

**Task A5b12  
Right-of-Way and Relocation Estimates  
Working Paper**

**TAMPA INTERSTATE STUDY**

**State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)**

**Interstate 275 (I-275) from the Howard Frankland Bridge/Kennedy Boulevard ramps to the Dale Mabry Highway Interchange on the east and just north of Cypress Street on Memorial Highway (S.R. 60), Hillsborough County.**

**Prepared For  
FLORIDA DEPARTMENT  
OF  
TRANSPORTATION**

**Prepared By  
GREINER, INC.**

**In Association With  
KNIGHT APPRAISAL SERVICES, INC.  
PIPER ARCHAEOLOGICAL SERVICES**

**AUGUST 1991**

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and Relocation Cost Estimates Sheets

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## 1.0 INTRODUCTION

### 1.1 Project Description

Phase II of the Tampa Interstate Study (TIS) began in May 1990 and is anticipated to conclude in November 1992. The purpose of Phase II is to develop an Environmental Assessment (EA). The EA Preferred Alternative Study Limits are Interstate 275 (I-275) from the Howard Frankland Bridge eastward to east of the Dale Mabry Highway interchange. The study limits are shown in Exhibit 1.

*Need to state clearly the ~~exact~~ limits up Memorial  
(i.e., Cypress?)*

The purpose of this memorandum is to explain the methodology used to develop the preliminary right-of-way and relocation cost estimates contained herein.

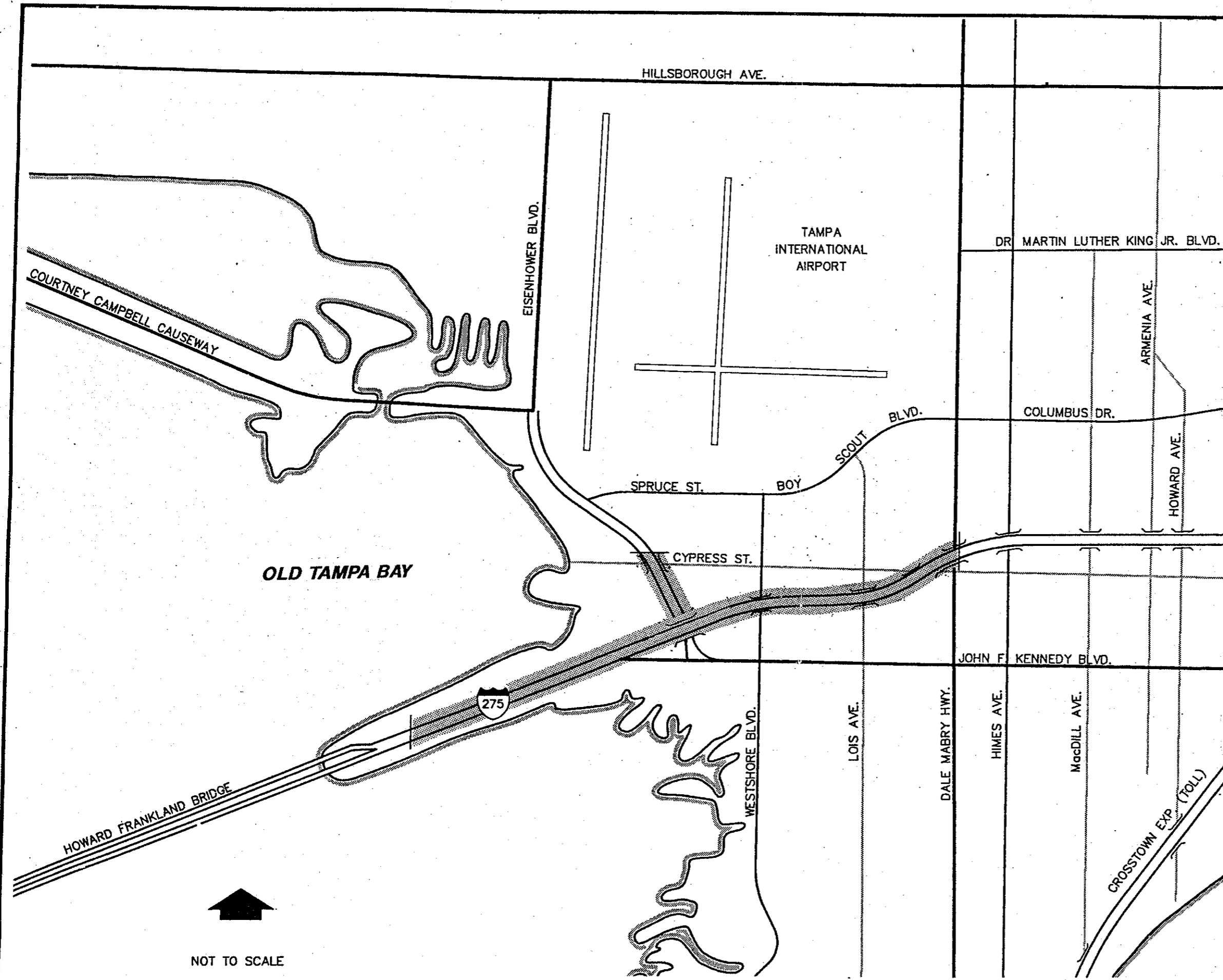
### 1.2 Previous Studies

During Phase I of TIS, the Greiner Team in association with Knight Appraisal Services, Inc. developed the Task H.1 Master Plan Right-of-Way and Relocation Estimates Working Paper, published in June 1989 based on the Final Master Plan Concept.

## 2.0 STUDY METHODOLOGY

### 2.1 Data Collection

The following procedures and activities were used during Phase II of TIS. These procedures and activities were used in Task A.2.f. (Environmental Data Collection) and Task A.2.g. (Project Design Analysis). The Phase II project is divided into an



↑  
NOT TO SCALE

Greiner, Inc.

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**R/W AND RELOCATION ESTIMATES**  
**TAMPA INTERSTATE STUDY**  
**PHASE II**  
 Hillsborough County, Florida  
**PROJECT STUDY LIMITS**

EXHIBIT 1

limits?

Environmental Impact Study (EIS) and an Environmental Assessment (EA) by the Florida Department of Transportation (FDOT). This distinction had no impact on right-of-way estimating procedures, other than to define the limits of each area of study. Therefore, the procedures used in both the EIS and the EA are the same.

Initially, environmental data collection (Task A.2.f.) involved a review and update of the Phase I property information (see Phase I Task H.1 Master Plan Right-of-Way and Relocation Estimates Working Paper, June, 1989). This information was reviewed in light of the changes from the Phase I Master Plan. Parcels were evaluated based on any changes in the proposed right-of-way from Phase I. This involved deletion of certain parcels and the addition of others. An inspection of the Hillsborough County Tax Roll and a visual inspection was used to gain additional ownership and property data information on the new parcels.

does this submittal include eval. of changes during p2 (i.e., retention area shifts, etc.)

2.2 Data Assessment and Analysis

Once this data collection process was complete, the project design analysis task (Task A.2.g.) was initiated. The information gathered in this task was guided by the new FDOT cost estimate procedure provided by the FDOT District 7 right-of-way staff. During completion of this task several procedures took place, more or less, simultaneously. The various properties within the proposed right-of-way taking were identified and classified according to new FDOT categories which were Commercial, Residential and Unimproved. This constituted fewer categories than were used in Phase I in which the property categories of single family residential, multi-family residential, commercial and public property were divided into both improved and vacant tracts.

? reword or remove

While these property types were being identified and classified, a sale search was also conducted. This sale search covered the time frame 1989 through the first quarter of 1991 and concentrated on the areas within close proximity to the Interstate. The object of the sales search was to identify recent sales at market value of property types similar to those within the proposed right-of-way taking. It should be noted that during the time frame covered by this most recent sales search, market conditions were different than during the period searched relative to those that were present during the Phase I. Specifically, there has been a decline in commercial real estate activity and an increase in foreclosure activity in both the residential and commercial markets.

In recognition of the fact that real estate markets tend to be cyclical and that economic conditions change, the study focused on those sales that could be readily identified as market sales. It should be noted further that given the volume of sales analyzed, it was specifically assumed that the information in the public records concerning sales price and other data was correct. These sales were used to generate typical unit values for those properties within the proposed right-of-way taking. Once the identification and classification process and the sales search were complete, the area within the proposed right-of-way taking was inspected.

During this inspection several activities took place. First the individual properties were inspected, this inspection was generally confined to the condition and or presence of any improvements. Several areas within the study area have been affected by the City of Tampa's new emphasis on building code enforcement. Consequently, several improvements which appear on the 1990 tax roll and appear in the 1987 aerials provided by the consultant were not present when the field inspection was conducted in April of 1991. Also several parcels which are listed in the tax roll as being vacant



and appear to be vacant from the aerial photography were in fact improved with outdoor advertising signs.

This is particularly true of small vacant tracts adjacent to the Interstate. Since the majority of these tracts were small (less than 5,000 square feet) and total takes, it would not be possible to relocate these signs. Therefore, relocation cost was not estimated. Since the value of the signs is directly related to the income stream generated, and acquisition cost estimates would require a knowledge of the various income streams associated with these signs, historical information was gathered. This information has shown that similar signs along a roadway in the vicinity of the project limits produce approximately \$3,000 per year rental income. Within the project limits, there are twenty signs producing approximately \$60,000 per year in rental income.

During the field inspection additional information was also collected. This information included identification of possible hazardous waste sites, a number of demolition contracts, the total number of parcels involved, and the number of residential and commercial relocations within the right-of-way corridor. In addition to this information an estimate was also made of potential business damage claims resulting from the proposed right-of-way taking.

Once this field inspection was complete, the process of applying the various unit values determined during the sales search to the specific parcels within the proposed right-of-way taking was done.

Once again, given the large number of parcels involved in this project, the information contained in the public records, particularly the property appraiser's information, was assumed to be correct. In those instances where no public

information was available size estimates were made via visual inspection. The unit value was multiplied by the unit size to generate an estimated value of the taking. In those cases where damages were estimated to occur, the estimated damages were added to the estimated value of the taking to arrive at a total estimated value of damages and taking.

In addition to the damages and taking estimates, relocation costs were also added. Relocations were based on the estimate of \$15,000 per residential relocation and \$50,000 per commercial relocation. Various public institutions such as churches, schools, etc. and government buildings were classified as commercial for relocation purposes.

These various relocation costs and estimated takings and damages were then summed and entered into the FDOT cost estimate program. This software program then generated a final estimate of takings, damages and relocation costs.

WHAT DOES THIS PROGRAM INCLUDE OTHER THAN RELOCATIONS TAKINGS & DAMAGES? EXPLAIN.

### 3.0 **PREFERRED ALTERNATIVE RIGHT-OF-WAY AND RELOCATION COST ESTIMATES**

#### 3.1 **Existing Land Use**

The Westshore Business District is served by I-275 in the project area. The land uses adjacent to I-275 in this area are predominantly office and commercial for most of the study area. A major commercial and office development is located at the interchange of I-275 and Memorial Highway (S.R. 60). On the north side of the interstate and west of Memorial Highway (S.R. 60), there is substantial vacant land which could be developed for commercial use. In the southeast quadrant of the interchange is Westshore Plaza, a regional shopping mall.

DOES THIS NOW  
HAVE A NEW  
NAME?

From Westshore Boulevard to Lois Avenue on the north side are a variety of commercial and hotel complexes. In the southeast quadrant of the Westshore Boulevard/I-275 interchange, the Guest Quarters Hotel is located adjacent to a multi-family apartment complex. Continuing along the south side of the interstate, the land use consists of predominantly single-family residences up to the Cypress Street overpass.

On the north side of the interstate, between Lois Avenue and Dale Mabry Highway, are a variety of commercial and industrial properties. At the Dale Mabry Highway and I-275 interchange, commercial office and commercial/retail land use types are located in all four quadrants. On the north side of I-275, just west of Dale Mabry Highway, is the predominantly black Carver City neighborhood comprised primarily of middle income families.

Why state this?  
(just say "Carver City neighborhood")

### 3.2 Proposed Relocations

Table 1 shows the number of relocations as well as the cost estimates associated with the Environmental Assessment Preferred Alternative improvements.

The proposed commercial relocations for the Environmental Assessment Preferred Alternative study limits are:

- \* Peerless Pump
- \* Marshall Lachridge Agency, Inc.
- \* Plus Graphics, Inc.
- \* ADP (Automatic Data Processing)
- \* Vacant Office Systems Building
- \* Nevada Bob's Golf and Tennis
- \* Raoul's Styling for Men & Women
- \* Iglesia Misionera Asamblea DeDios
- \* Semco Printing
- \* Jesto Transmissions
- \* Major Rent-A-Car

ARE THESE  
RELOCATIONS?  
O.K.

- \* **Freedman's Office Furniture**
- \* **Unnamed Church**
- \* **Day-Care Center**
- \* **Key Shop**
- \* **Tune Town Keyboards**

TABLE 1

**RIGHT-OF-WAY AND RELOCATION COST ESTIMATES  
ENVIRONMENTAL ASSESSMENT PREFERRED ALTERNATIVE**

Right-of-Way Cost	\$50,030,000
Relocation Cost	<u>3,050,000</u>
Total Cost (1991 Dollars)	\$53,080,000
Number of Business Relocations	26
Number of Residential Relocations	92
Number of Unimproved Relocations	<u>19</u>
Total Number of Relocations	137

IF PROPERTY IS UNIMPROVED,  
WHAT IS TO BE RELOCATED?

**APPENDICES**

**APPENDIX A**

**PREFERRED ALTERNATIVE RIGHT-OF-WAY AND  
RELOCATION COST ESTIMATES SHEETS**

KNIGHT APPRAISAL SERVICES, INC./ GREINER, INC.  
 RIGHT OF WAY COST ESTIMATE  
 TASK A.2g.4: 4/25/91

WPI : 7140004 PROJECT NO.: 990071402 DISTRICT: Seven  
 COUNTY : Hills FAP NO. : IR9999(43) DATE : May 21, 1991  
 STATE ROAD: TIS PHASE II ENVIRONMENTAL ASSESSMENT  
 FROM : HOWARD FRANKLAND TO : E OF DM INT  
 Parcels: GROSS Net  
 Business 26 26 Est. Relocates: 19  
 Residential 92 92 Residential 140  
 Unimproved 19 19 Signs 0  
 Special 0  
 Total Parcel 137 137 Total Relocates 159

R/W SUPPORT COSTS (PHASE 30)

		Amount	
1. Direct Labor Cost (Parcels 137 X	5,000 Rate)	685,000	
2. Indirect Overhead (Parcels 137 X	5,000 Rate)	685,000	
3. (NON-PARTICIPATING	685,000 )		
		TOTAL PHASE 30	\$1,370,000

R/W OPS (PHASE 32)

		Amount	
4. Appraisal Fees	137 Parcels X	8,000	1,096,000
5. Business Damage CPA Fees	10 Claims X	6,000	60,000
6. Court Reporter & Witness Fees	Anticipated Dep. X	10%	2,335,200
7. Demolition Contracts	102 Parcels X	15,000	1,530,000
8. Move Cost Estimate Fees	159 Relos. X	500	79,500
9. Attorney Fees (Outside Counsel)	41.1 Parcels X	25,000	1,027,500
10. Title Search	137 Parcels X	500	68,500
11. Hazardous Waste Investigations	4 Parcels X	25,000	100,000
12. (NON-PARTICIPATING	60,000 )		
		TOTAL PHASE 32	\$6,297,000

R/W LAND COSTS (PHASE 31)

		Amount	Subtotal
13. Land Improvements & Severance Damages		22,240,000	
14. Water Retention ( 0 parcels w/o R/W acquisition		0	
15. SUBTOTAL (Lines 13 and 14)			22,240,000
16. Admin. Settlements (Factor 35% X	30% of Line 15)	2,335,200	
17. Litigation Awards (Factor 50% X	70% of Line 15)	7,784,000	
18. Business Damages (Number 10 X	100,000 )	1,000,000	
19. Owner Appr. Fees (Number 69 X	8,000 )	552,000	
20. Owner CPA Fees (Number 10 X	4,500 )	45,000	
21. Defend. Atty Fees (Anticipated Dep. X	26%)	6,071,500	
22. Other Condm Costs (Anticipated Dep. X	10%)	2,335,200	
23. SUBTOTAL (lines 16 thru 22)			20,122,900
24. (NON-PARTICIPATING *****)			
		TOTAL PHASE 31	\$42,363,000

Knight Appraisal Services, Inc./Greiner, Inc.

7140004

Page 2

R/W ACQUISITION CONSULTANT (PHASE 33)

25. (NON-PARTICIPATING	0 )	TOTAL PHASE 33	\$0
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RELOCATION COSTS (PHASE 38)

		Number	Amount
(NON-PARTICIPATING		0 )	
Replacement Housing			
26. Owner		0	0
27. Tenant		0	0
Move Costs			
28. Residential		140	2,100,000
29. Business/Farm		19	950,000
30. Personal Property		0	0
31.			
32. Relocation Services Cost			
		TOTAL PHASE 38 (Lines 26 thru 30)	\$3,050,000
		\$0 (Not in Phase Total)	

(NON-PARTICIPATING \*\*\*\*\*)

TOTAL ESTIMATE (ALL PHASES)

\$53,080,000