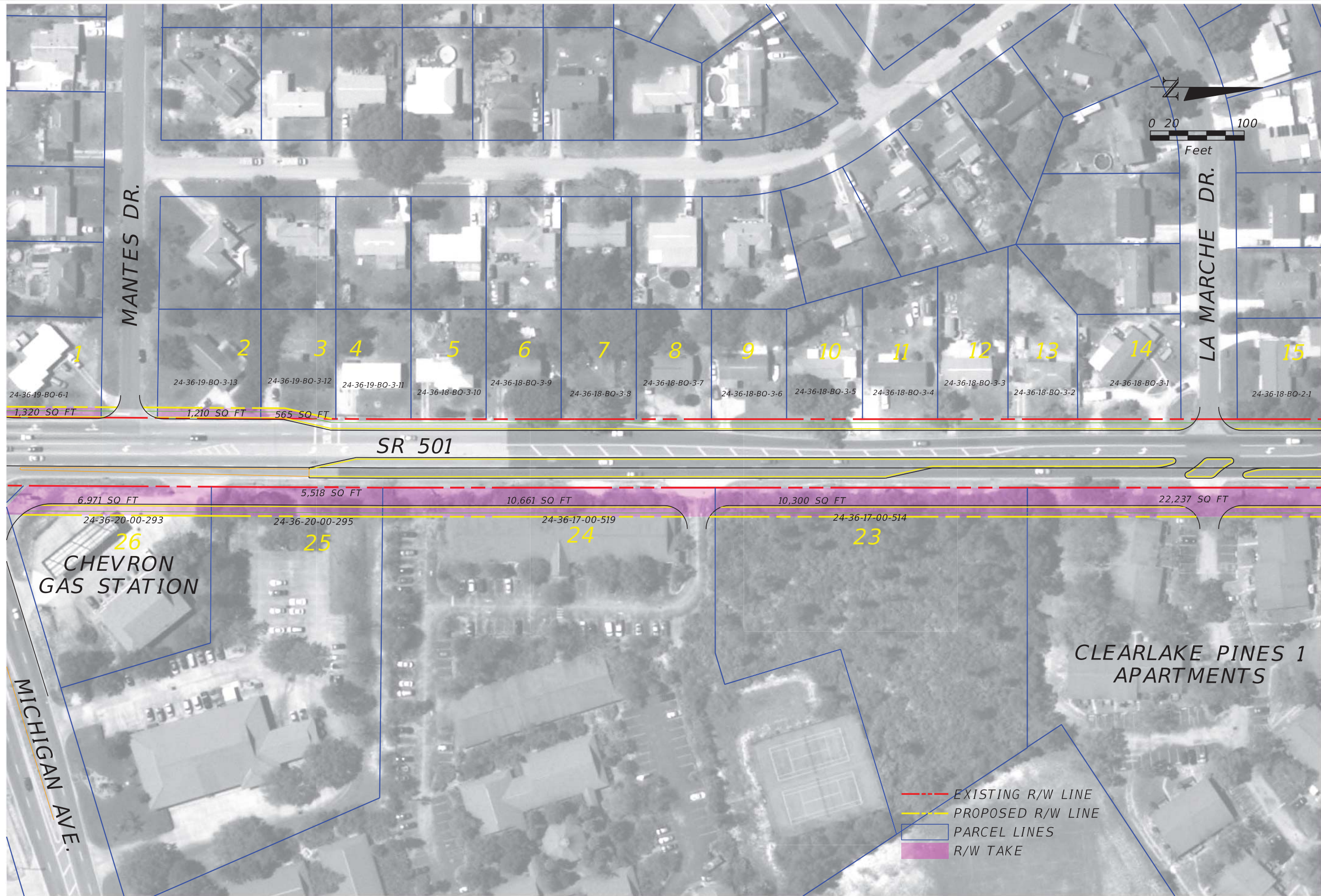
SHEET NO.
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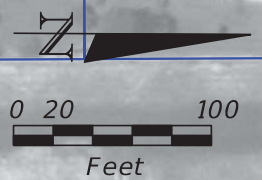
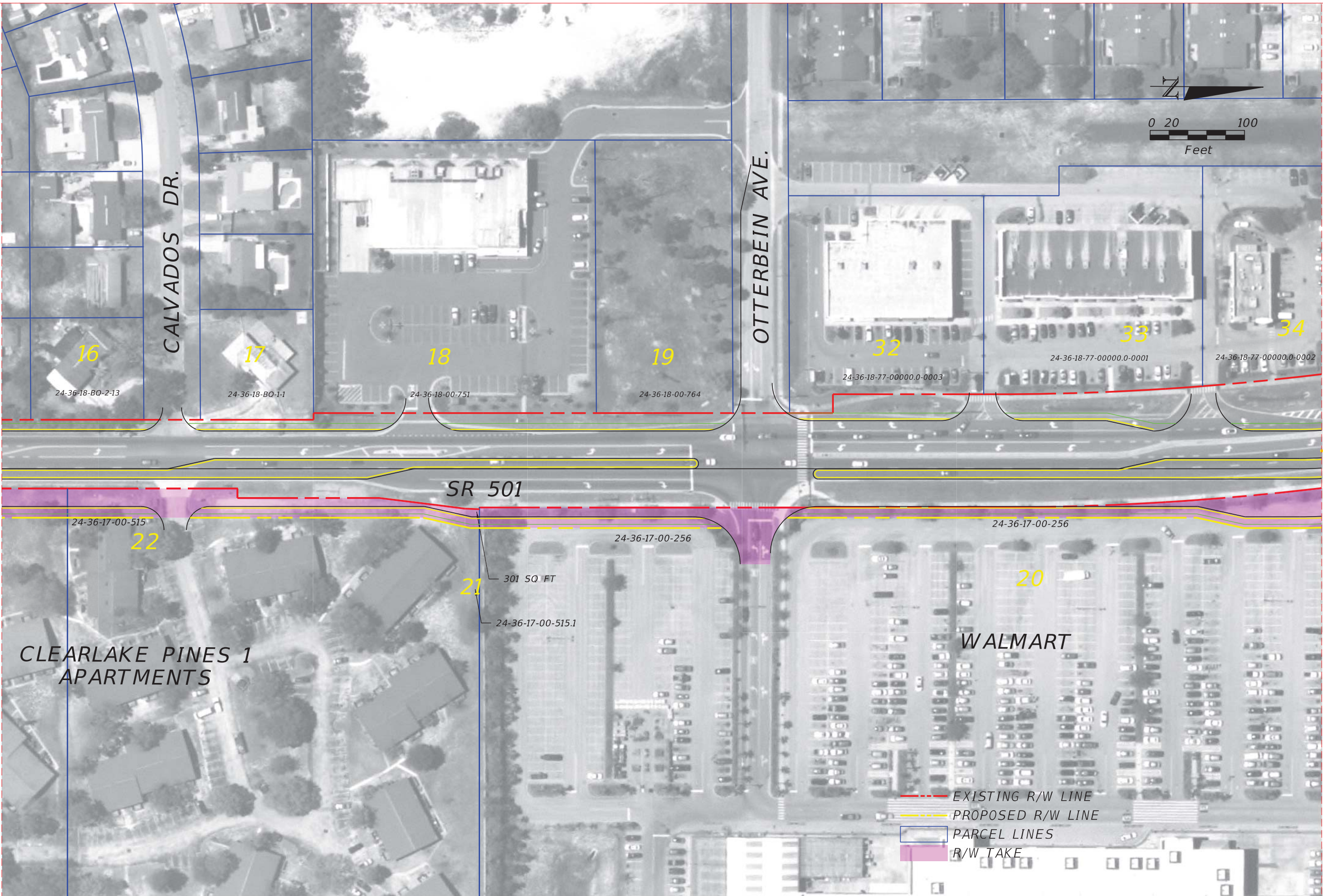
REVISIONS				PRELIMINARY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			RIGHT-OF-WAY MAP (CENTER ALIGNMENT)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						501	BREVARD		433605-1-22-01



REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY	RIGHT-OF-WAY MAP (EAST ALIGNMENT)	SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION			

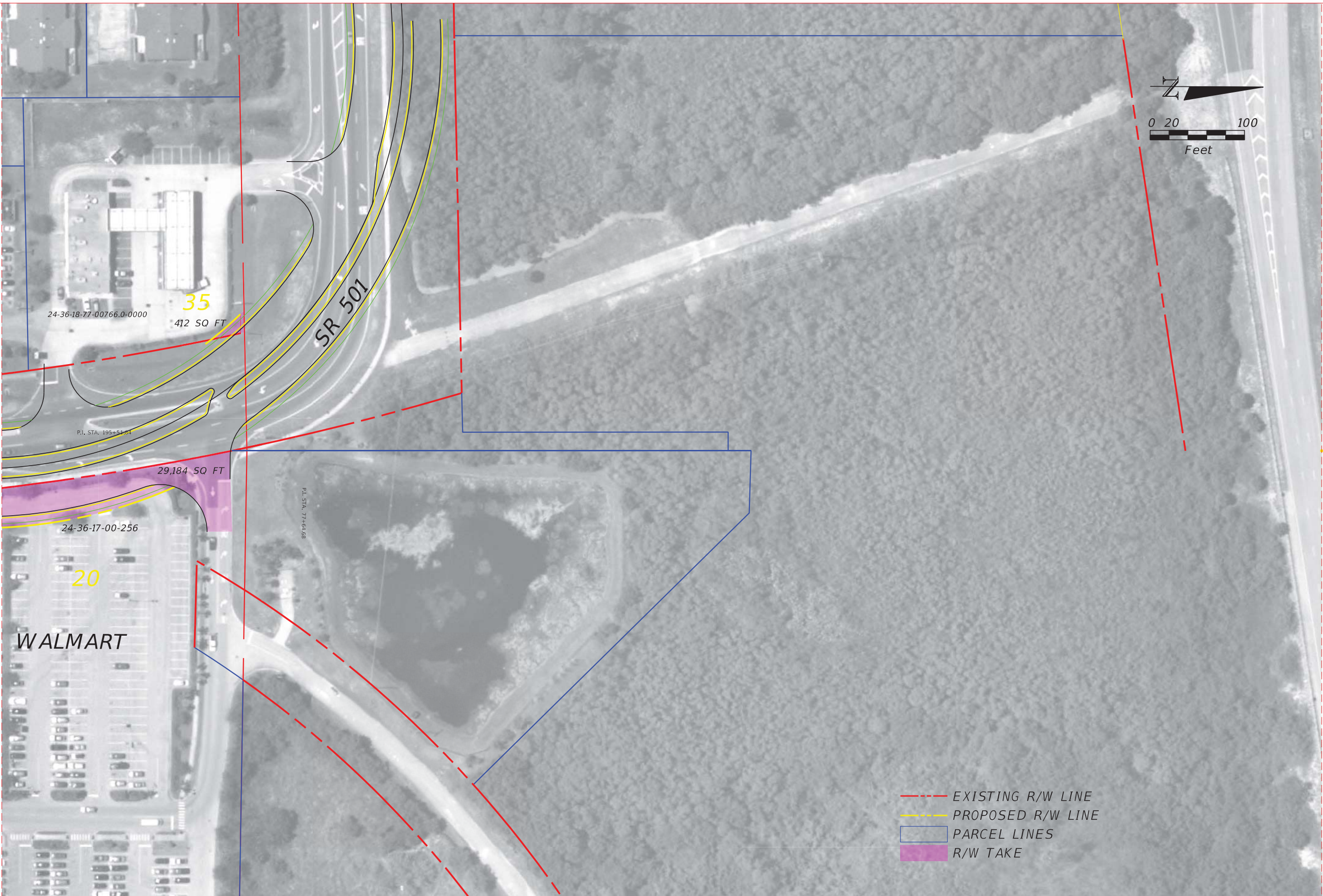


REVISIONS		REVISIONS		PRELIMINARY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			RIGHT-OF-WAY MAP (EAST ALIGNMENT)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						501	BREVARD		433605-1-22-01



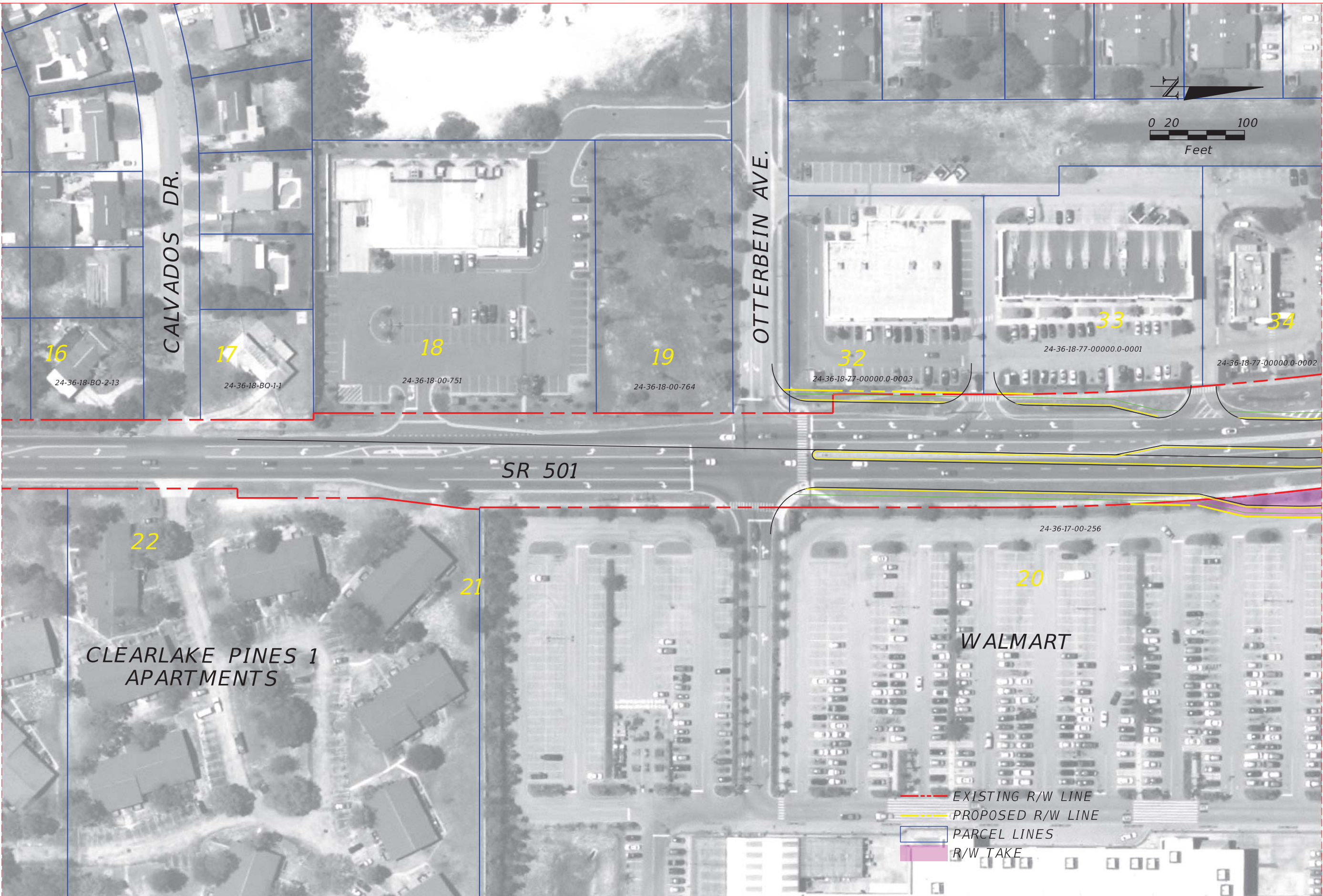
- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS				PRELIMINARY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			RIGHT-OF-WAY MAP (EAST ALIGNMENT)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					501	BREVARD	433605-1-22-01		



- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS				<i>PRELIMINARY</i>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>RIGHT-OF-WAY MAP (EAST ALIGNMENT)</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
						501	BREVARD		433605-1-22-01



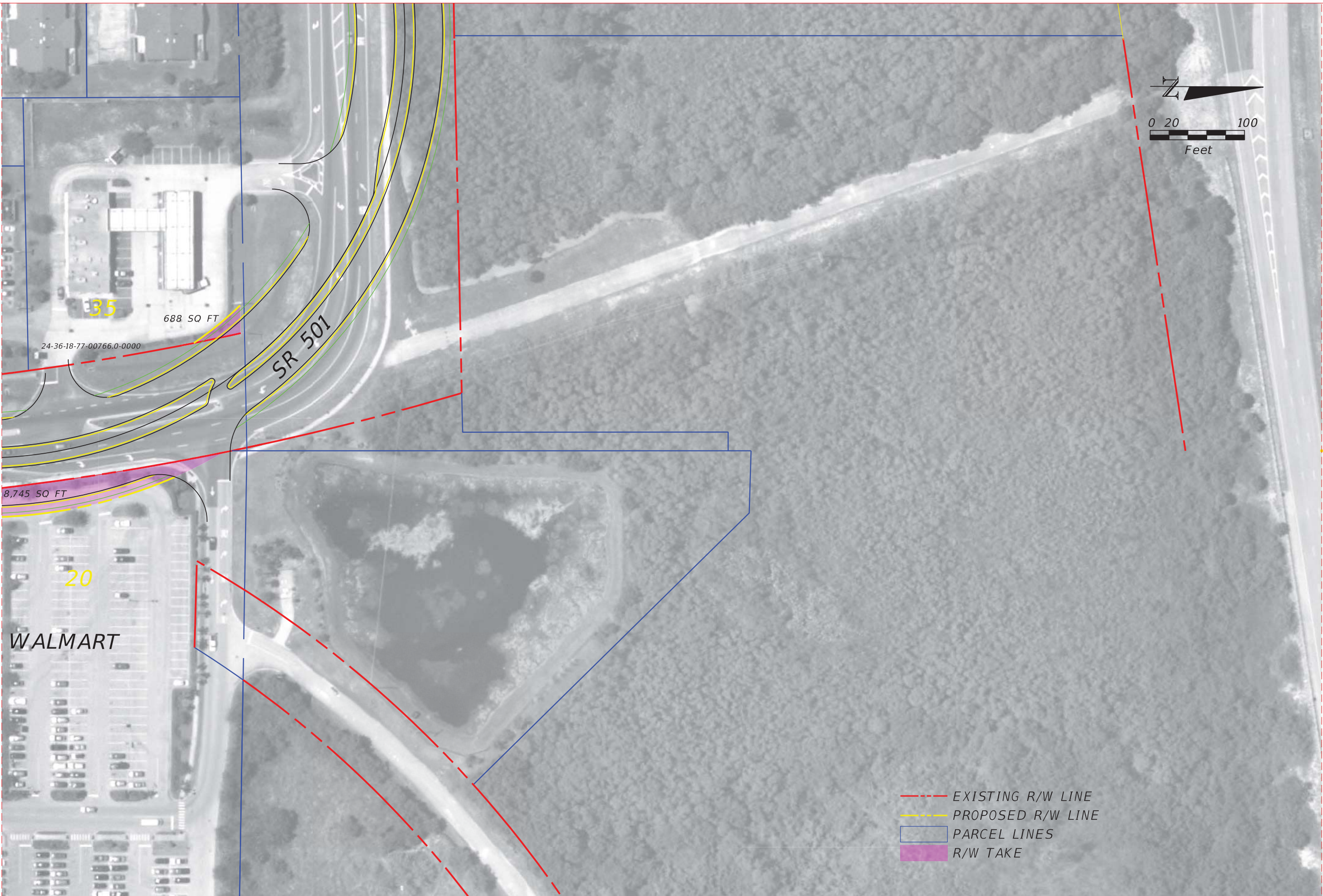
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

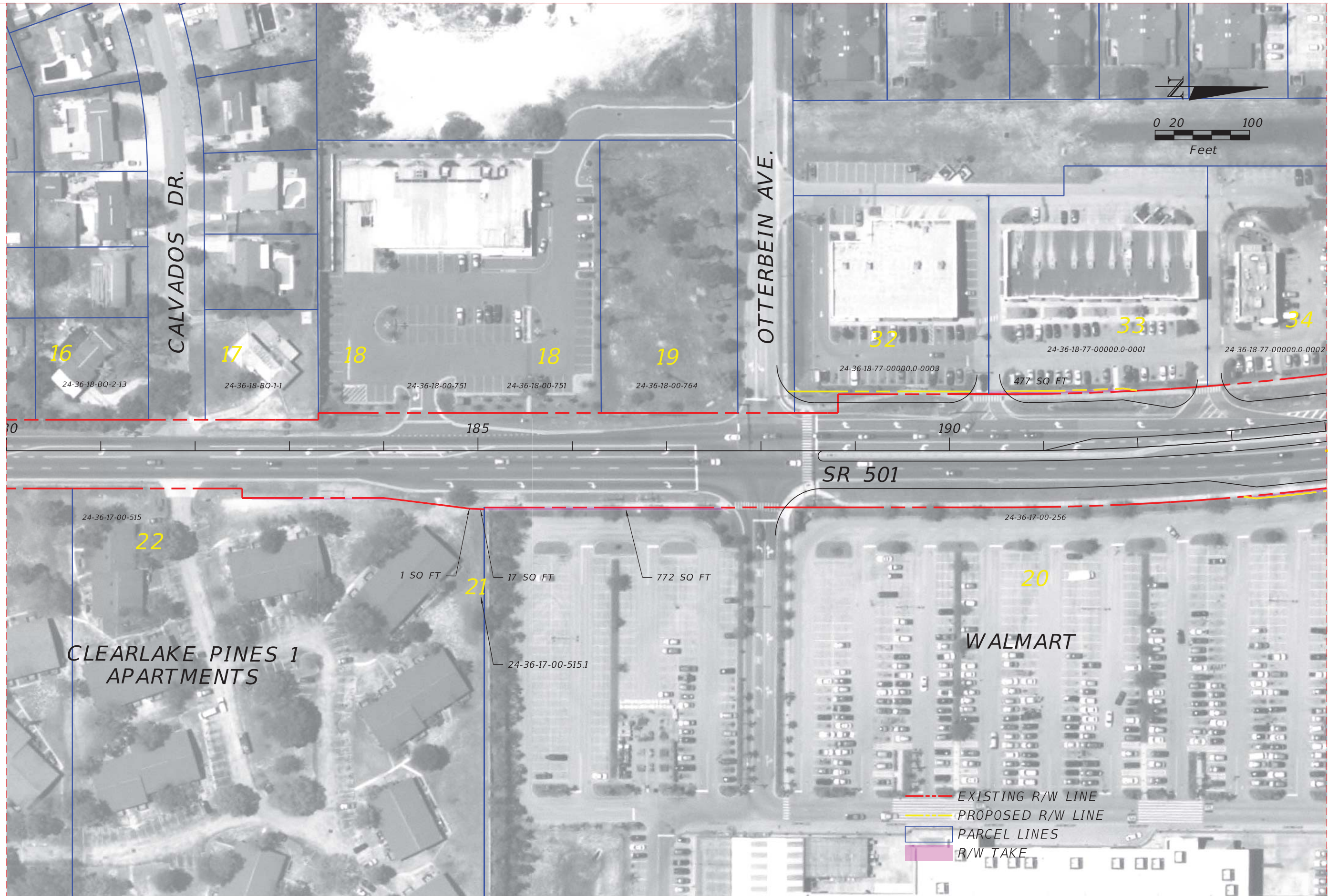
**RIGHT-OF-WAY MAP
(35 MPH CURVE ALIGNMENT)**

SHEET NO.
1



- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS				<i>PRELIMINARY</i>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>RIGHT-OF-WAY MAP (35 MPH CURVE ALIGNMENT)</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
						501	BREVARD		433605-1-22-01



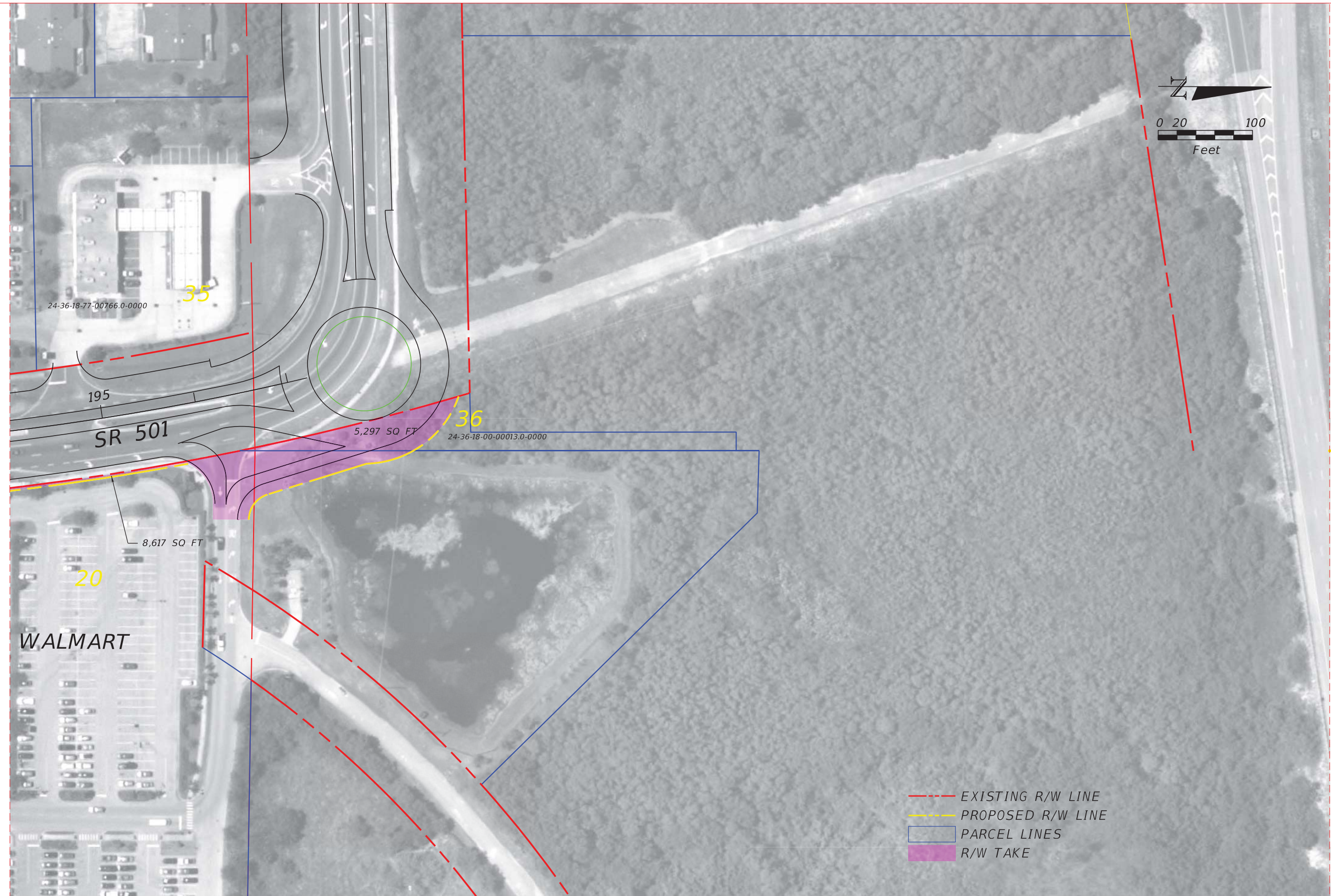
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

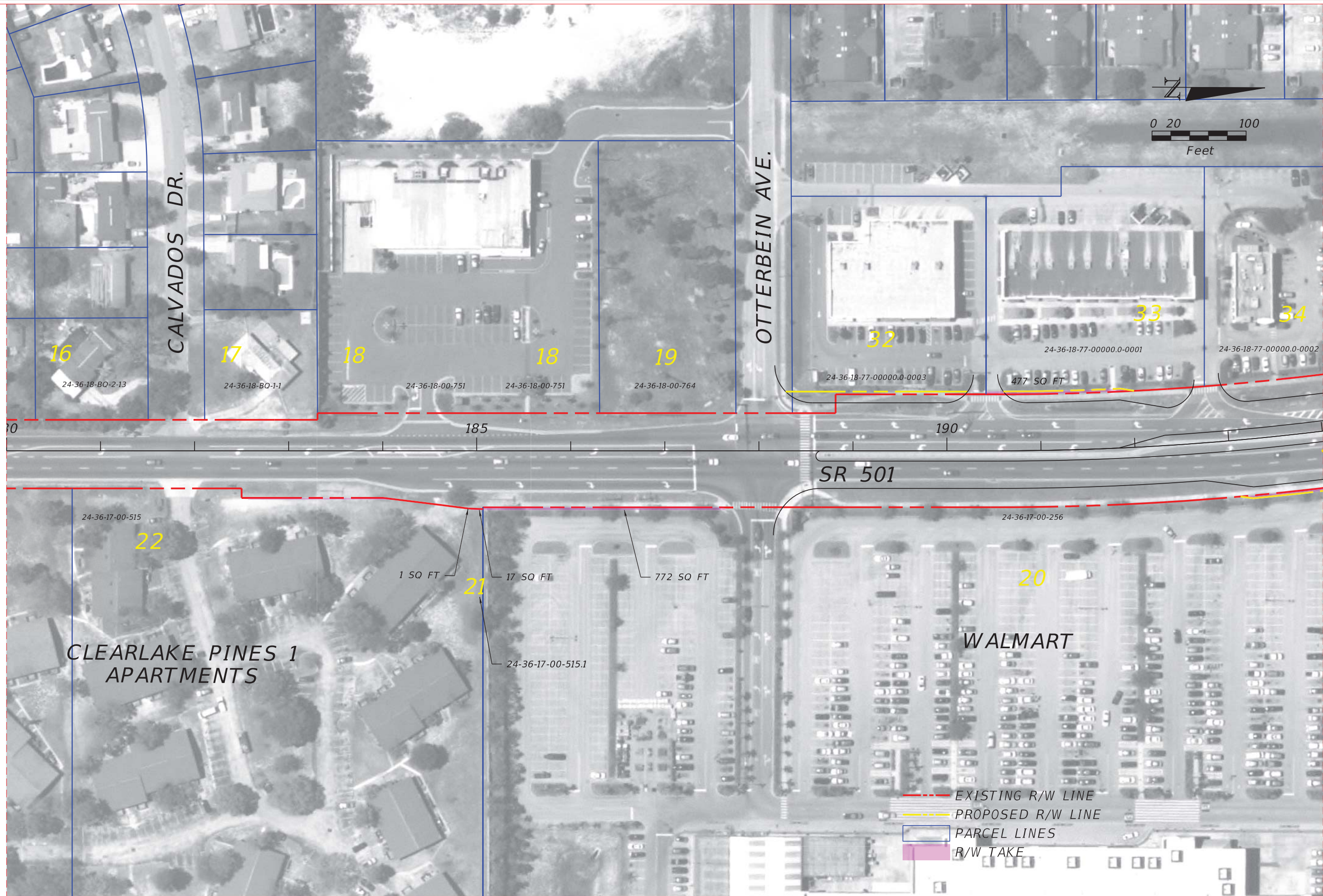
**RIGHT-OF-WAY MAP
(ROUNDAABOUT ALIGNMENT)**

SHEET NO.
1



- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS				<i>PRELIMINARY</i>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>RIGHT-OF-WAY MAP (ROUNDAABOUT ALTERNATIVE)</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
					501	BREVARD	433605-1-22-01		



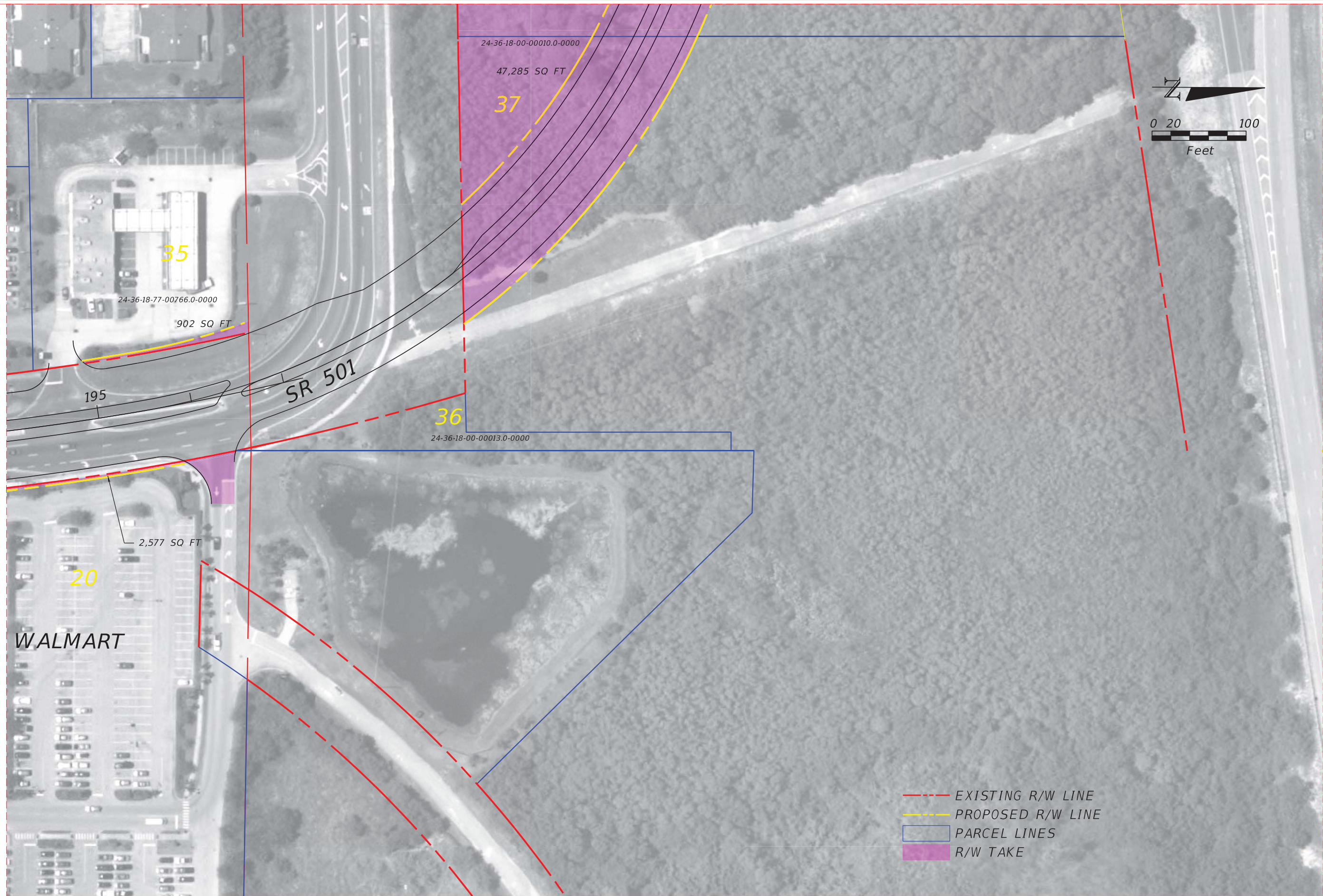
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

**RIGHT-OF-WAY MAP
(BULB-OUT ALIGNMENT)**

SHEET NO.
1



- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS				<i>PRELIMINARY</i>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>RIGHT-OF-WAY MAP (BULB-OUT ALIGNMENT)</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
						501	BREVARD		433605-1-22-01



- - - EXISTING R/W LINE
- - - PROPOSED R/W LINE
- PARCEL LINES
- R/W TAKE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PRELIMINARY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
501	BREVARD	433605-1-22-01

**RIGHT-OF-WAY MAP
(BULB-OUT ALIGNMENT)**

SHEET NO.
3