



# Form Community Impacts Assessment Technical Report

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**Project Name:** US 87

**Control Section Job Number (CSJ):** 0425-01-021, 0425-01-022, 0425-02-037, 0425-02-038, and 0425-02-040

**Report Date:** 01/07/2021

**District:** Amarillo

**County(ies):** Hartley and Moore

**Let Date:** 09/2023

**Project Classification:** EA

**Report Version**

**Draft**

**Revised**

**Final**

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Please refer to the italicized instructions throughout this form for guidance in determining which section should be completed. More detailed information on filling out this form is available in Section Two of the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI in the [Community Impacts Assessment Toolkit](#) available on TxDOT.gov. For further assistance in developing this report or to discuss review comments on previous analyses, please contact the Environmental Affairs Division (ENV).

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### A. Project Screening

Would the proposed project involve ANY of the following conditions?

- Creation of a new grade separation that is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway, which does not result in a multi-level interchange).
- Displacements are limited to structures that appear to be unoccupied or otherwise unused.
- Expansion of the roadway pavement by the width of one vehicle lane or more, but the expansion is limited to a project area with at least one of the following main characteristics:
  - Rural projects - characterized by scattered residences, sparse population overall, and has limited pedestrian activity adjacent to the project area
  - Development is predominately industrial or agricultural
  - Widening roadway approaches for bridge work
- Construction of a new - or extension of an existing - raised median or median barrier where at least one of the following project descriptions is true:
  - Does not deny access to any driveways or cross streets (although travel patterns may still be impacted)
  - Does not continue longer than 3 miles without a break or crossover
  - Does not occur in front of a school or emergency responder dispatch location such as police stations, fire stations, or hospital emergency room (not to include standalone urgent care centers not associated with a traditional hospital)

- No *Completion of this Community Impacts Assessment Technical Report form is required. Proceed to **Section B**.*
- Other *Consult ENV SME to determine what level of documentation is required. After contacting, if the SME concurs that a summary statement is sufficient for this project, fill in the summary in the space provided below and leave this box checked.*
- Yes *If there is a reason to believe that the project would have the potential to result in adverse temporary or permanent impacts to community resources, proceed to **Section B**. Otherwise, provide a brief summary of why community impacts are not anticipated in the text box below to conclude the analysis. Do not complete the remainder of this Community Impacts Assessment Technical Report Form.*

<b>Summary Statement</b>
<p><u>Prepared by:</u></p>

## B. Community Study Area

Please answer all of the following questions in full sentences and proceed to **Section C**.

1. Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).

The proposed project is needed to improve mobility, connectivity, and safety.

2. Define the Community Study Area by identifying community study area boundaries, and describe the methodology used for developing the community study area (i.e. explain the reasoning for why the study area boundaries are appropriate for the project).

Attach a map showing the community study area, the location of the project limits, as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).

A study area was developed for the community impacts assessment to cover potential areas of effects from the proposed project. US 385 to the west and US 287 to the east were identified as the nearest major arterials in the area. These major arterials would be used as alternate routes to get to destinations in the area; therefore, these roadways are used as the west and east boundaries of the study area. Adjacent parcel boundaries were used for the north and south boundaries to include the parcels adjacent along US 87 that would most likely be impacted by the proposed project. These adjacent properties along the project limits are mostly large parcels with an agricultural land use and intermittent residential and commercial structures.

3. Describe existing land use and community character.

Existing land use and character of the study area is rural with mostly agricultural land use for properties along the corridor and within the study area. There is a more populated residential area and commercial businesses on the eastern portion of the study area within the city of Dumas.



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4. Identify community facilities within the community study area by listing and describing them in the table below. Use this table to inform what is included in the map, described in B.2 above.

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Moore County Airport	Airport	Public	No	Yes	
2	Kingdom Hall of Jehovah's Witnesses	Place of Worship	Public	No	Yes	
3	Texoma Park	Park	Public	No	No	
4	Bible Baptist Church	Place of Worship	Public	No	No	
5	Dumas High School	School	Public	High school students	No	
6	Church of the Nazarene	Place of Worship	Public	No	No	
7	Dumas City Hall	Government	Public	No	No	
8	United Pentecostal Church	Place of Worship	Public	No	No	
9	North Plains Christian Church	Place of Worship	Public	No	No	
10	Primera Iglesia Bautista Church	Place of Worship	Public	Spanish speaking population	No	
11	Templo Elim Asamblea de Dios	Place of Worship	Public	Spanish speaking population	No	
12	Phillips Park	Park	Public	No	No	
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>





#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>



# Form Community Impacts Assessment Technical Report

## C. Demographics

Attach tables and maps to this Community Impacts Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, and income. The TxDOT Census Data Tool includes all of this information in its screening report. Include other demographic data as appropriate, such as employment, disability, and age data for the community study area. A template demographics table is provided as Appendix A of this form found in the CIA Toolkit. Following completion of this section, proceed to **Section D**.

### 1. What data sources were used?

- U.S. Census Bureau
- American Community Survey (ACS)
- Texas Demographics Center
- Texas Education Agency – “Texas Academic Performance Reports”
- Site Visit – Date of Site Visit: 09/24/2020
- Current and/or historic aerial photographs
- Other Aerial Imagery and Google Earth

### 2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances. Attach a map of these EJ census areas.

There are a total of 148 census blocks within the study area. Of the 107 blocks that report a population, 75 blocks indicate half or more of the population as minorities. There are several census blocks in the study area that indicate 100 percent of the population as minorities whereas the census block groups in the study area indicate minority populations ranging from 38 to 85 percent of the total population. The greater percentage of minorities in census tract 9504, block



groups 3 and 4 are consistent with the majority of the minority populations reported at the census block level.

The overall study area has a minority population of 71 percent of the total population. The study area percentage is higher than the minority population percentage in Hartley County and Moore County which are 32 and 62 percent of the total population respectively. The minority population is comprised of Hispanic or Latino (66 percent), Asian (2 percent), Black or African American (1 percent), and Two or more races (1 percent) within the entire study area.



3. **What is the current U.S. Department of Health and Human Services (HHS) poverty level for a family of four, and what year is this based on?**

The poverty level for a family four is \$26,200 based on the current 2020 DHHS poverty guideline.

4. **How many of the census geographies show a median household income below the HHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available. Attach a map of these EJ census areas.**

All the census block groups within the study area have median household incomes above the 2020 DHHS poverty guideline of \$26,200 for a family of four. The median household incomes range from \$34,468 to \$64,353 in the study area.

5. **Do any of the census geographies show the presence of persons who speak English “less than very well?” Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.**

All of the census block groups have a presence of individuals who speak English "less than very well." The predominant language other than English is Spanish. The languages spoken by those with limited English proficiency are Spanish (17 percent), Asian and Pacific Islander languages (2 percent), other Indo-European languages (1 percent), and other languages (1 percent).

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## D. Site Visit

*Following completion of this section, proceed to **Section E**.*

1. **Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D.**

**A site visit should be conducted for most projects within a reasonable time frame to provide accurate and timely information. If not, explain why site visit was either not conducted at all or was conducted outside of the general time period as this form.**

A site visit was conducted on Sept. 24, 2020. Project photographs are provided as an attachment.

- 2. Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

Signs in languages other than English were not observed along the project limits; however, some facilities in the City of Dumas were found to be in Spanish as noted in the community facilities.

- 3. Were there places of worship, businesses, services, or other community facilities that target or primarily serve specific minority groups?**

Two places of worship, Primera Iglesia Bautista Church and Templo Elim Asamblea de Dios, were identified in the eastern portion of the study limits that would serve Spanish speaking population.

- 4. Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

Ramps and other observable signs of persons with disabilities were not observed in the study area.

- 5. Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?**

A high school was identified in the study area; however, daycares, elementary schools, senior centers and assisted living facilities were not identified within the study area.

- 6. Were there signs of low-income populations or neighborhoods, such as government-subsidized housing, homes in disrepair, and low-cost health care facilities?**

There were signs of low-income populations within the study area, generally within the eastern portion of the study area in the City of Dumas that include some trailer and mobile homes.

- 7. Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe dirt pathways from pedestrian activity adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.**



No bus stops, dirt pathways, train stations and bicycle lanes were observed along the project limits.

- 8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.**

Overall character of the area is rural, agricultural land use within the project limits. Development may be localized to the more populated area of the city of Dumas at the eastern portion of the study area where EJ communities are currently identified.

## E. Public Involvement

Following completion of this section, proceed to **Section F**. Attempts should be made to integrate public involvement throughout the NEPA process. If timelines or other factors affect the possibility of conducting public involvement before this CIA, it is recommended that public involvement documentation be shared with ENV SMEs at a later date.

- 1. Please describe the public involvement efforts planned or previously carried out for the proposed project. If no public involvement is planned, briefly explain why and proceed to section F.**

A notice and opportunity to comment for affected property owners was provided in September 2020. A virtual public meeting was held on 10/20/2020. A public hearing is anticipated to be held in spring of 2021.

- 2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project)?**

Comments received from public involvement activities held to date included comments and questions about property impacts and access (including driveways and median crossovers). Overall, no substantial opposition was expressed; however, comments were expressed on water/irrigation and agricultural economic impacts for consideration of fair compensation for the ROW acquisition process.

- 3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?**

Design modifications have been made to shift proposed ROW to avoid and reduce the amount of ROW impacts as much as possible. TxDOT has reached out with specific individuals to address comments, answered specific questions on property impacts and responded to information requests.



### F. Displacements

Would the proposed project result in **any** potential displacements?

- No *Proceed to **Section G**, Access and Travel Patterns.*
- Yes *Answer the questions in all applicable sections in F, then proceed to Section G. Check the types of displacements that apply:*

<input checked="" type="checkbox"/>	Residential	<i>Answer all questions in <b>Section F.1</b>.</i>
<input type="checkbox"/>	Commercial	<i>Answer all questions in <b>Section F.2</b>.</i>
<input type="checkbox"/>	Other	<i>Such as places of worship, community centers, or schools, answer all questions in <b>Section F.3</b>.</i>

#### 1. Residential Displacements

- a. **How many residences would potentially be displaced subject to final design considerations (including those that would be impacted in a manner that would prevent them from being occupied because of loss of parking or access, etc.)? What types of residences would potentially be displaced (e.g., single-family homes, apartments, duplexes, etc.)?**

One mobile home residence is anticipated as a displacement.

- b. **Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined? It should be noted that that costs associated with these properties are for analysis purposes only. Actual purchase price of acquired properties will be determined at the time of acquisition.**

An online search using realtor.com identified several mobile homes available for purchase within and adjacent to the City of Dumas that range in price from \$45,000 to \$120,000 as of December 2020.

## 2. Commercial Displacements

*If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only the questions below should be answered.*

*If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** in the CIA Toolkit for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section).*

- a. **What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?**

<Insert Text Here>

- b. **Which businesses would potentially be displaced subject to final design considerations (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?**

<Insert Text Here>

- c. **Are these businesses unique to the area? How far would a person have to travel to find a business offering similar services?**

<Insert Text Here>

- d. **Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

<Insert Text Here>



- e. **Have any business owners indicated that they would or would not relocate if the proposed project is implemented?** *Base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question.*

<Insert Text Here>

- f. **Do customers generally access these businesses by car, mass transit, walking, or bicycling?**

<Insert Text Here>

- g. **Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?**

<Insert Text Here>



**3. Other Displacements**

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to **Section G**.*

- a. What non-residential and non-commercial displacements would potentially occur subject to final design considerations? Where are these facilities located?**

<Insert Text Here>

- b. Do the potentially displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

<Insert Text Here>

- c. Are there replacement properties available for relocation of comparable size or zoning?**

<Insert Text Here>

- d. How far would a person have to travel to find similar facilities or services?**

<Insert Text Here>

- e. Is there any opportunity to mitigate the impact to the facilities?**

<Insert Text Here>



## G. Access and Travel Patterns

Would the project result in **permanent change to or loss of existing access, creation of new access, or permanent change in travel patterns to any modes of transportation?**

No Proceed to **Section H, Community Cohesion**

Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), **complete Section G.1. only** and proceed to **Section H.**
- If the project would be constructed on new location but would not create a new bypass or reliever route, **complete Section G.2. only** and proceed to **Section H.**
- If the project would create a new bypass or reliever route, **complete Sections G.2. and G.3.** and proceed to **Section H.**

### 1. Changes in Access and Travel Patterns for Projects on Existing Facilities

- a. **What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**

People currently use vehicles to access destinations in the study area.

- b. **Describe the current travel patterns along the existing facility and within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**

Overall general destinations would be the City of Hartley and City of Dumas located on either ends of the project limits, to access services and commercial businesses.

- c. **Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.**

A depressed median would limit access to specific crossing location in accessing the opposite direction.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

None of the facilities mentioned in the community facilities table would be adversely affected.

- e. How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.**

Although restricted crossing would result from longer driving distances due to the depressed median along the corridor, median breaks would not eliminate access to any of the adjacent driveways or properties.

- f. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?**

Yes, there are active agricultural properties within the study area. The depressed median would affect the ability to move farm equipment by requiring access to be located at proposed median openings for accessing the opposite direction.

- g. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

Providing median openings in consideration of traffic patterns and access to destinations and also to meet design standards.

**2. Changes in Access and Travel Patterns for Construction of Highway on New Locations**

- a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**

<Insert Text Here>

- b. Describe the current travel patterns within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**

<Insert Text Here>

- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**

<Insert Text Here>

- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

<Insert Text Here>

- e. How would the new highway affect emergency response times?**

<Insert Text Here>

- f. Is land adjacent to the new-location highway available for development?**

<Insert Text Here>



- g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?**

<Insert Text Here>

- h. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

<Insert Text Here>



**3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects**

- a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?**

<Insert Text Here>

- b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.**

<Insert Text Here>

- c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.**

<Insert Text>



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## H. Community Cohesion

Does the project involve one or more of the following elements?

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a freeway facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.
- Introduction of a new median along a previously undivided facility

No *Proceed to **Section I, Environmental Justice.***

Yes *Answer all questions in this section and proceed to **Section I.***

1. **Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.**

Community in the study area is generally agricultural with some residential structures separated by large parcels of land.

2. **Describe whether construction of the proposed project would change the existing level(s) of separation experienced near the project area. Changes in separation could include but are not limited to introduction of a new physical barrier; expansion of an existing physical barrier; or contribution to a perceived sense of separation by constructing a new grade separation. Consider all modes if multiple modes are used in the community study area.**

The additional travel lanes in each direction would not result in substantial division or separation in the area. Large tracts of agricultural land dominates the study area and considering travel by vehicle is the main transportation mode, it would not create a substantial division to the existing facility or result in an adverse effect to community cohesion.

- 3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

It is anticipated that any groups or populations would not be isolated resulting from the proposed improvements.

- 4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

Although restricted crossing would result in less convenient access to destinations or facilities within the project limits due to the depressed median proposed along the corridor, median breaks would not eliminate access to any of the adjacent driveways or properties and are unlikely to affect frequency of accessing parts of the community. No changes to bicycle or pedestrian modes would result because these modes are not observed to be major methods of transportation within the project limits.

- 5. Are any design elements proposed to mitigate adverse impacts to community cohesion?**

Median breaks are proposed to provide access at specified locations; however, community cohesion is not anticipated to be adversely affected.

## I. Environmental Justice

Based on the data provided in Section C., does the community study area include any minority or low-income census geographies (i.e., “EJ census geographies”)?

- No *Proceed to **Section J, Limited English Proficiency.***
- Yes *Answer all questions in this section and proceed to **Section J.***

**1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?**

The one residential displacement anticipated from the proposed project is located within a non-EJ census geography.

**2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

Although restricted crossing would result from the proposed depressed median along the corridor, median breaks would not eliminate access to any of the adjacent driveways or properties. The depressed median is proposed along the entire project limits and would occur in both EJ and non-EJ census geographies.

**3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

No impacts to community cohesion is anticipated as a result of the proposed project.

**4. Do any of the displaced businesses, community facilities or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being provided by these establishments.**

There are no displaced businesses or community facilities or services resulting from the proposed project.



- 5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?**

No impacts to air quality and traffic noise is anticipated from the proposed project.

- 6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and separating parts of the community? Describe any recurring community impacts that may be perpetuated by the proposed project.**

Looking at Google Earth back to 1996, a portion of US 87 was reconstructed to include a grade separated overpass over the AT&SF Railroad at the western edge of Dumas. It created a grade separated road; however, at-grade frontage roads were provided to maintain cross street movement under the overpass. One structure may have been impacted from the overpass construction; however, no other structures changed before and after the overpass construction.

This proposed project would not perpetuate any recurring community impacts.

- 7. Have there been any major infrastructure projects, industrial facilities, or other large-scale developments constructed in or adjacent to the community area?**

Between 2008 and 2011, a portion of US 87 was reconstructed to include a grade separated overpass over the AT&SF Railroad just west of Dumas.

- 8. Are there any minimization or mitigation efforts proposed specifically to lessen impacts to EJ populations?**

Mitigation efforts include median openings that meet design standards and consideration of any adjacent destinations and access locations.

- 9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.**

No displacements are located in EJ census geographies. The proposed depressed median would occur in both EJ and non-EJ geographies. Based on the analysis of impacts and proposed mitigation, impacts to EJ populations would not be disproportionately high and adverse when



compared to impacts to and mitigation for impacts to non-EJ populations because access impacts from the proposed depressed median would impact both EJ and non-EJ populations.

## J. Limited English Proficiency

Based on the data provided in Section C. and observations made during the site visit, are LEP persons likely to be present in the community study area? Remember that requests for accommodations **must** be considered, and in most cases provided.

- No Proceed to **Section K, Conclusions.**
- Yes Answer all questions in this section and proceed to **Section K.**

### 1. What languages do the LEP persons likely to be present in the community study area speak?

Language spoken by LEP persons is predominantly Spanish.

### 2. If public involvement events have occurred or are ongoing, then describe the accommodations that have been made for LEP persons during the public involvement process. Was assistance in a language other than English requested or is it anticipated to be requested? Were notices for public involvement opportunities provided in languages other than English? Were services such as translation or interpretation provided during public involvement events?

**Alternatively, describe why no accommodations were provided.**

Opportunity to request for language accommodations including translation services are and will continue to be provided for public involvement activities associated with the proposed project.

### 3. Are more public involvement efforts planned? If yes, has the plan to accommodate LEP persons changed based on past public involvement feedback?

Future public involvement efforts are planned, but plans to accommodate LEP persons have not changed from previous feedback or efforts. Language accommodations will continue to be provided.

## K. Conclusions

*Following approval of the Community Impacts Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.*

**In the text box provided below, provide a summary of the analysis conducted above and include the following information:**

- Whether EJ populations occur within the community study area
- Summary of impacts related to displacements
- Summary of impacts related to access and travel patterns
- Summary of impacts related to community cohesion
- Summary of impacts to EJ populations, including a statement regarding whether, in consideration of all the impacts to EJ populations described above and any mitigation proposed, impacts to EJ populations would be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations
- Summary of LEP issues and accommodations

**If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).**

The proposed project would result in one residential displacement of a mobile home residence within a non-EJ census geography. As part of the proposed improvements, a depressed median is proposed that would limit access to specified median openings along the project limits. Although access would be limited to the median breaks, access would not be eliminated or denied to any areas within the study area and no adverse impacts to community cohesion is anticipated. Census blocks with EJ populations occur within the community study area, specifically minority populations. In consideration of the proposed improvements, all the impacts to EJ populations described above and any mitigation proposed, impacts to EJ populations would not be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations. LEP populations were also identified within all the census block groups in the study area. Public involvement activities have and will continue to include language accommodations to ensure equitable opportunity for participation in services and programs associated with the proposed project.

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