



# US 301 (SR 35) PD&E Study

CR 470 E to State Road 44 in Sumter County, FL

## Sociocultural Effects Evaluation Report

**FDOT Office**

District Five

**Authors**

Wade Trim, Inc.

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## 1.0 Introduction

### 1.1 Project Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for an approximately 8.0-mile portion of US 301 between CR 470 East and SR 44 in Sumter County. Within these limits, US 301 travels through the cities of Coleman and Wildwood, and also overlaps State Road (SR) 35. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it has the local road name Warm Springs Avenue. Florida's Turnpike (SR 91) crosses US 301 with an interchange to the south of the northern project limit, and I-75 runs parallel to the study corridor on the west of US 301 through Sumter County.

The PD&E study will analyze design alternatives that widen US 301; improve the US 301 interchange at Florida's Turnpike; and consider a new corridor for US 301 south of the City of Coleman. The improvements will seek to provide additional capacity for future traffic growth. US 301 is projected to carry more than 14,000 vehicles per day by 2022 and increase to more than 24,000 per day by 2042. Based on existing 2014 conditions analysis, US 301 carried up to 9,600 vehicles per day on a 2-lane segment south of the Turnpike operating with a Level of Service of D.

Within the project limits, US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections; makes a sharp 90° turn through the City of Coleman (Warm Springs Avenue) and then curves to the north at CR 468. It then continues north as an undivided roadway until it reaches Florida's Turnpike interchange where a median is added. North of the interchange the roadway is a four-lane divided, rural typical section facility. It has a short urban curb and gutter section approaching SR 44.

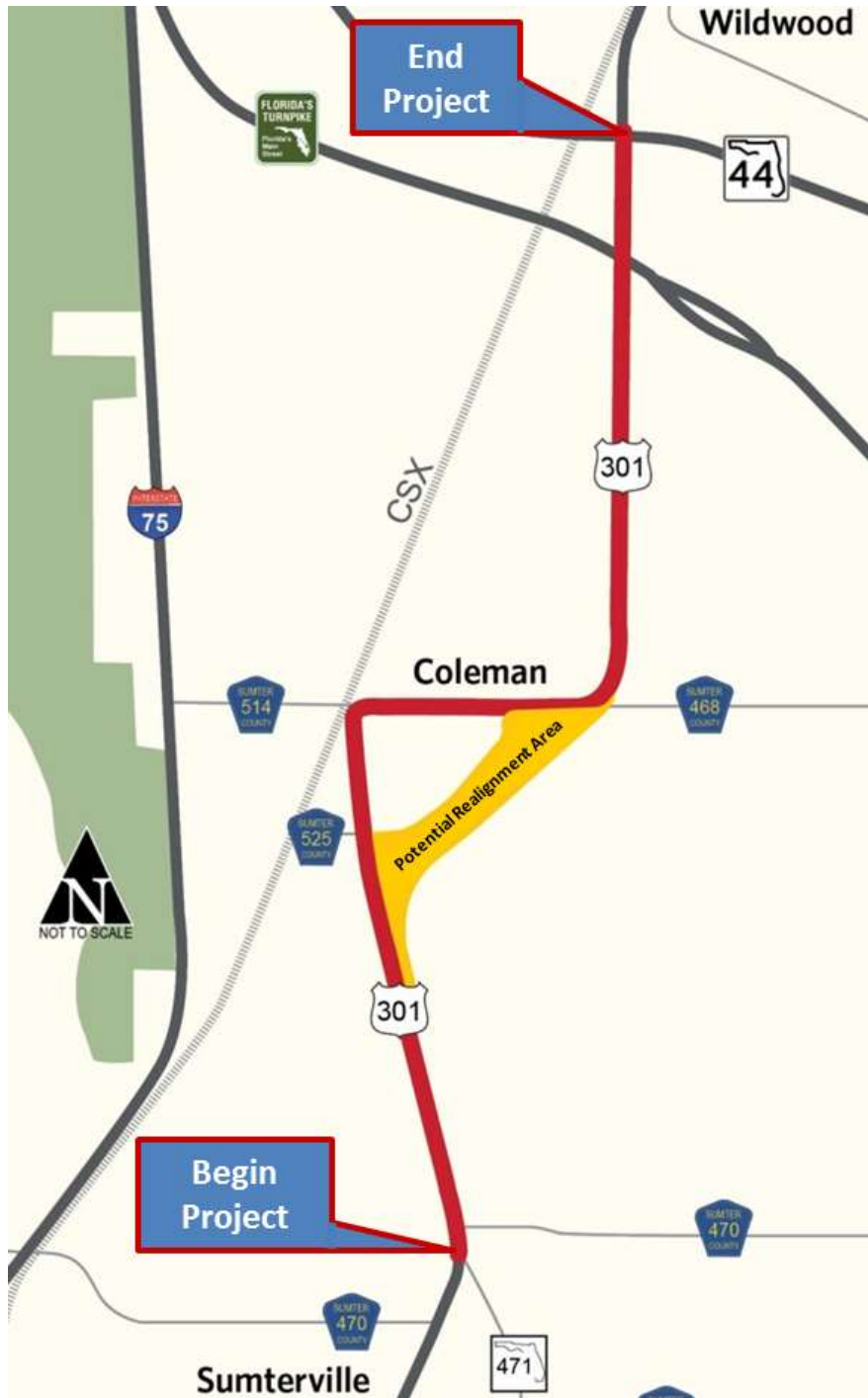
#### 1.1.1 Project Purpose and Need

The purpose of this project is to increase the capacity of US 301 to respond to future travel demand from the intersection of CR 470 East, north through the City of Coleman, to SR 44 in the City of Wildwood. The project will also improve safety and provide multi-modal facilities for pedestrian and bicyclists, and evaluate improvements to the US 301 interchange with Florida's Turnpike.

#### 1.1.2 Conceptual Alternatives

This study will evaluate all viable alternatives to widen US 301 on the existing project corridor as well as a potential realignment of US 301 from near CR 525 to CR 468 to minimize potential environmental and community impacts to the City of Coleman. Figure 1 shows the study corridor and potential US 301 realignment (truck route) area.

**Figure 1 | Project Location Map**





## 2.0 Community Characteristics Summary and Map

The US 301 PD&E project crosses three governmental jurisdictions. These jurisdictions in the study area are Sumter County, City of Coleman, and City of Wildwood. While Sumter County has a population of over 100,000 according to the US Census 2011-2015 American Community Survey (ACS), the cities of Coleman and Wildwood comprise only a small percentage of this population.

The population of the three jurisdictions is predominately White according to the US Census 2011-2015 ACS. In the City of Coleman, there is one racial minority neighborhood comprised of Black or African American residents. While the Hispanic or Latino population is more limited in number and dispersed geographically, the greatest concentration of ethnic minorities is also in the vicinity of Coleman.

The study area has a population that is older (> 50 years) than the nation's median age of 37.6 years. Median household income in the study area is generally less than \$50,000 annually, with more persons below poverty level in the City of Wildwood than in Sumter County or the City of Coleman. Persons with disabilities reside throughout Sumter County, with no greater percentage of persons with disabilities in the study area than in other areas.

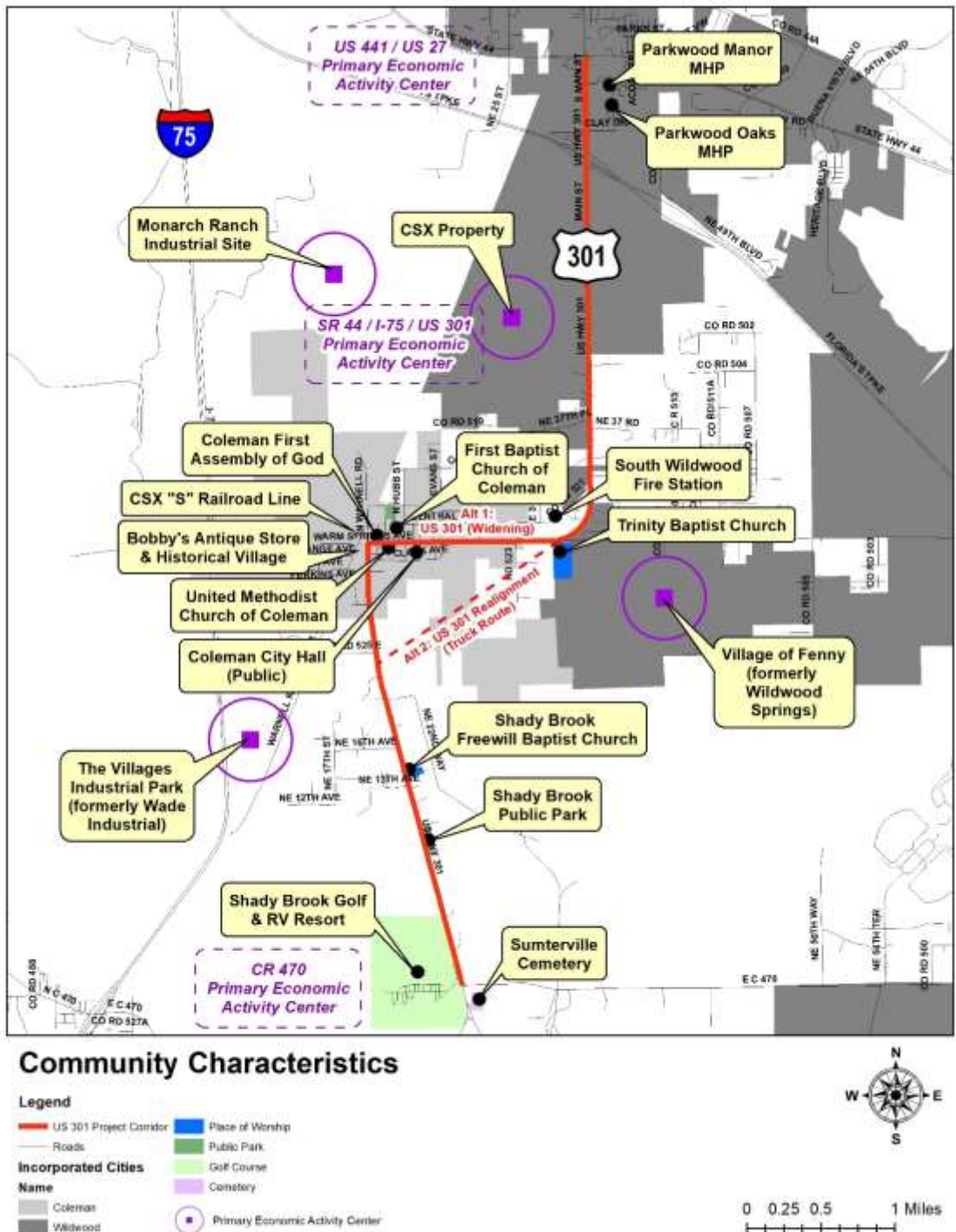
In terms of community focal points, approximately 13 community features were identified as part of this Sociocultural Effect Evaluation Report. These include a cemetery, multiple churches, a public park, mobile home park, golf course, and a property containing relocated historic structures. Moreover, Coleman City Hall is located directly on the US 301 corridor. There are no police, fire, emergency services, or healthcare facilities immediately adjacent to the project, but access will need to be maintained to Fire Station #33 at 3290 CR 521 in Wildwood.

The location of the US 301 PD&E project requires coordination with a number of municipal planning documents, proposed economic activity centers, and private development projects. Each of the jurisdictions maintains Comprehensive Plans that identify future land uses in the study area. The City of Coleman has a Community Redevelopment Area (CRA) Master Plan that provides specific direction for development in the City's downtown. Sumter County has identified primary economic activity centers proximate to the study area. Proposed private development projects in the study area have the potential to spur additional demand for the US 301 roadway, but to also drive economic development and increase the community's tax base. Coordination with such development will be key to identify opportunities for coordination in the alignment and design of the US 301 PD&E project and to ensure compatibility with the character of the established community.

The existing land use in US 301 PD&E study area is predominately residential and agricultural, with some commercial, industrial and institutional activities within and near the cities. However, this land use is expected to change as private development projects progress. For example, the adopted Future Land Use Maps for the cities of Wildwood and Coleman show conversion of some agricultural areas to urban residential, mixed-use, or industrial activities consistent with designated primary economic activity centers and proposed private development projects. The need for increased capacity on US 301 from CR 470 E to SR 44 is based on the projected growth in traffic volumes resulting from these anticipated land use changes.

See Figure 2 for a map summarizing the community characteristics of the US 301 PD&E project.

**Figure 2 | Community Characteristics**



### 3.0 Potential Effects

#### 3.1 Social

The FDOT Efficient Transportation Decision Making (ETDM) Summary Report for this project recommended that the project be evaluated for social impacts given that the project area (i.e., within 100 feet of US 301) includes neighborhoods, public facilities, and historical features. At that time, the degree of social effect was considered to be “moderate.” It is important to note that at the time of the development of the ETDM Summary Report, the scope for the PD&E included a larger project limits than what is within the current PD&E project. The ETDM Screening Summary Report included the potential widening of US 301 from Main Street in Bushnell to SR 44 in Wildwood, a distance of approximately 15 miles. However, the project limits were reduced by FDOT for this PD&E project from CR 470 East in Sumterville to SR 44 in Wildwood. This report covers the current project limits from CR 470 East to SR 44.

##### 3.1.1 Demographics

###### 3.1.1.1 Demographics of the Community

Table 1 shows the comparative demographic compositions of Sumter County, City of Wildwood, and City of Coleman, including race, ethnicity, age, income, and disability status. This demographic data is sourced from the US Census Bureau’s 2011-2015 American Community Survey, using five-year estimates.

**Table 1| County & City Demographics**

	Sumter County		City of Wildwood		City of Coleman	
	#	%	#	%	#	%
Total Population	108,501	100%	6,052	100%	575	100%
Race						
<i>White</i>	95,851	88.3%	4,527	74.8%	348	60.5%
<i>Black or African American</i>	9,051	8.3%	1,340	22.1%	225	39.1%
<i>American Indian and Alaska Native</i>	407	0.4%	40	0.7%	0	0.0%
<i>Asian</i>	776	0.7%	0	0.0%	0	0.0%
<i>Native Hawaiian and Other Pacific Islander</i>	41	<1.0%	0	0.0%	0	0.0%
<i>Some Other Race</i>	1,039	1.0%	52	0.9%	0	0.0%
<i>Two or More Races</i>	1,336	1.2%	93	1.5%	2	0.3%
Ethnicity						
<i>Hispanic or Latino (of any race)</i>	6,237	5.7%	124	2.0%	23	4.0%
<i>Not Hispanic or Latino</i>	102,264	94.3%	5,928	98.0%	552	96.0%
Median Age (Years)	65.3	-	57.2	-	50.7	-
Median Household Income (\$)	50,350	-	40,039	-	32,026	-
Persons Below Poverty Level	10,802	10.9%	1,219	20.9%	73	12.7%
Persons with a Disability	19,467	19.6%	936	15.9%	92	16.0%

Source: US Census Bureau 2011-2015 American Community Survey, 5-Year Estimates

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As shown in Table 1, Sumter County is estimated to have a population of over 100,000. The City of Wildwood comprises approximately 6% of the countywide population, whereas the City of Coleman comprises less than 1%.

In terms of racial composition, the population of the three jurisdictions is predominately White. Each of the cities has a higher proportion of Black or African American population than Sumter County, and the City of Coleman has higher proportion of Black or African American population than the City of Wildwood. Other racial groups are less represented (i.e. less than 2% of the population in any jurisdiction). The Hispanic or Latino population comprises only a small percentage of the population in any of the jurisdictions along the US 301 project corridor. However, there is a slightly greater percentage of Hispanic or Latino population in Sumter County than in the cities of Wildwood and Coleman.

The median age of residents in Sumter County is 65.3 years, which is slightly higher than that of the City of Wildwood (57.2 years) and the City of Coleman (50.7 years). Out of the three jurisdictions, the City of Coleman has the youngest population, but the City of Coleman's median age is still significantly older than the nation's median age (37.6 years).

When median household income is considered, Sumter County has a higher median household income than the cities of Wildwood and Coleman. The City of Wildwood's median household income (\$40,039) is slightly higher than that of the City of Coleman (\$32,026); however, the City of Wildwood has a higher percentage of persons below the poverty level (20.9%) than either Sumter County (10.9%) or the City of Coleman (12.7%).

Persons with disabilities reside throughout Sumter County, and the American Community Survey estimates show that approximately 20% of the County's population is disabled. The City of Wildwood and the City of Coleman have nearly the same percentage of persons with disabilities (approximately 16%).

### **3.1.1.2 Demographics of the Study Area**

The US 301 project study area intersects (within one mile) eight (8) US Census Block Groups (BG). These Census Block Groups and their respective demographics are shown in Table 2.

**Table 2 | Study Area Demographics**

Block Groups (left to right, from CR 470 to SR 44)	910500.1		910500.2		910300.3		911500.1		910300.1		910300.2		911301.1		911301.3	
	Segment 1				Seg. 1-3 & 6		Segments 2-3		Segments 3-4		Segment 4		Segment 5			
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total Population	785	100.0%	2,445	100.0%	82	100.0%	1,229	100.0%	614	100.0%	857	100.0%	898	100.0%	552	100.0%
Race																
White	535	68.2%	1,952	79.8%	74	90.2%	1,008	82.0%	612	99.7%	849	99.1%	871	97.0%	552	100.0%
Black or African American	178	22.7%	263	10.8%	8	9.8%	221	18.0%	-	0.0%	-	0.0%	13	1.4%	-	0.0%
American Indian and Alaska Native	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	8	0.9%	-	0.0%	-	0.0%
Asian	-	0.0%	138	5.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Native Hawaiian and Other Pacific Islander	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Some Other Race	65	8.3%	14	0.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	9	1.0%	-	0.0%
Two or More Races	7	0.9%	78	3.2%	-	0.0%	-	0.0%	2	0.3%	-	0.0%	5	0.6%	-	0.0%
Ethnicity																
Hispanic or Latino (of any race)	228	29.0%	132	5.4%	23	28.0%	37	3.0%	-	0.0%	21	2.5%	8	0.9%	-	0.0%
Not Hispanic or Latino	557	71.0%	2,313	94.6%	59	72.0%	1,192	97.0%	614	100.0%	836	97.5%	890	99.1%	552	100.0%
Median Age (Years)	41.5	-	42.7	-	52.3	-	53.3	-	51.8	-	37.5	-	67.6	-	54.6	-
Median Household Income (\$)	40,833	-	48,387	-	23,750	-	33,598	-	37,656	-	38,472	-	35,795	-	24,000	-
Persons Below Poverty Level	194	24.7%	244	10.1%	13	15.9%	222	18.1%	75	12.2%	97	11.3%	93	10.4%	88	15.9%

Source: U.S. Census Bureau 2011-2015 American Community Survey, 5-Year Estimates

The demographics of the study area shown in Table 2 were compared to the demographics of Sumter County as a whole. Several block groups have a demographic representation that differs from that of Sumter County. For the purposes of this analysis, Block Groups where the percentage of population is 10 or more percentage points higher than that of Sumter County were considered to be disproportionately represented and therefore potentially underrepresented. For example, the Black or African American population represents 22.7% of the population in Block Group 910500.1 (Segment 1); whereas the Black or African American population of Sumter County is only 8.3%. Similarly, the Black or African American population represents 18% of Block Group 911500.1 (Segments 2 and 3) at the City of Coleman. Additionally, there is a greater representation of the Hispanic or Latino population in two Block Groups that intersect the study area. Block Group 910500.1 (Segment 1) is 29% Hispanic or Latino and Block Group 910300.3 (Segments 1, 2, 3, and 6) is 28% Hispanic or Latino, compared to 5.7% in Sumter County. Furthermore, Block Group 910500.1 (Segment 1) has a higher percentage of persons below poverty level than Sumter County.

In review of these Block Groups, Block Group 910500.1 (Segment 1) has very little exposure to the US 301 project corridor, with most of the geographic area of the Block Group being outside the study area with limited residential development within one mile of the project. Based on 2010 US Census Block-level data, only two people (of any race or ethnicity) were reported in Block 1030 of Block Group 910500.1, the Block nearest the project and southeast of the junction of US 301 and CR 470 East. Segment 3, Block Group 911500.1, does include a concentration of minority population proximate to the study area, which is described below as an area of potentially underrepresented population (see Section 3.1.1.3). Block Group 910300.3, which has a higher percentage of Hispanic or Latino population than Sumter County, involves the most project segments and includes the proposed US 301 realignment (truck route). An analysis of Census Block-level data shows that the Hispanic or Latino population in Block Group 910300.3 is limited to established neighborhoods (Blocks 3002, 3006, and 3007) in the City of Coleman within Segment 3.

### 3.1.1.3 Areas of Potentially Underrepresented Populations

There is one known neighborhood of racial minority concentration located in the City of Coleman south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX “S” railroad line, within Block Group 911500.1 (Segment 3). According to the US Census, approximately 60% of the population living in this neighborhood reported their race as “Black or African American”. This neighborhood also has a high concentration of poverty, with approximately half of the population estimated to have extremely low income.

While one racial minority neighborhood is in proximity to the project, the improvements under consideration in the US 301 PD&E have no direct impact to the properties or population within this neighborhood. No relocations are expected to occur within the neighborhood and any secondary impacts to this neighborhood or population are the same as other areas.

Similarly, with regard to ethnic minority neighborhoods, the Hispanic or Latino population in the study area is limited in number and dispersed geographically. The only confirmed concentration of Hispanic or Latino population is within the City of Coleman, which has a higher population density in general. Any secondary impacts to the Hispanic or Latino population are the same as other areas.

## 3.1.2 Community Cohesion

In accordance with the PD&E Manual, data were collected regarding community cohesion, including identification of physical barriers, traffic pattern changes, social pattern changes, and loss of connectivity to community features and facilities.

It is anticipated that the project will impact community cohesiveness related to right-of-way acquisition; however, access to and between community features will be unaffected or improved based on the proposed alignments and considered typical sections. The proposed US 301 realignment (truck route) will support community cohesiveness in the City of Coleman. If the current alignment of US 301 through the city’s downtown is maintained and widened to four lanes to accommodate over 20,000 cars per day, then the cohesiveness and character of the city’s downtown would no longer be oriented toward a pedestrian and quaint town center as contemplated by the City’s redevelopment plan and comprehensive plan.

## 3.1.3 Safety

In accordance with the PD&E Manual, data regarding the potential creation of isolated areas, emergency response time changes, location of police, fire, emergency medical services, healthcare facilities, and government offices were collected.

Within the US 301 project corridor, there are no police, fire, emergency medical services, or healthcare facilities. The Coleman City Hall is located on the south side of US 301 at 3502 E. Warm Springs Avenue. If US 301 is widened along the existing alignment of US 301 through the city’s downtown, then there may be significant impacts to the City Hall site as a result of right-of-way acquisition. If the US 301 realignment (truck route) is preferred, then there will be no impact to the City Hall site.

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Sumter County provides fire and emergency medical services countywide, including the cities. Sumter County Fire Station #33, located at 3290 CR 521, is north of the existing US 301 alignment through downtown Coleman. Vehicles from this fire station access US 301 primarily from the CR 521 connection to US 301 or from Stokes Street to US 301. During the development of the alternatives for the widening of US 301, access to and from Station #33 will be maintained and coordinated with Sumter County Fire & Emergency Medical Services.

### **3.1.4 Community Goals/Quality of Life**

In accordance with the PD&E Manual, data regarding social value changes, compatibility with community goals and vision were collected. As documented in later sections, the US 301 PD&E project is consistent with the community goals and vision for Sumter County, the City of Wildwood, and the City of Coleman. The US 301 widening and US 301 realignment (truck route) south of the City of Coleman is fully contemplated and supported by the county's and cities' comprehensive plans and redevelopment plans. The significant development activity within the central portion of the county, such as the Village of Fenney, Monarch Ranch/Florida Crossroads Industrial Activity Center, Landstone, and the Villages Industrial Park (formerly Wade Industrial Park), strongly support the need for this project. In addition, this project is coordinated with other related transportation projects such as the widening of CR 470 from Florida's Turnpike to I-75, the widening of CR 468, the extension of CR 525 E, and the proposed new interchange on I-75 at CR 514.

One of the most sensitive issues related to community goals and quality of life is related to the impact to downtown Coleman. As previously discussed, the projected increase in traffic to over 20,000 vehicles per day, with significant truck traffic by 2042 through the City of Coleman, will have a detrimental impact to the City's current plans to maintain US 301 through the city's downtown as a pedestrian friendly and quaint town center. With the development of the US 301 realignment (truck route) to the south of the city's downtown, the significant traffic increase with the significant truck traffic will be routed around the city's downtown and allow the city's downtown to develop as the envisioned pedestrian friendly quaint town center.

### **3.1.5 Special Community Designations**

Special community designations along the US 301 project corridor include the City of Coleman Community Redevelopment Area (CRA), City of Wildwood CRA, and Sumter County's Economic Activity Centers and Primary Economic Centers. These designations are described below.

The City of Coleman maintains a CRA Master Plan that shows US 301 improvements including new turn/travel lanes at the 90-degree turn and streetscaping improvements with the addition of sidewalks, landscaping elements, and median treatments.

The City of Wildwood also maintains a CRA Master Plan that covers the area north of the City of Coleman to past SR 44 in the City of Wildwood. Among other projects and programs, this CRA Master Plan prioritizes sidewalks/paths for residents without vehicular access, installation of pedestrian streetlights along all roads, and intersection improvements at CR 466 and US 301 and US 301 and SR 44.

The Sumter County Comprehensive Plan designates economic activity centers in proximity to US 301 both at the intersection with CR 470 E and CR 470 W and between US 301 and I-75 from Coleman to SR 44. The southern

extent of the project at CR 470 E and the northern extent at SR 44 (aka “Florida Crossroads Industrial Activity Center”) are identified as “primary activity centers.” “Primary activity centers” are defined as areas focused for large-scale employment concentrations with a focus on regional and larger needs. These activity centers are located near major transportation facilities and coordinated with the provision of water, sanitary sewer, and other utilities.

## **3.2 Economic**

The ETDM Summary Report recommended that the project be evaluated for economic effects related to job generation resulting from added roadway capacity and greater mobility. This project is not within a Rural Area of Opportunity.

### **3.2.1 Business and Employment**

Much of the adopted future land use along the corridor is agricultural and residential. However, there are focused economic development centers of commercial and industrial designated properties along the project corridor.

Within the Sumter County Comprehensive Plan Future Land Use Element there are designated economic activity centers located around the intersection of US 301 and CR 470 (East and West), around the intersection of CR 525 E and US 301, and along the west side of US 301 north of the City of Coleman to the intersection of SR 44 and US 301. These designated economic activity centers are the “C-470 Primary Economic Activity Center” and the “SR 44/I-75/US 301 Primary Economic Activity Center.”

The US 301 corridor is a critical asset to the future of the “Florida Crossroads Industrial Activity Center” (FCIAC), which is identified as a strategic project within the 2016 East Central Florida Comprehensive Economic Development Strategy prepared by the East Central Florida Regional Planning Council. Generally, the FCIAC is located at the crossroads of I-75, US 301, SR 44, Florida’s Turnpike, and the CSX “S” railroad line.

### **3.2.2 Tax Base**

Sumter County is one of the fastest growing counties in the state. Based on projections by the University of Florida Bureau of Economic and Business Research (BEBR), Sumter County is projected to nearly double its population between 2016 and 2040 (118,557 to 236,400). Along with this significant projected population increase, there are several new development projects that are planned or currently under construction within a close vicinity of US 301 (Landstone, Village of Fenney, and Monarch Ranch Industrial Site). Together these three (3) development projects encompass 11,000 new residential units, over 600,000 square feet of future commercial and office development, and 16 million square feet of future industrial development.

### **3.2.3 Traffic Patterns**

The most significant change in traffic patterns will occur with the development of the proposed US 301 realignment (truck route).



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Based on the projected traffic volumes from the US 301 PD&E Design Traffic Technical Memorandum for the no build and four-lane build through the Coleman downtown options, projected traffic north of CR 525 E and west of CR 468 is anticipated to increase from an existing 6,800 to 7,800 annual average daily traffic to between 22,000 to 23,000 annual average daily traffic in 2042. In contrast, with the US 301 realignment (truck route) the increase in this same area is between 8,700 to 10,000 annual average daily traffic in 2042, significantly less than widening US 301 through Downtown Coleman. The other segments of US 301 do not experience a significant change in traffic patterns between the US 301 realignment (truck route) alternative or the widening of US 301 to four lanes alternative.

The projected increase of 22,000 to 23,000 annual average daily traffic in 2042 through the City of Coleman on the existing alignment of US 301 would result in a significant barrier to the development of the currently contemplated character of the city's downtown as documented in the City's redevelopment plan and comprehensive plan. In addition, the widening to four lanes, which is required to accommodate the projected traffic volumes, would result in significant impacts to properties along the current alignment of US 301 in Coleman. Many of the properties would be significantly impacted by right-of-way acquisition. This level of traffic, in addition to the significant increase in truck traffic, would preclude the development of the city's downtown as a quaint town center.

It is important to note that US 301 serves as the "main street" of the City of Coleman. The City of Coleman's Comprehensive Plan and CRA Master Plan both call for the widening of US 301 to go around the downtown, to preserve the two-lane configuration of US 301 through Coleman with enhancements related to pedestrian/bicyclists and aesthetics, and to maintain appropriate business access.

With the addition of the US 301 realignment (truck route), the traffic volumes still increase within the city's downtown, but are at a level that is conducive to the development of a local town center. The heaviest traffic and truck impacts would be on the US 301 realignment (truck route) (i.e. 22,000 annual average daily traffic in 2042).

### **3.2.4 Business Access**

US 301 is a critical component of the growth of economic opportunity within the cities, county, region, and state. Without the improvements to US 301, many of these economic opportunities could falter due to the lack of appropriate transportation infrastructure and accessibility. However, the investment into the improvement of US 301 will provide the necessary transportation "spine" to support and grow these economic opportunities.

While the US 301 realignment (truck route) would divert truck traffic away from Coleman's downtown, the City's Comprehensive Plan and CRA Master Plan support the US 301 realignment (truck route), the preservation of the two-lane configuration of US 301 through Coleman with enhancements related to pedestrian/bicyclists and aesthetics, and the maintenance of appropriate business access. However, it is important to also note that in the design year of 2042 the traffic through Coleman's downtown is forecast to be beyond the level of the current volume even with the construction of the realignment.

### 3.2.5 Special Needs Patrons

There are no concentrations of special needs populations within 400 feet of the project area. Elderly and disabled populations within 400 feet of the project area are limited and dispersed.

## 3.3 Land Use Changes

### 3.3.1 Land Use – Urban Form

In accordance with the PD&E Manual, data regarding land uses with aesthetic, recreational, or community use values, open space, potential sprawl, and character of neighborhoods were collected.

#### 3.3.1.1 Existing Land Use

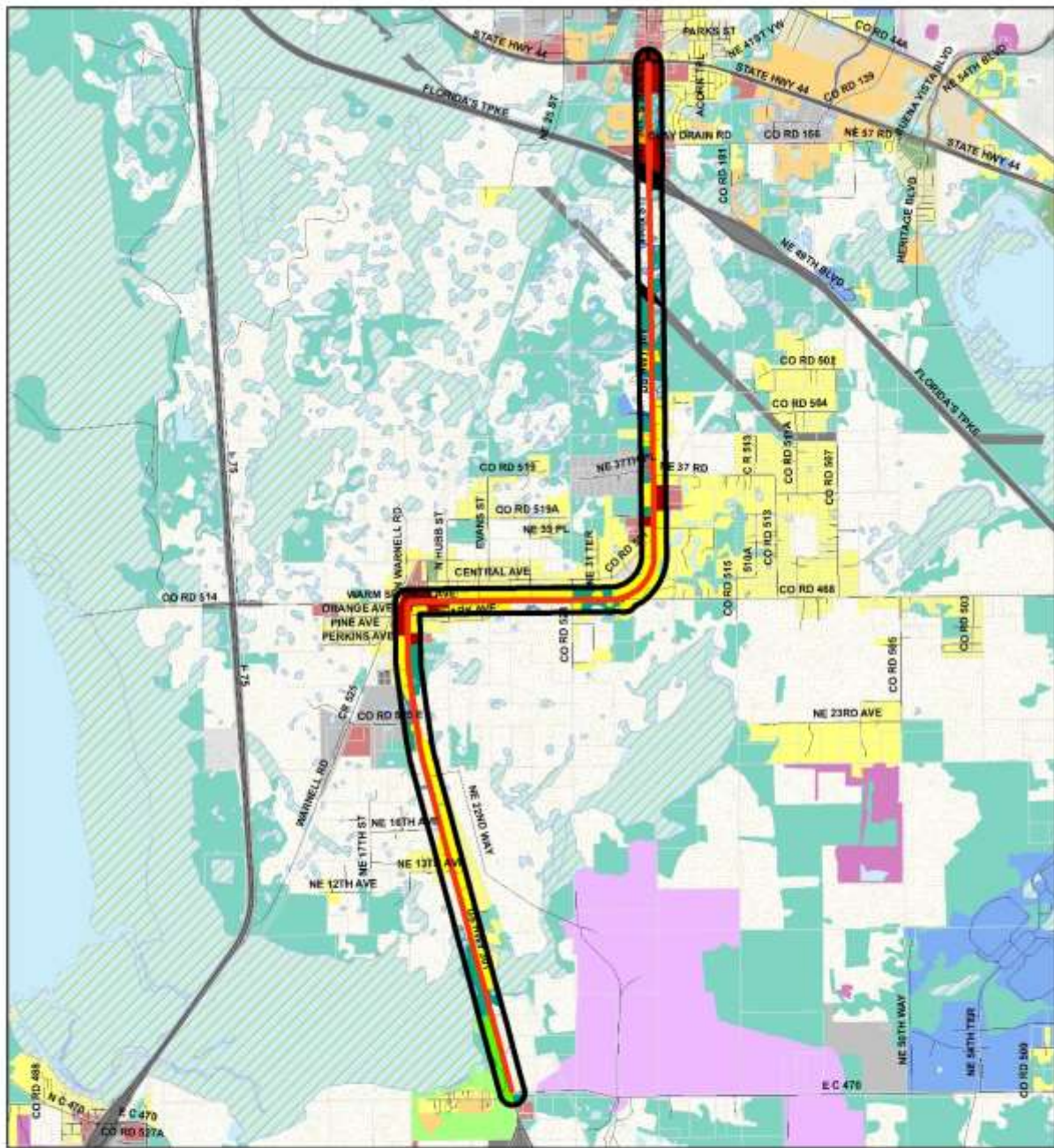
Florida Land Use and Cover Classification System (FLUCCS) data was used to identify land use patterns within 400 feet of the US 301 project corridor. Existing land uses are primarily residential and secondarily agricultural. The greatest concentration of residential uses is near the City of Coleman; however, rural residential use is scattered along the project corridor. Nearly a quarter of the land within 400 feet of the corridor is comprised of upland forest, wetland, open or brushland/rangeland, and is currently undeveloped. Table 3 | Existing Land Uses and Figure 3 show the uses most represented along the project corridor.

**Table 3 | Existing Land Uses**

Existing Land Use	Acres (within 400 feet)	Percentage
Residential	293.6	38.5%
Rural/Agricultural	126.8	16.6%
Upland Forest	111.7	14.6%
Commercial and Services	73.2	9.6%
Wetland	52.3	6.9%
Transportation/Utilities	32.4	4.2%
Golf Course	24.4	3.2%
Brushland/Rangeland	24.2	3.2%
Industrial	14.4	1.9%
Open Land	5.9	0.8%
Water	2.6	0.3%
Institutional	1.5	0.2%

*Source: Florida Land Use and Cover Classification System, 2011 (Florida Geographic Data Library)*

**Figure 3 | Existing Land Use Map**



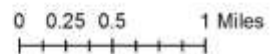
**U.S. 301 PD&E  
 Existing Land Use**

- Legend**
- US 301 Project Corridor
  - Roadways
  - 400-Foot Buffer
  - Parcels (2016)

**Florida Land Use & Cover Classification System (FLUCCS)**

- |   |  |
|---|--|
| <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Residential          | <span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Golf Courses             |
| <span style="background-color: red; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Commercial and Services | <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Open Land               |
| <span style="background-color: grey; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Industrial             | <span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Rural/Agricultural   |
| <span style="background-color: purple; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Extractive (Mining)  | <span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Brushland/Rangeland |
| <span style="background-color: blue; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Reclaimed              | <span style="background-color: teal; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Upland Forest             |
| <span style="background-color: darkblue; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Institutional      | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Streams/Rivers/Lakes |
| <span style="background-color: darkgreen; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Recreational      | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span> Wetlands             |

- Beaches/Sand
- Disturbed Land
- Transportation/Utilities



### 3.3.2 Plan Consistency

In accordance with the PD&E Manual, data regarding comprehensive plans, growth management plans and policies, future land use plans, proposed developments and DRIs were collected.

#### 3.3.2.1 Population Estimates and Projections

Based on medium projections developed by the University of Florida Bureau of Business and Economic Research (BEER), Sumter County's population is projected to nearly double over the next 25 years. A total population increase of nearly double is projected for the County, from an estimated population of 118,577 in the year 2016 to a projected population of 236,400 in the year 2040. This growth far exceeds the projected statewide population increase of 20% over that same timeframe.

The City of Coleman, situated at the center of the project, has an estimated 2016 population of approximately 700 people. In contrast, the City of Wildwood, at the north end of the project, is estimated to have a population of approximately 8,000 people. Although a significant amount of growth is expected to occur in unincorporated Sumter County and the City of Wildwood, as several proposed developments take shape, the population of the City of Coleman is expected to decline toward the year 2040.

#### 3.3.2.2 City of Coleman Comprehensive Plan

The City of Coleman Comprehensive Plan, adopted in 1991 and subsequently amended, was reviewed for consistency with the US 301 project. According to *Chapter II: Traffic Circulation Element*, automobiles are the primary mode of transportation for city residents. US 301 is the single principal arterial highway in the City of Coleman and functions as the City's commercial area.

The 1991 Comprehensive Plan assumed that the majority of vehicle trips on US 301 have origins and destinations within Sumter County, rather than the City of Coleman. Accident frequencies in the City were sited at the intersections of Warm Springs Avenue & Commercial Street, Warm Springs Avenue & Stokes Street, Warm Springs Avenue & Lime Street, and Orange Avenue & Oak Street. Of particular note, the Plan cites the 90-degree turn at Warm Springs Avenue and Commercial Street as a major deficiency for the following reasons:

- The intersection is not wide enough to accommodate the turning radius of semi-trucks that use the highway; therefore, other types of vehicles frequently must back-up to allow semi-trucks to complete the 90-degree turn. (Note that the intersection radius was improved in 2008 in order to better accommodate the turning radius for trucks.)
- The intersection is deficient in drainage structures and is known to have flood problems with heavy rainfall. (There have been continued reports of flooding in the vicinity of the intersection.)

The 1991 Comprehensive Plan assigns responsibility for improving this deficiency to the Florida Department of Transportation and recommends initiating coordination with FDOT. Accordingly, the 1991 Comprehensive Plan includes one (1) policy regarding the future of US 301 and the City of Coleman:

*Policy 1-4: The City shall formally notify the Florida Department of Transportation that the City would prefer the future capacity improvements to the US 301 by-pass the City limits of Coleman.*

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Regarding non-pedestrian connectivity, walking is practical for short trips within Coleman’s neighborhoods. No bicycle lanes or paths exist currently and sidewalks are few and disconnected. If sidewalks do exist, it is typically only on one side of the roadway. Where sidewalks do not exist, pedestrians use the shoulder and cross mid-block. Accordingly, the 1991 Comprehensive Plan includes one (1) policy regarding the design of arterial roadways and pedestrian connectivity:

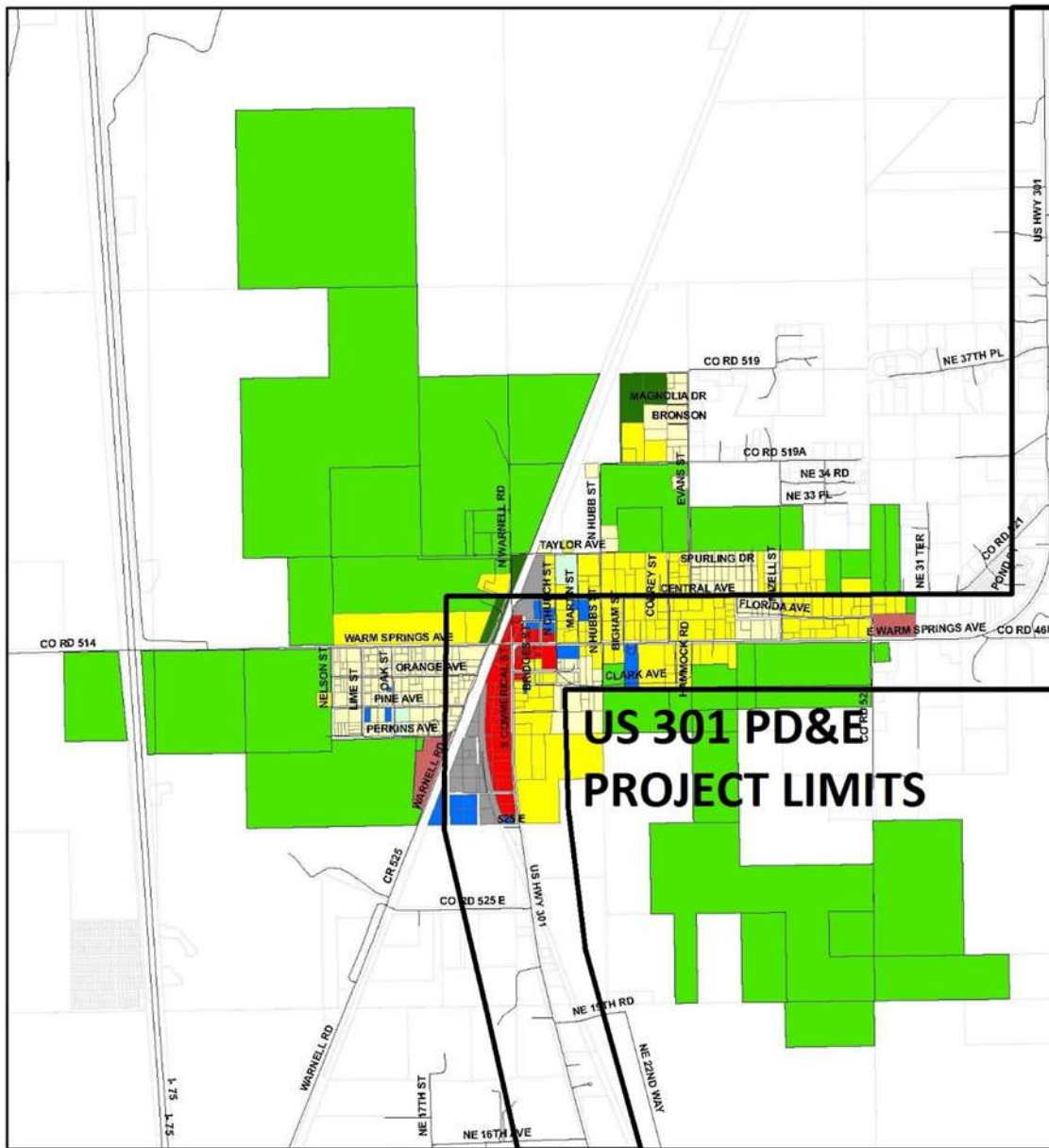
*Policy 5-2: The City shall incorporate sidewalks in the design of arterial roadway improvements which will provide citizens access to shopping, employment, public buildings, and recreational centers*

The City of Coleman *Future Land Use Map* shows a majority of single-family residential land uses along US 301 where it travels through the City. Other land uses on US 301 include multi-family residential, commercial, educational/public buildings, industrial, and agricultural uses. Higher intensity commercial and industrial uses are most concentrated at the 90-degree bend near the CSX railroad line. See Figure 4.

### 3.3.2.3 City of Coleman Community CRA Master Plan

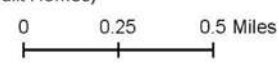
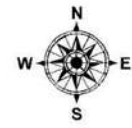
In addition to the 1991 Comprehensive Plan, the City of Coleman also maintains a *CRA Master Plan* that shows US 301 improvements including new turn/travel lanes at the 90-degree turn and streetscaping improvements with the addition of sidewalks, landscaping elements, and median treatments. See Figure 5 and Figure 6.

**Figure 4 | City of Coleman Future Land Use Map**

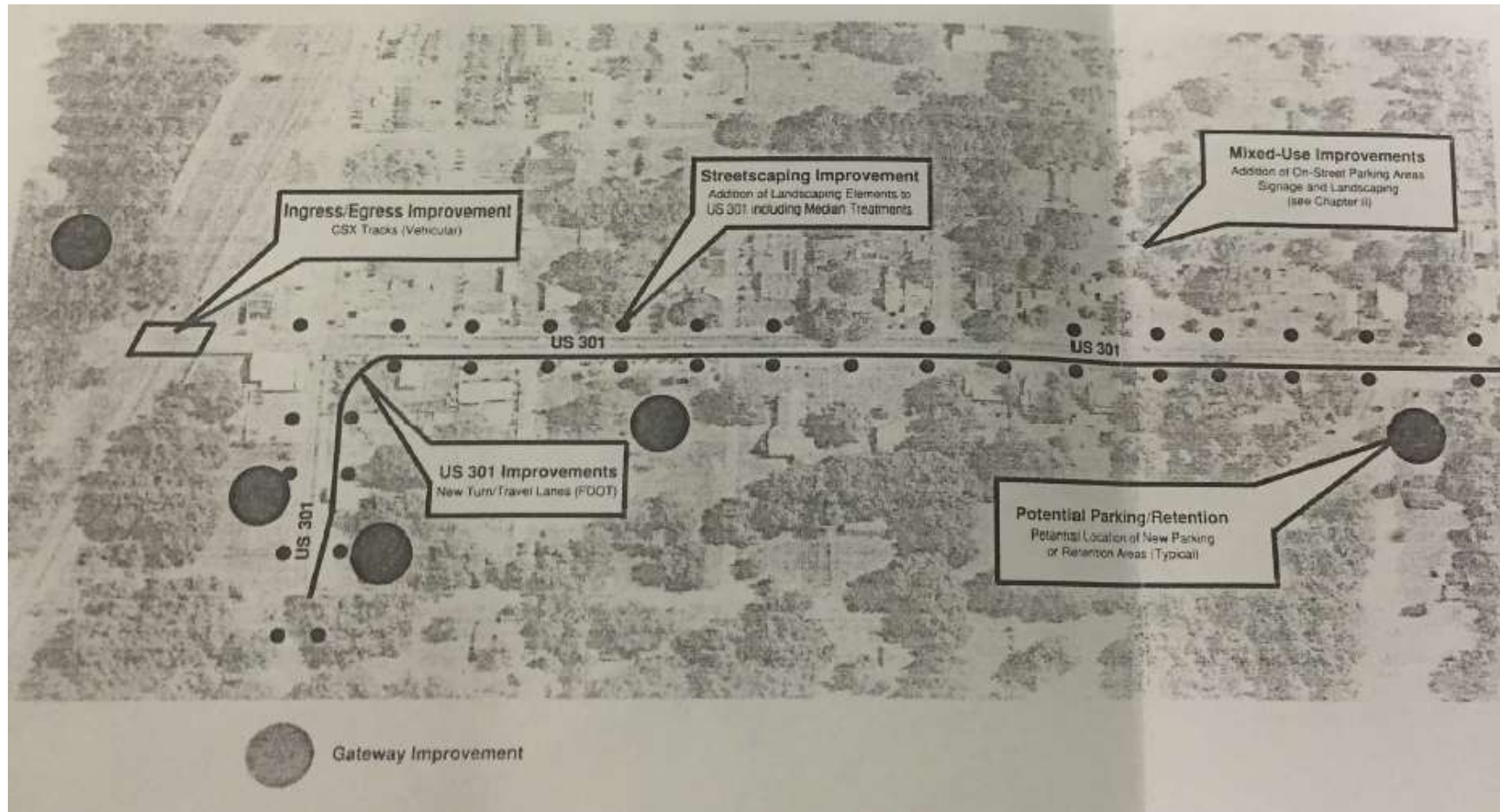


**City of Coleman  
 Future Land Use Map**

- Agriculture
- Commercial
- Conservation
- Industrial
- Multi-Family
- Public
- Recreation
- Single-Family (Mobile Homes)
- Single-Family (Site Built Homes)

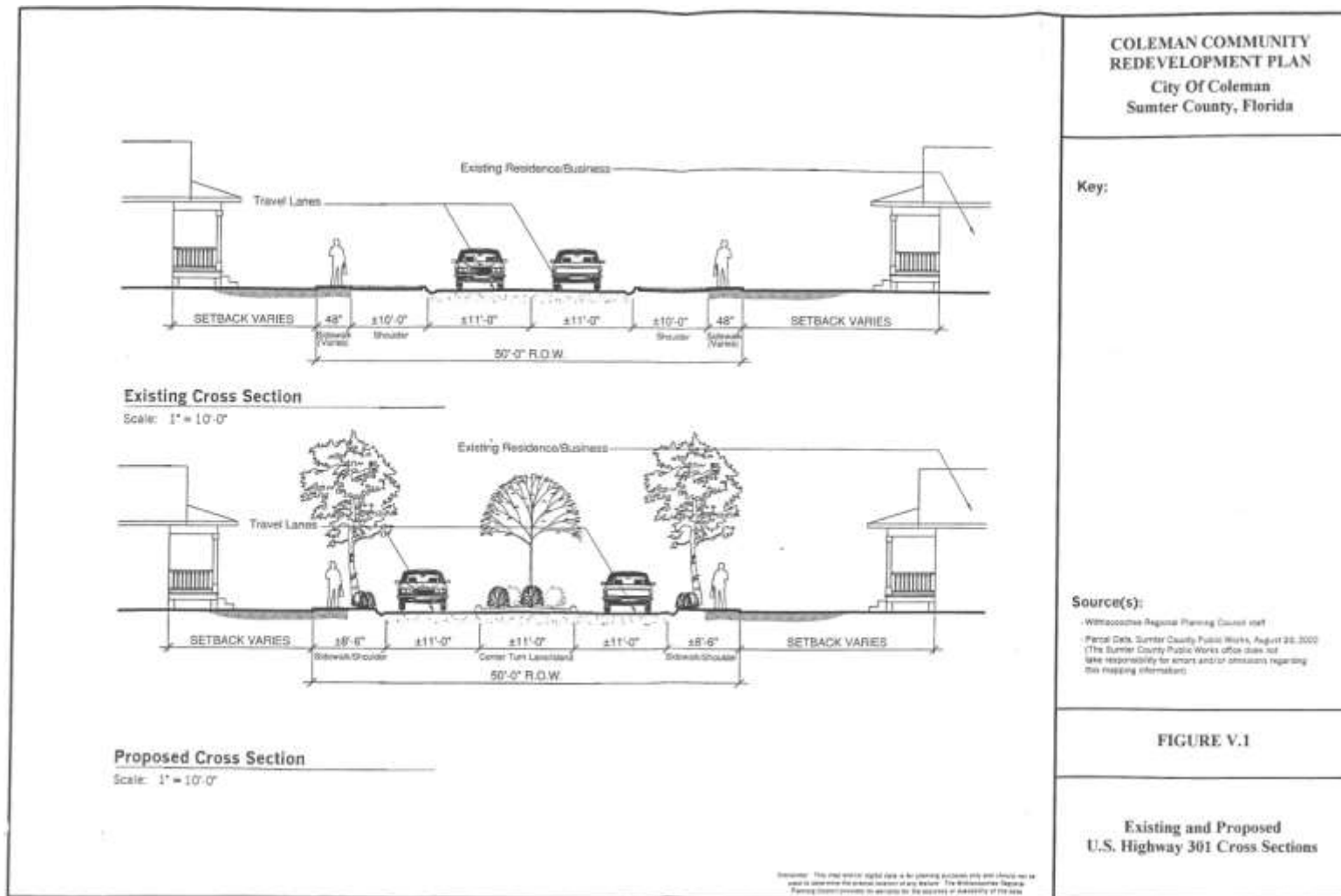


**Figure 5 | City of Coleman CRA Master Plan Map**



*Scanned excerpt from City of Coleman CRA Master Plan*

**Figure 6 | City of Coleman CRA Master Plan (Detail)**



Scanned excerpt from City of Coleman CRA Master Plan



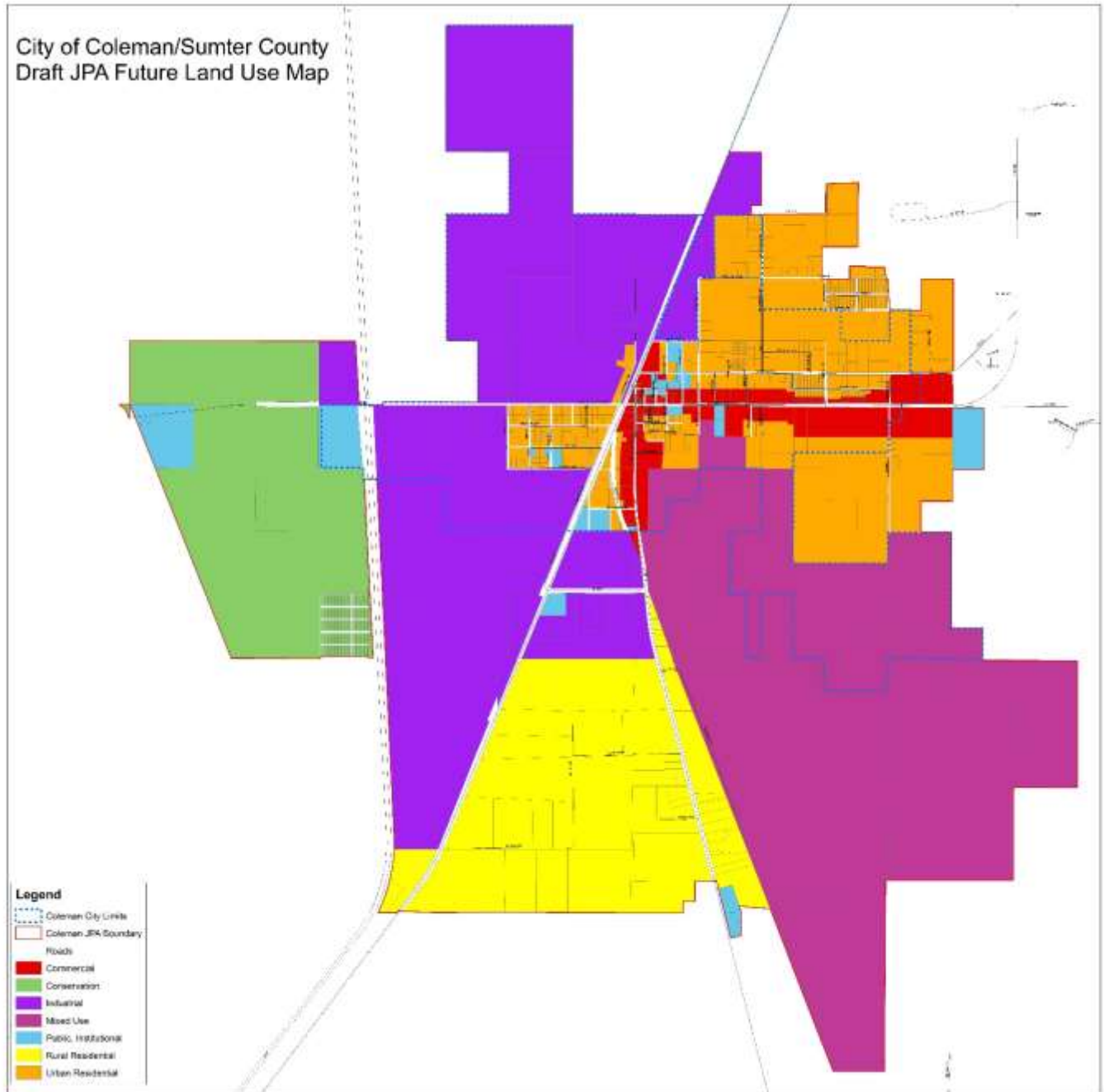
3.3.2.4 City of Coleman and Sumter County Interlocal Service Boundary Agreement

On December 12, 2016, the Coleman City Council approved an Interlocal Service Boundary Agreement (ISBA) with Sumter County, pursuant to Chapter 171, Florida Statutes. There are two items of specific interest within the ISBA for this PD&E:

1. Sumter County will provide the planning staff support to the City of Coleman; and
2. Sumter County agrees to take jurisdiction of the existing alignment of US 301 through the City of Coleman if the Florida Department of Transportation realigns US 301 and transfers jurisdiction.

As part of the County staff providing planning staff support to the City, County staff prepared a new draft Future Land Use Map for consideration for adoption by the City Council. The new draft Future Land Use Map is shown in Figure 7. The map includes a new commercial node at the intersection of US 301 & CR 468 and designates the area to the south of US 301 as mixed use.

**Figure 7 | Draft Future Land Use Map (ISBA)**



### 3.3.2.5 City of Wildwood Comprehensive Plan

The City of Wildwood Comprehensive Plan, adopted in 2010 and subsequently amended in 2015, was reviewed for consistency with the US 301 project.

The Comprehensive Plan's *Chapter 2: Transportation Element* incorporates by reference the proposed US 301 project from CR 470 E to SR 44 as a funded PD&E by FDOT, as well as the Lake-Sumter Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP). These references are made in Policy 1.1.1, Policy 1.2.2, and Policy 1.2.6.

US 301 within the City of Wildwood, from Florida's Turnpike to SR 44, is considered by the City of Wildwood as a "gateway" to the city. According to the City of Wildwood Comprehensive Plan *Future Land Use Map* (see Figure 8), a variety of land uses are permitted along the US 301 corridor including, but not limited to, residential, commercial, industrial, and agricultural uses.

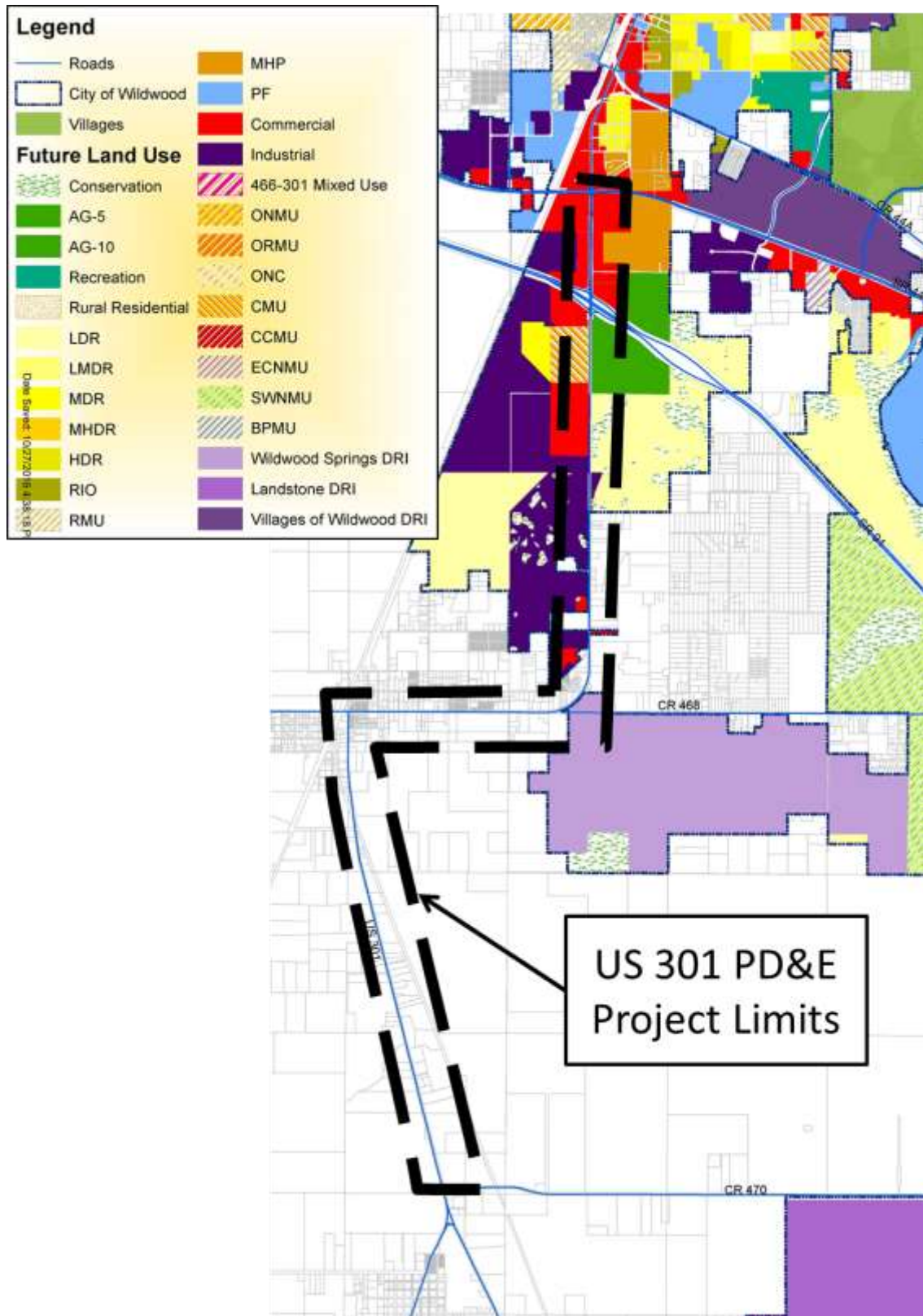
The future land uses along US 301 from Florida's Turnpike to SR 44 are commercial. The remainder of the US 301 corridor in Wildwood from CR 468 to Florida's Turnpike is comprised of a Development of Regional Impact (Village of Fenney), commercial, industrial, mixed use, residential, and agriculture future land uses. Specific existing and proposed mixed use centers within the project corridor are located at the intersections of US 301 & SR 44 and US 301 & CR 468.

### 3.3.2.6 City of Wildwood Community CRA Master Plan

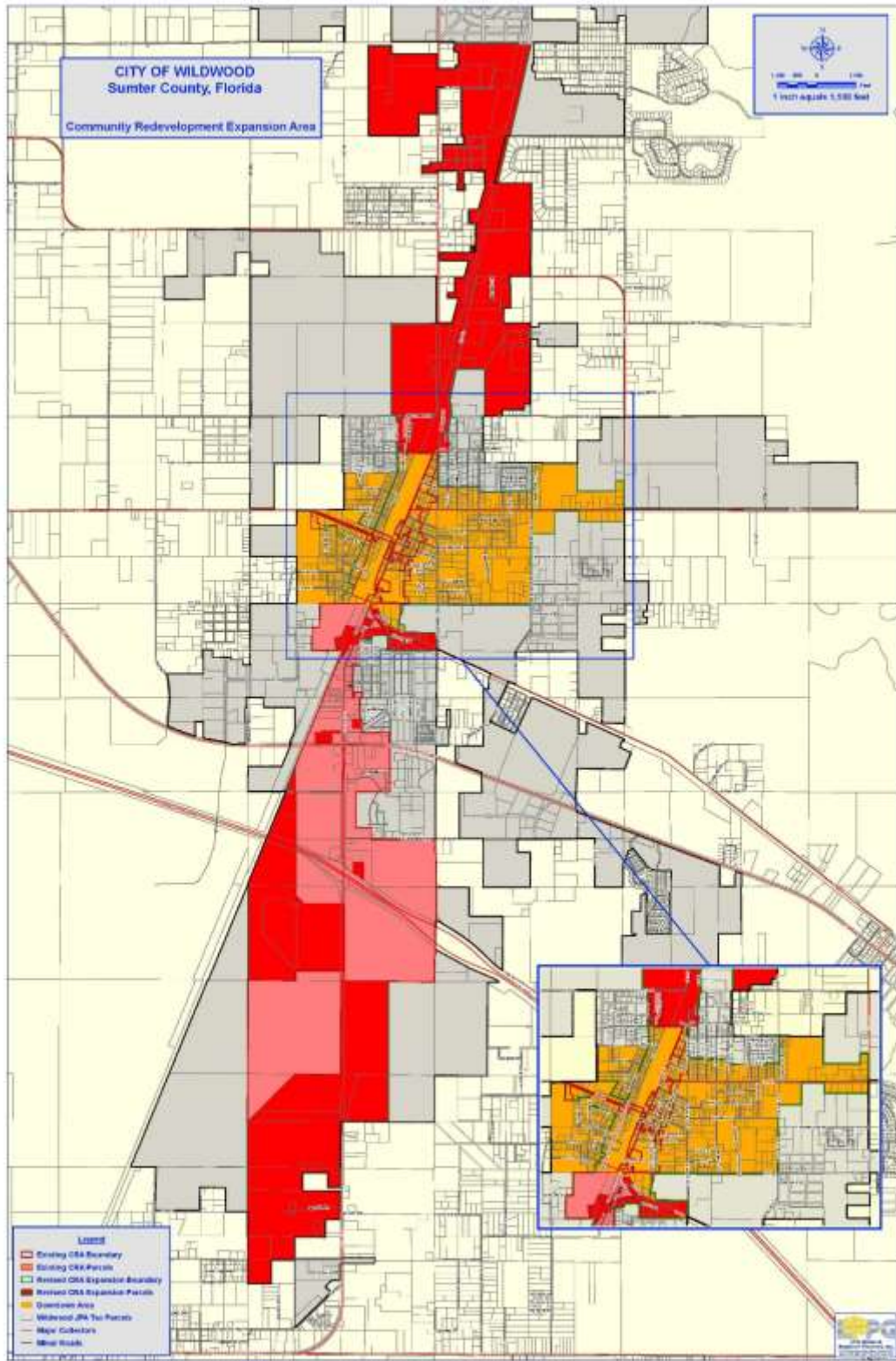
In addition to the Comprehensive Plan amended in 2015, the City of Wildwood also maintains a CRA Master Plan that covers the area north of the City of Coleman to past SR 44 in the City of Wildwood. See Figure 9. The priority projects and programs of this CRA are as follows.

- Establishment of the downtown area (Downtown Overlay District)
- Upgrade existing utility lines and fire hydrants (Downtown)
- Improvements of right-of-way
- Create a building renovation and relocation program
- Provide housing assistance programs
- Develop landscape architectural guidelines
- Provide sidewalks/paths for residents without vehicular access
- Install pedestrian streetlights along all roads
- Develop a master drainage plan
- Intersection improvements (CR 466/US 301 and SR 44/US 301 intersections)
- Develop a parking plan (Downtown)

**Figure 8 | City of Wildwood Future Land Use Map (Excerpt)**



**Figure 9 | City of Wildwood CRA Master Plan**



### 3.3.2.7 Sumter County Comprehensive Plan

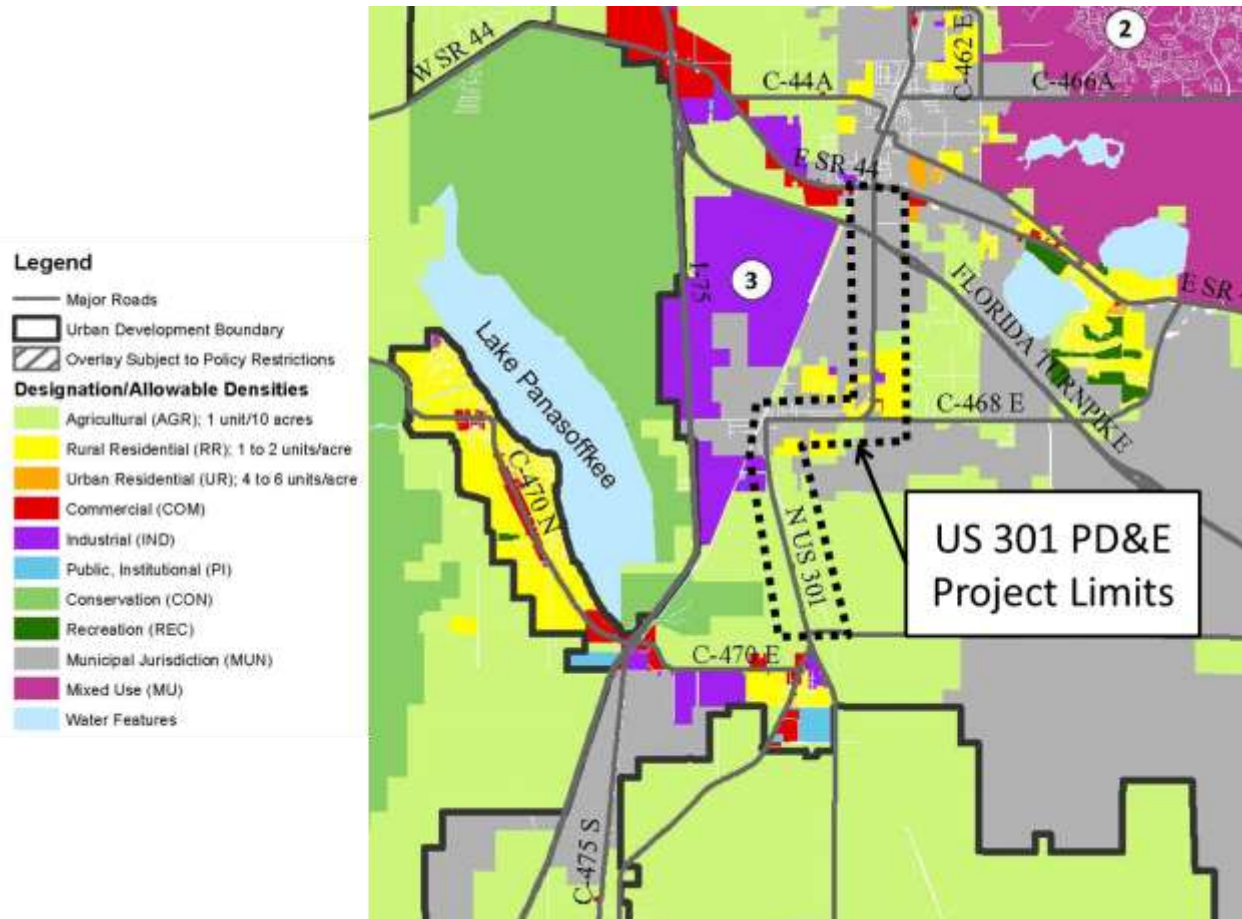
The Sumter County Comprehensive Plan, adopted in 2012 and subsequently amended in 2016, was reviewed for consistency with the US 301 project.

The *Chapter 2: Transportation Element* of the Sumter County Comprehensive Plan does not specifically address improvements to US 301; however, the element does include objectives and policies that promote coordination with Lake-Sumter MPO and the Florida Department of Transportation and adopt these agencies' LRTP plans and five-year work programs by reference in the Objective 2.3 policy series, consisting of Policies 2.3.1 through 2.3.7. Moreover, Policy 2.3.7 designates US 301 as an emergency evacuation route.

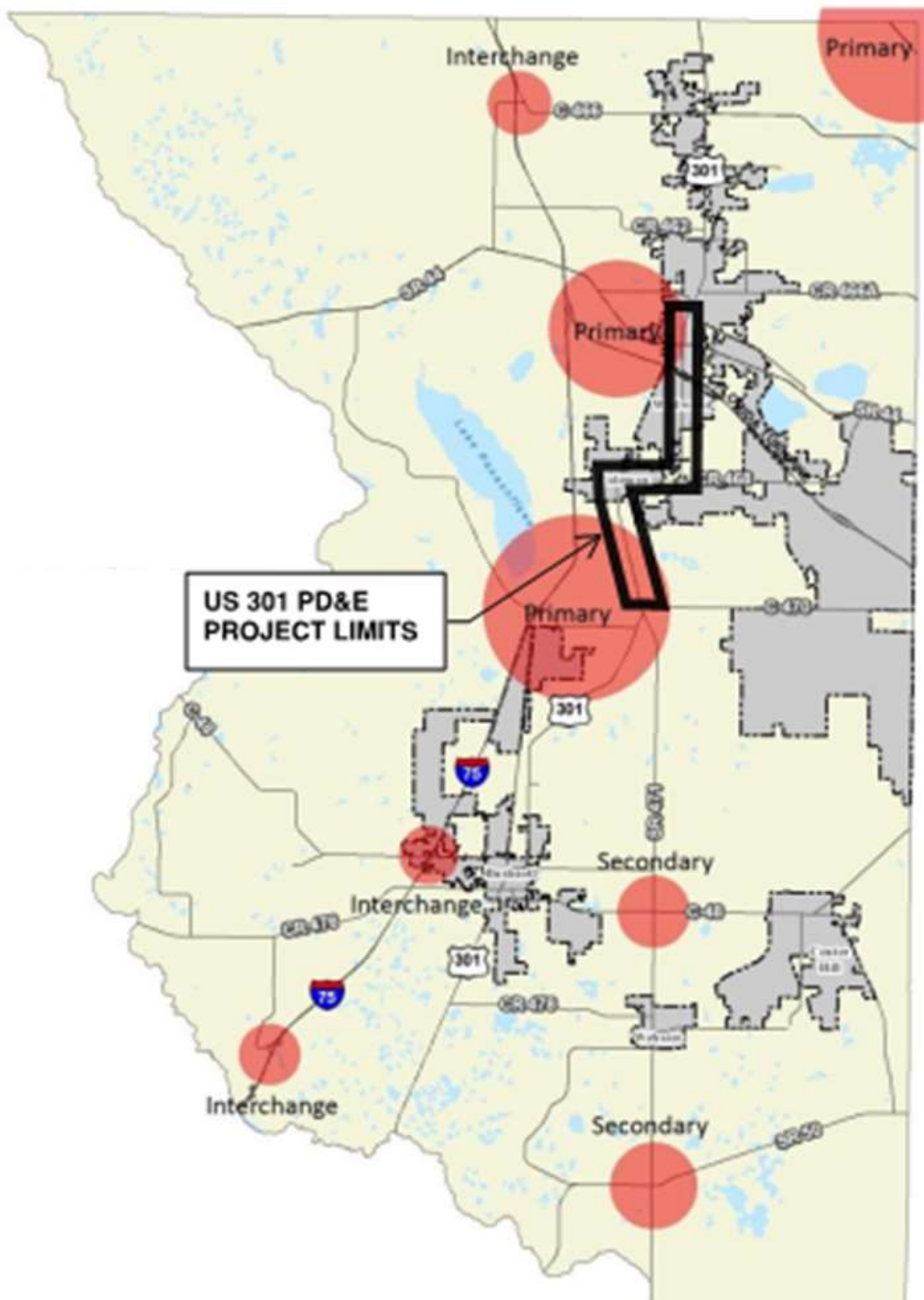
The *Future Land Use Map* of the Sumter County Comprehensive Plan (see Figure 10) shows a significant amount of land area along the US 301 project corridor as municipal jurisdiction (Wildwood and Coleman) with areas of County jurisdiction allowing for agricultural, rural residential, commercial, and industrial uses. Along the US 301 corridor, the County allows primarily agricultural and rural residential uses with industrial uses just south of Coleman and agricultural and commercial uses at the intersection with CR 470 E and at the interchange with Florida's Turnpike.

The *Economic Activity Centers* and *Primary Economic Centers* maps of the Sumter County Comprehensive Plan (see Figure 11 and Figure 12) also show economic activity centers in proximity to US 301 both at the intersection with CR 470 E and CR 470 W and between US 301 and I-75 from Coleman to SR 44. The southern extent of the project at CR 470 E and the northern extent at SR 44 are identified as "primary activity centers." "Primary activity centers" are defined as areas focused for large-scale employment concentrations with a focus on regional and larger needs. These activity centers are located near major transportation facilities and coordinated with the provision of water, sanitary sewer, and other utilities.

**Figure 10 | Sumter County Future Land Use Map (Excerpt)**

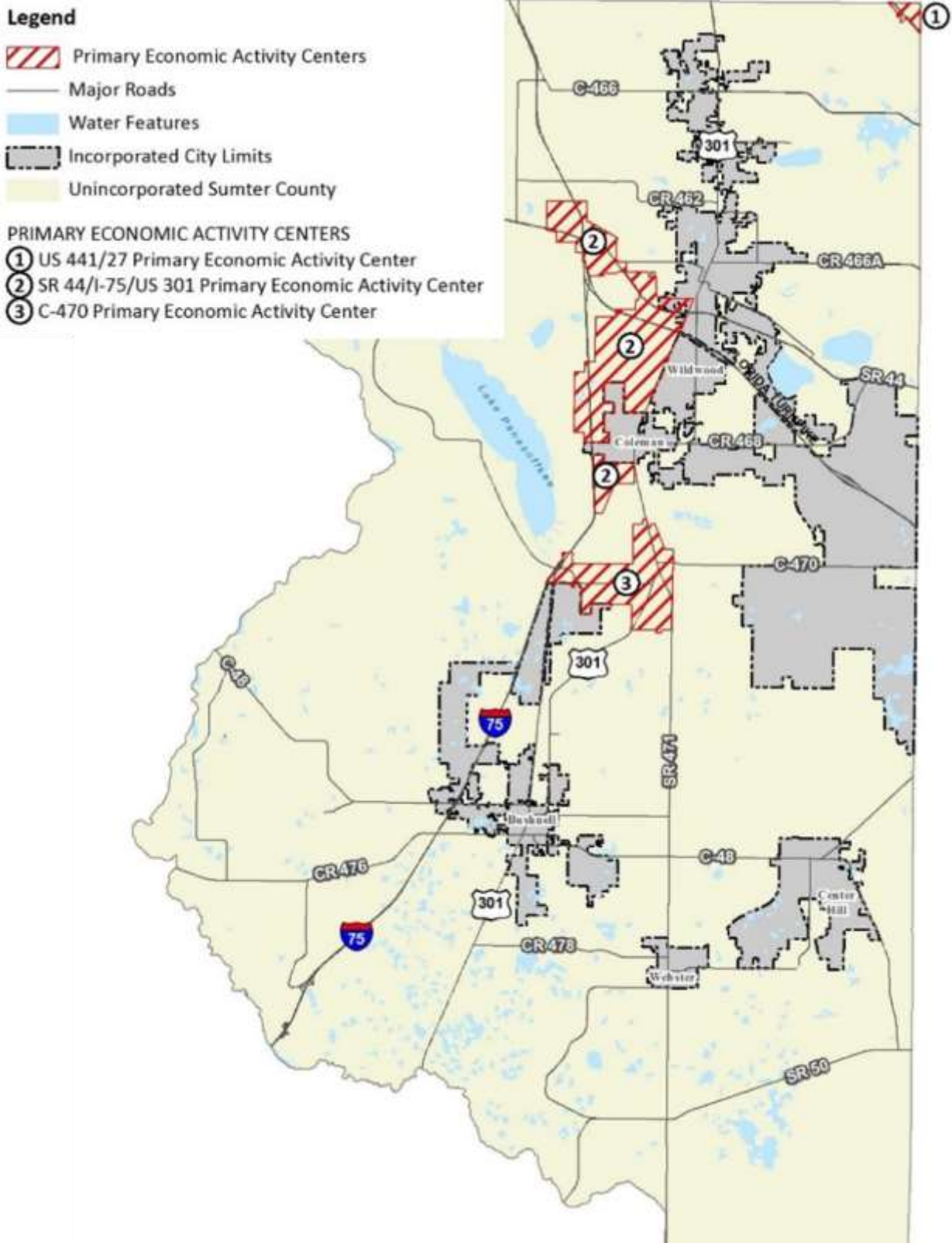


**Figure 11 | Sumter County Economic Activity Centers (Map Excerpt)**





**Figure 12 | Sumter County Primary Economic Activity Centers (Map Excerpt)**



3.3.2.8 Lake-Sumter MPO 2040 LRTP, LOPP, and TIP

3.3.2.8.1 2040 Long Range Transportation Plan (LRTP)

The Lake-Sumter MPO LRTP, adopted in 2015, was reviewed for consistency with the US 301 project. The 2040 LRTP shows US 301 as a constrained 4-6 lane corridor. Planned industrial development to the west of the US 301 corridor will drive employment and population growth in the area through 2040, increasing demand on the roadway.

The 2040 LRTP makes several references to the US 301 corridor and emphasizes its role in regional freight and goods movement. US 301 is identified as a freight corridor in the “Central Florida Regional Freight Mobility Study” prepared by MetroPlan Orlando in 2013. The 2040 LRTP identifies a new interchange for I-75 at CR 514 that will improve access to US 301 in central Sumter County. The 2040 LRTP also identifies proposed improvements to the CR 470 corridor from I-75 into Lake County.

The 2040 LRTP identifies the widening of US 301 from CR 470E to SR 44 as a cost feasible project.

No multiuse trails are identified within the vicinity of the US 301 project or on the MPO’s *Regional Multi-Use Trails Network Map* within the 2040 LRTP.

3.3.2.8.2 List of Priority Projects (LOPP)

The widening of US 301 from CR 470E to SR 44 is listed in the Lake-Sumter MPO’s LOPP for the years 2020/2021-2039/2040 as a “Right-of-Way” project ranked 5<sup>th</sup> and described as a widening to 4 lanes with a funded PD&E phase, and new request for funding for right-of-way acquisition in years 2018/2019 with costs to be determined by FDOT.

3.3.2.8.3 Transportation Improvement Program (TIP)

The US 301 project is listed in the Lake-Sumter MPO’s TIP for the years 2016/2017-2020/2021 as a state- and federally-funded, 7.702-mile, roadway capacity project in the design phase to add lanes and rehabilitate pavement. The budgeted amounts for the programmed years are shown in Table 4 | Lake-Sumter MPO TIP below.

**Table 4 | Lake-Sumter MPO TIP**

Funding Sources by Year (Thousands of Dollars)				
2016/2017	2017/2018	2018/2019	2019/2020	2020/2021
\$1,000 (State)	\$2,454 (State)	\$502 (State); \$4,215 (Federal)	0	0

Source: Lake-Sumter MPO TIP, Years 2016/2017-2020/2021

### 3.3.2.9 Proposed Developments and DRIs

The need for increased capacity is supported by the projected growth in traffic volumes resulting primarily from two (2) approved Developments of Regional Impact (DRIs) and a planned mega-industrial site, which are all located within one mile of the project corridor and directly impact the project corridor. These developments are identified below and shown on Figure 13:

- **Landstone Communities DRI**

Landstone Communities is located on CR 470 E east of US 301. The proposed development includes approximately 8,000 dwelling units and 430,000 square feet of retail space.

- **Village of Fenney DRI (formerly known as Wildwood Springs)**

Village of Fenney is located on CR 468 east of US 301. The proposed development includes approximately 3,000 dwelling units, 215,000 square feet of retail space, and 10,000 square feet of office space. In 2016, construction began on the Village of Fenney.

- **Monarch Ranch Industrial Site**

Monarch Ranch is located south of Florida's Turnpike, east of I-75, west of US 301, and adjacent to the CSX "S" railroad line. The proposed development includes approximately 16,335,000 square feet of industrial space. Monarch Ranch is poised to be developed as an intermodal logistics center.

- **The Villages Industrial (former Wade Industrial Site)**

The Villages Industrial is located on CR 525 east of US 301. The proposed development includes approximately 1,900,000 square feet of industrial space.

- **The Villages of Southerland Oaks Site**

The Villages of Southerland Oaks is located on CR 468 near the Florida's Turnpike, east of US 301. The proposed development includes approximately 11,000 residential dwelling units, 80,000 square feet of office space, and 248,000 square feet of retail.

- **Cresswind Site**

Cresswind is located east of US 301 and just east of the Florida's Turnpike. The proposed development includes approximately 675 residential dwelling units.

The US 301 corridor is a critical asset to the future of the "Florida Crossroads Industrial Activity Center" (FCIAC), which is identified as a strategic project within the 2016 East Central Florida Comprehensive Economic Development Strategy prepared by the East Central Florida Regional Planning Council. Generally, the FCIAC is located at the crossroads of I-75, US 301, SR 44, Florida's Turnpike, and the CSX "S" railroad line. The Monarch Ranch Industrial Site is part of the FCIAC.

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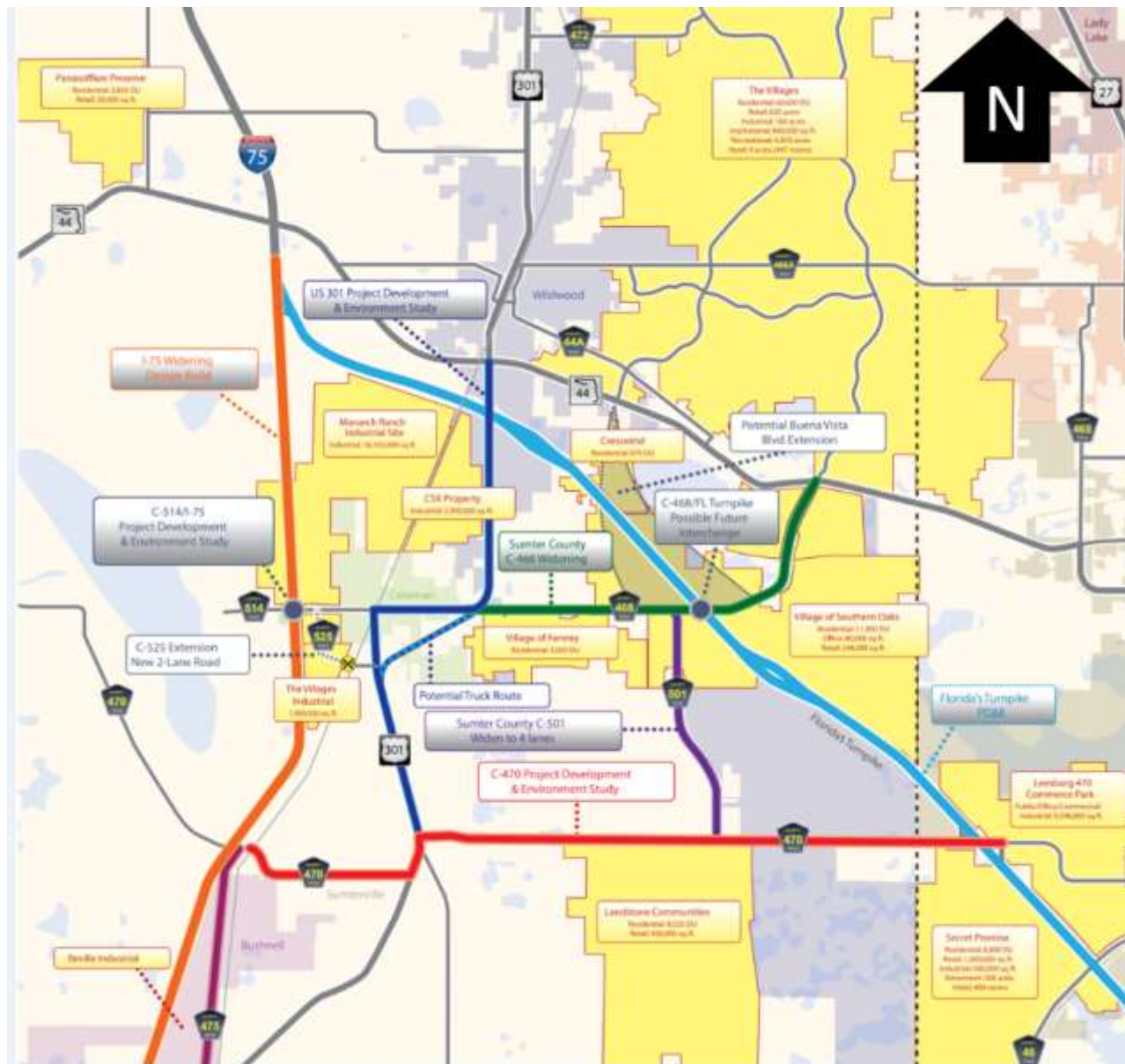
### 3.3.2.10 Other Related Studies and Designs

Other transportation studies and design projects are currently planned or in process within or adjacent to the US 301 PD&E project corridor, including:

- CR 470 – PD&E in process to evaluate the widening of CR 470 from Florida’s Turnpike to I-75. The focus of the project is to eliminate the off-set of CR 470W and CR 470E. This project is adjacent to the US 301 PD&E project at CR 470E. The US 301 PD&E is being closely coordinated with the CR 470 PD&E.
- CR 468 – Widening of CR 468 to 4-lanes and re-alignment of the intersection with U.S 301. Design is complete. Construction is scheduled for FY 2017. This project intersects with the US 301 corridor within the PD&E project area. The US 301 PD&E is closely coordinated with the CR 468 widening project.
- CR 525 E – Two-lane, with ability to expanded to 4-lanes, extension of CR 525 E from CR 525 to CR 514. CR 525 E intersects the US 301 corridor within the PD&E project area. The potential US 301 realignment (truck route) and proposed new interchange on I-75 at CR 514 would connect to CR 525 E. The CR 525 E project is in final design.
- Interchange I-75/CR 514 – New interchange proposed for I-75 and CR 514. The Interchange Justification Report for the proposed new interchange for I-75 and CR 514 was approved by the Federal Highway Administration in 2017. It is anticipated that when the interchange is constructed, it will connect to the CR 525 E extension described above.
- Florida’s Turnpike Widening – Widening of Florida’s Turnpike from four to six lanes. The study limits are from SR 50 in Lake County to I-75. The study is being finalized in 2016/17.
- SR 44 – Improvements to the US 301 & SR 44 intersection. The improvements have been constructed.

US 301 is an important aspect for each of these related transportation studies and designs. US 301 serves as a spine from which each of these other related transportation studies and designs branch off to the east and west. See Figure 13.

**Figure 13| Regional Overview Map**



### **3.3.3 Growth Trends and Issues**

Given the diverse character of the project corridor, the potential impact on land use changes varies within each segment of the project corridor. The following provides a summary of the potential land use changes within each project segment.

#### ***Segment 1***

Segment 1 extends north from CR 470E in Sumterville to Shady Brook Drive in Sumterville. This area is identified within the Sumter County Unified Comprehensive Plan as part of a future economic activity center related to the CR 470 corridor. Improvements to US 301 within this area will have a significant impact in promoting the desired economic development opportunities and supporting land uses.

#### ***Segment 2***

Segment 2 extends north from Shady Brook Drive in Sumterville to CR 525 E, located south of the City of Coleman. This area is primarily rural in character. However, at CR 525 E, west of US 301, there is an existing industrial area and planned future industrial area (Villages Industrial Park). Sumter County is in the process of designing an extension of CR 525 E to CR 514. This extension of CR 525 E provides enhanced access to the existing and planned future industrial areas. Improvements to US 301 within this area will influence the development of these industrial areas.

#### ***Segment 3***

Segment 3 extends north from CR 525 E, located south of the City of Coleman, to Stokes Street in the City of Coleman. This area is within the “main street” of the City of Coleman. Improvements to US 301 within this area will have a significant impact on the land uses within the city. Given the relatively narrow right-of-way through this segment of US 301, it is likely that significant right-of-way would need to be acquired, which would result in significant impacts to existing homes and businesses within this segment.

#### ***Segment 4***

Segment 4 extends from Stokes Street in the City of Coleman to Florida’s Turnpike in the City of Wildwood, and is approximately 2.95 miles in length. This segment includes the intersection with CR 468. The existing intersection at CR 468 will be reconfigured by the County. In addition, the Village of Fenney, a mixed-use active retirement community, is under construction on CR 468 just to the east of US 301. The remainder of the segment to Florida’s Turnpike is a mix of industrial, rural residential, and some commercial properties.

#### ***Segment 5***

Segment 5 extends from Florida’s Turnpike to SR 44 in the City of Wildwood, and is approximately 0.70 miles in length. This segment includes the interchange area of US 301 and Florida’s Turnpike. Reconfiguration of the interchange will have significant impact on the existing commercial uses at the interchange area. The remainder of the segment to SR 44 is primarily buildout with commercial and residential (mobile home park) uses. The segment is already 4-laned.

### **Segment 6**

The US 301 realignment (truck route) alternatives being considered require completely new roadway construction over current non-roadway property. The existing land use in this area is primarily rural or agricultural, with some residential and commercial or services activity at US 301. The City of Coleman Interlocal Service Boundary Agreement (ISBA) proposed Future Land Use Map includes a commercial node at the intersection of US 301 & CR 468 and designates the area of the potential US 301 realignment (truck route) as urban residential and mixed-use, which is consistent with current and potential large-scale development plans in the vicinity.

### **3.3.4 Focal Points**

In accordance with the PD&E Manual, data regarding schools, churches, parks, emergency facilities, social services, day care facilities, retirement centers, community centers, and retail locations were collected.

The project area includes a number of community facilities and focal points including private RV parks and golf courses, mobile home parks, public parks and recreation, churches, civic centers, cemeteries, and historic railways. The following provides an inventory of these facilities and evaluates the potential impacts resulting from the proposed widening of US 301:

#### **3.3.4.1 Inventory of Community Facilities (Traveling South to North)**

The following community facilities and focal points are located on or near the current US 301 alignment:

1. *Sumterville Cemetery, CR 47E and US 301 North, Sumterville, FL, 33585* (Cemetery) – Located east of US 301 south of Segment 1 and south of the intersection with CR 470E.
2. *Shady Brook Golf & RV Resort, 178 US 301 North, Sumterville, FL 33585* (Private Recreation) – Located at the south end of the project limits and west of US 301 at the terminus of CR 470E in Segment 1. The resort operates year-round and is a private recreation facility consisting of a golf course and driving range as well as RV sites.
3. *Shady Brook Park, 1015 US 301 North, Sumterville, FL 33585* (Public Park) – Located east of US 301 in Segment 2. Shady Brook Park provides public open space and is owned by the City of Coleman.
4. *Shady Brook Freewill Baptist Church, 1469 US 301 North, Sumterville, FL 33585* (Church) – Located east of US 301 in Segment 2. Activities primarily occur on Wednesdays and Sundays. The church property directly abuts the existing US 301 right-of-way.
5. *CSX “S” Railroad Line (the former Seaboard Air Line main line)* (Railway) – Runs roughly parallel to project and nearest to the US 301 corridor in Segment 3 at the intersection of Commercial Street and Warm Springs Avenue, where US 301 is currently routed through the City of Coleman. The railway is of state-wide significance as a major rail freight line and links the Plant City/Lakeland area in Central Florida to the Jacksonville area in North Florida.
6. *Bobby’s Antique Store and Historical Village, 100 Commercial St, Sumterville, FL 33585* (Historical Structures/Private Attraction) – Located west of US 301 at the intersection of Warm Springs Avenue and Commercial Street in Segment 3. The site includes a number of historical structures from the area, many dating from the 1800s, that were moved from other sites and reassembled. The primary building was a former train station; however, the building currently functions as an antique store.

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7. *Coleman First Assembly of God, 505 Mulberry St., Coleman, FL 34731* (Church) – Though not immediately on the US 301 corridor, Coleman First Assembly of God is located near Segment 3 approximately 300 feet north of Warm Springs Avenue (i.e., the current US 301 alignment through Coleman) on Mulberry Street.
8. *United Methodist Church of Coleman, 1502-1902 E. Warm Springs Ave., Coleman, FL 33521* (Church) – Located south of US 301 in Segment 3 at the intersection of Warm Springs Avenue and Church Street. Activities primarily occur on Sundays.
9. *First Baptist Church of Coleman, 2112 Central Ave., Coleman, FL 33521* (Church) – Though not immediately on the US 301 corridor, First Baptist Church of Coleman is located near Segment 3 approximately 350 feet north of Warm Springs Avenue (i.e., the current US 301 alignment through Coleman) on Martin Street.
10. *Coleman City Hall, 3502 Warm Springs Ave, Coleman, FL 33521* (Civic Center) – Located south of US 301 in Segment 3 near the intersection of Warm Springs Avenue and Hubbs Street. City Council meetings occur monthly on Monday evenings.
11. *Trinity Baptist Church, 3305 CR 468, Wildwood, FL 34785* (Church) – Located south of US 301 in Segment 4 near the intersection of Warm Springs Avenue and CR 468. Activities occur throughout the week.
12. *The Park at Wildwood, 4222 US 301, Wildwood, FL 34897* (Private Recreation) – Located west of US 301 in Segment 4. The park provides off-road vehicle activities primarily on Saturdays and Sundays.
13. *Parkwood Oaks and Parkwood Manor Mobile Home Park, 414 Spring Lake Rd., Wildwood, FL 34785* (Mobile Home Park) – Located north of Florida’s Turnpike in Segment 5, approximately 500 feet from the US 301 corridor.

### 3.3.4.2 Evaluation of Potential Impacts

The following provides an evaluation of potential impacts to community facilities and focal points:

#### 3.3.4.2.1 Schools and Day Care Facilities

There are no schools or day care facilities, public or private, near the project.

#### 3.3.4.2.2 Churches

There are five (5) churches located near the US 301 corridor and three (3) of these churches are located directly on the existing US 301 alignment. The other two (2) churches are located on side streets, approximately 300 feet from the existing US 301 alignment. The three (3) churches on the existing US 301 alignment are the Shadybrook Freewill Baptist Church in Segment 2, the United Methodist Church of Coleman in Segment 3, and Trinity Baptist Church in Segment 4. Each of these churches has direct frontage on US 301 that could be impacted depending on the preferred alternative. If the preferred alternative includes these properties, such impacts could include acquisition or reduction of property in use, altered access points, and isolation from neighborhoods across US 301.

#### 3.3.4.2.3 Parks and Civic/Community Centers

There is one (1) public park located directly on the existing US 301 alignment. This is Shady Brook Park in Segment 2 owned by the City of Coleman. Coleman City Hall is located along Segment 3 and is a



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community/institutional location. If the preferred alternative includes these properties, such impacts could include acquisition or reduction of property in use, altered access points, and isolation from neighborhoods across US 301.

### 3.3.4.2.4 Cultural Focal Points

There are several features of cultural significance proximate to the existing US 301 alignment. These are the Sumterville Cemetery near Segment 1, the CSX “S” Railroad Line (also known as the former Seaboard Air Line main line) running parallel to the project, and Bobby’s Antique Store and Historical Village in Segment 3. Of these, the location of Bobby’s Antique Store and Historical Village presents particular challenges given its proximity to one of the major intersections on this section of US 301. If the preferred alternative includes Bobby’s Antique Store and Historical Village, such impacts could include acquisition or reduction of property in use, altered access points, and isolation from neighborhoods across highway US 301.

The Sumterville Cemetery is located south of the project limit of CR 470 E, and the CSX “S” Railroad Line is located approximately 375 feet west of the project and would not be directly impacted by the project.

### 3.3.4.2.5 Social Services

There are no known social services office or facilities on US 301 within the project limits. However, the Lake Community Action Agency operates a community center within the racial minority neighborhood located to the west of US 301 and to the south of CR 514. There will be no impact to the community center.

### 3.3.4.2.6 Emergency Facilities

No major hospitals or medical centers are located on US 301 within the project limits or within the surrounding area.

### 3.3.4.2.7 Commercial Locations

Commercial establishments are located throughout the project; however, the US 301 corridor is more rural than commercial in character. Commercial areas are focused near CR 470 E, within the City of Coleman, near CR 468, at the US 301 interchange with Florida’s Turnpike, and from Florida’s Turnpike to the northern project limits at SR 44. Right-of-way acquisition may be required from these commercial areas depending on the preferred alternative. Such acquisition could reduce the acreage in use and/or alter access points; however, general access to these facilities will be maintained as part of the preferred alternative. It is also important to note that overall regional access to these commercial centers would be improved with improvements to US 301.

## **3.4 Mobility**

### **3.4.1 Mobility Choices**

US 301 currently presents a physical barrier given that it is a principal arterial roadway with relatively high speeds and significant truck traffic. Increasing the width of US 301 from two-lanes to four-lanes will further increase the barrier effect of US 301. However, regarding the area near the City of Coleman, the proposed US 301 realignment (truck route) would reduce such impacts on the City.

The US 301 realignment (truck route) would pass to the south of the City’s main street (Warm Springs Avenue) to CR 468. If the US 301 realignment (truck route) is implemented, then the current US 301 alignment (Warm Springs Avenue) will remain as a two-lane facility and will provide opportunity for improved pedestrian and bicyclist safety where the population is most concentrated. For example, sidewalks for pedestrians and paved shoulders for bicyclists are either maintained or proposed for all proposed typical sections.

Maintaining the existing alignment of US 301 as two-lanes is fully consistent with the vision of the City’s CRA Master Plan for a walkable and unique “main street” that is oriented to promote the development of shops, cafes, and offices. Moreover, the City of Coleman’s Comprehensive Plan calls for the widening of US 301 to bypass the City.

Additionally, the US 301 realignment (truck route) would enhance automobile and truck mobility with a more direct north-south route and potential connectivity to the proposed new interchange at I-75 and CR 514 with the extension of CR 525 E.

### **3.4.2 Accessibility**

The proposed improvements considered by the US 301 PD&E include enhancements to opportunities for pedestrian and bicycle use within the project corridor. These pedestrian and bicycle enhancements will improve opportunities and safety for non-drivers. Sumter County also operates a demand responsive (door to door) and deviated fixed route shuttle transit system that serves population in the City of Coleman, as well as all areas of Sumter County. The proposed improvements considered by the US 301 PD&E do not preclude the continuation of these transit services.

### **3.4.3 Connectivity**

Connectivity will be enhanced by the widening of US 301 as additional travel lanes are being provided throughout the project limits and the potential US 301 realignment (truck route). In addition, connectivity is maintained between the eastern end of Warm Springs Avenue and US 301. To improve pedestrian and bicyclist safety, sidewalks and bicycle lanes are considered for all typical sections. These design strategies are intended to improve connectivity to community features and facilities.

### **3.4.4 Traffic Circulation**

The most significant change in traffic patterns will occur with the development of the proposed US 301 realignment (truck route). Based on the projected traffic volumes from the US 301 PD&E Design Traffic Technical

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Memorandum for the no build and four-lane build through the Coleman downtown options, projected traffic north of CR 525 E and west of CR 468 is anticipated to increase from an existing 6,800 to 7,800 annual average daily traffic to between 22,000 to 23,000 annual average daily traffic in 2042. However, with the US 301 realignment (truck route) the increase in this same area is between 8,700 to 10,000 annual average daily traffic in 2042, significantly less than widening US 301 through Downtown Coleman. The other segments of US 301 do not experience a significant change in traffic patterns between the US 301 realignment (truck route) alternative or the widening of US 301 to four lanes alternative.

The projected increase of 22,000 to 23,000 annual average daily traffic in 2042 through the City of Coleman on the existing alignment of US 301 would result in a significant barrier to the development of the currently contemplated character of the city's downtown as documented in the City's redevelopment plan and comprehensive plan. In addition, the widening to four lanes, which is required to accommodate the projected traffic volumes, would result in significant impacts to properties along the current alignment of US 301 in Coleman. Many of the properties would be significantly impacted by right-of-way acquisition. This level of traffic, in addition to the significant increase in truck traffic, would preclude the development of the city's downtown as a quaint town center. However, even with the addition of the US 301 realignment (truck route), the traffic volumes in 2042 will still be greater than today through the city's downtown. This is still at a level that is conducive to the development of a local town center. The heaviest vehicle and truck traffic would be on the US 301 realignment (truck route) (i.e. 22,000 annual average daily traffic in 2042).

### **3.4.5 Public Parking**

Few public facilities are located on the US 301 project and these are limited to Shady Brook Park north of Sumterville and Coleman City Hall in the City of Coleman. The project is not expected to impact the public parking area at Shady Brook Park; however, the widening of US 301 through the City of Coleman has the potential to reduce the public parking area at the Coleman City Hall, depending on the preferred alignment. Coleman City Hall is located directly on the US 301 corridor.

## **3.5 Aesthetic Effects**

The ETDM Summary Report recommended that the project be evaluated for aesthetic effects given that US 301 functions as the main street through the City of Coleman. At that time, the degree of aesthetic effect was considered to be "moderate."

### **3.5.1 Noise/Vibration**

During the public involvement process for the US 301 PD&E, residents from the City of Coleman expressed concern about the existing noise generated by truck traffic traveling on the current alignment of US 301 through the City. If widened along the current alignment, it is expected that the noise level will increase due to the increased volume of traffic from approximately 9,000 vehicles per day to over 20,000 vehicles per day. If the US 301 realignment (truck route) is selected as the preferred alternative, it is expected the noise level in the City of Coleman will decrease, as truck traffic will travel to the south of the current US 301 alignment.

A full noise study and evaluation is included as a part of the PD&E Study and will be incorporated into the evaluation and recommendations.

### **3.5.2 Viewshed**

No impacts to viewsheds were identified, as existing commercial and residential development along the corridor is configured to accommodate the roadway in its current location. If the US 301 realignment (truck route) progresses, requiring new roadway construction in a currently rural context, viewsheds could be impacted; however, the future land use in the proposed area of the US 301 realignment (truck route), Segment 6, is planned for urban residential and mixed-use development in the future. Coordination activities for the US 301 PD&E project have included contact with proposed developments to address issues of compatibility as both the project and planned developments progress.

### **3.5.3 Compatibility**

The proposed improvements provide the opportunity for additional landscaping within the project study area. During discussions with the City of Coleman, the City expressed an interest in landscape and hardscape enhancements along the existing alignment of US 301 through downtown Coleman. However, as part of the Interlocal Service Boundary Agreement between the City of Coleman and Sumter County, Sumter County has agreed to take ownership and maintenance responsibility for the existing alignment of US 301 through downtown Coleman if the US 301 realignment (truck route) to the south of Coleman is developed and a jurisdictional transfer of the existing alignment of US 301 from FDOT to the County occurs. If the County takes ownership and maintenance control of the existing US 301 alignment through downtown Coleman, then the County would be the responsible entity for the implementation of any landscape or hardscape improvements.

Additionally, during discussions with the City of Wildwood, the City expressed that US 301 from Florida's Turnpike to SR 44 is considered a "gateway" to the city. During design of the improvements to US 301 from Florida's Turnpike to SR 44, coordination with the City must be maintained to help capitalize on the US 301 project and look for ways to forge partnerships and implement landscape and gateway improvements.

In accordance with the PD&E Manual, data regarding developments that have the potential for dedication of highway right-of-way or joint use stormwater ponds were collected. The Village of Fenney (formerly Wildwood Springs) will be developing stormwater ponds in the vicinity of US 301 and CR 468. Preliminary discussions with Village of Fenney representatives indicate that there is a potential for shared stormwater ponds. Within the area of the potential US 301 realignment (truck route), there may be future opportunities to coordinate with large land owners related to the acquisition of right-of-way and construction of stormwater ponds.

### 3.6 Relocation Potential

This section provides a narrative description of the potential relocations corresponding to the US 301 PD&E study area. Table 5 below shows the potential relocations that are referenced in this narrative.

**Table 5 | Potential Relocations**

Type	No Build	Alternative 1 US 301 Widening	Alternative 2 US 301 Realignment (Truck Route)
Residential	0	26	15
Non-Residential	0	4	2
Public Facilities	0	2	1

Source: HDR, March 2017

#### 3.6.1 Residential

No residential relocations are expected for the No Build alternative. Twenty-six (26) potential residential relocations are expected if Alternative 1 (widening only) is selected. In contrast, only fifteen (15) potential residential relocations are expected if Alternative 2 (US 301 realignment/truck route) is selected. The significant difference in the number of relocations resulting from Alternative 1 versus Alternative 2 results from the degree to which the City of Coleman is impacted. Alternative 1 would continue to route traffic through the City of Coleman by widening the existing alignment of US 301; therefore, residential properties along the existing alignment through the City of Coleman would need to be relocated to accommodate the widening of the roadway. Alternative 2 would re-route US 301 south (instead of west) at the intersection of US 301 and CR 468, allowing traffic to travel to the south of the existing US 301 alignment and avoid significant impact to the existing residential properties. In Alternative 2, no widening would occur within the City of Coleman but a new alignment for US 301 to south of the existing alignment would be created, therefore fewer residential properties would need to be relocated.

#### 3.6.2 Non-Residential

No non-residential relocations are expected for the No Build alternative. Four (4) potential non-residential relocations are expected if Alternative 1 (widening only) is selected. Similarly, two (2) potential non-residential relocations are expected if Alternative 2 (truck route) is selected. As shown in Table 5, the difference in the number of relocations resulting from Alternative 1 versus Alternative 2 is two properties. This is partly due to the rural residential character of US 301 and the limited number of non-residential properties in the study area.

#### 3.6.3 Public Facilities

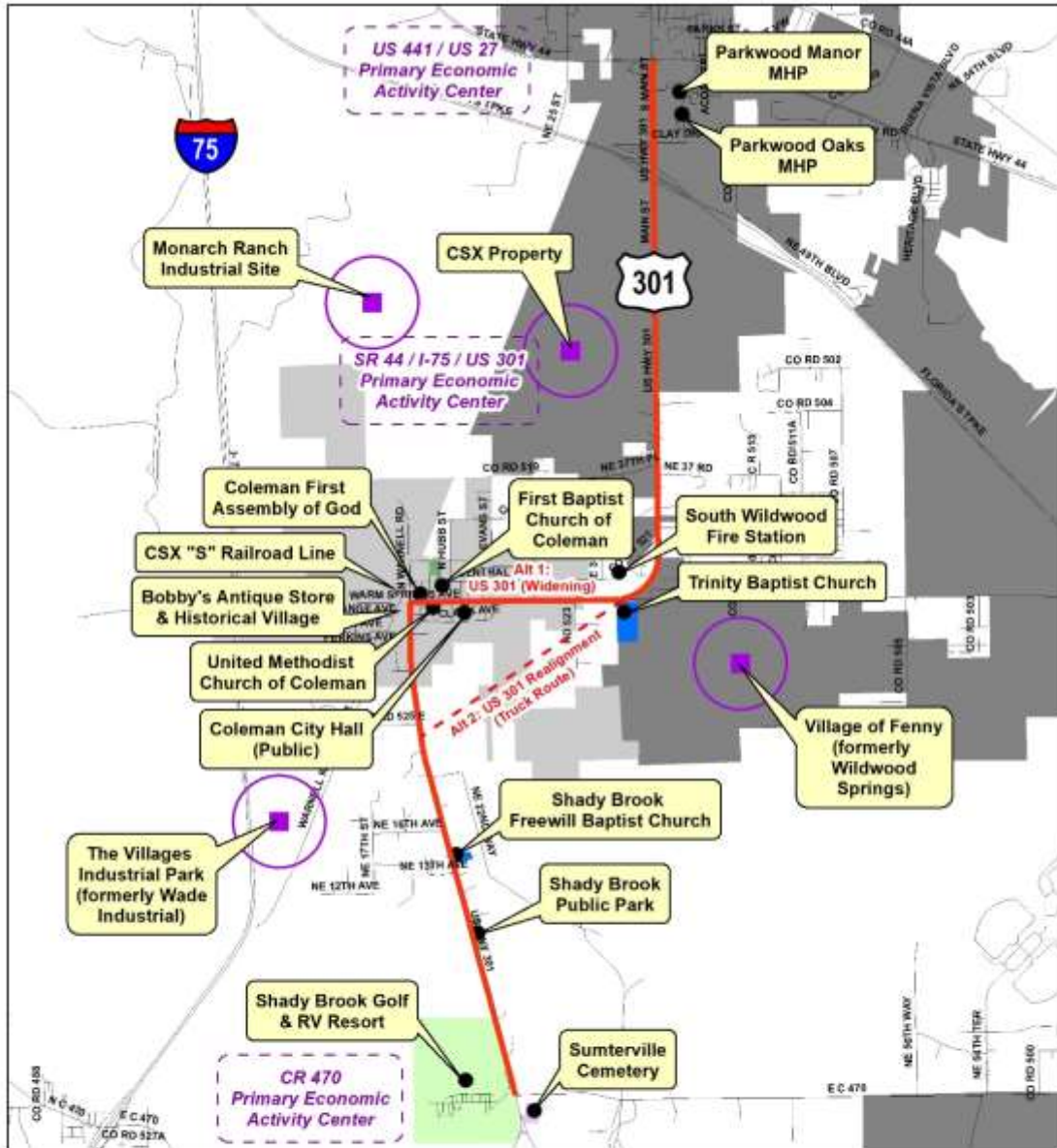
No public facility relocations are expected for the No Build alternative. Two (2) potential public facility relocations are expected if Alternative 1 (widening only) is selected; whereas only one (1) potential public facility relocation is expected if Alternative 2 (truck route) is selected. As shown in Table 5, the difference in the number of potential relocations resulting from Alternative 1 versus Alternative 2 is one property. The two public facilities shown for Alternative 1 are Coleman City Hall and the United Methodist Church of Coleman, which are both located on Warm Springs Avenue. The one public facility shown for Alternative 2 is the Trinity Baptist Church,

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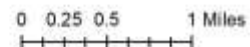
which is located at the intersection of US 301 and CR 468 at the eastern limits of Coleman. Public facilities are shown in Figure 14.

**Figure 14 | Community Characteristics**



## Community Characteristics

- Legend**
- US 301 Project Corridor
  - Place of Worship
  - Public Park
  - Golf Course
  - Cemetery
  - Primary Economic Activity Center
- Incorporated Cities**
- Coleman
  - Wildwood



## 4.0 Recommendations and Commitments

### 4.1 Recommendations for Resolving Issues

The previous Efficient Transportation Decision Making (ETDM) report was based on a much larger study area; therefore, many of the issues identified in that report are not applicable to the current project start and end (i.e., study area from CR 470 E to SR 44). While many of the issues were marked as “moderate”, further evaluation of the socioeconomic effects of the US 301 PD&E project deems most “low”. However, several issues remain relevant, including the need for coordination with Developments of Regional Impact (DRIs) and other private development activities in the study area to ensure compatibility with community goals and planning efforts; involvement of racial/ethnic minority, low-income and other underrepresented or disadvantaged groups in the PD&E process; and the improvement of access, connectivity, and multi-modal transportation options for the established community no matter which alignment alternative is selected.

### 4.2 Project Commitments

Initial project commitments are being identified and will be finalized following the Public Hearing. As of June 2017, no project commitments related to Sociocultural Effects have been made.

## 5.0 Environmental Justice, Civil Rights, and Related Issues

### 5.1 Protected Populations in Study Area

Because right-of-way acquisition is proposed as part of this project, impacts to residential properties are anticipated; however, the project is not anticipated to disproportionately harm elderly persons, handicapped individuals, non-drivers, transit-dependent individuals or minorities.

#### 5.1.1 Impacts to Special Populations

There are no concentrations of special populations within 400 feet of the project area. Elderly and disabled populations within 400 feet of the project area are limited and dispersed.

#### 5.1.2 Impact to Minority Groups

The US Department of Housing and Urban Development (HUD) CPD Maps application was used to identify potential impacts to minority groups living near the project. Over 90% of the population living in the US Census Tracts corresponding to Segment 1, Segment 4, and Segment 5 of the project reported their race as “white” according to the 2010 US Census.

Segment 2 and Segment 3 of the project, including the City of Coleman, have a greater concentration of racial minority population, with approximately half of the population in the corresponding US Census Tracts reporting as a race other than “white”. There is one known neighborhood of minority concentration located in Coleman south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX “S” railroad line,

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within Segment 3. According to the US Census, approximately 60% of the population living in this neighborhood reported their race as “black or African American”. This neighborhood also has a high concentration of poverty, with approximately half of the population estimated to have extremely low income.

While one racial minority neighborhood is located in proximity to the project, relocations are not expected to occur within the neighborhood. Additionally, the improvements under consideration in the US 301 PD&E have no direct impact to the properties or population within this neighborhood. Any secondary impacts to this neighborhood or population are the same as other areas.

This racial minority neighborhood is in relatively close proximity to the proposed new interchange on I-75 at CR 514. This neighborhood’s northern boundary is CR 514. However, with the recent approval of the Interchange Justification Report for the proposed new interchange, there is great consideration by Sumter County to limit impacts to this neighborhood. Sumter County is moving forward with the extension of CR 525 E to connect to CR 514 near the proposed new I-75 interchange. The County’s intent is to have traffic from the new interchange use CR 525 E, as opposed to cutting through the neighborhood on CR 514, to reach US 301. This is related to the US 301 PD&E in that the proposed US 301 realignment (truck route) would connect to CR 525 E and its extension to the proposed new interchange. Consequently, the proposed US 301 realignment (truck route) assists in minimizing impacts to the racial minority neighborhood.

Less than 5% of the population living in the US Census Tracts corresponding to Segment 2, Segment 4, and Segment 5 of the project reported as “Hispanic” according to the 2010 US Census. Sumterville and the City of Coleman have a larger Hispanic population, with approximately 15% of the population living in the US Census Tracts corresponding to Segment 1 and Segment 3 reporting as “Hispanic.”

### **5.1.3 Impacts to Non-Drivers and Transit-Dependent Individuals**

The US Department of Housing and Urban Development (HUD) CPD Maps application was used to identify the income level of the population living near the project. Extreme low-income areas are concentrated in Coleman south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX “S” railroad line, within Segment 3; however, generally, the City of Coleman shows lower income than the balance of the US 301 project corridor. Therefore, the population in the City of Coleman may have more transit-dependent individuals than other segments of the project corridor.

Sumter County operates a demand responsive (door to door) and deviated fixed route shuttle transit system that serves population in the City of Coleman, as well as all areas of the county. The proposed improvements considered by the US 301 PD&E do not preclude the continuation of these transit services.

Additionally, the proposed improvements considered by the US 301 PD&E include enhancements to opportunities for pedestrian and bicycle use within the project corridor. These pedestrian and bicycle enhancements will improve opportunities and safety for non-drivers.



## 5.2 Coordination and Participation

### 5.2.1 Public Involvement

Public comment opportunities for the US 301 PD&E project are very open and inclusive. The general approach to public involvement includes a Project Advisory Group, Project Alternatives Public Meetings, a Public Hearing, and numerous meetings with local agencies and other interested stakeholders that request meetings. As the primary area of racial minority concentration and low-income residents, the City of Coleman is a strong focus of public involvement. The Project Advisory Group was primarily comprised of property owners within the City of Coleman. Beyond the required meeting notifications, additional meeting notifications are provided for the Project Alternatives Public Meetings and the Public Hearing within the City of Coleman. The meeting notifications are posted at Coleman City Hall, the Coleman Community Center, the US Post Office in Coleman, churches and the Lake Community Action Agency community center located within the racial minority neighborhood and at the park located within the racial minority neighborhood.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) were directed to contact Mary McGehee, FDOT Project Manager, by phone at 386-943-5063, or via email at [Mary.McGehee@dot.state.fl.us](mailto:Mary.McGehee@dot.state.fl.us) at least seven (7) days prior to the meeting. If they are hearing or speech impaired, they are instructed to contact the project team by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI were directed to do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator by phone at 386-943-5367, or via email at [Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us). No comments were received regarding Title VI during the project.

### 5.2.2 Title VI/VIII

In accordance with the PD&E Manual, data regarding the location of any Title VI/VIII involvement, minority displacement, and special populations were collected.

As discussed in previous sections, there is no anticipated displacement of racial minority or special population areas.

As the primary area of racial minority concentration and low-income residents, the City of Coleman is a strong focus of public involvement. The Project Advisory Group was primarily comprised of property owners within the City of Coleman. Beyond the required meeting notifications, additional meeting notifications are provided for the Project Alternatives Public Meetings and Public Hearing within the City of Coleman. The meeting notifications are posted at Coleman City Hall, the Coleman Community Center, the US Post Office in Coleman, churches and the Lake Community Action Agency community center located within the racial minority neighborhood and at the park located within the racial minority neighborhood.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) were directed to contact Mary McGehee, FDOT Project

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Manager, by phone at 386-943-5063, or via email at Mary.McGehee@dot.state.fl.us at least seven (7) days prior to the meeting. If they are hearing or speech impaired, they are instructed to contact the project team by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

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### **5.3 Summary of Project Effects**

The project is not anticipated to disproportionately harm elderly persons, handicapped individuals, non-drivers, transit-dependent individuals or minorities.

There are no concentrations of special needs populations (elderly persons or persons with disabilities) within 400 feet of the project area; however, the median age of the study area population is slightly older than the national average. There is one known neighborhood of racial minority concentration located in Coleman south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX “S” railroad line, within Segment 3; however, relocations are not expected to occur within this predominately Black or African American neighborhood.

Although Sumterville and the City of Coleman have a higher percentage of Hispanic or Latino population than Sumter County generally, this population is limited and dispersed. No direct impacts to the Hispanic or Latino population are expected and secondary impacts do not differ from other areas.

Generally, the City of Coleman shows lower income than the balance of the US 301 project corridor; therefore, the population in the City of Coleman may have more transit-dependent individuals than other segments of the project corridor. The US 301 PD&E project does not preclude the continuation of transit services, and the project proposes enhancements to opportunities for pedestrian and bicycle use in the study area.

As the primary area of racial and ethnic minority concentration and low-income residents, the City of Coleman was a strong focus of public involvement. Title VI/VIII compliance was maintained at all opportunities for public comment. During the public involvement process, residents of the City of Coleman expressed concern about existing and continued truck traffic noise along the current US 301 alignment through the City and inquired about potential relocations of residential and non-residential properties resulting from the project.

### **5.4 Mitigation and Enhancement Actions**

To mitigate any secondary effects and enhance coordination with areas of racial or ethnic minority concentration, FDOT will need to maintain communication with the neighborhoods and populations identified in this Sociocultural Effects Evaluation Report. These include the Black or African American community south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX “S” railroad line in the City of Coleman and the limited and dispersed Hispanic or Latino population in the City of Coleman.

## **5.5 Findings Regarding Disproportionate Adverse Effects**

While one racial minority neighborhood in the City of Coleman is proximate to the project, the improvements under consideration in the US 301 PD&E study area have no direct adverse effect on the properties or population within this neighborhood. No relocations are expected to occur within this Black or African American neighborhood and any secondary impacts to this neighborhood or population are the same as other areas.

Similarly, with regard to ethnic minority neighborhoods, the Hispanic or Latino population in the study area is limited in number and dispersed geographically. No disproportionate adverse effects on the Hispanic or Latino population are expected and any secondary effects on this population are the same as other areas.

## 6.0 Appendices

### 6.1 Data Sources

The following data sources were used in the preparation of this Sociocultural Effects Evaluation Report:

- City of Coleman, Florida, and Sumter County, Florida, *Interlocal Service Boundary Agreement (ISBA)*, approved December 12, 2016, and Draft Future Land Use Map, 2016
- City of Coleman, Florida, *City of Coleman Comprehensive Plan, Transportation Element, Future Land Use Element and Future Land Use Map*, adopted 1991
- City of Coleman, Florida, *Community Redevelopment Area (CRA) Master Plan*
- City of Wildwood, Florida, *City of Wildwood Comprehensive Plan, Transportation Element, Future Land Use Element and Future Land Use Map*, adopted 2010, subsequently amended 2015
- City of Wildwood, Florida, *Community Redevelopment Area (CRA) Master Plan*
- FDOT, Project Development & Environment Study Manual, August 25, 2016
- Florida Department of Transportation (FDOT), *Efficient Transportation Decision Making (ETDM) Summary Report* for the US 301 PD&E
- HDR, *Draft Alternatives Comparison Matrix*, March 2017
- HUD, *CPD Maps and Data-Driven Planning Toolkit*, accessed 2016-2017, <https://egis.hud.gov/cpdmaps/>
- Lake-Sumter Metropolitan Planning Organization (MPO), *2040 Long Range Transportation Plan (LRTP)*, adopted 2015
- Lake-Sumter MPO, List of Priority Projects (LOPP), FY2020/2021 thru FY2039-2040
- Lake-Sumter MPO, Transportation Improvement Program (TIP), FY2016/2017 thru FY2020/2021
- Southwest Florida Water Management District, *Florida Land Use and Cover Classification System (FLUCCS) Data, 2011* (accessed from University of Florida, Florida Geographic Data Library (FGDL), 2016)
- Sumter County, Florida, *Sumter County Comprehensive Plan, Transportation Element, Future Land Use Element and Future Land Use Map*, adopted 2012, subsequently amended 2016
- University of Florida Bureau of Economic and Business Research (BEBR), *2016 Estimates and 2040 Projections of Population* for Sumter County, Florida
- US Census Bureau, *2010 Decennial Census*, Block-level data for Sumter County, Florida
- US Census Bureau, *2011-2015 American Community Survey, 5-Year Estimates*, Tract-level and Block Group-level data for Sumter County, Florida; City of Wildwood, Florida; and City of Coleman, Florida
- US Department of Housing and Urban Development (HUD), Affirmatively Furthering Fair Housing (AFFH) Data and Mapping Tool, accessed 2016-2017, <https://egis.hud.gov/affht/>

### 6.2 Public Involvement Summary and Analysis

This section to be completed after the Public Hearing (scheduled for Late 2017).