

Sociocultural Effects Technical Memorandum

Florida Department of Transportation

District Seven

40TH AVENUE NE OVER PLACIDO BAYOU

Limits of Project: FROM 12TH STREET NE TO WEST OF 13TH WAY NE

Pinellas County, Florida

Financial Management Number: 443600-1-32-01

ETDM Number: 14377

August 2019

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

# Sociocultural Effects Technical Memorandum

40th Avenue NE over Placido Bayou

August 2019



City of St. Petersburg Project No.: 18032-110

Work Program Item Segment No.: 443600-1

ETDM No.: 14377

Federal Aid Project Number: TBD

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 December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.



## MEMORANDUM

---

**TO:** Kirk Bogen, PE (FDOT)  
**CC:** Robin Rhinesmith (FDOT)  
**FROM:** Ananda Kelley, PE  
**DATE:** 6/10/2019  
**RE:** Sociocultural Effects (SCE) Evaluation Technical Memorandum  
40th Avenue NE Bridge Replacement  
Pinellas County, City of St. Petersburg

---

As requested, Cardno has prepared this Sociocultural Effects Evaluation Technical Memorandum to document the sociocultural effects of the replacement of the 40<sup>th</sup> Avenue NE Bridge.

### **Project Description**

This project will replace the existing 40th Avenue NE Bridge (No. 157154) in St. Petersburg, FL. The project limits extend from 12th St. NE to west of 13th Way NE, a distance of 0.15 miles. The existing 40th Avenue Bridge was a two lane facility with a median auxiliary lane and sidewalks that tied into the roadway approaches with similar configurations. However, the bridge has been reconfigured as part of a temporary emergency repair. The auxiliary lane in the median and one of the sidewalks are now closed. Vehicular traffic has been diverted to the south side of the bridge and pedestrian traffic has been diverted to the north side of the bridge.

The new bridge will accommodate two lanes of traffic, bicycle lanes, and sidewalks.

### **Purpose**

The purpose of this project is to address structural deficiencies of the existing 40th Avenue NE Bridge. The current bridge structure was constructed in 1961 and widened in 1990. It is considered structurally deficient by the Florida Department of Transportation (FDOT) and therefore is scheduled for replacement.

### **Need**

This project is needed due to the fact that the existing 40th Avenue Bridge is considered structurally deficient by the FDOT. During the routine bridge inspection on July 31st, 2017 and a subsequent follow-up field review on August 10th, 2017, numerous areas of spalling with exposed prestressing strands with numerous broken wires and up to 100% section loss were found in Slab Units 4-5 thru 4-11. This resulted in a special load rating, closure of the damaged portions of the bridge to traffic, and new weight limits on the bridge. The bridge sufficiency rating was downgraded to a 21 from the rating of 72.7 in the previous 2015 routine bridge inspection. In addition



## MEMORANDUM

to slab unit deterioration, the bridge piles have also deteriorated. They are exhibiting cracking or spalling and were all ranked at Condition State 3 in the 2017 inspection.

### Demographic Data

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on a 500-foot project buffer area intersecting the Census Block Groups along the project corridor. Using the 500-foot project buffer area, the SDR identified the following demographics:

#### Population and Income

The SDR identified 79 households with a population of 205 people. The median family income is \$98,661. Some households are below poverty level (3.8%), and 1.27% of the households receive public assistance income.

#### Race and Ethnicity

The minority population makes up 4.88% of the total population comprising of "Black or African American Alone" with a population of 1 person (0.49%), "Claimed 2 or More Races" with 1 person (0.49%) and "Asian Alone" with 1 person (0.49%) within the 500- foot project buffer area. There are 7 people (3.41%) that have a "Hispanic or Latino of Any Race" ethnicity.

#### Age and Disability

The median age is 44 and persons age 65 and over comprise 21.95% of the population. There are 13 people (11.11%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 87 housing units. The housing consists of single family units (100%), these units are owner-occupied (84%), renter-occupied (7%), and vacant units (9%).

#### Language

There is one person (0.51%) that speaks English "not at all" and two people (1.03%) that speak English "not well".

#### Environmental Justice Communities

The GIS analysis report did not identify environmental justice communities within a 1,320-ft buffer of the 40th Avenue NE Bridge Replacement project area.

## MEMORANDUM

### Sociocultural Effects

A preliminary Sociocultural Effects (SCE) Evaluation was conducted by the FDOT Community Liaison Coordinator (CLC) and has been further updated during the Project Development and Environment (PD&E) Study Phase. During Project Development, the City of St. Petersburg has further analyzed improvements to avoid disproportionately high or adverse effects to any populations identified in the areas described above. Where impacts are unavoidable, special public outreach will be undertaken to involve the affected population in the decisions regarding the alternatives, including mitigation, if needed. Furthermore, the project team is considering systems, services, and solutions that meet the needs of the community that may be temporarily impacted by the project during construction

The proposed project is expected to result in no involvement with relocations. However, should residents, businesses, or community structures require relocation, a right-of-way (ROW) and relocation program will be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. A Conceptual Stage Relocation Plan will be prepared for this project provided that any potential ROW acquisition results in necessary relocations.

Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that there is 1.54% LEP population for this project, **LEP services will be provided.** Refinement of the LEP population totals and requirements will be continually evaluated during the PD&E Phase as part of the public involvement efforts.

The project is being developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which requires Federal agencies to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations. Where there is potential for disproportionately high and adverse effects on minority and low-income populations, proactive measures to involve the affected community in the decisions related to alternative selection, impact analysis, and mitigation.

This project is being developed without regard to race, color, national origin, age, sex, religion, disability, or family status. The City of St. Petersburg will consider sociocultural effects throughout the PD&E study. A proactive public involvement approach is being implemented for the project to ensure that opportunity is given to all residents and businesses within the project's study area to provide input for this project.