



Community Impacts Assessment Technical Report Form

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Project Name: I-35 from north of SE Inner Loop to south of RM 1431

CSJ Number: 0015-09-187; 0015-09-186

District(s): Austin

County(ies): Williamson

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The study area for this CIA runs from RM 2243 (Leander Rd) just north of the project limit to Old Settler's Blvd to the south. The western limits stretch approximately 1.25 miles from Interstate 35 (I-35). The eastern limits of the study area extend approximately 2.5 miles near Westinghouse Rd (CR 111) and approximately 1 mile near RM 1431 (University Blvd). The communities within the study area are located on the southern end of Georgetown and its ETJ, and the northern end of Round Rock and portions of its ETJ. The study area limits represent the extent of census block groups that contain or are adjacent to the project area. The area represents adjacent communities that likely use and access the project area portion of I-35.

II. Project Description

Briefly describe the proposed project.

Remove Westinghouse bridge and construct new I-35 bridge over Westinghouse; Construct WB to SB CFI at Westinghouse; Improve I-35/SE Inner Loop; Improve SB I-35 FR ; Reverse ramps; Improve bike/ped facilities; please see Project Description in ECOS for more information

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

The study area is located in the southern portions of Georgetown and its ETJ and the northern portion of Round Rock and parts of its ETJ. These areas are categorized as planned suburban with large plot industrial east of I-35.

This area is characterized by prominent shopping centers such as Round Rock Premium Outlets and IKEA, along with other big box anchor stores located directly to the west of I-35. There are also several car dealerships adjacent to the northbound frontage road between Westinghouse Rd and SE Inner Loop, including Mercedes-Benz of Georgetown, Don Hewlett Chevrolet Buick, and Hewlett Volkswagen. The eastern portion of the study area consist of residential communities. The western portion of the study area is largely industrial with companies such as Teco-Westinghouse Motor Company and Texas Crushed Stone taking up the majority of the land adjacent to I-35. In the northern portion of the project is Inner Space Caverns, a tourist attraction of underground caves, surrounded by single family residential communities directly northwest, and government and industrial businesses to the east.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
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Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Community Montessori School	School	Private	Yes, children.	Located southeast of S Austin Ave and RM 2243.
Gateway College Preparatory School	School	Private	Yes, children.	Located on Westinghouse Rd 3.5 miles east of I-35.
Caldwell Heights Elementary School	School	Public	Yes, children.	Located on RM 1431 approximately 1.5 miles east of I-35.
Primrose School of Round Rock North	School	Private	Yes, children.	Located approximately 1 mile east of I-35 at the south east intersection of RM 1431 and Sunrise Rd.
Celebration Church	Place of Worship	Private	No	Located just northeast of I-35 and Westinghouse Rd.
Antioch Georgetown	Place of Worship	Private	No	Located approximately 2 miles east of I-35 on the north west intersection of Westinghouse Rd and RM 1460.
Inner Space Cavern	Cave / Tourist Attraction	Public	No	Located west of the intersection at I-35 and SE Inner Loop.
Poets Walk Round Rock	Assisted Living Center	Private	Yes, elderly and memory impaired.	Located 0.75 mile east of I-35, south of RM 1431 on Sunrise Rd.
The Enclave at Round Rock Senior Living	Assisted Living Center	Private	Yes, elderly.	Located 0.75 mile east of I-35, south of RM 1431 on Sunrise Rd.
Geneva Park	Park	Public	No	Located 1.3 miles east of I-35 on Quail Valley Dr.
Saint John's Cemetery	Cemetery	Public	No	Located 2.25 miles east of I-35 on the northwest corner of the intersection of Westinghouse Rd and RM 1460.
Newland Park	Park	Public	No	Located 1.3 miles east of I-35 half a mile north of Westinghouse Rd.
Indian Ridge Park	Park	Public	No	Located 1.3 miles east of I-35 just south of RM 1431.
Baylor Scott & White Medical Center	Hospital	Public	No	Located approximately half a mile east of I-35 on RM 1431.



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Round Rock Fire Station #7	Emergency Services Facility	Public	No	Located less than half a mile east of I-35 just south of RM 1431.
McNeil Park	Park	Public	No	Located just east of I-35 0.25 mile south of RM 1431.
Round Rock Police Department	Emergency Services Facility	Public	No	Located northeast of the intersection at I-35 and RM 1431.
Hidden Glen Park	Park	Public	No	Located east of I-35 between RM 1431 and Old Settler's Blvd.
Wood Glen Community Tennis Court	Sports Center	Public	No	Located approximately half a mile east of I-35 just north of Old Settler's Blvd.
Wood Glen Community Pool	Sports Center	Public	No	Located approximately half a mile east of I-35 just north of Old Settler's Blvd.

IV. Data

1. What data sources were used?

Yes U.S. Census Bureau

Yes American Community Survey (ACS)

No Texas State Data Center

No Other

If other, describe:

[Empty text box for describing other data sources]

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? \$25,750.00

3. Yes Do any of the census geographies show over a 50% minority population?

Describe:

Census Tract 214.03, Block Group 1 shows a minority population of 51.3% consisting of 26.9% Hispanic or Latino, 20% Black or African alone, 2.2% Asian alone, 2.2% two or more races, and 2% two races excluding some other race, and three or more races.



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4. No Do any of the census geographies show a median income below the DHHS poverty level?

5. Yes Do any of the census geographies show presence of persons who speak English "less than very well"?

Describe:

The following data was analyzed at the census tract level due to an unavailability of specific information at the block group level. Please refer to the LEP Map in the appendix for specific limits of the census tracts. ACS 2013 - 2017 estimates indicate the following percentages of the census tract populations speaking English "less than very well": Census Tract 206.03: 1.4% (2.3% Spanish or Spanish Creole, 0.2% Portuguese or Portuguese Creole, 0.6% Gujarati, 0.4% Hindi, 0.5% Chinese, 0.2% Korean, 0.7% Other Asian Languages) Census Tract 206.04: 1.4% (1.8% Spanish or Spanish Creole, 0.4% Tagalog, 0.5% Other Pacific Island Languages) Census Tract 214.03: 0.7% (10.1% Spanish or Spanish Creole, 0.2% Other West Germanic Languages, 1.6% Korean, 0.2% Other Asian Languages) Census Tract 215.07: 1.4% (3.9% Spanish or Spanish Creole, 0.5% Chinese, 0.04% Korean, 0.1% Mon-Khmer, Cambodian, 0.2% Laotian, 0.4% Vietnamese)

V. Site Visit

1. Yes Was a site visit conducted?

If yes, attach documentation, notes, and photographs from the field visit.

2. No Were there any signs observed in languages other than English?

3. No Were there places of worship, businesses, or services that target or serve specific minority groups?

4. No Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?

5. Yes Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?

Describe:

Community Montessori School - Located southeast of S Austin Ave and RM 2243. No impacts anticipated. Caldwell Heights Elementary School - Located on RM 1431 approximately 1.5 miles east of I-35. No impacts anticipated. Primrose School of Round Rock North - Located approximately 1 mile east of I-35 at the southeast intersection of RM 1431 and Sunrise Rd. No impacts anticipated. Poets Walk Round Rock - Located .75 miles east of I-35, south of RM 1431 on Sunrise Rd. No impacts anticipated. The Enclave at Round Rock Senior Living - Located .75 miles east of I-35, south of RM 1431 on Sunrise Rd. No impacts anticipated.

6. No Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?

7. Yes Are there signs of other modes of transportation?



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Yes **Are there bus or train stops?**

Describe:

Greyhound bus stop at SE corner of I-35 and RM 1431.

Georgetown Park and Ride station, owned by CARTS, northeast of I-35 and SE inner loop just east of I-35.

The following bus stops are owned by Capital Metro:
Sunrise/Hidden Valley bus station on Sunrise Rd south of RM 1431.
N Mays/RM 1431 stop just northeast of RM 1431 and I-35.
N Mays St/Tervaita Parkway bus stop located on Bass Pro Dr, east of I-35.

No **Are there marked bike lanes or bicycle lane signage?**

No **Did you observe cyclists in the area?**

Yes **Are there sidewalks?**

Describe:

Sidewalks were observed in the following locations:
East of I-35 from RM 1431 to entrance before BJ's restaurant.
East of I-35 from Bass Pro Dr to Texas MedClinic.
East of I-35 from entrance at Mercedes Benz of Georgetown to east of I-35 on ramp.
East of I-35 from Titan Factory Direct Georgetown to south of SE Inner Loop.
East-west sidewalks along RM 1431, Bass Pro Dr, and Westinghouse Rd.

A shared-use path runs along the southbound frontage road starting from RM 1431 and extends south ending just before Old Settler's Blvd.

Yes **Did you observe "goat paths" or dirt pathways adjacent to the project area?**

Describe and show limits of goat paths or dirt pathways on map:

Goat paths were observed from Texas MedClinic to Page Whitney Pkwy east of I-35 along frontage road.

8. Yes **Is there any additional information about this community that will be helpful?**

Describe:

The area near the I-35 and RM 1431 intersection contains several large retail outlets (including the Round Rock Premier Outlet and IKEA), which draws visitors from beyond the surrounding area. Several car dealerships are located along the northbound frontage road between Westinghouse Rd and SE Inner Loop.

9. Yes **Is public involvement planned for this project?**

Results from the Scope Development Tool



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- 1. No Did the Scope Development Tool identify the need for a residential displacements analysis?
- 2. No Did the Scope Development Tool identify the need for a commercial displacements analysis?
- 3. No Did the Scope Development Tool identify the need for an other displacements analysis?
- 4. Yes Did the Scope Development Tool identify the need for an access and travel patterns analysis?

Select the level of analysis identified on the Scope Development Tool:

- Medium risk access and travel patterns analysis
- High risk access and travel patterns analysis

- 5. Yes Did the Scope Development Tool identify the need for a community cohesion analysis?

Select the level of analysis identified on the Scope Development Tool:

- Medium risk community cohesion analysis
- High risk community cohesion analysis

ACCESS AND TRAVEL PATTERNS

- 1. How do people currently access adjacent parcels (car, walking, cycling, mass transit)?

Adjacent parcels are typically accessed by car, bus, walking, and cycling.

- 2. Describe the permanent changes to access and/or travel patterns.

There would be permanent access and travel pattern changes to I-35 as shown in the Proposed Travel Pattern and Access Changes Table. Travel pattern changes would generally be the result of ramp reversals and the addition of a partial Continuous Flow Intersection (CFI) at the intersection of Westinghouse Road and the NB frontage road. Details regarding specific access and and travel pattern changes are shown on Table 7.

- 3. What neighborhoods and businesses will be affected by these changes?

Vehicles may have to travel further to get to and from businesses and neighborhoods in the study area due to proposed ramp changes. There also may be temporary impacts to travel patterns during construction. The following businesses along I-35's SB frontage road would be affected: Inner Space Caverns, Texas Crushed Stone, Teco-Westinghouse Motor Company. Don Hewlett Chevrolet and Roger Beasley Mazda of Georgetown would be affected along Westinghouse Road east of I-35.

- 4. No Are any community facilities affected?

- 5. How will emergency response times be affected?

Emergency response times may be temporarily impacted due to slight delays during construction closures and detours.

- 6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

Permanent impacts are not anticipated. Mass transit would continue to have access to the roadway. Walking and cycling would be improved with the provision of a new paved shared-use path within the proposed project limits.



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7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

As no permanent impacts are anticipated, most users will not have to use alternative routes or services. Slight delays may occur during construction due to detours and/or closures.

8. Yes Are any design elements proposed to mitigate adverse impacts to these modes?

Describe:

Access to properties would be maintained during construction, and TxDOT would notify adjacent property owners and the public in advance about any detours and/or closures.

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

The proposed project is anticipated to improve access/travel patterns by enhancing traffic flow and increasing visibility. Temporary impacts may be caused by construction due to detours and closures. Access to properties would be maintained during construction, and TxDOT would notify adjacent property owners and the public in advance about any detours and/or closures.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. If there is an existing roadway or other separation, how will the proposed project change that separation?

The current roadway separation would not change due to the proposed project.

2. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

The proposed project intends to improve access by enhancing traffic flow and increasing visibility.

3. How will the proposed project change the way that people use local services and facilities change?

The proposed project will improve the way that people use local services and facilities by enhancing traffic flow and increasing visibility. Since the majority of community residents and facilities are located east of I-35, no changes to community cohesion are anticipated.

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Conclusion: Based on the information above, how will the proposed project impact community cohesion?

Overall, the project is not anticipated to impact community cohesion since no new roads are proposed, no displacements are anticipated and physical access to residences and community resources would remain.



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ENVIRONMENTAL JUSTICE

- 1. No Will there be displacements?
- 2. Yes Will there be access and travel pattern impacts?

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

Access and travel impacts from the project are not anticipated to have disproportionate adverse effects on majority minority populations.

- 3. No Will there be community cohesion impacts?
- 4. No Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?
- 5. No Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?
- 6. No Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?
- 7. No Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?
- 8. No If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If it is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

The project is not anticipated to have a disproportionately high and adverse impact on minority or low income populations.

Limited English Proficiency

- 1. Yes Were there LEP persons identified in the project area?

What languages do they speak?

ACS 2013 - 2017 estimates indicate the following percentages of the census tract population speaking English "less than very well":

Census Tract 206.03: 2.3% Spanish or Spanish Creole (207 residents) , 0.2% Portuguese or Portuguese Creole (17 residents), 0.6% Gujarati (52 residents), 0.4% Hindi (32 residents), 0.5% Chinese (81 residents), 0.2% Korean (14 residents), 0.4% Vietnamese (34 residents), 0.7% Other Asian Languages (60 residents).

Census Tract 206.04: 1.8% Spanish or Spanish Creole (106 residents), 0.4% Tagalog (25 residents), 0.5% Other Pacific Island Languages (25 residents).



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Census Tract 214.03: 10.1% Spanish or Spanish Creole (415 residents), 0.2% Other West Germanic Languages (10 residents), 1.6% Korean (65 residents), 0.2% Other Asian Languages (10 residents).
 Census Tract 215.04: 1.5% Spanish or Spanish Creole (110 residents), 0.3% Hindi (19 residents), 0.04% Other Indic Languages (27 residents), 1.0% Other Asian Languages (74 residents), 0.2% Hebrew (16 residents).
 Census Tract 215.07: 3.9% Spanish or Spanish Creole (347 residents), 0.3% French (incl. Patois, Cajun) (23 residents), 0.5% Chinese (46 residents), 0.05% Korean (4 residents), 0.1% Mon-Khmer, Cambodian (8 residents), 0.2% Laotian (15 residents), 0.4% Vietnamese (36 residents).

2. What public involvement techniques were used or is planned to be used?

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

An open house was held on April 4, 2019 for members of the public which included exhibits and an opportunity to answer questions and provide additional information about the project. Public meeting documentation is available in ECOS. In addition to the open house, members of the public were able to view public meeting materials at www.mobility35openhouse.com from April 4-19, 2019, as well as obtain general information regarding the project at <http://my35.org/capital/projects/williamson/rm2243-rm1431.htm>.

3. Yes Was assistance in a language other than English requested or is it anticipated to be requested?

Describe:

In anticipation of Spanish speakers attending the public meeting, the display ad and comment form were provided in Spanish along with a Spanish-speaking project staff member.

4. How were LEP persons accommodated during the public involvement process?

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

Assistance in another language besides English was available upon request and will be available if requested for the public hearing. With regards to Spanish, public meeting notices were published in both Spanish and English; and comment cards were available in both languages.

5. Yes Is any more public involvement planned?

Yes **Will LEP persons continue to be accommodated?**

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

Assistance in another language besides English was available upon request and will be available if requested for the public hearing. For the public meeting in April 2019, public meeting notices were published in both Spanish and English; and comment cards were available in both languages. These same accommodations will be available at the public hearing. Consequently, LEP persons were and will be given opportunities for meaningful involvement in the NEPA process.




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Prepared By:

Rachel Cepeda
Preparer Name

Transportation Planner
Title

Rachel Cepeda
Preparer Signature

 Digitally signed by Rachel Cepeda
Date: 2019.11.12 15:11:31 -05'00'

November 12, 2019
Date