

Sociocultural Effects Evaluation Technical Memorandum

Lem Turner Road (SR 115) Over Trout River Bridge Replacement Bridge No. 720033

Duval County, Florida

Financial Management (FM) No: 437437-2-22-01
Federal Aid Project ID No: TBD

ETDM No.: 14449

Prepared For:



Florida Department of Transportation
District Two

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

August 2023

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ACRONYMS

ACS	American Community Survey
BEBR	Bureau of Economic and Business Research
ETDM	Efficient Transportation Decision-Making
EST	Environmental Screening Tool
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FM	Financial Management Number
FY	Fiscal year
GIS	Geographic Information System
JTA	Jacksonville Transit Authority
mph	Miles per hour
No.	Number
PD&E	Project Development & Environment
R/W	Right-of-way
SCE	Sociocultural Effects Evaluation
SDR	Sociocultural Data Report
SR	State Road
TTCP	Temporary Traffic Control Plan
US	United States
USEPA	US Environmental Protection Agency

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1.0 PROJECT SUMMARY

1.1 Project Description

This project will replace the existing Lem Turner Road (SR 115) Bridge (No. 720033) over Trout River in Duval County, Florida. As shown in Figure 1, the project limits are from Trout River Boulevard to Broward Road. Lem Turner Road is classified as an urban minor arterial within the study area. The current bridge is a four-lane undivided facility as is Lem Turner Road on the south approach to the bridge but is a four-lane divided facility on the north approach. The total length of the bridge is 742-feet. The project location is shown in .

Trout River is a navigable waterway with a channel depth of 22-feet under the bridge. The bridge provides a 40-foot navigational horizontal clearance and a 17.9-foot vertical clearance.

Lem Turner Road (SR 115) is designated as an emergency evacuation route by the City of Jacksonville Emergency Preparedness Office.

The proposed project is identified in the Efficient Transportation Decision Making (ETDM) system as Project #14449, entitled "Lem Turner Road (SR 115) over Trout River Bridge Replacement".

The anticipated class of action for the project is a Type 2 Categorical Exclusion.

The proposed Build Alternative Concept Plans are shown in Appendix A.

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Figure 1 – Project Limits and Location



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1.2 Purpose and Need

Purpose

The purpose of this project is to address structural issues related to the existing Lem Turner Road (SR 115) Bridge (No. 720033) over the Trout River.

Need

The current bridge structure was constructed in 1957 and is considered structurally deficient by the Florida Department of Transportation (FDOT) and will need replacement due to deteriorating conditions.

A bridge sufficiency survey conducted by FDOT on October 11, 2022, resulted in a score of 56.9 on a scale of 0-100. The bridge was also rated as “Scour Critical” and “Functionally Obsolete”. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A sufficiency rating below 50.0 qualifies a bridge for replacement funds. The bridge conditions are as follows:

- Deck: Satisfactory
- Superstructure: Satisfactory
- Substructure: Fair
- Performance Rating: Fair
- Channel: Bank Protection Eroded

1.3 Project Status

Bridge rehabilitation work was performed to address the structural stability deficiencies by adding struts between the bridge piles that had been compromised due to scour. The bridge rehabilitation project was completed in March 2021.

The current 5-year Work Program shows Right-of-way (R/W) being funded in fiscal year (FY) 2025 and construction funded in FY 2027 for the bridge replacement.

2.0 EXISTING CONDITIONS

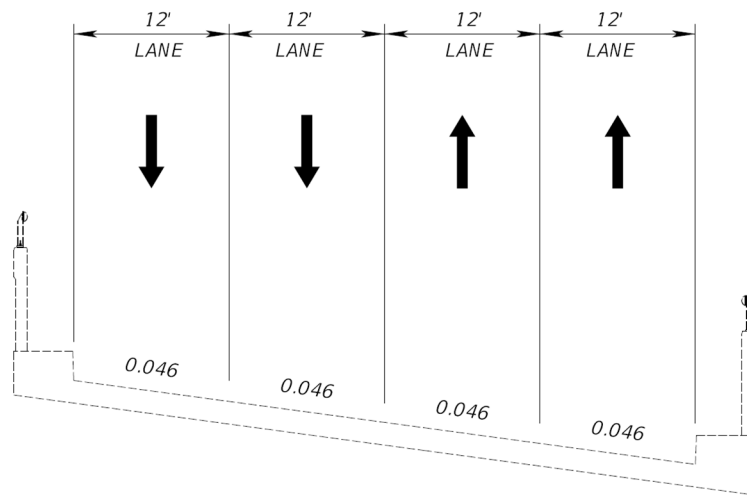
SR 115 is a 4-lane urban minor arterial roadway with an access classification 5. South of the project, a two-way left turn lane exists within the median, which transitions to an undivided facility north of Trout River Boulevard as the roadway approaches the bridge. North of the bridge, Lem Turner Road transitions from an undivided to divided facility with a left turn lane at Dolly Drive and right turn lane at Broward Road. The posted speed limit is 45-miles per hour (mph). There are bicycle and pedestrian facilities along the corridor, north and south of the bridge; however, the existing bridge only has narrow (3'-6") sidewalks (catwalks) with no bicycle lanes.

The Trout River Bridge (Bridge No. 720033) was constructed in 1957. It consists of 20 spans and is 742'-0" long, 63'-0" wide and carries 4 lanes of traffic. The structurally deficient bridge is located over a tidally influenced river and has a substructure classification of “extremely aggressive”. The typical section, shown in Figure 2, is 57'-2½" out-to-out with two 12' lanes in each direction and two 3'-6" raised sidewalks. The superstructure consists of a simple span reinforced concrete tee beam system. The intermediate bents are a combination of regular pile bents or tower bents and

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they consist of eight 20" square prestressed concrete piles. The bridge structure has undergone several renovations including a fender replacement in 2005, the installment of pile jackets as part of a cathodic protection in 2012, and the installation of cross brace struts to stabilize the bridge piers in 2021 that had been compromised due to scour.

Figure 2 – Existing Bridge Typical Section



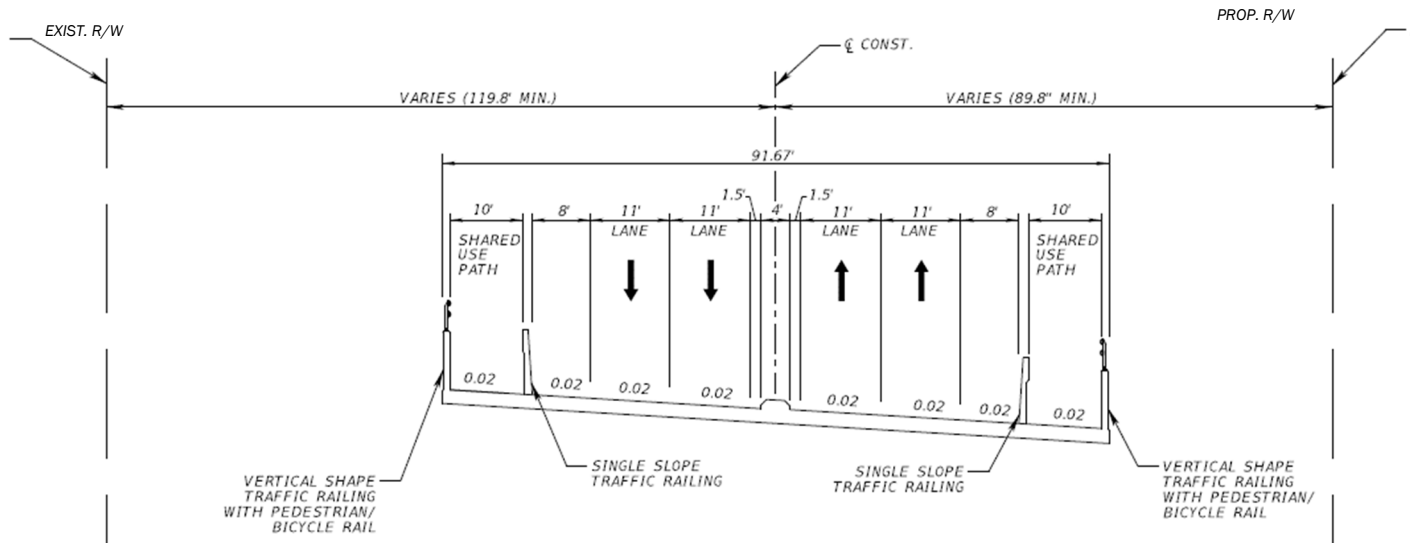
3.0 DESIGN FEATURES OF THE PREFERRED ALTERNATIVE

A range of alternatives were investigated during the initial concept development phase of the project. The recommended Build Alternative was primarily selected since it would minimize impacts on the surrounding environment and requires only two permanent R/W takes. Maintenance of traffic during construction was a major consideration in the alternative selection process.

3.1 Typical Section

The Build Alternative bridge replacement concepts were developed based on a typical section that includes four 11' travel lanes, 7' median, and 10' shared use paths on each side with a 45-mph design speed. The roadway approaches will also incorporate bicycle lanes and sidewalks. Figures 3 and 4 show the proposed typical section for the bridge and roadway. The Build Alternative concepts are shown in Appendix A.

Figure 3 – Proposed Bridge Typical Section



EXIST. R/W LINE

R/W VARIES (70' MIN.)

CL CONST.

R/W VARIES (81' MIN.)

PROP. R/W LINE

7' BIKE LANE

11' LANE

11' LANE

VARIES (7'-15.9')

11' LANE

11' LANE

7' BIKE LANE

5' SIDEWALK

1'

0.02

0.02

0.02

PGL

0.04

0.04

0.02

0.02

0.02

0.02

3.66'

6.67'

1:3

2" MISC. ASPHALT UNDER GUARDRAIL

TYPE E CURB & GUTTER

TYPE B STABILIZATION LBR 40

TYPE F CURB & GUTTER

TYPE B STABILIZATION LBR 40

TYPE F CURB & GUTTER

COPING WITH RAISED SIDEWALK

RETAINING WALL

NATURAL GROUND

NATURAL GROUND

3.2.1 No-Build Alternative

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south of the bridge including a road surface detour distance of approximately 7.5-miles to the east and 8.8-miles to the west.

3.2.2 Build Alternative Development

The Build Alternative bridge replacement concepts were developed based on a typical section that includes four 11' travel lanes, a 7' median, and a 10' shared use path on each side with a 45-mph design speed. The Build Alternative concepts are shown in Appendix A.

The new bridge will maintain navigational clearances and continue to accommodate four lanes of traffic and will include pedestrian and bicycle accommodations on the bridge.

3.2.2.1 Recommended Build Alternative

The recommended Build Alternative is to construct a new bridge offset to the east of the existing bridge. Construction would be completed in phases where the new bridge would be partially constructed east of the existing bridge allowing three lanes of traffic and pedestrian walkway to be maintained on the new bridge structure while the existing bridge structure is demolished. Subsequent phases would construct the remainder of the new bridge to the proposed full typical section and restore all four lanes of traffic.

4.0 SOCIOCULTURAL EFFECTS EVALUATION

The Sociocultural Effects (SCE) evaluation is the component of the Project Development and Environment (PD&E) Study that considers potential effects from the project, both positive and negative, on human environments. During the SCE Evaluation process, particular attention is devoted to underrepresented population groups protected under environmental justice, civil rights, and other related nondiscrimination statutes and regulations.

"It is the policy of FDOT, pursuant to Title VI of the Civil Rights Act of 1964; the President's Executive Order 12898; Section 504 of the Rehabilitation Act of 1973; Age Discrimination Act of 1975; Section 324 of the Federal-Aid Highway Act of 1973; Civil Rights Restoration Act of 1987; and related statutes and regulations, that no person in the United States shall, on the basis of race, color, national origin, sex, age, disability/handicap, religion, family status, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any federally or non-federally funded program or activity administered by FDOT or its sub-recipients."

The SCE evaluation study area where potential project-related effects are examined is generally the ¼-mile area surrounding the project (project buffer area). This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, effective July 1, 2020.

Also, the project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14449). The Programming Screen Summary Report, prepared under separate cover, was initially published on September 1, 2020.

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4.1 Community Characteristics Inventory

4.1.1 Demographic Analysis

A demographic profile of the study area was prepared and compared against Duval County. The demographic profile utilizes data from the EST Sociocultural Data Report (SDR). Appendix B contains the SDR for the ¼-mile project buffer area. The SDR uses the 2017 to 2021 American Community Survey (ACS) from the U.S. Census Bureau data and reflects the approximation of the population based on the area of a ¼-mile buffer intersecting the Census block groups along the project corridor. The most current ACS data is used to characterize the population with potential to be directly affected by the project. The project limits cover Lem Turner Road (SR 115) over Trout River Bridge and traverse five Census block groups (120310104011, 120310110001, 120310109001, 120310105032, and 120310110004). Using the ¼-mile project buffer area, the SDR identified that the total population is approximately 810 people that make up 309 households. Table 1 shows comparisons of the demographic and socio-economic estimates for the study area and Duval County.

Table 1 – Demographic Profile Comparison of the SCE Study Area

	Study Area	Duval County
Overall Statistic		
Total Population	810	983,153
Total Households	309	387,008
Race		
White Alone	20.12%	56.10%
Black or African American Alone	73.33%	29.44%
Native Hawaiian and Other Pacific Islander Alone	0.00%	0.07%
Asian Alone	0.62%	4.73%
American Indian and Alaska Native Alone	0.49%	0.19%
Claimed Two or More Races	3.70%	6.46%
Some Other Race Alone	1.23%	3.02%
Ethnicity		
Hispanic or Latino of Any Race	5.19%	10.63%
Not Hispanic or Latino	94.81%	89.37%
Minority Population		
Minority	83.21%	49.15%
Non-Minority	16.79%	50.85%

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	Study Area	Duval County
Age Trends*		
Young (Age under 18)	21.85%	22.72%
Adult (Age 18-64)	64.94%	63.11
Elderly (Age 65 and over)	12.72%	14.16%
Median Age	42.0	36.5
Income Trends		
Median Household Income	\$49,198	\$59,541
Poverty Trends		
Population below Poverty	15.43%	14.46%
Households below Poverty	22.33%	13.62%
Households receiving Public Assistance Income	4.21%	2.97%
Disability Trends		
Population (20-64 years) with a Disability	11.88%	10.99%
Language Trends		
Speak English "Less than Very Well"	2.99%	5.92%
Housing Trends		
Occupied Housing with No Vehicle	9.03%	7.37%

*Age Trends for the Study Area do not add up to 100%, but reflect the data provided in the 2017 – 2021 SDR.

According to the SDR, the study area comprises approximately 83.21% minority population, defined as Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander. The SDR further defines "Minority" as individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. As shown in Table 1, the study area contains a much higher percentage of "Black or African American Alone" population (difference of over 43.89%) and a lower percentage of "White Alone" population (difference of 35.98%) than Duval County. There is also a lower percentage of "Claimed Two or More Races" population (difference of 2.76%), "Some Other Race Alone" population (difference 1.79%), and "Asian Alone" population (difference of 4.11%).

The median household income of the study area is lower than Duval County (with a difference of over \$10,000). The study area contains a higher percentage of "Households below Poverty" with 22.33% than 13.62% in Duval County.

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The population that speaks English “less than very well” (i.e., limited-English proficient) represents 2.99% of the study area population. Compared to the County’s limited-English proficient population which are higher at 5.92%.

Regarding age, the study area with a median age of 42.0 indicates an older population than the countywide median age of 36.5. The study area has a lower percentage of population under the age 18 with 21.85% than Duval County with 22.72%. Persons age 20 to 64 with a disability represent 11.88% in the study area as compared to 10.99% in Duval County. Of the occupied housing units, there are 9.03% in the study area that do not have a vehicle compared to 7.37% without a vehicle in Duval County.

A review of the US Environmental Protection Agency’s (USEPA) EJScreen confirmed minority and low income populations are present in the project area. The EJSCREEN Mapping Tool shows minority populations south of the bridge are 83% in the areas surrounding Old Lem Turner Road and 68% in the areas surrounding Bayview Avenue. North of the bridge the minority population is 69% in the area surrounding Broward Road and 92% surrounding Dolly Drive. Low income population south of the bridge is 63% in the areas surrounding Old Lem Turner Road and 54% in the areas surrounding Bayview Avenue. North of the bridge the low income population is 36% in the area surrounding Broward Road and 44% surrounding Dolly Drive.

4.1.2 Communities

A community is made up of a diverse group of residents, businesses, and institutions within a defined geographic area. Although there could be many differences among individuals, people who comprise a community generally share similar social, cultural, ethnic, economic, political, and/or religious characteristics. They may attend the same schools, churches, or social clubs, and often share similar values.

There are several communities on both sides of the bridge. To the south is the Riverview neighborhood. Within the Riverview neighborhood on the west side of Lem Turner Road between the bridge and Trout River Boulevard, there are homes, businesses, a gentlemen’s club, bar, grocery and seafood stores, auto dealership, and other small businesses. In the neighborhood east of the Lem Turner Road there are residential areas with numerous new houses under construction or and others being renovated. There are also a few newer homes that appeared to be larger in size than the regular housing stock. Closer to the river the houses are larger and have their own boat docks. On the east side Lem Turner Road are homes, auto sales stores, a tax service, a beauty salon, and a plumbing repair shop.

North of the bridge to Broward Road there is a vision store and houses with deep lots extending down to the river along Broward Road. On the west side is a food truck court at Dolly Road and an older group of homes along Dolly Road with large lots.

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4.1.3 Community Services and Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local resident's daily lives. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. All community focal points within a ¼-mile study area (marked with an asterisk) and surrounding lands beyond the ¼-mile buffer area were identified, listed below and shown in Figure 5.

Religious Centers

- True Believers Primitive Baptist Church*
- Northside Fellowship Church of the Nazarene*
- North Jacksonville Family Worship Center*
- Bible Baptist Church*
- Greater Beulah Missionary Baptist Church*

Community Centers

- Moose Lodge 2134*
- Riverview Senior Center

Park

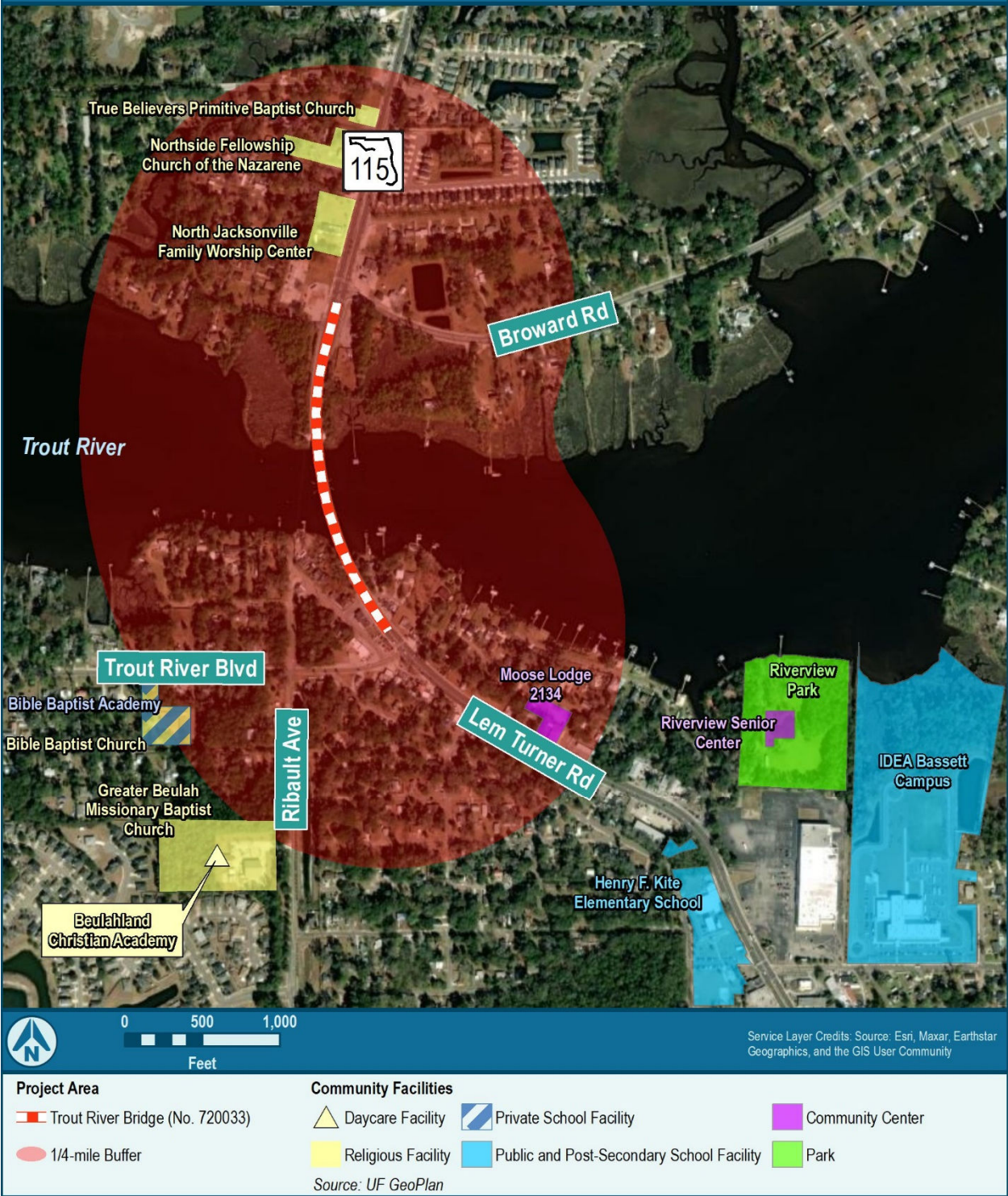
- Riverview Park

Schools

- Bible Baptist Academy*
- Beulahland Christian Academy
- Henry F. Kite Elementary School
- IDEA Bassett Campus

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Figure 5 – Community Facilities Map



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4.2 Economic

The University of Florida's Bureau of Economic and Business Research (BEBR), forecasts that with medium population growth, Duval County's population will grow to 1,285,000 by 2050. This represents a 24.33% increase in the County's 2022 population estimate of 1,033,533. As the population increases, traffic volumes are projected to increase as well. Consequently, a long-term mobility option is needed that will provide a bridge with a 75-year long service life to accommodate existing travel needs and to meet the population growth demands anticipated between 2021 and 2050.

Lem Turner Road is a north-south urban minor arterial roadway that serves the area businesses and communities and provides direct access to I-295 to the north and Downtown Jacksonville to the south.

According to the City of Jacksonville Office of Economic Development, the project is in an Economically Distressed Area. Economically distressed areas are determined from an analysis of the percent of the labor force not employed and the median household income within each census tract in Duval County. Census tract data, and those areas deemed to be economically distressed, are reevaluated by this office on a bi-annual basis (every 2 years). One of the objectives of the City of Jacksonville Office of Economic Development is to redevelop economically distressed areas by encouraging private capital investment and higher wage job opportunities within those areas.

4.3 Land Use Changes

The study area encompasses several land use categories identified by the JaxGIS and Jacksonville Code of Ordinances. Figure 6 illustrates the existing land uses within the study area limits.

The study area primarily consists of commercial along the corridor and residential surrounding the commercial areas.

Based on the Future Land Use Map from the JaxGIS and Jacksonville 2030 Comprehensive Plan, future land uses throughout the project area are very similar to the existing land uses and primarily consists of commercial along the corridor and residential surrounding the commercial areas. Figure 7 illustrates the future land uses planned within the study area limits.

4.4 Mobility

The existing bridge is a four-lane undivided facility as is Lem Turner Road from the approaches to the bridge. There are narrow (3'-6") sidewalks on both sides of the bridge and no bicycle lanes present. There are currently no barriers between the sidewalk and roadway. It would be difficult for handicap individuals in a wheelchair to use the bridge because they are very close to passing cars and trucks driving at 45-mph and there would be no room for another pedestrian or wheelchair to pass.

Trout River is a navigable waterway with a channel depth of 22-feet under the bridge. The bridge provides a 40-foot navigational horizontal clearance and a 17.9-foot vertical clearance.

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A review of the Jacksonville Transit Authority (JTA) route maps and schedules shows that both Route 3 (Moncrief) and the First Coast Green Flyer Route travel over the bridge. Route 12 (Myrtle/Lem Turner) has a northern terminus at Trout River Boulevard which is just south of the project area.

The project area is located in Evacuation Zones A and C. This portion of Lem Turner Road is not designated as an evacuation route by the Florida Division of Emergency Management; however, it is a designated emergency evacuation route by the City of Jacksonville Emergency Preparedness Office (JaxReady).

4.5 Aesthetic Effects

The proposed project will replace the existing bridge with a new in-kind bridge on an alignment offset to the east of the existing bridge. The project will not add lanes and will not have a significant change to its vertical (height) profile since the proposed vertical profile of the bridge varies from 0' at the roadway tie-ins on both ends to approximately 1' higher than existing bridge at the navigational opening.

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Figure 6 – Existing Land Use Map



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Figure 7 – Future Land Use Map



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4.6 Relocation Potential

The recommended Build Alternative is to construct a new bridge offset to the east of the existing bridge and will require two permanent R/W acquisitions for two new stormwater pond facilities to be constructed as part of the project. The R/W acquisition on the northwest side of the bridge is a vacant parcel and will not require a relocation. The other is a residential property on the southeast side of the bridge which will be a relocation. These two R/W acquisitions are depicted in Figure 8.

Based on information from the Conceptual Stage Relocation Plan (June 2023), the residential property is a three-bedroom, two bathroom, 2,276 sq. ft. single family home built in 1968. An estimated number of 1 – 3 residents will be displaced. The residential house to be displaced is located within Census Tract 110 which has 77.2% identified as racial, national origin, or ethnic minority according to the 2021 ACS. Thirty-three percent of the households within Census Tract 101 has an income of \$19,999. The U.S. Department of Health and Human Services 2023 Poverty Guideline for the median 2-person household is \$19,720. Also, 11.3% of individuals living in the select census tracts are considered elderly (65 years of age or older) and 20.4% of the population has a disability.

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Figure 8 – Relocation Map



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5.0 POTENTIAL SOCIOCULTURAL EFFECTS

5.1 Social Issues

5.1.1 Demographics

No changes to the population or demographic characteristics of the study area are anticipated to result from the project. No information about previous impacts to minority populations by other public projects in the area has been identified during this PD&E Study.

5.1.2 Neighborhoods and Community Cohesion

Since the project will allow for three lanes of traffic and a pedestrian walkway that meets current design standards to be maintained during construction, the project does not divide or isolate portions of the community or generate new development, change the neighborhood character, nor impact travel patterns that could affect neighborhood quality of life.

5.1.3 Social Groups

With the exception of the parcel acquisitions and proposed easement over the Trout River, the project will be constructed within the existing right-of-way. There will be temporary impacts to pedestrian facilities, but pedestrian access will be maintained during construction. Transit dependent, elderly, and/or disabled populations will be able to access destinations using the proposed pedestrian walkway. Once construction is complete the new bridge will provide a 10' shared use path on each side. It is anticipated that there will be no adverse impacts to any underrepresented populations.

5.1.4 Safety/Emergency Response

The proposed project is not anticipated to have an adverse impact on safety/emergency response because the existing bridge will remain open during construction of the new bridge.

5.2 Economic

Since the proposed project will maintain access to the area and will not close the bridge crossing, no impacts are anticipated on any adjacent businesses. Business visibility and access will be maintained. A new bridge will continue to provide access to area businesses and communities as well as direct access to I-295 to the north and Downtown Jacksonville to the south.

The proposed construction activities will generate a number of construction-related jobs. Construction activity will contribute to regional economic output and household incomes. However, these potential positive effects will be temporary, lasting only for the duration of construction. Ultimately, business and employment impacts associated with the project are beneficial.

5.3 Land Use

The project is consistent with local land use and growth management plans. The project will maintain the existing character since the bridge is an existing facility and there will be no changes to recreation or open space.

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The existing and future land uses in the project area will continue to be supported by the project. Therefore, the FDOT does not anticipate secondary development as a result of this project.

5.4 Mobility

The new bridge will maintain navigational clearances and continue to accommodate four lanes of traffic and will include a 10' shared use path on each side which is an enhancement to the two 3'-6" raised sidewalks that are currently on the existing bridge.

Construction would be completed in phases. First, the new bridge structure would be partially constructed east of the existing bridge. This allows for three lanes of traffic and pedestrian walkway to be maintained on the new bridge structure while the existing bridge structure is demolished. Subsequent phases would construct the remainder of the new bridge to the proposed full typical section and restore all four lanes of traffic.

Replacement of the bridge will maintain access to public transportation, activity centers in the area, and movement of goods and freight in the greater Jacksonville region.

This project is expected to benefit the mobility within the project area and regionally. The new bridge will provide improvements to bicycle and pedestrian facilities and support the non-driving population (e.g., elderly, young, or disabled) with a safer facility.

5.5 Aesthetics

Viewshed and Compatibility

The proposed project will replace the existing bridge with a new in-kind bridge on alignment offset to the east of the existing bridge. The project will not add lanes or additional capacity and will not have a significant change to its vertical (height) profile. Therefore, the project viewshed should be visually consistent with the current bridge and is likely to be perceived as being compatible and in character with the community's aesthetic values.

Visual impacts associated with clearing and grubbing, storage of construction materials, and establishment of temporary construction facilities are expected to be minimal and temporary in duration.

Noise/Vibration

The new bridge will be constructed to the east of the current alignment with a Temporary Traffic Control Plan (TTCP) utilizing the existing structure during the construction of the new bridge structure. These improvement activities are detailed in the PD&E Manual, Chapter 18, Part 2, Figure 18-2 under activities #7 (alteration of the horizontal alignment for an existing highway such as the edge of the outside lanes does not reduce the distance to the closest receptor by one-half) and #21 (resurfacing, restoration, rehabilitation or reconstruction of an existing facility) for Type I projects. There is one adjacent residential noise receptor located at the southeast quadrant of the new bridge near the proposed pond. The alteration of the new bridge structure produces a vertical separation between the roadway and the residential noise receptor with a less direct line of sight, therefore, a noise study is not required for this project. There could be temporary noise and vibration impacts due to construction and pile driving that is required to construct the new bridge.

In conclusion, the project will not have an adverse effect on aesthetics.

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5.6 Relocation

As previously stated, the project will require two permanent R/W acquisitions for two new stormwater pond facilities to be constructed as part of the project. The R/W acquisition on the northwest side of the bridge is a vacant parcel. The other is a residential property on the southeast side of the bridge. These two R/W acquisitions are depicted in Figure 8 above.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, a Right-of-Way and Relocation Assistance Program will be carried out 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). The Preferred Alternative, including the proposed relocation, will be displayed at the Public Hearing for public review and comment.

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, 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.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or FDOT has offered the relocatee decent, safe, and sanitary housing which is within his/her financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A relocation specialist will contact each person to be relocated to determine individual needs and 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.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as: (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from home, business, and farm operation acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market, as determined by the FDOT.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

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

The brochures that describe in detail the FDOT's Relocation Assistance Program and Right-of-Way Acquisition Program are "*Residential Relocation Under the Florida Relocation Assistance Program*"; "*Relocation Assistance Business, Farms, and Non-profit Organizations*"; "*Sign Relocation Under the Florida Relocation Assistance Program*"; "*Mobile Home Relocation Assistance*"; and "*Relocation Assistance Program Personal Property Moves*". All of these brochures are distributed at all public hearings and made available upon request to any interested person.

No adverse relocation impacts for the replacement of Lem Turner Road (SR 115) Bridge (No. 720033) over the Trout River in Duval County are expected for the recommended Build Alternative. The project requires the residents of one single-family home to be relocated. Per market research, decent, safe, and sanitary replacement homes are available for the displaced residents in the area.

6.0 CONCLUSION

The purpose of this project is to address structural issues related to the existing Lem Turner Road (SR 115) Bridge (No. 720033) over the Trout River. The current bridge structure was constructed in 1957 and is considered structurally deficient by FDOT and will need replacement due to deteriorating conditions.

The SCE Evaluation is intended to be a proactive planning tool which ensures that community values, quality of life, and socioeconomic impacts are adequately considered and addressed in the formulation of transportation plans. Potential social, economic, land use, mobility, aesthetic and relocation impacts that may result from transportation projects are identified and evaluated.

The project does not divide or isolate portions of the community or generate new development, change the neighborhood character, nor impact travel patterns that could affect neighborhood quality of life. The proposed project does not separate residences from community facilities such as churches, parks, schools, shopping areas, or civic/cultural facilities. The construction of this project is expected to minimally disrupt neighborhood activity, and its completion will not subdivide neighborhoods or negatively impact neighborhood identity. The proposed project is not expected to contribute to the social isolation of any special populations of elderly, handicapped, minority or transit dependent. Furthermore, the proposed project is not anticipated to negatively affect community resources important to elderly persons or disabled individuals.

Based on the discussion and analysis conducted, the recommended Build Alternative will not cause disproportionately high and adverse effects on any minority or low-income population in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. No further Environmental Justice analysis is required.

The project is consistent with local land use and growth management plans. The project will maintain the existing character since the bridge is an existing facility and there will be no changes to recreation or open space. The existing and future land uses in the project area will continue to be supported by the project.

Lem Turner Road (SR 115) over Trout River Bridge (No. 720033) Replacement
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This project is expected to benefit the mobility within the project area and regionally. The new bridge will provide improvements to bicycle and pedestrian facilities and support the non-driving population (e.g., elderly, young, or disabled) with a safer facility.

The proposed project will replace the existing bridge with an new, in-kind bridge on an alignment offset to the east of the existing bridge. The project will not add lanes and will not have a significant change to its vertical (height) profile. Therefore, the project should be visually consistent with the current bridge and is likely to be perceived as being compatible and in character with the community's aesthetic values.

The project will require two permanent R/W acquisitions for two new stormwater pond facilities to be constructed as part of the project. The R/W acquisition on the northwest side of the bridge is a vacant parcel. The other is a residential property on the southeast side of the bridge. Therefore, a Right-of-Way and Relocation Assistance Program will be carried out. Since the proposed project will maintain access to the area and will not close the bridge crossing, no impacts are anticipated to any adjacent businesses. Business visibility and access will be maintained.

As documented in this evaluation, the replacement of the existing Lem Turner Road (SR 115) Bridge over Trout River will have minimal long-term and temporary negative impacts on the study area due to the residential relocation, potential noise and vibration from construction, construction phasing, and visual impacts associated with clearing and grubbing, storage of construction materials, and establishment of temporary construction facilities and upon completion, is projected to increase quality of life through the improved bridge crossing and increased bicycle and pedestrian safety.

7.0 REFERENCES

City of Jacksonville, Office of Economic Development, <https://www.coj.net/departments/office-of-economic-development/jedc-information>.

Florida Department of Transportation, Environmental Screening Tool, Tallahassee Florida.

Florida Department of Transportation, *Conceptual Stage Relocation Plan*, Lake City, Florida; June 6, 2023.

Florida Department of Transportation, *Traffic Noise Impact Assessment Technical Memorandum*, Lake City, Florida; April 25, 2023.

North Florida Transportation Planning Organization, *2045 Long Range Transportation Plan*, Jacksonville, Florida; November 14, 2019.

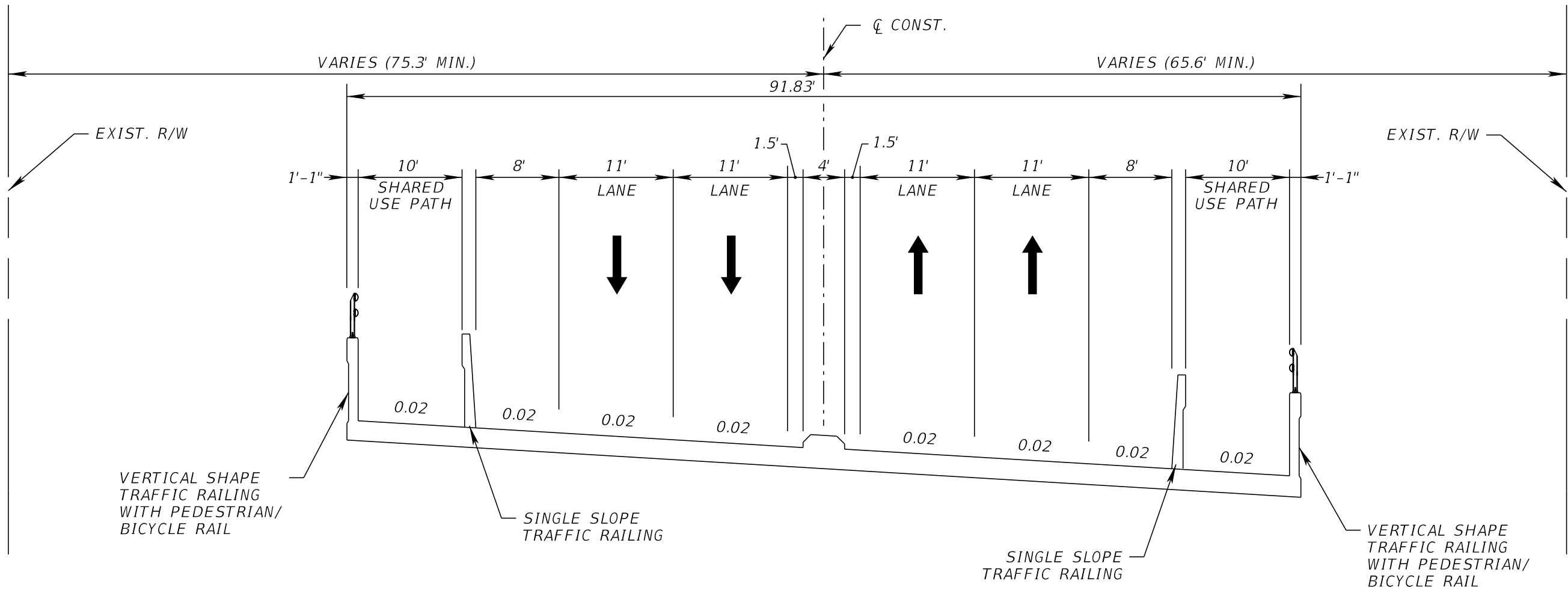
University of Florida's Bureau of Economic and Business Research, *Projections of Florida Population by County, 2025-2050, with Estimates for 2022*, Gainesville, Florida; April 2023.

US Environmental Protection Agency EJ Screen, <https://www.epa.gov/ejscreen>.

Lem Turner Road (SR 115) over Trout River Bridge (No. 720033) Replacement
FM 437437-2-22-01

Appendix A: Build Alternative Concept Plans

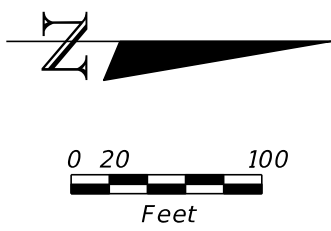
Alt E MOD 1



SR 115 (LEM TURNER) at TROUT RIVER
FPID: 437437-2-22-01

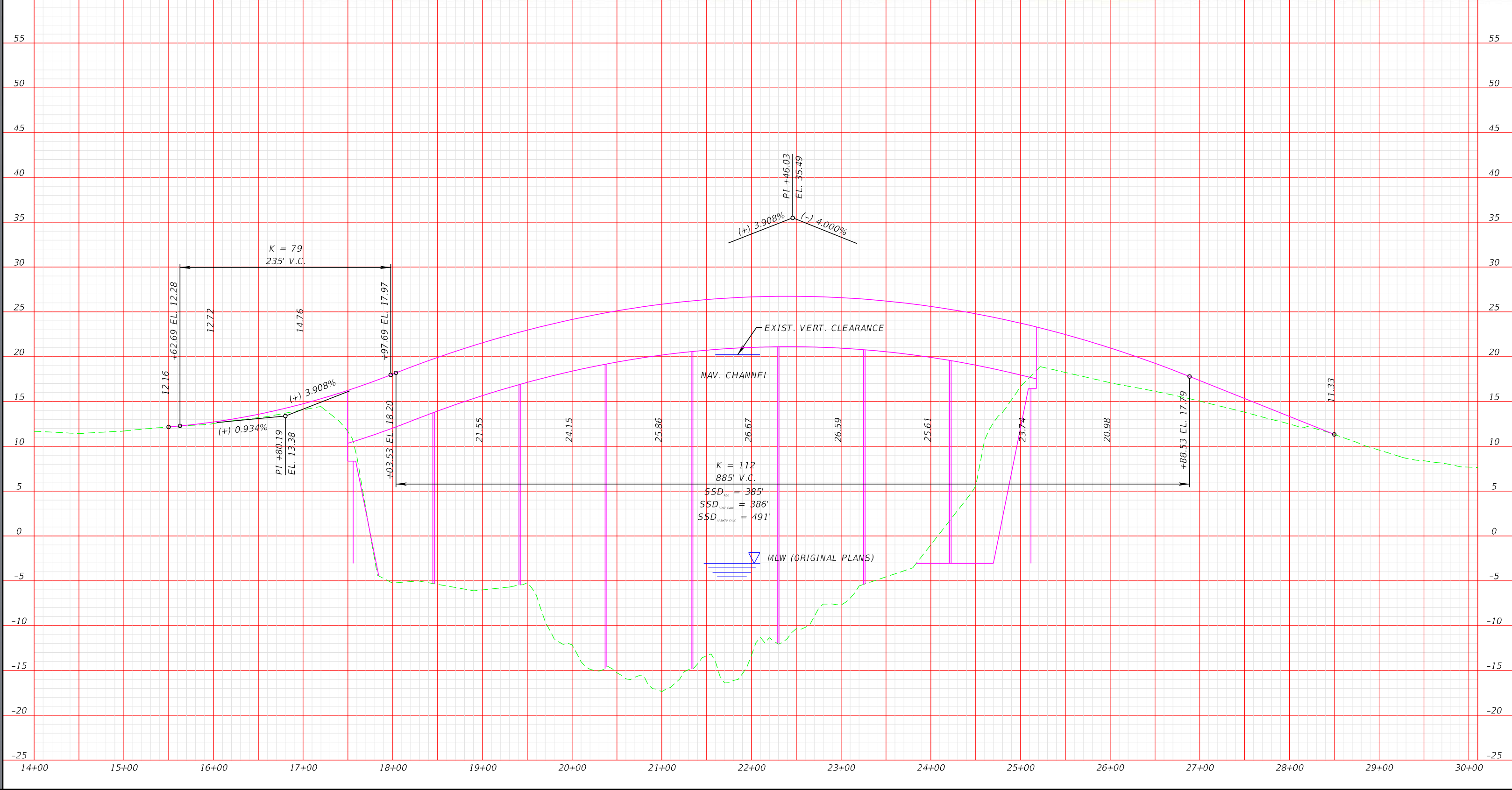
LEGEND

- PARCEL LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED TIITF EASEMENT
- WIDENING / RECONSTRUCTION
- MILLING & RESURFACING
- BRIDGE
- PONDS



APRIL 21, 2023

PROFILE

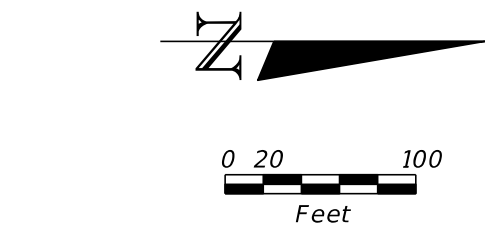


TTCP Alt E Mod 1
Phase 1A

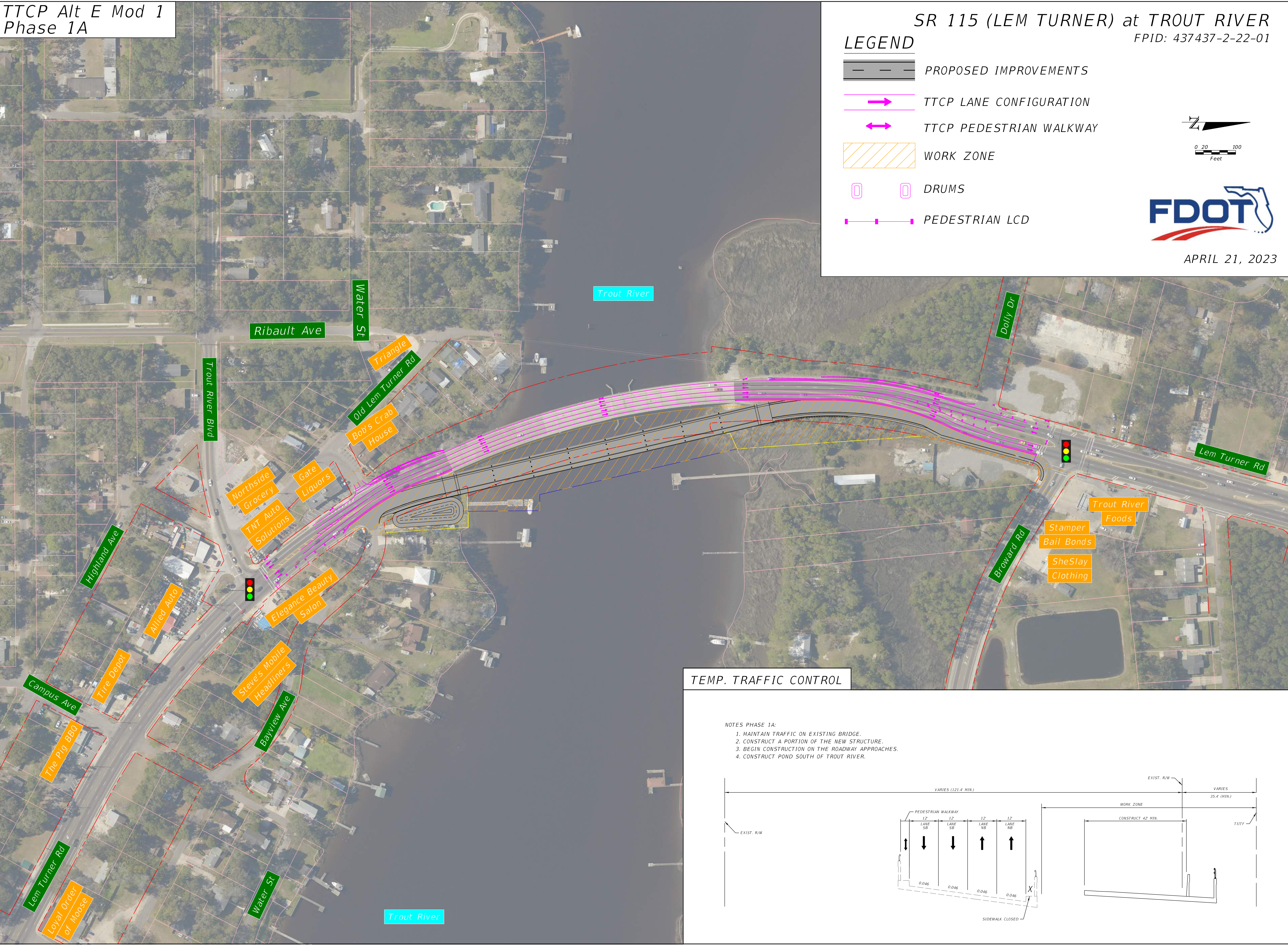
SR 115 (LEM TURNER) at TROUT RIVER
FPID: 437437-2-22-01

LEGEND

- PROPOSED IMPROVEMENTS
- TTCP LANE CONFIGURATION
- TTCP PEDESTRIAN WALKWAY
- WORK ZONE
- DRUMS
- PEDESTRIAN LCD

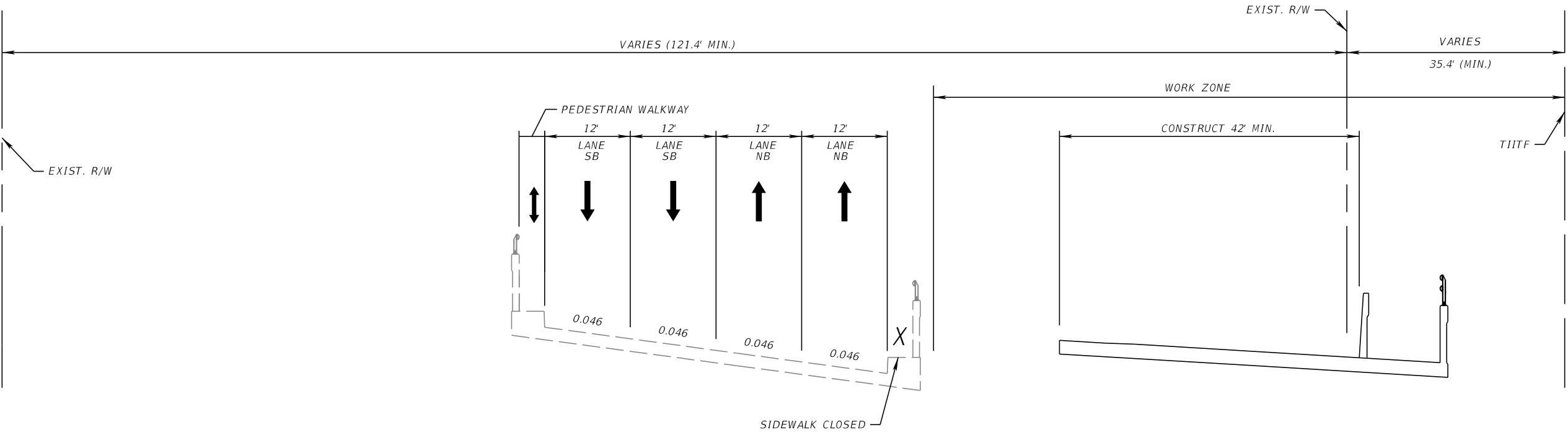


APRIL 21, 2023



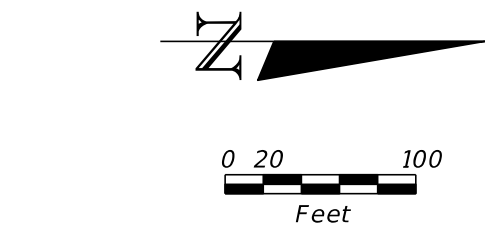
TEMP. TRAFFIC CONTROL

- NOTES PHASE 1A:
1. MAINTAIN TRAFFIC ON EXISTING BRIDGE.
 2. CONSTRUCT A PORTION OF THE NEW STRUCTURE.
 3. BEGIN CONSTRUCTION ON THE ROADWAY APPROACHES.
 4. CONSTRUCT POND SOUTH OF TROUT RIVER.

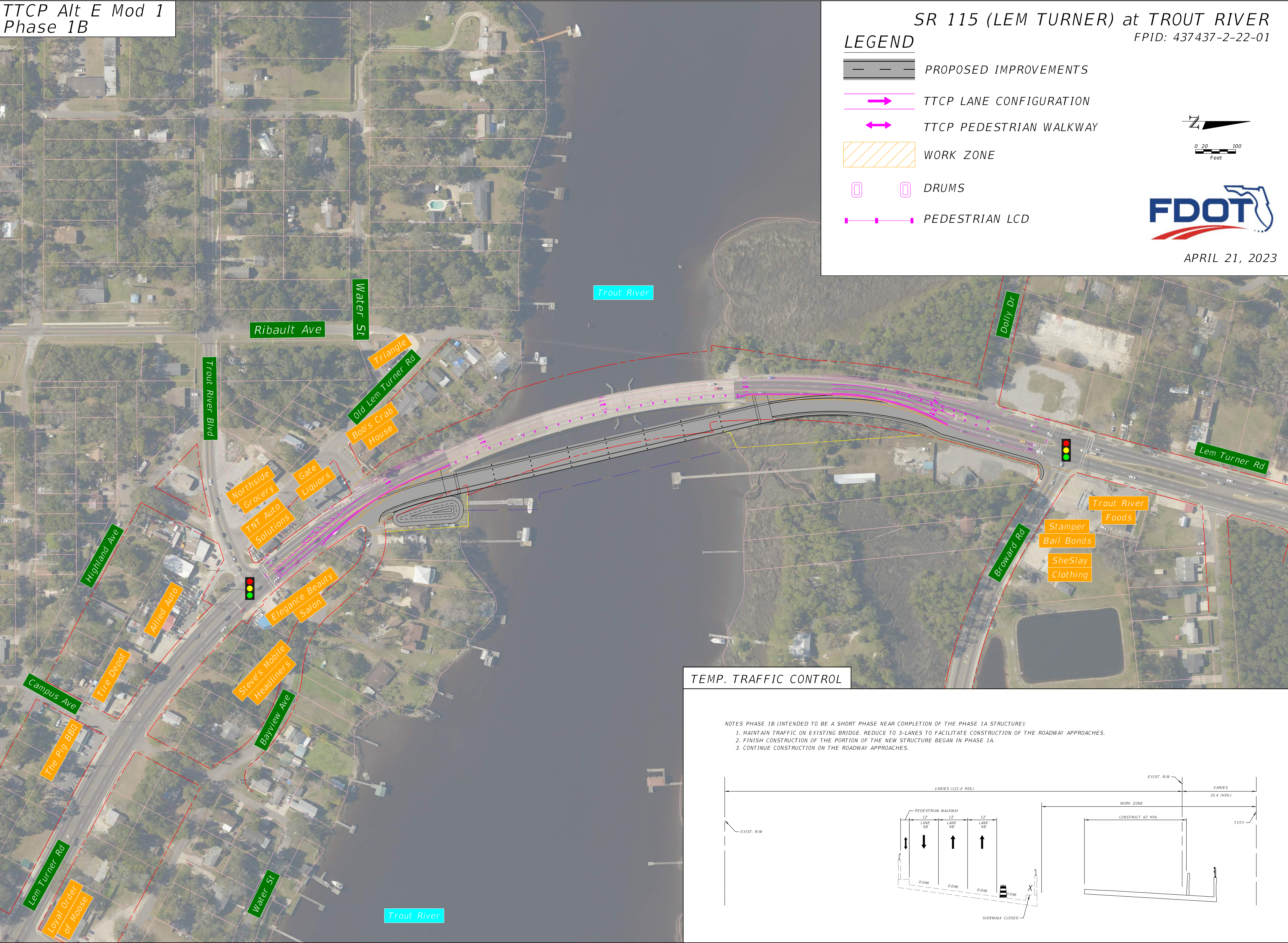


LEGEND

- PROPOSED IMPROVEMENTS
- TTCP LANE CONFIGURATION
- TTCP PEDESTRIAN WALKWAY
- WORK ZONE
- DRUMS
- PEDESTRIAN LCD

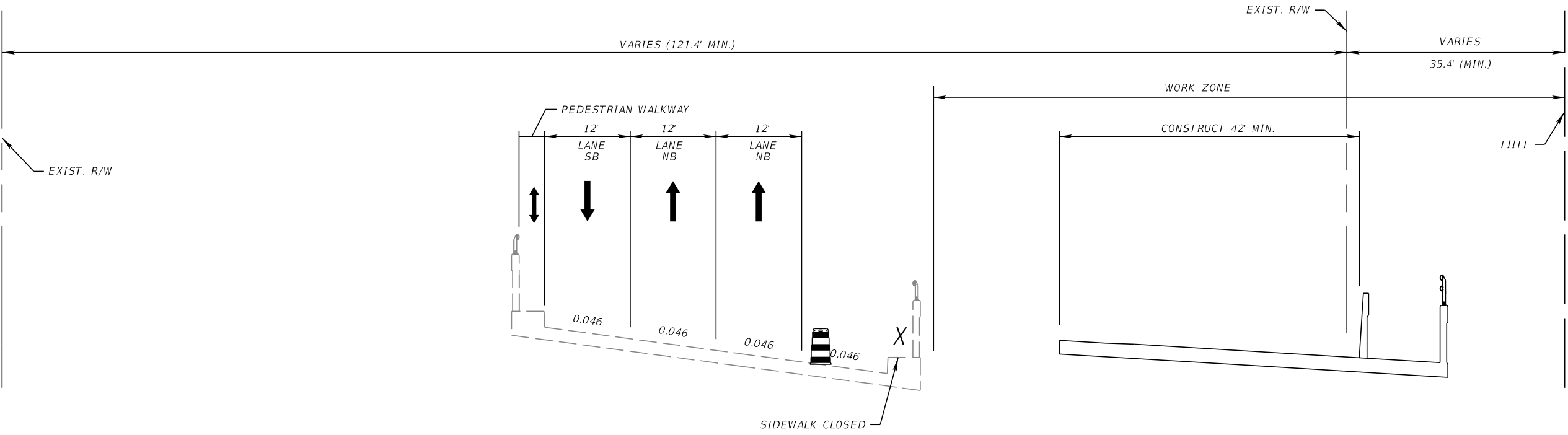


APRIL 21, 2023



TEMP. TRAFFIC CONTROL

- NOTES PHASE 1B (INTENDED TO BE A SHORT PHASE NEAR COMPLETION OF THE PHASE 1A STRUCTURE):
1. MAINTAIN TRAFFIC ON EXISTING BRIDGE. REDUCE TO 3-LANES TO FACILITATE CONSTRUCTION OF THE ROADWAY APPROACHES.
 2. FINISH CONSTRUCTION OF THE PORTION OF THE NEW STRUCTURE BEGAN IN PHASE 1A.
 3. CONTINUE CONSTRUCTION ON THE ROADWAY APPROACHES.

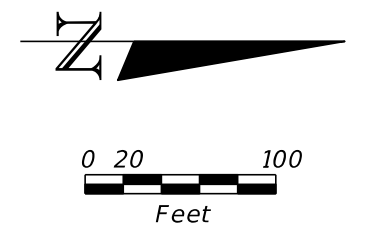


TTCP Alt E Mod 1
Phase 2 & 3

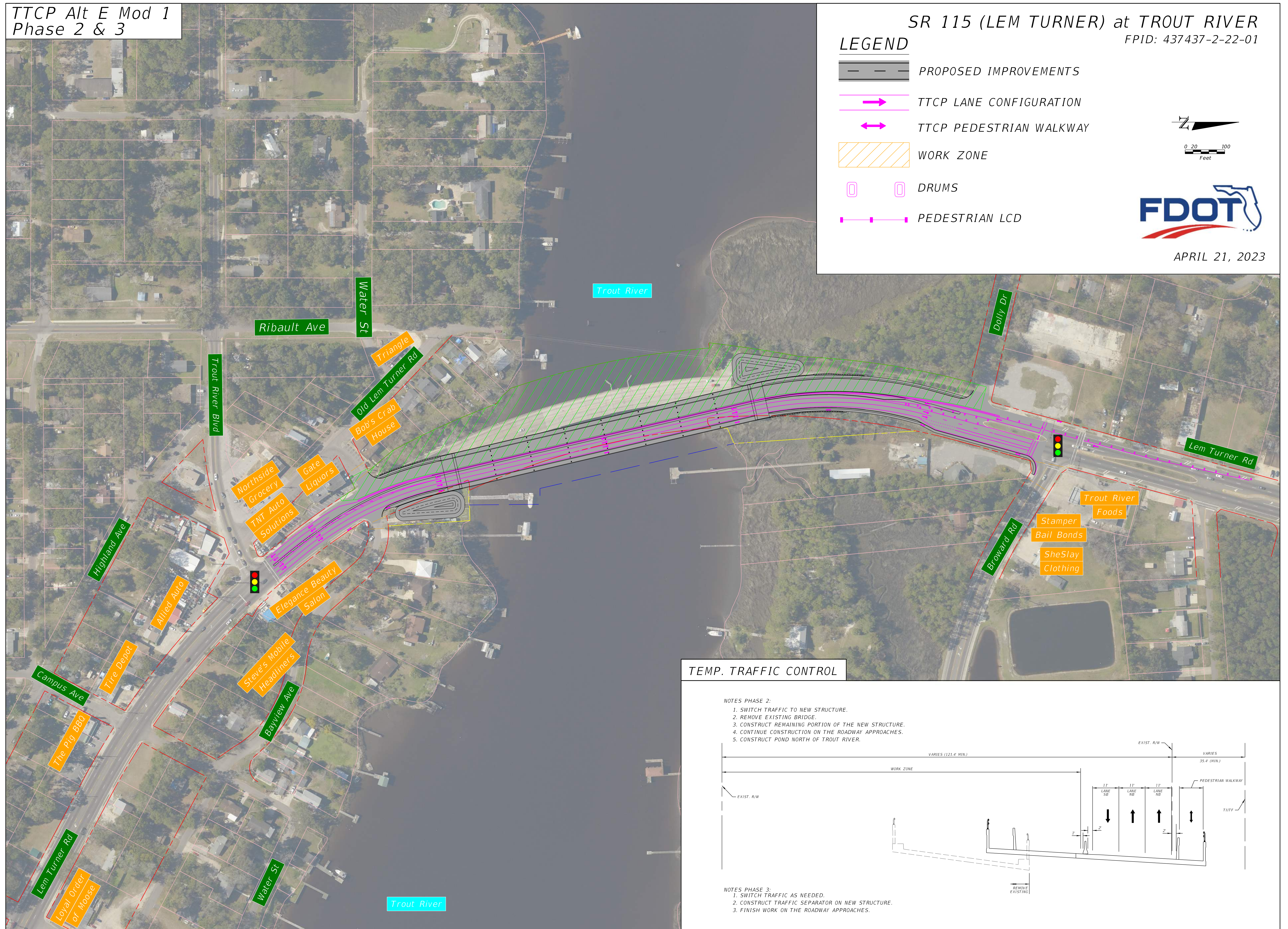
SR 115 (LEM TURNER) at TROUT RIVER
FPID: 437437-2-22-01

LEGEND

- PROPOSED IMPROVEMENTS
- TTCP LANE CONFIGURATION
- TTCP PEDESTRIAN WALKWAY
- WORK ZONE
- DRUMS
- PEDESTRIAN LCD

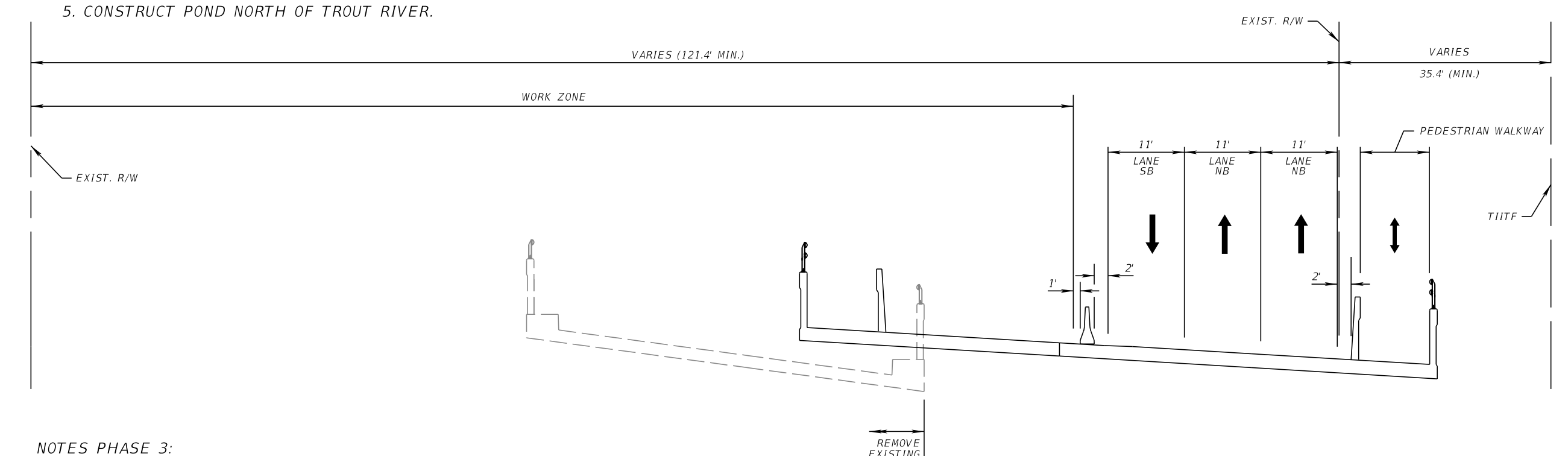


APRIL 21, 2023



TEMP. TRAFFIC CONTROL

- NOTES PHASE 2:
1. SWITCH TRAFFIC TO NEW STRUCTURE.
 2. REMOVE EXISTING BRIDGE.
 3. CONSTRUCT REMAINING PORTION OF THE NEW STRUCTURE.
 4. CONTINUE CONSTRUCTION ON THE ROADWAY APPROACHES.
 5. CONSTRUCT POND NORTH OF TROUT RIVER.



- NOTES PHASE 3:
1. SWITCH TRAFFIC AS NEEDED.
 2. CONSTRUCT TRAFFIC SEPARATOR ON NEW STRUCTURE.
 3. FINISH WORK ON THE ROADWAY APPROACHES.

Lem Turner Road (SR 115) over Trout River Bridge (No. 720033) Replacement
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Appendix B: Sociocultural Data Report

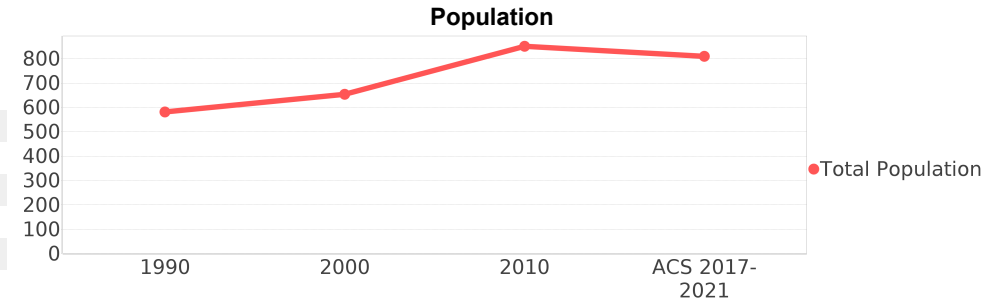
Lem Turner Road over Trout River - Feature 1

Area: [2](#) 0.386 square miles
Jurisdiction - Cities: [3](#) Jacksonville
Jurisdiction - Counties: [3](#) Duval



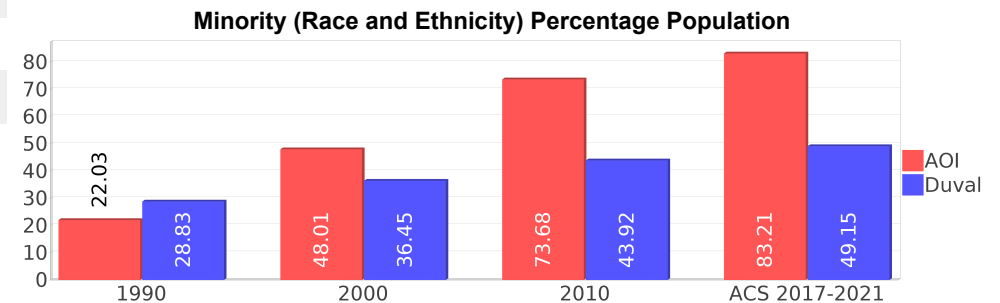
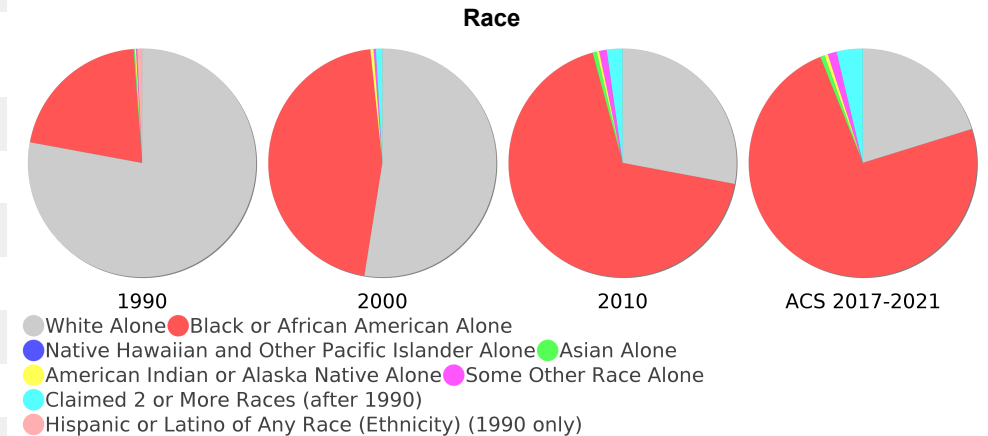
General Population Trends

Description	1990	2000	2010 ¹	ACS 2017-2021
Total Population	581	654	851	810
Total Households	210	239	317	309
Average Persons per Acre	2.95	3.42	4.51	4.19
Average Persons per Household	2.74	2.67	3.00	2.59
Average Persons per Family	3.18	3.14	3.00	3.43
Males	280	318	380	394
Females	301	335	471	415



Race and Ethnicity Trends ^{5, 8, 9}

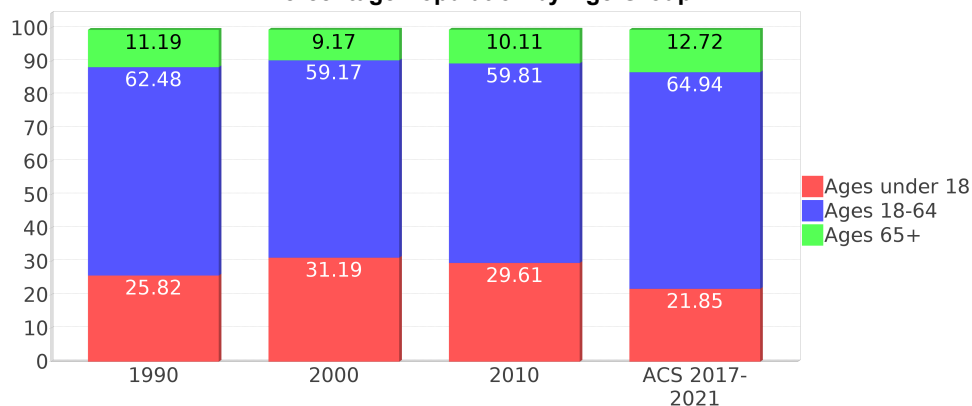
Description	1990	2000	2010 ¹	ACS 2017-2021
White Alone	455 (78.31%)	343 (52.45%)	237 (27.85%)	163 (20.12%)
Black or African American Alone	122 (21.00%)	299 (45.72%)	575 (67.57%)	594 (73.33%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	1 (0.17%)	0 (0.00%)	5 (0.59%)	5 (0.62%)
American Indian or Alaska Native Alone	1 (0.17%)	3 (0.46%)	3 (0.35%)	4 (0.49%)
Some Other Race Alone	1 (0.17%)	2 (0.31%)	9 (1.06%)	10 (1.23%)
Claimed 2 or More Races	NA (NA)	6 (0.92%)	19 (2.23%)	30 (3.70%)
Hispanic or Latino of Any Race (Ethnicity)	4 (0.69%)	11 (1.68%)	31 (3.64%)	42 (5.19%)
Not Hispanic or Latino (Ethnicity)	577 (99.31%)	643 (98.32%)	820 (96.36%)	768 (94.81%)
Minority (Race and Ethnicity)	128 (22.03%)	314 (48.01%)	627 (73.68%)	674 (83.21%)



Age Trends ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Under Age 5	7.40%	9.48%	8.11%	4.94%
Ages 5-17	18.42%	21.71%	21.50%	16.91%
Ages 18-21	5.34%	4.43%	5.64%	7.04%
Ages 22-29	11.36%	9.79%	9.87%	12.96%
Ages 30-39	16.18%	15.60%	12.69%	9.63%
Ages 40-49	13.43%	14.37%	12.93%	15.80%
Ages 50-64	16.18%	14.98%	18.68%	19.51%
Age 65 and Over	11.19%	9.17%	10.11%	12.72%
-Ages 65-74	6.71%	6.12%	5.88%	8.02%
-Ages 75-84	3.44%	2.14%	3.29%	3.33%
-Age 85 and Over	0.86%	0.61%	0.82%	1.23%
Median Age	NA	36	34	42

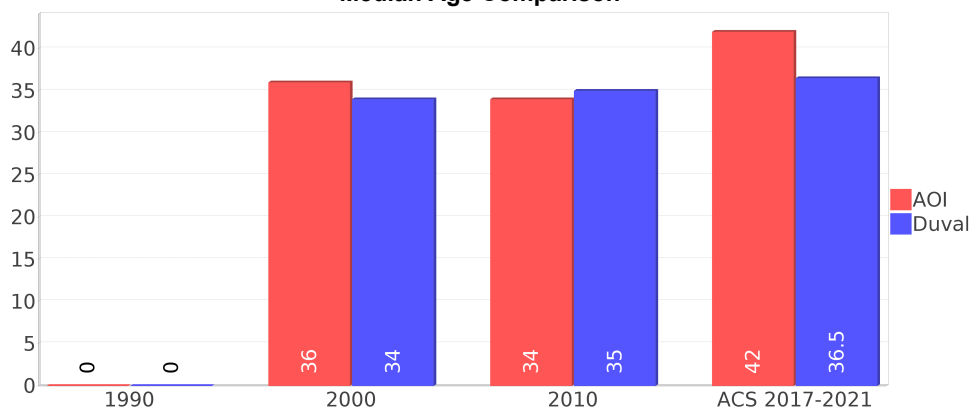
Percentage Population by Age Group



Income Trends ^{12, 13, 5}

Description	1990	2000	2010 ¹	ACS 2017-2021
Median Household Income	\$31,821	\$39,917	\$41,797	\$49,198
Median Family Income	\$31,893	\$50,982	\$47,992	\$58,654
Population below Poverty Level	5.16%	12.39%	29.73%	15.43%
Households below Poverty Level	7.14%	14.64%	25.87%	22.33%
Households with Public Assistance Income	3.81%	3.35%	3.47%	4.21%

Median Age Comparison



Disability Trends ¹⁰

See the Data Sources section below for an explanation about the differences in disability data among the various years.

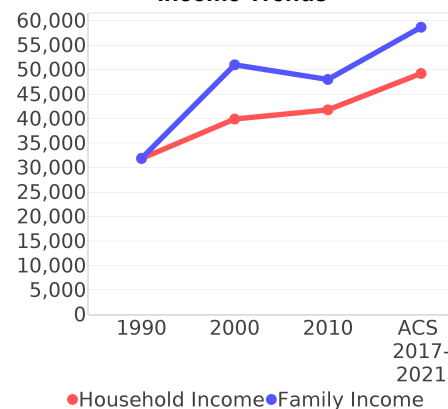
Description	1990	2000	2010 ¹	ACS 2017-2021
Population 16 To 64 Years with a disability	46 (10.29%)	102 (17.35%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	60 (11.88%)

Educational Attainment Trends ^{11, 5}

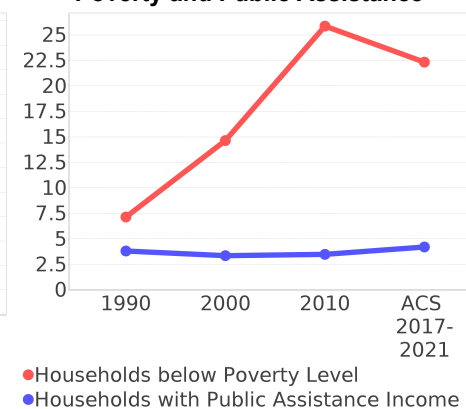
Age 25 and Over

Description	1990	2000	2010 ¹	ACS 2017-2021
Less than 9th Grade	39 (10.21%)	22 (5.57%)	16 (3.05%)	10 (1.84%)
9th to 12th Grade, No Diploma	93 (24.35%)	64 (16.20%)	88 (16.79%)	37 (6.81%)
High School Graduate or Higher	248 (64.92%)	308 (77.97%)	419 (79.96%)	495 (91.16%)
Bachelor's Degree or Higher	27 (7.07%)	35 (8.86%)	67 (12.79%)	100 (18.42%)

Income Trends



Poverty and Public Assistance



Language Trends ⁵

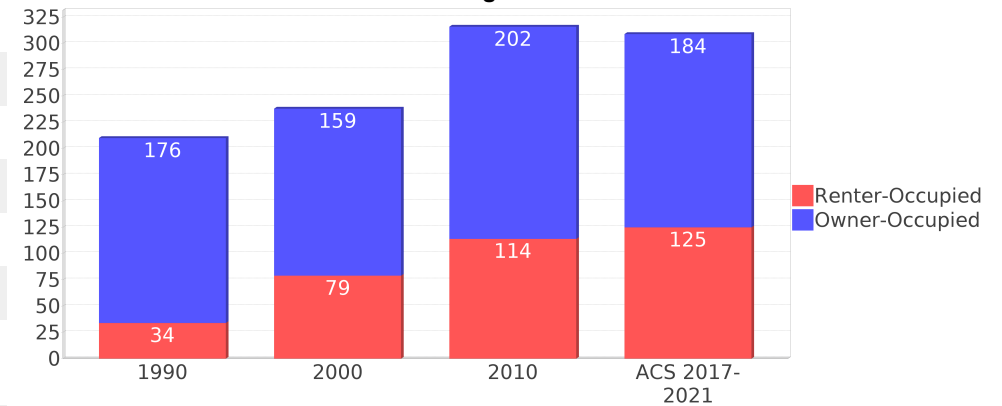
Age 5 and Over

Description	1990	2000	2010 ¹	ACS 2017-2021
Speaks English Well	3 (0.56%)	3 (0.51%)	4 (0.52%)	19 (2.47%)
Speaks English Not Well	NA (NA)	1 (0.17%)	1 (0.13%)	3 (0.39%)
Speaks English Not at All	NA (NA)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Speaks English Not Well or Not at All	2 (0.37%)	1 (0.17%)	1 (0.13%)	3 (0.39%)
Speaks English Less than Very Well	NA (NA)	4 (0.68%)	6 (0.78%)	23 (2.99%)

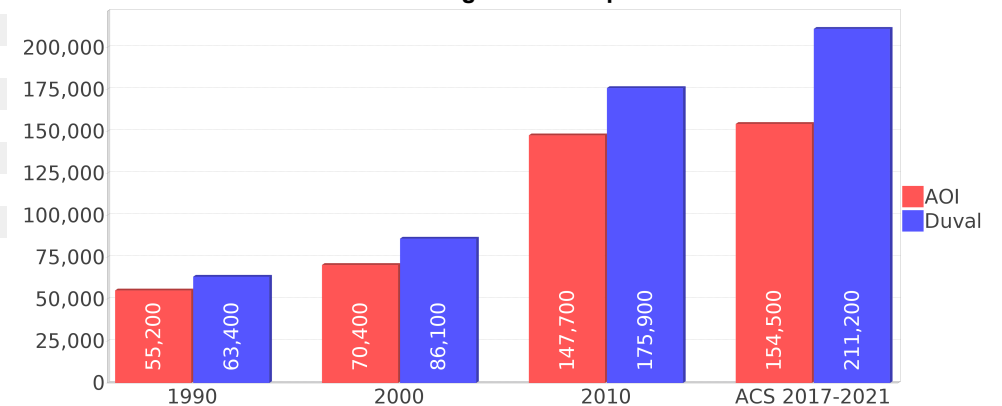
Housing Trends ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Total	223	261	365	364
Units per Acre	1.12	1.47	2.10	2.03
Single-Family Units	195	202	255	300
Multi-Family Units	1	53	68	58
Mobile Home Units	11	5	16	4
Owner-Occupied Units	176	159	202	184
Renter-Occupied Units	34	79	114	125
Vacant Units	12	22	48	54
Median Housing Value	\$55,200	\$70,400	\$147,700	\$154,500
Occupied Housing Units w/No Vehicle	8 (3.79%)	13 (5.44%)	32 (10.09%)	28 (9.03%)

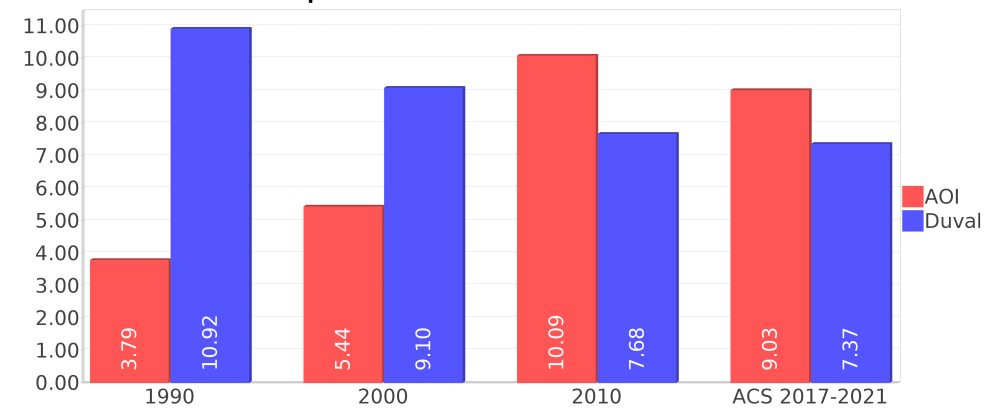
Housing Tenure



Median Housing Value Comparison



Occupied Units With No Vehicles Available



Geographic Mobility

Description	ACS 2017-2021
Median year householder moved into unit - Total	2010
Median year householder moved into unit - Owner Occupied	2004
Median year householder moved into unit - Renter Occupied	2016
Abroad 1 year ago	4
Different house in United States 1 year ago	157
Same house 1 year ago	637
Geographical Mobility in the Past Year - Total	799

Computers and Internet

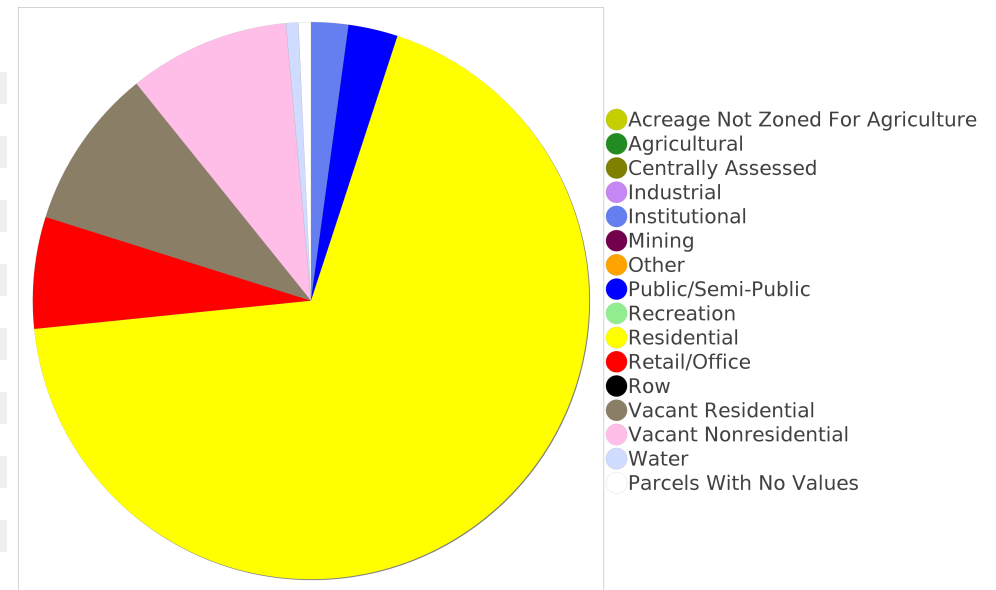
Description	ACS 2017-2021
Total Households Types of Computers in HH	309
Households with 1 or more device	298
Households with no computer	11
Total Households Presence and Types of Internet Subscriptions	309
Households with an internet subscription	264
Households with internet access without a subscription	8
Households with no internet access	36

Household Languages

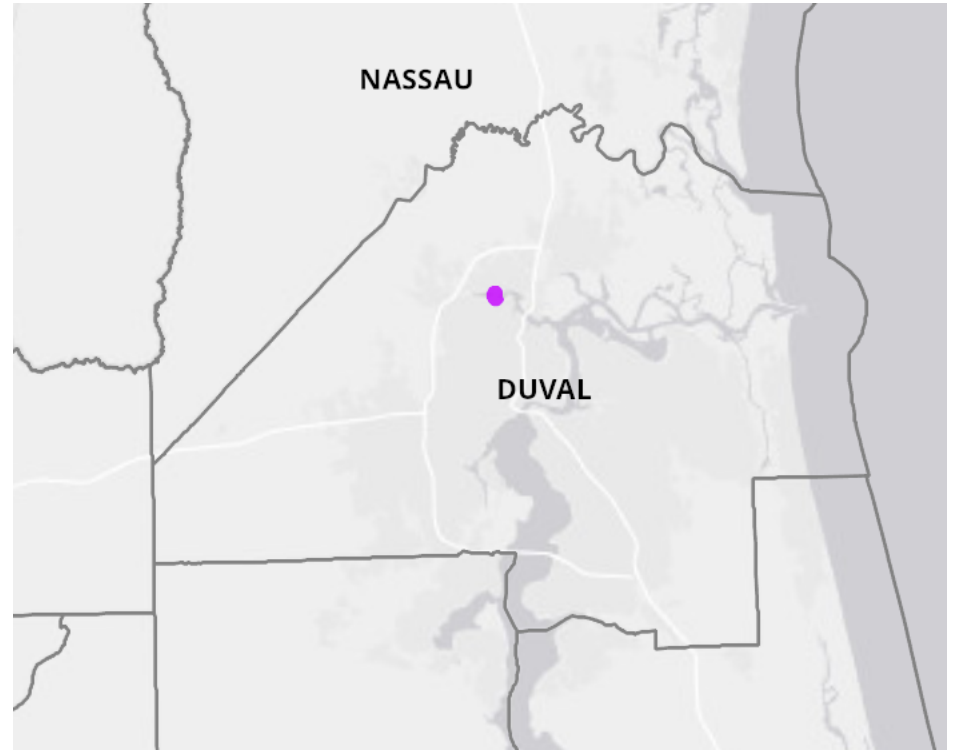
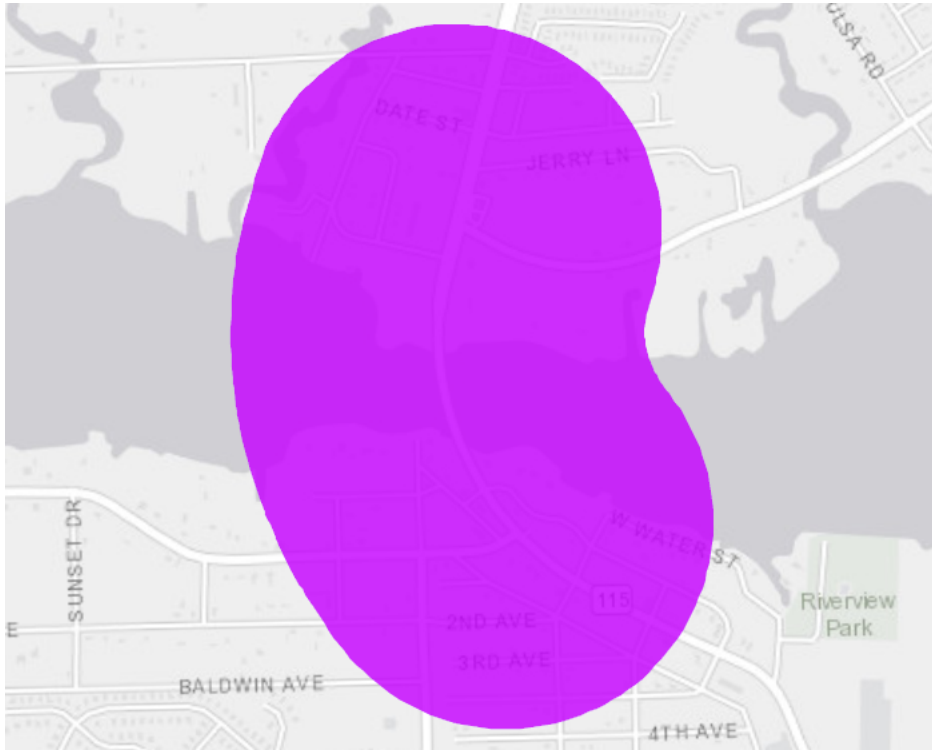
Description	ACS 2017-2021
Total Households by Household Language	309
Household Not Limited English Speaking Status	305
Spanish: Limited English speaking household	1
Indo-European languages: Limited English speaking household	2
Asian and Pacific Island languages: Limited English speaking household	0
Other languages: Limited English speaking household	0

Existing Land Use [15](#), [56](#)

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	<0.5	<0.20%
Institutional	3	1.21%
Mining	0	0.00%
Other	<0.5	<0.20%
Public/Semi-Public	4	1.62%
Recreation	0	0.00%
Residential	95	38.46%
Retail/Office	9	3.64%
Row	0	0.00%
Vacant Residential	13	5.26%
Vacant Nonresidential	13	5.26%
Water	1	0.40%
Parcels With No Values	1	0.40%



Location Maps



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Community and Fraternal Centers

Facility Name	Address	Zip Code
MOOSE LODGE 2134 - NORTH JACKSONVILLE	9703 LEM TURNER RD	32208

Religious Centers

Facility Name	Address	Zip Code
TRUE BELIEVERS PRIMITIVE BAPT	10348 LEM TURNER ROAD	32218
CORNERSTONE CHURCH OF NAZARENE	10310 LEM TURNER ROAD	32218
NORTH JACKSONVILLE FAMILY CENTER	10224 LEM TURNER ROAD	32218
BIBLE BAPTIST CHURCH	3134 TROUT RIVER BOULEVARD	32208

Group Care Facilities

Facility Name	Address	Zip Code
TROUT RIVER ASSISTED LIVING	9821 RIBAUT AVENUE	32208
BIBLE BAPTIST ACADEMY	3134 TROUT RIVER BOULEVARD	32208

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120310105003, 120310104004, 120310109001, 120310110005, 120310110001

2000 Census Block Groups

120310110001, 120310109001, 120310105003, 120310104004, 120310110005

2010 Census Block Groups

120310105003, 120310104011, 120310109001, 120310110001, 120310110004

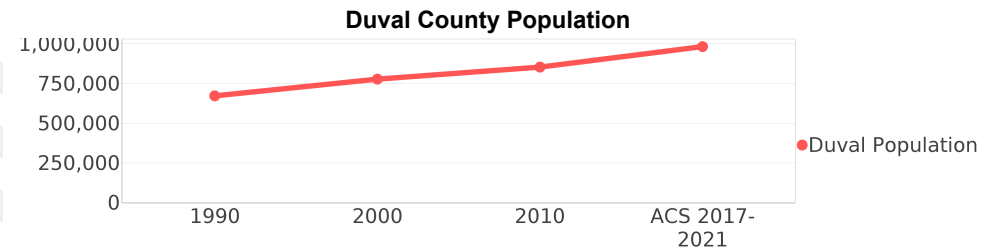
Census Block Groups

120310104011, 120310110001, 120310109001, 120310105032, 120310110004

Duval County Demographic Profile

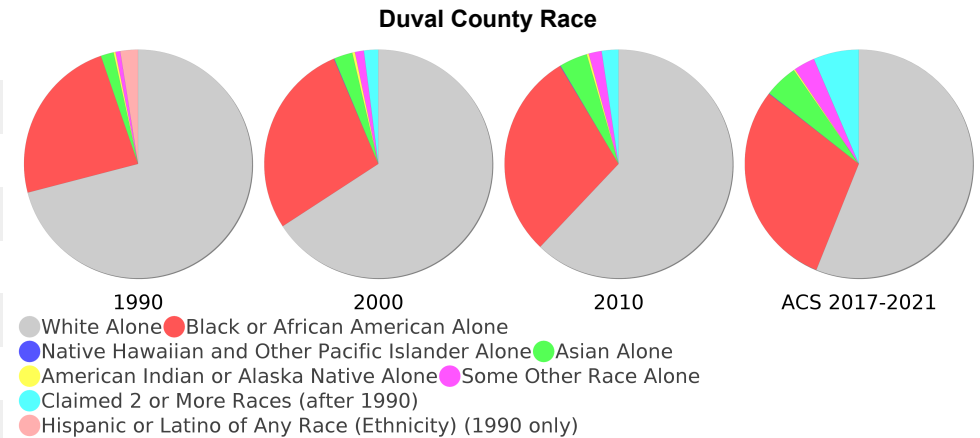
General Population Trends - Duval ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Total Population	672,971	778,879	854,848	983,153
Total Households	257,245	303,747	330,276	387,008
Average Persons per Acre	1.246	1.429	1.568	1.80
Average Persons per Household	2.616	2.511	3.00	2.49
Average Persons per Family	3.156	3.138	3.278	3.28
Males	328,737	378,040	414,413	478,773



Race and Ethnicity Trends - Duval ^{5, 8, 9}

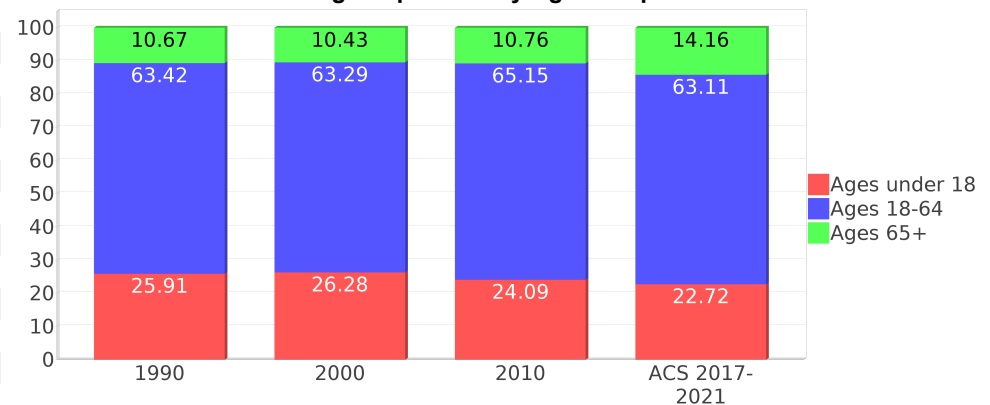
Description	1990	2000	2010 ¹	ACS 2017-2021
White Alone	489,604 (72.75%)	512,659 (65.82%)	530,593 (62.07%)	551,519 (56.10%)
Black or African American Alone	163,902 (24.35%)	216,517 (27.80%)	250,792 (29.34%)	289,401 (29.44%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	507 (0.07%)	697 (0.08%)	666 (0.07%)
Asian Alone	12,613 (1.87%)	20,554 (2.64%)	34,173 (4.00%)	46,547 (4.73%)
American Indian or Alaska Native Alone	1,904 (0.28%)	2,995 (0.38%)	2,532 (0.30%)	1,875 (0.19%)
Some Other Race Alone	4,621 (0.69%)	9,777 (1.26%)	15,633 (1.83%)	29,654 (3.02%)
Claimed 2 or More Races	(NA)	15,870 (2.04%)	20,428 (2.39%)	63,491 (6.46%)
Hispanic or Latino of Any Race (Ethnicity)	17,333 (2.58%)	31,809 (4.08%)	60,227 (7.05%)	104,543 (10.63%)
Not Hispanic or Latino (Ethnicity)	655,638 (97.42%)	747,070 (95.92%)	794,621 (92.95%)	878,610 (89.37%)
Minority (Race and Ethnicity)	193,990 (28.83%)	283,868 (36.45%)	375,437 (43.92%)	483,256 (49.15%)



Age Trends - Duval ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Under Age 5	8.09%	7.15%	6.98%	6.62%
Ages 5-17	17.82%	19.13%	17.11%	16.10%
Ages 18-21	6.26%	5.48%	5.91%	4.90%
Ages 22-29	14.95%	11.64%	12.62%	12.06%
Ages 30-39	17.73%	16.60%	13.80%	14.77%
Ages 40-49	12.33%	15.62%	14.89%	12.30%
Ages 50-64	12.17%	13.95%	17.94%	19.08%
Age 65 and Over	10.67%	10.43%	10.76%	14.16%
-Ages 65-74	6.49%	5.69%	5.80%	8.83%
-Ages 75-84	3.27%	3.62%	3.63%	3.77%
-Age 85 and Over	0.91%	1.11%	1.33%	1.57%
Median Age	NA	34	35	36.5

Percentage Population by Age Group - Duval



Income Trends - Duval ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Median Household Income	\$28,513	\$40,703	\$49,463	\$59,541
Median Family Income	\$33,548	\$47,689	\$60,114	\$73,133
Population below Poverty Level	12.81%	11.91%	14.19%	14.46%
Households below Poverty Level	12.58%	11.57%	13.45%	13.62%
Households with Public Assistance Income	6.32%	2.56%	1.80%	2.97%

Disability Trends - Duval ¹⁰

See the Data Sources section below for an explanation about the differences in disability data among the various years.

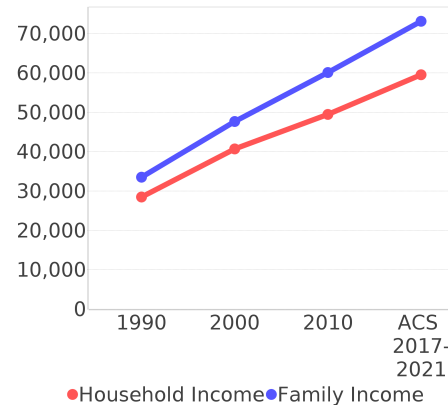
Description	1990	2000	2010 ¹	ACS 2017-2021
Population 16 To 64 Years with a disability	37,634 (7.78%)	105,681 (15.08%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	64,487 (10.99%)

Educational Attainment Trends - Duval ^{11, 5}

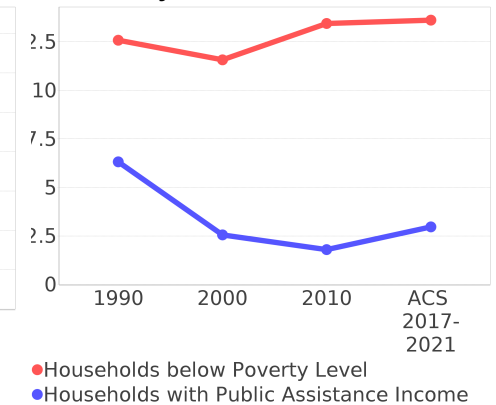
Age 25 and Over

Description	1990	2000	2010 ¹	ACS 2017-2021
Less than 9th Grade	30,801 (7.26%)	21,669 (4.34%)	21,096 (3.78%)	20,229 (3.00%)
9th to 12th Grade, No Diploma	67,261 (15.86%)	64,667 (12.94%)	50,443 (9.03%)	43,844 (6.50%)
High School Graduate or Higher	325,978 (76.87%)	413,266 (82.72%)	487,204 (87.20%)	610,351 (90.50%)
Bachelor's Degree or Higher	77,986 (18.39%)	109,473 (21.91%)	139,017 (24.88%)	212,489 (31.51%)

Income Trends



Poverty and Public Assistance



Language Trends - Duval ⁵

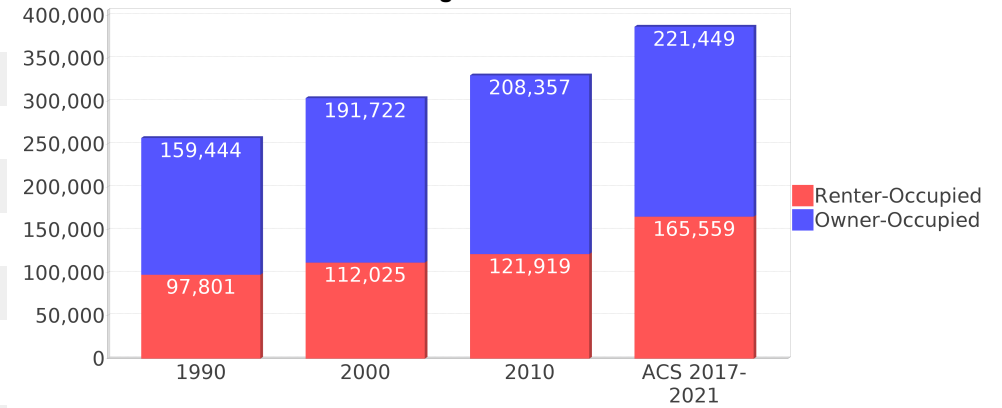
Age 5 and Over

Description	1990	2000	2010 ¹	ACS 2017-2021
Speaks English Well	8,207 (1.33%)	14,191 (1.96%)	21,474 (2.70%)	29,675 (3.23%)
Speaks English Not Well	NA (NA)	8,478 (1.17%)	13,337 (1.68%)	18,951 (2.06%)
Speaks English Not at All	NA (NA)	1,443 (0.20%)	4,591 (0.58%)	5,737 (0.62%)
Speaks English Not Well or Not at All	4,260 (0.69%)	9,921 (1.37%)	17,928 (2.25%)	24,688 (2.69%)
Speaks English Less than Very Well	NA (NA)	24,112 (3.33%)	39,402 (4.95%)	54,363 (5.92%)

Housing Trends - Duval ⁵

Description	1990	2000	2010 ¹	ACS 2017-2021
Total	284,673	329,778	383,560	429,495
Units per Acre	0.527	0.605	0.703	0.79
Single-Family Units	167,184	215,737	253,643	280,754
Multi-Family Units	68,091	91,304	109,007	130,286
Mobile Home Units	19,729	22,485	20,633	18,137
Owner-Occupied Units	159,444	191,722	208,357	221,449
Renter-Occupied Units	97,801	112,025	121,919	165,559
Vacant Units	27,428	26,031	53,284	42,487
Median Housing Value	\$63,400	\$86,100	\$175,900	\$211,200
Occupied Housing Units w/No Vehicle	28,091 (10.92%)	27,648 (9.10%)	25,351 (7.68%)	28,516 (7.37%)
Median year householder moved into unit - Total	NA	NA	NA	2015
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2008
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2017
Abroad 1 year ago	NA	NA	NA	4,999
Different house in United States 1 year ago	NA	NA	NA	161,926
Same house 1 year ago	NA	NA	NA	802,305
Geographical Mobility in the Past Year - Total	NA	NA	NA	802,305

Housing Tenure - Duval



Data Sources

ACS vs Census Data

(1) The 2010 Census data is represented by a combination of decennial and ACS (2006-2010) data. The General Population Trends, Race and Ethnicity Trends, Age Trends are entirely from decennial. The Income Trends, Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and ACS 2017-2021. The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: <https://www.fdot.gov/environment/pubs/sce/sce1.shtm>.

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html>)

(9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: $\text{MINORITY} = \text{TOTALPOP} - \text{WHITE_NH}$ where TOTALPOP is the Total Population and WHITE_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: $\text{MINORITY} = \text{B01003_E001} - \text{B03002_E003}$. (Note, the WHITE_NH population is not reported separately in this report.)

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2017-2021 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

County Data Sources

ACS vs Census Data

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(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- (39) Community and Fraternal Centers https://etdmpub.flc-etat.org/meta/gc_communitycenter.xml
- (40) Correctional Facilities in Florida https://etdmpub.flc-etat.org/meta/gc_correctional.xml
- (41) Cultural Centers in Florida https://etdmpub.flc-etat.org/meta/gc_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.flc-etat.org/meta/gc_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.flc-etat.org/meta/gc_govbuild.xml
- (44) Florida Health Care Facilities https://etdmpub.flc-etat.org/meta/gc_health.xml
- (45) Hospital Facilities in Florida https://etdmpub.flc-etat.org/meta/gc_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.flc-etat.org/meta/gc_lawenforce.xml
- (47) Florida Parks and Recreational Facilities https://etdmpub.flc-etat.org/meta/gc_parks.xml
- (48) Religious Centers https://etdmpub.flc-etat.org/meta/gc_religion.xml
- (49) Florida Public and Private Schools https://etdmpub.flc-etat.org/meta/gc_schools.xml
- (50) Social Service Centers https://etdmpub.flc-etat.org/meta/gc_socialservice.xml
- (51) Assisted Rental Housing Units in Florida https://etdmpub.flc-etat.org/meta/gc_assisted_housing.xml
- (52) Group Care Facilities <https://etdmpub.flc-etat.org/meta/groupcare.xml>
- (53) Mobile Home Parks in Florida https://etdmpub.flc-etat.org/meta/gc_mobilehomes.xml
- (54) Migrant Camps in Florida <https://etdmpub.flc-etat.org/meta/migrant.xml>
- (55) Veteran Organizations and Facilities https://etdmpub.flc-etat.org/meta/gc_veterans.xml
- (56) Generalized Land Use https://etdmpub.flc-etat.org/meta/lu_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.flc-etat.org/meta/e2_cenacs_cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.flc-etat.org/meta/e2_cenblkgrp_1990_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.flc-etat.org/meta/e2_cenblkgrp_2000_cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.flc-etat.org/meta/e2_cenblkgrp_2010_cci.xml